



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL

STATIONARY ENGINEERS LOCAL 39

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SAN FRANCISCO, CALIF.

April, 1951

Construction Men Are Sought By Naval Reserve

The Navy is conducting a drive to recruit 75,000 Volunteer Construction Battalion Reserves. They are particularly interested in men in the construction trades who will enlist in the Inactive Volunteer Reserve and who will be called to duty only in the event of a national emergency, at which time they will be assigned to a Naval Construction Battalion for indoctrination training.

The Seabees recognize the necessity of well-trained personnel for quick construction of shore support for seapower. Because of this, full Navy credit is given for the kind and amount of civilian experience a man has had. This applies to both veterans and non-veterans. The former will be enlisted in their highest wartime rating, plus credit for postwar construction experience.

The new standby force is in addition to the Seabee component in the Organized Naval Reserve. Organized Reserve Seabee Companies hold weekly meetings where they put into practice the latest construction experience.

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FRANK A. FITZGERALD
1885 - 1951

Engineers Mourn Passing of General Secretary Frank A. Fitzgerald

Frank A. Fitzgerald, General Secretary-Treasurer of the International Union of Operating Engineers, succumbed at a Maryland hospital on March 29 at the age of 66, marking the end of 40 years as a member and officer of the IUOE.

He was known and is mourned by thousands of Engineers who had come in contact with him during his long period of service, which included the past 20 years as general secretary-treasurer.

He suffered a stroke and was confined to Leland Memorial Hospital at Riverdale, Md., when death came.

JOINED UNION IN 1911

Bro. Fitzgerald was born in New York City and later moved to New Haven, Conn., where he became an apprentice machinist and joined Local 478 of the Operating Engineers in 1911.

He was elected to the general board of trustees in 1916 and later served as chairman of the board. In 1931 he was elected fifth vice-president of the international union, and later that year he became secretary-treasurer, the post he held until his death.

Surviving are his widow, Mrs.

Mary C. Fitzgerald, of 2946 McKinley St., N.W., Washington, D.C.; two brothers, Henry J. and John Fitzgerald, both of New Haven; and two sister, Mrs. Anna V. Connolly and Miss Helen Fitzgerald, also of New Haven.

Services were held at St. John's Catholic Church in Washington, and interment was in New Haven.

NOTICE OF NOMINATION OF OFFICERS OF LOCAL 3

Nomination of Officers will be held May 5th, in the Auditorium of the San Francisco Building Trades Temple, 200 Guerrero Street, San Francisco, at 8 p.m.

Nominations will be made for the officers to be elected to serve for the ensuing two years. It is therefore very important that as many members as possible attend this meeting.

Trusting you will make every effort to attend, I am

Sincerely and Fraternaly,
VICTOR S. SWANSON
Local Union Manager.

TECH ENGINEERS NOTE

TECHNICAL ENGINEERS, LOCAL NO. 3-E meeting will be held in the Union Offices at 474 Valencia Street, San Francisco, California, at 8 p.m., Friday, April 27th, 1951.

Construction of a \$10 million Naval Air Station at Kanehoe, Oahu, T. H., has been authorized.

A Fair Price, Tax Plan Given New Board By Labor

(AFL Release)

Washington.—United Labor's proposals for a fair defense mobilization program were laid before President Truman and his new National Advisory Board on Defense Mobilization at the board's first meeting.

196 Engineers of Local 3 Are Now In Armed Forces

A total of 196 members of Local 3 are now in the Armed Forces, with the addition of 22 names since last month's report. These members took out service withdrawal cards to enter various branches of the military service.

Here are the new names for Local 3's honor roll:

- FLOYD E. BROWN
- ROBERT BUCKINGHAM
- WILLIAM A. COLEMAN
- G. C. CREWS
- DONALD R. DOWLING
- SHELDON HUNTER
- GENE INGRAM
- KENNETH M. JUDD
- WINFIELD C. McFARLAND
- RICHARD A. MALONEY
- THERROLD K. MARSHALL
- MEDFORD MONTGOMERY
- RAY PATTERSON
- FRANK E. REZENDES, JR.
- JOSEPH RILEY
- BOBBY L. ROBERSON
- JACK D. SCHOLL
- HAROLD G. SIMPSON
- WM. T. STIREWALT
- LEO J. TURRIN
- LYLE G. TUTTLE
- REX D. WOODWARD

The program was drafted in behalf of all the people of the country. It would impose strict dollars-and-cents ceiling price controls, tight rent curbs, and provide a tax plan to skim the huge profits of corporations while favoring the low-income wage earner.

controls, tight rent curbs, and provide a tax plan to skim the huge profits of corporations while favoring the low-income wage earner.

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Chas. Gramling is New IUOE Secy.

The General Executive Board, in special session held in the General Office, Washington, D.C., on April 4, 1951, unanimously elected Sixth Vice-President Charles B. Gramling, of Local Union No. 329, Atlanta, Georgia, as the General Secretary-Treasurer to fill the unexpired term of the late General Secretary-Treasurer F. A. Fitzgerald. Brother Gramling, the newly-elected General Secretary-Treasurer, is a native of Georgia.

Brother Gramling was initiated into the International Union of Operating Engineers over 40 years ago. In 1932 he was elected to the Board of Trustees. In 1943 he

(Continued on Page Two)



Sixth Vice-President CHARLES B. GRAMLING of Local 329, Atlanta, has been named to succeed the late General Secretary F. A. Fitzgerald.

SPECIAL NOTICE

BALLOTS for the coming election will be mailed out during the month of May. It is important that the members have their CORRECT ADDRESS on file. Any change of address can be made on the following form and sent into the main office; 474 Valencia Street, San Francisco 3, California.

CHANGE OF ADDRESS

Date.....

Name..... Register No.....

New Address:

Town..... State.....

Former Address

Cost of War Hits Little Man; Sacrifice Unequal

No. 2—TAXING THE WORKER

March, 1951

(This is the second in a series of articles entitled "Your Economic and Mine," dealing with vital economic discussions of the day. The series is prepared and distributed by the California State Federation of Labor.)

The war to repel international communism on the Korean peninsula continued to cast sombre shadows on the American standard of living this month as the raging questions of taxation and controls command major attention on the home front.

Two stark necessities still face the nation as the tide of battle turns favorably in Korea: (1) The full meeting of military and civilian needs for a successful prosecution of the war; (2) The equitable distribution of the expense of the expanding war program.

The federal government has three methods of financing increased expenditures. First, by printing money; secondly, by borrowing money (chiefly through the sale of bonds);

History shows the first method produces disastrous consequences. of green backs led to severe inflation and a near breakdown of the national economy.

Borrowing, particularly from the banks, is dangerous when it increases an already staggering debt. Further, borrowing does not reduce or impede inflation. Economists generally are agreed that heavy borrowing should be resorted to in the future only in the case of an all-out war.

Thus, taxation remains as probably the least harmful way of paying for defense in the long run.

Paying for defense out of current taxes reduces inflationary pressures and the need for excessive controls and their bureaucratic administration.

The pay-as-you-go concept eliminates the double suffering incurred now through high prices and later through the consequences of excessive government debt.

Finally, taxation provides a means for an equality of sacrifice in financing of the defense burden.

Of all taxes, the Income Tax is particularly suited for this purpose, for it can best control the sacrifice asked of the various income groups.

The Truman Administration last month asked Congress to pass legislation which will increase the Income Tax revenue of the nation over \$3½ billion. However, the Administration ignored the highly proclaimed equality of sacrifice principle by favoring the wealthy and penalizing the wage earning public.

The distorted nature of the Administration "sacrifice" principle is graphically shown in the table below which compares the newly proposed Truman tax for low and high income brackets. The table is based on the Income Tax payments of an employee and three dependents (his wife and two children). The statistics follow:

He makes a year \$2,500, now pays \$20, under proposed law he would pay \$24, increase 20%.

He makes a year \$5,000, he now pays \$520, under proposed law he would pay \$624, increase 20%.

He makes a year \$10,000, now pays \$1,592, under proposed law would pay \$1,896, increase 19.1%.

He makes a year \$25,000, now pays \$6,268, under proposed law would pay \$7,172, increase 14.4%.

He makes a year \$50,000, now pays \$18,884, under proposed law would pay \$20,788, increase 10.1%.

He makes a year \$100,000, now pays \$51,912, under proposed law would pay \$55,816, increase 7.5%.

He makes a year \$200,000, now pays \$132,552, under proposed law would pay \$140,456, increase 6%.

The Administration also proposed to pile heavier excise taxes on various commodities already laden with taxes borne by the consumer.

Truman's proposed excise tax formula is listed below. American labor has historically condemned such taxes which arbitrarily im-

pose a financial load on those least able to pay.

EXCISE TAX INCREASES

	Now	Proposed
Cigarettes (package)	7c	10c
Gasoline (gallon)	1.5c	3c
Ten cent cigar	1c	1.275c
Still wine (quart)	15c	37.5c
Liquor (qt. 100 prf.)	\$2.25	\$3.00
Radio, Televis. sets	10%	25%
Phonographs	10%	25%
Records	10%	25%
Refrigerators	10%	25%
Low-price watches		
and clocks	10%	25%

With typical contempt for the economic welfare of the average working man, the National Association of Manufacturers has advocated a general excise tax on virtually all commodities, thereby threatening the American standard of living.

The Truman Administration should secure needed revenues by boosting corporation taxes and excess profits taxes over their present levels.

Profits by corporations in 1951 are expected to smash all past records. The almost incredible 1950 profits of General Motors totaled \$835 million. In the present atmosphere of frozen wages, and climbing prices, the Administration must revise its tax philosophy or else lose the total confidence of the millions of men and women who comprise the working public.

NPA says effects of defense contracts, now being let at the rate of \$60 billion a year, will not be felt generally by the civilian economy for about two years.

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Hear—FRANK EDWARDS AFL News Analyst

From 10:15 to 10:30 p.m.
 KFRC—San Francisco
 KHJ—Los Angeles
 KXOA—Sacramento
 From 7:00 to 7:15 p.m.
 KFMY-FM—Hollywood
 KWIK—Burbank
MUTUAL NETWORK
 Monday through Friday

Chas. Gramling is New IUOE Secy.

(Continued from Page One)

was elevated to the position of Chairman of the Board. Brother Gramling was further honored for his years of faithful service to the International Union when in 1945 he was elevated to the General Executive Board as Seventh Vice-President and later in the same year to Sixth Vice-President.

After 52 years of continuous service at the Water Department of the City of Atlanta, Georgia, Brother Gramling retired from this honorable career to assume additional duties for the International Union as Associate Editor of The International Engineer.

During Brother Gramling's long period of service to the labor movement of the state of Georgia, he served for 13 years as president of the Georgia State Federation of Labor. When he retired from the presidency of the Georgia Federation of Labor, this body conferred upon him the title of "President Emeritus."

In assuming the office of General Secretary-Treasurer, Brother Gramling's many years of service devoted to the principles of our organization will be of great value to the membership of our International Union and to all of organized labor.

Collapse of Derricks

Heavy winds in southern California caused the collapse of several oil derricks, some of which fell within heavily populated incorporated areas, to the peril not only of oilfield workers but of local residents as well. Safety Division engineers met with the building inspection departments of the towns affected to discuss steps for preventing any likelihood of a wholesale derrick blowdown.

Husband (answering the telephone): "Can't help you, buddy. Call the weather bureau."
 Pretty Young Wife: "Who was that?"
 Husband: "Some sailor, I guess. He asked if the coast was clear."

Report of Last Meeting

The meeting was called to order at 8:05 p.m., Vice-President Foss presiding. Brother Petersen acted as Vice-President. Roll call showed President Clancy and Trustee Whitlock absent by reason of being in the hospital. Both Brothers were excused.

A synopsis of the Regular Meeting Minutes of March 3, was read and approved as read.

A synopsis of the Executive Board Minutes of March 14 and of April 4 read and the acts and recommendations of the Board were by motion approved as read.

Roll call of those candidates who filed their intention to run for office read.

Cards of thanks were received from the family of Olav Worre; Mrs. Leona Loftus; Mrs. Leon Starr and family; Mr. and Mrs. J. P. Parker and family; Mrs. Elspa Lee and children; and Mrs. Lena Marion. Received and filed.

The following Brothers were reported ill: LeRoy Andrade, Andrew Blum, Abram Bittle, Herbert Boland, Ira Beaulieu, Boyd Cable, John Clark, David Camp, Sol Cox, Allen R. Chism, Wm. B. Covington, Don L. Cook, Herbert Ensley, James Elkin, Antonio Evola, Ralph Fisher, Primo Fogli, John W. Flannery, Walter Furrer, W. D. Foulger, Harry A. Gaines, G. O. Gullickson, J. J. Gahagan, Robert L. Hartline, Norman Kendall, Wm. R. Lewis, J. G. Lucchese, E. F. Leaton, Joseph W. McFarland, James D. McCrory, Tom Medow, James Morgan, Donald Malcolm, Elmer A. Martindale, Rafael Monty, Perry M. Nichols, C. J. Naismith, M. L. Purser, K. J. Preston, Joel L. Peterson, Dee Parrish, Jage Plemmons, E. W. Roberts, Robert Romelshacker, Bennett Terry, Roy E. Taylor, Kenneth Vernon, Fred Wright, Hoval C. Wayne, Victor M. Woodard, Orville Wright, A. E. Whitlock and Pat Clancy.

The following Brothers were reported deceased: Verlin S. Goldsberry, Chas. P. Henson, James Edward Marion, Michael J. Haley, Ansel Lee, Lawrence L. Dumas, Benjamin A. Lincoln, L. V. Starr, Daniel P. Normandie, O. K. Worre, Edward Bangle, Clifford Parker, E. S. Dolan, Hans J. Jorgenson.

Report of the General Secretary-Treasurer was read by Bro. Foss. Brother Otto Never, President of the State Building and Construction Trades Council talked on his activities as President of the Council. His remarks were well received by the members present.

Brother Frank Lawrence, Industrial Accident Commissioner, gave a talk on his activities as Commissioner, advising all members who receive injuries on the job to file for a hearing with the Commission or consult the officers of their Union as soon as possible after said accident. His remarks were well received by the members present.

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

The question of the post office box rental for ballots in the coming election was brought up by Brother Swanson. It was regularly moved and seconded that Brother Garrett be instructed to rent the said boxes, and all candidates who desire to accompany him would be permitted to be present. Carried. The time set for the rental of said box was set for April 14 at 10:00 a.m.

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

Respectfully submitted,

C. F. MATHEWS, Recording Secretary.

Your Dues Button—What It Means

By L. L. DUGAN, Local 428

When you see a workman on the job, does the Union Button he wears mean anything to you? Did you ever give any thought as to just why he is displaying his Union Button? Actually this little button has the same meaning to him as the sign on a building, or on the sides of a truck. When you read the sign on a building you immediately know whether it is a Radio Shop, a Bakery, a Shoe Store, etc.

The Union Dues Button identifies the workman as an Operating Engineer, Ironworker, Teamster, etc. It not only signifies his trade, but also that he has affiliated himself with others of his craft to improve his wages and working conditions. It is a symbol that he wants to do the job just a little bit better than the man who cannot, or does not, display a Union Button.

By being a member of his Trade Union, he has indicated to ALL his intentions and ambitions to build up the importance of his trade, as well as his personal gains. His family, friends, and fellow-members are proud of his ambitions.

Aside from the above-mentioned advantages in wearing your Union Button, it is a definite help to the Business Representative when he visits your job. The Representative cannot be expected to be personally acquainted with each and all members. He has too many jobs, and too much territory to cover to spend the time necessary for personal acquaintances. By wearing your Union Dues Button you aid him in the efficient prosecution of his work.

Do not feel insulted if your Representative does not contact you personally each time he visits your job. It is physically impossible for him to do so and take care of all his assigned jobs and territory.

In the future be sure to always wear your Union Button. It will pay off big in the end, both for you and your Local Union.

Revision of 1919 Tunnel Safety Orders

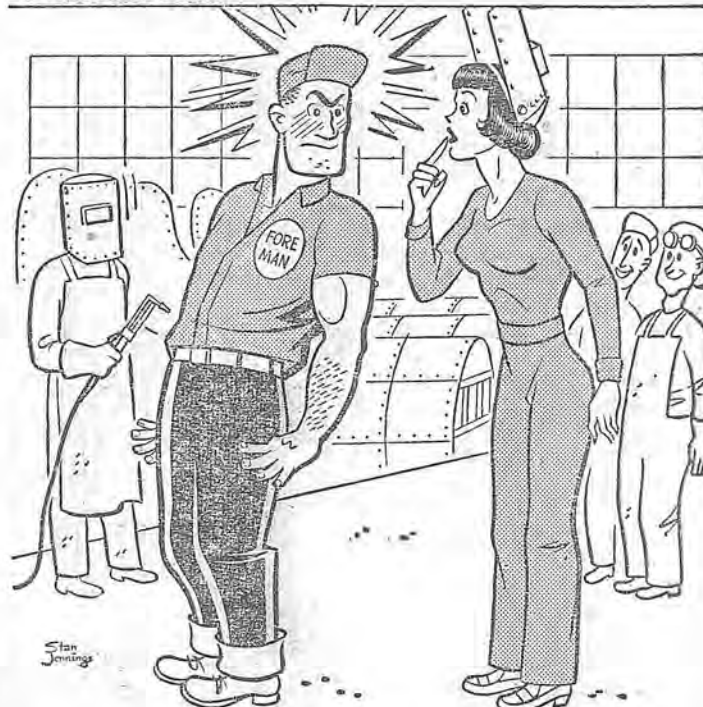
Tentative revision of the Tunnel Safety Orders, which have not been amended since 1919, is now being drafted. The proposed revision would, among other things, give better coverage of tunnel operations requiring the use of diesel equipment underground.

New Building Record

First quarter of 1951 set a new record in construction in the U. S., climbing 21 per cent above last year to \$6.1 billion. Largest increases were for industrial and commercial buildings and for military and naval facilities.

Are you listening to Frank Edwards, AFL radio commentator?

"UNION MAID"



"I remember you! You were an apprentice when I worked here during the other war!"

San Jose—

Construction Hits New High In the San Jose District

By M. G. "MICKEY" MURPHY and A. J. "BUCK" HOPE
Business Representatives, Local 3

Brothers, work in this territory is at a new high level for construction. All plants, subdivisions, and highways have resumed their operations to full capacity in the last month. We are very happy to report that our "Out of Work List" is one of the smallest that we have ever seen for this locality.

We call attention to the Guy F. Atkinson Company who went a double shift on the Los Gatos-Santa Cruz Highway. They recently brought in half a dozen new jeeps, and they are now preparing for heavy operations.

Many of the brothers have inquired about Lexington Dam, and so far nothing has developed of importance, other than test borings.

Moffett Field, about which so many of the brothers have also inquired, we wish to state that we have no definite information as to when there will be any major activities. However, by the latter part of this month we may have some good news. The latest information is that this job will be in the neighborhood of about \$9,000,000.

Permanente Cement have just completed their \$3,000,000 kiln construction and have had the new kiln in operation for the past ten days. This new kiln has increased the production of this plant from approximately 5,000,000 barrels annually to 7,000,000 annually. It has also created employment for about ten more engineers. They are now operating extended shifts on the shovels, cats, jeeps and dozers. Many of you will remember such "old-timers" as Kenny Ryder who is quarry foreman and Orson Welles, superintendent. Then we have our old shovel runners, Lee Koeppe and Walter Jones on the 120 B. Then Ed Caton, Cal Hogg, Carl Estes, Claire Martin, Ira Temple, R. Prince, Bill Thompson, L. Hobbs, R. Jurian, K. Allen, A. Snyder, T. Holden, S. Robertson, J. Mathias, L. Kline, D. Waters, J. Ambrosini, S. Lloyd, A. Santos, Bro. Conger, Phil, Hoen, Dick Carpenter, Joe Peabody and Jim Carrol.

PERMANENTE BUSY

The Permanente Foil Division, as we have mentioned before, is running to capacity, and on a three-shift basis, employing about 75 engineers. We expect a reduction there in the employment of men in this division shortly, due to war conditions.

Now in and around San Jose, everyone of our contractors such as Ed Keeble, Leo Piazza, Lew Jones, J. C. Bateman, Earl Heple, Frank Marks, A. J. Peters, A. J. Raish, Coast Paving, San Jose Paving, Chas. Dorfman, P. & J. Artukovich, Nevada Construction, Barrett & Hilp, Edwin J. Tobin, Pisano Bros., E. M. Godley, and Joe Douglas (who are all paving, excavating and sewer contractors) all have a backlog of work in this area, and each of them employing from four to 40 of our men.

So brothers, I guess this will give you an idea of the amount of activity in this locality. (We make an apology now in the event that we have omitted the names of any of the contractors, as there are so many in this area.)

Our news from the southern district is that Granite Construction Shop at Watsonville are busy on trucks getting ready for the Davenport job. They will use about 10 trucks, 2 cats, 280-D shovels. There will be about a year's work or about a million yards. Before the job is completed it is expected to reach 2 million yards. The following is a list of the brothers working in the shop: Wes Ball, Walter Brown, Jack Bentliff, P. A. Hamm, Louis Kaska, Kenny Kerner, Mike Mattone, Walter Nichol, Marvin Roney, Doc Washburn, Chuck Webb, Harold Williams, Leonard Woods.

The Granite Construction job in Monterey at Fort Ord is to start within a few days. This job will keep a few of the members busy for some time. The job itself will be around \$4,000,000.

Barrett & Hilp have a \$860,000 sewerage disposal plant job in Monterey, plus the pipeline. The pipeline job has started, but the

disposal plant will not start for another week or so.

The Frederickson & Watson job in Hollister is well under way. The finish grade is nearing completion and black top is expected to be laid around the 15th or 20th of this month. Brothers on this job are: Pete Pace, Leo Curtis, LeRoy Christmen, S. J. Jordan, L. G. Livermore, Mike Manco, Jess Maxham, J. L. Rushin, Fred Sturla, Harold Straight, H. L. Terry.

Bechtel's pipeline at San Ardo is progressing very well. They have had quite a little trouble with the right-of-way but things seem to be under control now. They are working 11 to 12 hours a day. It is expected they will cross the line into Local 12 territory in about two weeks. There are approximately 60 engineers on this job.

PERSONALS

Brother Leo Dohoney is confined in the San Jose Hospital for an old injury. We hope he is out soon.

Brother Fred Card has started a business of his own in Moss Landing and we wish him luck.

We are sorry to hear that Bro. Bill Inman of Salinas lost his leg in an accident in San Diego, but hear he is expecting to be back as an operator before too long.

D. A. Paris sent a newsy letter from Chile about a copper mine that he is working on with Foley Hermanos, Ltd. We are sending a paper to him and all the boys working with him.

We also had an interesting letter from Hollis Dewing who is now working in Guam, and he wants to get in touch with E. W. Armsberger who can write to him at Station 1, Box 1228, Guam, Guam.

Many thanks to the brothers who called in or wrote to ask us to take their names off the "Out of Work List." Believe me, we appreciate it. They are namely: Bros. Arthur E. Burton, William K. Jackson, Calvin W. Hall, Elmer O'Jeda, Dallas E. Hamblen and Ken Richardson.

Apprentice Exams for Mare Island Jobs

The Board of U.S. Civil Service Examiners at Mare Island Naval Shipyard has announced an examination for apprentices in mechanical trades, for employment at Mare Island Naval Shipyard. Applications will be accepted until further notice.

The examination is for the purpose of obtaining eligible candidates for apprentice positions in various skilled trades. Appointments will be made the first week in July, 1951. The starting salary is \$9.44 per day.

There are no experience or educational requirements for the examination. Applicants will be required to pass a written test of aptitudes for trade apprenticeship training. Applicants must have reached their 16th birthday, but must not have passed their 22nd birthday at time of filing application. Maximum age limits are waived for veterans.

Applications may be obtained at Mare Island; Director, 12th U.S. Civil Service Region, 630 Sansome St., San Francisco; or the Civil Service secretary at any first or second-class post office in the Bay Area.

Irish Hit St. Pat Day

In Dublin, Eire, St. Patrick's Day proved the usual festive occasion except for the city's hundreds of union bartenders. While Dubliners were marching and celebrating, the bartenders announced they were sick and tired of the 20-year-old law which closes all bars and taverns on St. Patrick's Day, of all occasions!

Honolulu—

Naval Air Station Is OK'd at Hawaii; Approve Other Jobs

By J. K. WAIWAILOE
Business Representative, Local 3

The house armed service committee today unanimously approved and marked urgent a \$10,159,000 project to convert Kaneohe Naval Air Station into a marine air and ground training base. The Navy Department anticipates taking over the base this July although rehabilitation continues for the next two years.

Glover Construction Ltd. has just begun work on their portion of bid on the Hickam-John Rodgers air strip with some equipment. From actual contacts on this job, most of the cats and cranes are privately owned by small contractors and running it by themselves. However, Bro. Thompson Kilauano is running a 80-D Northwest there with dragline attachment for V. O. Burkhalter Equipment Co. Burkhalter boasts his operator is about the best man available on the rock. (Good for you, Tommy, and Local 3.)

Western Builders Ltd. (a local outfit, Puget Sound Construction and Dredging Co. (out of Seattle), and Macco Construction (of San Francisco) are handling the job on Johnston Island for the Army. The work consists mostly of building barracks and other housing for enlisted and civilian personnel. Hiring has been mostly for carpenters and masons. They have asked for second class carpenters too.

Dredge operations in Kwajalein stopped due to cutter head break. Dredge Norfolk is being towed back to Honolulu to have all its engines worked on and the cutter head replaced. Most of the crew are back in town. Some have taken shore work to complete their contracts and a few are standing watch on the dredge now being towed back.

It is contemplated that after repairs the Norfolk will be worked in again at Kaneohe Naval Air Station pumping live coral for the extended mat now under excavation before continuing on to other outlying islands for the Navy and Army.

Brothers Wallace Kunukau and Jim McCandless are due to fly to Okinawa to handle levers on the dredge Gulf Stream for a Philippine outfit doing work for the Army.

We are finding all kinds of opposition here as in the case of the ILWU now moving into the building and construction industry with an election to be held at Honolulu Sash and Door, who do about 50 per cent of such work in this city and supply general contractors where AFL members work.

Communism? How About Fascism?

"The public press has done a magnificent job exposing and properly building up sentiment against communism in this country.

"However, the press has been strangely silent on the recent rise of the Fascist movement and the efforts to make fascism the only alternative for communism, as occurred in both Germany and Italy.

"It is important that we not only crush communism, but that we also keep an eye on and crush the other devastating enemy approaching us from the other direction in the form of fascism."—Rep. Wright Patman (D., Tex.) in a House speech on March 7.

Pittsburgh Coal

The Pittsburgh Consolidation Coal Co. made more money than ever before last year. Pittsburgh Coal, the country's biggest producer of soft coal, reported that its 1950 profits, after taxes, were \$16.1 million compared with only \$14.5 million in 1949.

Heart attacks occur most frequently during winter months.

TEC

BY AL BOARDMAN, Business Representative

Engineers
Architects
Draftsmen

The construction season is in full swing with the manpower shortage and the mad rush to get everything done at once. The shortage is reaching the critical stage with good men on the scarce side of the ledger. Calls from contractors and engineering firms are greater than they have been in past years. With civilian and defense construction getting under way at the same time it is going to be a rush year.

Current jobs in the construction field that are taking men are the Pomeroy-Columbia Steel job, the Bechtel-Wood Machinery plant at San Jose, and many other smaller jobs scattered among the Bay Area counties and northern California. The Hamilton Field housing job has had two survey parties hard at work on the layout, with construction slated to begin the middle of April. Ord Village is already started at Monterey and the Fairfield housing project is also under way. Contracts will be let on a \$500,000 survey job of the headwaters of the Kings River. This job is being let by the U.S. Army Engineers and is in conjunction with the emergency flood control program of that organization. These projects are just a sample of things to come.

New draftsmen's rates, for the information of the members, were established in January, prior to Jan. 25, in order to beat the wage freeze. The rates are as follows:

Draftsman, \$2.25 per hour. Under immediate supervision, with limited latitude for independent work, to prepare to scale ordinary detail drawings of machinery, structural parts, etc., by following designs or sketches furnished and having reference to similar plans as a guide; or to prepare difficult and important tracings; or to perform other duties requiring a working knowledge of ordinary engineering drafting standards and practice.

Senior Draftsman, \$2.50 per hour. Under general supervision with some latitude for independent work, to prepare layout, arrangement of difficult detail drawings or sketches from general information furnished by a design draftsman or engineer or from shop observations; or to make detailed assemblies of mechanical units; or to check drawings of mechanical details for completeness or correctness of view dimensions and standard drafting room practice; or to prepare bills of material and lists of parts; or to perform similar incidental duties.

Design Draftsman, \$2.75 per hour. Under general supervision with considerable latitude for independent work, to prepare original designs including important layouts and details of complexity; or to check drawings for completeness and correctness of views, projections, dimensions, clearances, fits, tolerances, materials, specifications and standard drafting room and shop practice; or to perform

other duties of comparable difficulty and responsibility.

Assistant Engineer, \$3.75 per hour. Under general supervision with wide latitude for independent work, to make design studies of mechanical equipment and structural parts for mechanisms of moderate complexity including such calculations as weights, center of gravity, or strength of parts; or to coordinate the work of a group of draftsmen, by assigning the work, advising relative to designs and checking the work; or to perform work of comparable difficulty and importance.

Brother Jay Hartman wishes the following bulletin brought to the attention of the members:

The 820th Eng. Avn. Bn. ORC needs trained specialists (top non-commissioned officers) N. C. O.s to carry out its program of building up, training and maintaining a large Reserve Army, and in case of an all-out war, we would be prepared.

The specialists urgently needed are:

- Heavy equipment operators (Cats and Graders)
- Heavy equipment mechanics
- Truck drivers
- Truck mechanics
- Surveyors
- Instrument men
- Field assistants (rodmen, chainmen)
- Engineers
- Draftsmen
- Administration men
- Supply men

The aviation engineer's primary job is airfield design, layout, and actual construction.

Age limits are 18 to 35 years. Contact Jay Hartman, 1670 25th Ave., LO 6-2225, for further information.

The next 3-E meeting will be in the union offices at 474 Valencia St., San Francisco, April 27th, at 8 p.m.

Trumans Cuddle Bosses

In Washington, D. C., officials of the railroad brotherhoods were appalled to learn that Margaret Truman had signed a \$200,000 contract to sing for the "Railroad Hour" just a few days after Margaret's father had compared the rail labor leaders to a "bunch of Russians."

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Reno— Highway, Stripping and Other Jobs Keeping Nevada Engineers Busy

By H. L. "CURLY" SPENCE, Business Representative

Silver State Construction Company is off to a good start on their highway work at Boonespring, Nevada. They have a good camp and the food is very good. I know, I ate there. There is a good crew of Engineers. Ross Bell, Milton J. Giles, and John "Windy" Montgomery are on the blades. Joseph "Chip" Montrose is the grade Foreman, and good one too, believe me. The following brothers are on the Cats and Pulls: Jack Cushing, Don E. Cushing, Al Montrose, Marvin Renken, Joe Solaegui, Elmer Strange, Bernard "Shorty" Smith, Leonard Miller, and I think Brother Charles "Red" Melendy is on the old Best Sixty Cat pulling Sheep Feet. Brother I. J. "Toby" Tobler is on the Northwest Shovel. Bro. Vern O. Nichols is the head lubricating engineer. Brother Clifford Carr is a very busy man on the rock crusher. Brother H. R. Watts is the head welder.

Isbell Construction Company has just gotten started on their highway job near Denio, Nevada, eighty miles north of Winnemucca, Nevada. They have a good crew out there. The following brothers are in camp: Randy Booth, Clarence Wible, Marshall Conner, Jr., Jim Crossman, Roy A. Marcotte, Jim Howe, and Brother David Germain, who is doing the heavy duty repair work. Brother Roger L. Heric is the head "chef," and with that brother cooking the "chow" just has to be good, because he is good at anything he does. Mr. Arnold Blair is the superintendent, and when Mr. Blair is in charge of a job, it is bound to be a go-ahead outfit.

STRIPPING JOBS

Isbell Construction Company's stripping jobs at Kimberly and Ingersol Canyon are going along in fine shape. It is almost impossible to mention everyone on the job because there are about a hundred and twenty-one brothers on the two jobs. Brothers Henry V. Lumby, E. E. Ford, Henry E. Flynn, and Wm. "Billy" McQueen are taking care of the shovel repairs. That is a fine crew of men. Brothers B. W. Willard, Earl A. Beckham, and G. E. "Red" Johnson are trying to keep the cat spread in running order and they are doing a fair job of it, with the help of Brother Harry L. Marshall doing most of the work on the P. M. shift, and Brother O. S. Norton putting the finishing touches on the cats and scrapers on the graveyard shift. Brothers Ed Wieser, Glenn Munson, William Lefevre, F. L. Bernd, Marion Duillo, and Roger E. Bell are still fooling around the Kimberly shop with Brother George Laughton pulling his hair trying to get them to do a little work.

The Kimberly welding shop goes along like clock work with Don Salaz and William Rose. The Ingersol Canyon job goes along in fine order. Brother M. G. "Bob" McCollum has everything running along very smooth with the help of Brother O. L. "Artie" Lee on the P.M. shift. Of course, there is Bro. Gerald Luke on the graveyard shift. That is the shift that moves all the muck.

Isbell Construction Company's work around Reno is beginning to pick up now. I see Brother Alvin Shay dashing around here and there in his new Isbell pick-up. He is a boss now, you know, and Bro. Frank K. Shay is Isbell's head roller man. He is a much better roller man than Alvin ever was. Bro. Clarence "Bill" Boegle is fooling around Reno cleaning ditches and doing some work once in a while. His oiler, Ray Barber, has to do most of the work. Brothers John Corieoll and James D. Townsend are just about stymied with the new gravel plant that C. V. Isbell bought them. They haven't crushed as much gravel with the new streamlined plant as they used to crush with the old portable outfit. Let's get going. John Summer is here and no gravel crushed.

DOG VALLEY

George Miller's outfit is getting bigger and better with a real good man in charge of the equipment, Brother Howard Johnston. Brother Johnston is an old-timer in the con-

struction game, not so old in years though. All the brothers are with you. Keep up the good work and lots of good luck. No more "beefs," I hope. Brother Allen Amer is back with the George Miller Company after a well-earned, long vacation. Miller has most of his old crew back now on the shovels: M. F. Gerhard, Frank D. McVitty, T. F. Dean, Albert Parlanti, and one new runner, Robert "Bo" Gillespie. The following brothers are the oilers for Miller: M. H. Sheehan, John Livingston, Harry Sanford, Jack Kellog, and Joseph Anelli. Brother Ed Smith and Brother Roy Nielson are taking care of the Skippy work around Reno. Brother Joe Yturarspe is the head ditching machine man. He is a real ditch digger. Bro. Ernest Gentry has his hands full doing the heavy duty repair work around Miller's shop. That fellow has everything to overhaul. George Grifall and Lloyd Guffrey are the two foremen for the Miller Company, and believe me, Mr. Ted Tiedgen keeps those two brothers on their toes, especially Lloyd.

Brother Clarence Dieterich has a bridge job in Dog Valley, north of Verdi, Nevada. Brother Kenneth Kidd is on the shovel. Brother D. W. Barnard is on the Dieterich Loraine Back Hoe on the Sparks, Nevada, sewer job. Brother Harold Reynolds is on the Ditcher and Cat. Bro. Byron "Bud" Reynolds is the "Boss Man" for the Dieterich Company.

Brother John DeLagrange of John B. Powers Company is down in the Banana Belt, Las Vegas, Nevada, to be exact, putting in a sewer line. Brother Zane Hunt is on the Power's link belt. Brother Hunt thinks that Las Vegas is just the spot. He is thinking of home-steading in Las Vegas.

New Roseville RR Yard

Southern Pacific has secured government O.K. to build a new car classification yard at Roseville, its main switching and make-up terminal, at present largest such yard west of the Mississippi. Mechanical switching of cars by gravity will be provided for. Work will start as soon as possible and

USF Article Looks At Labor's Walkout

"What the union representatives really want is equality of influence in shaping our economic policy in order to insure equality of sacrifice." With this as a theme, the March issue of "Panel," monthly publication of the Labor-Management School of the University of San Francisco, discusses labor's attitude toward the stabilization program and the reasons labor walked out of the Wage Stabilization Board.

Yeast has been put into cement to expand concrete 350 per cent in the first use of the new mix on a \$1 million FHA project in Atlanta.

The Seabees have launched a recruiting campaign to attract "older, skilled men."

The portland cement industry produced 15,201,000 barrels of finished cement in February, 16 per cent above last year.



BUS. AGT. WRESTLER.—John J. Mercurio, above left, is grunting for a good cause. As business agent for Missouri State Council 27, AFSCME, he volunteered to wrestle at a benefit for Patrolman A. J. Nelke, who was paralyzed for life by a burglar's bullet. Here he allows his brother-in-law, Ralph Garabaldi, to have the upper hand. More than \$2,000 was donated by AFL unions.

Trout Season Set

Anglers throughout California this week are looking over their fishing tackle in preparation for the opening of the State's early trout fishing season at one hour before sunrise, Saturday, April 28.

An estimated half-a-million sports fishermen of all ages are expected to be afield for the annual commencement of trout angling in all except 14 Sierra and north coastal counties, and for the warm-water fishing season inaugural in northern California.

The 1951 angling regulations are similar to those set by the Fish and Game Commission in 1950. Bag limit will be 15 trout, salmon, or whitefish, but not more than 10 pounds and one fish. Five black bass, 25 crappie, sunfish, or Sacramento perch may be possessed.

Trout angling becomes legal May 26 in Del Norte, Mariposa, Tuolumne, Alpine, Calaveras, Amador, El Dorado (except Lake Tahoe), Placer (except Lake Tahoe), Nevada (except Donner Lake and Boca Reservoir), Sierra, Plumas (except Lake Almanor, Bucks and Butt Lakes), Lassen and Modoc counties, and in waters tributary to the Pacific Ocean on the coast of Humboldt County.

Meanwhile, employees of the Division of Fish and Game are busy planting trout in the State's heavily-fished streams and lakes. Stocking reports indicate a record-breaking annual plant of catchable-sized fish ranging from six to ten inches in length.

Li'l Gee-Gee, the office vamp, says: Stomachs shouldn't be waist baskets.

Eureka— New Season Opens With a Bang in the Redwood Empire

By A. R. McCaffrey, Business Representative

The construction season has started with a bang in the Redwood Empire. We've been going around in circles the last two weeks, trying to keep up with all the activity. All the contractors, legitimate and jippo, on construction and logging, are up to their necks in work and screaming for operators. With several new jobs to start, yours truly will have his hands full covering all of them.

Macco-M&K's jetty job at Crescent City will start April 16. We are now trying to get a crew together for them. This is a big rock and cement job and should keep several of the brothers busy for the rest of the season. Macco-M&K have been working on this job for the past three years and it has been a good job for the brothers.

Bids will be opened this week for the construction of the Paragon Plywood Corp. plant at Dead Lake at Crescent City; over 1,000 piles to drive, plus considerable grading and rock import for roads.

Mercer Fraser Co. has set up their crusher at Smith River, getting aggregate ready for their surfacing job there; 4.7 miles. They also plan to start their hot plant in the near future for this job, which means more Engineers.

Fred Korthase at Crescent City is the proud owner of a new truck crane with all attachments. At present Fred has six Engineers busy on his various jobs and it looks like he will have plenty of work the rest of the season.

Pelican Bay Construction Co. at Crescent City is busy driving piling and building logging roads around the area. They also have plenty of work to keep several of the brothers busy.

Healy-Tibbitts has two new jobs at Crescent City, one new dock and repairs on another. They also are doing a lot of work on the waterfront at Eureka. Several brothers are getting in plenty of hours.

Mercer Fraser of Eureka is scattered over tow counties, doing everything in the book—highways, bridges, piledriving, excavations, fills, rock, sand and gravel, cement, hot stuff, and what have you. They have approximately 40 engineers employed at present.

Brother Louie Conner is a frequent visitor in the office. Louie came in the other day and wanted a mechanic's helper. I told him I didn't have one right then, but would get him one as soon as I could. He looked at me kind of funny, and said, "Get me a man. I don't give a damn what he can do as long as he can walk." He has approximately 10 members on his payroll at the present and will use more in the future. Wish we had more contractors like Louie. The Frederickson Bros. job at

Alton is progressing rapidly. No wonder—98 per cent of the crew are engineers. This job went into nine hours per day this week, which made the brothers happy. A fellow takes his life in his hands when he goes on this job. Jeeps and pulls coming and going in every direction, with the black smoke flying. They also have a new D-8 cat—first one I've seen—two exhaust stacks, blower and counterbalances. It doesn't even sound like an old D-8; sure is a honey. Couldn't resist getting on it and making a few passes. Approximately 22 engineers are making the muck fly on this job.

There are numerous small jobs all over the area, too many to mention, with two to four engineers employed. They consist of logging roads, mill ponds, rock crushers, bridges, gravel plants, etc.

P.S.—We threw away the board we kept our out-of-work sheets on.

★ ★ ★

Princely Haircuts

In Washington, D.C., labor lobbyists nearly despaired of ever getting Congress to enact any real anti-inflation legislation following a discussion by members of the Senate Rules Committee on a boost in the price of haircuts from \$1 to \$1.25 in the District of Columbia. The senators voted to raise the cost of their own haircuts in the Senate barbershop from 85c to 75c, but the House of Representatives took no action to hike the prices in its private barbershop, where the charge for a haircut has been 50c for many years.

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What's Doing in the Oakland Office

By AL CLEM, T. D. BRYSON, F. A. LAWRENCE, LOUIS SOLARI, Business Representatives

Looks as though Happy Days are arriving early this year in the Oakland area. During the month of March we cleared 574 Engineers and from the looks of things April is starting off just as good. Blade men are at a premium and at the present time we have five machines sitting idle, awaiting operators. Good cat men are getting very scarce too, but we still have plenty of crane operators and oilers around. There are no exceptionally large jobs on the docket but most of the contractors seem to feel confident that they will have enough work coming up to keep the Brothers going for the next few months.

Approximately 16 Engineers are employed by McGuire & Hester on the sewage disposal job in Alameda. They are moving right along with this project and expect to get the remaining 1,200 feet of pipe laid in time to wind up the job in May. Brother H. E. Burch, in charge of the paving, has started laying pavement, and Brother Frank Snow is operating equipment on this portion of the job. These boys expect to move over to their job on Webster St. in Oakland as soon as they are through with the Alameda operation.

Brother E. G. Blackman is foreman on P. & J. Artukovich's sewage disposal job in Alameda. They are moving right along and of the original 12,000 feet of pipe contracted to be laid, all but 4,000 feet is already in place. There are 16 Local 3 men on this one, and while most of the excavating up to this time has been handled by draglines and hoes, they expect to put two trenchers to work within the next week or so.

Frederickson and Watson's grading operation on the East Oakland Freeway is the largest job of this type in the area so far this spring. There are approximately 42 members on the payroll. Brother Gordon Johnson is in charge of the grading and excavating, Brother Grant Brown is handling the finish grade and the import, and Brother George Chaves is taking care of repair work, while Brother C. W. Stephenson is away on a well-earned vacation. This company is reopening the Mountain Blvd. job following a shutdown during the wet weather. Brother Les Christman is foreman over this work and presently has Brothers Oscar Crossland and N. W. Spencer operating and oiling on the job. They expect to move their cat spread over to this job as work is completed on the freeway. Their Highway 50 job between Dublin and Livermore is also going again. Brother George Dupree is in charge of the sub-grade and Brother George Miller is directing paving operations, with Brother Bennie Bowman handling the repairs. About 12 of the brothers are working on this one and they are now laying between 900 and 1,000 yards of concrete daily.

Following the winter shutdown, Parrish Brothers have again reopened the hot plant and will finish laying black top on their job on the freeway out of Pittsburg. Brother H. M. Balduc is the plant foreman, while Brother Earl Tepner is in charge of the grading and laying the hot stuff. There is approximately three weeks of work remaining and they plan on moving the crew over to Fairfield unless they secure another contract for additional construction on the freeway.

Pomeroy's job at Columbia Steel is moving along, with few changes since our last writing and practically no new hires during the past month.

The Austin Company, engaged in repair and new construction at Dow Chemical, has six Engineers on its payroll and expects to start more new construction at this plant in the near future.

One of the major jobs in Contra Costa County is Bechtel's operation at the Standard Oil plant in Richmond where they are completely overhauling the hi-octane unit. This is a rush job, operating two 10-hour shifts and furnishing

and four months' work lined up in this locality right now.

We have 62 Engineers employed at Pacific States Steel in Niles and from what we can gather, things are very busy out there. Brother Troy Taylor, who has been foreman over the Engineers for several years, has been forced to take a two-month rest due to illness. During his absence Brother Orvil Teague will handle the duties of foreman.

The various repair yards have been rocking along as usual during the past month or so. The Arthur C. Day Co. recently signed an agreement with us and is presently employing five members at their shop and yard in Centerville. Work has been fairly slow at Peterson Tractor's yard but 58 of our men are still on the payroll. Bay Cities Equipment has laid off a man or two and Bay Equipment is going along about the same as usual. Shattuck and Stahl and California Tractor and Equipment are the only two firms doing any hiring so far this month. Stolte Inc. has 27 Local 3 men working at the San Leandro plant. Brother H. B. Braden is the new shop foreman, replacing Brother Joe Valente, who was recently made equipment superintendent for this outfit.

Independent Construction Co. has a considerable amount of work at the present time and is keeping 24 of the brothers busy. Brother G. W. Youngblood is general foreman; Brother Gordon Ashcraft, field foreman; Brother John Graham, foreman of the hot plant; and Brother B. F. Fernandez, foreman over repair work. Construction of their new hot plant on San Leandro Blvd., which will service jobs in East Oakland, is progressing well and the company looks forward to a busy summer.

The Compost Corporation is working on a \$70,000 dehydration plant at the foot of Davis St., in San Leandro. At the present time tests are being made on a new machine for processing of fertilizer, which they will put to use in the plant if it proves satisfactory. Things are moving rather slowly right now, but the construction should be finished in about 60 days, and if the new process is put to use there will be spots for a few more Engineers. At present Brother Clifford H. Mankins is working out there as foreman, with Brother Jack N. Hamby running the cat loader around the place.

Construction of the D. A. Gildersleeve Sand and Gravel Plant at Alvarado got under way recently. The plant, designed by A. Klentz, consulting engineer, will be modern in every respect and will employ the most up-to-date washing machinery. It has been announced that the output will be handled by independent trucking concerns, and both the East Bay and the Peninsula will be served.

Hayward Truck and Tractor, a new outfit located at 17 Jackson St., Hayward, is operated by three of the brothers: Ralph McLaughlin, Leonard Nordstrom and Ray Wassun. They do general repair and welding work, build M&N loaders to order, and specialize in making construction equipment to order. Might be a good idea to call them at Lucerne 1-7847 if you have a special job to be done.

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What the Brothers Are Doing

Brother Leonard Beck, who has been working on the Pomeroy job in Pittsburg, was suddenly taken ill while working and is now confined to the Concord Hospital. Up to this time no one seems to be sure just what is wrong, but we hope he will be up and around again soon. . . . Brother Art Whitlock, union trustee, who has been off work for some time following a series of operations, is back in the hospital again. . . . Several other brothers have been laid up during the past month. Ruel Crocker recently entered Alameda Hospital for a second operation, while Brother Basil L. Payne, who broke his foot in February, is still unable to work. . . . Brother C. C. Smith, who has been undergoing a series of bone grafts to repair a badly damaged heel, dropped in at the office the other day. He says it will take nearly a year longer to complete rebuilding the heel and he expects to go back to the hospital soon for more surgery.

Comings and Goings: Brother

Everett Turner just got back from Arabia after completing an 18-month contract, while Brother Don Harnish will be receiving his mail in Japan for awhile now. Brother Mel Lambert recently got in from Okinawa. Left the day after Brother Gene Yates arrived out there—just time to say hello and goodbye. Brother Cliff Dilley has taken off for Alaska again—seems to be quite a habit with him—the fifth season handrunning he has gone up there!

On St. Patrick's Day, Brother Jack McKenney finally got around to mentioning the arrival of his first son—born LAST JULY 21. Jack insists that he didn't purposely delay telling us till March 17, but we figure he wanted to muscle in on that well known luck of the Irish!

Brother Don Parker, slightly more conventional, has been passing out cigars—immediately following the birth of his daughter.

Dredger News

Dredging has been very good until around the first of this month, when two suction dredges completed their jobs up in the Delta country. The Olympian finished with the Palmer on March 29 at the Venice Island job, but they kept a few of the crew on repair work, and the San Francisco Bridge Co. finished with their dredge Yelaska on the Webb Tract levee break. Practically all of this crew was laid off. We do have considerable clamshell work going on now, however, so most of the men are finding jobs. The Golden Gate was scheduled to go on a job at Bethlehem Shipyard on April 10, and the Holland is being readied to go out within the next few days. We are just about out of clamshell levermen and watch engineers at the present time.

The Associated Dredging Co. has two of its clams working. The Curlew is on the Napa River and the Delta No. 1 is on Winter Island. Dutra has three dredges at work. The Mallard and Edwards are strengthening levees on Prospect Island, and the Belmont (which they have taken over from the Standard Dredging Co.) working for the Leslie Salt Co. off Redwood City in the South Bay.

The cement business is booming and the Pacific Portland Cement Co. claims they will have to start working seven days a week or put on another crew. Up to the present time they haven't decided which they will do. Ed Lippstrue has bought the old dredge Pacific

from Bundeson. Brother Claus Peterson, who has been working for Bundeson at his yard in Pittsburg for the past several years, decided to try operating again and transferred onto Lippstrue's payroll to handle the levers on the Pacific.

Eastbay Army Contract

Rheem Manufacturing Co., at Richmond, has been awarded a \$2,500,000 contract for production of a component of a new type Army shell, first such award in this area. Production will start as soon as possible.

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Fresno— DAM, PIPELINE, FORESTRY WORK KEEPING THE FRESNO BOYS BUSY

By H. T. PETERSEN and LYNN MOORE,
Business Representatives, Local 3

Ball, Simpson & Irving Company have moved back to complete their forestry service job, east of North Fork on the San Joaquin River.

Bonidman McCain Company from Los Angeles are also operating again on the completion of their job on the Cedar Grove area in Kings Canyon National Park.

Speaking of mountain work we have received word that the Forestry Service has a very ambitious program set up for this year, so far as new road contracts are concerned. They plan several new sections of road in this area particularly for timber access purposes. Any of the mountain brothers who are interested keep in touch with this office.

We have had considerable trouble this past month because of the Machinists Union claiming jurisdiction on construction jobs particularly on the Griffith Company job at Goshen, where they placed a picket which caused a shutdown of that project temporarily. However, after meeting with the Teamsters' Union, the contractors involved, and ourselves, the job is again in progress with members of the Operating Local 3 taking care of the maintenance equipment on the job.

Morrison Knudsen's Railroad division have completed their work in this district for the Santa Fe Railroad and are moving to New Mexico on a section of road there. The Santa Fe Railroad still plans construction of passing tracks into the Bay Area. However, this work will be delayed until some time this fall.

There has been some letup in the land leveling noticeable by some of the brothers getting back on the out of work list.

TULARE FREEWAY

H. Earl Parker Company have pulled part of their spread back on the Tulare Freeway job; however, are still working and finishing up several leveling jobs.

The situation in the pipe manufacturing is about the same with United Concrete Pipe, American Pipe & Construction and Concrete Conduit Company still adding a few men to their operation.

Steve P. Rados Co. have started ditching and laying, operating on a section of Bureau work near Strathmore and will continue well into the fall.

Guy F. Atkinson Co. has again resumed operations on their three highway jobs located between Madera and Merced on Highway 99. Practically all the same crew back on the same job. Brothers Cliff Jasper, Dave Christian, Orval Atchely and E. A. Wentworth doing the pushing.

P. J. Moore Company are making good progress on the resurfacing job through the City of Madera, with the Stewart & Nuss Company furnishing hot stuff.

The gravel plants in the area are all busy and expect conditions to hold up throughout the summer months.

Rice Brothers of Marysville will start laying hot stuff this week on their job near Visalia. Brother Albert Verccusen pushing the job.

In the Kings Canyon area we have been clearing quite a few additional men to Pine Flat contractors mostly on maintenance. Concrete is pouring in a steady flow and the job is settling down now to a fairly stable condition.

Further up the Canyon, Trans-Ocean Engineering Co. moving dirt on the extension to the highway that will eventually surround Pine Flat Lake. Quite a few of the brothers are employed here.

United Concrete Pipe & Vinnell at Firebaugh have recently laid off the second shift of cats on their canal job. However, most of the boys have gone north to work for this company. That doesn't mean that this job is finishing up because they will be around for the rest of this summer and fall.

Bechtel Corp., with John Shea, superintendent at Coalinga, have started construction of a three and one-half million dollar pumping plant for the P.G.&E. This is, of

course, part of the facilities of the Big Inch Gas Pipe Line, that was just completed.

We should have several of the brothers continually employed for quite some time on this project.

The next regular meeting in the area will be **THURSDAY, APRIL 26th, 1951, 8:00 P.M. at 631 Kearney Blvd., Fresno, California.**

Successful use of bamboo as a substitute for reinforcing steel in concrete work is reported by the government.

Attend union meeting!

Peninsula District— Highways, Pipelines, Subdivisions Employ Many Local 3 Members

By CHET ELLIOTT, Business Representative

At the present time this area is the scene of much activity in the construction line, and many engineers are enjoying employment in all classifications, resulting in reduction of our out-of-work list to practically zero.

At Point Lobos on the coast highway, the Clements Co. of Hayward have the contract for subgrading and paving of the

section of state highway constructed last year. This work consists of imported borrow and black top and they have moved a shovel into the state quarry at El Granada also cats, blades, and rollers to the scene of operations.

The Ken Royce Co. at Rockaway Beach have ordered several engineers from this office, and Brothers Emmick, Scarlett, Thompson, Shanklin have been cleared to the job and are now employed in getting the crushing plant in shape for operation.

Brother Rodoni, Bro. Franks, with their cats and Bro. Jorgenson's shovel are busily employed working long hours for the state highway department on the Devil's Slide near Pedro Point.

REDWOOD PIPELINE

The United Concrete Pipe Co. on their pipeline job near Redwood City are taking advantage of the dry weather and have increased their crew of engineers and under the supervision of Bro. Bill Mason the work is proceeding at a rapid pace.

Brothers Joe Mefford, Henry Wyman, Bruno and Keeble were cleared to Ed Keebles' right of way clearing job on the Alpine road and Sand Hill road, San Mateo county highway projects. The contract for the grading on these projects will be awarded at an early date.

The Granite Construction Co. of Watsonville was awarded the contract for construction of a sewage system and water system for the Calif. State Park dept. at Portola Park and have moved a couple of cats and a ditching machine to the scene of operations.

Brothers Anton Schadi and Gordon Johnson have entered the contracting field and have their equipment at work on a resurfacing job at the San Mateo airport for Ed Watson. Congratulations, brothers, we wish you the best of luck in this venture.

The firm of Sandgrath, Archibald, and Ebright have moved several cats and carryalls to their joint venture job at the Capuchino High School at Lomita Park. Brother Ebright as foreman with Operators Brothers Bob Smith, Barnes, and several others report satisfactory progress on this large grading and landscaping job.

TANK FACTORY

At Palo Alto Gardens in East

Banker-Farmers Aid Legislation Aimed at Unions

(State Fed. Release)

The long reported connection between state "hot cargo" legislation and the Associated Farmers came out in the open with the recent issue of the March edition of the anti-labor organization's monthly bulletin, which operates out of very urban headquarters at 25 California St., San Francisco.

Associated Farmer espousal of the Hatfield and Clarke anti-labor bills is openly admitted in the lead story, which declares that "bills prohibiting 'hot cargo' and secondary boycott practices by unions were being pressed by representatives of the Associated Farmers in the State Legislature."

The Associated Farmers have long been accused of merely representing corporate farm interests, with principal activities being centered in the financial marts. Their farm program is generally at complete variance with the social philosophies sponsored by the State Grange, the National Farmers' Union, and other agricultural bodies representing the American farmer.

Stockton— JOB LOAD IN STOCKTON AREA WILL TOP RECORD WAR YEARS

By ED DORAN, Business Representative, Local 3

Will start by saying Al Kniblock and Jack Abernathy have left for French Morocco; Blackie Forrest is already there—you can have it, men.

Bro. "Rex" Deakins, HD Mechanic for W. A. Bechtel, has left for Juddha, Arabia and will be gone for two years.

Bro. Bill Coleman has reported to Treasure Island and is going to work once again in Uncle Sam's Navy. Bill put in six years in the regular Navy and four in the Reserves. He says that this has gone far enough—he's going to work his way up to the admiral's job.

The work in the Stockton area is going like a house afire—and from all indications, this will be the busiest year for us, including all the war years—so hitch up your belt and get a few of those paychecks put away for those same six weeks will be here next winter that were here last winter, remember? Rain, mud, floods, frost and stinky weather of all kinds comes every year.

Haywire Huntington, superintendent for Walsh Construction Company at Bear River, had to shut down his tunnel job on account of a fire that wiped out all of his equipment. He has started back to work and by the time you read this, his men will all have returned. They were scattered all over the western states on account of the two-week shutdown. Quite a few of the men were seen over at Angels Camp looking over the Banana Ranch. (That's some institution.)

Final construction on Farmington Dam started about the first of April as Spears Construction Co., a subcontractor, went to work on the concrete spillway which will protect the earthfill dam from overflow and washing action.

The work is under supervision of the Morrison-Knudsen Company, general contractor for the dam under the Corps of Army Engineers. Completion is expected in about a month.

Other work remaining includes a three-quarter mile diverting channel to carry excess water from Duck Creek to Littlejohn Creek. Waters of the latter will be regulated by the dam, leaving flowing room for excess Duck Creek water.

The channel, two dikes on Duck Creek, concrete head weirs and a gauging station are under contract to A. Teichert and Son.

This is all for this time. See you next month with a complete report of what's doing in the Stockton area.

Rail Income Up 400 Per Cent, ICC Grants Rate Hikes

Washington (LPA) — Four days after the nation's railroads reported that their January income was four times that of January, 1950, they got a present from the Interstate Commerce Commission.

The ICC authorized the carriers to raise freight rates in the East four per cent, and in the South and West two per cent. The increases are temporary, pending the final ICC decision on the carriers' plea for a six per cent boost. Not only did the ICC grant the general increases, but also increases in the rates on fresh fruits and vegetables, lumber, sugar, canned or preserved food products, grain, grain products and by-products.

Bro. "Spike" Casebolt (chawin' tobacco and all), is now located in Modesto, and if you have problems, leave them with Bro. Casebolt, and they will be taken care of. Brother Casebolt says his office hours are from 5-p.m. to 7 a.m. Telephone Modesto 6307. He can also be reached at the Modesto Building Trades office—phone, Modesto 4082.

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Prices vs. Wages

"Between January 1950 and January 1951, consumers' prices rose 8 per cent . . . This is slightly larger than the estimated rise in average basic wage rates in manufacturing industries and appreciably higher than increases for non-manufacturing employees."

—Survey of Current Business published by Commerce Department, March 1951.

Wheeling Steel

The 1950 profits after taxes of the Wheeling Steel Corp. were more than double those of 1949. Wheeling Steel last year made \$18.3 million—\$10.4 million more than its 1949 profit of \$7.9 million.

Remington Arms Co. made more than twice as much last year as in 1949. But its sales increased only 42 per cent. It earned \$5.3 million, after taxes, in 1950 compared with \$2.3 million in 1949.

You should never question your wife's judgment—look who she married.

S.F. City Jobs Increase, Need Good Blade Men, Catskinners

By HARRY METZ and RUSS SWANSON

Brothers, we are happy to report that work has increased to the point where we are looking around for new talent. We have a definite shortage of Blade men and good Cat Skinners at this time. We expect this condition to go on indefinitely. Before you consider leaving your present job, however, it is well to keep in mind that we have no overtime jobs at present.

AROUND THE JOBS IN S. F.

Lippett & Lerner still tearing down the old C&H Sugar Refinery which was built in 1880. Charles Harney jobs: Bayshore Freeway (which will be open to traffic shortly), Geary St. sewer job, and Alemany Blvd.

Devincenzi & Haskins doing work at U. C. Hospital, and Funston and Lawton streets.

Stonestown job at Lake Merced and a job at Jerrold and Phelps streets. Walsh Construction Co. finishing up their Third St. sewage treatment plant.

Hyman Michaels and Ken Royce Equipment Co. employing together about 34 members signed up on a new agreement calling for a straight 10 per cent increase.

M & K Construction Co. going

Tunnel job, with three shifts of mucking machines working. They also have a crew at the North Point sewage disposal plant.

Eaton & Smith awarded contract for relocating roadway at Lake Merced. Bid was \$425,980. Other jobs Eaton & Smith have are: U. C. Hospital, 1215 Bryant St., Silver Ave. and Stockton and North Point streets, Piombo Bros.: sewer job on Oak St., Third and Oakdale, East sewage treatment plant, and U. C. Hospital.

Standard Home Builders keeping quite a crew of the brothers working on their two subdivisions and in their shop.

Fay Improvement Co. busy on their new job on Clipper St., and job at 15th and Carolina streets.

Cahill Bros. on their busidings at California and Kearny, and Bayshore and Jerrold Ave. Granite Construction Co. on their two jobs, one at Sutro Reservoir and the other on the Mission St. viaduct.

Raymond Concrete and Pile Co. going along on their job at Greyhound bus depot, Seventh and Irwin, and Mission St. viaduct.

J. Henry Harris doing a job at Excelsior Playground, Russia and Maddid streets. Contract for the Bayshore Freeway from Army to 19th St. is set to go.

Bro. Pat Clancy has been laid up in the hospital undergoing an operation on his back. We hope to have him back with us in the near future.

Engineers Praised By Employers for Action on Safety

TO ALL LOCAL UNIONS

Greetings:
This office is often asked the question, "Are employers interested in the worker's participation in the employer's Accident Prevention Program?"

During the time the General Office has been active in accident prevention, this question has been answered many times. The communications received from the major contracting firms, insurance agencies, government agencies and others commending this office for its activities in the field of accident prevention indicate the desire for the employee's cooperation.

In many cities the active participation of our organization and its membership has been solicited by the employers and their associations. We do not feel that this solicitation of cooperation is for the benefit of the employers. It has been made very clear to us that the employer is interested in the welfare of his employees.

It is the earnest desire of the International Office that each local union establish an active Accident Prevention Committee for the purpose of developing cooperation between the employer and the membership of our local unions.

Our local union membership and their families have much to gain in the elimination of industrial accidents. Cooperation with the employer in an accident prevention program will be one of the most effective means of eliminating much of the suffering that the worker and his family must endure when they become victims of an industrial accident.

With kindest regards, I am
Fraternally yours,
WM. E. MALONEY,
General President.

Unions Combine To Reduce Prices 10 to 20 Per Cent

Flint, Mich. (LPA)—Fifty thousand union members here, tired of waiting for the government to do something about high prices, have organized a Flint Council for Co-operative Development which they estimate will cut the cost of certain basic necessities by 10 to 20 per cent. Fifteen unions and union organizations have paid permanent affiliation fees to the FCCD. Several local merchants already have agreed to sign cooperative discount-buying agreements with the group.

Food Prices Rise 15 Pct. in Year

Washington.—The U. S. Bureau of Labor Statistics reported that retail food prices on March 15 were 15 per cent above a year ago and 11 per cent above the pre-Korean June 1950 prices.

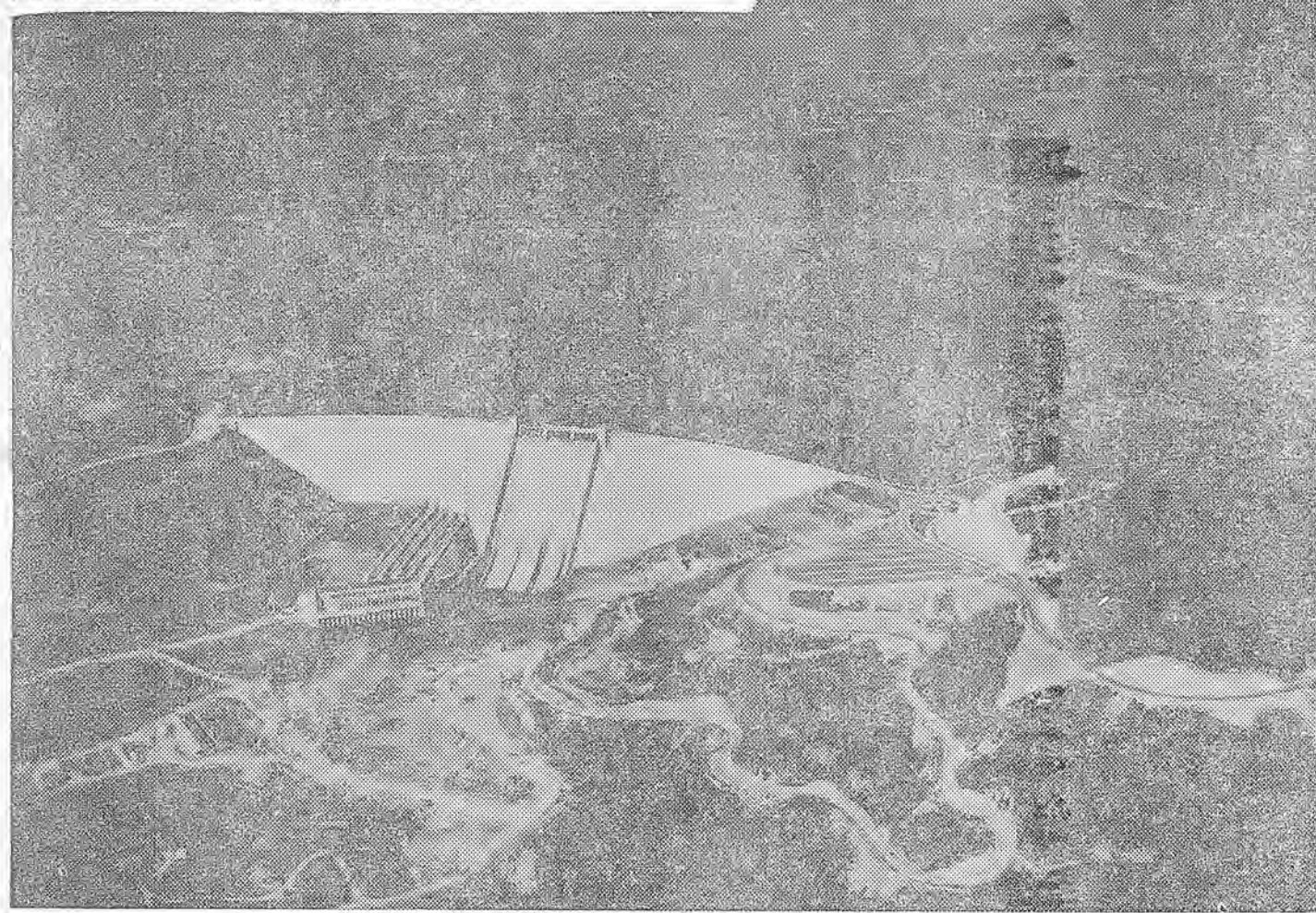
Yet industry and public members of the Wage Stabilization Board froze wage increases to 10 per cent above the January 1950 level. And food purchases make up the largest expenditures in the wage-earner's budget.

BLS said retail food prices remained unchanged between Feb. 26 and March 15, according to a special eight-city survey. This second successive two-week period without a rise resulted from sharp declines in some fresh fruits and vegetables.

Defense Highways in California Get OK

In response to a plea from Gov. Earl Warren to Mobilization Director Chas. Wilson for a continued flow to California of critical materials needed for defense highways, Federal Road Commissioner T. H. MacDonald replied that this need is recognized and the controlled materials plan to become effective in July will provide for adequate highway construction.

KINGPIN OF THE CENTRAL VALLEYS—Keystone of the huge Central Valleys Project, bringing water and power to the 500-mile long inland valley, is Shasta Dam, below. CVP completion ceremonies are being held throughout the valleys this summer. Shasta Dam stores four and one-half million acre-feet of water. Shasta power plant in the left foreground is the largest hydro-electric plant in the state. In the background may be seen great inland stretches of Shasta Lake, covering 29,000 acres. A few miles downstream is Keswick dam, which regulates the flow of the river and develops still more power.



From this giant pumping plant near Tracy, California, water flows uphill. Six 22,500 horsepower pumps actually lift two million gallons of Sacramento River water per minute a height of 200 feet into the Delta-Mendota Canal and thence into the parched San Joaquin Valley.