

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

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SAN FRANCISCO, CALIF.



April 18, 1947

LOBBIES SWASH DEGENT H-WAYS



LIFE-SAVING HIGHWAY PROGRAM MENACED—Here is a perfect illustration of the type of highway work sorely needed up and down this long state in order to eliminate countless death-traps that are killing and maining thousands each year and also to provide an adequate transportation system for the state's tremendous postwar immigration and industrial growth. Oil, truck, and utility lobbies, seeking to avoid their share of the cost, have practically wrecked the proposed highway program.

This shows the beginning of a 12-mile stretch of brand-new life-saying divided highway just recently opened to traffic north of Vacaville and Dixon. All the latest methods of highway construction, including improved expansion joints and other features, have been used on this fine stretch of AFL-built modern highway which carries a huge load of traffic in and out of the Northbay area.—Picture, courtesy "California Highways and Public Works."

Broke records in building ships, they now break 'em

Ship scrapping and breaking, an industry which was active at the termination of the first world war, but which has lain dormant since, is once again taking a place in the local labor picture. Henry J. Kaiser is taking the lead in this work with activities centered at Yard No. 3 in Richmond.

It is interesting to note that in this yard, where, not so long ago, our men were feverishly pouring steel into the basins for the assembling of ships, they are now reversing the procedure and removing steel and loading it on gondolas to be shipped to the mill. The most of this material is being sent to Kaiser's Fontana Plant, where it is melted down for scrap to fabricate much needed steel for industrial purposes.

19 Ships Cut Up

A shipping schedule of approximately 21 gondola loads per day is being maintained and 19 ships have been dismantled up to the present time with plans under way for further scrapping. We have 38 members working in this yard on a two-shift basis and we are glad to be able to report that we recently signed an agreement with the Kaiser Company whereby they were given a substantial increase in wages.

The Learner Company is also engaged in this type of work with headquarters at the old Pacific Bridge yard in Alameda, where 235 amphibious landing craft will be scrapped in the near future. At the present time there are just three engineers with this company but later they expect to increase the number to six or seven.

Scrap Battleship

The most interesting dismantling job of all will soon get under way when work starts on the scrapping of the famous U.S.S. Oklahoma. Moore Dry Dock was the successful bidder on this job, and the gallant ship is now being towed to its final berthing place in the yard. It is expected that it will take some time to complete this job and we are hopeful that more local firms will be getting work of this type in the near future. (From Oakland Report.)

IMPORTANT TO ALL MEMBERS

At our next meeting in San Francisco, May 3, at 200 Guerrero St., a special order of business is set for 9 p.m. to decide what time Local 3 wants our General President to set for the next election for Local Union Manager.

All who can should attend this meeting.

VICTOR S. SWANSON, Local 3 Union Manager.

Fence Holes For Sidewalk Supervisors

"Sidewalk supervisors" have voted the Dinwiddie Construction Company a vote of thanks for its thoughtfulness in supplying holes in the fence on a San Jose building job. These holes are labeled for "Long Lookers," "Good Lookers," "Short Lookers," and so forth, reports Bro. M. G. Murphy, Local 3 representative in San Jose, but, he adds, "no hole for business agents, though." The job is the new Roos building, on which Ed Keeble has finished excavating and Raymond Concrete Pile is driving piling.

A Good Doctor!

Bro. Walter A. Spurgeon of Fresno, a member of the Stationary Engineers Union for 25 years, has a very good doctor. He has been ailing and went to a doc for a check-up. Diagnosing his case, the doc specified that he must not do any work of any kind for at least three years. What a prescription! Bro. M. G. Campbell, Local 39's Fresno agent, reports Walter has taken out a withdrawal. We wish you good health, Walter, and lots of good fishing!

Dorena Dam

Guy F. Atkinson Co. of S.F. was low bidder on building Dorena Dam and Spillway southeast of Cottage Grove, Oregon, at \$7,737,570, Army engineers report. Associated with Atkinson will be W. E. Kier and Bressie & Vevanda of Los Angeles and A. Teichert & Sons, Sacramento. Only other bidder was Morrison Knudsen of Boise, at \$8,-220,000

Hunters Point pier job opens

At Hunter's Point construction his office work is still the center of interest and activity.

Ben C. Gerwick has started on his four million dollar pier job, three piledrivers and a whirley being already busy driving the false work, with Bros. Dan Todd, Les Schroy, "Howdy" Harris and "Red" Lange at the levers. Peter Kewitt Co. still are work-

Peter Kewitt Co. still are working on the ordnance building with two brothers busy on material hoist and cherry picker.

J. I. Barnes Co. have about completed their boiler and plate shop building, the utility work being about all there remains to be done.

Eaton & Smith still get an occasional paving job from the Navy at various parts of the yard, They are also still busy on their Guerrero St. widening job with a shovel, compressor, cat and blade still working. They have just completed the sewer job at the Legion of Honor Palace.

Martin J. Murphy's sewer job at the same location is rapidly nearing completion with three rigs still working.

Small Town Onus

"It has always been a mystery to us why workmen are penalized for living in small towns," comments Bro. Ed Hughes, Local 39 representative in the valley town of Tulare. "Employers in general seem to think we can live on less in these rural areas and so pay us less for the same work as done in the large cities for considerably higher wages. Maybe some day they can be shown the light."

Awful stench arising from capitol mess

Sabotage, motivated by greed for profits, is delaying and may eventually wreck the California postwar highway program. A 10-year plan fully in keeping with the state's tremendous postwar growth in population and industry has been approved by the State Senate, but the Assembly, under tremendous pressure by oil, truck, and utility lobbyists has destroyed the original program.

What will come out of Sacramento remains to be seen, but strong pressure is developing throughout the state for removal of saboteur-lobbyists and their legislator-stooges and for a resumption of the original program by which California would gain the greatest system of modern transportation arterials of any commonwealth in the world.

Lobbies Condemned

Denouncement of this back-stab by power-drunk lobby forces has been universal up and down the state, and it appears public resentment will force corrective measures. Among those vigorously denouncing lobbyists was Governor Warren who said this power of oil and utility lobbies must be countered by "the people . . who will just have to marshall their forces and make a new attack," but opinion was widely expressed that the governor should back up his words with action and use the power of his office to correct this dastardly

Slaughter Goes On

Under the present outlook there is no prospect that the slaughter on California highways may be lessened by eliminating present death-traps and of course there can be no development of freeways and other modernization that would lubricate the tremendous flow of commerce now growing in all sections of the state, as well as insure employment for thousands of workers for the next ten years.

Lobby Yourself!

It is strongly recommended that you write to your Assemblyman and Senator and state your support of an unlimited highway development in no uncertain terms. This is our only method of competing with the money, power, and capitol lobbying of selfish interests who prime their profits at the expense of both the public treasury and the public interests and in this case are seeking to dodge their share of the burden and load it onto a silently suffering, unsuspecting public.

Pull in Your Legs!

"Trucks used for regular transportation of workmen shall be constructed for that purpose by providing seats, and railed in on all four sides. The brakes shall be tested daily. The tailgate shall be closed and secured in position.

closed and secured in position.
"Workmen shall not ride on trucks with their legs hanging over the sides of the body of the trucks."
—Construction Safety Order 1754, Calif. Administrative Code, Title &

EDITORIALS OHUHHHHHH COMMENT

Beating Communism

The following article is reprinted from the official Monthly Bulletin of Operating Engineers Local 428 of Arizona, because of its timely nature and because of the broad, sensible view that this writer takes on the subject of Communism.— VICTOR S. SWANSON, Editor.)

A columnist said recently that hordes of Europeans are engulfed in Communism. They have never known real liberty, but are ever seeking it. They have traded Feudalism, Royalism, and Naziism for Communism.

So what! We may say. We live in America, the land of the free and the home of the brave. What do we have to worry about? That is very true. Yet, according to our radios and our free press, we have Communism right here in America, NOW! They tell us it is maneuvering its way into our Government, worming its way into our Labor Unions. It is boring from within. Furthermore, it has more ambition than a Georgia Governor (which is saying a lot).

But it seems logical to us that no "ism" can get a foothold in this land of ours unless some of our people want it. Who in America wants it? The answer to that is that no real, true American wants it, unless it sounds more alluring to them than that which they now have. So let's analyze its appeal.

It appeals to the poor, the wretched, the insecure. It promises liberation and security. Of course, that's a lot of bunk. In countries where it has gained power, it has done so by doing away with all human rights. Yet it promises all the human rights known to mankind. Therefore, its appeal is economic. Since its appeal is rights known to markind. Therefore, its appeal is economic. Since its appeal is economic, there is one logical way to beat it—to make our economy so fair, so Just, and so strong that it cannot possibly break through it. Imagine a mosquito trying to pierce a brick wall!

We have organizations in America now fighting Communism. That is all well at Hayfork, California. Also E. B.

We have organizations in America now fighting Communism. That is all well and good. If we get tuberculosis in our lungs, we take rest cures and everything the medical world prescribes to fight it, to "hang on." Yet if we can build up that old body, make it strong and immune in the first place, the old tubercular germs have a tough time getting anywhere. The best way to get at the roots of a disease is to immunize against it. Communism is a disease, a very treacherous disease. The best way to get at the roots of it is to build against it. Make our economy most

HOW CAN WE DO IT? Unions cannot do it by suing for portal to portal pay, because all good Unions have working contracts with their employers, and if the contracts call for portal to portal pay, then it must be paid. If the contract does not call for it, the Unions should not sue for it. They should work by the rules. Employers cannot do it by eliminating closed shops. By so doing, it destroys, in effect, collective bargaining and in time will throw the employees back on the open market to bid against each other for jobs. The lowest bidder will get the job. That will likely be the one with the most mouths to feed. Union members cannot do it by injuring the employer, such as trying to get vengeance by loafing on the job, nor by drinking on the job, causing loss of production, hazards, disharmony, etc. They are a detriment to the employer and to the Union. Employers cannot do it by introducing a lot of anti-Labor Bills in the Legislature. At this writing, six anti-Labor Bills are being proposed for the consideration of the 18th Legislature. Shame on them!! It would be better if some of the legislators were thrown into the sea—but worse for the fish. It cannot be done by Labor calling Management fascist, and Management calling Labor communist. All these things cause discord and chaos; and chaos and Communism go hand in hand. Chaos is the forerunner to Communism. Chaos is the fertile ground in which Communism grows best. Therefore it cannot be done by the things which cause trouble.

BUT-IT CAN BE DONE. Communism can be beaten in America by making our economy so strong that it can't stand a chance, It can be done by Unions getting their contracts and abiding by them, solemnly. We help make the rules and should see that they are carried out. Management got the highest production ever known to man during the war, with the closed shop in operation. They did it because Management and Labor were teamed up with a common objective—the preservation of our way of life. There is still a common objective—preservation of the free enterprise system. Why can't they be satisfied with team work, and leave the closed shop in existence? It will increase production and help beat Communism. union members can help beat it by going out on the job and giving a full day's work for a full day's pay; and, in addition, can help promote the cause of the man who writes his pay check. Employers can help do it by asking Legislators to stop introducing punitive legislation. Let them and the Unions sit down and thrash out their problems. Let them know that less laws and more conferences are needed. Let them team up in Peace as they did in War. By doing these things we will have more harmony. By having more harmony, we will have less chaos. Without chaos Communism cannot exist. It will wither and decay in America.—John W. Russell.

Report of last meeting

Meeting called to order at 8:15 p.m., President Clancy presiding. Roll call showed all the officers present. There were approximately 250 members present.

A synopsis of the Regular Meeting Minutes of March 1 was

read and by motion approved as read.

A synopsis of the Executive Board Minutes of April 5 was read and the acts and recommendations of the Board were by motion approved as read.

Card of thanks received from George Germain, Received and

The Committee selected to investigate the candidates who filed declarations of intention as candidate for office gave its report. It was regularly moved and seconded that the report of the Committee be accepted. Carried.

The Committee selected to report on the various Hospital Services requested that the report be laid over to the next Regular Meeting, since the Permanente Health Plan had been presented to the Executive Board for further investigation. It was regularly moved and seconded to lay the report over to the next meeting.

The following Brothers were reported ill: Ray L. Agnew, Darrell M. Slater, G. B. Sawtelle, L. W. Dahl, Ralph D. Starr, Silas B. Turner, P. O. Marquiss, Anton Kreuz, John Kugler, Lewis Braddy, Mark Guilfoil, Fares S. Miller, Elmer Constanz, Ernest Navone, D. Wm. Douglas, Ivan Arbuthnot, H. A. Wilson, E. L. Duff, Albert Shafer, Wm. C. Budd, R. W. Keeman, Jack Madruga, Ed Barrington, John C. Preddy, Nicholas Dollwet, Roy E. Taylor, Angus Funk, Owen Lee Starr, Ray Harrison, Pat Azevedo, Bob Weaver, William S. Collett, J. L. Shephard, Donald Jensen, Roy Ellison Ruffner, Floyd Lee, Harry Michelsen.

The following Brothers were reported deceased: Lester Voeltz, Donald A. Carter, J. C. Holley, Beldon Jones, J. H. Gehrig.

The Business Agents gave their reports which were accepted

as given.

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After some discussion regarding the office of Local Union Manager, it was regularly moved and seconded that at the next Regular Meeting, May 3, 1947, 9:00 o'clock be set aside as a special order of business to decide when the members want to hold an election for the office of Local Union Manager. Motion carried. There being no further business the meeting adjourned.

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

Job program in Redding appears bright, report

By E. A. HESTER

Representative, Local 3

Redding-Since my last report there has been little change in the employment situation. However, the Utah Construction Company has resumed work on their road job between Doris and Hatfield, with one shift, and just as soon as the groundhog comes out of his hole and clears away a little moisture, the second shift will

Bishop will resume work on his job at Cedarville April 15.

J. I. Barnes Construction Company is now doing preliminary work on their bridge job across the Sacramento River in Redding. This bridge and the highway work connected promises to be a large job.

Harms Gets Highway

Harms Brothers of Sacramento submitted the low bid to the Bureau of Reclamation on the high-way job leading out from Shasta Dam to Summit City, at \$814,273.50. It is difficult to obtain any information as to when this job will start, but we have it over the grapevine April 21.

The State highway bridge and underpass at Hornbrook, Siskiyou County, which was submitted low at \$378,000 by Swenson Company of San Jose, was rejected, also the bridge and eleven culverts at Aden, Modoc County which was submitted by Morrison and Knudson Company at \$97,000 was rejected.

Morrison and Knudson Company submitted the low bid on a State highway job between Mill Race Creek and Red Bluff at \$123,009,23.

On April 16 bids were to be opened on a six-mile county road job near Millville, California. This promises to be a large job as eleven of our leading contractors are bidding on this job. On same date bids will be opened on about 25 miles of highway surfacing black top and seal coat between Dorris and Tulelake. This promises to be a lot of

work for the hot plant crews.

Over in Modoc County a similar job of about 21 miles is coming up for bids April 23, except there is quite a lot of repair and muck to be moved.

Tulelake Drainage

George Stacey of Tulelake was the successful bidder on the drainage job near Tulelake. This consists of about 200,000 yards of earth to be moved along with a lot of structural work. The principal part of this work will be dragline. George now has three machines.

In Trinity County near Hayfork bids will be opened this month on three more good-sized Federal Road jobs, and two more State highway

jobs in Lassen County The employment situation in this district looks very bright for the future. We have another brother who promises to help us out-none other than Brother Ray Glover who has spent more than three years helping Uncle Sam out. Ray has turned in his service withdrawal card and is waiting for the first dozer that comes in.

64 More Die

February saw 64 industrial fatalities in California. Vehicles again led the list with 17 deaths. saw 64 industrial The others: falls 10, falling objects 8, burns 2, electrocutions 3, the L. A. Electro-Plating Corp. blast 14,

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VETERANS, BEWARE!

By JOSEPH RILEY

Business Representative, Local 3

It behooves the Veteran who seeks to have a house over his head, to proceed with the utmost caution. He should not let his overwhelming desire for shelter work his judgment to a point of becoming easy prey to sharp-shooting contractors and builders who may not be above taking certain advantages. (As recent cases have shown.)

Naturally, most building contractors and realtors conduct their business honestly, but beware of the sharp-dealing chiselers who would forfeit your hard-earned areas under way money without hesitation.

Warning to Vets desiring to purchase homes or farms under the California farm and home purchase act today were urged to ask for advice at offices of the State Dept. of Veterans Affairs before paying any money to anyone. The Department pointed out that many Vets have been deprived of deposits or down payments on property through practices of unethical builders or real estate operators. Contact the Dept. either at 1020 Street, Sacramento, or 417 Montgomery Street, San Fran-

It should be emphasized that the Veteran pays no money down in connection with the proposed purchase of property unless a notation is made on the receipt or contract that the payment is to be refunded in the event necessary financing cannot be obtained.

Note—Builder Loses Vet's Suit Plea—Efforts on the part of San Carlos contractor W. A. Gould to have 21 veterans' suits against him thrown out of court failed yesterday.

The suits were filed last month by veterans who charged he illegally raised the contract prices of their newly purchased homes.

Gould's attorney, Frank Christ, demurred against the suits because, he said, there was no indication the contracts were authorized by Gould. Judge Aylett R. Cotton denied the demurrer.
Public lands in Idaho open soon to Veterans. Qualified Vets of-

fered fourth postwar opportunity to obtain farms; 3.226 acres of irrigated public land to be opened for homesteading on the Gooding Division of the Minidoka Reclamation Project in southeastern Idaho.

Veterans who qualify will receive two buildings without charge from the War Relocation Authority in the area, plus surplus equipment ranging from small tools and sewing machines to rubber boots and blankets.

Applications must be in by 2 p.m. April 25, 1947. Detailed information dealing with qualifications required and selection of entrymen is contained in notice No. 42 of the Minidoka Project, Bureau of Reclamation, Hunt Unit, Eden, Idaho.

When necessary construction work has been completed addi-tional units will be opened which will include Klamath, Shoshone, Yuma, Gila and Rivertown projects. For further information write Bureau of Reclamation, Washington, D. C.

About a quarter of a million Vets reinstated their lapsed insurance policies during 1946. Approximately one billion dollars of lapsed policies were reinstated during the first 17 days of last month. The average amount was over \$6,000 per person.

Inquiries and premium payments made by mail should be addressed to 180 New Montgomery St., San Francisco 5.

Information which benefits Veterans should be mailed to the San Francisco office, c/o Vets Column. Our newspaper reaches approxi-mately 3500 Veterans of World Wars I and II. Incidentally, after making a general survey, it has been found that the majority of Veteran members are hard at work and the balance of the membership wouldn't want it any other

Negotiations in Yuba gold field

By WILLIAM C. WAACK Representative, Local 3

Marysville-Excavators Incorporated got off to a healthy start on their Gridley levee job. The south borrow pit is north of Rio Bonito station and runs north through the old tailing piles to almost the south side of Oroville airport.

This is a three shift job and should last well through the summer. Fred Cherry is general superintendent and Bro. Earl Baker has the equipment in the field. Tom Morris is master mechanic.

At the present some 60 members of Local 3 are on the job.

Lord & Bishop of Sacramento picked up a healthy bridge repair job. On April 3 the State Division of Highways announced that this firm was low bidder on the Colusa highway bridge. The starting date is indefinite however, due to the difficulty in getting steel. The probability is that no activity will be noted for about 90 days.

Dey Awarded Span

The Dey Construction Co, of Menlo Park was awarded a bridge span on Bidwell Bar at Oroville. This bridge job should start very soon. There is a 200-day completion clause.

Pomeroy is finally started on his steel on the Marysville-Yuba City bridge. This job will also keep a sizeable group of engineers busy as there are 3,000 tons yet to set.

Johnson-Western got started on their Butte River Bridge foundation job on the Sagraments Bisas.

tion job on the Sacramento River. This bridge will replace one of the few remaining scow cable fer-ries. Raymond Concrete Pile Co. is going to drive the piling. Bro. Glen Lamb is on scow driver. Earl Parker will take the road and approaches to this job.

Parker has the usual number of rigs on land-leveling but the bulk of the cats and shovels are being readied for the Clovis dam job. They should be going on this job as soon as the rights of way are cleared up.

Gold Agreement Ends

Yuba Consolidated Gold Fields were notified by Secretary Mathews that our agreement would terminate on May 10, 1947. All working clauses and articles pertaining to the contract are opened and substantial wage increases in all classifications were requested. Negotiations will start at the termination of the present agreement and all wage gains made will be retroactive to May 10, 1947. Notices of meetings will be posted and a negotiating committee will be selected to follow through the process of a new contract. The officers of Local 3 will preside at this meeting.

Much new equipment has come into this district because of the change of ownership of several departments of the Lester Rice Co. The firm will be known as Rice Bros., "Doc" operating the Eighth St. yard and "Fat" the gravel pit at Hallwood. Lester is just about finished on his bridge laterals and what position he will take in the new firm is as yet unknown. We hope however that whatever position he does take will be an agreeable one for him, for he has always been one right guy to deal with.

BAY EQUIPMENT CO.

ALL TYPES OF CONSTRUCTION EQUIPMENT Sales — Service — Rentals Phone LAndscape 5-2190 RICHMOND, CALIF. 3254 EASTSHORE HIGHWAY

Activity starts to revive in Humboldt; Hammond to construct huge mill pond

By OTTO E. NEVER Representative, Local 3

Eureka-Much activity is showing up in the Redwood Empire. Hammond Lumber Company, having settled their labor difficulties with the Sliverpickers, is going full blast. They are planning a mill pond at Big Lagoon and will put in an earth fill estimated at 160,000 yards. Just how soon they will call bids on this job is not known but it should be soon.

The wharf job at Trinidad is being held up till the pilebucks decide what their wages are to be.

The bids on the bridge across Redwood Creek were rejected. No date for new bids has been set.

Two and two-tenths miles of grading and seal coat on the Elk River Road has been let to Mercer,

The ten miles of road between Korbel and Redwood Summit to be covered with base material, and stockpile of screening was let to W. S. Railing.

A small dirt moving job and the relocating of the Korbel Road at Korbel amounting to \$50,000 will be let in the next 60 days. This is a secondary road project.

Mercer, Fraser is getting their hot plant and crusher ready for the summer. The old crew is back on the job again. They have also started their old Arcata Road job.

W. C. Railing has a mill pond and storage yard job at Blue Lake, and are using a carryall, one dozer, one maintainer, and a Koehring dragline. Part of the equipment is working shifts. Railing is also setting up his rock plant at Blue Lake for the Korbel-Redwood Summit

The Arcata Airport situation is the same as it has been. There are no new appropriations and it does not appear that anything new will

occur there before June 1st.

There is nothing new on the fishing boat harbor.

The Farralone plant is down to three members and probably will not start shift work until the salmon season gets under way.

Eureka Ice and Cold Storage is

back on six days a week. Buran Going Strong

Buran Equipment is still breaking records and with the Allis-Chalmers strike settled, this company should soon make history as far as selling and service is concerned.

Fred J. Maurer keeps two or three of the brothers busy at odd jobs, but Maurer hasn't had a big job in this territory for some time.

The Wilson Lumber Company piledriving job has been held up awaiting the piledrivers' wage

The Associated Dredge, Jupiter, is doing a little work at South Bay, but "little work" describes their work completely. Brother Tom Hull keeps busy

and the members working for Tom lose very little time.

Brother Ed Johnson keeps busy on small jobs but is looking for

some bridge jobs to bid on. Clement & Co. was successful bidder on the resurfacing job of 3.2

Scotia. Phoenix Very Busy

Phoenix Construction Company is working all equipment and put-ting on more each week at Piercy. The job is a 10-hour day, 5-day week. All the brothers are satis-

fied with this set-up.

Byers job on the P.G.&E. right of way is still moving along, although the ground is pretty rugged. Board and room is furnished for \$2.20 per day, and the grub is good.

Syar is planning to start his job at Willits about April 15th or 20th. McEwen hasn't been awarded a job so far but will do some city work and may get some work for

Guy F. Atkinson Co. has their piledriver working on the bridge job at Fort Bragg; also have two cats and a back hoe busy. They may move in more equipment later. Steady work in this territory for the rest of the season seems as-

Brothers Bill Goetz and Russ Griffin are doing well in their re-

Brother Russ has done well with his store in Garberville and can af-ford to take time off for hunting

and fishing. Some of the brothers are bidding in log hauling and skidding jobs.

bought the general store at Red Crest and with Mrs. Murphy's help is doing a fine and steady business.

We always have a certain amount of pride in knowing our members have the ability and intestinal fortitude to go it on their own and to make a success of their venture. Anyone can start some-thing, but Local 3 members have a habit of finishing the job successfully.

Had a visit from old-timer Bert Touhig recently. Brother Bert is working at Crannell for the Hammond Lumber Company.

Brother Al Mongrain wrote me that he is working for a doodlebug outfit at Medford and is feeling much better; also, that Brother Roston Dillard is pulling levers for another doodlebug outfit in the same territory.

The new hangout of Local 3 members in Arcata is Everett's where our old friend, Chas. Peterson of C. B. & I. days holds forth as mixologist. Brother Pat Furnish ordered a Singapore Sling and lost his teeth with the first gulp.

*** * **

REALLY HANDICAPPED

"Please, please, Bill, use both hands," the gal screamed to the boy who was driving along a ourved road with one hand on the wheel and the other on the girl's

"Gosh, Toots," replied Bill, "I wish I could, only I've got to steer

New highway in Kings Canyon to be started soon

By H. T. PETERSEN and GLEN DOBYNS

Representatives, Local 3

Fresna-Word has been received that the Park Service intends building ten miles of new highway in the Kings Canyon Park. This will extend the existing road to beyond Zumwalt Meadows and will be a heavy office was for your convenience, grading job. Bids will be advertised in the near future.

During the past month your business representatives have been active on the West Side chasing rigs working on irrigation canals. We were able to sign two agreements in Avenal, one with the Thompson Materials Co. and one with Gerald

Also signed up land-leveler Jerry Farrar who is an ex-member of Local 3.

Canal Activity Same

Activity on the canals is about the same. We do, however, expect some more equipment on the Arizona Nevada Co.'s end of the project. This firm's superintendent is Chuck Davis, with Don Anderson as the master mechanic.

Earl Parker is expected to move in within the next few days on the Dry Creek Levee.

Piombo Bros. were low bidders on the Pine Flat Dam access roads and expect to begin operations within two weeks.

We are beginning to have more of a problem with non-union land levelers, inasmuch as the John Que farmer is holding down for prices

on leveling, Biasotti Co. have completed rough grade on their West Side job and have just installed a plant to take care of base rock. This job should be completed in about six

Basich, Price & Sawyer have (Continued on Page 8)

With building permits up, it looks like excellent year for San Jose region

By M. G. MURPHY Représentative, Local 3

San Jose-Brothers, I believe we are starting off to a very good year, in this district. During the month of March alone, the building permits have gone over \$3,000,000 in the county and I know they will equal or surpass that amount for the next ensuing months.

San Jose has a large street repair and widening program coming up for the fiscal year which I am sure will make the local brothers and contractors happy. Also, many new industries are contemplating building and establishing their West Coast headquarters here. So, all in all, it looks like a very promising

Leo Piazza is building a hot plant at the Arrowhead Quarry site and will soon be operating and ready for his share (through competitive bidding) of all street and road work in this district. I must add it is a pretty nice-looking hot plant and should be able to turn out considerable material. . . . Earl Heple is progressing quite well on the new Food Machinery plant on Newhall Street and expects to be making real headway as soon as the weather permits and material becomes a little more plentiful. I understand there is considerable steel to be erected and, as you no doubt know, steel is the item which is holding up the completion of the bridges on the 101 Freeway through this city. (Have heard they are rushing this job through to meet the May deadline for a celebration being planned

by San Jose's Eastside residents.)
N. M. Ball have just about finished everything on this end of it and are waiting for the State's O.K. so they can move the last of their equipment to other points.... Fredrickson & Watson have about completed their under and overpass on their 101 contract and are makspective businesses. Brother Bill has added another truck to his fleet and can afford cigars that con't smell bad.

Brother Russ has done well with closed down all operations on account of the winter weather. This count of the winter weather. This job should be completed in a couple of months and ready for traffic and will eliminate one more bottleneck from the present traffic problem.

Brother Bill Murphy, former su-perintendent for Mercer, Fraser, moved a "driver" in on the Tele-in this locality.

phone Building job which will be of much longer duration. . . . J. C. Bateman is quite busy, as usual. He has the greater portion of his equipment rolling all the time. . . . A. J. Peters are still as busy as and Robinson's old quarry at Palo Alto is running full blast and they too are making some changes to on resurfacing on main highway, increase production . . . Stuart south of San Rafael, Also Petaluma increase production . . . Stuart Equipment are also keeping all their new equipment on the move and everybody seems happy. The same goes for Clarence Tressler, Brother Eddie Bernal and practically all dirt-moving contractors.

News of the Brothers Brother C. N. Search and Brother Silas Henderson, both of Pratco Sand Company, have been confined to their homes through illness for the past thirty days or more. . Brother Byron Prior, an old-time shovel runner of M. J. Murphy Company, received serious back and lar" will miss. chest injuries recently while on the job. As I understand it, he is very fortunate that his injuries did not prove fatal. He will be confined to the hospital for many months to

San Rafael—The office at 1533-A Fourth Street, San Rafael, is now in operation. The phone number is the same as at the old location—San Rafael 4616. The office is open from 8-12, and from 1-5, Monday through Friday, and from 8-12 on Saturdays. Your cards will be stamped for recently built in his shop one of the ou if you drop in or care to mail neatest small cat trailer units I have ever seen. The boy has ideas.

San Rafael office in new

seen as projects open up

By H. O. FOSS

Representative, Local 3

location; prosperous '47

them in. The object in opening this

and to attempt to give prompt and courteous service. With your co-

In moving some of our office fur-

niture, we wish to thank Brothers Cox, Gerbich and Blankenship. We

OLD men are not so good at going upstairs—only in elevators.

Ignacio-Petaluma job, and has sev-

eral rigs with operators from the

Willow Pass job-Bro. Jim Henry,

superintendent, and Brothers King-well and Whited, foremen. Raisch

is also right behind them on paving.

Supt. Bro. Russell said they will be

pouring about the last of April,

C. M. Syar to again start the Willits job on May 10. Expect Piambo

to start the Napa-Lake County job by the time this is off the press.

Stolte Co. were low bidders at \$157,000 on the Mill Valley Sewer Disposal Plant: Starting now,

Clements & Co. low on re-surfacing

above Hopland. 'Von Valkenberg

was low bidder on the pipe line

from Rector Dam to Yountville.

Point Pit. Expect Joe Cordum will

tow his 120 B up and start the rock

moving. Understand Basalt Ship-

his hand on and turned the rig over.

cats, Harold Parish tells me they

are low bidders at \$1,076,000 on

cation and back fill with 1300 yards

cement, so sounds like all summer

for the brothers. Brother Farnquist

Henry Zigelhofer, the popular

The State is now calling for bids

Brother Bill Napier has taken a

logging contract at Ruff Mill, La-

gunitas, and will be off cats for awhile. This is Bill's old trade. Good

Brother H. C. Phillips, at Marin

Gravel Co., has installed a new 1000 pound box Madsen Hot Plant and is spending \$30,000 opening up rock

crushing plant across the road from

said plant. This is a sweet set-up, and I don't think "Old Horse Col-

The Mission Quarries, with Bro.

Mr. Bobo, the popular trucking

McGuerin as superintedent, keep

contractor out Ignacio way, keeps a couple of shovel crews, a cat op-

Installs Hot Plant

about 10 members busy.

rolling, Bill!

is their hot plant master.

ve., Oakland. He

weather permitting.

Stolte Gets Job

Harms is again opening up the

Drop in and look. Dean Maxwell, one of our new brothers, has a small P & H and operation we will be pleased to serve you to the best of our ability. hangs out around Russian River, bailing out gravel. His brother, Marshall, is also signed up with No. 3, and works several members

in the Santa Rosa vicinity.
J. C. Spaletta has taken delivery of a new Cat loader and is building one fine oil distributator. John's got it all fixed up and hopes somebody will give him some work. He has a fine spread and a fine rew of operators, or so John says. I'll take his word for it.

Brown-Ely Program

Brown-Ely have quite a lot of work lined up. They have a new Barber Green Spreader, and a new Austin Western Motor Patrol. The brother operators are much happier. Brother Tom Hewitson is foreman. Forrest Brown, the owner, tells me he has taken delivery of three 600-ton Barges and Derdick Barge and intends to move right in on some of the river work. Their Quarry at Greenbrae keeps rolling along.

I understand that George Murry is low bidder on the Silverado Trail job, which will be starting soon.

Basalt Shipyard was awarded the Met Brother H. F. Gibson in contract to furnish pipe for the job. Napa recently. He has bought a They will have to install necessary spraying rig, so if you are itchy, let him give you the D.D.T. coverequipment to roll steel and make dip wells. Busier than bird dogs age. He also has plows, etc. Phone trying to get going. The Salco Calif. Napa 70F13. Co. have two or three more months

All of the local contractors, inloading out the old subs Basalt cluding individual owners, seem to wrecked. Basalt Co., successful bidder in Crescent City job, will move all equipment from their McNairs several farm dams to build. I understand the same goes for Straub. Kiss Crane is finishing their

bridge job out Guerneville way and will be starting again at Upper

yard is going to tear up a few tankers of old type. They keep several members busy. Parish Bros. moving right along We are getting many members and contractors around Clear Lake. on Linden Lane Underpass. Brother It looks like a prosperous year for Tuso, their crane operator, just got married, and forgot what he had

Nevada highway George says he can do better on jobs started as Contra Costa Canal, projects at Clayton and Yynacio. The piece they have involves 450,000 yards excaground dries up

By H. L. SPENCE

Representative, Local 3

Reno-Most of the highway Brother Glen Jewell, the big nut jobs that were shut down for the winter are starting now.

W. W. Clyde Construction Company has started two shifts on the Lamoille job and they are setting up their hot plant n their Valmy job.

Strong Co. has started two shifts on their two jobs at Beo-wawe and Dunphy. Hunt & Fransden are off to a

good start on their job of building a road to a mine near Dunphy, with Bro. Ding Turner pushing the crew. Their job at Eureka, Nevada, has not started yet.

Round Mountain Job Dodge Construction Co. has a

good start on their job at Round Mountain, Nevada. So far there isn't much activity on their job at Battle Mountain. They will get going soon at Battle Mountain.

Silver States Construction Co. (Andy Drumm) has started the job at Sod House, and is putting the finishing touches on the job at Imlay, Nevada.

Isbell Construction Co. has started their job at Austin, Nevada. They are also doing quite

a bit of street work in Reno. Powers & DeLagrange's equip-ment is all working with no

change in their crew. George Miller Co. seems to keep

busy all the time.

Hoops Construction Co. from
Twin Falls, Idaho, has started on
their job at Sacramento Pass in White Pine County.

Nevada Constructors (Duque & Frazzini) seem to be doing O.K.

on their job in Carson City.

Barney Stoutenburg is about ready for the road mix gang to start, with the weather permitting. (Continued on Page 8)

buster, dropped in to say he is go-ing in with his brother on a repair shop in Eagleville. Invites any and all members to drop in to say "hello." Good hunting and fishing ever on their many pipeline jobs and have quite a number of the and blond Indians running wild up brothers on their payroll. . . . A. J. Raisch also has resumed operations Master, holed in at 5526 San Pablo on their backlog of work on the way here at present. . . . San Jose Steel Company are keeping their I am told, so drop in at Pacific States Battery Co. The Jaurez Quarry at Napa is signatory to Local 3 agreements. Brothers Spiva and Schoenfeld are two truck cranes busy on their list of unfinished work in and around here, too. . . . Permanente Cement Company also are on the move. They too are adding facilities which equipment operators.
Harold Smith of St. Helena adwill step up the production of the vises us that he is going to install cement kilns. (Don't think for a minute that Henry Kaiser can't see a small gravel crushing and washing plant in that vicinity.

The re-alignment of road from Novato to Pt. Reyes should be up there will be need for plenty of cement in the future, which means plenty of construction.) . . . Rhodes for bids soon. This will be a good

come. . . . It is with regret that I announced the death of Brother announced the death of Brother erator and welder pretty busy. Belden Jones who was well known and liked by many of the old-timers in this locality.

a couple of Shovel crews, a sat operator and welder pretty busy. Bobo just finished installing new motors in ALL his equipment and says "Keep em in high, boys." Bobo

News from the San Francisco office

By P. E. Vandewark, Pat Clancy and Chet Elliott, Business Representatives, Local 3

activity has been noted in the St. at the old Navy submarine construction field since the last docks. They are using three rigs issue of the News; although weather conditions have slowed down the jobs, it is only of a temporary nature. Several large contracts, as well as numerous small ones, have been let within the last month which is very encouraging news.

Healy-Tibbetts are still working on the Mission Rock fill job and at the same time building their new yard and shops down at Pidgeon Point in South City. They must move out of their old shop and yard on Evans Ave., which have occupied for over the last 30 years. Their old shop and yard is the site of the new 22million-dollar PG&E power station, all of which means addi-tional work for brother engineers.

Start Piledriving

at present, with more rigs to be

added in the very near future. Ben C. Gerwick was low bidder on pier repair for the Harbor Commission, this work consisting of gunnite on pilings underneath the piers and as it must be done with the tides, a considerable amount of overtime will be involved in this job.

Swinnerton & Walberg are busy with concrete and reinforcing steel on their job on Main St., two engineers being kept busy

On the PG&E Building, Ben C. Gerwick has the piledriving, the driving being so tough that it takes a two-boiler rig to handle the job as well as jet pumps. Cahill Bros., who have the main building contract, have a mud hoist and water pumps in operation. There are several brothers busy on this job.

Another Dredger Shift

done to remove the mud which does settle around some of the piers, making them inaccessible to ocean-going ships. All of the crews are at present 100 per cent organized, thanks to the efforts of Bro. Jimmie Bourbon. His efforts are really appreciated by our union.

Ship repair work along the waterfront is very slow. United Engineering is doing a conversion job on one of their own boats, the "Matson Line." General Engineering gets an occasional ship repair job. And Bethlehem is suffering the ups and downs, on one day they will lay off several of the brothers and a few days later hire them all back again. We wonder what it is all about, but don't seem to be able to find the answer.

The Shipbuilding and Ship Repair Conference which recently convened in Santa Cruz to consider the new agreement which should have replaced the one expiring April 1, 1947, was recessed to reconvene on May 12, thereby

they now are a party. And it is hoped that this action will be forthcoming before May 12.

Peninsula District

Several construction jobs have been awarded to various contractors in this district during the past

Keeble & Brown were the successful bidders for the grading for the Chinese Cemetery near Colma. This is a Tournapull and cat job and will keep quite a few members busy for some time.

On the Bayshore Freeway two contracts were awarded for the substructures for the overpasses, Carrico & Gautier are now working on their portion of this work. The M. B. McGowan Co. are the sub-contractors for the piledriving and have one skid rig busy at the present time. Peter Sorenson, the other successful bidder for this work, has not started operations as of this date.

Airport Contract

Duncanson & Harrelson have started their piledriving job on Mission Rock. Most of this job third shift on their dredgers as the reconvent of the State Harbor Commission giving the Ship Stabilization Committee (a government agency) a unit of the San Francisco Airport. Chance to meet and withdraw This project calls for five million

San Francisco-Increased is pre-cast concrete piles which there is some work that must be from the Master Contract of which yards of fill at a cost of four million dollars. This firm is busy at this time erecting two 120B electric shovels and will probably get into full operation in two or three weeks and employ a great number of members of this union.

At Burlingame the Underground Construction Co. have several of our members working on a pipeline job. This firm also has a job at Millbrae.

Tony Schadi, one of our old members, has taken over the shop in Redwood City formerly operated by the R. C. Railing Co., and is now employing some of the members of this union, and apparently doing very well.

The Macco Construction Co. are making great progress on the erection of the new crushing and asphalt plant at their quarry in Brisbane. When completed this will be one of the largest and most modern plants in the West.

At Bay Meadows Racetrack the California Jockey Club is busy with a fill job for the new stable area. This work is being done un-Guy F. Atkinson Co. were der the supervision of Bro. Phil awarded the contract for the next Ehrhorn and will employ several of the members of Local 3 for a long time.

What's doing in the Oakland office

By Al Clem and T. D. Bryson, Business Representatives, Local 3

pretty barren and forlorn in Contra Costa County, where it a 4-yard clam bucket. The Simpler of the Cost Counties Gas and and "Babe" are old-time members the past few years have finally Excavators, Inc., these days. This company was formed some time ago to handle both around the Bay to those who follow dredge work. This is their lact that practically all of the lack of activity is due to the lack of activity and of the lack of practically all of the lack of practically all of the lack of activity is due to the lack of act equipment and most of the parts of the state. Brother Micky members on the job are being Iransferred to the new project running organization and we feel in Oroville.

However, Brother "Bus" Lake, foreman at Pittsburg, is keeping a few of the members busy finishing up old work and starting some new jobs in the area. The equipment which he is using is being kept Brother O. B. McMullen, who is ing out of business and the large the present time.

Crane Operator Pact

We recently completed negotiations of an agreement covering the crane operators employed by the East Bay Building Material Dealyear. Several other agreements signed during the past month in-Howard Terminals, Northern California Chapter of the Institute of Scrap Iron and Steel, Adfine Companies, Inc.

Parrish Brothers, who recently completed work on the dam and man or better, it is a good bet and set-up, and things continue to be a portion of the Contra Costa Canal just out of Martinez, have submitted low bid on another section of the same canal. The contract has not been let as yet, but it is assumed that it will be awarded to this organization. Incidentally, these boys recently took de-livery on a Northwest 80, powered by a Murphy Diesel and have contracted for a new Lorain truck crane which they expect to get within the next month.

is now bidding on work in many have had a great deal of experi-Morgan of San Jose, is one of the main spark plugs of this smooth certain he has done much to contribute to its success.

The C. D. De Velbiss Company will hold an auction at the yard on Eastshore and Huntington Boulevards in El Cerrito, on April 22nd and 23rd. The company is gobeing assisted by four engineers at amount of equipment offered for sale will include tractors, shovels, graders, rollers, compressors, log-ging and mining machinery, etc.

Guam 'Caste System'

We were talking to one of the members who recently returned ers, which allows for a substantial from Guam and he gave us confor some of our people working on better jobs, he advises that, due to the so-called caste system, which dington Brothers, S. Erskine, C. C. seems to be in effect, that the Gillis, Orinda Excavating and Brothers do not get too enthusi-Trucking Company and the Parafastic about taking just any job seems to be in effect, that the astic about taking just any job which is being offered under Civil Service status. He says that if a man can get a Civil Service rating of CAF-8, P-4 of that of a leading- no other changes in the dredging with these ratings would do well to avail himself of the opportunity.

The M. G. M. Construction Com
built from scratch will have an all steel welded hull, be powered by a 225 H.P. Diesel engine and be

Oakland - Things look pany has several jobs in operation | equipped with a 175-foot boom with | Brother and Mrs. M. B. McDan- | Arcata and Boise, Idaho. At presence which should stand them in ter, Nancy Lee, to an assortment good stead. "Babe" has been acting as superintendent for the Van and grandparents. Brother McDan-Glahn interests at Corcoran on Tu- iels, who has been skinning cat and lare Lake, while "Pat" has been operating blade around the East engaged in canal contract work in the State of Nevada. Always strong union men, we feel certain they will handle the work well, and we join their many friends in wishing them every success in this new venture.

> The Olympian Dredging Company was the successful bidder on work at Hamilton Field. The Dredge Trojan will be moved to this job, which is expected to get underway by the middle of the month and which will take approximately two months to complete.

> The Dredge Neptune has been moved onto the Hastings Tract and has started on what is expected to be about a six month job. While working on this job, Brother Hans Werner was severely injured re-cently. He is now confined to the Sutter Hospital in Sacramento and according to the doctor's report he will have to remain there for about two months.

At this writing there have been very slow.

With the Brothers

The California Dredging Company of Oakland, under the direction of Brothers E. J. and L. B. Simpson, co-owners is a second to the spring—maybe the little fellow just thought things were too peaceful and decided to stir something up—but whatever the reason the Travel Bug is definitely. Maybe its spring-maybe the litpany of Oakland, under the direction of Brothers E. J. and L. B. simpson, co-owners, is engaged in building a 50x150 foot clam-shell dredge. This boat, which is being built from scratch will have an all stack many control of the stack many control of t light in working on them.

One of the first victims of the current season was Brother George Harrison. George has been hit several times before, but it seems that he is unable to develop an immunity—goes overboard every time he is exposed. This time, after spinning around a couple of times, he got a far away look in his eye, gathered up the Mrs. and took off in the general direction of South-ern California. Before he recovers he expects they might go as far as Kansas City, with the return trip via the northern route, to afford a stopover in Yellowstone National Park. This portion of the trip is something that Brother Harrison has been planning for some time. He was up in that locality last year but it was earlier in the season and the park was still closed so he 17th of March, and he hopes they is going to be sure not to miss it will be going full blast before long, again. The trip will take around An old timer at this sort of thing,

introduce their brand new daugh-Bay for some time, expects to be back and ready to go to work around the first of May.

The Carl Anderson's recently took off on a short jaunt down toward Southern California. While they only planned on being gone ten days, Carl said their itinerary read like a local bus schedule with stops at all way stations.

Another Anderson family, Brother and Mrs. C. A. and daughter recently left on an extended trip to Sweden. Brother Anderson has been away from his native home for 33 years and is looking forward with a great deal of anticipation to this visit. Miss Anderson, a graduate of the University of California, will combine business with pleasure while doing research work on the continent. The family plan on a leisurely trip and do not expect to return until the middle of next October.

Brother Raymond McKinney has where he underwent surgery for is doing nicely. an injury received in an accident last month. While he still doesn't Word from Guam have full vision the eye is improving steadily and he is hopeful that his sight will soon be back to nor-

Visit from Harry

We were pleasantly surprised the other day to receive a visit from Brother Harry Michelson, who has been confined to the Veterans Hospital in Oakland for some time, where he has been receiving treatment for arthritis. Out on a furlough basis, Harry is improving rapidly and says he'll be ready for work again soon.

Brother Joseph Naimey is also a patient at the Oakland Army Hospital, where he is recovering from a recent operation. A veteran crane operator, he has been employed by the Independent Construction Company for a number of years and his many friends wish him a speedy recovery.

Brother Paul Peebly dropped into the office the other day and was telling us about his new lath mill at Round Mountain near Redding. The plant was put into op-eration for the first time on the ments at Feather Falls, Burney, quite well.

ent his headquarters are located in his home at 902 57th Street, Oakland. He will handle both wholesale and retail sales and can be

A catskinner by trade, Brother Clifford Bryant, has been helping Mrs. Bryant operate their restaurant for the past few months. The place is located at 2001 E. 14th St., Oakland, and Cliff says that anyone looking for a good homecooked meal should drop by.

Gaffney in Jungle

Brother John M. Gaffney has been in Columbia, South America for several months, where he is employed on a gold dredge. Out on a two-year contract he was very happy when foreign work was reopened as he is another of our roving members who like to get around and see the world. Recently his wife was telling us that this job is located right in the heart of the jungle and as yet no provisions have been made to take care of the families of the men. She regrets this very much, as she has accompanied him on various other trips to out of the way places and has also developed a keen interest in traveling and exploring.

Brother Bill Whiting, who has been confined to the hospital for some time receiving treatment on just been released from the Green an knee injury received in the Eye Hospital in San Francisco service was recently released and

We recently heard from Brother Dee Steiwer, who is working on Guam at the present time. Dee's enthusiasm for the island is very keen and his letter reads something like a circular from the local chamber of commerce. He says the island has beautiful green hills and wonderful beaches and while it is very humid the thermometer seldom goes over 90 degrees. Mrs. Steiwer, who accompanied Dee to the islands is also very enthusiastic and enjoying her stay immensely.

Brother Charles Abelle announced recently that he is now associated with the company known as Abelle and Reynolds, paint con-tractors. This company is specializ-ing in work of quality, building a firm foundation for future business, and is geared to handle large or small jobs, industrial or private work. For estimates call Richmond 839-R or 7141-W.

Rigby in Accident

On March 29th, Brother Lavern Rigby was critically injured when struck by an automobile near his home in San Leandro. Brother Rigby was standing behind his own car when it was struck from the rear by another vehicle. The bumper of this car caught his right three months to complete and George is planning on some good a mill out of McMinnville, Oregon, hunting and fishing along the and has sites for further develop-

FOR SALE

- 3-D8 Caterpillar Tractors, nearly all late models, with Le-Tourneau Carryall Scrapers attached, 13 to 18 yd. struck measure.
- -3½ fon Dodge Fuel Truck with 550 gal, tank and pump attached, also small towing winch and scraper hitch.
- 1-No. 12 Caterpillar Diesel Motor Grader.

FOR RENT

Several No. 12 Caterpillar Graders, D8 Caterpillar Tractors with bulldozers or scrapers attached. One RD6 Caterpillar Tractor. One D7M Caterpillar Tractor with large Trackson pipe laying attachment.

50 HAWTHORNE STREET—SAN FRANCISCO 5, CALIF. Telephone: EXbrook 8107

Stockton office reports success in signing pacts

By ED DORAN

Representative, Local 3 Stockton-This month's report is going to be short and to the point. Will start by saying A. Teichert & Sons have started to work on the highway job after being off for several weeks last winter.

Fredrickson & Watson are doing the same. They have resumed work after being laid off all last winter.

Morrison & Knudson's canal job at Tracy is still at a standstill. They are assembling the 9W Monigan and will be ready to operate in about 60 days. George Murray has a cat spread working for M & K on a sub-contract.

Outfall Canal Done

The Everest Company have completed the outfall canal and have slowed down to a walk as the Marion Walker is not set up yet. The Big Marion Crawler has broken the Circle gear and has to be laid up for another month while being repaired.

The Sykes Company at Patterson have signed a construction agreement with Local No. 3 and are worthy to be recommended by

members of Local 3.

Roy Reeves has signed our construction agreement as well as our land levelers agreement and has three members of the Engineers Union employed.
The American Transit Mix Com-

pany of Modesto have also signed the construction agreement for their new Batch Plant located on McHenry Road out of Modesto. Three members are employed here.

The Wallace Engineering Company of Escalon have signed our construction agreement and have a new N. W. Shovel operated by Bro. Clarence Gadberry. This is also a Ready Mix Concrete Company who operate their own gravel pit. The Standard Materials Company

of Modesto are going along steadily doing all kinds of jobs, big and little, around Modesto and vicinity.

Munn & Perkins are also busy They have four members of Local No. 3 working.

Start Jackson Tunnel The tunnel job out of Jackson has finally started with M & K and Utah Construction Company employing three shifts of Engineers. Walsh has started to dig. The Consulty Company have the decorate. nelly Company have two dozers working to get a space to turn a truck around so that materials and equipment can be hauled in to start work.

If any member of the Engineers Union is working for an employer who does not deduct your unemployment insurance from your pay notify your Business Agent as we have information that compels your boss to deduct this amount and makes you eligible for unemployment compensation. This includes you members who are leveling land for anyone other than the farmer himself who levels his own

Brother Bob Weaver was painfully injured while working for W. W. Bird and will be laid up for many months with a back injury.

Gehrig Mourned

It is with deep regret that I announce the death of Brother J. H. Gehrig, who passed away April 3. Brother Gehrig was employed by the Navy on Rough and Ready Island for the past three years. Our deepest sympathy to his wife and family.

The Pollock shipyard, which was supposed to open as a shipwrecking yard under the Johnson Company, has shown no signs of life and authoritative sources say the deal has fallen through.

C. E. Kennedy has contracts on the Oak Park swimming pool and the J. I. Case Company Plant which will get under way shortly. Teichert will do the dirt work and paving for him.

The M.J.B. Construction Com-pany is rapidly completing their stripping job for the midget auto race track just north of Stockton. Brothers Geo. Chastain and Harvie Young are on the pulls and Roy O'Dell is on the snatch cat.

The Golden Gate Realty Com-pany and Bert Lundgren are both operating septic tank excavators in our many new subdivisions. It is a new machine from Los Angeles and draws a \$2.00 scale.

* * * Soft Head, Hard Hat

Twinkle, twinkle little star Up above my head you are. I forgot my safety hat, The hammer was no acrobat.

Over \$750,000.00 Valuation Contracting, Excavating and Trucking Equipment TUESDAY AND WEDNESDAY

APRIL 22 AND 23

Starting at 10:30 A. M. Each Day Continuing Until Sold

C. DUDLEY DEVELBISS CONSTRUCTION

Eastshore Highway and Huntington Avenue Richmond, California

Notice — Spur track on premises available for loading



Equipment includes - Shovels, Draglines, Tractors, Scrapers, Pitchers, Rollers, Mixers, Air Compressors, Hoists, Trucks, Trailers, Graders, Pumps, Generators, Buckets, Engines, and many other items too numerous to mention.

WRITE FOR DESCRIPTIVE FOLDER

AUCTIONEERS:

Michael Tauber-Paul Arons Co. Pacific Enterprise Company

132 East Ninth Street LOS ANGELES, CALIFORNIA Phone: TUcker 9183

116 New Montgomery Street SAN FRANCISCO, CALIFORNIA Phone: EXbrook 1216

Big school bond issue in Sacramento to give extra jobs to local engineers

By F. A. LAWRENCE, ED PARK and D. W. BURNETT Business Representatives, Local 3

Sacramento-A \$3,900,000 school bond was voted 7 to 1 by the people of Sacramento, March 27, 1947. A big step in the right direction, this will not only improve the lot of our children, but will furnish considerable work for the members in this area.

On April 15, 1947 the voters of Sacramento and Yolo Counties go new American River bridge. Conto the polls to decide whether they want to establish a port district steel since January 10th. or not. Let us hope they put this across just as overwhelmingly. The benefits to be realized by such a project can hardly be overemphasized.

The State Capitol also came in for \$3,500,000 to add new extensions to the present buildings.

Moore & Roberts have knocked one over for \$600 000 out at the Davis College; and, in Nevada City, the Nevada Irrigation District has asked for bids on a dam to be built at Scott's Flat. Among other things, it calls for moving about a million yards of earth. As usual, we had to protest the wage scales as published in their bid in-

Opens Freeway Job

Guy F. Atkinson has opened up his North Sacramento Freeway job again and has 10 engineers on the payroll at the present time, with Bro. Wm. Covington giving the or-

Henry Brothers have moved five pulls onto this job and expect to get rolling with Bro. Ed Henry in charge.

Placer County's highway, revenues available for the current year total \$702,380, California Tax-'pavers' Association said, making public its study of sources of

county highway revenues.

The estimated date of the completion of the new highway through Auburn was set as late August or early September by R. D. Alexander, superintendent of construction for Fredericksen & Watson, contractors. Grading is proceeding on schedule and preparations are being made for the surfacing.

The construction of the two large bridges, one over East St. and the other over the S. P. Railroad, is behind schedule due to the fact that they are having difficulty in obtaining structural

H. W. Ruby is the contractor for the two bridges. C. C. Winter. resident engineer, said that word had been received that the steel spans for the East St. bridge would arrive by April 1.

American River Bridge

crete piers have been completed and the job has been ready for

Fredericksen & Watson are preparing a stock pile near the east end of the new highway section, where black top mixture for use in paving has been stored.

The contract for the next section of the Grass Valley highway project was let by Director of Publie Works C. H. Purcell for \$230,-\$94.80. It includes grading, surfacing, constructing a railroad underpass and widening a bridge. Work is expected to begin soon.

H. Earl Parker has practically wound up his Walnut Grove job. Just a rig or two left for the finishing touches. We want to extend our thanks to boys on this job who gave us a big hand along with Bro. Ed Doran of Stockton and Bro. Al Clem of Cakland, in the matter of the stubborn landleveler in the Walnut Grove area.

Parker has moved six jeens into McClelland Field for about 30 days

On the W. C. Thompson job at Forrest Hills, Bill Stone has taken over as superintendent. All the engineers who worked around the Richmond vards know Bill. Bro. Otto Van Gordor still remains as foreman.

Utah Construction Co. plans to open up their Shingle Springs job in the near future. Bro. Otis Mac-Donald has returned to take care of the hot plant.

Contact with the Brothers

Congratulations to Bro. Switzer whose wife presented him with an eight-pound baby girl March 24.

Good luck to Brothers A. A. Green and Harry Crigler, who are now in the trucking business. To Bro. Dick Arthur who is now part of the D.A.S. Logging Co. To Bro. Carroll Fuller who is the owner of a new P&H truck crane with all attachments. (Grass Valley 445-M.) To Bro. Wayne Burke who has a new 4-yard rig of his own now. He can be reached at Paradise 2266. Bro. Keith Little can lay claim to some sort of distinction if and when he gets the new Amalga-Pave plant operating out at the P. C. A. Fair Oaks plant. It is said to be the only one in the world at the present time. Ruby is also contractor for the 'It is some new process for making o'clock.

New highway in Kings Canyon to be started soon

(Continued from Page 3) started clearing the right of way on their Visalia job. Brother Whit-

ing is superintendent.

Garn L. Moody is moving his rigs back down south and is taking on some construction work again. This firm has kept several of the boys busy in this area for the past

several years, Clyde Woods & Sons are making fair progress on their penstock-job at Power House 3 above Auberry.

Reclamation Confab

A conference was held with the Bureau of Reclamation officials at Friant relative to the payment of the prevailing scale of wages for governmental employees operating heavy equipment. A request is being submitted by the Bureau to the Dept. of Interior.

To those who are interested, the Fresno office is open every Thursday evening from 7 to 9 p.m. Steward meetings are the 2nd Tuesday of each month and the next regular meeting will be Thursday,

Redwood Harbor

Crescent City harbor work is on its way to making a first class harbor up that way, reports Bro. Otto Bids opened March 28 showed Basalt Rock Co. low bidder at \$799,459 to extend the present jetty to Round Rock. Engineer's estimate was \$916,154. Docks and wharves will probably start soon, with lumber companies in on the bidding. Four fish companies plan a dock in the fishing boat basin. "It begins to look like a good year at Crescent City and also a prosperous future," comments Bro. Never.

You'll find that if you're too far ahead of the procession you're just as much alone as though you were way behind it.

asphalt paving. Haven't seen it work yet.

Our sympathies to Bro. Wm. Kennedy who was in the Mercy Hospital with third degree burns, suffered on the job the last day of March. To Bro. Fred Wagner who entered the Oak Knoll Hospital to undergo treatment for an ailment contracted while in the service. To Bro. Russell Tucker who suffered a broken leg and is in the Veterans' Hospital at Mare Island.

Mail is being held at the Operating Engineers office for Bros. F., E. King, Vasel Coleman, Clarence "Jack" Clark, John T. Miller and Rossie R. Mick.

Beginning April 9, 1947, this office will remain open on Wednesday nights from 7:00 until 9:00

Attendance beats record at Salt Lake meet; vote separate AGC Pact Talk

By C. L. CASEBOLT, T. L. CLARK, C. R. VAN WINKLE, L. G. OSTLER,

Business Representatives, Local 3

Salt Lake—The special meeting called for March 23, 1947, in Salt Lake City, was the largest and undoubtedly the best meeting of Operating Engineers ever held in Utah. There were over 200 members in attendance and all branches of the trade were represented.

It was the unanimous opinion that the Operating Engineers should withdraw from the six basic crafts negotiating with the Associated General Contractors. Also that the Operating Engineers should negotiate a separate agreement with the AGC.

Adopt Trade Rules

Trades Rules, Working Rules and Classifications and Wage Scales were adopted, effective as of March 27, 1947, subject however, to further negotiation with the contractors.

These instructions from the members have been carried out and negotiations are on the way at the present time. However, these are not entirely satisfactory and definite results will not be known until after we meet with the contracting group again.

There is not a great deal of work inside the state of Utah as most of the unfinished jobs are in mountainous areas and weather conditions will not permit them working at present.

We have had many calls for engineers from Idaho, Wyoming. Colorado and Nevada, many of which are unfilled. We have no members out of work who wish to leave the state at the present time although the outlook for work is better out of the state than in Utah.

Pacific Bridge Poll

In the matter of bargaining representation for the employees of the Pacific Bridge Co. at Park City, formal hearing has been held before the Labor Commissioner, and election will undoubtedly be ordered. This plant employs approximately 70 persons, the majority being classed as operators, and we are being contested by the CIO. doubt of the outcome of the elec-

The anti-labor Clegg-Vest Bill which passed the Utah legislature is now a law and will become effective May 14. This law may be used as an ambush for recalcitrant, cantankerous employers to hide behind, and it behooves every member of this union to report any attempt to cut wages or trespass upon the jurisdiction of the Engineers. We are requesting any neck's best."

violations to be reported to the nearest union office immediately. So until this time next month, we will bid you goodbye.

Nevada highway jobs started as ground dries up

(Continued from Page 3)

Bro. Kenneth W. Faulk has a cat, carryall, and a dozer for rent to do land leveling or back filling. Anyone wanting to hire his equipment can contact him through the Reno office.

I regret to report that Bro. Tom Davis is confined to the Washoe General Hospital. Bro. Davis was cleaning his .22 rifle when it went off and shot him through the stomach.

Bro. Hubert Ranson of Elv. Nevada, met with a bad accident a counte of weeks ago. He was weshing a shovel with gasoline when it exploded and be was severely burned. Bro. Ranson is confined to the hospital at Ely.

Bro. Ed Barrington, formerly of San Bruno, California, is recunerating from an appendix operation. It will be a few weeks before he will be able to return to work.

Contra Costa Boom

The industrial growth of Contra Costa Coupty, matching that of the hest in California's current boom, is making increasingly impressive strides, with new developments constantly getting underway. The latest of these is a huge new \$214 million glass works now under construction near Pittshurg. It is estimated that about 150 people will However, we are not in be employed regularly at this plant which will have a canacity of 125 tons of bottles per day. At the present time Local 3 has five engineers on the job. It is expected the buildings will be ready for occupancy about June 1.

FOR UTILITY ONLY

FIRST GOB: "You say that gorgeous Wave is your best girl?" SECOND GOB: "Naw . . . just

Daily report of awards for construction

from Gould St., westerly. SOUTH SAN FRANCISCO, Calif.

rom Gould St., westerly.

SOUTH SAN FRANCISCO, Calif., contract awarded to L. C. Smith, \$6037, by City Clerk for paving of 2nd Lane between Orange and Eucalyptus, Baden and Commercial.

SANTA CLARA, Calif., contract awarded to A. J. Raisch, \$9984 (sub). to Calif. Div. of Hwy. approval), by City Clerk, for grade and A.C. surf., Gould St. between Saratoga Ave. and Lexington St.

SACRAMENTO. Calif., contract awarded to Westbrook & Pope, \$47,834, by Calif. Div. of Hwys., for 1.6 mi. grade and cr. run base of imp. bor. and widen pave. and plantmix surf. Howe Ave., etc.

MERCED, Calif., contract awarded to Roy Kruger, \$18,750, for const. live timber bridges on pile and conc. abutments in Merced Co.

Merced Co.
MERCED. Calif., contract awarded to
Larson-Ratio Const. Co., \$59,360 (combination total), by City Clerk, for const. juvenile detention home and a laundry bldg.
at General Hospital.

at General Hospital.

March 19. 1947

SAN FRANCISCO, Calif., contract awarded to Healy-Tibbits Const. Co., \$159.865, by Dept. of Pub. Wks., for const. Vicente St. Outfall sewer.

SAN FRANCISCO. Calif., contract awarded to Charles L. Harney, \$6246 (only bid), by Dept. of Pub. Wks., for asph. conc. paving etc. on Thrift St. between Capitol and Plymouth Aves.

March 20, 1947

MODESTO. Calif., contract awarded to

March 20, 1947
MODESTO, Calif., contract awarded to
Harvey Brizendine, \$9426, by Board of
Directors, for const. pipeline in Schafer
rearch, Main Canal.
SAN JOSE, Calif., contract awarded to
Pac. Coast Builders, \$63,797, by Moreland
clem. School, for const. of new school
mulding.

March 21, 1947 SAN BRUNO, Calif., contract awarded to L. C. Jensen, \$16,307, by City Clerk, for inst. cement lined cast iron pipe for water system in Mills Park.

TURLOCK, Calif., contract awarded to

SAN FRANCISCO, Calif., contract awarded to Stolte, Inc., \$3056 by U.S. Eng. Office, for installation of 4-inch gas main at Benicia Arsenal, Calif.

March 25, 1947 SAN FRANCISCO. Calif., contract awarded to Guy F. Atkinson Co., \$3,722,-310 by Pub. Utilities Comm. for const. ex-tension fill, drain work a related const.

S.r. Airport.

MODESTO, Calif., contract awarded to
S. C. Giles, \$391,087, by Board of Education for const. of a 19 classroom, office
and library addition to Modesto High
School.

School.

SACRAMENTO, Calif., contract gwarded to Piombo Const. Co., \$218,280, by Calif. DN. of Hwys. for const. 0.8 mi. to be graded, apply roadmix surf. between 0.1 mi. S. and 1.5 mi. N. of Napa-Lake Co. line and const. two bridges in Napa and Lake Co.

Lake Co.

SACRAMENTO, Calif., contract awarded to R. M. Price Co., \$226,365, by Calif. Div. of Hwys., for 2.3 mi. grade and plantmix surf. on cement treated base, between Packwood Creek and Rt. 10 in Tulare Co. SACRAMENTO, Calif., contract awarded to N. P. VanValkenburgh, \$119,854, by State Engr. for const. steel pipeline in Napa Co.

March 26, 1947 March 26, 1947
SACRAMENTO, Calif., contract awarded to Minton & Kubon, \$23,904, by Calif. Div. of Hwys. for const. maint railing ladders and platforms on Carquinez Bridge in Contra Costa Co. and Solamo Co.
ANTIOCH, Calif., contract awarded to M. W. Brown, \$11,849, by Bureau of Recommendations of the contract for the contract of the contract of

M. W. Brown, \$11,849, by Bureau of Reclamation, for const. of earthwork and pipe culverts. Los Medanos wasteway extension, Contra Costa Canal, Central Valley Proj., situated about 1 mi. W. of Antioch.
ANTIOCH. Calif., contract awarded to Underground Const. Co., \$19,201, by Bureau of Beclamation, for test piling for Delta-Mendota Pumping Plant, approx. 9 mi. northwest of Tracy.

mi. northwest of Tracy.

WATSONVILLE, Calif., contract awarded to Pierce & Son. \$2911, by E. J. O'Brien for drilling a well 250 tt. 14 by 22-inch

33, 39.

SACRAMENTO, Calif., contract awarded to A. Teichert & Son, \$137,527, by Cal. Div. of Hwys., for 2.6 mi: grade and plantmix surf. on crusher run base between 2½ miles S. of Hollister and Hollister.

ilister.

SACRAMENTO, Calif., contract awarded to Mercer Fraser Co., \$59,983, by Calif. Div. of Hwys., 2.2 mi. grade and apply Cl. B single seal coat on Elk River Rd. between jet. with S. H. R. 1, So. of Eureka and Elk River School.

SACRAMENTO, Calif., contract awarded to N. M. Ball Sons, \$170,927, by Calif. Div. of Hwys., for 2.9 mi. grade, Long-vale-Covelo Rd., between 1.5 mi. east and 5.4 mi. east of Dos Rios, in Mendocino Co. SACRAMENTO, Calif., contract awarded

vale-Covelo Rd., between 1.5 mi. east and 5.4 mi. east of Dos Rios, in Mendocino Co. SACRAMENTO. Calit., contract awarded to W. C. Railing, \$98,320, by Calif. Div. of Hwys., for 10 mi. base matl. (ports) and furn. and stipple sand and sorngs., between 1.2 mi. east of Korbel Rd. to 2.7 mi. E. Redwood Summit.
SACRAMENTO. Calif., contract awarded to Dey Const. Co., \$94,394, by Calif. Div. of Hwys., for const. reinf. conc. girder bridge across S. Fork of Feather River at Bidwell Bar in Butte Co.
STOCKTON. Calif., contract awarded to M. J. B. Const. Co., \$7296, by Stockton Unified School Dist., for grading and paving El Dorado School, basketball courts.

tennis courts and volleyball courts.

March 31, 1947

WELLS, Nevada, contract awarded to Carl E. Nelson Co., \$101,305 (Sch. 1), by Givil Aeronautics Admin. for clearing, grading, etc., at Wells, Elko Co. SAN FRANCISCO, Calif., contract awarded to H. E. Rahlman, \$449,977, by S.F. Dist. Corps of Engrs., for conversion of 50 bldgs. to 194 apts. at Fort Ord.

April 1, 1947
RICHMOND, Calif., contract awarded to

RICHMOND, Calif., contract awarded to Malvt & Peterson, \$1361, by City Clerk, for 21,500 sq. ft. laykold surf. Civic Center Tennis Courts. ennis Courts, SACRAMENTO, Calif., contract awarded Piombo Const. Co., \$261,988, by Sac.

SACRAMENTO, Calif., contract awarded to H. Earl Parker, \$762,895, by Sac. Dist. Corps of Engrs. for const. of Big Dry Creek Reservoir and outlets near Clovis, Fresno Co.

Fresno Co.

SAN FRANCISCO, Calif., contract awarded to Olympian Dredging Co., \$35,-805, by S.F. Dist. Corps of Engrs., for 186,000 cy. dredging Crash Boat Channel, Hamilton Field Calif.

SACRAMENTO, Calif., contract awarded to L. G. Lentz, \$56,199, for bank protection at 4 sites along San Joaquin River.

SAN FRANCISCO. Calif., contract awarded to Moore Drydock Co., \$6129, by S.F. Dist. Corps of Engrs., for repairs to cable barge for Dredge Point Loma.

REDWOOD CITY Calif., contract awarded to T. & B. Const. Co., \$12,250, by Co. Purch. Agent, for clear and grub. 4.7 mi. realignment of Co. Rd. 20, Canada Rd., San Mateo Co.

San Mateo Co.

San Mateo Co.

San Francisco, Calif., contract
awarded to LeBoeuf-Dougherty Inc., \$61,500, by S.F. Dist. for removal of Tug
Tamaroa, S.F. Bay.

RICHMOND, Calif., contract has been
awarded to Barrett & Hilp by Standard
of Calif., for const. of a greese manufacturing plant and packaging wayshayse at

turing plant and packaging warehouse at the Richmond refinery of the Standard of Calif.

Contract has also been awarded to Raymond Conc. Pile Co., for driving piles in connection with the above. This contract will involve the driving of approximately 6000 piles. OAKLAND, Calif., contract awarded to J. H. Fitzmaurice, \$5123, by City Clerk for grading surf., etc., on MacArthur Blvd., from Lakeshore Ave., northerly, in Oak-

SACRAMENTO, Calif., contract awarded to Morrison-Knudsen Co., Inc., \$123,009 by Calif. Div. of Hwys., for 2.8 mi. grade plantmix surf. on crusher run base and and remodeling of Hazelton Elem. School.

Manuel Smith, 560,450, by City Clerk, for const. 18, 1947

SAN FRANCISCO, Calif., (Unit and Total Bids Submitted, taken under Advisement) Guy F. Atkinson Co., \$3,722,310, low to Pub. Util. Comm., for const. extension fill, drain work and related const. SAN FRANCISCO, Calif., award recommended to Guy F. Atkinson, \$3,722,310, low to Pub. Util. Comm., for const. extension fill, drain work and related const. SAN FRANCISCO, Calif., contract awarded to A. J. Peters & Son, \$3256, by City Clerk, for const. conc. storm sewer and manholes in Lexington St. and Homestead Rd. from Gould St., westerly.

SOUTH SAN FRANCISCO, Calif., contract awarded to Stolte, Inc., \$3065, by U.S.

SAN FRANCISCO, Calif., contract awarded to Ben C. Gerwick Inc., \$56,595, by U.S.

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SAN FRANCISCO, Calif., contract awarded to Ben C. Gerwick

tween rowier and calwa overpass and 6.4 mi. widen portions with untr. tock border and plantmix resurf. entire length between 4.6 mi. N. of Kings Co. line and Mt. View Ave., Fresno Co.

SACRAMENTO, Calif., contract awarded to Clements & Co., \$89,295, by Calif. Div. of Hwys., for 3.2 mi. const. cement tr. base and plantmix surf. and seal coat, between Greenlaw Bluff and Scotia in Humboldt Co.

SAN FRANCISCO, Calif., contract awarded to Chas. L. Harney, \$3700, by Dept. of Public Works, for rem, 15,000 cy. sand on 41st Ave.

SACRAMENTO, Calif., contract awarded to Bati Rocca & G. M. Carr, \$85,420, by Calif. Div. of Hwys., for const. five bridges Pleasant Creek, Alamo Cr. and Tributary to Putah Cr., Solamo Co.

April 8, 1947

April 8, 1947 SAN FRANCISCO, Calii, contract awarded to Rosenberg Bros. Grading Co., \$1246, by S.F. Dist. Corps of Engrs., for furn. and delv. 700 cy. loam to Columbia Park

SOUTH SAN FRANCISCO, Calif. tract awarded to L. C. Smith, \$12,369, by City Clerk for asph. conc. pave. on Com-mercial Ave. between Chestnut and Oak

OUINCY, Calif., contract awarded to C. C. Steele, \$42,012, by John Donnenwirth for const. a reinforced conc. bridge across North Fork Feather River, at Chester, Plumas Co.

SACRAMENTO. Calif., contract awarded to Clements & Co., \$119,825, by Calif. Div. oi Hwys., for 12.4 mi. plantmix surf. and imp. borrow shoulders, between 2 mi. N. of Milford and Bird Flat, in Lassen Co.

SAN FRANCISCO Calif., contract awarded to I. N. Pitcher, \$600, by Dept. of Public Works, for 200 lit. test holes in SW corner of 19th and Folsom St., S.F.

CARSON CITY. Nevada, contract awarded to Dodge Const. Inc., \$275,000, by Dept. of Hwys., for 8.662 mi. grading, draining and surf. from % mi. E. of Battle Mt. to a point 9.3 mi. E. of Battle Mt. STOCKTON, Calif., contract awarded to April 9, 1947