OPERATING ENGINEERS LOCAL 3
STATIONARY ENGINEERS LOCAL 39
VOL. FIVE, No. 3
SAN FRANCISCO, CALIF.
MARCH 14, 1947

BACK NEW PORT AT SACRAMENTO

Central California citizens are going all out in support of the building of a deep water shipping channel to Sacramento to establish another great inland port for California's booming commerce traffic, and there is every indication that the voters of Sacramento and Yolo counties will vote overwhelmingly in favor of this important project at a special election on April 15.

Readers of the "Engineers News" are urged to assist in every possible way to assure this election. If you are a resident of those counties, make sure you cast a ballot on April 15. If you live elsewhere but are acquainted with voters in those counties, remind them of the importance of a "yes" vote.

Great Opportunities

Opposition to the project from the direction of the oil interests and the thought of competition, this has largely vanished with the maturation that (Continued on Page 12)

BIG HIGHWAY PROGRAM

Prospects that the $3 billion California State highway program would become a reality were very good as the Engineers News went to press, the Senate having approved it by a 32 to 5 vote on Tuesday, March 22. Approval of the vast 13-year state highway program means many hundreds of jobs for members of Engineers Local 3 as well as many other crafts in the building trades and great benefits to the communities and districts involved. Later in building the highway program 100 per cent.

Policeman, style expert, missionary, all from Local 3

There's a new cop in Marysville. Bro. John Hemstreet hung up the overalls and buttons of Local 3 and put on the star and holsters, reports Bro. Bill Wachter from that area. . . . Bro. Stuart M. Nelson is leaving to take up missionary work for the next two years. . . . Bro. . . . Hemstreet has joined the party-wide ranks, reports Bro. Nevers from Fresno. This young Cupertino engineer has opened a dress shop for costumers in Amador. But it's not so bad when we learn that the Mrs. will be in charge and that Bud will probably sweep up after hours. There's no limit to what these versatile members of Operating Engineers Local 3 will take up next.

NEw Oakland Office

The new Oakland office of Local 3 at 2444 Webster Street is now open and occupied, and all inquiries are well pleased with the new quarters. All who have not yet done so are invited to drop in and look the place over.

TRADESMEN URGE BRIDGE, HIGHWAYS

Endorsement of the state's new highway program, request for quick construction of the new bay crossing, and urging of liberal Federal appropriations for construction of high-level dam features at the Central Valley project were highlights of the 33rd convention of the State Building and Construction Trades Council meeting in San Francisco last week.

Frank MacDonald, veteran presi- dent of the state trades bully, was re-elected, as was Jim J., Democrat of Alameda County as secretary-treasurer. Delegated hand greet- ings and congratulations from a number of guest speakers and art- ists on a wide variety of matters of importance to the visitors at the AFL building traditions in California.

(Continued on Page 12)

FRANK C. MACDONALD

Frank C. MacDonald, veteran leader of the State Building Trades Council, was re-elected as its presi- dent at last week's 33rd conven- tion in San Francisco.

JOB DEATH TOLL

A total of 26 industrial fatalities occurred during January in Cali- fornia, most of them from vehicle accidents. 25 in all. Falls killed 11, including five from scaffolds and ladders. Eight were killed when struck by various objects, in- cluding two loggers struck by trees and two tinsmen, by falling piles. Seven died as a result of electrocutions. Five of these were caused by either a live wire or a truck cloth touching high tension wires. Burns caused four deaths, and machinery three.

BUSINESS AGENTS, NOTE

An effort will be made in suc- cessing issues of the Engineers News to cover more fully the facts surrounding the death of any and all members of the union. Bro. Division asks, therefore, that you please endeavor to include in your reports the full details, such as cause of death, immediate relatives, and any other facts of in- terest concerning the member.

GREEN REGRETS CIU "NO"

AFL President Williams Green has expressed deep regret that the Congress of Industrial Organizations "declined" his request for a conference to discuss merging the two groups into the mightiest labor unit the world has ever known, the AFL News service reports from Washington.

Mr. Green, from a recent meeting of the AFL Executive Council in Miami, invited the CIU to talk over ways to accomplish the merger of the two groups on an organic basis. Phillip Murray, CIU President, after consultations with his leading col- leagues, replied they would discuss

ISSUES WARNING

Textile workers before the Senate Labor Committee, AFL President Williams Green warned that an arrangement between the unions would pro- vide "the most important in- dustry federation in the world" and preserve the present world position of the

Local 39 Expands

Stationary Engineers Local 39 made great progress in member- ship and in improvement of wages, hours, and working conditions throughout the Northern California jurisdiction recently consolidat- ed from a number of smaller units into one large union. It is the conception of these brothers that "consolidation pays off" and "can be proven by Operating Engineers Local 39, and covers taking up by several different types of AFL unions.

Example in Cheer

If you can be happy with a plas- ter cast on your hips up to your neck, you can be happy under any conditions. But that's the state of mind of Bro. Ron E. Arre, Local 3 member who has been up in a flaxen bandage since December 30th. Oaklanders read in their News reports on Bro. Arre's good cheer and patience on the part of his hus- band and the doctors. And they know he'll be back as soon as he's well.

SHIP SCRAPPING

There is some increase of ac- tivity in East Bay shipyards, par- ticularly in those yards that handle the old office of Local 3 ship repairs. Most Drydock reports on East Bay yards are very bright, and two bands at Yard 3 in Richmond are engaged in this work.
The Role of the Engineer

The role of the Engineer in the building of the New West is not generally known and is certainly not sufficiently emphasized. It is not wise to be so, but "flowers to the living" is good philosophy, and in this case a bouquet is due the Engineer for his outstanding achievements. It is the brains and the brawn, the strength, courage, and skill of the typical Engineer that is figuring so largely in this peacetime phenomenon of the New West, as did it on far-flung industry and warfronts in past years.

Building the New West is a prime example to American industry in the artistry of the highly-skilled, and closely-coordinated work of which the Engineer is so largely responsible. The West is a prime example to the world of a workable Industrial Democracy.

In every major metropolis of the western states, on their expanding highways, in the teeming industrial and waterfront sections, and in the fertile valleys where wine is now bringing the white gold of water to millions of potential acres—in every direction is growth, immigration, expansion, in which to what we are striving in response to which we are striving to show it is justified. This is indeed a pleasant picture of men at work, of the dignity and democracy of labor and management in voluntary, enthusiastic cooperation, of the right and wisdom of our enactment in and contribution to building America's newest frontier into one of the world's most resourceful and productive regions.

Whatever differences may arise among us, whatever troubles and tribulations we may experience, there is still to be made this last picture, and permanent pattern for the happy and full life to which American labor is sentenced down through the ages.

The democratic American labor union is truly one of the greatest brotherhoods ever to be organized and maintained by man, a fraternity of binding, abiding, imperturbable and kinship. Let's develop this bond and right now resolve to make of it a bond of loyalty and lasting cooperation. For these, brother, is a loyalty that pays off.

Down in Venezuela

(EDITOR'S NOTE: The following was written by Mr. Egon Schum and was sent in to Manager Victor S. Swanson as an example of special interest to those in the Engineer trade.)

This is for Gus who lives like a sailor in a boat on a river in fun Venezuel.

Life isn't easy in that tropical climate.\n
Winter there is about the same temperature as that of the alpine.\n
For half of the year the hills are low.\n
Trees upon tops of conspicuous cliffs.\n
Exactly what it is I am not told, but that even one's clothes are coated with mold.\n
Thus the sun comes out and acquires the sand until it is parched like the desert sand.\n
No wonder, then, that natives dress and do without any clothes.

On the bank of the river, the workmen till.\n
For this is the land that's so rich in oil.\n
Piles must be driven, and concrete poured To carry the towers for topping this harbor.\n
So dredges slope and hammer sound.\n
At the piles they dive into the ground.\n
Through all and sand and mud and clay Deeper they go, day by day.\n
Until the resistant black-buck soil At last makes contact with the rock.\n
The shovels of the men and women.\n
And filled with mix to form the base.\n
On which is cast the cement foundation.\n
That serves as a floor for the bridge station.\n
When the job is done and the men gone leave.\n
The street exists another and scale on.

Ports must be ordered, measurements most.\n
Importance of the job is.\n
But all this trouble and toil and sweat\n
Is for the engineer to look at.\n
The sun beats down with incessant heat\n
As he sits at his desk and types sheet after sheet.\n
Sometimes his nose is in a newspaper.\n
Then get in position to do him form,\n
As white through his eyes goes a yellow glaze.\n
The cats come out and crawl up his knee.\n
But Gus isn't bothered, or he pares and saddles\n
While the workmen outside are driving the piles;\n
For this is the land that's so rich in oil,\n
The water cooler in the building is the jungle.\n
Christmas is here, and he'll soon wash hands.
Move Mountain into the Bay to Build World's Greatest Airport

The Earth Movers Union is busy dumping one of the mountainous hills that give San Francisco its distinctive topography into the Bay to create the world's greatest airport and paralleling it the great Kaysho Freeway, truly a highway of the future.

Operating Engineers Local 3 has the skill and know-how of moving mountains; it becomes readily apparent to anyone visiting the "borrow-pit" and the airport and Freeway areas at Millbrae, just below and within sight of South San Francisco.

Here the most modern of super-speed moving equipment, which are pushing 70,000 tons of dirt into the busy shift. The airport job will be done in 45 days, 15 months from now. The huge trucks and specially-built 4-yard shovels which will continue their attention on the Freeway and from Winding Gully above Millbrae they'll bring a mile-long blanket of earth for the nearby stretch just below Millbrae and between it and the airport.

Move Over, Mountain

In all, Mace-Mor-Reman, euclid, McLennan, and Bowles operating engineers, total number of men, will have taken over 18 million yards of earth from the hills and put it into the airport area, and airplanes can make good use of it, as it is now.

Up the draw, or the new man-made hills from which these three big-handles shovels, and other machinery; upper level are three of the four-dollar-a-day men who operate these shovels, which eat about twice as much fuel as an automobile, so about 9000 tons a shift.

Big Truck Fleet

Included in the 82-yard fleet are a long string of brand new 45-ton-dump semi trucks which were built especially for this job. Thomas, Local 3, operate the truck fleet, but Operating Engineers Local 3 jumps the fleet on the road out of the maintenance shops, and of course Local 3 men operate all of the shovels, dozers, and blenders on the project, as friendly and capable a gang of men as you'll find anywhere.

Macro-McK built its own two 45-yard shovel from the borrow-pit to the airport fill, a distance of several miles, and to insure free, continuous run, three steel over-heads were built over El Camino highway, the 30 truck's, and the highway Jeopardy.

And, brother, it is a fact operating these Diesel tracks like a small apartment house on wheels. They have automatic washing and garbage disposal, they have air conditioning, TV set, and many other modern conveniences. Big Rotor truck-tracks are also used, as well as plain, ordinary trucks.

Big Smooth Shovels

The three big 120-B electric shovels are a pleasure to watch. They gather up five yards of earth in one bite. A large rubber-covered 120-ton-wheel cabl is the big shovel and this job is converted into AC current by transformers that run constantly and at high speed.

The transformers are famously fast; that you have to shout at the man standing beside you, but otherwise the entire operation is smooth and hot at all times. Brothers Bill Goodland, Bill McGee, and Bill Henry are the shovel operators on the shift when we visited the borrow-pit. At end of the first shift, the 120-Bs turn around and pitch away from the hillside and keep loading shovels that run at near full speed, and then roll steadily to the new pile. The 120-Bs carries 400 tons of ballast.

Moving down through the gulch and through Millbrae we stopped to observe the sand-dump boxes being milked on the site of the new Freeway. A blanket of earth has been placed on the stretch as that is is used by trucks, etc., during their preliminary operations.

Vertical Sand Traps

A crane with a sand slinging leads, much like a pile-driver, is used to drive a bunch east cylinder down as far as 60 feet — the mud is that deep in places. The product is filled with coarse gravel from a distance of about 200 miles away, and placed in a specialty form as it is poured into the trap.

Water seeps into the trap and rises. When it reaches a blanket of gravel, upon which the entire highway is to be laid, it will seep out to the sides of the highway into pits and evaporates.

This is almost a brand-new type of highway construction, according to State Inspector A. D. Mayfield, with whom we talked while visiting the operation. It has been used on the approaches to the Bay bridge, at a point before Santa Cruz, and on "Terminal Island at San Pedro, in previous operations.

4-Foot Overload

Then the blanket of earth is placed over the site, with an overload of from two to four feet to allow for settlement. A wailing period of six or seven days is required after each fill is observed settlement and operation of the water traps.

Operator on the crane when we were visiting was Bro. Charlie Waller, the oiler was Bro. D. McRee, the air compression operator was Bro. C. J. Strickland, and a carbon working on repairs was Bro. Bishop.

Floating Freeway

It is then revealed that the big super-highway, in effect, be a floating highway, a blanket of earth and concrete floating on a sea of sand and ranging from 30 to 80 feet deep. These vertical drains are placed about one every 10 foot, each one draining about 100 square yards. In a day and a half driled, in all, about a mile and a half of vertical drains. In two separate stretches, must be constructed of about 80 square feet, which is the same as the area of the members in Local 3 in its three-state jurisdiction.

This big project well symbolizes the degree of skill required: by members of Local 3 in its three-state jurisdiction to hold the new highways, airports, freeways, dams, rivers, and other huge projects now laying the foundations for the New West.

Members enjoy life on Okinawa

Life on Okinawa must be pretty good, judging from a letter received from Dr. Al. Imaizumi, Eds Park and D. W. Harburt, Sacramento representatives of Local 3. The letter, from Bros. Roy Carpenter and Ed Riley, states that all the men have good jobs they are planning to stay until at least 1950. They work six eleven-hour days and expect to go back to 10-hour shifts soon — this goes much in their favor.

The following members are working there, with the jobs indicated: Wimpy Cordson, grade foreman; Louis Smith, cut foreman; Jack Hill, steam operator; John Gahagan, grading superintendents; Jim A. Cover, general-foreman; Louis LeBlanc, general-welding foreman; Roy Carpenter, superintendents; and Jim Shaan, cracker foreman. They send their best regards to the members in "the state."

Veterans stick

Veterans of World War II have gained the reputation of sleeping with the job, according to Bureau of Labor Statistics reports recently released. About 2,900,000 of the 15 million workers in manufacturing are war veterans. Their "quit rate" was 4.1 per thousand, the lowest on record.

March 14, 1947

ENGINEERS' NEWS

Three

Pictures taken by Operating Engineers Local 3
Millions slated for big water, power program to stimulate great activity  

By ED DORAN  
Representative, Local 3

President—Morison & Ensmo have taken delivery of 6 240 HP generators and 6 300 HP engines by the Allis-Chalmers Co., and they have put them in service. The units will be used for irrigation purposes in the district of the Delta-Mendota Canal. Local 3 has the job of erecting this equipment, and it is expected they will take sixty days to get it in operation. This Company has 85 Northwest on the job, Biggs Dryeves of Oakland are working on some of the line work. The men are doing a fine job and should employ about 20 members.

San Jose—The picture in San Jose has not changed materially in the last three weeks. San Jose will still put up the minute Spring opens up (which we hope is not too far for distance) but in the meantime, the local contractors are doing their utmost to keep as many of our members as possible in the city. San Jose has the contract for driving the piles for Almaden and San Fernando and is doing the paving in the city as an early date. Ray Bevors, building at First and Santa Clara where he is doing the early work, has on the job about sixty men, and they are covering the area in three or four weeks. Ray Bevors has also on the job about twenty men, stringing and digging jobs and so many more jobs that Ray Bevors is experiencing difficulty in keeping track of them. In the present time there are about ten men working on Ray Bevors' job, and a few more in the same volunteer. Anthony Pino, who has three crews, has on the job about twenty men, and he has been on the job for about six months, and he is doing the paving in the city and has a contract for driving the piles for San Jose, which will start up the minute Spring opens up.

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Hollister Bids  

The bids will be opened March 12, 1941, 2 P.M. in the city. The bids call for grading and surfacing two miles east of the Hollister Bids. Bids will be opened March 12, 1941, 2 P.M. in the city. The bids call for grading and surfacing two miles east of Hollister.

San Jose Bids  

Ray Bevors has been moving right along on their latest bid. They are moving ahead of schedule on their section of work, and they are doing a fine job. They are incorporating a double shift in the work which has caused a delay on that section.

Highway jobs in Nevada awaiting cleared weather  

By H. L. SPENCE  
(Symbol)  

Rego—The Highway Construction work in the state of Nevada should be starting soon as the weather is clearing up in this district. The State of Nevada has cleared up the road on the west via Battle Mountain, to a point nine miles east, a distance of 6.5 miles. It will be a good road.

Holister Bids  

The Hollister Bids have started work on their road. This will be a good job for the local contractors. The Bids will be opened March 12, 1941, 2 P.M. in the city. The bids call for grading and surfacing two miles east of Hollister.

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Early in the meeting, Leo Lentz, who has been wearing the bass dragline for much of the past week, mentioned that his brother, Ed, was coming in to take over his job. "We have a nice job going," Lentz said. "But I'm going to get out of here."

Lentz was referring to the ongoing job at Michigan Bluff. "We've got a lot of work to do," he said. "But I'm going to take a break."

The meeting ended with a round of applause for Lentz. "Good job, Leo," said Bob Robertson, the foreman. "You've earned it."
San Francisco—We have been successful in obtaining a new agreement with the Building Material Dealers Association in San Mateo, giving plant workers a raise of $1.25 per hour. Negotiations have been completed with other companies, and we are now negotiating with the Rice Company, the effective date being March 3rd for a substantial increase in wages for all of the workers in these two companies. Progress is being made in negotiations with the Consolidated Chemical Company (sometimes known as the honeydew) and we hope this agreement will be completed by next month.

Several New Projects Several new projects are in the beginning stages, such as the site for the Pacific Building on which Cabell Bros. have the ground cleared. We have won the building job and the paving is proceeding. The main work on this particular project is the paving, and we hope the paving and basement work can be done this month. Information is beginning to come to light to the benefit of the workers of this company, that we won this project which will provide employment for the next four months, and that we will be submitting a number of bids for other contracts. We are also working on San Mateo, giving seven members of the Legislature a better chance of securing additional employment to the union members.

Union Members' Rights

Bob Rogers, have several meetings with various contractors outlined the problem in operation most of the time. These meetings have been several street paving jobs, where we have been represented and asphalt paving.

Underground Conduit Council

This council is busily putting in new underground conduits for the city. We have a company that will perform all San Francisco underground conduit jobs, and they have several steel erection jobs in progress at the present time. We have written to the contractor and others harass. Bob Rogers, president of the building jobs, some small and some large. We are putting in quite a few engineers and inspectors to help us.

B. C. Gerrity Company

This company is now bidding on a large job. B. C. Gerrity is a member of the North American Building Contractors Organization, and has submitted their best bid with the guarantee that they will be able to furnish the materials and complete the job within the time limit.

Repair work along the waterfront is continuing, and we believe that this will be over in a very few weeks. We are also doing a lot of repair work at the San Francisco waterfront, and we believe that this will be completed by the end of the month.

Negotiations for Next Year's Meeting

We believe some of the members of the Local who have been in contact with the Operating Engineers, especially in regards to Recreation Rifle, have a chance to be heard. We have been notified that there will be a meeting of all members of the Operating Engineers.

Steel Plant Lost

The February 12th and 14th ballot with the NLRB at the NLRB in the steel plant. They declared that the AFL has failed to establish that the co-op labor has a majority of the employees. They ruled that the CIO has a majority of the employees.

Frank T. Fenton

Our thanks must also go to John T. Fenton, director of the AFL Building and Construction Department, for his support of the AFL for the vote that the Operating Engineers have been discussing. He ruled that the employees at the factory who work on the Alcoa plant have been discharged.

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Wherever members of the armed forces went—from Korea to Cape Horn ... to Attu ... to Berchtesgaden ... to Kunming ... to Broadway and 42nd Street—there, too, went Kilroy!

Who was Kilroy?
He could have been a Red Cross worker.
Because they're everywhere ... all the time.
Giving aid is their job. No one can tell when or where trouble will stumble into someone's lap... when some human will need help—and need it badly.
A GI desperately needs transportation to the bedside of a stricken mother. That's a job for the Red Cross.
Disaster hits a rural area. Who will meet food and housing needs of the sufferers?
The Red Cross.
A wind-whipped fire leaves a tenement section gutted—63 families destitute. Another job for the Red Cross.
Multiply those cases a thousandfold—and you begin to get an idea of the money that's needed ... the work that's involved!
The work's ours. The money's yours. Do your part!

GIVE — so your RED CROSS can carry on!

This space contributed to the All-Out Effort for the Red Cross Campaign by:

Peterson Tractor & Equipment Co.

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BRENTWOOD—Phone 105-923 Harrison Street, SAN FRANCISCO—GAfield 9151

685 A STREET, HAYWARD—Sweetwood 5600 - Hayward 426
Oakland—As jobs in the building trades have been scarce and nothing big has appeared on the horizon, the contribution to the news letter for this month has been brief. Our out of work list continues to hold its own. We regret to report that it still remains at the same high level from all classifications waiting for jobs.

For a long time, as most of the Brothers in this area know, we have been receiving reports from our members employed by the Pacific Portland Cement Company in San Leandro that the company was having trouble. The very fact that this is a cement company, with its board of directors made up of some of the most prominent and largest men in any of our trades, and that they have been well pleased with the building. On this point, Brother John Howard, in connection with the members living outside of the city, have been urging each fellow to write the President and any fellow who follows in our footsteps.

State Building Meet

Brother George Gerwick, our Building and Construction Council Vice-President, has called a meeting of all workmen in the San Leandro office of the cement company to be held on Thursday, March 21st at 10:00 a.m. to make plans to assist the men of the company who are out of work and to handle the situation properly.

News about the jobs

The following demand for labor was reported:

JOHNSON WESTERN COM.

- A demand for labor at the Western Con. Parnes and Alhambra, only watchmen retained.

OLYMPIC DRIVING.COM.

- PARNES: Dudley Palmer, Trojan, the same as before.

AMERICAN DRIVING COM.

- PARNES: Dudley Firth, National.

OLYMPIC DRIVING COM.

- PARNES: Dudley Firth, National.

SACRAMENTO DRIVING COM.

- PARNES: Dudley Parkes, Portion.

SAN FRANCISCO BREDG.

- MCMILLIN, in the Richmond office, is alleged to be the owner of the company. The cement company has been down in this area for some time and is in need of some temporary construction work.

ASSOCIATED DRIVING COM.

- PARNES: Dudley Parkes has a second section in the area. The cement company's two sections are busy, but we are expediently regular by the company when the plant is in operation.

Getting around the jobs

The following demand for labor was reported:

WALNUT CREEK TRIP

On February 17th we attended a meeting in Walnut Creek at which Brother

DeVollars is keeping 30 or 40 engineers busy on various small contracts in and around the city of Oakland. When asked if we had any trouble with our members employed by the cement company in San Leandro, Brother John Howard said that they had been having trouble but that they were doing as well as could be expected.

DeVolter's has been very busy this past month in cooperation with the Pacific Portland Cement Company in San Leandro. Brother John Howard said that they were doing as well as could be expected.

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This is my home. No housing problem for me.

I've got a place to live... for years. This is it:

This wheelchair, supplied—along with the finest of medical care, food and nursing—by the U.S. A.

It's all mine, free, in exchange for services rendered at

some places I'd rather forget.

It could be a lonesome little home—so lonesome—

But your Red Cross helps keep it cheerful!

The Red Cross, working under direct supervision of Army, Navy, and Veterans
hospital authorities, brings me music, games, books...

writes for me the letters that I can't write myself...

keeps me in touch with my family and friends back home...

helps me to dream, to hope...

PLEASE: Keep the American Red Cross visiting

my home. Give, so that the Red Cross will be able
to help whenever and wherever human beings are in
trouble: in veterans hospitals, in servicemen's

camps and bases—at home and overseas, in disaster-stricken communities, in your own neighborhood.

GIVE—so your RED CROSS can carry on!

This space contributed to the All-Out Effort for the Red Cross Campaign by:

STOLTE, INC.

GENERAL CONTRACTORS

Trinidad 1064

8451 San Leandro Street

Oakland 3, Calif.

McGuire & Hester

PIPE LINE CONTRACTORS

Trinidad 7876

796-66th Avenue, Oakland, Calif.


Buran Equipment Co.

Allis-Chalmers Tractors and Allied Road Building
and Industrial Machinery

Telephone Trinidad 5035 777-100th Avenue, Oakland 3, California
San Rafael office moved; contractors look forward to banner year for work

By H. C. FOSS

Representative, Local 3

San Rafael—No later, our office will be located at 1524 Fourth Street, San Rafael. We don’t know yet whether there will be a change in telephone number. We hope to be able to give the members service from this community.

The Cardinal Contractors from San Mateo Way have about a one. mile stretch of road here, and they are here to bid on the little sections here—a couple of rigs of work out here. We know a lot of the members are here, and we wonder why they didn’t come. We can’t find the gate when you go on.

Brother Reeve with his rig has been working in the area about the same time and I run into him all the time. He’s a West Coast contractor, his brother Colro. Brown-2 have a lot of work to do. We have earned some green and orange motor patrol to aid their equipment and expert personnel. Brother Tom Greenwell is foreman for this company.

Start Underpass

Paul Reo. of Sfomas broke ground for the Underpass in San Rafael and re- ported that the contractor for this work is still the same. The plan is to award a new North American contract to the S. rack and jackstraw, also a truck crane and a few temporary workers—and we are looking for some good help. .

Pipe Line

San Francisco, Calif., contract awarded to the Marin Municipal Water District pipe line project. The contractor is coming up here this summer—get your orders in for our Superinten dent of Marin Bros. and advices he will start again on the grading of Highway 101 above Novato. Also, the City of San Rafael has awarded to DeWitt Co., for steel and concrete pipe, the Airport Extension. The work will be done next year.

Salinas, Calif., contract awarded to 12-15 mile 4-lb. road, State Co. of Salinas, and 2-1/2 mi. road, Salinas County Co., in Salinas Co., S. of Salinas.

SACRAMENTO, Calif., contract awarded to San Joaquin Valley, 6th St. construction.

SACRAMENTO, Calif., contract awarded to J. G. Teichert, Inc., to build a large project in the South. The work will be done next year.

San Francisco, Calif., contract awarded to the San Francisco Improvement Co., for the construction of a new highway in the city of San Francisco. The work will be done next year.

San Francisco, Calif., contract awarded to the San Francisco Improvement Co., for the construction of a new highway in the city.
MORE ABOUT LOCAL 39
Report from San Jose Office

By RICHARD A. CHRISTIANSEN
Business Representative, Local 39
San Jose, Calif., Aug. 31

Our office is located in the area assigned to me, and I respectfully submit the following report of activities during the month of February, 1947.

Contracts continued for 1947 run for

1. "Sheep and Hands."

2. "Fresno - Conditions in Fresno and vicinity are holding up very well for this time of the year. We only have four mem-

bers out of work at present.

3. "The Italian Swiss Winery down after the first of February, putting in over 200 men for the winter.

4. "The Monarch Wineries are only laying off one man out of work there.

Meat Co. Pact

Meat Co. have agreements with Mathias Nelson Packing Co. Watch your agreement for 30 men for 40-hour week; first as-

signed May 1, 1947, Chief Executive 35 cents per man; over 1 year, 40 cents per man.

Up Keep You Do's

We are asking all employers to keep up your do's as this is essential to keep the work going. We are asking you to try out your traps and watch it as you work at our traps, that we have been working in this matter, with us, to help us to raise "The Do's". As the"Do's" are to our great advantage, competition is to keep "The Do's" at a high level. The conditions and wages are becoming more secure.

So until next month we are asking for your support and happy working.

Let It Be a Lesson

Her eyes gazed as she stood and her chin vibra-

ted. Her fear and her excitement were evident. In her ears, she heard her mother's voice. She had taken on this responsibility.

"Do not forget, dear, that it is important for us to be present every time you see a "Do's". I am assuming your position in the office, and I am ready to support you with all the information and knowledge I have acquired.

"Let's do this together, my dear."

Report from Oakland Office

By WILLIAM MORGAN
Business Representative, Local 39

Oakland - Since last report, we have made improve-

ments. We have much improved. We have a new "Out of Work List" and we have improved the conditions of our works in the east.

Hospital

The hospital situation is not yet settled. We have had two meetings with the hospital and we will continue to work with them on Monday, March 2.

County Engineers

We have had two meetings with the county engineers, and it looks

Tradesmen Urge Bridge, Highways

Continued from Page 1

Few Job Stops

The convention heard reports that the building trades were working in California during the war that it was a necessity for the men to work at a fair hourly rate, as well as considering the needs of the contractors, to make productive contributions to the building trades' associations and the AFL.


Miltion, State AFL

Daniel Del Costa, president of the California State AFL, was in attendance at the meeting, giving an inspiring message to the members present. It is estimated that the meetings, which are held each month in the various sections of Local 39, are making a good bet. The meetings are well attended, and the members are interested in the work that is being done.

Swaumen at Meeting

At the meeting held on Thursday, February 25, 1947, John F. Dan-

nigan, west coast AFL representative, gave a comprehensive report on the progress of the AFL in the west. He reported that the AFL is growing and that there is a strong movement of the AFL in the west.

Vetoed by Teamsters

It was reported that the Teamsters had come back to us with an agreement which stated that if Local 39 could not receive $250.00 some fine contracts. In fact all members of the Teamsters are asking all engineers to support our fight for the $250.00 some fine contract. The contract is very important to us because it is the only way we can make a living.

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