



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. FIVE, No. 4

SAN FRANCISCO, CALIF.

April 18, 1947

LOBBIES SMASH DECENT HI-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 maiming 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-saving 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."

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 marshal 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 situation.

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.

"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 8.

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 \$8,380,000.

Hunters Point pier job opens

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

Ben C. Gerwick has started on his four million dollar pier job, three pile-drivers 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 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."

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 Nazism 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 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 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 desirable.

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 filed.

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 Permanent 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. Carried.

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 Arbuihnot, 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.

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 go on.

The same situation applies on M. W. Brown Federal Road jobs, and the N. M. Ball and Son's job at Hayfork, California. Also E. B. 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 highway 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 Tulake. 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.

Tulake Drainage

George Stacey of Tulake was the successful bidder on the drainage job near Tulake. 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. The others: falls 10, falling objects 8, burns 2, electrocutions 3, the L. A. Electro-Plating Corp. blast 14.

ENGINEERS' NEWS

Managing Editor, V. S. SWANSON
Published Each Month by Local Union No. 3 of the International Union of Operating Engineers
Northern California, Northern Nevada, State of Utah
Office 1095 Market St., San Francisco, California
Subscription Price: \$2.50 per year
Mail all news items in to editor not later than the 5th of each month.
Entered as Second Class Matter September 9, 1943, at the Postoffice at San Francisco, California, under the Act of August 24, 1912.

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 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 N Street, Sacramento, or 417 Montgomery Street, San Francisco.

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 offered 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 additional 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 \$8,000 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 approximately 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 way.

Negotiations in Yuba gold field areas under way

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 Sacramento River. This bridge will replace one of the few remaining scow cable ferries. 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

3254 EASTSHORE HIGHWAY RICHMOND, CALIF.

News from the San Francisco office

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

San Francisco—Increased activity has been noted in the construction field since the last 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 Pigeon Point in South City. They must move out of their old shop and yard on Evans Ave., which they have occupied for over the last 30 years. Their old shop and yard is the site of the new 22-million-dollar PG&E power station, all of which means additional work for brother engineers.

Start Piledriving

Duncanson & Harrelson have started their piledriving job on Mission Rock. Most of this job

is pre-cast concrete piles which are being made at the foot of 16th St. at the old Navy submarine docks. They are using three rigs 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 there.

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

The State Harbor Commission is contemplating the addition of a third shift on their dredgers as

there is some work that must be 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 giving the Ship Stabilization Committee (a government agency) a chance to meet and withdraw

from the Master Contract of which 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 month.

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

Guy F. Atkinson Co. were awarded the contract for the next unit of the San Francisco Airport. This project calls for five million

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 under the supervision of Bro. Phil 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

Oakland—Things look pretty barren and forlorn around the Pittsburg yard of Excavators, Inc., these days. The lack of activity is due to the fact that practically all of the equipment and most of the members on the job are being transferred to the new project 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 rolling under the supervision of Brother O. B. McMullen, who is being assisted by four engineers at the present time.

Crane Operator Pact

We recently completed negotiations of an agreement covering the crane operators employed by the East Bay Building Material Dealers, which allows for a substantial increase in wages for the coming year. Several other agreements signed during the past month include: Howard Terminals, Northern California Chapter of the Institute of Scrap Iron and Steel, Addington Brothers, S. Erskine, C. C. Gillis, Orinda Excavating and Trucking Company and the Parafine Companies, Inc.

Parrish Brothers, who recently completed work on the dam and 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 delivery 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.

The M. G. M. Construction Com-

pany has several jobs in operation in Contra Costa County, where it is doing extensive pipeline work for the Coast Counties Gas and Electric Company. This company was formed some time ago to handle small jobs in this county; but has since expanded operations and is now bidding on work in many parts of the state. Brother Micky Morgan of San Jose, is one of the main spark plugs of this smooth running organization and we feel 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 going out of business and the large amount of equipment offered for sale will include tractors, shovels, graders, rollers, compressors, logging and mining machinery, etc.

Guam 'Caste System'

We were talking to one of the members who recently returned from Guam and he gave us considerable information concerning conditions on the island. He said that while he found things not bad for some of our people working on better jobs, he advises that, due to the so-called caste system, which seems to be in effect, that the Brothers do not get too enthusiastic 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-man or better, it is a good bet and any one having a chance to go out with these ratings would do well to avail himself of the opportunity.

Dredging News

The California Dredging Company 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 steel welded hull, be powered by a 225 H.P. Diesel engine and be

equipped with a 175-foot boom with a 4-yard clam bucket. The Simpson Brothers, best known as "Pat" and "Babe" are old-time members of Local 3 and are familiar figures around the Bay to those who follow dredge work. This is their first venture of the kind, but they have had a great deal of experience which should stand them in good stead. "Babe" has been acting as superintendent for the Van Glahn interests at Corcoran on Tulare Lake, while "Pat" has been 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 recently. 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 no other changes in the dredging set-up, and things continue to be very slow.

With the Brothers

Maybe its 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 on the march again. It is a well known fact that Engineers are especially susceptible to his sting and he seems to take a keen delight 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 Southern 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 is going to be sure not to miss it again. The trip will take around three months to complete and George is planning on some good hunting and fishing along the route.

Brother and Mrs. M. B. McDaniels, who also have suffered recurrent attacks of travel fever during the past few years have finally succumbed and are now making a trip through East Texas and Missouri. They plan on visiting with relatives in Springfield, and will introduce their brand new daughter, Nancy Lee, to an assortment of admiring uncles, aunts, cousins and grandparents. Brother McDaniels, who has been skinning cat and operating blade around the East 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 just been released from the Green Eye Hospital in San Francisco where he underwent surgery for an injury received in an accident last month. While he still doesn't have full vision the eye is improving steadily and he is hopeful that his sight will soon be back to normal.

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 operation for the first time on the 17th of March, and he hopes they will be going full blast before long. An old timer at this sort of thing, Brother Peebly formerly operated a mill out of McMinnville, Oregon, and has sites for further developments at Feather Falls, Burney,

Arcata and Boise, Idaho. At present his headquarters are located in his home at 902 57th Street, Oakland. He will handle both wholesale and retail sales and can be reached at Humboldt 7817.

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 home-cooked 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 a knee injury received in the service was recently released and is doing nicely.

Word from Guam

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 contractors. This company is specializing 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 leg, severing it above the knee. He is in the Permanente Hospital and at the latest report was doing quite well.

FOR SALE

3—D8 Caterpillar Tractors, nearly all late models, with Le-Tourneau Carryall Scrapers attached, 13 to 18 yd. struck measure.

1—3½ ton Dodge Fuel Truck with 550 gal. tank and pump attached, also small fowing 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.

PAUL C. QUEEN

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 Company 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 Connelly 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 land.

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 Company 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 Company 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.

AUCTION

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

