



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

— STATIONARY ENGINEERS LOCAL 39

VOL. 11—No. 3

SAN FRANCISCO, CALIFORNIA

MARCH, 1953

AGC Stalls Welfare Agreement

But Independent Building Contractors Signing Up

As this issue of ENGINEERS NEWS goes to press, unexpected obstacles have developed which threaten to delay completion of the health and welfare plan for Operating Engineers Local 3 members in the construction industry in California who are employed by Associated General Contractors companies.

However, the independent building contractors who are not associated with AGC have been extremely cooperative with Local 3 and as fast as they have been contacted they have begun making payments into the trust fund which will provide health and welfare protection for their employees and their families.

All the building contractors have been obligated to set aside 7½ cents an hour for the welfare fund since February 1, and this money is now accumulating.

But a stubborn attitude by the Associated General Contractors, Northern California chapter, has blocked completion of the trust agreement with AGC. The trust agreement has to be finished before the insurance carrier can be picked and the exact scale of benefits set.

Members of Local 3 who have worked 200 hours or more in the two preceding months for employers who have signed up will be eligible for benefits as soon as the plan is effective.

Local 3 has been shooting at April 1 as the starting date for eligibility.

The AGC is proving very difficult to negotiate with on this matter and seems to be motivated by selfish interest.

Your Local 3 negotiators are taking this position:

*That the only purpose of the health and welfare plan is to benefit the employees and their families.

*That it should be set up with the lowest possible operating cost, so that it can provide a higher level of benefits for the employees and their families.

*That the plan should be streamlined and its operation made as simple as possible.

The AGC, on the other hand, wants to use part of the welfare funds for payments to the trustees and for payment of lush fees to a high-priced consultant whom they have brought into the picture entirely on their own initiative.

The AGC also is pressing for quorum requirements and voting procedures which, in our opinion, would complicate and hamper the smooth functioning of the welfare machinery.

Quite in contrast with the attitude (Continued on Page 12)



L. J. Engle, Sacramento, Calif., Feb. 23, 1953.

W. O. Hamilton, Modesto, Calif., Feb. 19, 1953.

Eugene N. Burger, Santa Rosa, Calif., Mar. 4, 1953.

You May Have Refund Due on State, Federal Tax

This is the time of the year to check up on the deductions made from your paychecks in 1952 for federal social security taxes and for California state disability insurance taxes, and to go after a refund if you find you have overpaid.

Local 3 members, like other construction workers, are apt to work for a number of employers during a year.

Utah Kills 'Right to Work' Bill

As ENGINEERS NEWS goes to press word comes that the vicious, mis-named "Right to Work" Bill has been defeated in Utah.

This measure, which would have decreed an open shop in all industry, crippled the right to strike and picket and otherwise straitjacketed labor, had been passed by the Utah State House of Representatives, 38 to 20.

When it came up on the floor of the Utah State Senate Wednesday morning, however, there was a tie vote, 11 to 11, with one state senator absent. This had the effect of killing the measure.

Wyoming has just defeated a similar "Right-to-Work" bill. A campaign to put this law across is being conducted by a group headed by Cecil B. DeMille, union foe. They had succeeded in putting it over in Nevada and Arizona. Labor is now battling identical measures in California and Oregon.

Ed Park Named to Labor Commission

As we go to press with this issue of the Engineers' News, word comes that Brother Edward P. Park of Sacramento has been appointed Labor Commissioner by Governor Warren. Brother Park is manager of Sacramento district of Engineers Local 3. He replaces Lloyd A. Mashburn, who was recently named Assistant Secretary of Labor. More details on Brother Park's appointment will be published in next month's issue of the News.

All of the employers will deduct the 1 per cent state tax which supports the disability insurance fund.

The California state 1 per cent payroll deduction tax applies, however, only to the first \$3,000 of your wages. Any earnings above that amount should not be taxed.

Check up on your wage withholding slips. If they show that more than \$30 has been withheld for the state payroll tax during the year you have a refund coming. June 30 is the final date for filing for this refund in California. There is a special "Claim for Refund" form which you must fill out and present or mail to the State Department of Employment.

You can obtain these refund forms at any of the Local 3 area offices in California, or at the nearest Department of Employment office, or by writing to the California State Department of Employment at 1025 P St., Sacramento 14, California.

Similarly, the federal Social Security payroll tax should be paid only on the first \$3,600 of your year's wages. If you worked for one employer, he probably stopped deducting the tax when your wages reached that amount, but if you worked for several employers, all of them made the deductions on all of your earnings, and if those earnings amounted to more than \$3,600 you have a refund due you.

The amount of Social Security tax withheld is shown on the withholding slips furnished you at the year's end for income tax purposes. If the total of FICA (Social Security) tax deductions was more than \$54 for the year you have overpaid.

The usual way of adjusting the overpayment is to claim it as a credit against income taxes. If you did not do this, you can still collect. Apply to the nearest office of the Director of Internal Revenue (there is one in almost every city of any size) for a claim form "SS9 form 843" on which to make your application for refund.

The claims deadline is two years, so that you can still set a refund if you overpaid the Social Security tax in 1951.

Pittsburg Calif.
Feb. 23, 1953

Dear Brothers,
I wish to thank you for my life!
It really amounts to just that, for without the blood I received from our blood Bank, I would not have made her. I sure was sick! But being a Local 3 man for a number of years I have always found, there are very few Brothers that won't give a Brother that is down a helping hand.
Believe me! A Brother that needs blood is a Brother that is down!
Let's give him that helping hand, 1 pt. of Life Giving Blood.
Thank you again.
Cal. Relyea

THE GIFT OF LIFE—you have the ability and the opportunity to bestow it through donating blood to the Local 3 Blood Bank. What it means to the recipients—what it might mean to you some day—is eloquently told in the letter from Brother Cal Relyea reproduced above.

'BLOOD BANK SAVED MY LIFE', BROTHER DECLARES

"Dear Brothers, I wish to thank you for my life!"

The above message of thanks is addressed to all members of Operating Engineers Local 3, but especially to those who have donated blood to the Local 3 Blood Bank.

The message comes from Brother Calvin Relyea, who lives at Pittsburg, Calif., and has been working out of the Oakland office of Local 3 as a loader and backhoe operator and derrick man.

Brother Relyea was stricken by serious illness in January of this year and needed a transfusion of whole blood. He appealed to the Local 3 Blood Bank for help, and a pint of blood was released to him from our local union's blood reserve.

The blood helped to pull him through, and he is now convalescing. Brother Relyea has sent a letter to Local 3 expressing his gratitude for the assistance he received.

We get many such letters and we will publish some of them from time to time, so the members can see what the Blood Bank means to our people. Here is what Bro. Relyea had to say:

Pittsburg, Calif.
February 23, 1953

Dear Brothers:
I wish to thank you for my life! It really amounts to just that, for without the blood I received from our Blood Bank I would not have made her. I sure was sick! But being a Local 3 man for a number of years, I have always found there are very few Brothers that won't give a Brother that is down a helping hand.
Believe me! A Brother that needs blood is a Brother that is down!

Let's give him that helping hand, one pint of life-giving blood.
Thank you again,
CAL RELYEA.

But unless quite a few of the brothers give that "helping hand" (Continued on Page 12)

KEEP AN EYE ON THE LEGISLATURES

By VICTOR S. SWANSON
Local Union Manager

Ever since last November when we read the election returns we've known that our unions are going to be in for an increasingly tough time.

We had only to scan the list of labor's good friends who would not be going back to Congress and the state legislatures, and study the anti-union platforms and statements of those who replaced them, to know what was in store for us.

The last election was one of the most expensive in our country's history—not just in the national races, but locally as well. Big Money interests put up the vast amounts of money spent to bewilder and fool the voters. We knew they weren't doing it for any noble reasons, and that they would expect to get handsome returns if their candidates were elected.

Now, in Washington and in the various state capitals, we can see our fears beginning to be realized. We can see the legislative calendars crowded with bills which aim to make it difficult—if not impossible—for labor unions to function; which seek to unload almost all of the tax burden on the backs of the wage-earners; which offers up our irreplaceable natural resources as ripe plums for picking by greedy private interests.

These people know what they want and what they are going to do about it. We must decide just as firmly what we want and what we are going to do about it.

It is impossible in a short article to detail the legislative picture in our three states and in Hawaii.

We can illustrate our point, however, by showing what is happening in California, where the largest number of our members live and work. Here are just a few of the anti-labor bills introduced in Sacramento:

AB (Assembly Bill) 2647 and AB 2284—to establish the open shop for all employment.

AB 66—to establish the open shop for students seeking work.

ACA 43 and ACA 44—to amend the state constitution by writing the open shop into that document.

AB 1194, AB 2959, SB (Senate Bill) 1669 and SB 1670—various forms of "hot cargo" bills denying the right to strike, picket or boycott in secondary actions.

AB 2661—to abolish the state conciliation service, which both labor and business have praised as helping eliminate labor-management strife.

AB 3313—denying unions the right to negotiate on the number of workers or conditions of work in the printing industry.

AB 3314—to compel every labor union to file and distribute extremely detailed financial statements which would have the same effect as letting the employers come in and inspect the union's books.

These are just some of the things which the employers' lobbyists have cooked up. If any of them are enacted into law labor's long fight to maintain and improve its conditions will be made immeasurably harder.

With regard to the California bills mentioned above there is one saving thing to consider. This state is fortunate to have a governor who in the past has shown fairness to labor. We have faith that if certain of the very bad bills are passed by the Legislature, Governor Warren will refuse to sign them.

But we must be frank and say that the legislative climate is bad this year. It is very likely that we will get some lumps in this battle—the important thing is that there BE a battle.

It is one thing to realize that the employer stooges in the legislatures plan mayhem against us, and are in better shape to do their dirty work than they have been in the past two decades; it's another thing to let ourselves be led like lambs to the slaughter. That is the one thing that we can't and won't oblige them in.

Our state AFL federations are not going to take this lying down. We have able and fearless spokesmen in the state capitals. They represent some 2,000,000 organized workers and they are still a force to be reckoned with. We are under attack but not helpless.

Operating Engineers Local Union 3, as an organization, will work closely with the official AFL legislative machinery and will throw its weight in wherever it can be effective.

There is only one thing more needed, and that is your interest and support as individuals. You are the people the legislators have to face at election time. What you say and do has weight with them—even the most reactionary of them.

Let the legislators from your own district hear from you. A penny postcard or a three cent letter is all it takes. Much as the deck seems stacked against us, if every one of our mem-

WORK STILL SLOW AROUND SAN RAFAEL

By H. O. FOSS and
FRANK LAWRENCE
Business Representatives

In spite of the dry sunshine and balmy weather work has been slow in this area. Although Stolte Inc. have gotten under way with their two new buildings at Airbase in Travis, the job will require only a few engineers pouring concrete and another on the lumber carrier. Parish Bros. have the excavating and back-filling on this job.

Nomellini's D.W. 20's, dozers and blade have been in on T.A.B. really moving dirt, excavating for their building. "Mad Monk" Brother Bebe . . . push cat operator, is not happy with all these long hours the boys are putting in . . . claims the jeeps are too noisy . . . keep him awake on this job.

Harms and C. M. Syar have opened up a rock pit north of M & K's old one on the Rio Vista Road . . . they are digging and hauling rock fill into T.A.B. for the Pacific Co. and Nomellini jobs. They have two shovels in the pit and several dozers and tampers on the fills.

Brother Bobo of Ignacio has his dozer, blade and roller on Poplar Terrace Housing tract at Novato . . . doing the grading, paving and black topping streets. Brothers Carpenter, Bill Mounqovan and W. H. Brown doing their stuff.

M.G.M. Const. Co. doing 3000 ft. 8-in. pipe job on Washington St. in Petaluma for the City Water Co. Bro. C. V. Haley operator on the trenching machine with Bro. J. M. LeBrun as oiler.

E. T. Haas Co. has a 8000 ft. 4, 6 and 8 inch transite job on Mt. View St. in Petaluma. Bro. Floyd Dodd, foreman.

Bel-Air Estates in Tiburon, new subdivision of Blackwell Co., under way. Bingham laid plot with Oglesby doing the survey work. Wunderlick & McCammon moving dirt with Brother Jack O'Leary foreman. Brother A. Infantino H.D. mechanic. Bros. Little, Stede and Vierra on the 20's. Bros. Hust and Marsh on A.C.'s. Bros. Hammes, Coehlo, Rotar and Pounds on dozer and push cats. Bro. Barnes on blade. Mike Phillips on dozer for R. A. Farrish and Brother Blake on dozer for C. McCaffrey. Jim Seger Co., engineer on job. Started on the 14th of February and should be finished the latter part of this month. Have 200,000 yards of dirt to move and 5000 yards of top soil to move.

A. G. Raisch Co., Bro. Bill Russell, general superintendent, says getting a slow start on account of early sunshine. However, has kept 10 to 12 engineers busy past winter. As this goes to press, started their \$185,000 street, curb, gutter and sidewalk job in the Petaluma area. Bro. Louie Vagadorri super on this spread.

Finishing up subdivision in Napa area is Al Gerding. Will move spread to Imola to do some grading and paving there. Have a few small jobs other than that to do. Expect to be in full swing in about a month. Be a month or more before doing any additional work on 101 south . . . overpass has to be

(Continued on Page Seven)

bers made personal contact with his representatives in the legislature we could stop this thing cold.

So write to your representatives in the legislature now. Urge them respectfully but firmly not to vote for bills that would turn the clock back to the old open shop days, not to vote for measures that will hurt or disarm the workingman, not to tighten up on the people's gains and liberties here at home while our nation seeks to assert social and moral leadership in the world.

You—your wages, working conditions and security—are the intended victim of all this anti-labor legislation. It's up to you to help your union and your AFL state bodies knock it down.

Step Aside, Killarney—Sonoma County is New Land of Lakes

By GLENN L. DOBYNS, Business Representative

The sun has been shining on both sides of the fence for over a month but work still has not opened up like it should. Reconstruction work on the Willits High School which was partially burned last March has begun.

M. C. Crane of Ukiah and his son, Frank, have contracted the job which calls for payment of \$205,000 for all work and material to remodel the burned portion and bring it into conformity with present state law requirements for earthquake and fire safety.

The reconstruction should be completed by August, 1953.

Sonoma county will receive from the Highway Tax Fund \$178,828. Most of that amount is earmarked exclusively for construction expenditure on county primary roads.

Mendocino County will get \$114,962.

Lake County's share of the total will be \$59,560, including \$12,899 exclusively for its main roads.

Cities will receive \$5,944,367. It will be allocated by the State Highway Commission on a population basis.

The total represents an increase of 2.4 per cent over the amount distributed for the preceding quarter, and an increase of 4.3 per cent, over the amount apportioned for the corresponding quarter of 1951.

Dredging at Noyo Harbor is now completed and equipment is being moved to San Francisco by Ben C. Gerwick, Inc., contractors for the job.

The dredging equipment of the Associated Dredging Co. was taken to Pittsburg by truck.

If the weather permits the dredge and barge of the two companies will leave Noyo Harbor by water for San Francisco.

Dredging operations have taken about 173 days. However, actual dredging was possible only 80 to 90 days, mainly due to weather conditions.

Kenneth Wilson has completed the streets for the Ben Hardister sub-division at Sebastopol. He has moved most of the equipment to the Garberville job.

Killarney is going to have to look to her laurels in the lakes and dells departments—for Sonoma county, with at least 120 lakes shimmering in the sun where nary a pond existed before 1945, is running a close second in aquatic picturesqueness.

To date no one has burst into song over Sonoma county as a land of lakes—but just the same they're there. Man-made, in rolling lands bordering flat valley areas and backed up in walled canyons. Fed by rainy season streams, by springs and from surface runoff water and brush covered watersheds, they're as attractive a lot of water filled areas as ever a song writer recalled in nostalgic warblings.

Picturesque though they are, the majority of them are seldom seen except by their owners and developers, or by aviators. County roads pass some of them, giving motorists a glimpse of tree reflected in mirrored surfaces and of cows and sheep contentedly grazing on their shores. But many are so hidden in the hills that the passerby would scarcely realize

they're there. Whether in remote areas, or close by heavily traveled roads, farm lakes all play an important part in Sonoma county's rapid development. In addition to being attractive and picturesque, they're the principal sources of irrigation water.

The Soil Conservation Service limits height to 25 feet and from the toe of the dam to the down lip of the spillway. Dams higher than that or that impound more than 50 acre-feet of water are known as "State Specifications."

As a sideline, the majority of the dams are used for the rearing of fish.

The California state hatchery supplies a "balanced planting" of bluegill perch and black bass that in a short time provide the owner with sport fishing and food.

Arthur B. Siri, Inc., of Santa Rosa, was the low bidder on the Gravenstein Highway, Wednesday, the 4th.

This last winter the company kept all the mechanics working and is now ready for the spring rush. At the present time most of their equipment is working in the Ukiah area. With the new contracts coming up they no doubt will be working all equipment that they have.

The following members are now working in the Santa Rosa shop:

Master mechanic, Brother Sam Cooper, with Bros. Joe Calvert, Kenneth Cummings, L. E. Clifford, H. M. Cook, I. E. Steinhoff, L. Merrill and M. Williams as mechanics.

In the Ukiah shop the master mechanic is Bro. Vic Henry with Bros. Bert Bertacco, Charlie S. Snow, Geo. Smith, Charles Morton, Ben Reynolds and Bro. Archibald the mechanics. Bro. Don Pierson is the truck crane operator. The welder is Bro. Van Sant.

Bro. Dave Siri is in charge of the crusher at the Santa Rosa quarry with Bro. Julius Siri on the shovel.

In the employ of Siri, Bros. Keith Little and Bill Brown are busy setting up a portable crusher at Calpella.

On the blades are Bros. George Tuso, Perry Lane, LaFayette Clark and Frank Rezendes.

Operating the Cocras are Bros. Robert Hastings, Gus Cooper and Phil Carlin.

The cats are operated by Bros. William Summerson, Paul Piper, Jim Tuso, Perry Hamilton, Kenneth Dyer, Howard Seacors, Wesley Taylor, H. Jolliff, Geo. Hildebrand and Bro. Spencer.

It is with deep regret that we report the death of Bro. Eugene Nolan "Pop" Burger. Our deepest sympathy to his family.

COSTS WILL RISE

Costs of all new construction will probably increase about 10 per cent as a result of revocation of price stabilization officials.

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Know Your Union

LOCAL 3 HANDLES FUNDS IN BUSINESS-LIKE MANNER

Previous articles in this series have given an idea of the growth of Operating Engineers Local Union 3. Within a dozen years our union has grown to over 16,000 members, functioning in three states and the Territory of Hawaii.

A union of this size is a relatively large operation. It must necessarily take in and pay out considerable amounts of money. And if it is to prosper and fulfill its responsibilities, it must handle these funds in a businesslike manner.

This is precisely what Local 3 does.

Our by-laws provide for an intricate system of checks and balances by which responsibilities for handling and accounting for funds are shared among nine elected officials, each with his own clearly defined responsibilities.

As a result of these and other safeguards, our members can be certain that the financial operations of their union are an open book and that the handling of their union funds is efficient and responsible all up and down the line.

This is how the division of responsibilities in the handling of funds is set up:

The President and the Corresponding Secretary must sign all orders on the Treasurer for paying out funds authorized by the local union.

The Financial Secretary receives all money paid to the local union, keeps a record of these amounts and turns them over to the Treasurer, getting receipts for the sums turned over. He is responsible for making a monthly report to the membership on good standing, admissions, withdrawals, etc., and keeps a record of all dues paid.

The Treasurer is the custodian of the union's funds. He must make itemized quarterly reports to the union and keep his books available for inspection by the Trustees and Auditors whenever called on. He can make no payments except by authorization of the local union or local union executive board, and then only by check, which is also signed by the Recording-Corresponding Secretary and the Local Union Manager.

There are three elected Trustees, whose job is to supervise all funds and property of the union, see that they are deposited in the proper bank accounts and examine the records of the Treasurer and other officers handling funds.

The Trustees are responsible also for seeing to it that the Financial Secretary and Treasurer are covered by surety bonds.

Next come the three elected Auditors. It is their duty to audit the books and accounts of all the officers four times a year and report to the membership at the first meeting in January, April, July and October.

In addition to the sharing of the financial responsibility among the several elected officials, our by-laws also have a special section on "Safeguarding Finances."

A system of controls is set up which requires that all funds be held in the name of the local union; limits the amount of money that can be kept in the checking account; requires membership approval for transfer of funds from any savings account.

And, finally, there are separate sections on the Burial Expense Fund and the Good Standing Fund which provide that these funds be kept separate from the general fund and set up separate requirements on disbursements and periodic accounting for these funds.

This would seem to be by itself a sufficiently detailed system of checks and double-checks, but the by-laws impose another control. They require that an outside Certified Public Accountant shall regularly audit all records, accounts and funds and submit copies of his audit to the General President of the union.

This service is performed for Local 3 by the firm of Burrows &

Parker, Certified Public Accountants, which makes regular quarterly audits.

This firm works with our union's own auditor, E. L. Garrett, who prepares regular monthly financial statements and quarterly and annual audits so that the officers have a constant view of the union's financial operation.

The facts about the financial life of the union are also placed regularly before the membership, in the monthly reports at the membership meetings and in the form of an annual report on receipts and disbursements and a balance sheet summarizing all assets and liabilities which is published in the spring of each year in the ENGINEERS NEWS.

The last of these reports, covering the year 1951, showed receipts and payments of \$1,150,916.56 and showed our union's total assets, including funds on deposit, U. S. Defense Bonds, real estate and equipment, to be \$1,474,273.71.

As we pointed out at the beginning of this article, these figures show that our union has become a sizeable operation. It should be a source of satisfaction to our members to know that it is also a businesslike operation, and that every possible precaution is taken to insure efficient and responsible handling of these funds.

Field Surveying Report

Agreement Brings Santa Clara Rates Up to Bay Area Pattern

By AL BOARDMAN and BILL MINAHAN
Business Representatives

Agreement was reached on February 17th with the Associated Civil Engineers & Land Surveyors of Santa Clara County on the classifications of Party Chief, Instrument man, Field Assistants Class I and Class II.

It was agreed that the wage scale would be increased 15 cents per hour across the board. This brings the Santa Clara County rate up to the Bay Area rate of:

Party Chief . . . \$2.90 per hr.
Instrument Man . . . 2.625 per hr.
Field Assist. (class I) 2.075 per hr.
Field Assist. (class II) 2.00 per hr.

This new agreement, effective March 1, 1953, brings to a climax a long fight to gain standard wages for members working in the Bay Area. Santa Clara County has always been the stumbling block in full organization. We wish to congratulate the association on the wise action they have taken and to thank the members who have remained loyal through the years.

We are a growing organization, and as we grow in strength our problems increase.

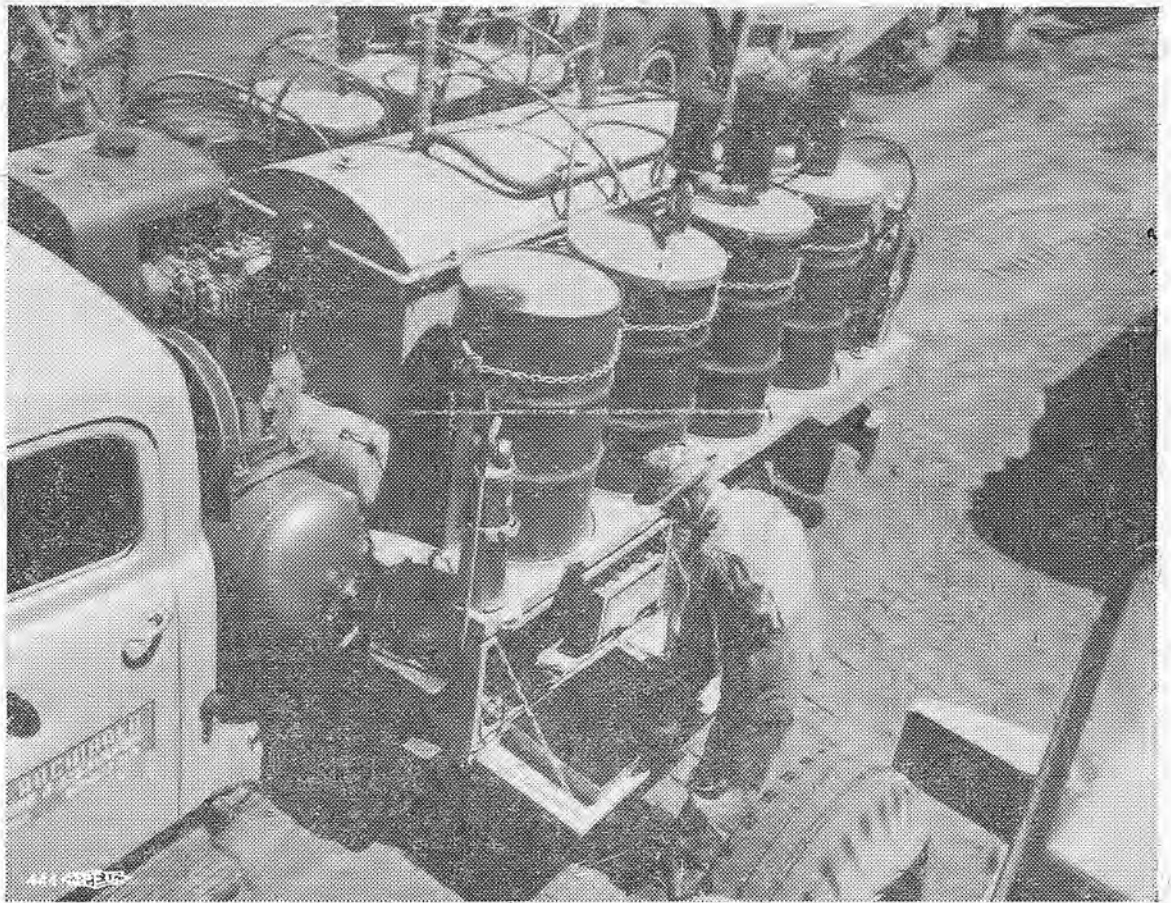
We, as Technical Engineers, have for years been delinquent in filling our obligations to society. The consequence has been that other groups have usurped our position in society. We must now make the fight to regain our lost position. To that end your union can be a vital force.

We therefore urge you to attend your next regular meeting on Friday, March 27, at 8:00 p.m., at 474 Valencia St., San Francisco, Calif.

PERSONAL

Friends of Bro. Proto will be interested to know that he and many other brothers are employed by the Bechtel Corp. in the Philippines. Bro. Adams is doing nicely in the San Francisco Hospital and would welcome any messages from his friends.

Clean, Cleaner, Cleanest?



HOW CLEAN CAN YOU GET?—That is, with anything as naturally messy as a grease truck. The above picture shows the grease truck of J. O. Archibald, "Complete Tractor Service," Redwood City, Calif.

Mr. Archibald sent this challenge along with the photograph:

"We wish to dispute the claim as made on the front page of The Engineers News, November, 1952, by the brothers on the job at the Henry J. Kaiser Rock, Sand & Gravel Radum plant at Pleasanton, when they say their grease rig is the cleanest on earth.

"Enclosed is a picture of our grease truck, operated by Bro. Lynn ("Red") Drennon of Local 3. This truck is used as a roving unit, keeping our fleet of tractors and scrapers serviced completely.

"We would appreciate your running this picture in your paper and, if you want to make a contest out of our claim, we shall be happy to cooperate."

Slight Increase

Based on its regular quarterly survey of construction wages in 85 cities the Bureau of Labor Statistics reports that construction workers' wages went up four-tenths of 1% in the last 3 months of 1952.

Report of Last Meeting

The meeting was called to order at 8:05 p.m., President Clancy presiding. Roll call showed all officers present with the exception of Vice-President Foss who was excused. President Clancy appointed Brother Petersen to act as vice-president.

A synopsis of the regular meeting minutes of February 7 read and by motion approved as read.

A synopsis of the Executive Board minutes of February 18 and of March 4 read and the acts and recommendations of the Board were by motion approved as read.

Card of thanks was received from Hattie A. Kelly and sons. Received and filed.

The following resolution was read as the second and final reading:

RESOLUTION

WHEREAS: At the western states conference of Operating Engineers the matter of the difference in initiation fees of the various local unions was discussed and recommendations made for the correction of this matter, and

WHEREAS: Members of Local Union No. 3 find it necessary to transfer their membership into other local unions on the Pacific coast in pursuit of their trade, and

WHEREAS: Other local unions on the Pacific coast have increased their initiation fees in excess of the initiation fee charged by Local Union No. 3, compelling our members to pay a difference in initiation fee when transferring into their jurisdiction, and

WHEREAS: In the opinion of the Executive Board this difference in initiation fee is an imposition upon our members,

THEREFORE, BE IT RESOLVED: That the initiation fees of Local Union Nos. 3, 3-A, 3-B and 3-C be increased to:

Local No. 3	\$100.00
Local No. 3-A	50.00
Local No. 3-B	75.00
Local No. 3-C	50.00

AND BE IT FURTHER RESOLVED: That these increases be effective upon approval of the General President.

It was regularly moved and seconded that this resolution be adopted. Carried unanimously.

Declarations of candidacy for office were read and the candidates declared present. Three candidates were found ineligible to run for office in accordance with the constitution.

The Trustees report was read. It was regularly moved and seconded the Trustees report be adopted as read. Carried unanimously.

The following members were reported ill: Arthur Azevedo, Kent Anderson, Frank Briltz, Evan E. Brothers, Dave Creekmore, Wm. D. Combe, Carlton L. Davis, Geo. A. Dickinson, Clifford Gray, Ora Gibson, B. U. Hall, James H. Hill, E. J. Inman, E. Chester Jarvis, David Jarvis, W. F. Kramer, Robert J. Luff, Rubert Leick, Geo. R. Miller, Ralph Methvin, Thomas K. Moore, John Meier, Eugene L. Melendrez, Thomas O'Leary, Lowell L. Oldaker, M. C. Roxberg, Duke Richardson, Samuel Stites, Lawrence Semenza, B. W. Thacker, Wm. F. Walden, Herbert E. Wilson, Don Warner, Lewis Wrenn, Ralph J. Wing.

The following members were reported deceased: L. J. Engle, W. O. Hamilton, Eugene N. Burger. The membership stood one minute in silence in respect to our deceased brothers.

Report of the General Secretary-Treasurer was read by President Clancy.

The Business Agents gave their usual reports which were accepted as given.

Bro. Frank Lawrence, industrial accident commissioner, spoke on the bad bills before the state senate, requesting that some measures be taken to defeat them when they go before the assembly. Regularly moved and seconded that the bills be referred to the Executive Board. Carried.

There being no further business to come before the meeting, it adjourned.

Respectfully submitted,
C. F. MATHEWS, Recording Secretary.

NOTE OF THANKS

I would like to thank the many brothers for the sympathy expressed during my hour of bereavement. To lose part of yourself is to be reminded again that what we are as individuals is of little importance, but what we do can often be of lasting moment.

AL BOARDMAN.

SERVICE WITHDRAWALS

- Kenneth E. Bowersmith
- Walter Brown
- Dion G. Eib
- Clarke Eikenbary
- Edward Malhiot
- Florentino Melendrez Jr.
- William N. Rogers
- Sam Silvas
- Raymond Earl Thomas
- Ronald Vroman
- Robert M. Warman
- Marvin G. Weston
- Watt Wood

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Take part in union affairs. Your union is as democratic as you make it.

April 1 Target Date for Dam Jobs in Sacramento Region

By E. P. PARK and H. S. CLARK
Business Representatives

Activity at the Folsom Dam remains about the same as reported last month, with expectations for improvement about April 1st. A few of the brothers have been called back to both the Atkinson and Savin jobs. This same situation prevails at the Nimbus Dam. Patterson, with Brother Johnny Owens in charge, has moved onto their

Bid openings on the clearing of Folsom Reservoir, and for the construction of the Sly Park Dam have been postponed. Several jobs have been let in the immediate area around Sacramento. These include schools, subdivisions and the widening of various streets. The largest of these is making a four-lane out of Marconi Ave.

U. P. K. is trying to get under way on their Elvas job. Stolte-early subbed the excavation to Teichert on the sewage disposal plant, with Brother Oran Cobb in charge of moving the dirt.

In the foothills, the work has picked up considerably since our last report. Fredrickson & Watson was the low bidder on the Placerville Freeway, with a bid of \$294,000. They should begin in the very near future. This project consists mostly of structures and approaches, with the balance of the work to be let in 1954. The construction outlook is very good in this section of the territory for the next year or two.

Tarleton Contracting Co., with offices at Pollock Pines, has the tunnel job on the Sly Park project. This job was put on a six-day basis since our last report. The boys are really driving tunnel at this writing. The average is about 38 feet a day. Since the weather has cleared in this valley there is no more mud to contend with, a condition which is satisfactory with everybody on the job. Since our last report another brother, Wes Kemna, operating the D6 Cat dozer, has been added to the crew.

Lord & Bishop have finished the bridge job at the American River just east of Placerville and have moved to another job. This repair job helped this road 100 per cent.

The California Rock Products Co. is still keeping Bros. Bob Hall and Bob Callender busy loading out, repairing, etc. This company plans a starting time of about the first of May. They have their quarry shot and are ready to go.

E. W. Simpson and Gus Bergquist manage to keep the boys going on small jobs in and around Auburn. This territory also has a bright outlook for this year. Joe Chevreux has his plant and his gravel pit running to capacity now. Brother Harry Powning has charge of the batch plant and Brother Fred Campbell does the bossing at the pit, with Brothers "Pop" Gray and Leonard Jenkins giving the assist.

Work in the Grass Valley area will get started in the next week or so. The contractors in this vicinity are waiting for a few more days of sunshine before opening up any dirt work. There will be several jobs let in this area come spring.

Subdividers in and around Sacramento are showing activity at this time, with the trenchers and small cats predominating at the moment. There are a few large rigs going, too, but they are having trouble with the wet ground, sandy soil excepted. The contractors have called back some of their help that was laid off last year, so our out-of-work list has not been affected in the least.

The gravel plants in this area are getting set for their spring run, with a good year ahead of them. The Haggin Gravel Co. has finished its overhaul job and is ready to go, with all the regular crew back on the payroll. Brothers Harry Bales and Mike Hanna keep the rocks rolling at this plant. Brother Mike keeps the mechanical end of it functioning and Harry does the ramrodding.

Perkins Gravel and Del Paso Rock Products Co. are lining out their summer's work now, with Brother Art Beckwith in the driv-

er's seat at Del Paso and Brother Abe Newman doing the bossing at Perkins. Brother "Pop" Allen has retired from this plant after many years of service. Good luck, "Pop," and many happy fishing days.

A. Teichert & Son were the low bidders on the J Street extension with two bids, \$87,000 and \$364,000. The project consists of dirt and structures.

HERE AND THERE WITH THE BROTHERS

Stewart (Flip) Phillips signing for Civil Defense; Frank Vierra starting the lime plant; Harold Snider engineering a steam boiler; John Disney wondering; Jack Brady working a dozer; Ray Edgington backfilling on Highway 40; Jake Gross welding an axle; Herman Hill looking over the Health and Welfare; Ernie Ring operating burners; Bill Fischer and Lonnie Dubose working on a pipeline; Al Human overhauling a North-west; Ray Robles helping; Vic Gerhart buying a raffle ticket; Clay Henry hoisting steel; Duncan Keir moving out; Ralph Monk and Dan Doyle oiling; Dewey Schreiner driving his Olds 88; Slim Moore giving blood; Howard Addington looking at the parking lot; Ed Harris taking water; Fred Newcomb back to work; Roland Brown welding; John Kaufman answering the phone.

Glen Quenton unloading cement; Frank Pierson overhead loading; Wes Pothergill looking the job over; Bill Mason looking for his tools; Henry Moratti grading a parking lot; Jerry Haase sitting on an Austin; Wayne Selby picking up a construction card; Frank Vargus running a scoopmobile; Henry Goodwin moving lumber; Ernie Nelson looking at the club room; Calvin Fink with M. J. King for five years; Ray Copeland now equipment superintendent for Michael Baker in Arabia.

Brothers John, George and Nick Krpan are in business for themselves. They have two trenching machines, a 140 Cleveland and a 306 Buckeye, specializing in all types of trenching, sewers, footings, etc. The services of these brothers can be obtained by calling Hillcrest 6-0758.

Brother Warren Lee is another of our boys who has gone into business for himself. Warren has a BG trencher and does all types of ditches. Call him at IVanhoe 9-0290.

Your Business Agent has been deputized to sign up men for Civil Defense. Any member who wishes to volunteer for this work can do so by contacting the Sacramento office.

Brother Kenneth Henry, who has been having a siege with the flu, seems to be on the mend at this time. Hurry and get well, Ken.

Brother Wachtel is recovering from a recent operation for removal of a neck tumor and seems to have everything under control now. Fred didn't lose any work due to this operation.

Brother Willie Franklin is working with a carbuncle on the leg but seems to have the best of it at this time.

Brother "Red" Batchelor has been laid up for about three weeks. "Red" has about all the flu he can handle. We are all wishing for a speedy recovery for this brother.

During the month we were saddened by the loss of an oldtimer and an old friend when Brother Lewis Engle passed to the great beyond. Brother Engle spent a good many years as inspector on the streets for the City of Sacramento and became well acquainted with all the brothers who worked on the subdivisions in this area.

MAINLAND FIRMS BID HAWAII JOBS

By J. K. WAIWAIOLÉ
Business Representative

Bechtel Corp. are engineers on a \$10,000,000 project for a new powerhouse by the Hawaiian Electric Co. Hawaiian Dredging Co., Ltd., will do the actual construction.

Likens-Foster comes all the way from Kansas City, Mo., to do the Damon Estate housing project to cost \$12,000,000.

Centex Construction Co. and Morrison Construction of Dallas, Texas, were the successful bidder for a \$4,000,000 housing job for the 14th Naval District, Honolulu.

Much of the work above will be sublet to other local contractors. Mr. Joseph Greenbach, a California hotel operator, is in town and trying to get approval from the Honolulu Planning Commission to build a \$1,000,000 hotel on the beach at Waikiki.

With the exception of Bechtel Corp. above, all other mainland contractors have been checked and found anti-union.

Bechtel also has a powerhouse job on the island of Maui with Mr. Jack Price as its superintendent of construction. As yet, there are no Engineers on this job as they have just broken ground and it seems that it will be another two months before an Engineer or two will be needed.

Our organizing program is still continuing, with the Carpenters faring better than most of the other unions at this point. The Engineers have been able to pick up a few and we are programming to continue present daily routine and strategy.

The impetus of our program has caused contractors to take note and make definite commitments in raising rates of their employees to try and stem our organizing program. We are out for \$2.75 per hour come July 1.

Contractors Mid-Pac is still working full crews, both at Kaneohe Marine Corps Air Station and at Kwajalein.

We understand now that the Philippine project at Subic Bay is due for extensive construction work on land besides the present dredging operations. It is known, however, that only a few key men will be used on this project to be hired from here or the mainland. Most of the skilled mechanics and laborers will be recruited from among Philippine nationals.

Vinnell Corp. from Los Angeles is in town as the successful bidder for a job at Hickam Air Base on an underground tank job. They started last week and have three Engineer members at this stage.

Well known and well liked by all the fellows, Brother Engle will be greatly missed.

Best wishes for speedy recoveries also go to Jim Kelly who is in the hospital at Lone Pine; to Carl Johnson, who has spent considerable time in the Sacramento Hospital; to Tom Davis, who has been in Mercy Hospital for an operation; to the wife of Vern Briscoe, who has been ill; and to Eugene Prather, who is convalescing at home after being confined to a San Francisco hospital.

Brothers Cliff Hubbard and Vern Halback were up from the Bay Area for Moore and dropped in to say hello.

Thanks to Brothers Matt Hoover, R. R. Qualls and B. E. Woodbury for their notes to be removed from the out-of-work list. We appreciate this as it helps us to keep this list in order.

BLOOD BANK

We have had several donors for the Blood Bank this past month and we would like to take this opportunity to express our sincere thanks to Kasper Hardmeyer, Herman Davis, John Hyde, Harold Clark, Ruth Clark, Ray Austin Jr.,

Public Relations Report New Contracts Signed; Give Proposals to Nevada AGC

By P. E. VANDEWARK and HARRY METZ
Business Representatives

During the past month the Public Relations Department assisted in negotiating a number of contracts. Among the matters handled were these:

BASIC REFRACTORIES

A substantial wage increase, a health and welfare program and six paid holidays are gains in a contract negotiated with Basic Refractories Co. at Gabbs, Nev., for one year, effective Jan. 1.

The contract covers the Basic Refractories mill and quarry at Gabbs and is negotiated jointly with the Teamsters and Laborers. Business Representative H. L. "Curley" Spence also participated in the negotiations for the Operating Engineers.

BASALT ROCK CO.

A new plant of the Basalt Rock Co. at Napa Junction, Calif., for manufacture of lightweight aggregates has been signed up on a one year contract effective Jan. 2, 1953, with an attractive wage scale and a health and welfare plan.

Representation rights are shared at this plant with the Laborers. Business Representative Frank Lawrence also participated in the negotiations.

CENTRAL SUPPLY CO.

Central Supply Co., building materials supply firm with branches in Salinas, Monterey, Watsonville, Santa Cruz and Logan, Calif., last month signed a one year contract, effective from Dec. 15 and providing for substantial wage increases. Business Representative A. J. "Buck" Hope participated in these negotiations.

NATIONAL TRACTOR COMPANY

A health and welfare plan is included in a short-term agreement signed with the National Tractor Co. of Sacramento, engaged in sale and service of heavy construction equipment. The agreement also provides for a wage increase. Business Representative Ed Park joined in these negotiations.

NEVADA AGC

Bargaining is under way on one of the Operating Engineers' major area construction agreements, that with the Nevada chapter of Associated General Contractors.

At a preliminary session in Reno, Nev., with some of the AGC people, our union conveyed its proposal for the new agreement, which includes demands for a substantial wage increase and for a health and welfare plan.

First meeting to discuss these proposals is set for Friday, March 20.

Calif. 2nd in Contracts

California ranks second in the nation in munitions board contracts placed since the start of the Korean war, with over \$9 billion worth of military procurement and construction contracts, almost 13 per cent of the national total. Only New York State outranks it, with over \$12 billion in contracts.

WORK HELD UP

All new Interior Department construction work will be held up for an indefinite period of time, as a result of Interior Sec. Douglas McKay's order to hold up award of contracts over \$10,000 pending official review.

Eugene Elton, Loy Edwards, Alex Pauline, M. D. Moore and Sterling Pirtle.

We appreciate your interest and cooperation in this Blood Bank and, to the brothers who have not yet donated, we ask that you keep in mind that this is YOUR Blood Bank and its success depends entirely and solely on each and every one of you

Shasta Cascade Wonderland Has Bright Prospects

By E. A. HESTER
Business Representative

According to all reports from the Bureau of Roads, State Highway Department, Pacific Gas & Electric Co., and other sources, we are to have a lot of work in the Shasta Cascade Wonderland District before too long.

A. Teichert & Son will resume work on their freeway out of Duns-muir, between March 15th and April 1st—at least that is the latest word we have over the "grapevine" on that project.

J. H. Trisdale, Inc., of Redding, is expected to start work on his road project beginning at the west abutment of Shasta Dam and going up the river about eight miles. This firm was the successful bidder and has been awarded the job. Trisdale has been doing a lot of clearing in Montana, Idaho, and elsewhere—I believe this is the firm's first large dirt job. We wish him well.

Harms Bros. are moving in the crusher and plant and setting it up at Montague, where they have a six-mile road project, which started late last fall. If weather conditions hold out there will be a lot of activity very soon.

Morrison & Knudson Co. have started relining a tunnel for the Southern Pacific Railroad at Dorris. This town is situated in California, about 20 miles east of Klamath Falls. Whitey Lee, as general superintendent, will have about 15 engineers on the project.

Frederick & Watson Construction Co. is expected to start work on their "pond" job for the Shasta Plywood Co. sometime in the very near future. This will be quite a "pond," about 10 acres in size.

Walsh Construction Co. at Big Bend continues to increase their force. They are now engaged in opening up the second heading which should be under way in another two or three weeks. Of course, you know that will call for more engineers, mucking machine operators, motormen, brakemen, pumpmen, mechanics, and what it takes.

M. W. Brown, of Redding, continues to keep a few of our engineers on his payroll.

It looks from here that the J. P. Brennen Construction Co. of Redding will soon fold up, as J. P. Brennen passed away about two weeks ago. He will be missed in this district, particularly in the little city of Redding, because he was very popular here and a very fine asset to the community.

Work is still slack in this section, however it is picking up some due to this Southern California weather that we have been enjoying for the past four weeks.

So far this has been one of the mildest winters that we have witnessed in a long, long time.

It has been sort of "hit and miss" with a good many of our brothers this winter, but we do believe the situation will be different before very long. The out-of-work list now holds about 100 of our good brothers.

Protect your eyes! The compensation award for loss of eyesight is pitifully small.

What's Doing in the Oakland Area

GOOD WEATHER FAILS TO AFFECT OUT-OF-WORK LIST

By AL CLEM, T. D. BRYSON, LOUIS SOLARI, L. L. LAUX and JOE RILEY, Business Representatives

Although we have had unusually fine dry sunny days during the past month, for this time of the year, there has as yet been no real increase in the number of orders for men, this no doubt being caused by the fact that there are really no big jobs opening up at this time. The membership at large has expressed considerable interest in the Richmond-San Rafael bridge job; however, there is a great deal of preliminary work to be completed before there will be any great number of jobs for Local 3 men. At the present time we still have approximately 300 men on the out-of-work list.

GETTING AROUND THE JOBS

Some of the more fortunate brothers have been employed by Paris Brothers during the past five months installing pipe for a sewage separation line on Earhart Drive, at the Oakland Airport. Bros. Bill Shands and Bob Gruener are the foremen

on this job, Jack Shands is on a shovel, Bill Feusi on a trencher, Wayne Anderson on a clam, King Kestleloot on a side-boom, Leon Paris on the compressors, and Bud Doty and Yarl Moller are working as oilers.

A \$38,000 contract was awarded to Lee Immel for improvement of several streets in Concord. This job is just now getting under way with several members on excavating equipment.

Five members of the local are working for the Jerry C. Johnson Landscape Co., doing grading at Terra Hills, and grading and landscaping at Montalvin Manor. Jerry hopes to keep at least this many, and probably more, busy during the summer.

Bro. A. J. "Pat" Clow has a sub-contract to do the excavating work on a road job at Byron. Pat is operating his own dragline, and has Bro. B. R. Jackson as his oiler.

Work has been progressing very well on the new Orangeburg Manufacturing Co. building now being built by Austin Co. at Newark, but is being held up for the time being due to the lack of steel. At the present time, the cement for the second floor of the building is being poured, with about five of the brothers on this job. In several weeks they will begin setting up the machinery for manufacturing pipe, which is the purpose of the new building. McGuire & Hester have a trenching machine on this job, doing the digging for the water and sewer lines.

Several of the brothers are working for Prodanovich & Krzich on their pipeline job on the new County Hospital at Martinez. The excavating work for this new hospital is being handled by J. Henry Harris, of Berkeley.

Several sub-contractors are at present busy on various phases of the work on the new Capwell Shopping Center in downtown Walnut Creek. (Dinwiddie Construction Co. is the general contractor.) P. & Z. Drilling Co. have two drill rigs on the job, drilling holes for the building's foundations.

Arless Knapp have a sub-contract for the access road to the new center, which will be 48 feet wide, and 2000 feet long. This access road, which is being built across a swamp, in some places requires a nine-foot fill.

Bro. Mat Maderios is on the shovel in the pit, with Les Tiffanis as his oiler; Walt Leabig, Jack Burgess and Bill Motto are on loaders; and Alex Chambers, Ted Harris, and Durrall Douglas are on dozers on the fill. Bro. Jim Cavalieri is the greaser on this job.

Walnut Creek Aggregate Co.'s Batch Plant was formerly located on the site of the parking lot of the new shopping center, and therefore had to be moved. A new ready-mix plant, which will be considerably larger than the old plant, is to be erected approximately 500 feet from its former location. Work was begun during the first week of March by the Thomas Rigging Co., who have a sub-contract for the erection of the new plant. Bro. W. J. "Red" Stroube is operating a truck crane on this job, and Clarence Nelson is doing the oiling. Silva Brothers have a sub-con-

tract to do the dirt work on the Smith & Peters housing project in Newark, where 300 flat top homes are to be constructed. There are approximately 21 engineers on this job at present.

During the first week of March, excavating for the new mausoleum at Memory Gardens, in Concord, was begun by McGeehon Bros.

Winton Jones, who has the contract for the street work, and excavating for footings for foundations on the Monsanto Chemical Co. plant at Avon, has five members of the local on his payroll at the present time.

The J. R. Armstrong Co. has started resurfacing Vine Hill Road in Martinez, with approximately six engineers operating blades, cats and loaders.

Bro. Bob Ames, who was formerly employed as superintendent for Utah Construction Co. on the Bear River job, is McCammon & Wunderlich's new superintendent on their road job at Mt. House. Bob is a man who is both well known and well liked by a great many of the members. After our first meeting with Bob we are convinced that this job will run more smoothly in the future, than it has perhaps run in the past. Bob tells us that there are still approximately 450,000 yards of dirt to be moved.

An additional five mechanics have been added to the payroll at Fluor Corp., Oleum, for their current three-week shutdown, during which time the machinery in the Coker plant will be overhauled.

A company whose growth and expansion the men of Local 3 have watched with considerable interest over the past several years is West Coast Engine & Equipment Co. of Berkeley, engine and heavy equipment specialists servicing Northern California.

This company represents General Motors Diesel in Northern California, one of their major functions being to provide proper service for engines operating in this area. In this phase of their work, Local 3 is represented by Bros. John Meeks and Everett Dawson, field mechanics.

Engines are completely dismantled, parts are cleaned as required and the engines are re-assembled and carefully tested before being returned to their owners. A large stock of service parts is also maintained. Bro. Chet Bolay is employed by West Coast Engine in the capacity of service manager, and Virgil Kling and Harold Hamilton are the shop foremen.

West Coast Engine is also in the electric plant field, furnishing electric plants all the way from the small Kohler sizes up to 200 KW in the General Motors Diesel sizes. These electric plants are being used for auxiliary power projects for construction projects, as well as for emergency electric power in hospitals, hotels, department stores and anywhere else that emergency electric power might be required.

Twenty-nine members of Local 3 are employed in various departments at West Coast Engine, on a year-around basis. We hope that this company continues to grow

DREDGE NEWS

There have been a few changes in dredging work since our last report. Some jobs have been completed, and a few new jobs begun. The next 30 or 40 days should show a decided decrease in the number of names on the out-of-work list.

Associated Dredging Co. have moved their dredge, The Sucker, into the Sausalito Boat Works, where they removed most of the machinery from the hull. This machinery is being shipped to Sand Point, Idaho, where it will be incorporated into a new dredge being built there. This company has a three months pumping job on a lake at Sand Point, Idaho, for the new dredge when it is completed.

The following men have left for the Idaho job: Frank Euch, superintendent; Allan Tuffin, captain; E. L. Nelson, chief engineer; Helge Johnson, James Peterson and Oscar Kampe, levermen; Ned Miller and Ed McElroy, operators; Spike McNabb and George Wells, mates; and Charles Wells, levee superintendent.

Associated Dredging also has a new job for the Sucker, but are unable to start it until they build a new ladder, and get it, and other equipment, put back on the dredge.

Neither of the two new jobs which the San Francisco Bridge Co. was awarded have as yet been started, and last reports indicate that they will not get started before April 1st.

Olympian Dredging Co. have finished the job at Stockton with the Palmer, and we have had some reports that they expect to be going out on another job soon. They have also put their Claimshells, the Neptune and the Monarch to work, and expect to have the Holland out in a few days.

Leslie Salt Co. have the Solano, on lease from Ed Lippstreu, working on salt development in the South Bay near Alviso.

Hydraulic Dredging Co. has finally got started pumping sand on the Eastshore Freeway job after experiencing difficulty on account of rough weather and equipment failure.

All indications lead us to believe that dredgemen will be kept busy for some months to come.

and expand in the years to come as it has in the past.

Work is getting under way on the Carl Lassen Housing Development, located at the top of Bridge Hill, Hayward. There will be 800 new homes, in the price range of \$25,000, built in the new development, which is being called the "Piedmont of Hayward."

East Bay Excavators have the contract to do the dirt moving, and have already moved 300,000 yards of dirt, with 1,000,000 yards yet to be moved. This dirt will be used as fill for the ramp over the Posey Tube Extension of the Freeway on Harrison Street. Working for East Bay Excavators on this job are Bros. Al Martinez, Antone Brun and Delphia Rivera on the loaders, and Vern Walker, Ray Morgan and Harold Rowen on the dozers.

The Wisheropp Co. is now building an additional ward on the Fairmont Hospital. The new structure will be a three-story building, and will be earthquake proof. At present Casey & Case have their drill rig equipment on this job, where they will drill 132 holes, which will each be 8 feet deep.

Plan 30 New Churches

Presbyterian Church spokesmen have announced a building program, still in the planning stage, that should see 30 new churches built in Northern California in a five-to 10-year period, at estimated total cost of \$2 million.

POWER LINE PERIL

Thirteen deaths by electrocution resulted in the fiscal year 1951-52 from contact by cranes, booms, and similar equipment with power lines, the Calif. Public Utilities Commission reported.

News About the Brothers

They Travel, Fish, Marry and Embark on Business Ventures

We now have a correspondent in Venezuela, South America, none other than Bro. George Cleek, who left early in February for Ciudad-Bolivar, where he is in charge of the grease gang for Morris-Knudsen on their road job. His first impressions of their camps were extremely favorable as they have fine food and quarters, and free movies and baseball games several times a week. He had only been in Venezuela a few days when he ran into Mel Lambert, a well-known engineer from the bay area. It seems these Local 3 men really get around!

One of the brothers, Roswell Button, made good use of the leisure time caused by the winter season, and with his wife and six children took off for a month's vacation in Mexico. The Buttons made the trip in an old seven-passenger DeSoto, which had formerly seen service as a taxi. They tell us that the old DeSoto did pretty well by them except for one stretch of really rough road where they had four blow-outs, which required the purchase of some Mexican tires. Mrs. Button, who was born in Mexico, has relatives in Obregon, in Sonora, which was their destination.

The Buttons had made one previous trip to Mexico, about 12 years ago, and were very much impressed with the progress which has been made in the past several years. Along the same stretch of road the traveler will see D. W. 20's at work, and then a little further along a group of Mexicans workers with four-mule teams pulling Fresno scrapers.

The Buttons were fortunate in having excellent weather throughout the entire trip, making it possible for them to camp out along the way, and do their cooking over campfires.

When work is not available for Bro. E. J. McDonald, an old-timer in the union, he spends most of his time fishing and any time remaining at the hall bragging about the fish he catches. His most recent catch was a 22-inch king salmon he caught north of the Sears Point bridge on the Napa River. He caught a flounder and the salmon at the same time, both on the same leader. Bro. McDonald is also pretty proud of his Labrador Retriever who he has taught to whine when the pole is jiggled by a bite.

Fishing even makes some Engineers move bag and baggage from one locality to another. Bro. Bill Hancock tells us that he has moved from Tracy to San Leandro, the move having been made because the closing of the black bass season in Tracy made it necessary for him to get closer to the bay area for the salmon fishing. During black bass season Bro. Hancock got the limit almost very weekend, doing most of his fishing at Lost Lake, off Tom Payne slough. On his last trip out he got a 29-pound striped bass, and a 2-pound black bass.

Bro. K. H. Keith, who for the past two years has been working for Ace Excavators as a loader and dozer operator, has decided to go into business for himself, having taken over the management of the Texaco Station at 801 Lewelling boulevard in San Leandro.

Bro. H. G. Lloyd and partner, Fred Hair, have just started a new business in Walnut Creek, to be known as the L. & H. Excavators. The new firm has purchased a brand new 95 Cleveland trencher which will be put to good use on various excavating projects in the area in the months to come.

Another old-timer in the union has decided to try his hand at business for himself—Bro. Frank Conway. The new business, the Clabita Battery Supply Co., deals in both wholesale and retail sales of all types of batteries, and is located at 488 25th St., Oakland, phone GL 2-4425.

Bro. Joe Godinez, who spends most of his time on the Whirleys at Moore Dry Dock, managed to take enough time off to find himself a wife. Joe met his wife, Junita Flores, in Oakland while she was here visiting relatives, and was so impressed with her that he made a trip to Mexico and brought her back with him.

The bucket of a loader is not, of course, designed primarily for protection, but that is just what it afforded Bro. Alvin Schmidt, who was working for Fessenden at Hercules at the time of the recent tragic explosion. When the fire broke out Brother Schmidt took shelter in the bucket, and credits it with saving his life.

BEWARE THE 'WIDOW MAKER'

A suggested procedure for felling trees, especially old, dead trees which must be handled with extreme caution, has been passed along to its members by Operating Engineers Local 9, in Denver, Colo., and is reprinted here for the benefit of members of Local 3 who may be interested.

The article on tree-felling was published in Local 9's bulletin after one of its veteran members had his arm broken in six places by a falling tree while clearing timber. In that case, the brother was hurt because his attention was distracted by a fellow workman, but the incident prompted the union's bulletin to offer this advice:

"The man who named an old dead tree a 'Widow Maker' sure knew what he was doing; because many a good engineer has been killed or crippled for life while clearing brush and timber with a bulldozer.

"The following procedure is recommended by safety experts:

"First, see that everyone is out of the area; approach the tree gently, with your eyes open for dead limbs.

"Second, determine the direction of fall, make a few passes with the dozer on the opposite side to cut some of the larger rocks.

"Third, cut the roots on both sides in the same manner, being careful not to cut deeply enough to cause the tree to fall.

"Fourth, build a ramp up to the starting side of the tree, lift the dozer blade high and push. As the tree starts over, reverse the tractor quickly; the roots pulling out of the ground may damage it.

"Always keep in mind the restful looking old tree is a 'Widow Maker' and handle it as such."

Many Hiway Jobs Planned For Fresno

By H. T. PETERSEN and G. LYNN MOORE
Business Representatives

We have received word from the Division of Highways that the following jobs will be let between now and the fiscal year:

On Highway 99 to Los Banos Highway, 8.2 miles resurfacing and shoulders.

Chowchilla, 2 miles resurfacing access to Los Banos Highway.

A bridge to be built at Cottonwood Creek.

Fresno Freeway within the city limits, eight-tenths of a mile of 6 lane.

Between Selma and Kingsburg on Highway 99, resurfacing 6 miles of existing pavement.

On Ventura Avenue (Highway 180) resurfacing and shoulder work, approximately 2 miles.

On the Coalinga-King City road new alignment, 5.7 miles.

On Highway 180, approximately 4 miles east of Centerville, a new bridge.

On the Corcoran-Hanford cut-off, new alignment, 7 miles of new road.

In Tulare County, one-half of the Visalia overpass system at the Visalia Airport.

A bridge on the Sequoia National Park highway at Lemon Cove.

In Tulare County eight-tenths mile of four-lane access road to the City of Tulare.

We have also been informed that the UPC Company submitted low bid of \$396,436 for 3.4 miles of Highway 99 between Livingston and Delhi.

Guy F. Atkinson Co. submitted low bid for paving Tulare City Freeway, amount of bid approximately \$1,055,000.

Highway work now in progress includes Gordon Ball, repaving west lane of Highway 99 at Pixley. Eaton & Smith working on Highway 180 through Squaw Valley.

Ted Baun on Dickinson Avenue, shoulders and repaving.

Rice Bros. at Farmersville, with their hot plant set up at Lemon Cove, repaving and shoulder job.

Sharp & Fellows on Pine Flat Reservoir road and highway bridge at Piedra, approximately 70 per cent completed.

This same firm is also processing rock for the Santa Fe Railroad at the old Piedra quarry.

Pine Flat Dam is nearing completion, the contractors have already dismantled the primary crushing and screening unit at Avacado and have partially dismantled the secondary plant at the dam site. Concrete pouring operations should be completed by May 1.

We have had a considerable lay-off on this job; however, most of these brothers are enjoying a well earned vacation or have gone to work for other firms.

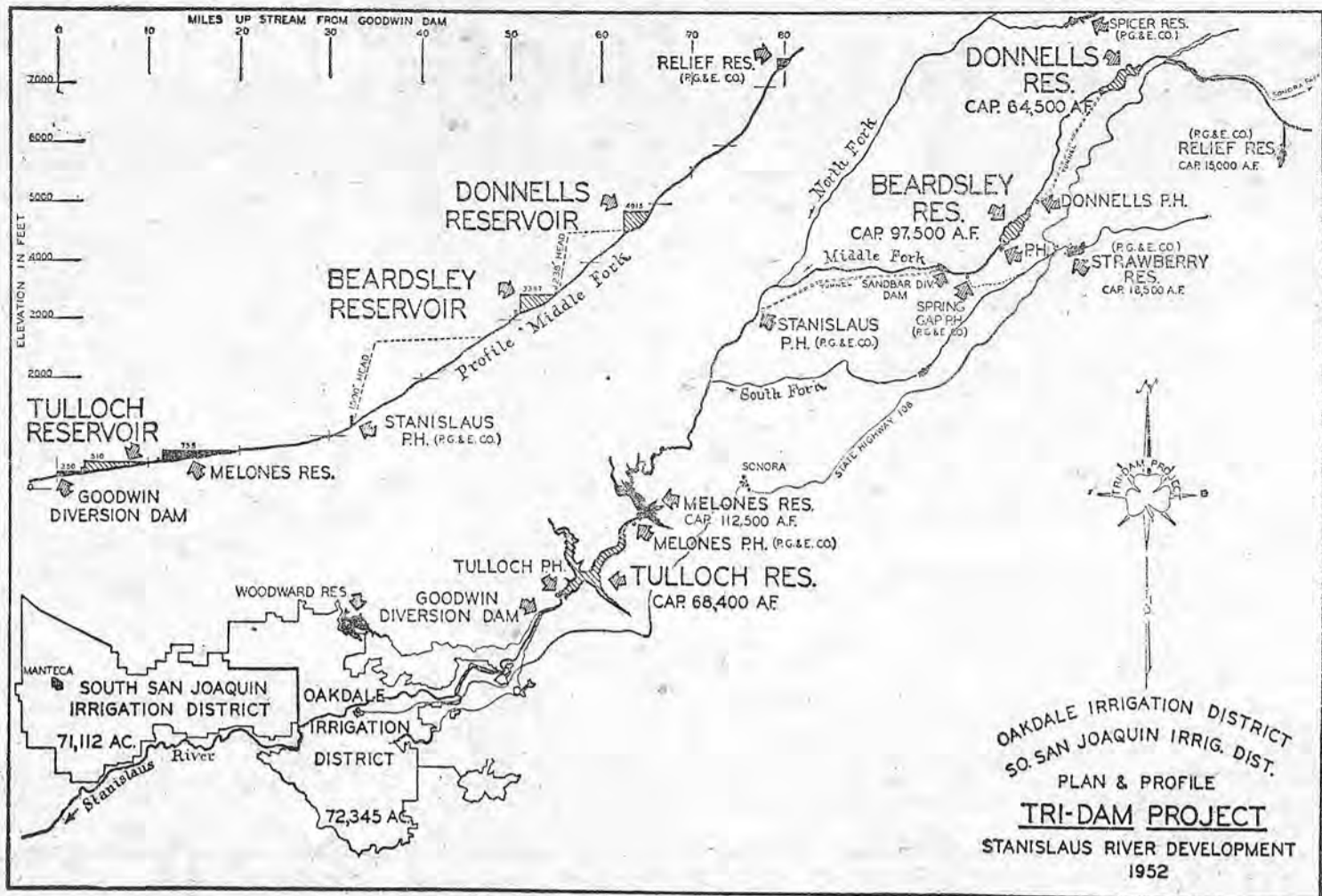
Selby Drilling Co. are still busy drilling and grouting within the dam structure and will be lucky to complete their contract by November. This firm is operating around the clock with approximately 28 members on the job.

At Castle Field Air Base, Van Volkenburg Co. are completing their current contract. Barrett & Hilp still busy on the Administration Bldg. and T. C. Bateson have started work on their hangar job. We have been informed that McGouran will do the excavating. River Rock & Concrete Supply Co. are busy furnishing ready-mix and aggregates to the area, also doing several small street jobs.

We finally succeeded in signing an agreement with the Valley Aggregates Co. (Leonard Truck Lines). This outfit is operating a crushing and screening plant on the Merced River and anticipate going into the ready-mix business.

Hess Construction Co. will be moving in shortly to complete their job on Shaver Lake-Huntington Lake road. There is another section of this same road coming up for bids in April.

There is a possibility of consider-



THREE DAMS PLANNED FOR STANISLAUS RIVER

Shown above is a plan and profile map of the proposed Tri-Dam storage and power development of the Oakdale and South San Joaquin Irrigation Districts on the Middle Fork and Main Stream of the Stanislaus River.

It is called Tri-Dam because it will comprise three large dams with combined storage capacity of 230,400-acre feet of water which will provide 100 per cent irrigation

within the districts in normal years and in addition substantial storage for dry years.

The upper dam will be Donnell's Dam, on the Middle Fork, a concrete arch structure to rise 288 feet above stream bed with crest length of 760 feet. The Donnell's reservoir will hold 64,500-acre feet. There will be a 7.2-mile tunnel to a powerhouse with 54,000 kilowatt capacity.

Farther down the Middle Fork will be Beardsley Dam, an earth,

gravel and rock-fill structure with concrete spillway. It will be 280 feet high, and 820 feet long. The reservoir will hold 97,500-acre feet. A power plant below the dam will generate 10,000 k.w.

On the main stream will be located the Tulloch Dam, a concrete dam 200 feet high, 1,940 long with 68,400 acre feet capacity and a powerhouse of 17,000 k.w. output.

In addition to these power installations, water will be diverted at two points to run through the Pacific Gas & Electric Companies

existing Stanislaus and Melones power plants and be returned to the river. The districts will be paid substantially for the falling water benefits.

The project will be financed by sale of \$50 million of revenue bonds to be repaid from power revenue under a 45-year contract between the two irrigation districts and PG&E. The plants will be owned and maintained by the district and power delivered into the PG&E system.

WORK STILL SLOW AROUND SAN RAFAEL

(Continued from Page 2)

completed before doing any more.

Brother Fred Jensen of Jensen & Pitts can now be reached at GL 3-9862 . . . set up secondary office at Yacht Harbor in San Rafael. Says "Regal Pale" ready to set sail after a little paint job. Says '52 bad year—acquired a new boat . . . already had taken delivery of new Buick this year, but we suggest he change brands . . . can't move it out of the garage.

This company just finished job improving wharf for the Marin Yacht Sales on the canal . . . has kept six or seven engineers fairly busy past year. Got a pencil sharpener on the boat, Fred?

Brother "Slim" Collins has taken to the air again . . . this time for Turkey to do a two-year job as inspector for the U. S. Army Engineers with an option for two more years.

Glad to report, Bro. R. J. Bauer now ready for action after an appendectomy. Wife beat him to the hospital by three days—but she had an offspring to bring home with her.

able work in the mountains for this coming year. However, this has not been confirmed and as soon as additional information is received you will be notified.

Land levelling in the district has picked up to some extent within the last month which of course has helped the out-of-work list. However, we still have plenty of men available and ready for a job.

Our next regular meeting will be held Thursday evening, March 26, 1953, 8 p.m., at 631 Kearney, Fresno, Calif.

BROTHERS: What does it take to get a donation of a pint of blood to the Engineers' Blood Bank? This blood bank must be increased immediately or will be out of business. Please, Brothers, get together and come in for your own benefit!

BETTER WEATHER BOOSTS WORK IN STOCKTON AREA

By ED DORAN, WALTER M. TALBOT, M. W. GRIFFING and C. L. CASEBOLT, Business Representatives

With the spring weather we have been enjoying this past month, work in this area is on the upswing.

The majority of the members who level land for a living are back at work, throughout the valley. With the signing of the new land levelling agreements behind us, anyone in this area who is not receiving \$2.50 per hour on cats at this time, please advise this office.

Karl Harmeling is getting back to work on some local street work. Sid Armstrong is the new boss, with Bro. John "Shorty" Betten-court keeping the equipment in shape with the help of Bro. Bob Seeley.

George Patterson started his small road job near Folsom, but was forced to shut down due to the lack of pipe.

M. J. Ruddy & Co. are making preparations to start work on their road job from Wallace to Valley Springs.

Stone Bros. have Bro. Henry Swartout on a Ford loader working in and about their housing projects.

Claude Wood Co. and Rothchild, Raffin & Weirick have the Murphy Dam with Claude Wood doing the dirt work and Rothchild-Raffin to build the powerhouse.

Shepherd & Green and Lord & Bishop were the low bidders on the new \$1,306,000 warehouse to be built at the Port of Stockton. Lord & Bishop will do the pile driving and Shepherd & Green will erect the building.

Lord & Bishop also was low bidder on the Center Street Bridge which will span the channel here in Stockton. The bid amounting to \$93,000.

A. Teichert & Son have three rigs working in Stockton Field on the new National Guard Armory building job and grading the surrounding area. This will be a maintenance building to handle the repair work for the National Guard.

Pittsburgh-Des Moines Steel Co. are building boilers with Bro. Buck

Hanna on the boom cat hoisting boiler plate.

Rosendahl Corp. have Bro. Charles Curtiss on the fork lift out at the Fibreboard plant.

The rock, sand and gravel plants in and around Stockton district are on a gradual basis of increase as more and more contractors get their jobs rolling.

Tracy Rock & Gravel are operating their plant eight hours with the pit on a 10-hour day at the present time.

The Four Companies at Tracy Annex are under way, after a four month slack period.

Case Co. has about 45 days of gunite work on the warehouses at the annex—this has been an all winter job for the boys with very little lost time except in the most extreme weather.

Hass Co. are going back in on their water lines at the Tracy Annex.

The Kaiser Magnesium Corp. employees have just received their first pay check showing the raise. You people have been very patient, thanks.

We are happy to report that the wife of Bro. Lavell Davis is improving from an attack of polio.

BROTHERS, IF YOU CAN, WON'T YOU PLEASE CONTRIBUTE TO THE OPERATING ENGINEERS BLOOD BANK — WE ARE DRASTICALLY LOW — THANKS.

Pfc. ALFRED L. SWARTOUT—Fox Company, 2nd Bat., Fifth Marines, 1st Division, the beloved son of Bro. Henry Swartout, was killed in action in Korea according to a telegram received from the War

Cutbacks Won't Hurt Building

A forecast that the construction industry will not be seriously affected by cutbacks in defense spending was made before the convention of the American Society of Civil Engineers in San Francisco.

J. P. Yates, Bechtel Corp. senior vice president, predicted defense building will increase in the near future, but by 1955 will be virtually over.

Use Union Firm for Septic Tank Repairs

Members of Local 3 in the Stockton area who may need work done on septic tanks or drainage systems are being reminded that there is a 100% union company in their vicinity performing these services.

That firm is D. A. Parrish & Sons, Inc., Stockton, specialists in sewage disposal engineering.

Miles A. Parrish, president of the firm, recently wrote to our union, saying:

"We have specific knowledge on many, many occasions of union members hiring a non-union septic tank company for the purpose of pumping out their septic tank or to construct a septic tank or drainage system.

"We know our work and material are comparable to those of any company engaged in this same type work and under the same trade classification. We therefore feel that union members should give their work to a company in good standing with local unions."

Department on Monday, Feb. 2, 1953.

He went overseas last August 8, and was stationed, according to a report, somewhere in Korea. He would have been 19 years old this year and was looking forward to returning home after his service so that he could interest himself in the mechanics of an operating engineer's career. DEUS VOBIS-CUM.

Take part in union affairs. Your union is as democratic as you make it.

Utah News Roundup

By MERLIN BOWMAN, DON ELLIOTT, CHARLEY COCKAYNE, GEORGE FARRELL and GLEN FULLMER, Business Representatives

Some Big Jobs Started, Others About to Begin

The weather at this writing is fine with a touch of spring in the air, and the future looks bright for the coming season in construction in this area.

Work has begun on some good jobs here, and plenty are ready to go real soon.

Gibbons & Reed are in full swing on their North Salt Lake job, working two shifts on their pulls and cats.

Olof Nelson Co., on South Redwood Road, has started laying a lot of drain pipe, with one backhoe on the job and another expected next week. Also have one crusher in operation and expect to start another real soon.

State Wide Plumbing Co. is really going to town on the Murray sewer job, with six machines and crews at work and another backhoe expected soon.

Clyde & Jacobsen are busy on the 100 igloos at Tooele, with most of the excavation completed. Their crusher has been going for about a month, stockpiling and getting ready to start the batch plant, weather permitting.

Work in the Dugway area looks very good for the coming season, with about \$8,000,000 approved so far, much of which goes into roads and grids in the area, with also a large amount going to new building construction.

DESERET CHEMICAL

Money for the 150-unit housing project at Deseret Chemical also has been approved. Work on the last-year projects is starting with Tooele and Harlon getting pretty well along on their warehouse projects.

Triangle Builders are ready to go on their 32 warehouses, with Soule Steel Co. to do the erection work. Their starting date is to be about the 5th of April. This one should be a good job and put some of our crane operators to work.

Utah Construction Co. has started its crushing job on the old Murray Smelter slag pile and have quite a number of their old Local 3 men working on this project again.

There are several new State Road jobs to be let March 17, but the one being discussed the most right now is the Silver Creek to Wasatch County line. This will be a very good job and should employ a lot of our men for quite some time. Estimated cost of this project is over \$700,000, and we are hoping that by the time this news reaches you we will be ready to clear some men on it.

So, if this good weather continues, by this time next month we should be able to give a much better picture, and our out-of-work list should be practically nil.

NORTHERN AREA

If the proverbial saying, "In like a lion, out like a lamb," can be relied upon, we can expect to see work really moving come the end of the month.

There is a lot of work lined up and everyone seems anxious to get started. Although this has been a fair winter for most of the members, there are those who have had to put up with the expected winter lay-off, and are looking forward to a good year in construction.

L. T. Johnson has started his small road job west of Roy, and a few fellows have gone to work there.

The W. W. Clyde Co. has a small crew starting on the Layton road and expects to be able to use a full crew in about two weeks.

The Strong Co. is expected to move in for completion of the fill and grading on the Lagoon-Layton road the last of this month.

Bids are to be opened March 17 for the asphalt paving of this section of road.

At the warehouse job on the

Second Street Depot, the McKee Co. has nearly completed pouring of the concrete wall sections and is starting on the floor slabs.

K. C. Construction Co. has had some work added to its contract on the excavating and fill for the McKee Co. and has a full crew working again.

Western Steel Erection Co. had some difficulty in getting things lined out on its erection job, but seems to be making good progress at present, with seven operating engineers on the job.

Olaf Nelson Co. is moving the hot plant from Richmond to Logan in order to complete some of their small oiling jobs prior to moving the plant to Salt Lake for the Redwood Road project.

LeGrand Johnson has a crew at work on the Rattlesnake Pass road.

Parsons & Fife have a crusher working in the Northern Area and expect to have machinery available about April 15 to complete the Richmond to Smithfield job.

Germer-Abbott & Waldron are making good progress on the Park Valley job.

Utah Construction has encountered wet ground on the Gateway Tunnel project and have slowed down after making over 50 feet a day for several days.

This is the extent of the major work in this area at present. Some other work is scheduled, but no definite starting dates have been set.

The large attendance at the last regular meeting was encouraging. It is YOUR union and the more of you who come out and get behind your representatives, the better chance we have of working for the things you want.

SOUTHERN UTAH

Work in the south is beginning to look better as the good weather continues, but there are still a few on the out-of-work list that we all hope to get out on the jobs soon.

W. W. Clyde Co. is going along full speed ahead on their job in Spanish Fork Canyon. This company also has a couple of crusher plants going in the south—one at Greenriver, the other near St. George.

The stockpile jobs seem to be first on the docket this year, and some of them are fair-sized jobs going as high as \$300,000.

M-K Company has kept a few of the brothers busy on the U.P. Railroad, cleaning up a wreck of some 40 railroad cars of ore that were on their way to Geneva from the Cedar City mines. Some of these cars buried themselves so deep in the ground that there is talk of leaving them there.

Young & Smith are moving in on their road job below Benjamin. This job, when completed, will connect the oil on a gap that has been open for years.

L. T. Johnson Const. Co. got 11 miles of roadmixed oil from Blanding north through Devil's Canyon that has been dirt road for years, between two oiled road on a main highway.

L. A. Young Const. Co. has been moving dirt like mad on the job from Salina to Scipio and has most of the dirt moved, but will be there for some time yet on stockpile and oilway. This is another of those roads that will tie the middle with both ends. This company also has a small job at Spring City, road and stockpile. L. A. Young Co. has been working

SCHEDULE OF MEETINGS FOR CONSTRUCTION, LANG CO., SAND & GRAVEL, IRON ORE MINES, VITRO CHEMICAL CO., AND KENNECOTT COPPER

Kennecott Copper Corp. Members: All called meetings in March. Vitro Chemical Co.: All called meetings.

Friday, March 27, 8 p.m.: Iron Ore Mine members, El Escalante Hotel, Cedar City.

Monday, April 13, 5:30 p.m.: Lang Co. members, Operating Engineers Hall, 1969 S. Main, Salt Lake City.

Thursday, April 9, 8 p.m.: Sand, Gravel and Construction members, Engineers Hall, 1969 S. Main, Salt Lake City.

Friday, April 10: Sand, Gravel and Construction members, Labor Temple, 161 West First North, Provo.

Friday, April 17, 8 p.m.: Sand, Gravel and Construction members, Labor Temple, Ogden.

SCHEDULE OF STATE ROAD MEETINGS

Wednesday, March 25, 7:30 p.m.: Engineers Hall, 1969 S. Main St., Salt Lake City.

Thursday, April 2, 7:30 p.m.: County Court House, Fillmore.

Thursday, April 16, 7:30 p.m.: Commercial Club, Roosevelt.

Tuesday, April 21, 7:30 p.m.: Labor Temple, Provo.

NEWS FROM THE MINES AND SHOPS

KENNECOTT, VITRO BACK PAY

KENNECOTT COPPER CORP.

With the demise of the Wage Stabilization Board, the obstacles which had been in the path of the wage increase and retroactive pay were removed and the company immediately put the new scales into effect and paid the back pay, much to the satisfaction of the brothers at Bingham.

We appreciate the patience of the brothers during the long wait for action by WSB. It's been difficult for some of us to understand why some board in Washington should have the final say-so in matters which have been satisfactorily negotiated between a company and the union representing its employees, but that's been the case. We certainly hope there'll be no future need for such a board.

A few questions have arisen regarding the training programs now being promulgated by Kennecott. Your grievance committee will have met with the mine superintendent by the time this issue reaches you, and we will have a report to make at our next meeting.

At the next meetings you will vote for and elect stewards for the year commencing April 1, 1953. The meetings will be held Thursday, March 26, 1953, at 1:30 p.m. and 3:30 p.m.

VITRO CHEMICAL

At this writing, we have just received our briefs of our agreement from Mr. O'Connors, who at the last meeting was to draw them up and present them to us for corrections and study.

We have them in the hands of our full negotiating committee and have called Brother Lyle Johnson

of the Conciliation Service to make arrangements for further meetings with Vitro Chemical Co. We are in hopes that we can get this brief put together as an agreement to present to our membership with no further delay.

SAND AND GRAVEL MEMBERS

To all members who work under the sand and gravel agreement: This agreement, as you know, runs out the first of June. We have notified the sand and gravel people of the opening of our new agreement and have received notice by return mail from Brother Allan Mecham, who is their legal adviser, stating that the whole agreement must be opened this year.

We are hoping that we can get together and have a good turnout at our meetings so that we may have a better contract in the near future.

CEDAR CITY IRON MINES

All members in our Cedar City iron mines seem very contented after receiving all their back pay. This back pay cost Utah Construction Co. \$125,000, which has made them blink their eyes before paying. If there are any members working for this company who haven't received their back pay, they should contact their business representative immediately.

It seems that we have just completed our negotiations for the iron mines and the time has come for us to start getting our heads together for a new contract. We are getting ready at this time to send in our opener to the company, for the expiration date of our agreement is June 1, 1953.

STATE ROAD

The passing winter has been a very peculiar one. In the course of many days' travel we have run onto crews out patching the roads and other crews pushing snow, most storms having been local in nature. Your representatives are glad to see the end of winter in any event.

We have spent considerable time during the past month or so at the Capitol working with the legislators, endeavoring to get action on our bill for job continuity, and there appears to be little hope at this time for consideration.

There seems to be a feeling among that august body of men that the legislation which has been considered is far more important to the welfare of the state than job security for you. They have at least been acquainted with what we feel should be done for you and we are of the opinion that we have laid the groundwork for action in the next session.

We are hoping that the attendance at our meetings will be better in coming months. Your opinions as shown in discussions in the meetings are a guide to us in our endeavors to serve you.

CONTRACTORS GET READY TO GO IN EUREKA

By A. R. McCAFFREY Business Representative

Work in the Eureka area is starting to pick up due to the good weather we have been having the last two weeks. All of the local contractors are busy on various jobs, thus taking our out-of-work list down considerably.

None of the larger jobs have opened up yet due to the earliness of the season, although some of the contractors have started moving in equipment.

C. V. Kenworthy Co., on their \$568,300 highway job at Berry's Summit, have started to move in. They now have three cats and a blade on the job. They expect to have approximately 15 units when they start.

Brother R. B. Murray, an old timer in Local 3, is general superintendent for this company. Every time I go up there we start talking about the old times when we used to run dozer together. Brother Murray now drives a new Buick; also flies a new Cessna 170 airplane furnished by the company. He shouldn't have any trouble overseeing this job. We wish Bro. Murray luck and we know he will run a good job.

Bro. Mickey O'Callahan subbed the clearing on this job and is making good progress considering all the obstacles he had to overcome. Clearing doesn't come any tougher than what Mickey has up there. There are four Engineers on this job.

Kenworthy & Patterson have not moved in yet on their \$530,000 highway job at Weitchpec, but we expect them any time now. R. W. Byers is doing the clearing on this job.

Mercer Fraser Co., alias Ralph Brown, is starting out as usual; different jobs all over the country. Their largest job is the Arcata Freeway — \$630,000 — which they started last fall and will finish this year.

Frederickson Bros.' job at Scotia which has been shut down all winter, is starting to show some life. It will take them approximately two months to complete this job once they get started again.

The PG&E Co.'s \$10,000,000 job at Buhne Point has not started yet, but we expect to see some activity out there pretty soon, depending on the weather.

John Burman & Sons have a standby crew on their Patrick Creek job to keep it open. Most of their crew have worked in the snop all winter overhauling equipment.

Bro. J. L. Conner has been busy all winter overhauling his equipment and doing small jobs around the county. He also has been clearing his highway job at Freshwater, getting ready to start moving dirt soon as it dries up. Brother Louie recently purchased a complete machine shop. Anyone wanting to borrow reamers, dies, etc., contact Louie.

Bro. Tom Hull has kept his crew busy all winter on various jobs around the area. He is now completing a pier which extends 2,000 feet from the shore out into the bay at Eureka. This job is for the Oil Terminals Co. He built a new driver for this job, a skid rig, which is a honey—steel boom and gantry with swinging leads.

The state has not asked for bids yet on the storm damage work on Highways 101 and 299. These highways are in terrible shape in this area; major slips and slides. One-way roads are not uncommon in several places.

The good weather we are having now is very unusual at this time of year in this country. Therefore, we cannot expect it to last. We are bound to get more rain, so we can't plan to get going good until at least another month.

NEVADA BROTHERS HAPPY AS SUBSISTENCE COMES THROUGH

By H. L. ("Curley") SPENCE and J. W. ("Bill") BARR, Business Representatives

The "Dear Brothers" on the J. A. McNeil job for Anaconda Mining Co. at Yerington, Nevada, were very happy for they finally got their subsistence, retroactive to February 7, 1953.

Everyone from Brother Miguel Pantoja, "The Subsistence Grease Monkey Kid," up to and including the Crane Operators and Oilers, Cat Men, HDRM, and all of the Sub-Contractors under McNeil, such as Clarence Dieterich's outfit, Triangle Rock, and John Holly are receiving subsistence.

The only unhappy brother is E. Nivens—he has decided the food isn't so good at the Anaconda Co. boarding house. One of the fellows told me that Brother Nivens ate two bowls of soup, a basket of crackers, drank five glasses of milk, had six slices of bread, two helpings of beans, two helpings of mashed potatoes, a side dish of carrots, seven pork chops, two pieces of pie, and drank three cups of coffee.

Then, after dinner, Brother Nivens decided that the pork chops weren't so good. But Brother Nivens works hard in the shop, and he has to have his nourishment and vitamins, for he is a growing young man.

Brother Al Parlanti and his oiler, Brother Dick Wolgamott, are on Clarence Dieterich's rig and quite pleased with the subsistence. So is John Holly's Cat operator, Johnnie L. Howard. Brother Bob Cawelti, the "pot man," is happy with his "pot job." He works 10 and 11 hours a day—now with the subsistence he can drink as much beer as Brother Charlie Olsen.

Brother Earl L. Gibson is quite the boom truck operator at McNeil's. He was a little pushed out of shape at first regarding the rate of pay, but everything is OK now, we hope.

Brother Manuel "Chief" McCloud, the head dozer man for McNeil, says "subsistence good thing, everybody should have subsistence, not just few men, everybody." We agree.

Brothers Al Messersmith and Jack Kennedy are still on the Northwest, raising steel for Vinnell Co., Inc., at Yerington. They are quite the crane crew. Really keep things in order and humming on the job.

Brother Ed Du Bos is on a truck crane for Vinnell. Ed was with Triangle Rock for a month or so, but he's back at his old racket of raising steel.

The brothers out at Gabbs Valley, Nev., working for Basic Refractories, Inc., are well pleased with their 15c per hour raise for all classifications, six paid holidays, and the welfare plan paid for by the company. The 15c is retroactive to Jan. 1, 1953. We hope that Brother A. J. "Brock" Taras does not get confused again and take it back to 1952, or some other date. "Brock" and the rest of his gang will have to keep that mill going in high gear now to get out more tonnage to make up for the raise the company gave to the brothers.

The fellows at Kaiser Chemical & Aluminum plant are very well pleased with the welfare plan that went into effect Feb. 1, 1953. One of the brothers said to me, "One of my boys looks a little pale to me, and since the plan went into effect his mother thinks we should have his tonsils taken out." The welfare plan is really a good thing—benefits all. The union has notified Kaiser that we want to open the agreement for a small increase in pay to compare with Basic Refractories, Inc.

Isbell Construction Co. has two shifts on the gravel plant on the Verdi, Nev., job. They have quite a pile of gravel. They expect to start on the excavating soon, if the weather permits. Isbell work is a bit slow around Reno, but come spring they will be going strong as usual.

George Miller has most of his crews working. Brother Hershel Walker and Vernon "Peewee" Galleron have done a fine job building the new Miller crusher. Wayne Roberts got in on that deal too.

They expect to move the crusher out near Dayton, Nev., for a trial run.

The Nevada Industrial Council has had a few meetings with the Anaconda Copper Mining Co. men, but nothing has been settled in regard to the agreement or wages. The U.S. Conciliation Service has been invited to come in and help out on the negotiations with Anaconda.

Nomellini has started the excavation on the Bureau of Mines experimental building at the University of Nevada campus. The following brothers came up with the rigs: Marion L. Beebee, Lester Nedrow, M. C. "Doc" Bacigalupi and Carrol Airola. Good to see you all again. Brother Ralph Lenci is keeping the rigs running and Brother Glen Hogard is the foreman. This is a rush job. They expect to have the dirt moved in a couple of weeks. Just time enough to give you fellows a chance to pay "Harold" your tidings.

Gibbons & Reed have moved in on their Connors Pass job. Brothers Evan McDonald and Silas Morrell are on the dozers doing the bush work and pioneering. Brother Ivan Beaudoin is the foreman on the job and expects to have four more Cats and a 80 Northwest at work soon. This job will go to two shifts when weather permits.

Utah Construction Co. has a small crew at New Ruth townsite repairing equipment and waiting for a break in the weather. Utah Construction also has a housing project of 70 units to be built in Ely. Heard that Brother Hugh Gainsforth is under the weather. Hope you'll soon be feeling better.

The brothers at Lane City and Kimberly pit for Isbell Construction Co. continue to move plenty of material and in spite of mud, snow and ice. Brother Charles Basso, cherry picker operator, is still under the doctor's care with a bad back. Brother Jacobson has taken his wife to Salt Lake City for a serious operation. We hope that Mrs. Jacobson has a speedy recovery and will soon be home.

We have a good many members on Foley Bros.' job at Deep Ruth and Kellinske shafts. The work is progressing to a point where we will be able to place more members on the job soon.

Isbell's stripping job at the Leviathan Sulphur Mine is keeping a lot of the brothers busy, moving the top of the mountain off the sulphur deposit that is to supply Anaconda's new plant at Yerington.

Brother Ben Faucher is confined to a plaster cast due to a back injury. Let's hurry and get back on the job, Ben.

Brother Ike Spears, who has been Mineral Materials' shovel runner, is now associated with H. Earl Parker's iron mine crew in the same capacity.

Mineral Materials has a few of the brothers busy in the shop. Operations in the pit will start sometime in the spring, we hope.

Dodge Iron Mine crew is still holding together and producing steadily. "Gabe" Harrison has the Cats all overhauled and ready for a hard summer's work.

One item of news we mustn't forget: Brother James N. Hall and Mrs. Hall are now the proud parents of a 9 pound 3 ounce baby girl, who will answer to the name Jamie Lee. According to Brother Hall, she is already talking back. He particularly wants the brothers in Utah to know about his being a proud papa. P.S.—Brother Hall is still celebrating.

Brother Jack Van Zant was in to

see us the other day. Sure good to see him. Brother Van Zant had quite a serious accident with some rocks on one of the jobs and has been laid up, so it's doubly good to see him up and around again.

Brother J. G. Hammond has left the Kaiser Co. and is now operating a "76" station on the corner of Wells and East 4th St., in Reno. Will sure appreciate seeing the "good brothers" and will be only too happy to help keep them rolling to and from the jobs. We wish Brother Hammond the best of luck in his new venture as a service station operator instead of an operating engineer.

If you brothers want a treat, and you are buzzing down Highway 395 into Minden, bound for the Leviathan Mine or points South, or just taking a sunny Sunday drive, be sure to stop at the Pony Express Cafe in Minden. Brother Charles Ouillette's wife has taken over, and we could use a lot of adjectives describing the cooking, but we'll just say it's "good." That takes care of everything, believe me... Brother Charlie is busy, too... He's pushing a D-8 around for Isbell at the Leviathan Mine.

Street, Pipe Jobs Start in San Francisco

By PAT CLANCY and PAUL EDGECOMB, Business Representatives

San Francisco work the last 30 days has been picking up. Fredrickson & Watson has resumed operations on the Freeway job. They will be getting ready to pave in the very near future.

Harney Freeway resumed operation, also Guy F. Atkinson Co. Harry Erickson of Richmond is driving pile on the Guy F. Atkinson job.

We finished negotiations on the concrete plant retail yards. Also our agreement with these yards is up on March 31st. There should be some increase for our members employed there.

Basalt Rock Co. aggregates plant has been completely rebuilt with new steel. Bunkers will be back in operation in a few days.

The elevator job on Pier 90 is going along about as usual. M & K Corp. tunnel job at Hunters Point is also going along as usual.

J. Henry Harris, from the East Bay, also has a job in Hunters Point. Herrick Iron Works is about through raising iron.

The repair shops, scrap yards, etc. are proceeding about as usual.

Lowrie Paving Co. has started removing the tracks on Clement St. from Arguello Blvd. to Funston Ave. Since this is a business district it will be necessary to complete only three or four blocks at a time. Brother Karl Heatstrup is operating the cat pulling the rails.

On the Eddy street track removal job, Piombo Constructon has progressed approximately five blocks under the supervision of Brother Art Bresnan.

In the construction of pipeline, M & K and Associated Pipe Co. have crews working on opposite ends from Stanyan street and Clay Street. The excavation for this pipeline requires the use of back hoes.

Callahan Const. is putting in a 12" water main over the hills and hollows of Castro Valley district, which will end at Joost street. This job is about two-thirds complete.

The biggest excavation job at present in this territory is St. Mary's garage on Kearny St., between California and Pine streets. Devencenzi & Haskins have approximately 100,000 yards to remove.

Stanley Drive extension is almost completed, except for shaping up

New Aggregate Plants Spur Activity in San Jose Area

By M. G. ("Mickey") MURPHY and A. J. ("Buck") HOPE, Business Representatives

Our report for this issue is a little more cheerful than the last, due to the fact that we have a couple of new industries coming to this section, namely hot plants and ready-mix. So it seems that the local contractors are expecting a huge volume of business for 1953.

Sondgroth Bros. of Mt. View, are in the process of erecting their new Madsen Hot Plant at Alma and San Antonia in Mt. View. Nick Bebeck is also in the same field and striving for an early completion on their new Automatic Hot Plant on Keifer Road.

Pete Anderson is rapidly completing the erection of his new Ready-Mix Plant out of Sunnyvale.

By the time this is off the press Al Bosque and W. Kummer will no doubt have their new Noble Ready-mix Plant in operation, at 10th and Bayshore, turning out concrete for the local contractors.

Then we have Western Gravel of Campbell, who have also purchased a Noble Plant and will soon be adding it to their present facilities to increase their output.

At present we have 11 Ready Mix Plants in this immediate vicinity, namely Urban Bros. (2), P.C.A. (2), Albenese, Zicovitch, Palo Alto Materials, Pete Anderson, Fairbanks, Western Gravel, Bochers Bros.

As for Hot Plants we only have four at this writing, namely Ted Reed, Piazza and A. J. Raisch (2). All of these plants are running to capacity.

Operations have been resumed on our two Freeway jobs. Granite Construction are starting on a single shift basis with about 23 of the brothers employed. If the weather permits this force will be heavily increased, and perhaps later they will go on a double shift.

Brother Oroville Smith and Bro. Ragsdale have moved in a complete pile-driving outfit on the Railroad Ave. end of this unit, out of Warm Springs and expect very shortly to start hammering the piling down for the structures.

Fredrickson & Watson also have started on their project adjoining Granite's section, and at present are employing about 14 of the brothers. They, too, expect to enlarge their crews considerably when they start their paving, which should be in about three weeks.

Now, as for the Ford Plant in Milpitas, we have little information to give you other than the rumors are that Ford may start construction operations about the middle or latter part of May.

Other encouraging news is that Western Pacific Railroad has donated \$400,000 to the Sanitation District No. 8, to install adequate drainage and sewage for this particular section. This operation, we understand, is to start very shortly.

While we are on the underground work, we might mention that this City and County will spend within the next two years approximately 5 or 6 million dollars on underground work. We attribute this to the great influx of population in the last few years and the many new industries which have established headquarters here so recently.

At present our major underground projects are: Pat Barclay in the East Foothills, on an \$85,000 job. Pisano Brothers with \$100,000 job on Stevens Creek Road, Engineers Limited, with approximately \$420,000 on Grant Road near Los Altos. McCammon & Wunderlich, Hester & McGuire and Coast Pipe Lines have just about completed all

the top soil hauled in to beautify the area on both sides of the street. This is being done by Piombo Construction.

Regardless of the many protests and tide difficulties, the showboat Fort Sutter was finally towed onto the beach at Aquatic Park by Bros. Bill Mayfield and Ted Thurston.

The only new building job is the San Miguel school job. M & K has this contract.

Other building construction jobs are progressing as was reported in the last issue.

their obligations in this county to date. We will not try to elaborate on every project such as roads, subdivisions, pipelines, new plants, industries and shops, so this will suffice for this immediate vicinity. Now, let's go south.

SOUTHERN TERRITORY

There are a few jobs to be let this month around Santa Cruz. The highway job between Santa Cruz and Davenport, Leo Cardwell's street job in Santa Cruz has not started yet due to right-of-way trouble. M.G.M. was awarded the pipeline job in this city. Granite Construction is nearing completion on several small jobs in this area.

Roberson Bros. have begun operations on their new subdivision in Capitola. Associated Engineers have started work on their project out of Watsonville. There is a 24-classroom job to be let this month at Fort Ord for the Army, the excavating, paving, grading, curbs and gutters will no doubt furnish employment for a number of the brothers.

Granite Construction are very busy in this locality trying to complete their numerous jobs. Peterson and Normac have finished their contract and are moving their equipment out. E. T. Haas has several jobs in the Monterey area.

Ed Green is the project manager on the E. T. Haas jobs in Salinas, Monterey and Santa Cruz. They plan to open offices very soon in Salinas. They have approximately three weeks work left in Soledad. Bernaj Co. from Oakland also have a small job in Soledad employing three Engineers. Richard's Low Cost Housing Project in Salinas, Soledad and Gonzales are making good progress now due to favorable weather. We also have a highway job to be let this month in San Ardo.

The pipeline job in San Ardo has been completed as far as Local 3 territory extends. Ed Keeble has been working 9 hours a day, 6 days a week for the past few weeks, employing about 11 operators. The extension on this Freeway job is to be let this month, which includes about 200,000 yards of dirt and two overpasses. Bids will soon be called for a State bridge job and approaches at Hollister.

PERSONALS

Our deepest sympathy goes to the family of Bro. W. O. Hamilton, who lost his life when his Cat overturned and pinned him beneath it. Bro. Hamilton was highly respected by his many friends and will be greatly missed by all of us. Bro. Frank Gaumer has returned to his former duties after a long illness. Bro. Oswald Johnson, Master Mechanic, for Piazza Paving, has returned to work after a spell in bed suffering from the flu. Bro. S. E. Eakin has just returned from a long stay in Guam but he expects to return in a couple of weeks.

Received a nice letter from Bro. Hollis Dewing, who is also in Guam. He has been there for about three years and likes it very much. Oh, yeah, he has a typewriter but the damn thing won't spell correctly. He said to tell everybody Hello. Thanks to Bro. Waldo Ogan, Bro. H. B. Herring and Bro. Ralph Bronzich for advising this office to remove their names from our out-of-work list due to securing work elsewhere.

NOTE . . . Any brother who has worked for San Jose Steel since August 1, 1952, and did not receive the new wage scale, please contact this office or the firm and make your claim.

Brothers, PLEASE notify us when you are called back by your former employer, so that we can remove your name from our out-of-work list.

To be democratic, a union needs an active, interested membership.

Marysville Reminder: TO HAVE YOUR SAY AND GET THE FACTS, ATTEND MEETINGS

By LES COLLETT and C. R. VAN WINKLE
Business Representatives

The weather in this district is still of the shirt sleeve variety and the members of this district have been going back to work by the bunch. We hope it will continue.

Archie Till will put three cats back to work at Hammon- about the 16th of the month and no doubt some of Smith Bros. rigs will be there too.

H. Earl Parker Co. finally got started on the school job at Paradise, with Swede Haugherty and Ed McCoy on the pull wagons and Bill Hemstreet and Carl Samuel on the shovel. This company also has a crew or so on landlevelling and a bunch of A-1 mechanics in the shop.

Rice Bros. have a small job on Highway 24, just south of Oroville for \$37,000. Al Regalia, general superintendent, said he would get started right away if not sooner.

He also stated the job at the Sutter by-pass would have to wait a little longer on account of the threat of rain. This company has had several small jobs in the Twin Cities and keeps quite a crew busy in the different hot plants, gravel and sand pits and shop.

Stolte-M. & K. Co. Inc., are still plugging along at Beale Air Force Base and will have another \$800,000 job at the Battalion Shops by the time this reaches print. Richter Bros. have started their highway job on the Oroville Wye once more, after the rain, and we have 30 brothers on this job at present, with Bro. Bob Merion as general superintendent.

This company will also move a crusher into Oroville and crush and stockpile some material for Butte county. M. W. Brown Co. moved a crusher down from Redding to a place near the Meridian bypass to get out gravel for Colusa county, with Bro. Chick Dwyer as foreman, John Pavelicek as operator; Slim Whitson oiling and the Haggard brothers—Al and Jim—on the cats.

This is a very cooperative firm and it was nice to have them here.

Butte Creek Rock Co. of Chico keeps rolling along with a crew of 26 operators on the payroll and is a good place to work, with no beefs on the job. Bayshore Const. Co. are putting up a \$150,000 precast warehouse in Chico, with Kernen Co. doing the excavating. Superintendent Forrest Newberry said he thought Bigge Co. would be up to do the crane work.

The San Leandro Const. Co. still have a few men on the Live Oak sewer job. We had a meeting with Owner John Pestano and ironed out back wages and a few other things for our members.

During the past month this office signed agreements with: Altermatt & Creasey; Simmons Trenching Co. and Ted Klunder. We have also been working on the welfare plan with Hallwood Sand & Gravel and New York Machine Shop in Oroville. The Hallwood Sand & Gravel Co. have a new crusher coming, and Bro. Belote has promised us full information on it as soon as possible.

The Yuba county supervisors are contemplating buying a crusher to compete with our contractors. I urge every member living in Yuba county to contact his supervisor about this matter, for we know it will cost the taxpayers more than if done by private enterprise.

The Division of Highways informs me that a contract will be let soon for the paving job from the Oroville Wye to Chico. This will be in the neighborhood of \$600,000 and will be rock base and surfacing. There will be a bridge replacement in Glenn county on the Butte City lateral.

The paving will start soon on the Rice Bros. Highway 20 job in Yuba City. Yuba county may have another job on the Challenge Road, one job near Arbuckle in Colusa county and also another job on the Fraitto Road west of Willows.

NEWS OF BROTHERS

Bro. Buck Blankenship writes in from Saudi Arabia and tells of a plane crash he was in, with no one

hurt. However, he is quoted as saying that he wanted no more of that, for if he had been wearing a parachute he couldn't have got it open in time as they hit the grit at 105 miles per hour.

Bro. Vic Stromer, one of our better known operators, had another streak of hard luck: Their home burned and they lost everything they owned. Two years ago this family was flooded out. Vic says he can be very thankful none of his children were hurt.

To the members of this district, our Building Committee has purchased the lot at 10th & Eye Sts., and no doubt, before too long, we will have a home of our own in Marysville.

INDUSTRIAL REPORT NATOMAS COMPANY

Notice of regular meeting: Your attention is called to the next regular meeting of your unit. It will be held the first Tuesday in April, which is April 7, 1953. The place of meeting will be the hall at Natoma and one meeting will be held at 10:00 a.m. for the benefit of the night men and the other meeting will be held at 7:00 p.m. for the benefit of the day men. This will be an important meeting as we should have a report on the negotiations with the company.

The membership's attention is called to the necessity of reporting to your union, at the Marysville office, when ill or injured. Be sure to inform your family of the necessity of doing this, so if you are unable to do so, they will do it for you.

Immediately upon receipt of this news, a letter will be sent you containing instructions which if followed will result in your dues being paid by your union.

The membership's attention is also called to the importance of having your correct address on record at the Marysville office. Recently some mail of the brothers has developed a habit of returning to the office marked "No Such Address." This is not only expensive to your union, but results in inconvenience to yourself.

If you have recently moved or there has been any change in your address, please let us know. You can drop a line to the Marysville office or inform the representative on the job or at the meetings.

The agreement has been opened with the company, and before this reaches you, we should be meeting with the company. Negotiations will be conducted jointly with the other two unions involved and meetings have been held with their representatives which has resulted in a joint program.

Be sure to attend your next meeting so that you may be informed of the progress of the meetings with the company.

GLADDING, McBEAN

Regular meetings of this unit will be held as follows: First Tuesday of the month, joint board meetings, 4:15 p.m., in the office of the Lincoln Industrial Council, Lincoln.

Next meeting, April 7, 1953. Second Tuesday of the month, General Membership meeting, 4:15 p.m., City Hall, Lincoln. Next meeting, April 14, 1953.

The attention of the membership is drawn to the importance of attending the meetings, especially during the coming months. There have been some complaints received, to adjust which would require a change in the agreement. We cannot, however, suggest such changes merely on private information. Such changes can only be suggested after thorough discussion at our meetings to determine if such changes meet with the approval of the majority and would

Overseas Job Opportunities Narrowing

By RUSSELL SWANSON
Business Representative

From all the information that can be obtained by us, there seems to be a steady shrinkage in opportunities for overseas employment.

More and more the resident population of the various countries are being trained in the construction skills and taking the places of American craftsmen whose contracts have run out.

Those being sent over now are assigned increasingly to supervision and to training of native workmen on the various big construction projects overseas.

There still are a goodly number of our brothers doing their stint in foreign parts, however, and word continues to come to this office from them about conditions in the various countries.

Here are some of the reports we have received recently:

N. E. (Norm) Schindler sent a welcome letter from French Morocco. Weather report is rain—Americans are thinning out—only 355 left of all crafts on his project. His brother, "Bert," is driving heavy transport, while Norm is clamming at the hot plant.

Bob Price, home after one year in Ceylon with M & K. Bob is another brother who has worked almost all over the world. He has been assistant super. on the Ceylon job. Now he is looking around for another overseas contract.

Robert M. Yoke sent in a check

be equitable to the entire membership.

So if you feel that some changes are desirable, attend the meetings and bring up your ideas, and if the majority approves they will be suggested to the company when the agreement is opened.

Production at the plant is increasing, which has resulted in a number of new hires and quite a few promotions. Hereafter, all job openings will be open to bid and posted on the bulletin boards as required by the agreement. Upon the close of the bids the successful bidder or bidders will be posted. So if you bid a job, be sure to watch the bulletin boards for the announcement of the successful bidder, and if you have a complaint, be sure to register it immediately so that we may process your grievance within the time limits of the agreement.

YUBA CONSOLIDATED

Regular meetings of this unit will be held the second Wednesday of each month. The next meetings will be held April 8, 1953, in the Teamsters' Hall, 321 E St., Marysville. First meeting will be held at 10:00 a. m. for the benefit of the night men. Second meeting will be held at 7:00 p.m. for the benefit of the day men.

We cannot over emphasize the importance of attending the meetings. The agreement is due to be opened and you cannot keep informed of the progress of the negotiations if you do not attend the meetings. What you hear at the meetings will be official; what you hear outside of the meetings will be hearsay and may not even be related remotely to the official report. Keep yourself correctly informed; attend the meetings.

Your attention is drawn to what we said to the Natomas membership regarding correct addresses and sick reports. This is also true regarding the Yuba Consolidated membership. Please keep us informed of your correct address at all times and let us know when you are laid up by illness or accident. You will be surprised how much you can get out of your union for so little besides your dues if you just put a little extra effort into your union. So why not put out that effort; the increased results are there waiting for you, so why not get them?

We're getting around a little more and becoming a little better acquainted with the membership and their problems. If we have not had the privilege of meeting you, please be sure that eventually we will be around to meet you, and if we should not remember you after meeting you, please don't be offended, blame it on our poor memory, and just make yourself acquainted again.

for the year's dues, so he must be doing all right in Australia. He expects to be there for another couple of years and says hello to everyone here. These letters are sure appreciated.

"Chet" A. Abell was in the office the other day. Chet has been working for North Atlantic Constructors in Greenland. But as his wife is very ill, Chet returned to help in any way he could. (Sure hope that Mrs. Abell will recover quickly.) The job in Greenland has been going along very well. Bill Ward also returned with Chet. Harold Priebe is now assistant project manager, and from what we hear is doing a swell job and saving plenty of money.

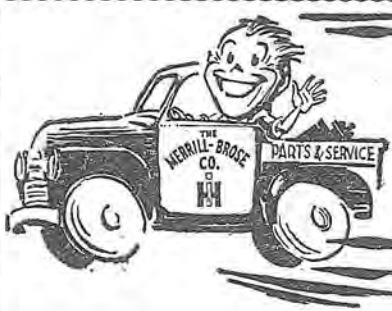
Cecil Hash writes that he has just completed a contract for North Atlantic Constructors in Greenland and previously was in French Morocco. Now he is not working but is looking around.

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Sponsored by Associated Business Club, Inc.

Paul Tepsa sent us a letter from Venezuela where he was working for M & K as shovel operator and is now foreman.

At this time I would like to wish all of the brothers who are working on some outside job the best of luck and also that no matter where you may be don't forget to drop us a line every once in a while in order that we may inform the other brothers of the various conditions throughout the world.

To the brothers who have returned to the mainland—thanks for coming in and saying hello.

★ ★ ★

Attend your meetings!

MORRISON-KNUDSEN COMPANY, INC.

CONTRACTORS AND ENGINEERS

411-W. Fifth St. Los Angeles, Calif

Daily report of awards for construction

(Compiled by P. E. Vandewark)

FEBRUARY 5, 1953

WALNUT CREEK, Contract awarded to O. W. Van Cleave, P.O. Box 933, Walnut Creek, for repairs to streets, curbs, gutters and sidewalks during year 1953.

FEBRUARY 6, 1953

SAN FRANCISCO, Cont. awarded to Chas. L. Harney, Inc., 575 Berry St., San Francisco, \$51,192 for const. Mendell St. outlet and sanitary sewer, 1st unit.

SUNNYVALE, Contract awarded to A. J. Raisch Paving Co., 900 W. San Carlos, San Jose, \$18,795 for grade & bitum. pave & misc. const. at Pastoria Ave.

FEBRUARY 9, 1953

SALT LAKE CITY, UTAH, Contract awarded to Gibbons & Reed Co., 259 W. 3rd South, Salt Lake City, Utah, \$346,900 for 4.432 mi. const. 3" roadmix bit. surf. road & one conc. bridge on S.R. No. 68, from Cudahy Lane southerly & east from S.R. No. 68, 0.8 mi., in Salt Lake & Davis Cos., Utah.

AGNEW, Contract awarded to J. C. Bateman, 650 Stockton Ave., San Jose, \$50,863 for drainage, repairs & const. of storm damaged roads at Agnew State Hospital.

FEBRUARY 10, 1953

FRIANT, Contract awarded to Stolte, Inc., and Pacific Contracting Corp., 8451 San Leandro St., Oakland, \$444,139 for const. earthwork & structures for lateral and sublaterals, north section, Unit No. 3, Part 1, of the Madera Distrib. System.

SACRAMENTO, Contract awarded to Vega Engineering & Grading Co., 1214-4th street, Berkeley, \$11,181 for emergency bank portection, Paradise Cut, 2 mi. S. W. of Mossdale.

FEBRUARY 11, 1953

SAN FRANCISCO, Cont. awarded to Lawrie Paving Co., Inc., 1755 Evans Ave., San Francisco, \$138,445 for track removal & repave on Clement St., betw. Arguello Blvd. & 8th Ave. & on 8th Ave. betw. Clement & Fulton Sts.

SAN FRANCISCO, Cont. awarded to Coast Pipeline Contractors, Commercial & Old County Road, Belmont, \$1,967 for const. drainage facils, in vicinity of University & Woolsey Sts.

SAN FRANCISCO, Cont. awarded to Lowrie Paving Co., Inc., 1755 Evans Ave., S.F., \$138,445 for track removal & repave on Clement St., betw. Arguello Blvd. & 8th Ave. & on 8th Ave., betw. Clement & Fulton Sts.

FEBRUARY 13, 1953

TRACY, Contract awarded to Western Well Drilling Co., Ltd., 522 W. 2nd St., Santa Clara, \$24,415 for drill & test two waterwells at Deuel Vocational Institute at Tracy.

FRESNO, Contract awarded to Mid-West Contracting Co., 3210 Fulton Ave., Sacramento, \$163,996 for const. additions to sewage treatment plant.

PLACERVILLE, Contract awarded to Tricon Const. Co., Corp., P.O. Box 569, San Rafael, \$6,532 for grade & site clearing for new school bldg.

FEBRUARY 16, 1953

OAKLAND, Contract awarded to McGuire & Hester, 796-66th Ave., Oakland, \$39,835 for inst. water mains in Oakland.

OAKLAND, Contract awarded to McGuire & Hester, 796-66th Ave., Oakland, \$31,434 for installing 2000 lft. 30" welded steel pipe & 2300 lft. 12" abestos-cement pipe, and appurtenances, in Lewelling Blvd., ALAMEDA COUNTY.

CARSON CITY, Nev. Contract awarded to Wells Cargo, Inc., 1775 E. 4th St., Reno, Nev., \$179,203 for 14.955 mi. roadmix surf., etc., from 9 mi. N. of Pahump to Nye-Clark Co. Line, NYE COUNTY.

FEBRUARY 17, 1953

SAN FRANCISCO, Cont. awarded to Martinelli Const. Co., Inc., 1580 Folsom St., S.F., \$329,000 for site improvements, West Sunset Community Center, 39th Ave. & Quintara St., 41st Ave. & Ortega Street.

PETALUMA, Contract awarded to A. G. Raisch Co., P.O. Box 458 San Rafael, \$183,209 for street improvements in Assessment Dist. on 18 city streets in Petaluma.

SAN FRANCISCO, Cont. awarded to O. C. Jones & Sons, 1520 4th St., Berkeley, \$60,310 for pave open storage area & regrade RR track, "I" St., at the S.F. Naval Shipyard.

BELMONT, Contract awarded to E. T. Haas Co., Box 95, Belmont, \$6,447 for const. 8" water line betw. Alameda De Las Pulgas and Oak Knoll Drive.

STOCKTON, Contract awarded to Stockton Const. Co., P.O. Box 2087, Stockton, \$16,337 for improvement of West Oak St., betw. Buena Vista Ave. and Flora St.

RICHMOND, Contract awarded to Reichhold & Jurkovich, 5104 Barrett Ave., Richmond, \$8,604 for improve, Cypress Ave., betw. S. 47th & S. 50th Sts., near Eastshore Park.

CARSON CITY, Nevada, Contract awarded to Wells Cargo, Inc., 1775 E. Fourth St., Reno, \$179,203 for 14.995 mi. roadmix surf., etc., from 9.0 mi. north of Pahrup to Nye-Clark County Line, NYE COUNTY.

BELMONT, Contract awarded to John Adams, 330 La Mesa Drive, Menlo Park, \$3,471 for grading site for one million gallon steel water tank.

FEBRUARY 18, 1953

BERKELEY, Contract awarded to Pacific Bridge Co., 333 Kearny St., S.F., \$13,900 for remove portion of Golden Gate Ferry Pier.

SACRAMENTO, Contract awarded to Barrett & Hilp, 918 Harrison St., S.F., \$689,320 for const. two exhibit bldgs. at Calif. State Fair Grounds.

PETALUMA, Contract awarded to A. G. Raisch Co., P.O. Box 458, San Rafael, \$183,209 for street improvements in Assessment Dist. on 18 city streets in Petaluma.

FEBRUARY 20, 1953

SAN FRANCISCO, Cont. awarded to Eaton & Smith, 1215 Michigan St., S.F., \$4,281 for improvement of Hopkins St., betw. Burnett & Corbett Ave.

McCLELLAN AFB, Contract awarded to J. R. Reeves, Box 1072, Sacramento, \$41,593 for paving Island B. under Inv. 53-205B.

McCLELLAN AFB, Cont. awarded to J. R. Reeves, P.O. Box 1072, Sacramento, \$27,350 for conc. paving of areas east of Bldg. No. 51.

McCLELLAN AFB, Cont. awarded to M. R. Carpenter, 907 Front St., Sacramento, \$8,454 for inst. 6" water line at Bldg. 51.

FEBRUARY 24, 1953

STOCKTON, Contract awarded to L. Bisasotti & Son, Box 587, Stockton, \$3,685 for completion of roads at Farm Annes, Stockton State Hospital.

SALT LAKE CITY, Utah, Contracts awarded as follows:

(WEBER CO. Contract awarded to L. T. Johnson Const. Co., 709 Wall Ave., Ogden, Utah, \$64,867 for 2.939 mi. 2" roadmix bit. surf. sec. of S.R. 108, betw. jct. S.R. 37w/SR 109 & Weber, Davis Co. Line.

(2) UTAH CO. Contract awarded to Young & Smith Const. Co., 306 Beason Bdg., S.L.C. Utah, \$169,291 for 4.624 mi. 2" roadmix bit. surf. sec. SR 147 & RS 228 betw. 1 mi. W. of Benjamin & mi. N.: Lakeshore-Spanish Fork River & Benjamin-West.

(3) SAN JUAN CO. (FASP AS-141 (7) & SP 1422)—11.574 mi. 2" roadmix bit. surf. & one conc. bridge, SR, 47 betw. Blanding & Devil's Canyon: To L. T. Johnson Const. Co., 709 Wall Ave., Ogden, Utah, \$251,747.

SALT LAKE CITY, Utah, contract awarded to Young & Smith Const. Co., 306 Beason Bldg., Salt Lake City, \$30,390 for const. 0.426 mi. gravel surf. road and one conc. bridge over 20-ft. span (White River bridge and approaches) near Colton, in UTAH COUNTY.

FEBRUARY 25, 1953

SACRAMENTO, contract awarded to Fredrickson & Watson Const. Co., 873 -81st Ave., Oakland, \$294,999 for const. two R.C. brdgs. and approaches and grade city streets at Locust and Washington, Placer-ville, EL DORADO COUNTY.

BERKELEY, contract awarded to Lee J. Immel, 3030 San Pablo Ave., San Pablo, \$740 for grade and pave east por. of McKinley High School playground.

SAN FRANCISCO, contract

awarded to Stolte, Inc., 8451 San Leandro St., Oakland, \$378,718 for const. Alameda Creek siphon No. 2, ALAMEDA COUNTY.

FEBRUARY 27, 1953

SACRAMENTO, contract awarded to Guy F. Aakinson Co., 10 W. Orange Ave., So. San Francisco, \$1,055,875 for 7.9 miles conc. surf. on cem. tr. subgrade and plmix surf. on untr. rock base, between Tulare Airport and Tagus, TULARE COUNTY.

SAN FRANCISCO, contract awarded to Lowrie Paving Co., Inc., 1755 Evans Ave., San Francisco, \$66,948 for resurf. Alemany Blvd. betw. Mission St. and San Jose Ave.

FEBRUARY 26, 1953

BERKELEY, contracts awarded as follows for const. Richmond-San Rafael Bridge across S.F. Bay, betw. Castro Point in Richmond, CONTRA COSTA COUNTY, and Point San Quentin, 2.5 mi. S.E. from San Rafael, MARIN COUNTY:

Superstructure—to Peter Kiewit Sons Co., 442 Post St., S.F.; A. Soda & Son, 451 Crescent St., Oakland; and Judson Pacific-Murphy Corp., 4300 Eastshore Hwy., Emeryville, \$21,099,319.

Substructure—to Ben Gerwick, Inc., 112 Market St., S.F., and Peter Kiewit Sons' Co., 442 Post St., S.F., \$14,234,550.

SACRAMENTO, contract awarded to A. Tiechert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$86,472 for J Street extension, Carlson Drive and Camelia Ave.

ELKO, Nev., contract awarded to Reynolds & Walker, Twin Falls, Idaho, \$86,668 for const. sewage treatment plant, to treat average daily sewage flow of two million gallons.

SAN CARLOS, contract awarded to Watkin & Sibbold, 6 Bridge St., San Anselmo, \$13,226 for landscaping of Laureole Park.

SAN FRANCISCO, contract awarded to U. Peira & Son, 292 Ocean Ave., S.F., \$10,153 for channelization Kezar Dr. at Main Dr. conn. and South Dr., Golden Gate Park.

MARCH 2, 1953

OAKLAND, contract awarded to Thomas & Sullivan, 461 Market St., S.F., \$208,752 for const. conc. lined open reservoir, 19 MG cap., near Lafayette, CONTRA COSTA COUNTY.

OAKLAND, contract awarded to Coast Pipeline Contractors, Commercial and Old County Rd., Belmont, \$26,564 for inst. water mains and appurts. in 18th St.

OAKLAND, contract awarded to John H. McCosker, 757 Pierce St., Albany, \$36,871 for excav. from site of proposed 12 MG cap. Richmond reservoir.

MARCH 3, 1953

OAKLAND, contract awarded to Gallagher & Burk, Inc., 344 High St., Oakland, \$31,089 for improve Broadway Terrace betw. Hermosa and Proctor Aves., and adjacent portions of intersecting streets.

SAN FRANCISCO, contract awarded to Chas. L. Harney, Inc., 575 Berry St., S.F., \$3,521 for reloc. 100,000-gal. rdw. tank at Summit Reservoir site, S.F.

REDWOOD CITY, contract awarded to Healy-Tibbitts Const. Co., 411 Brannan St., San Francisco, \$7,350 for dredging at Wharves 1, 2 and 3 at Port of Redwood City.

STOCKTON, contract awarded to A. Teichert & Son, Inc., P.O. Box 1118, Stockton, \$15,851 for improv. W. Oak St. betw. Buena Vista Ave. and Flora St.

STOCKTON, contract awarded to S. M. McGaw Co., Elks Bldg., Stockton, \$8,258 for improv. Aurora St. betw. Taylor St. and Charter Way.

STOCKTON, contract awarded to A. Teichert & Son, Inc., P.O. Box 1118, Stockton, \$6,389 for improv. Kensington Way betw. Oxford Circle and S. Tuxedo Ave.

STOCKTON, contract awarded to J. L. Webster, P.O. Box 43, Galt, \$3,578 for const. 363 lft. masonry wall in Oak Park.

STOCKTON, contract awarded to Shepherd & Green, 309 American Trust Bldg., Stockton, and Lord & Bishop, P.O. Box 812, Sacramento (joint venture), \$1,179,600 (Prop. B) for const. Transit

Shed No. 9 for the Stockton Port Dist., SAN JOAQUIN COUNTY.

STOCKTON, contract awarded to J. L. Webster, P.O. Box 43, Galt, \$36,834 for const. reinf. conc. and masonry grandstand at Billy Herbert Field, Oak Park, Stockton.

EL CERRITO, contract awarded to Lee J. Immel, 3030 San Pablo Ave., San Pablo, \$179,212 for improv. of various city streets.

MARCH 4, 1953

SACRAMENTO, contract awarded to J. R. Reeves, P.O. Box 1072, Sacramento, \$112,491 for 1.36 mi. improve Marconi Ave. (Auburn Blvd.-Fulton Ave.), por. betw. No. Sacto. Freeway and east end of project to be four-lane.

ALAMEDA, contract awarded to Gallagher & Burk, Inc., 344 High St., Oakland, \$3,095 for improv. of westerly half of Garfield Ave. betw. Liberty Ave. and Central Ave.

SAN FRANCISCO, contract awarded to Ben C. Gerwick, Inc., 112 Market St., S.F., \$24,817 for const. 245 ft. railroad track at San Francisco Naval Shipyard.

SAN FRANCISCO, contract awarded to O. C. Jones & Sons, 1520 - 4th St., Berkeley, \$21,515 for pave, drainage and chain link fencing adj. to Bldg. 130 at S.F. Naval Shipyard.

SAN FRANCISCO, contract awarded to J. Henry Harris, 2657 9th St., Berkeley, \$12,368 for 7,150 sq. yd. asph. pavement and chain

link fencing at S.F. Naval Shipyd.

SAN FRANCISCO, contract awarded to Lowrie Paving Co., Inc., 1755 Evans Ave., S.F., \$48,553 for removing tracks and repaving Clement St. betw. 8th Ave. and Park-Presidio Blvd.

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Navy Needs More 'Old Hands' to Train New Generation of Seabees

Chester Pfohl, member of Operating Engineers Local Union 3, of 630 Olmstead St., San Francisco, was enrolled in the Navy's Instructor Training Course at Treasure Island, Calif., for the first two weeks of March.

This was Pfohl's choice of "cruises" for his two weeks of annual Naval Reserve training duty offered members of Naval Reserve Seabee units.

Pfohl, a Chief Construction Driver in the Naval Reserve, is an operating engineer at the San Francisco airport in civilian life. Monday nights he attends a weekly drill of his Seabee unit, CB Division 12-10, San Francisco.

The Instructor Training Course he attended is a specialized course in how to instruct others.

Several sessions are devoted to practice teaching. Instruction is also given in public speaking, the use of training aids and the construction of home-made training devices. Pfohl can put this instruction to good use both on his regular job and as a Chief Petty Officer in the Navy's Construction Battalions.

During WW II, Pfohl served in the China-Burma-India Theater with the 100th Construction Battalion.

The Navy's Seabees, born soon after the attack on Pearl Harbor, were 11 years old last December 28.

This force was brought into being to meet the Navy's need for a builder-fighter organization of skilled workmen, serving in uniform under military control, who could construct advanced bases and defend what they built.

The original fledgling group grew rapidly and reached a peak strength of about 250,000. The Seabees participated in every major amphibious operation of American armed forces in World War II and saw action throughout the world. In recognition of their achievements the Naval Construction Battalions were made a permanent component of the Navy in 1946.

Only a skeleton of the World War II force remained in service when the Reds invaded South Korea in June, 1950. But only two months later Seabees were participating in the Inchon landings. The regular Seabees were bolstered by the return to active duty of a large number of CB Reservists.

Seabees are still on the job in Korea, extending and maintaining airstrips, building roads and bridges, constructing chapels, and carrying on other operations to which they are assigned.

They also have been doing vital construction and maintenance work at such far-flung places as Japan, the Philippines, Guam, Kwajalein, Midway Island, Alaska, Cuba, Newfoundland and North Africa.

A typical Seabee mission was accomplished in Korea last winter when eight men led by a chief petty officer opened a supply route to a small force of Marines isolated in a forward position. Working speedily in a temperature of 5 degrees below zero, these Seabees in a few days erected several bridges over which heavy vehicles could pass.

The Seabees' biggest current job is the building of a Naval Air Facility in the Philippines in rough terrain. The project involves the clearing of jungles and the leveling of high elevations.

The average Seabee on duty today is younger than his World War II counterpart. Most of the men who served in the Construction Battalions during the period of 1942-1945, returned to civilian construction jobs after the war, but thousands of these men who served on areas from Okinawa to the Mediterranean enlisted in the CB Reserve.

The majority of the men called to active duty after the fighting started in Korea have completed their tours of duty, or will be eligible for release soon. Therefore, the present Seabee organization is made up, to a great extent, of younger men who have been train-



LEARNING TO TEACH—Bro. Chester Pfohl of our union is shown here during a session of the Navy's instructor training course at Treasure Island in San Francisco Bay, learning how to impart the skills of the Operating Engineer to young hopefuls entering the Navy's Seabee Battalions. The Navy is anxious to get other experienced Operating Engineers for active duty or for reserve units. (See accompanying story.)

ed in various construction skills at the U. S. Naval Construction Schools at Port Hueneme, Calif.

The Navy is still interested in the procurement of older, experienced men, who piled miracle upon miracle while carrying on the largest construction program in the history of the world.

Because of this need, the Navy has opened petty officer ratings to seasoned construction workers through a direct procurement plan. Qualified men in the CB Reserve who want active service should apply for active duty in the Seabees. Those who have no Reserve status may enlist in the Reserve and then request active duty.

Experienced craftsmen also are

needed for inactive duty in the Reserve. The 234 Organized Companies, as a whole, are well below authorized strength. These units, located throughout the country, meet weekly for training and are paid for 48 training periods a year.

Personnel of the companies also have an obligation to undergo two weeks' training annually, with pay, given at the CB Centers at Port Hueneme and Davisville, Rhode Island, and also at the Naval Training Center, Great Lakes, Illinois.

The Reserve also includes an Inactive Pool. Its members have no training obligations and they receive no pay. They are merely on record as preferring Seabee duty, if called to active service.

'BLOOD BANK SAVED MY LIFE', BROTHER DECLARES

(Continued from Page One)

Brother Relyea speaks about in his letter and donate blood for the Local 3 Blood Bank, others with the same desperate need will have to be turned away.

The sad fact is that at this writing our blood bank has been depleted, and we are unable to meet calls for assistance from our members and their families.

You can help by contacting the office of Local 3 nearest you and volunteering to donate a pint of blood. The office will take most of the details off your hands. It will arrange the appointment and even provide transportation if necessary.

It will take perhaps an hour of your time, but you will be extending a life-line to others like Brother Relyea, and you will be keeping alive one of the most valuable activities of our local union, on which you or your family may have to draw someday.

If you have not given blood before, become a donor now. If you have donated you know how easy it is—please arrange for another visit and become a regular donor. Anyone healthy enough to be accepted as a donor can give blood

as often as four times a year without any physical effects.

Remember, this is a time when the principles of freedom and democracy are being tested all over the world.

We who are privileged to live in the greatest country in the world owe something in return for this privilege. We have got to demonstrate some of that concern for our fellow man which is the bedrock on which democracy must be founded.

Each of us has it in his power to bestow the greatest gift of all, the gift of life. It is the essence of union brotherliness and human decency that we do not withhold that gift.

Get behind our union blood bank. Arrange right now to give your donation.

3 Out of 10 Have It

About 3 out of every 10 employees working in California under union contracts have paid sick leave protection, according to the State Department of Industrial Relations. But for 56 per cent of these workers the maximum allowance is one week's wages per year.

IS YOUR ADDRESS CORRECT?

To All Members of Operating Engineers Local 3:

We know you want to continue receiving the ENGINEERS NEWS without interruption and to receive other official mail sent out by the union.

A bit of cooperation on your part will guarantee this result.

Examine your dues card and make certain that the address on the card is the address to which your union mail should be sent. If you have moved since the dues card was made out and the address on it is not correct, PLEASE ERASE IT AND WRITE IN THE CORRECT ADDRESS.

The reason is that the address on your dues card is noted on your dues receipt and later checked against the union's office records. If the address on your dues card is incorrect, that mistake will be carried over to the union's mailing list and your ENGINEERS NEWS and other union mail will be mis-directed.

If you should move, notify your business agent of the address change and correct the address on your dues card.

In this way you can be assured of receiving your mail without interruption and the union will be saved needless work and expense.

M&K Low Bidder on Pipeline; Swenson Gets Airport Job

By CHET ELLIOTT, Business Representative

The bids were opened on the 60-inch pipeline job for the San Francisco Water Department on March 3rd. The M & K Corp. was the low bidder. The work consists of installing about three and one-half miles of pipeline extending from Hillsborough to Lomita Park.

Construction will start on this project in the next two or three weeks.

The Carl N. Swenson Co., Inc., was awarded the million dollar contract for office buildings, concourse and paving at the San Francisco's Airport.

This construction will be connected to and adjacent to the new Administration Building, which is now under construction. The steel erection is now complete and the contractor, Clinton Construction Co., is now pouring concrete on the Administration Building.

The Lowrie Paving Co. is opening a new quarry and preparing to install crushing machinery at the site of the rock plant at Millbrae. While visiting the scene of operations, this representative contacted Brothers Freylock and Butler who were operating the cat and shovel on the grading. This firm is also erecting an asphalt plant in South San Francisco at the site formerly operated by the Union Paving Co.

R. A. Farish and Arthur "Buzz" Haskins are operating a string of cats, jeeps and Tournapulls on real estate development work in South San Francisco.

Foremen Brothers Wyman and Bob Terry, with operators Brothers Hayes, Sell, Martin, Cuddeback and several others, are industriously operating their equipment on the grading and paving job at Sunshine Gardens.

Brother Floyd Watson and several cat operators are busily engaged in South San Francisco on the large grading job at Winston Manor for the Stoneson Co.

Pacific Coast Aggregates are again operating the rock crushing plant at Brisbane after being shut down for some time while overhauling the plant and are now adding more engineers to their payroll.

At San Mateo the L. C. Smith Co. has a large fill job at the site of the San Mateo Airport. When this large area has been completely filled, it will accommodate a large housing project where many hundred homes will be built.

The past several weeks of dry weather have allowed the Piombo Construction Co. to proceed very favorably with their large highway project on the Bayshore Freeway. A large part of the subgrade is now completed and preparations are being made to start paving operations.

The local contractors in this area, including McCammon & Wunderlich, Peter Sorenson, Douglas & Woodhouse, Frank Smith, Sperry-

McCue and many others, are all operating building jobs, sub-divisions, street and grading projects which provide employment for many members of Local 3.

The Skyline Materials, Rockaway Quarry, California Aggregates, Boronda Quarry and several other rock plants in the district, are now operating at full capacity, which creates a profitable situation for Operating Engineers.

Welfare: AGC Stalls, Others Cooperate

(Continued from Page One) tude shown by the AGC has been the fine, cooperative attitude shown in all cases by the independent building contractors, who have proved as anxious as we are to get the health and welfare program into operation.

Meanwhile, it now appears that even before agreement is reached with the AGC, the greater part of the Operating Engineers Local 3 membership in California will be covered under various health and welfare plans.

Already in effect for some time are plans covering the employees in the following industry divisions:

- Rock, Sand and Gravel.
- Pacific States Steel.
- Equipment Dealers' Assn.
- Material Dealers' Assn.
- Steel Erection and Independent Building Construction.
- Scrap Iron Dealers.

An agreement is being worked out jointly by Local 3 and our sister Local 12 in the south with the Dredging Association for a statewide health and welfare plan in the dredging industry.

Also agreed upon—but with details yet to be worked out—is health and welfare coverage for our members in the Pile Driving industry in California.

EMPLOYMENT LOWER

Construction industry employment in the San Francisco-Oakland metropolitan area was lower in 1952 than in the two previous years—56,000 in 1952, compared with 61,400 in 1951, 57,000 in 1950.

Support the labor press.