



# ENGINEERS NEWS

OPERATING ENGINEERS LOCAL

STATIONARY ENGINEERS LOCAL 39

VOL. 9—No. 5

SAN FRANCISCO, CALIF.

May, 1951

## New AGC Wage Scales Effective As of May 1

### Local 3 Boys in Military Service Top the 200 Mark

Members of Local 3 in the Armed Forces now totals 205, a check of the records for April reveals. Previously, a total of 196 had been reported, 22 names being added during March. These members have taken our service withdrawal cards before entering various branches of the service.

Here are the latest names to go on Local 3's honor roll:

- TOMMY ADDOR
- JIM CRANMER
- LELAND B. ECKLEY
- JAMES O. GREEN
- ARTHUR H. HINDS, JR.
- FLOYD McLEMORE, JR.
- WM. L. McREYNOLDS
- JAMES H. RAY
- RICHARD L. STOUT

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### Worker, Boss Have One Joint Duty: Promote Safety

Greetings:

The responsibility for accident prevention is primarily and morally that of the employer. No employer will dispute such a statement. The employer's acceptance of this responsibility cannot do the whole job of accident prevention; he can insist that his supervision process the construction under the most rigid rules of safety.

The worker's acceptance of his responsibility is as important as that of the employer. He must do his work and conduct his activities in accordance with the accepted safe-practice standards.

Working together as a team, each accepting his responsibilities and exercising them cooperatively, will be an important step in reducing the number of injuries and deaths from industrial accidents.

With kindest regards, I am

Fraternally yours,  
WM. E. MALONEY,  
General President.

### TECH ENGINEERS NOTE

TECHNICAL ENGINEERS, Local No. 3-E meeting will be held in the Union Offices at 1444 Webster St., Oakland, Calif., at 8 p.m. Friday, May 25, 1951.

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House Appropriations Committee has recommended a \$33,870,000 allowance for construction on the Central Valley Project during the 12 months starting July 1.

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- Oliver A. Crossman  
April 23, 1951
- J. C. Link  
April 27, 1951
- A. E. Whitlock  
May 2, 1951
- Ed F. Murphy  
May 6, 1951
- John McGowman  
May, 1951

May 11th, 1951.

Dear Sirs and Brothers:

After a long and bitter struggle between the negotiating committees of the Associated General Contractors and the Local Union, the new classifications and wage scales of the Master Agreement were finally agreed to.

The new wage scales represent an increase of 10 per cent on all existing classifications which is the maximum amount allowed under the Wage Stabilization regulations.

These scales are effective on all work as of May 1st, 1951, for all members employed by contractors who are members of the Northern and Central Chapters of the Associated General Contractors of America, Inc.

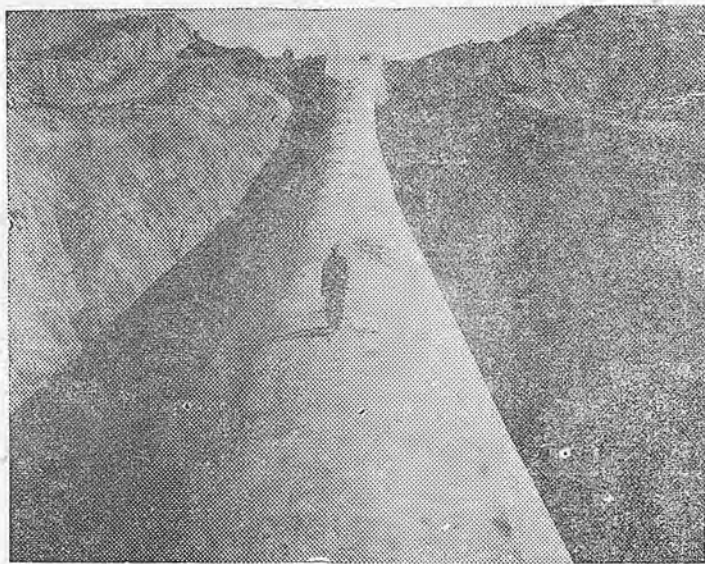
Printed copies of the new agreement will be made available to the membership as soon as they can be printed, so that the members may become familiar with all of the conditions of the contract.

Respectfully submitted,

VICTOR S. SWANSON,  
Local Union Manager.

#### YOUR NEGOTIATING COMMITTEE

- |                   |                 |                |
|-------------------|-----------------|----------------|
| VICTOR S. SWANSON | P. E. VANDEWARK | CHET ELLIOTT   |
| PAT CLANCY        | AL CLEM         | M. G. MURPHY   |
| H. O. FOSS        | HARRY METZ      | C. L. CASEBOLT |
| C. F. MATHEWS     | ED DORAN        | H. T. PETERSEN |
| RUSSELL SWANSON   | ED PARK         | LES COLLETT    |
|                   |                 | A. J. HOPE     |



A river goes under a river at this point on the 117-mile Delta Mendota canal. This huge concrete siphon carries two million gallons per minute underneath a stream along the route of the canal, which brings Sacramento river water 200 miles southward into the San Joaquin river, which is blocked at source by Friant dam to provide water for the dry lower eastside via Friant-Kern canal. Central Valley project completion rites are being held this summer.

### Official Notice to Members

DON'T FORGET TO CAST YOUR BALLOT! It is your inherent right to select candidates of your choice by voting each election. The ballots will be mailed out within one week. If you do not receive a ballot the San Francisco office should be notified, as this is an indication that we do not have your correct address on file.

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 .....

### HERE ARE NEW WAGE SCALES

On all work performed on MAY 1, 1951, and thereafter during the term of this agreement (regardless of when said work was bid or let) the wage scales and classifications shall be as follows:

CLASSIFICATIONS	Per Hour
Apprentices (oilers, firemen, watchmen) (7 Bay Counties - San Francisco, Contra Costa, San Mateo, Santa Clara, Marin, Solano)	\$2.13
Apprentices (oilers, firemen, watchmen) (All other counties)	2.02
Asphalt Plant Engineer	2.52
Box men or mixer box operator (concrete or asphalt plant)	2.19
Brakeman, Switchman and Deckhand	2.13
Fuller-Kenyon pump cement hog and similar types of equipment	2.57
Compressor operator	2.13
Compressors, more than one	2.46
Concrete Batch Plant Operator	2.52
Concrete Batch Plant Operator (Multiple Unit, four or more)	2.68
Concrete Mixers (up to one yard)	2.13
Concrete Mixers (over one yard)	2.46
Concrete Pump or Pump Crete Guns	2.46
Derricks (including Chicago Booms)	2.68
Drilling Machinery Engineers (not to apply to water liners, wagon drills or jackhammers)	2.52
Dual Drum Mixer	2.57
Euclid Loaders and/or similar type of equipment	2.85
Fireman in Hot Plant	2.13
Fork lift or lumber stacker (on construction job site)	2.41
Handi-Crane (no oiler required)	2.57
Heavy Duty Repairman	2.52
Heavy Duty Repairman, Helper (7 Bay Counties - San Francisco, Alameda, Contra Costa, San Mateo, Santa Clara, Marin, Solano)	2.13
Heavy Duty Repairman, Helper (All other counties)	2.02
Highline Cableway	2.85
Highline Cableway Signal Man	2.50
Locomotives	2.24
Locomotives (steam or over 30 tons)	2.52
Material Hoist	2.41
Mechanical Finishers (concrete or asphalt) (airports, highway, street work)	2.52
Mixermobile	2.57
Motorman	2.24
Mucking Machine	2.65
Pavement breakers, Emsco type and similar types of equipment	2.57
Portable crushers	2.52
Power blade loader	2.75
Power grader, power planer, motor patrol or any type power blade	2.68
Power shovels and/or other excavating equipment with shovel-type controls (7 Bay Counties - San Francisco, Alameda, Contra Costa, San Mateo, Santa Clara, Marin, Solano) (up to and including one yard)	2.85
Power shovels and/or other excavating equipment with shovel-type controls (7 Bay Counties - San Francisco, Alameda, Contra Costa, San Mateo, Santa Clara, Marin, Solano) (over one yard)	2.96
Power shovels and/or other excavating equipment with shovel-type controls (All other Counties) (Up to and including one yard)	2.68
Power shovels and/or other excavating equipment with shovel-type controls (All other counties) (over one yard)	2.85
Pugmills (all) Woodmixer type	2.57
Pumps	2.13
LeTourneau pulls (Jeeps, Terra Cobras, LaPlant Choate, and similar types of equipment)	2.68
Refrigeration Plant Operator	2.57
Rollers	2.52
Ross Carriers (on construction job site)	2.24
Scoopmobile (when used as a hoist)	2.41
Scoopmobile (when used as a loader)	2.57
Screed Man	2.13
Self-propelled elevating grade plane	2.57
Spreader Machines (Barber Green, Jeager, etc.) Engineer and screed man used in operation	2.52
Soil Stabilizer Operator (P & H, or equal)	2.85
Surface heaters	2.52
Towermobile	2.41
Tractors	2.52
Tractor (boom)	2.68
Tractor (tandem)	2.85
Tractor-type shovel loader (scale not to apply when used as blade or bulldozer)	2.68
Trenching Machine	2.57
Truck type loader	2.68
Truck Crane	2.68
Crews working in tunnels shall receive \$0.125 per hour over and above the regular rate.	

# State AFL Nails Big Biz Lies on 'Too High' Wages

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

With inflation a living, desperate problem for millions of American wage earners, the statisticians of Big Business continue to sell their worn and shabby charge that the working people are advancing financially at the expense of commerce and the national well being.

While defending the excess profits of industry with uncommon zeal, the business propagandists tell and retell the fable of excessive earning powers for the edification of a pliant press and a confused public.

The Big Business fallacies will not stand inspection. A roll call of major wage arguments follows:

Fallacy No. 1—"The American wage earner takes an ever-increasing share of the national income."

ANSWER: Actual statistics show that historically the percentage of the national income going to compensation of employees has remained quite stable and has fluctuated only in brief periods of extreme prosperity and depression. Just before the crash of 1929, the percentage of the total private national income going to employees was 56%; in 1940, 60%; in 1944, 59%; in 1947, 60%; and in 1949 again 60%.

Fallacy No. 2—"War's have unduly increased labor's earnings."

ANSWER: This argument, which is often cited as a major cause of inflation during war time, is not supported by fact. As a consequence of World War I (1914-1920), the increase in real wages was merely one-tenth of the increase in money wages and, in truth, only followed the normal slow-gaited wage trend of a peaceful economy.

As a consequence of World War II (1939-1948), inflation lowered the wage earner's real gain to one-eighth of his monetary boost. However, from 1939 to 1948, corporate profits before taxes rose by 530 per cent and corporate profits after taxes climbed by 418 per cent.

While the effects of the Korean war on the U. S. economy cannot now be fully appraised, the same disparity is appearing. Profits from manufacturing corporations from the first to the third quarter of 1950 rose by 69 per cent and after taxes by 54 per cent! Workers have not enjoyed increases even remotely approaching that rise.

Fallacy No. 3—"Skilled workers have prospered at the expense of unskilled labor."

ANSWER: This claim is often used as a defense against skilled labor wage increases. While there is naturally a substantial differential in the earnings of these two types of labor, the differential has consistently declined. For instance, in 1907 in the United States a skilled worker had average earnings more than twice as high as the unskilled worker, while by 1947 the difference had shrunk to merely one-half. In the Far West, the picture is a similar one: in 1907 the skilled worker averaged 85% more; in 1947 only 45% more than the unskilled worker. The trend is continuing.

Fallacy No. 4—"During inflationary periods the mass purchasing power of the low income group is responsible for rising prices."

ANSWER: This is the standard chant of those who would reduce wages and increase the already staggering inequality of incomes in the American economy. A study of the Federal Reserve Board in 1949 showed that the 20 per cent of all American families with the highest incomes were responsible for 41 per cent of all expenditures on durable consumer goods (for instance, refrigerators, automobiles, television

sets). During the same period the 40 per cent with the lowest incomes bought only 18 per cent of all durable consumer goods and 20 per cent of all other types of consumer goods. These figures suggest that a great deal of chopping can be done at the upper levels before the inflationary danger of the expenditure of the wage earner need be considered.

Fallacy No. 5—"Wages of the agricultural workers are sufficient for a decent living."

ANSWER: The United States Department of Agriculture tells a different story. For 1947 (the last year for which any accurate governmental figures exist) the average monthly wage of the employed agricultural worker was \$103. Even if this employee had worked 12 months out of the year, his wages would have amounted to about \$1236, obviously an insufficient return. Moreover, the same study shows that only 20 per cent of the agricultural workers could obtain work for 250 days or more and the rest worked considerably fewer days on the average. Thus, the sorry position of the agricultural worker in the United States requires recognition and reform—despite Big Business fables.

## Anti-Union Texas Lawmakers Want Labor Handcuffed

Texas lawmakers want to go back to the "good old days" before trade unions were able to protect workers.

A bill before the Texas legislature would make unions liable to criminal prosecution under state antitrust laws. They now are subject only to civil penalties.

The bill would make it a "conspiracy in restraint of trade" for an employer and union to make an agreement whereby only union workers would be hired. One large aluminum company would be affected immediately. It has an agreement to hire only union people.

Only one witness before the Senate committee favored the bill. Every labor group and a number of contractors employing union members oppose it.

The Texas legislature has been anti-union consistently. In 1947 it adopted a "little Taft-Hartley Act" which went further even than the T-H Act itself.

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Our burdens would be lessened,  
If marriage we'd forbid,  
For in-laws cause more trouble  
Than outlaws ever did.

### ENGINEERS' NEWS

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## Use 74-Ton Hoe On Hetchy Job

Up in the foothills of the Sierras near Knights Ferry, the Engineers are at their usual work of doing the unusual, according to an interesting account of the duplicate Hetch-Hetchy pipeline for San Francisco water supply. In use is 1201 Lima Hoe, weighing in at 74 tons.

Climax of the job came on a 35-degree slope. It took 50 tons of other equipment to hold the big hoe in place on a hill three miles south of Knights Ferry—two D-8 cats and an HD-19.

Bro. Al Smith is equipment superintendent and was responsible for rigging and building the equipment for this job. The hoe and boom, weighing 19 tons, were made especially for work of this kind for United Concrete Pipe. Work on the nine and one-half foot trench has been under way three months.

Operator of the Lima, Cleve M. Wichman of Stockton, was unable to sit in his seat during the final steep haul. On most stretches approximately 150 feet a day was the rate of progress. The bucket holds from four to five cubic yards of earth.

United has the 7½-mile eastern section of the job and the western 7½ is under P. and J. Artukovich. Cost is about \$213,000 a mile, or \$3,200,000 for this 15-mile stretch. The working area ends at Knights Ferry Portal, about four miles east of Knights Ferry. Here the hoe ran into surface rock which had to be blasted for four miles. In the trench will go 61-inch concrete pipe.

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## One More Car of Muck

The shift had just started,  
To the heading we go.  
From the portal we parted,  
And we didn't ride slow.

There was muck in the heading,  
A SCREAM comes from CHUCK.  
"Plug in the mucker,  
And let's start to muck."

In about half an hour,  
I had it mucked out.  
Sweat pouring off me,  
When again CHUCK did SHOUT.

"Down with the section,  
Then up with the set,  
I'm going to make  
That fourth round yet."

Drilling, blasting, mucking, then timber,  
The men had all worked  
Until they were  
Fast going limber.

I'll tell you these fellows  
Are taking a beatin'  
And the man with the whip  
Is Mr. Chuck Eaton.

Now back to the heading  
In one final burst,  
Smoke like a curtain,  
But the gas was the worst.

The fan is a popping till  
You can't hear a man,  
Then CHUCK SINGS OUT  
"Sparkie go turn off the fan."

We could hear the old mucker  
As it rolled down the track.  
Put in one more crow-bar,  
Then pack the stuff back.

Off the muck pile  
The miners did totter,  
CHUCK YELLS, "muck it dry,  
To HELL with the water."

"Plug in that mucker,"  
Again BELLERS CHUCK,  
"And I'll wind up this shift  
With one more car of muck"  
By a Brother Engineer—  
WALT MORTENSEN,  
Riverton, Utah.

## Report of Last Meeting

The meeting was called to order at 8:30 p.m., Vice-President Foss presiding. Brother Petersen was appointed by Brother Foss to act as Vice-President. Roll call showed all officers present, with exception of President Clancy, who arrived later.

A synopsis of the Regular Meeting Minutes of April 7 was read and by motion approved as read.

A synopsis of the Executive Board Minutes of April 13 and of May 1 read, and the acts and recommendations of the Board were by motion approved as read.

Cards of thanks were received from the Oakland Boys Club, Thelma Joy, Pat Clancy and Mrs. Agnes Steffy and family. All were received and filed.

The following Brothers were reported ill: Robert L. Burns, H. C. Bowles, Joseph Bertini, Paul Bringhurst, Jack Crumley, David Camp, John E. Cooley, Ruel Crocker, Jesse Culp, John Clark, Leo E. Dory, Verne Dickinson, Leo J. Dohoney, E. S. Dolan, Antonio Evola, Louis Elvick, Harold A. Fosso, Henry C. Fenchel, O. B. Freeman, Earl J. Gish, Floyd Grimes, Harry A. Gaines, David Germain, Daley F. Hunt, Carl R. Houk, Robert L. Hartline, Lelan Seth Hasha, Raymond Hicks, Jas. Inman, C. C. Jorgensen, C. L. Jeffries, Collier O. Jones, Milo C. Kidder, John L. Kugler, Guy Kohn, Charles Kitzmiller, J. E. Lloyd, R. A. Lintcheum, Stephen Leonese, John O. McKinnon, Irving Mulford, Benny Lee Manning, C. Mavy, James Mize, Howard M. Moore, M. Murdock, Rafael Monty, Joe Miranda, Tom Medow, Victor Nelson, C. J. Naismith, Peter H. O'Neil, R. T. Poole, Neil J. Petersen, Sam Passmore, Don W. Pogue, Basil L. Payne, Mike Poleage, D. C. Reynolds, W. P. Smith, John E. Shull, Jr., Ray Smith, J. A. Seaborn, Earl Todd, John W. Tittle, Edgar Whittemore, Arthur Wallace, Victor M. Woodard, Oscar J. Winkler, Wm. P. Walsh, A. E. Whitlock and Ben Yount.

The following Brothers were reported deceased: Roland K. Kapule, Chas. P. Joy, Arthur Holton, Floyd Steffy, Rudolph Shuhart, J. C. Link and Arthur Whitlock.

It was moved, seconded, carried that we dispense with regular order of business for selection of the Election Committee to conduct the coming election.

President Clancy was welcomed by members present. President Foss declared nominations open for members of the election committee. After nominations were made and closed, President Foss appointed two tellers, Vice-President Petersen appointing one teller. Ballots were passed out, and members voted.

Report of the General Secretary-Treasurer was read by Pres. Foss. Brother Swanson gave a report on negotiations with the A.G.C., advising all members to return to work on Monday, May 7.

President Foss introduced Commissioner Viat of the U. S. Conciliation Service, who acted as conciliator in our negotiations with the A.G.C.

Brother Frank Lawrence, Industrial Accident Commissioner, and Brother B. Miller, Vice-President of the Painters International, were next introduced.

President Foss declared nominations open for candidates for officers of the coming year. Nominations were made and closed.

Brother Clem reported on the election to be held May 15, calling attention to members living on the East Side of the Bay the danger of de-control of rent, requesting they do what they can toward electing Labor's friends.

Brother Swanson reported ballots for election would be counted between 8:00 a.m. and 5:00 p.m., that there would be no night session. He reminded candidates that letters to be enclosed with ballots must be in within the five days allowed by the By-Laws. He further stated that the Committee would pick up ballots at the Post Office on June 2, and that they would be opened, and counting started on June 3, 1951.

President Foss declared a recess. The meeting reconvened when the tellers were ready to report the results in connection with election of the Election Committee.

There being no further business to come before the meeting, it adjourned.  
Respectfully submitted,  
C. F. MATHEWS, Recording Secretary.

# ONLY 97.2 PER CENT WANT UNION SHOP

Washington (LPA).—Of the 1517 union shop elections conducted in the first three months of 1951, the unions won 1474, or 97.2 per cent, the National Labor Relations Board reported. Of the 461,337 eligible voters, 348,821 or 75.6 per cent voted for the union shop.

At the end of the quarter, 6,847 cases were pending, including 3,001 charging unfair labor practices; 1,050 petitions seeking union shop polls; 3,254 asking collective bargaining elections; 82 asking decertification.

During the quarter 1,446 collective bargaining elections were conducted, with 136,262 eligible to vote, and 70.1 per cent voting for a union. AFL affiliates took part in 964 elections, won 651. CIO affiliates took part in 486, won 300. Unaffiliated unions won 95, lost 63.

In 21 decertification elections, 14 resulted in decertification. AFL affiliates won five, CIO affiliates won one, and unaffiliated unions one. Petitions filed numbered 4,193. Of 2,412 petitions for collective bargaining elections, the employers filed 106; AFL union 1,412; CIO unions 679; unaffiliated unions 185; and an individual filed one. Of the 1,679 petitions for union shop elections, 987 were filed by AFL, 547 by CIO, 144 by unaffiliated unions.

During the quarter 1,385 charges of unfair labor practice were filed, 94.

### Non-Union Hadacol

In Chicago, Dudley Le Blanc, president of the company which makes Hadacol, a patent medicine, offered General Douglas MacArthur \$150,000 a year to join the company. Union leaders who have tried to organize the Hadacol Co. declared that if the offer were accepted it would mean the "merger of a phony cure-all, a phony labor relations plan and a phony international relations policy."

### Firemen Get Tags

In Union, N.J., union members expressed themselves in no uncertain terms over what the police did to seven volunteer firemen. The cops tagged the volunteers with \$1 fines each for parking illegally at the scene of a fire to which they had been summoned.

1,108 against employers. Individuals filed 257, AFL unions 388, CIO unions 259, unaffiliated unions

# What's Doing in the Oakland Office

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

During the past month, 627 Engineers were cleared through the Oakland office, and, at one time during this period, our out-of-work list was practically nil—with just five men registered. This is a condition we haven't seen in these parts for the past five years, and it would seem to indicate a good season in the offing. Due to the difficulties the various crafts, including our own, have been experiencing during the early part of May, the picture has changed considerably.

This is a temporary thing, however, and the indications are that we are going to have a critical shortage of help before the summer is over, especially since many of the fellows have gone to other areas to work.

Fredrickson and Watson continue to have one of the largest groups of Engineers employed on this side of the bay. They are presently putting the finishing touches to their highway job at Santa Rita, and the grading work on the San Leandro Freeway is nearly complete. They are moving considerable equipment to the Mountain Boulevard Freeway job, which is once again getting under way following the winter shut down. This road, to run from Broadway Terrace to Moraga Avenue, a distance of approximately 1 1/4 miles, will be a four-lane divided highway with one overpass at Broadway Terrace. A 430-foot tunnel, 6 feet in diameter will handle the utility lines. There is approximately 200,000 yards of dirt to be moved and at present 12 Engineers are working on the project under the supervision of Arch Harsh. Brother Les Christman is foreman on the job and it is expected that work will continue well into the fall.

Work on the various sections of the East Bay sewage disposal system is going into the final stages. Stolte, Early and Harrelson are finishing up their large contract on the South Interceptor. This portion of the job has provided a considerable amount of employment to Engineers, but we are glad it is winding up in time to release some of the brothers to work on other projects during the summer.

Stolte Inc., and Duncanson and Harrelson, with a figure of \$1,631,057, were low bidders for construction of the new bridge connecting Alameda and Bay Farm Island. At this writing the contract had not been awarded but a spokesman for the firm said that if they received the contract work would start in about 30 days. Approximately 20 months will be needed to complete the structure, which will parallel the present bridge at about 200 feet to the east.

At Pacific States Steel, work is moving along at a fast pace with 64 Engineers on the payroll at present. Plans to shut down the electric furnaces at the completion of the new open hearths were cancelled due to the severe shortage of steel, and all facilities are now in use.

Charles Harney has resumed work at the Oakland Airport after several months shut down due to the rains, and at present he has 10 of the brothers employed on this job. They are pouring about 500 yards of concrete per day, and expect to be through with work on the runways in about one month.

Elimination of the traffic bottleneck at Twelfth street was brought nearer recently with the awarding of an additional contract for construction on the Twelfth Street Dam Project. Dan Caputo and Edward Keeble got the job with a bid of \$1,000,129.50. The total cost of the project will be over \$3,000,000. Final plans were held up pending approval of the Key System's request to terminate the "A" train line at 12th and Oak streets. This permission was granted last June. The west bound road will have branches entering from East Twelfth, East Fourteenth and Lakeshore avenue, with connections at the western terminus at Twelfth, Fourteenth and Oak streets. Eastbound, the road will have connections from Eleventh,

Thirteenth and Fourteenth streets with outlet connections to East Twelfth, East Fourteenth and First avenue. Structures for grade separations will be constructed at the end of the dam on pile foundations. There will be three pedestrian subways on the project. One will lead from the sidewalk on the north side of the Frickstad Viaduct to the center of the Municipal Auditorium grounds. There will be a separate roadway and discharging platform for buses connecting with this underpass. The second tunnel will lead from the west end of the viaduct to Fallon street opposite the County Courthouse, and the third will extend from Lakeshore avenue to the north side of East Twelfth street.

Work in the shipyards picked up a bit during the past month with Todd's hiring several whirley operators and Moore Dry Dock adding a few to their payroll. Martinolich Ship Repair, now located on the Oakland side of the Estuary at the foot of Fifth avenue is employing two Engineers at the present time, and seem to have a considerable amount of work lined up for the near future.

Three shifts are operating at the Inland Aggregates in Niles, with 21 members in the crew. Work seems to be booming out that way, with all the plants in the Livermore Valley running full blast. Gildersleeve's new Centerville plant is beginning to shape up and will be ready to operate in approximately three months, and at Irvington, Bell's Gravel Plant is in full operation. This company was nearly flooded out during the winter; but fortunately, little damage was done and they are now making up for lost time.

There is considerable activity out at Tareyton Village—the new home development in Decoto. Brother Cecil Moore, who had 11 Engineers working on this job, is through with his portion of the contract; but Lane Construction Company is still engaged in digging foundations for the houses. This outfit has devised an ingenious attachment for the trencher which eliminates a considerable amount of hand work and speeds up the operation in general. John Pestano has seven members working on this same tract. He has the contract for construction of all storm and utility sewers for the Village and is averaging 1200 feet of line a day.

Paris Brothers have completed the excavation for foundations at the Dodge Plant in San Leandro. East Bay Excavators furnished the fill for this job, and Underground Construction, who handled the drainage work, is also winding up their portion of the contract.

Brother Bob Malloy, one of our local member-contractors, is branching out these days. He is erecting a rock plant in the Piedmont Corporation Yard, which he expects to have in operation by June 1st. Bob, who has been a dirt contractor around the Bay Area for several years, is well known by many of the local Engineers, who, we are sure, join us in wishing him the best of luck in his new enterprise.

A shortage of materials seems to be holding up work on Bechtel's High Octane job for Standard Oil in Richmond, but there is still a lot of work remaining which will be completed as soon as possible. In the meantime most of the Engineers working on the job have been transferred to the P. G. & E. Steam Plant job at Antioch. M. W. Kellogg is engaged in steel erection on

new construction in the Standard Plant and Southwest Welding has one crane working on this job.

The following brothers; Wm. Hynes, Sam Cohagan, Chas. Schmeckenbecker, Neil Willingham, Jess Willingham, A. Smith and Merle Downing are employed by E. E. Lowell on the job at Sherman Acres near Concord. This company has the contract for the street work in the housing development and at present they are getting ready to start paving on roads, curbs and gutters. They have a tamper and a dozer rented out to the Cameo Acres job. Brother Bill Poiser is superintendent with Brother Joe McClary doing the foreman's work on the spread.

Samuel Hubbard Company has several jobs in operation at the present time. His company has the contract for paving of the playgrounds and walks at the Diablo Vista Elementary School on Boyd Road in Concord, and he is just getting started on this one. He also has the contract for paving of all the streets, walks and the parking area of the new Walnut Creek Shopping Center, the first unit of which amounts to approximately \$70,000. At the Livermore Grammar School, he is nearly through with a job which consisted of placing of 64,000 square feet of armor coat and sand seal. Brothers Bob Pollard and Swen Danielson have been working on this.

Orinda Paving and Excavating, one of the up and coming concerns in Contra Costa County, is run by two brother Engineers, Henry Soehner and Robert Cambra. These boys were recently awarded the contract for all the excavating work on the new Martinez Junior College, and expect to start on the 30,000 yard project within the next few days. This, coupled with several other jobs in the county, will furnish employment to about a dozen of the members for some time.

C. L. Cypher, a North Bay Contractor, has the contract for excavating and street work as well as the parking area for the new Safeway Store to be located between Concord and the Monument. Brother Kenneth Griffiths is running loader and Maynard Bailard Jr. is on the dozer.

The P.C.A. Plant at Concord has been kept busy lately turning out material for various local jobs. They have furnished all the material for Armstrong's job at the Monument, will furnish 900 tons for the Naval Magazine at Port Chicago and a job at Camp Stone-man will use 1500 tons more. Brother R. V. Petrie is plant foreman, Charles Erickson is fireman, L. P. Cleveland, boxman, G. R. Smith is running the cat and Leonard Woodside is the Batch Plant operator.

## Dredger News

The time has come for wage negotiations with the Dredge Owners. We held a meeting in the Oakland office with the members on Monday night, April 23rd, which was fairly well attended—about 45 dredgermen present. There were numerous complaints and suggestions by the members, which were relayed to the owners at our first meeting on April 24th. The discussions were carried on in good spirit by both sides, and, while nothing was definitely settled, another meeting was scheduled for May 10th. I will be able to give you the outcome of that meeting in our next issue.

There have been a few suction dredges finishing up work, but practically all the men have found jobs elsewhere; so we don't have many dredgermen on the out-of-work list at the present time.

There are several small dredges working in the bay and river area, which has taken up all the slack in employment. I reported on the ma-

majority of these last month, and as nothing new has been added, will not discuss the separate jobs at this time. The only new job of any significance in prospect is the extension of the runways at the Naval Air Station in Alameda. This will probably not be let till after the beginning of the fiscal year, in July.

We are sorry to report that one of our old timers, Lewis "Babe" Simpson, was seriously injured while working on his dredge, the California, which is owned by him and his brother, Pat. Babe is now in St. Joseph's Hospital in Stockton, and from what we can find out is doing as well as can be expected. We all join in wishing him a speedy recovery.

## News About The Brothers

Brother Clarence Byers left on May 2nd for Kuwait on the Persian Gulf, where he will operate crane for the American Independent Oil Company. Brother Carl Barber left on May 13th for a one-year contract in French Morocco. He will be operating blade for Atlas Construction, a New York firm. And on the other side of the picture, Brother Aubrey Singleton just returned from a two-year hitch with ARAMCO in Arabia.

Brother Bill Gaunt, who operates the Superior Blacksmith Shop in Concord, wishes to take this opportunity to thank all the members who sent floral offerings in memory of his son, Bill Jr. The lad was one of the four young people killed recently when their car crashed into a tree near Concord.

It doesn't happen often, but one day not long ago, Brother Carl Booth was able to park his trencher in front of the door and come up to pay his dues. Carl is working on the McGuire and Hester job on Webster street and said when he got right in front of the hall the opportunity was too good to waste!

Several of the brothers have been seriously ill during the past month and we wish to thank the following brothers who made contributions to the blood bank to help their fellow members: Harvey Kurnert, Garland McAtee, Gail Bishop, Joe Call, Ray Thompson, Joe Crossland, and William McInturff.

Brother Jimmy Johns Jr. bundled the whole family up and went fishin' on opening day. Says every one had a wonderful time—the hail and rain was very stimulating—and the trip as a whole was mighty pleasant—And don't think Jimmy came home empty handed either. No siree, he didn't. He caught something all right—a nice, big, juicy cold in the head!

Congratulations to Brother Joe Crossland who was married in Reno on April 23rd. And while we're talking about Crosslands—Brother Oscar is a busy man these days—running shovel and operating the Midway Liquor Store at 14275 E. 14th St., in San Leandro.

Brother Guy Jones just finished a two-year job in time to do some baby tending while Mrs. Jones got over the flu. He says that one little baby really had him going and he wonders how the ladies ever did it in the days before automatic washers, electric irons and running water. On second thought, he says he wonders how in the world they do it now!

Brother Everett Huff is getting a jump on the vacation season. Started out last week to drive to Kansas City. Expects to be gone about a month with the return trip to have stopovers in Texas and Arizona. Whatsamatter with Hollywood, Everett?

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## \$10 in Groceries Now Costs \$24!

Washington (LPA)—Family necessities that cost \$100 a month in 1939 cost \$185 a month now, Mrs. Arnyess Joy Wickens told the Women's Democratic Club here April 19. Mrs. Wickens is Deputy Commissioner of the Labor Department's Bureau of Labor Statistics.

"It takes \$23.75 to buy the groceries that a \$10 bill used to buy before World War II," she said. She added that it now takes \$100.50 to buy the clothing \$50 used to buy; \$103.50 to buy the housefurnishings \$50 used to cover; rents have gone up 28 per cent and would have gone higher without controls; other goods and services are up.

Mrs. Wickens said that \$30 of the \$85 increase in the monthly bill came during the war. The remaining \$50 has come since the war's end. "World War II and its aftermath is the real reason for the rise in the cost of living," she explained, pointing out that every war in our history has given rise to inflationary price movements sparked by deficit financing.

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## Queen, Cook, Union

In Paris, France, unions which already have more ex-royalty than any other labor group in the world studied the case of Dayan Djavidan, 74-year-old former queen of Egypt, who has advertised widely for a job as cook. For 69 years a member of the upper crust of international society and for 17 years Queen of Egypt, Madam Djavidan has had one proposal to go to London to appear in a movie called "Queen for a Day" and despite her royal background may encounter union trouble in England.

## "UNION MAID"



"Pardon me—It's time for Frank Edwards and the news!"

San Jose—

# Happy Days in San Jose, Many Jobs Going, More to Come

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

Well brothers, things in and around this district are pretty good. We have very little idleness, which means a small out-of-work list and, which in turn is very gratifying to your representatives, with hopes of continuing.

We have several good sized jobs going at full speed and we expect a couple more to get under headway before too long, namely Fredrickson & Watson on Highway 101 which went for around \$500,000 at Chualar, south of Salinas, and Stolte's disposal plant at Monterey, the Manuel Smith underground job in the same locality, and Normac Construction Company at Fort Ord, not to mention all the little stuff (under \$150,000). We are also expecting more good news from Moffett, however there has been a couple of minor jobs in there on parking areas but are now complete. We just received a notice that the San Francisco firm Chicago Bridge & Foundry Company was low bidder on the Ames Aeronautical Laboratory at Moffett Field in the amount of \$240,404.

**LOS GATOS JOB**

Our major project in this locality is the Guy F. Atkinson job at Los Gatos which just went on a double shift and we now have many engineers on this job. We have received a nice letter from Ernie Gressott about this job, such as that Bro. Joe Burnside is doing a wonderful job as "Master Nut Buster." They have completed the big 120-inch concrete tube. It is over 800 feet long, and goes through the big fill. This fill is supposed to be the largest highway fill in California, 1,500,000 cubic yards. There are 1,750,000 cubic yards all together on the whole job. The letter also expressed thanks to the B. A.'s of San Jose for the way they have handled their work. Recognition at last.

The following are Local No. 3 members working on this project: R. D. "Dick" Alexander, project superintendent; Ernest G. Gressott, excavation superintendent; foremen are: Chas. LaHa, Wayne Alexander, Bill Mosley, Larry Hagle; catskinners are: Dick Denson, Bill Shook, Alvin Jepson, Ed Peters, Wallace Hitchcock, Roscoe Pounds, Will Fuhs, Roy Freitas, Joe Andrade, Tom Steele, W. R. Daubenberg, Don Autrey, Cenas White, Obie Hall, Fred Pimentel, Harold Delfous, John Sharp, Carl Hoover, Clem Hoover, Jack Mayabb, Jack Park, Bob Lehman, R. P. Mathis, Nick Marazzo, Bob Shannon, Russell Bates, Harry Bagley, James "I. W." Harper, Leroy Gorton, Maurice Marchal, William Dowd, "Ken" Hannum, Berf. W. Johnson, Martin Cheo, Thetois Leakey, L. D. Harrington, William Bradley, Earl Hagle, Troy Harwell, Eugene Duncan, Louis Nisich, Hollis Larson, K. A. Jeanotte, Wallace Cramer, Leonard Bryant, G. J. Smith, Jessie Dryer, Mark Paddock, Pershing Bell, Clarence Spires, E. E. Yancey. Technical Engineers are: Phillip Barrett, Ralph Wright, R. B. Batesman. Oilers: Ralph Jansen, Mel Slay, Harold Bounds, Ray Strickland, Harold Stegall. Mechanics: Joe Burnside, Ken Hanum, Chas. Thome, Jerry Aldridge, Chris Holst, Larry Ewing, Ken McCaha, Wade Henderson, Grant Pitzer. Compressor Operator is Loren Leland.

**FOOD MACHINERY JOB**

Another job to mention is the Bechtel job on the Food Machinery plant. This is the new \$42,000,000 plant which when completed will manufacture tanks and equipment for the Army. At present we have three cranes handling the 12- and 15-ton pre-cast concrete slabs which go into these several buildings. Brothers on the crane handling the heavy pieces are G. Hillstrom and R. Gish, with Bros. Mendoza and Culp as oilers, with Bro. Park looking after the compressors and welders. As for the excavating we have Bro. Bill Lema as pusher for Bro. Ed Keeble who has a

spread of six cats and pulls on the project at this writing. Independent Iron has the steel which consists of approximately 7500 tons, and Bros. Nick and John Spikula are at the controls of the one P&H truck crane.

A. J. Peters are doing most of the underground work, and sometimes you see a couple of ditchers and cats in operation in and around the job site and maybe a crane or boom cat or blade. However, there's plenty of activity, and especially when Bro. Fred Jacques is on the job.

Carl Swenson, well known contractor in this locality, has a backlog of \$10 million worth of work, mainly sewers.

Contractor Frank B. Marks Jr. have about five weeks left to complete their job and on their payroll is Cy Ribisi as superintendent, Tom Plummer, John Regallo, C. E. Bedal, Alex Bone, C. H. Craft, C. J. Crevola, Larry Croxen, Vince Di Salvo, Fred Ginesi, R. Jackman, L. P. Marlow, Joe Ottolini, J. D. Panos, J. A. Pettit, H. P. Roberts, J. R. Logsdon, W. D. Broce, C. M. Morin.

Ed Keeble is starting a short job in Watsonville within a week.

Granite Construction job at Fort Ord has about 18 engineers working. They also have about eight operators on the rifle range building and paving roads. As soon as it dries up in Hollister they are going to start laying blacktop. Their job at Chualar is going to start in about 10 days and we understand Pete Pace is going to run this job.

The pipeline job at San Ardo has about 16 miles left on the right of way and everybody is now in Local 12 territory. There is quite a little work in the oil fields in San Ardo and there are about 20 engineers working there.

A pipeline job is coming up between King City and Salinas, and the contract will be let about the 15th of June.

The M.G.M. Construction Co. of Concord have a job down in Chualar with C. V. Miller as superintendent. This job is about two months duration.

**PERSONALS**

We hear that Earl W. Heple Co. is selling all of their cranes, cats, and heavy equipment. Anyone desiring to buy this equipment should contact that firm.

Brothers "PLEASE" pick up your check when leaving a job. It is much easier, and also quicker for you to pick up your check.

Here are some of the brothers that have gone to Casablanca and there may be more that haven't notified us. J. A. Price, and D. J. Bronzich left on the 29th of April. Also Alvin Huff went to Casablanca as a compressor operator.

We are holding a check here in the office for C. McDaniel from Frank B. Marks Jr. Please come in and pick it up as soon as possible.

## Anchorage CLU Airs Edwards

Anchorage, Alaska.—The Anchorage Central Labor Union is sponsoring one broadcast per week of Frank Edwards, AFL news commentator, over station KENI, Anchorage.

The Anchorage CLU has Mr. Edwards' broadcast of the preceding Friday night transcribed in Seattle, Wash., and flown to Anchorage for rebroadcast Sunday at noon in the northernmost city to carry the AFL commentator.

Honolulu—

# TWO HOUSING PROJECTS SET FOR HAWAII

By J. K. WAIWAILOE  
Business Representative, Local 3

The navy has put out for bids in the past month two housing projects consisting of approximately 1500 units. The first to be started the latter part of this month outside of Barbers Point Naval Air Station. The second project is slated to start sometime in July of this year.

Due to the need of much skilled mechanics for the Pearl Harbor Navy Yard and, likewise, for other defense projects, the above seems to be of a very high priority for needed materials to complete them to enable the transfer or hire of such needed skilled mechanics from other areas, especially the mainland U. S. A.

It seems that the much controversial tunnel project will be able to start in the immediate future as soon as top men in our territorial government make up their minds where it will go through the Koolau Mountains. Bonding issue to the amount of \$6,000,000 has been approved by our present legislature for this job.

Kaneohe Naval Air Station is now working six days to try and catch up with necessary construction and rehabilitation work before turning the base over to the Marines in July, although construction will still continue. The Hawaiian Dredge Co., Ltd., dredge "Dillingham" is now pumping live coral for stockpiling for use on the plane mats. Although this operation did not clear through the proper channels for hiring, this office has been able to furnish the greater majority of dredgemen for its three shifts. The estimated work for dredging to date is to have the dredge pump in about 150,000 cubic yards. It is in the plans, however, that there is to be much dredging work to come up in the future on most outlying islands.

Bro. Joseph Cathcart accompanied Capt. Duke Duveshank from New Orleans to Guam to prepare the dredge New Jersey for its return to New Orleans where necessary repairs will be made to this dredge.

Bro. Dave Eckman, a leverman on the dredge Norfolk, is also on a like mission in returning dredge Norfolk to Pearl Harbor Navy Yard for necessary repairs before being sent out again.

The Hickam Air Base extension unit No. 1 is now completed and the second unit will start any time now. However, the contractors for the second unit have not been decided upon.

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## Defense Typist and Steno Jobs Open

Typists and stenographers are almost as important to the defense effort as soldiers these days, according to Harry T. Kranz, director of the U. S. Civil Service Commission in this area. "Equipment gets built faster, supplies get shipped sooner, the whole mobilization program speeds ahead, only when we have competent typists and stenographers getting out the paper work," said Mr. Kranz. "Without them, bottlenecks develop which jeopardize the entire defense effort."

Mr. Kranz made these statements in connection with an appeal to the wives, daughters, sisters and friends of union members to apply for government employment. He pointed out that it is not necessary either to have experience or to take a general knowledge test in order to qualify for vital typing and stenographic jobs now open in federal agencies in California, Arizona, and Nevada. The applicant simply takes a performance test to demonstrate her ability to type 40 words a minute, and if she is a stenographer, to take dictation at 80 words a minute. In some areas when an applicant

Stockton—

# Two-year Bear River Dam, Boys Have T-V Up There

By ED DORAN and C. L. CASEBOLT, Business Representatives, Local 3

Utah Construction Company is working two shifts on the Bear River Dam project. This job is going six days per week and will take two years to complete. Clayton Hoon (formerly of Denver) is the superintendent; Bro. Moorehead is master mechanic; Hugo Russell, R. W. Johnson, Vern Storey and J. D. Parsons are shifting; A. S. Frazzell is head grease monkey; and John Finney and Ralph Holcomb are shop foremen. This job, from the union standpoint, is a good one. We have full cooperation of the whole Utah office force on the job. There are 75 members of Local 3 on this project at present. The only thing to be considered now is how we are going to get the company to reduce the board bill when it is claimed they are losing money on every meal they serve.

The Walsh Construction Co. is also going along at full speed and expects to get going on their dam job by the end of this month. This is a quiet job—very little static. The company has furnished a club-room for the employees and they can get a bottle of beer while watching the television. Incidentally, the reception is good, considering they are 200 miles from the Bay Area.

Stockton Construction Co. was low bidder on the Pacific Gardens street work with a bid of \$214,000. This is the largest single contract let for street work in Stockton's history.

Morrison & Knudsen are back at Farmington Dam to put on the finishing touches. About 30 days of work will complete the contract.

A Teichert & Sons have the contract to divert Duck Creek around Farmington Dam and will get started as soon as right of way problems are settled.

Down at Los Banos on the canal job, Western Contractors are trying hard to finish their main project within the next 10 days. The drainage canal will last until sometime in September. At present we have 37 brothers employed and all drawing the new wage scale.

United-Vinnell Joint Ventures, with a contract to dig a drainage canal for the Reclamation Bureau, are tied up by the Pile Drivers' strike, throwing 38 members of the Engineers out of work.

M. J. Ruddy has ordered out crews for the crusher and hot plants, also a small job at Turlock. Bro. George Murphy is master mechanic at the Modesto shop. Three of our brothers are working steadily under his direction. They are crushing at LeGrange and Douglas Flat and expect to have a full summer's run for the hot plant now located at Douglas Flat. The hot plant will be moved from job to job during the summer. Bro. Joe Marshall is foreman at Douglas Flat and Bro. Clarence Cottease is in charge of the LeGrange operation.

The Standard Material Co. has all its equipment working, doing mostly small jobs in and around Modesto. In addition, there are seven brothers working in the Modesto shop.

**PACHECO PASS**

Munn & Perkins have finished grading on the Pacheco Pass road and are now laying hot stuff. From there they will go on to a small job they have at Newman. United Concrete Pipe Co. has

passed the performance test she is referred to a job almost immediately. Positions to be filled have a salary range from \$2200 to \$2875 a year, with most vacancies at the \$2450 level for typists and the \$2650 level for stenographers. There is no maximum age limit. The minimum age limit is 18, except that 17-year-old applicants are acceptable if they have been graduated from high school or are in possession of a work permit.

Applications for jobs as stenographer or typist may be obtained from any first or second-class post office or by writing to the Civil Service Commission, room 128, 630 Sansome street, San Francisco.

several jobs in and around the Modesto-Turlock area. This company has just started a road job at Delhi, with Bro. Pat Patterson as superintendent. Bro. Swede Ingwersen is superintendent over the hot plant and paving jobs around Modesto and Turlock. This operation is running along very smoothly, giving employment to 20 of our members. The boys are all happy and looking forward to a full summer's work. Over on the pipeline job for the City of San Francisco, progress has been slow as there are only eight of our boys employed at present. There will be more men on this project later and the company will be fortunate to finish by Christmas.

**S. F. AQUEDUCT**

At Oakdale, P. & J. Artukovich are progressing rapidly with their City of San Francisco aqueduct job. The ditch is all dug and one of the crews laid off. This job should be completed by June 15.

Up at Keystone, Beerman & Jones are moving right along. They have established a shop at Jamestown, also are erecting a concrete batch plant at Sonora. They have several jobs to complete, among them the Jamestown sewer lines and the Columbia Airport. They have managed to keep 12 of our members happy through the winter and will put on some more in the near future.

The Maxwell Lime Pit at Columbia keeps three of our brothers steadily employed, with two or three more working on construction.

The joint venture crushing job for U. S. Lime is tied up at present owing to difficulties in cleaning the material.

Kleinsmid & Goodrick are finishing up their Cherry Valley road job and hope to be low bidder on the next portion of the road. The bids for this were due to be opened May 9.

On the City of San Francisco aqueduct and Cherry Valley projects, we have at least 20 Technical Engineers employed. These brothers all belong to the local and we hope to secure some better working conditions for them in the very near future.

**CHERRY VALLEY DAM**

Diamond Drillers, Inc., of San Francisco, were low bidders for diamond drilling the foundation of Cherry Valley Dam. The cost of this work will be \$30,500. The writer is in doubt as to whether this company works union or not and they can expect a visit from him in the very near future.

Had a good meeting April 25 with the brothers employed by the Sonora Marble Aggregates Co. This agreement is open for wage increases and negotiations will be under way on it within the next few days.

Mrs. Clarence Cottease and Mrs. Harold Leamaster are opening up a new cafe at the "Y" of Highways 50 and 33. The boys all know their husbands—drop in and meet the wives and get a little good food at the same time.

Bro. Jim Gault had a serious traffic accident April 13 and is now recovering in the Newman Hospital. They report he is getting along fine and should be out in another month or six weeks. It might be a good idea if some of the brothers down in this vicinity pay Bro. Jim a visit, as hospital life can be very tiresome.

Bro. Vernon C. Mourer seriously injured his back April 30 while working on the United-Vinnell job at Newman. He is now up and around and should be back at work soon.

Bro. Arthur Sargenti, who is employed at Putnam Gravel Pit, was down with an appendectomy, Art's a pretty tough boy—two weeks and he was back on the job, sound as ever.

# Round-up of Local 3 News From Utah

By RENNY BURROUGHS, C. R. VAN WINKLE and MERLIN BOWMAN, Business Representatives, Local 3

We are clearing the out-of-work list up for the first time this year as our office begins to feel the impact of the highway work. Olof Nelson took the Bureau of Federal Roads job at Timpey for \$500,000 plus. Clyde is moving a crew up to the Cokeville job. Utah's dike job is going two shifts on both ends; Kiewitt has a full crew on the reservoir. May 18 will be the date for another Big Parley's Canyon job. These jobs with the help that Atlas Constructors have been in recruiting some 40 members in Utah for their big job in Casa Blanca, will leave us with a very few out of work.

Work in the north is starting to get under way. Olaf Nelson is getting his job started at Richmond. Parsons and Fyfe are trying to get their job started in Logan but the weather has been against them. L. T. Johnson has been going very good on his dirt work. Work at Dugway is going very good. W. W. Clyde's dirt work is moving very fast with a very good crew of operators on the job with the following shifters working: John Q. Nelson, Lavor Wilkerson, Grant Haslam and Grant Hickens.

Olaf Nelson got 38 miles of new road from Timpey to Dugway which will get under way next week. They will need about 40 operators at the peak of the job. The construction companies in and around Provo are out on various jobs in this area. A lot of them have taken out-of-state work with the W. W. Clyde Construction Company doing the major part of this type of work. Most of the employees with this construction company transfer with the job as it moves.

The recent stormy weather in Utah has slowed down dirt-moving jobs; however, the weather at this writing has settled considerable and most of the members are

back on the job.

Young and Smith at Salida Summit, and W. W. Clyde at Delta each have about 20 members on these jobs.

A few of our brothers have met with serious accidents recently. Dick Baker, a brother employed at Richfield, was severely burned when a gas tank exploded burning his legs and arms to 4th degree burns.

Brother Fred Harding wrecked his automobile and incurred a deep cut on the knee to the extent of 10 stitches.

While cleaning a .22 rifle Bro. George Benton accidentally shot himself in the foot, suffering a serious bullet wound after enjoying an afternoon of hunting.

These brothers will be off work for a short time in order to recover from their recent injuries.

United Concrete Pipe Company in Pleasant Grove is preparing to begin work June 1st or there about, on their new project in Provo, and will employ about 10 of our members. This is one of the most cooperative companies working in connection with the Operating Engineers.

Morrison and Knudsen have a small job on the railroad south of Provo; A. O. Thorn has a current job in Nephi of street improvement.

## SEEK TO PROTECT STATE WORKERS

By CHARLIE COCKAYNE, Business Representative, Local 3

Considerable concern has been expressed by our members and friends working for the State Road Commission in the Maintenance Department, relative to personal liability on the part of operators of equipment, when, as a result of bad weather conditions, and/or irresponsibility on the part of drivers of private vehicles, collisions occur and lawsuits arise and the operators are faced with damage suits.

Your representatives have taken the matter up with reliable people in the state government and are informed that while no insurance is carried on the equipment, for certain legal reasons, the Commission is empowered with authority to settle claims up to \$300, and any claim exceeding that amount is turned over to the Board for whatever action is necessary.

There seems to be no foundation to the rumors that operators have been sued and had to sustain any penalty, and according to the information given us there is no intent on the part of the state government to place their employees in jeopardy. We feel that you can rest assured in the matter.

The matter of the present retirement act against the possibility of bringing state employees under the benefits of the Social Security Act has been discussed also. After quite a comprehensive survey of your group throughout the state, we find you definitely desire the change and we find very favorable reaction on the part of those same reliable people to bring about such action as soon as possible.

The newly-amended retirement act makes changes in the method of setting up the Board. The Secretary of State becomes a member. A number of members are appointed by the Governor, and three are elected by the employees. The act becomes effective in July so a new election of members will be taking place in the very near future. Watch your mail and we will get material into your hands so that you may be fully advised. As long as the act is in force we know you want to keep in touch with its operation.

Watch the news for information on meetings in your area. Make it a point to attend and we can keep you in touch with events which affect your welfare as an employee of the State of Utah.

## Employment in Factories Reaches Post-War Peak

Washington (LPA)—Factory employment in February and March reached 16 million, a post-war peak, according to the U.S. Dept. of Labor. Total non-farm employment was 45,800,000.

The Department also announced 50,000 unfilled jobs on the rolls of state employment offices, with the largest demand for engineers. In the skilled field, heaviest unfilled demand was for machinists, tool and die makers, machine and tool operators, sheet metal workers, electricians, skilled aircraft assembly workers, airplane and auto mechanics, and repairmen.



MORE RECREATION is provided through control of flood waters under the huge Central Valley Project, first phase of which is being completed this summer. Bass and trout fishing are especially good in Shasta Lake. This angler is trying his luck on the Pit River arm of the lake. Pit River bridge is in the background.

## Schedule of Utah Meetings

### Schedule for Construction, Sand and Gravel & Iron Mine Members

Friday, May 18—Ogden Labor Temple, Ogden, Utah; Sand and Gravel Construction.

Tuesday, May 22—Kennecott Engineers, Mine Mill and Smelter Workers' Hall, Bingham, 2-5 p.m.

Friday, May 25—Iron Mine Members, Escalante Hotel, Room 11, Cedar City, Utah.

Tuesday, June 12—Lang Company Employees, 1969 S. Main, Salt Lake City, Utah.

Friday, June 8—Sand and Gravel and Construction, Provo Labor Temple, Provo, Utah.

### Schedule of State Road Meetings, May 16 to June 14

Wednesday, May 16—Provo Labor Temple, 161 W. 1st N., Provo, Utah.

Thursday, May 17—Price City Hall, Price, Utah.

Friday, May 18—Ogden Labor Temple, Ogden, Utah.

Wednesday, May 23—Johnson Hotel, Richfield, Utah.

Thursday, May 24—American Legion Hall, Roosevelt, Utah.

Thursday, May 24—Escalante Hotel, Room 11, Cedar City, Utah.

Friday, May 25—County Court House, Logan, Utah.

Thursday, June 14—1969 S. Main St., Salt Lake City, Utah.

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## UTAH ENGINEER'S DAUGHTER GETS INTO THE MOVIES

Noreen Mortensen, 22, of Midvale, Utah, daughter of a tunnel stiff, Brother Walt Mortensen of 7096 South State street, Midvale, has had the good fortune to sign a seven-year contract with Universal-International Pictures in Hollywood.

Noreen, a blue-eyed blonde graduate of Parowan high school, told the good news to mother and father over the phone the other day. She said her name will be changed to Noreen Michaels for the screen. She promised her pop that she would reply to each and every letter written to her by an Engineer. So get busy, you guys.

Noreen also graduated from the LDS Seminary at Parowan and for the past couple years has been doing modeling and television appearances in Los Angeles. She has been on several magazine covers and will show on five '52 calendars. Her first film will be "Fine Day."

Noreen is known by many Engineers in Utah through her dad, who is working on the Bingham job at present, running the mucking machine. "Don't let it be said that a tunnel stiff can't produce anything other than work," Bro.

## INDUSTRIAL AND MINES REPORT

By C. R. VAN WINKLE, Business Representative, Local 3

The Iron Mines at Cedar City are moving ahead full blast. The crews are gradually being increased as shipments increase. Desert Mound is getting to be a big hole with the stripping going three shifts. Some reduction has been made in the mechanical crews due to the small decrease in the amount of repair work. However, this has not meant a lay-off as the men were absorbed in the stripping operation.

Iron Springs has shown the biggest increase. Three crews are now being worked at digging, hauling, crushing and loading—around the clock. This operation, which dragged along slowly for years, now bids fair to become the most active iron mine in the area. Ores are being shipped overseas to Geneva and to the East. Iron Mountain is working in about the same schedule, only two crews are being worked and shipments of ore are about the same.

Negotiations with the company started Friday, May 4 (a postponement from the first), and have been postponed until the 18th. This was done to allow the company additional time to check evidence presented by your negotiator, justifying a substantial increase. The first meeting was cordial and every indication points to a peaceful settlement.

News about the boys in and about Cedar City:

Howard Arns, steward at Iron Springs, is bearing up pretty well under the handicap of a broken back, received in an automobile accident recently. The doctor says he will be laid up at least four months. We hope it won't be that long, Howard!

Tony Fife, well-known cat skinner at Iron Mountain, laid up because of an eye injury received on the job. He expects to be back at work soon.

Eddie Mason, shovel runner at Iron Springs, passing out cigars. Reason: Baby Anita-Jo, born April 23, weighing 6 lbs, 7 oz. Mother and daughter were doing fine at the last report; Eddie could just about lift a cigar when we last saw him.

Boyd Walker, mechanic at Iron Springs, walking around with cast on one foot. It seems that he was taking his cow over to see her boyfriend and she got in a bigger hurry than Boyd. Result, one broken foot.

### WAGE TALKS

Lang Company is moving ahead at full capacity. The company says it has about all the business it can handle. Most of the crew in Shop I and the Truck Shop now are active participating members of Operating Engineers Local 3. There are a few additional members to be picked up. This will be done in the very near future. The question of proper classification of helpers is plaguing us. However, we believe some progress is being made to straighten this matter out.

Walt said in a letter to the Engineers News.

"If any of our friends wish to write to Noreen, then can reach her at this address: Miss Noreen Michaels, Universal-International Studios, Universal City, Hollywood, Calif."

Bro. Walt extends greetings to friends in California. He is talented in other directions, having written a poem, which appears in this issue of the News—tunnel stiffs will enjoy reading it.

★ ★ ★

The new teacher, rather plumpish, was trying to explain to her class the meaning of the word "slowly." In desperation, she sauntered across the room and asked, "Now, how did I walk across the room?"

From a corner in the rear, a voice came loud and clear: "Like a waddling duck."

★ ★ ★

A young bride was annoyed by her husband's presence in the kitchen while she was preparing dinner. And when he accidentally knocked her cookbook to the floor, she flared up:

"Now look what you've done! You've lost the place and I haven't the faintest idea what I was cooking."

Negotiations with the company, under the auspices of the Utah Metal Trades Council, will start Tuesday, May 15. It is to be hoped that a better wage scale can be obtained, which will be beneficial to the company, we believe, as well as the men. We are faced with Wage Stabilization Board limitations in this case and some difficulties may be faced before we obtain our designs. (We have hope of some modification of the national policy.)

A petition for a bargaining certificate election has been filed at the Vitro Chemical Co. plant. This has been done under the banner of the Utah Metal Trades Council, as more than one trade is involved. We are hoping that the board will act swiftly in granting us an election. Production has started in this plant and temporary production classifications and scales are to be worked out with the company, probably before this appears in print.

Closer relations are gradually being worked out with the Sand and Gravel Industry, and plans are being laid for an attempt to eliminate some of the unfair competition faced by our union employers. This will result eventually in higher scales of wages and better working conditions for our members.

The negotiations with Western Machinery Co. are dragging a bit over failure to agree on classifications, work content of jobs, and wages. How soon this issue can be settled is subject to some doubt, although we believe both parties are sincerely trying for a settlement.

Conditions in the shops of the contractors remain good. A number of the boys are now working in the field. In some cases they have been replaced by a new face, in other instances a sharp curtailment in the number working around the shops can be noticed.

### KENNECOTT

The Kennecott Copper agreement has been opened, as we reported it would be in the last issue, and an acknowledgment has been received from the company. No date, however, has as yet been set for the first meeting with the company, nor has it been ascertained as yet whom we will negotiate jointly with this year. Preliminary conversations have been held with some of the other trades involved and this matter will be settled soon.

Considerable interest was manifested in our last meeting in Bingham Canyon of Kennecott Copper Co. members, but considerable additional interest would help. We notice a lack of attendance of the crane operators, cat skimmers and pump operators. We urge you brothers in these classifications to take a more active interest. Believe us when we say that this is the only way your problems will receive proper attention, and we sincerely tell you that your problems will receive just and proper attention when brought to our attention.

Personal Note: That our members in Utah are prominent in many lines of civic endeavor besides union affairs is shown again by the recent election of Brother Victor R. Bronson as Commander of Pleasant Grove Post No. 70, American Legion. Congratulations, Vic!

We can never over-emphasize or assert to a great enough degree the importance of attending the meetings. That is where the decisions of the union are made. There it is that problems are aired, discussed, and the proper course of action is worked out to settle these problems. Notice the meetings scheduled for your area or industry and make a point of being present. You'll find it pays!

# SF Labor Movement Was Born in Historic Strike 50 Years Ago

Though Big Business today is again riding herd on the American people as it has in recurrent periods of bossism over the past half-century, we can take solid comfort in the bread and butter history of the labor movement and gain reassurance that out of a fraternity so well founded will come eventually a better life for all.

San Francisco, key city of the West, witnessed the birth of a vigorous, effective labor movement just 50 years ago this month of May, 1951.

On a spring morning back in the new century, on May 23, 1901, about 8000 men employed in the waterfront shipyards and iron works went on strike for a nine-hour day. Out of this 10-month strike was born a leadership and a labor movement that have given strength and rich heritage to the strong organization we enjoy today.

## WE ARE WARNED

In American labor at present we hear repeated warning from our older leaders that we must return to the solid, fighting attitude of the early days if labor is to hold the recognition and respect that is due this majority block of citizen-voters in community, state, and nation.

In response, we shrug it off, say "Let George do it," and fail to vote and attend union meetings; from this negligence we reap dividends in ever greater anti-labor steps by employer elements, both political and economic. Today, the harder you work, the more taxes you pay; the schemers dodge taxes and do no productive work. Surely the time has arrived for a strong, clear voice and action by America's wage-earners.

## A SPRING MORNING IN 1901

We have but to turn the pages back to that spring morning in 1901 on the San Francisco waterfront for a lesson on today's troubles. Through that summer, fall, and winter, on into the next year, the strike held firm, in the face of bloodshed at the hands of company goons and gunmen, strikebreakers, and employers who had never learned that slavery was a thing of the past.

At one time in the loft of a boarding house on the hill overlooking the shipyards there were as many as eleven wounded and injured men being cared for by the militant, courageous, brotherly metal trades strikers. When a man was hurt they hid him and cared for him. They gathered food and money for each other; strike benefits were 35 cents a day.

The big issue at stake was arrival of the machine age, the industrial revolution which had started in Europe and the East earlier and finally arrived in this new industrial center where thousands of skilled men were turning out the best in ships and mining equipment in the days before fast rail service across the continent.

## MACHINE AGE ARRIVES

Introduction of electrical machinery forced the laying off of men. It was an issue of men or machines. Those first to go were the older men, those with a bit of gray in their hair, who had given the best part of their lives and made millions for the owners.

The Iron Trades Council (now known as Bay Cities Metal Trades Council), which was organized in 1900, decided that shorter hours of work was the answer. It was decided that by knocking off one hour a day just that much more employment would be created for those needing it.

Up to this time the daily stint was 10 hours and 10 minutes a day. The 10 minutes was not paid time—it was put in there for a man to get ready to start work exactly on time.

The Iron Trades knew they couldn't stop progress. But they also instinctively realized the beginnings of such basic employment principles as the employer's responsibility to his older men and job security.

Even to this day, management

has never fully accepted these obligations, thereby forcing the federal government, in the name of human decency, to establish social security and unemployment insurance. An employer who makes millions for his own security out of our free enterprise system refuses to accept the human responsibilities that go with this privilege. Through powerful political pressure, he has forced tax privileges by which he is paid for the deterioration of his plant and equipment, but he will have nothing to do with wornout human beings.

These fundamentals of fair play were conceived and laid out in San Francisco's industrial revolution of 50 years ago. Brawny, keen-minded, hard-working, skilled tradesmen whose fathers had built ships on the Clyde in Scotland or crossed the plains in covered wagons, they saw the light as we often today lose sight of it in the glare of war scares, politics, and purposely confusing, preoccupying newspaper-radio chatter and sensationalism.

## A BRUTAL UNDERTAKING

They knew pretty well what was in store for them when they tackled the headstrong bosses of early San Francisco, for they had experienced brutality in other cities and other lands. But they were strong in body, spirit, and brotherhood, and that is all it takes to win a cause for human decency and dignity.

The strike originally was set for May 1, but out of respect to President McKinley who was to launch the battleship Ohio on May 12, it was postponed until May 23. The President launched the ship, and then the jobs were struck.

In the following months violence arose and true labor leadership emerged. Armed guards shot into a group of men when they gathered on a street near a struck plant. So extensive was company domination, that when a striker's rent was up he returned home in the evening to find his wife and children and all his furniture on the street.

## IMPORT STRIKEBREAKERS

The plants involved arranged for the importation of thousands of professional strikebreakers. These men made a career of it and were tough and skilled on the job. They were paid well, and often asked the strikers, "Why are you on strike?"

The blacklist was in full effect, and a striker's job security was not worth a penny. Company spies were in full bloom. They would hide behind equipment to overhear workers' conversations and report them.

But through violence, intimidation, and extreme hardship the strikers held firm. The spirit was there, and the leadership was of that caliber that one rarely sees in today's comparatively soft, effeminate, and corruption-weakened civilization.

The unions sent one of their leaders, Walter MacArthur of the Sailors, back to Washington, and from this visit federal conciliators stepped into the picture. This helped to thaw the impasse, and in March of the following year the men began to return to work. Risdon Iron Works gave in first and was followed by Union Iron Works and the others.

## THE MILITANT MOLDERS

Moving force behind the strike were the traditionally tough and solid Molders, whose fathers before them worked at the same trade and with the same tools in Europe and eastern America. Many of the most militant leaders and most crucial strikes in American labor history have come out of and been

won by members of the Molders and Foundry Workers Union.

William P. McCabe, a Molder, was president of the Iron Trades Council in 1901. Al Wynn, present secretary of Bay Cities Metal Trades Council, came into the council in 1907. Mike Roach, later a federal judge, and John I. Nolan, both



"pounded sand" as molders. Joe Valentine, international president of the Molders in these early years, was a San Franciscan.

The Machinists, Steamfitters, and Boilermakers were active in these early days. Timothy Reardon, at present a delegate to Bay Cities Metal Trades Council from Plumbers, Steamfitters Local 38, was active in the historic strike of 1901, later led the 1907 strike for the eight-hour day, and went on to further union leadership and held city and state public office almost continuously since 1912.

Today, at 75, Tim Reardon regularly attends meetings of his union and of the Metal Trades Council. His most recent service to labor most appropriately was one having to do with memorializing those very days at the turn of the century he remembers so well and the account of which provided much of the material for this article.

## THE MECHANICS STATUE

The city fathers in 1950 decided that it would be best, for one reason or another, but avowedly for automobile traffic reasons, to move the Peter Donahue Mechanics statue from its place at First and Market streets. First to protest was Brother Tim Reardon, and the labor councils quickly voted him delegates to take with him at a protest before city officials.

Tim told them that it would be a serious blow to city tradition to move the statue out among the bushes of Golden Gate Park. He spoke with authority, having been president of the board of public works for 18 years and held many other city commissions. He questioned the police, who admitted that by moving the statue 40 feet to one side plenty of room for traffic would be created. This plan was finally agreed to, and this handsome bronze monument remains where it belongs, in the neighborhood of the early-day shops where worked the men in whose honor it was erected.

The 10-ton statue, created by Douglas Tilden, is generally regarded as one of the most attractive of its kind in the entire nation. It is composed of five muscular workmen straining at an old-style metal drill-punch press. These were the men who built the battleships Oregon, Wisconsin, Ohio, and turned out huge quantities of equipment for the rapidly-growing California.

The statue was erected in 1899 by the Donahue family, owners of a prosperous iron works at that time. The inscription on it reads: "Dedicated to Mechanics by James Mervin Donahue, in memory of his father, Peter Donahue."

No more appropriate act could have been performed by Brother Tim Reardon than the keeping of

## Marysville—

## All Are Working Up the Valley; Calaveras, Natomas Pay Talks

By WM. C. WAACK and LES COLLETT,  
Business Representatives, Local 3

The big news at this writing is the fact that everyone in the Marysville district is working. There are several large jobs going and several more contemplated.

The Foster & McHarg Co. of Riverside, Calif., is getting under way on the Feather River-Honcut Creek levee. They have four "cats," one equipment oiler, a pumpman, an H.D.M. and Chas. W. Lloyd is shifting.

The John Mehren Co. has the other end of the same levee, with five pulls, two jeeps and three dozers, a mechanic and an oiler, and Brother Ozzy Osborn shifting.

These two jobs will have missed a few days due to the late rains, but not for long.

H. Earl Parker Co. has two shifts on 11 sites below Grimes. Perry Parker is superintending and Bros. Floyd Parker and Clyde Deen are shifting. Don't know just when the Parker Co. will start the levee job at Knights Landing, but no doubt it will be soon.

Rice Bros. of Marysville are installing a permanent crusher plant out in the cobble stones near Hallwood and they also have a new job to start on Highway 24 toward Oroville for \$224,000, a job on Yuba City Meridian Highway 20 for \$79,000, and also one on Shasta St. in Yuba City for \$76,000. This company also is building a new office at the 8th and Yuba plant and will have a nice setup.

## CAMPTONVILLE

The Biasotti Co. has a shovel crew and one cat on their Camp-tonville job, with Bro. Walt Boatwright in charge. A new contract was scheduled to be let on that Camp-tonville road May 9.

Butte Creek is pretty well lined with equipment. Piombo Construction Co. has a bunch of cats, draglines and jeeps, with 39 members of Local 3 on the payroll. Bro. Phil Dunn is superintendent, with Bro. Floyd Butler as shifter.

Earl Parker Co. also has a dragline crew and a couple of cats on the lower end of the Butte job. Mickey O'Callahan has two cats on upper Butte Creek clearing for Piombo Construction.

Butte Creek Rock Co. has a couple of crews around on blades and rollers doing grading around the city of Chico, and 11 men at the shop and gravel plant.

Harms Bros. of Sacramento has a road job near Colusa with several blades and rollers and mixers, etc., with Bro. Clay Sidener superintending on the road and Frank Davidson shifting. At the hot plant Bro. Clyde Burchfield is foreman.

The Atlas Pipe Line Co. is about finished with its job in Oroville.

M. G. M. has a four-man crew on its Olivehurst pipe line job.

Proposed new work in this area includes a bond issue for Yuba City for \$360,000 worth of work at Yuba City High School.

Construction of 8.3 miles of highway on Road 761 in Colusa County for \$156,170, engineer's estimate.

Resurfacing of 5.4 miles on Highway 99E in Butte County from Biggs Road to the Oroville "Y" is estimated at \$164,000. Also a contract to be let on Road 759 in Oroville will have two underpasses under the S. P. and W. P. railroad tracks.

The biggest item in proposed new work is at Camp Beale in Yuba County. Air Force officials estimate this work to be about \$30 million (that's right, million). Of this, \$20 million is for barracks and \$10 million for repair and maintenance of present installations. This will mean more work for other crafts than our own but also will mean some work for our people.

The E. T. Haas Co. will be on the job for the city of Live Oak water system when this gets into print.

## CALAVERAS NEWS

Calaveras Cement is hot and cold. Relationship with the company has been friendly until the recent "new work" flareup. One policy is the company contracting new job installations at the prevailing building trades scales. The

union packs the beef on the fact that when our members do it they too are entitled to the scale. We will settle this by the time you get the paper.

Bro. Les Ramacher is going to take a flyer in a new farm implement that he has developed—a walnut picker. The harvesting season for walnuts is still a long way off, but preparation and perfection are important factors in the new gadget. Good luck, Les.

Walter Soracco sent a special truck-load to the crusher. Along with the rock was a busted shaft—and then came a busted crusher. Bro. Lillie and his crew, of course, turned to on the crusher and it once more squeezes like new.

Good to see Bros. Roper and Henke back on the job. The sick list is no good for guys that like to get on the ball.

At Angels Camp on May 18, 19 and 20, an event that has attracted national attention and is still THE unique sporting event of the West will take place. Mark Twain has made immortal "The Jumping Frog of Calaveras," and to date, annually, with bigger and better frogs, they again jump. Where these mammoth frogs come from I don't know, but if you've never seen them jump, come on up to Angels Camp. It's one of the many fine historical communities of the Mother Lode, where a majority of the workers are members of Engineers Local 3.

## NATOMAS NEWS

Natomas has granted the allowable increase of the Wage Stabilization Board, 10 per cent since January 1950.

Welfare plans covering hospitalization, sickness, and death—on or off the job—have been submitted by the union to the company and from a series of plans will come a substitute for the present protection of dredge workers. Insurance company executives specializing in industrial coverage of this nature are now mulling over pages of statistics to determine a plan suitable for industries of the dredging nature. More about this later.

The Yuba boat at Callahan has shut down. Negotiations on both Capital and Yuba will be in process at this time.

Bro. Jack Jory, one of the real oldtimers of the dredging industry, has quit the game. Someone tells us that Bro. Jack will be dredge-master of some orchard properties at Auburn. Jack left a lot of friends at Hammonton as well as Marysville and we all wish him the best of luck.

The turnover of men at both Yuba and Natomas has been quite heavy during the past month, and is of concern to the executives of these industries. Cost of living increases have forced the linking of wage scales in general; therefore the incentive of outside scales bids for the labor of these firms, a condition that can't be remedied. We don't like to see the gang break up, but under the circumstances there isn't much else to do.

Capital and Yuba meetings will be called immediately upon opening of negotiations with the regular firm.

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## Diaper Bombs

In Wichita, Kan., workers in a plant manufacturing baby diapers finally found their desire to get into defense work realized. Ray Mitchell, superintendent of the Boeing Airplane plant, disclosed that from now on diapers would be indispensable for the cleaning of bomb sight lens on the Air Force's B-47 stratojets.

## Redding—

## Lost River Job In Modoc; Push Shasta Highways

By E. A. HESTER  
Business Representative, Local 3

George R. Stacey of Tulelake was the successful bidder on the Lost River Project. This is a Bureau of Reclamation job known as the Lost River Channel. It lies within a radius of about five miles and is situated within three miles of Tulelake. George said that he "would have three Bucyrus draglines, and about three carryalls, and a dozer. Will probably run three shifts." The job is scheduled to be completed in 530 days.

Bids on the 12½ miles of highway near Fort Bidwell, in Modoc County, have been postponed until May 9th. Another new highway job in Modoc County, near Ravendale, is scheduled to get under way very soon. We understand that Ball & Son will do this job.

Harms Brothers got another small bridge job in Lassen County. Their bid was about \$75,000. They also have a good sized highway project in Lassen Park, which is scheduled to get under way soon as a little more snow melts away.

O'Hair Brothers made an attempt to start their fifteen miles of highway in Lassen County, near Adin, but the old weatherman said "No!" However, they are going to try again May 15th. A lot of equipment is on the job.

Rand Construction Company at Mount Shasta is also getting lined up for a "flying" start soon as the weather permits. This job has already been under way for two years, and it looks like it will last for six months longer.

Fredrickson & Watson is going strong on their freeway between Redding and Anderson. The way I see it, everything is on the up-and-up here.

Elliot and Gist is still "plugging" away on the bridge across the Sacramento River at Shasta Dam—looks like another year's work there for the boys.

Jenkins & Hertel lack a few days of having the piers in shape for the steel on the Sacramento River bridge job at Anderson. The American Bridge Company is moving in to set the steel.

W. B. Jones of Palo Cedro continues to move along with a bunch of our Engineers. He was recently awarded a small clearing job near Viola, California.

Roy Eastwood, and 25 Northwest, a caterpillar, and a blade signed a Building Trades Agreement.

Seems that Riley Brothers is just as "haywire" as ever, and Morgan Construction Company is a close "trailer-up, along this line."

O'Connor Brothers, of Red Bluff has begun to move along in the same old rut; no oilers on the job.

Oaks Sand, Gravel, and Cement Producer of Redding recently signed a joint contract with the Operating Engineers, Teamsters, Laborers and Machinists. Which is about up to standard. And everyone around this place seems to be happy, now!

We have a few good men left on the out-of-work list that we haven't been able to place on a job. They are: heavy duty repairman, Ernest "Spike" Gagle, Bill Pritchard is looking for a job running a shovel or a dragline, and Donald McDonald is out of work, too.

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## Montgomery Ward

Never before in its 79-year history has Montgomery Ward & Co. made as much money as in 1950. The company's profits, after taxes, totaled more than \$74 million—55 per cent over its 1949 figures of less than \$48 million.

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## Republic Aviation

Last year the Republic Aviation Corp. made two and a half times more than in 1949. Profits in 1950, after taxes, totaled \$2.4 million. In 1949 they were only \$877,000.

## Eureka—

## Lumber, Road Projects Speed Up in the Redwood Empire

By A. R. McCaffrey, Business Representative

Outside of some delay due to the rains this last week, work continues to progress in the Redwood area. The demand for operators has slowed down some due to the fact that we have most of the jobs pretty well covered at the present.

There are several new contracts to be let in the next 30 days which means we will be looking for operators again in the future. We have six brothers on the out-of-work list at the present time.

Mercer Fraser Co. is going strong on several jobs all over the area, calling for more engineers as the weather improves. They just completed overhauling their hot plant at Essex and it is now in operation. Brother Clyde Phillipson says he doesn't think he ever will catch up with all of the back orders. Brother Gene Brown has a spread working on the Rohnerville Highway job, grading and surfacing—really going to town. In a hurry to finish this one so he can start the next one, of which they have several.

Blakeslee-Spierung Co. at Arcata, is coming right along on their housing job. There are five brothers working on this job, grading and working on the streets. People are moving in these houses before they are completed. Just an example of the housing situation here.

## CARLOTTA JOB

John Burman & Sons and L. Conner are just winding up on a nice job at Carlotta, consisting of mill pond and roads. Rain doesn't stop these boys. Brother Louie Conner's job on the Dolly Varden Road at Redwood Summit is progressing right along. This is really a first-class logging road. Louie's string of cats goes out ahead and builds the road and then Cummings & Bosch comes along and rocks the base. This is quite a large operation, keeping approximately 15 engineers employed.

The Frederickson Bros. job at Alton is really going to town, getting out more tonnage of gravel than the contractor expected. That is really something this day and age. They have started to haul in their hot plant and expect to get their Mississippi buggies rolling in about three weeks. Snapper Brother Archie Edmonds told the brothers a while back that if they made a certain tonnage he would buy the drinks. Of course, they made the tonnage and Archie brought out two fifths. Two fifths for 15 engineers, and Archie an old-timer, too? A fine state of affairs!

The Macco-M & K Co. job at Crescent City is moving along smoothly. We finally got a full crew for this job and everybody is happy now. They are working six, eight-hour shifts per week. They haul rock for a few days and then they change over and pour cement for a day or so. It is working out all right. There are approximately 12 engineers on this job.

Brother Dean Langford is keeping his spread busy. He is putting in a fill at Klamath for a new mill and also putting in a large log pond at Crescent City. Pelican Bay Construction Co. seems to keep busy around Crescent City, driving piling, building roads and working on log ponds. Healy-Tibbits Co.'s jobs are all shut down due to the shortage of pile butts.

## EUREKA WATER PLANT

Baldwin & Straub are trying to wind up their job on the new water purification plant in Eureka. Hoagland-Findlay Engineering Co. are progressing right along on their sewer disposal plant job in Eureka. Brother Tom Hull seems to keep his crew busy doing odd jobs around the country. Just finished up at Lane's Flat. Tom says he does the jobs none of the rest of the contractor's will do.

Fred J. Maurer & Son keep approximately six brothers busy doing small jobs, mostly around Eureka. Just about time for them to knock off a fair sized job. John Burman & Sons are getting ready to go back on their highway job on the Willits-Fort Bragg Road.

Mad River Gravel Co. at Arcata

is busy getting out material for all purposes. Brother Kelly & McWorter at Fortuna are going right along on their rock and cement jobs. They are furnishing the cement for the new school at Rio Dell.

The bids on two large jobs were rejected this week. One was a bridge job above Blue Lake across the Mad river, and the other was a large job on Dead Lake at Crescent City.

Bids will be opened May 9th on 2.8 miles of realignment and surfacing on Highway 101 above Trinidad.

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## Peninsula—

## Pt. Lobos Road Let; Peninsula Cities Are Busy

By CHET ELLIOTT  
Business Representative, Local 3

The S. A. E. Construction Company of Redwood City were the successful bidders on a half million dollar state highway project at Point Lobos on Highway No. 1. This work consists of grading and paving three and one-half miles of road and will employ many members of Local No. 3 for the rest of the year.

The L. C. Smith Company of San Mateo, with a crew of 75 engineers, are industriously employed at many points in this district, including subdivision work for Williams & Burrows at Lomita Park, shopping district for Mills Construction Company at Redwood City, street paving for Brentwood Company at Palo Alto Gardens, Glendale Village for Hansen Builders at San Mateo, Junipero Serra Extension at San Bruno for District No. 10, the fill job for Conway & Culligan at Bay Meadows Airport, Parkway Terrace for South San Francisco Land Company at South City and street work for South San Francisco.

At Redwood City Peter Sorenson is keeping many engineers employed on building construction, street work, sewage disposal and concentrating plants along with large Navy contracts in other districts.

The Frank Smith Company of San Mateo has several large jobs in operation at many points in this area including widening and resurfacing of 4th and B streets, in San Mateo, real estate development for Morre & Tehaney at Redwood City, street work at Shoreview in San Mateo and concrete bridge construction in San Mateo.

At Colma, Floyd Watson, R. A. Farish, Henry Doelger Company and several other heavy construction contractors have a large group of Local No. 3 cat operators, pull operators, blademen and roller men along with several shovel operators employed.

The Chas. Harney Company of San Francisco have finally started on their state highway project at South San Francisco. While visiting the job your representative contacted Brothers Freylock, Viera, Stanfield and several others. Due to the nature of this work and the traffic conditions, many worthy brothers will be employed here for a long period of time.

Sperry & McCue of Millbrae, Douglas & Woodhouse of Redwood City, Murphy Construction Company of Menlo Park, Conway & Culligan of San Mateo, David Bo-

(Continued on page 9)

San Rafael—

# Push Improvements on 101 North of Golden Gate

By H. O. FOSS, Business Representative, Local 3

Parish Brothers in addition to finishing up at Alpine Dam have a lot of dirt to move on the Tennessee Valley job. Bro. Bill Madsen is the foreman on that spread. They are getting started at Ignacio, for the A. G. Raisch Co., Bro. Bill Russell being the superintendent. Several jeeps are in operation there. Also finishing up the highway job at the Cordelia Pass, east of Fairfield, that being some of the backlog from '50.

Bro. "Maggi" Magistretti, with a crew, doing the shooting for Granite Construction on the 101 Highway job, north of San Rafael.

Bro. Ross Maynard, superintendent for Patterson, after completing a stretch of 101 Highway out of Santa Barbara, has moved up a few hundred miles to work on 101 here north of San Rafael, on the Granite job. He reports that two Ss, one 12-M.P., and three D.W. 10s were moved up from the south. Checking in on May 5 with Bro. Maynard were Bros. Robert Pugh, Emil Munson and Lester Schumacher.

Bro. Rocco Poncetta has moved up to the geyser country to work. His only complaint is—paint's too bright on the new rig!

**DAMS, LANDLEVELING**

Paul Straub is off to a good start this year with his dams and landleveling work. Bro. Bill Jennings is his major domo over the nuts and bolts, while Bro. M. A. Lindley is assuming the role of "super" this year. We have it from reliable sources that all past nicknames such as "Slush Bucket" and "Casanova" are now to be forgotten. (The boys around the works will have to take heed and change their attitude toward Bro. Lindley—a new dirt-moving Paul Bunyon has been born!)

Bros. Ray Segarini and Magnuson pinched off 100,000 yards of fill at the Corte Madera Gardens, starting the 14th.

Bro. Jack Bean, superintendent of equipment for the State, dropped in to say hello on his last visit to the area. He reports that they have approximately \$480,000 in the equipment pool at Placer County now.

Bro. Charles Oulette and wife have opened the "White Kitchen" on Highway 101 out of Healdsburg. His wife is now operating it. Good luck in your new venture.

In Sonoma County we ran onto some of Bro. Lee Cypher's rigs. He seems to be doing O. K.

Lots of activity on the new Vallejo Housing Project, east of Highway 40. Many contractors busy there. "Cese" Moore has a few rigs on the spread.

Bro. Charles Hover, one of the oldtimers, dropped in from Klamath Falls way where he has been for the last couple of years on reclamation work. He has a new 95 to replace the one recently sold. Charles has a Model 6 and a 25 in the yard for rent, call Diamond 3-3967.

Fredrickson going strong on the Highway 40 job at Vacaville; Bro. Art Burch, foreman.

**VACAVILLE JOB**

Harms doing a good job at Vacaville and should be gone as this comes off the press. Bro. Dave Otis seems to have passed through the change of life, from all reports. He now wears a smile. "What happened?" Bro. Dutcher, general grease monkey for Harms for past years says, "It's a nice outfit." He also has new teeth!

Bro. J. Workover is in the Rotovating and Roto-hoeing business around Santa Rosa area; telephone 4488-J.

Bro. Ivor Jones is going into the contracting business with Bob Pollard. Says he's getting too old for the shovel.

Bro. H. M. Willabee is in the process of taking out a withdrawal card. He's going into the Iron Workers Union.

Macal and McGouran have put their talents together and are doing the dirt moving at the Corte Madera intersection. We understand the jeep men were getting plenty of exercise coming off the grade there!

Bro. F. O. Walker should be on his way up to Alaska by the time

Reno—

# Nevada Gets Industry And Highway Jobs

By H. L. "CURLY" SPENCE Business Representative

The little town of Gabbs, Nevada, out in Gabbs Valley, is booming again with about 67 Engineers working for the Basic Refractories, Inc. The following brothers are on shovels: Carl Dinius, Albert E. Pounder, and Robert H. Simmons. This fellow, Pounder, quit the dirt moving game for a while, but he is back and bigger and better than ever. Brother Simmons has gone into the business in a big way. He has a brand new pickup and a trailer house that has everything but a basement. Boy! He has gone "Gypsy" for sure, and he likes it too. Bro. John W. Sodergreen is the shop foreman, and a good one. The following brothers are in the shop: Hyle Brumett, Neal M. Copenhaver, Rex Rawlings, Charles E. Sexton, Charles Milan, and R. J. "Brock" Taras. Now the shop crew repairs everything, no exceptions. Of course, Charles Milan is a busy man. He is Mayor, Chief of Police, Judge, and Tax Collector of Rawhide, Nevada. He is an outstanding citizen and Engineer. If you don't believe me, go out to Rawhide and ask Charles, and he will explain everything to you. Brother H. W. Cartwright is a mill foreman. He is a very prominent citizen in Gabbs, Nevada, and a good foreman. He was a teamster for a good many years, but we have gotten most of that "Teamster stuff" washed off of him now, and he has a new outlook on life.

Brother Irven "Shorty" Hudson calls himself a combination compressorman and heavy duty repairman for Basic Refractories, Inc. He is a very peaceful man. Over at Luning, Nevada, at the Basic Refractories, Inc. loading plant, there are a couple of fine fellows: Brother Donald M. Anderson, the plant superintendent, and Brother Otis Chamberlain, the clam shell operator. Anderson runs the town of Luning and Chamberlain performs in Mina, Nevada, after hours, of course.

There is another big plant in Gabbs, Nevada, known as the Standard Slag, where Brother Jack Jakowatz is the mill superintendent. Brother Joe Olson is the head welder. Brother Charles R. Corlett is the main cat operator. Brother William N. Smith is on the shovel. Brother Ike N. Williams is Smith's boss.

Silver State Construction Company has about finished the excavation on their 29-miles of highway work, near Boonesprings, Nevada. Brothers Al Montrose and Leonard Miller are real blade men now. They are up there right in the same class as Brothers Ross Bell and Milton Giles. I am not going to mention what Brother Charles "Red" Melendy is doing, because I made a slight mistake concerning "Red" in the last issue of the paper. Brother Richard Kingston has all his points back now—and a new Buick, and he has a new outlook on life. Brother I. J. "Toby" Tobler is on Drumm's Northwest and doing a fine job of keeping the gravel plant going in high gear.

Dodge Construction, Incorporated, has finished the dirt and gravel on their highway job at Carson City, Nevada, and they are almost finished on the Battle Mountain highway job. I guess the Brothers will be going south in the near future on the 33-mile road job that Dodge was low bidder on for the Atomic Energy Commission.

Earl Games is crushing some gravel with Brother Earl Games, Jr. feeding the plant with a Northwest shovel, and "the man that does everything," Brother Frank E. Gillespie, operating the rock crusher. Brother Robert G. Blanchard is on the skipper and Brother Lawrence Semenza must be the

this comes off the press. He was working for California Steel Products in Mill Valley when he yielded to the call of the Alaskan territory.

We were sorry to hear of the sudden death of Bro. Ed Murphy of Sebastopol.

Bro. Fred Jensen, of Jensen & Pitts Co., reports now that the sun is shining again everybody there is happy and working.

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# San Francisco Local 39 Report

(Continued from Page Six)

Independent Laundry at 18th and Florida Streets.

Visited the Ping Yuen low-cost housing project in Chinatown. These buildings are a credit to our city and will ease the housing situation in that section of the city.

Wage and Price Control is still muddling along. The latest gem of wisdom to come out of Mr. DiSalle's office is that on May 16th round steak will be price-ceilinged at \$1.16 (one dollar and sixteen cents) per pound; and hamburger, usually made from scrap meat, will be 75c (seventy-five cents) per pound. We are certain that the wives of our members will weep with joy over such wonderful bargains. With wages frozen by law at 10 per cent over January 1, 1950, and food prices going completely berserk, we can't help wondering where this will all end. Of course, a roll-back to June, 1950, would be out of the question—the reason why—it would make common sense! The O.P.A. likes to do things the hard way . . . at least hard on your pocketbook.

The unemployment situation is greatly improved, and we hope to have all our members working in the very near future.

Visited plants and attended several branch meetings, which constitutes my report for this period.

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# S.F. LABOR MOVEMENT WAS BORN IN HISTORIC STRIKE 50 YEARS AGO

(Continued from Page Seven)

buy. They worked with and shared the task of such men as Andrew Furuseth, emancipator of America's seamen; Mike Casey and John MacLaughlin of the Teamsters, and Russell I. Wisler of the Machinists.

The mantle of greatness fell on these early San Francisco union members and leaders, and we look back with fondness and a hope that such caliber might return in strength to America's labor movement, which has so great a destiny in the world of today and tomorrow if only it will awaken to this destiny.—(F. A.)

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# PENINSULA JOBS MOVE

(Continued from page 8)

hannon Company of San Mateo, Peninsula Home Builders of Sharps Park, Eugene Alves Company and many other contracting firms have a great many members of this union employed at the present time at all points in this district, from the County Line at Davenport to Daly City.

All the rock crushing plants, asphalt plants, and building material yards are operating at full production which is a healthy condition for the operating engineer.

\*\*\*

Uncle Remus says: Happiness sneaks in through a door you didn't know you had left open.

# TEC

BY AL BOARDMAN, Business Representative

Engineers  
Architects  
Draftsmen

Events move with high speed these spring days in the Technical Engineers field. Ground work laid months ago develops into concrete results overnight. Prime example is the 100 per cent union survey parties now working for the engineering firm of Neil & Bestor of Carmel, California. Six months ago this firm refused to do business in any manner

with your representative. No other course was left but to request strike sanction from the Building Trades Council which was granted, and with the start of work at Ord Village Housing Project the sanction was invoked. After several meetings the firm of Neil & Bestor became a union firm. This was accomplished through the strong support of the Monterey Building and Construction Trades Council.

At the Travis Air Base near Fairfield there has been tremendous activity both in housing and apron construction, with MacDonald, Young & Nelson doing the housing and Morrison-Knudsen the apron work. Both of these firms have

supervisor, because he just stands around and watches the other brothers do the work. Mr. Earl Games, the owner, keeps up the truck road out of the gravel pit. He has a tough job.

Brother Frank Carter was in the Reno, Nevada, office. He just returned from Cuba. He and the United States Navy have dissolved partnership. He is in the market for a job in the Engineer's field.

Brother Richard J. "Winemucca" Bell is back in circulation again, operating a tractor for Isbell Construction Company at Denio, Nevada. He has reformed, no more drink. He has some store teeth he wears in his shirt pocket. They fit better in his pocket.

union crews and are paying the union scale. However, we find it difficult to understand the anti-union attitude of some of the minor bosses.

Hamilton Field housing is also under full steam with two full parties hard at work under the able direction of Cal Hill. The ground work for this union set-up was also laid many months ago and with the full support of the Marin Building Trades Council.

One of the largest survey contracts being let out to bids by the U. S. Army Engineers has been awarded to the firms of Tafford, Jones & White and to an unknown firm by the name of Wolfe whose home address turns out to be 2215 Tallac, Sacramento, California, but who claims to hail from Antioch. This firm is non-union. The contract award was for a topographical survey of the Kings River water shed and covers four hundred square acres.

A word should be said here in praise of our sister Local 12-D in Los Angeles for the fine spirit of cooperation and endeavor in the field of technical engineering. They have a fine contract with their association and Brother Harcrow and his brothers are to be congratulated on their fine progress.

We have yet to negotiate our contract with the A.G.C.'s. It's still ahead of us!

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# Daily report of awards for construction

(Compiled by P. E. Vandewark)  
APRIL 10, 1951

YOUNTVILLE, contract awarded to J. Henry Harris, 2657-9th St., Berkeley, \$64,070 for ground and road improvements, landscape and splkr. sys. at Vets Home.

RENO, contracts awarded as follows:

(1) **Pave West 1st Street:** To Isbell Const. Co., P. O. Box 2351, Reno, \$3000.

(2) **Const. Curb, grt. and walk, Island Ave.:** Sierra Concrete Co., 1047 Forest St., Reno, \$3805.

SACRAMENTO, contract awarded to Russell Hinton Co., 361 Hayes St., S. F., \$50,781 for clean. and paint. four steel bridges arc. South Fork Eel River, 6 mi. south of Garberville; at Dyerville; and arc. Eel River at Scotia; and 1.8 mi. north of Scotia, HUMBOLDT COUNTY.

CHICO, contract awarded to Norlie Const. Co., 215 W. 2nd St., Chico, \$151,700 for grade & const. runig track for P. T. & recreational facils. at Chico State College.

SALT LAKE CITY, contract awarded to LeGrand Johnson, 639 E. 1st So., Logan, Utah, \$16,140 for 30,000 T. cr. rock or grav. surf. crs. in stockpile, Price Canyon, on U.S. 50 and 6, CARBON COUNTY.

TRAVIS A. F. BASE, contract awarded to MacDonald, Young & Nelson, 351 Calif. St., S.F., \$289,500 for const. cold storage bldg. at Travis Air Force Base.

SAN JOSE, contract awarded to Leo F. Piazza Paving Co., Rt. 1, Box 800, San Jose, \$88,122 for drain & surf. Blossom Hill Rd., betw. San Jose-Los Gatos Rd. & Los Gatos-Almaden Rd., SANTA CLARA CO.

APRIL 11, 1951

SAN FRANCISCO, contract awarded to Bernal Const. Co., 79 Elsie St., S. F., \$9045 for grade, drain, surf., Campbell ve.

SAN FRANCISCO, contract awarded to S. J. Amoroso Const. Co., 2100 Oakdale Ave., S.F., \$253,140 for general const. Units 2 and 3 of Proj. No. 6, Hillcrest School.

SACRAMENTO, contract awarded to R. Flatland, 440 Fulton Rd., San Mateo, \$57,644 for const. traf. sig. sys. & channeliz. at 2 intersects. in Daly City, at Mission St. with San Jose Ave. & Market St., SAN MATEO COUNTY.

APRIL 12, 1951

SAN BRUNO, contract awarded to L. C. Smith, 1st & Railroad, San Mateo, \$30,923 for grade, drain, surf. Cedar Ave. betw. Jenevein St. & 100 ft. N. of Park Ave.

SACRAMENTO, contract awarded to Fredrickson & Watson Const. Co., 873-81st Ave., Oakland, \$531,377 for 5.2 mi. grade & cement conc. pave on imported subbase material with upper portion cement treated, betw. Chualar & Spence Underpass, MONTEREY COUNTY.

APRIL 13, 1951

OAKLAND, contract awarded to Oakland Sewer Const. Co., 9915 Walnut St., Oakland, \$20,594 for const. sewers in portions of Snake Road, Shepherd Canyon Rd. & in R/W along Sacto-Northern R.R. betw. Mt. Blvd. and Park Blvd.

BELMONT, contract awarded to Parker Steffens & Pearce, 135 So. Park St., S.F., \$1,378,300 for const. San Carlos-Belmont High School, on Alameda de las Pulgas, SAN MATEO COUNTY.

SAN FRANCISCO, contract awarded to Barrett & Hilp, 918 Harrison St., S.F. for 1-story warehouse (steel frame & conc., 570,000 sq. ft.) on San Mateo Ave. in So. San Francisco, work involves in addition to the building, 1500 ft. railroad siding, sprinkler system, 160,000 sq. ft. paving around bldg.

APRIL 16, 1951

MARTINEZ, contract awarded to Gallagher & Burk, Inc., 344 High St., Oakland, \$39,159 for surf. and widen Moraga Co. Rd. 831 from 350 ft. S.E. from Moraga Jctn., S.E. to 7630 ft. from junction to Glorietta Blvd., CONTRA COSTA COUNTY.

MARTINEZ, contract awarded to John Delphia, P. O. Box 313, Patterson, \$8187 for 250 mi. clear and grade fire trails in various locations throughout CONTRA COSTA CO.

SAN JOSE, contract awarded to A. Voss, Rt. 2, Box 615, Cupertino, \$5246 for grade, surf., Alcalde Rd., SANTA CLARA COUNTY.

ARCATA, contract awarded to Mercer-Fraser Co., 2nd & Commercial Sts., Eureka, \$42,304 for mech.

services & site develop. at Humboldt State College.

SAN FRANCISCO, contract awarded to Healy-Tibbitts Const. Co., 411 Brannan St., S.F., \$246,495 for const. Sect. A-1, West Inflow Interceptor Sewer.

SACRAMENTO, contract awarded to Brighton Sand & Gravel Co., P. O. Box 2604, Sacramento, \$24,660 for clear site, grade, etc., at Sacramento State College.

PATTON, contract awarded to R. A. Erwin, P. O. Box 244, Colton, \$39,400 for const. grounds impvt., Patton State Hospital.

MONTEREY, contract awarded to Granite Const. Co., Box 900, Watsonville, \$10,942 for site impvt., 7th Dist. Agric. Assn.

SAN FRANCISCO, contract awarded to J. N. Pitcher Co., 7108 Mission St., S.F., \$9816 for test boring for S. E. Collection sewers, Sects. E-1, F-2, H-3 and I-1.

APRIL 17, 1951

MERCED, contract awarded to Roy Kruger, Gustine, \$28,546 for repair & redeck Shaffer Bridge acr. Merced River on County Rt. 27 at Sta. 100 in Sect. 36, T. 5 S., R. 12 E., M.D.B. & M., loc. 11 mi. N. & 5 mi W. of Merced, MERCED COUNTY.

SALINAS, contract awarded to Granite Const. Co., Box 900, Watsonville, \$61,726 for const. sewer lines on Alisal Rd., Sanborn Rd. So., Schneider Ave. & Beverly Drive & a force line arc. Shippers Development Lot.

SALINAS, contract awarded to Salinas Electric Works, 236 Main St., Salinas, \$5669 for const. Main St. traf. sigs. and curb reloc. at Gabilan, Alisal and San Luis Sts.

SAN MATEO, contract awarded to F. W. Smith, P. O. Box 726, San Mateo, \$13,022 for widen 4th Ave. betw. Ellsworth Ave. and "B" St.

APRIL 18, 1951

SACRAMENTO, contract awarded to Lee J. Immel, P. O. Box 175, San Pablo, \$105,423 for 2.4 mi. plantmix surf. over exist. paving on Eastshore Hwy. (portions), betw. Ashby Ave. & El Cerrito Overhead, ALAMEDA COUNTY.

APRIL 19, 1951

LOS BANOS, contract awarded to Munn & Perkins, P. O. Box 1092, Modesto, \$11,355 for pltmx. surf. at Los Banos Muni Airport.

SAN JOSE, contracts awarded as follows:

(A) **Walnut St.,** asph. conc. pave, etc., betw. McKendrie & Vermont; To Leo F. Piazza Paving Co., Rt. 1, Box 800, San Jose, \$5622.

(B) **Newhall St.,** asph. conc. pave, etc., betw. Chestnut & Coleman; To Leo F. Piazza Paving Co., \$1734.

(C) **McKendrie St.,** asph. conc. pave, etc., bet. Coleman & Spring; To A. J. Raisch Paving Co., 900 W. San Carlos, San Jose, \$9853.

SANTA CLARA, contract awarded to Foley & Krueger, 324 Durham St., Palo Alto, \$5869 for const. conc. storm sewers in Saratoga Ave. & Bellomy St.

FRESNO, contract awarded to Valley Trenching Co., 214 Broadway, Fresno, \$9042 for instal. mains in West California St.

APRIL 20, 1951

CONCORD, contract awarded to Kevry Const. Inc., 655 Peralta Ave., San Leandro, \$76,528 for const. sanit. sewers in Meadow Homes Area.

SACRAMENTO, contract awarded to Lefever & Bing, 912-47th St., Sacramento, \$73,878 for 0.5 mi. grade approaches, place pltmx. surf. on imp. base matl., & const. reinf. conc. T-beam type bridge at Dry Creek, 5 mi. north of Ione, AMADOR COUNTY.

SAN FRANCISCO, contract awarded to Fay Improvement Co., 101 Carolina St., S. F., \$116,481 for grade, drain & asph. conc. surf. on Woodside Ave. (Sect. B) betw. Laguna Honda Blvd. & Idora St.

SAN FRANCISCO, contract awarded to Huettig, Schromm & Bennett, P. O. Box 798, Palo Alto, \$16,419 for landscaping and sprinkler sys. at S. F. State College.

OAKLAND, contract awarded to Paris Bros., 2415 Oregon St., Berkeley, \$122,955 for const. storm sewers, Unit 5, of 14th Ave. Sewage Separation Project, under Cash Contract.

OAKLAND, contract awarded to McGuire & Hester, 796-66th Ave., Oakland, \$104,440 for const. sanit.

sewers, Fruitvale Ave. betw. Elwood & E. 19th.

SAN FRANCISCO, contract awarded (General) to Carrico & Gautier, 365 Ocean Ave., S. F., \$1,517,000 for const. music & speech bldg., S. F. State College.

SACRAMENTO, contract awarded to J. R. Reeves, P. O. Box 1072, Sacramento, \$119,343 for grade, drain, surf., Fair Oaks Blvd., betw. S. P. R.R. & Monroe Street.

MOUNT SHASTA, contract awarded to J. M. Manley, 309 Gold St., Yreka, \$108,000 for const. Natl. Guard Armory.

YOUNTVILLE, contract awarded (General) to Barrett & Hilp, 918 Harrison St., S.F., \$176,000 for const. laundry & dry cleaning plant at Vets' Home.

APRIL 23, 1951

REDWOOD CITY, contract awarded to Ben C. Gerwick, Inc., 112 Market St., S. F., \$5083 for const. repairs to Wharf No. 1, inv. 859 ft. guniting piles.

BERKELEY, contract awarded to J. Henry Harris, 2657-9th St., Berkeley, \$21,623 for const. repairs to Wilson Road, betw. Hearst Ave. & Radiation Lab., Berkeley, involving 4000 ft. of 20-ft. wide asph. conc. pavement.

BERKELEY, contract awarded to O. C. Jones & Sons, 1520-4th St., Berkeley, \$72,855 for const. athletic field, Gayle Rd. & Berkeley Campus, incl. grade & pave parking area & const. conc. facil. bldg.

SAN FRANCISCO, contract awarded to Erbentraut & Summers, 696 Pennsylvania St., S. F., \$488,810 for const. laundry & storehouse at U.C. Medical Center.

APRIL 24, 1951

YUBA CITY, contract awarded to Rice Bros., Inc., P. O. Box 1489, Marysville, \$59,225 for drain, surf., etc., in Impvt. Dist. 1951-A.

YUBA CITY, contract awarded to Rice Bros., Inc., P. O. Box 1489, Marysville, \$17,508 for widen, surf. & install. walks, on west 1/2 of Shasta St., from N. curb line of Teegarden St. to S. curb line of Summer.

PALO ALTO, contract awarded to Lew Jones Const. Co., 1535 S. 10th St., San Jose, \$26,368 for const. 2 ea. reinf. conc. bridges over Madero Creek on 3rd St. on Lambert Avenue.

SAN JOSE, contract awarded to A. J. Raisch Paving Co., 900 W. San Carlos, San Jose, \$86,410 for repav. major streets in San Jose.

SAN JOSE, contract awarded to Rebek & Brkich, 5025E. Slauson Ave., Los Angeles, \$373,665 for construction conc. storm sewers and appurts., Sewer Separation Proj. No. 5-B.

RENO, contract awarded to Isbell Const. Co., P. O. Box 2351, Reno, Nevada, \$3993 for grade and bitum. pltmx. pay. Wells Ave., betw. Roberts & Tyoma.

MARTINEZ, contract awarded to H. H. Anderson, 15059 E. 14th St., San Leandro, \$7246 for const. timber & reinf. conc. bridge on timber pile bents across Sycamore Creek, Freitas Road, near Danville, CONTRA COSTA COUNTY.

APRIL 25, 1951

SAN LORENZO, contract awarded to John Pestana, 16411 E. 14th St., San Leandro, \$115,771 for const. force mains and appurts.

OAKLAND, contract awarded to United Concrete Pipe Corp., Box 425, Baldwin Pary, \$1,129,744 for furn. & inst. water mains and appurts. in Oakland.

SACRAMENTO, contract awarded to Stolte Inc., 8451 San Leandro St., Oakland, \$11,527 for clean and paint stl. pl. girder bridge arc. Salinas River, Neponset, MONTEREY COUNTY.

SALT LAKE CITY, contracts awarded as follows:

(1) **Kane Co. (GASP S-172(2):** 4.087 mi. const. 2" rdmx. bit. surf. road on S.R. No. 136, betw. U. S. 89 and Alton To: L. A. Young Construction Co., 203 Beason Bldg., Salt Lake City, \$55,919.

(2) **Garfield Co. (FASP S-254(2):** 2.523 mi. const. sel. matl. base crs. rd. on S.R. No. 54, betw. Escalante & Henrieville, To: Whiting & Haymond Contractors, Springville, Utah, \$133,272.

APRIL 26, 1951

SACRAMENTO, contract awarded to Rice Bros., Inc., P. O. Box 1489, Marysville, \$224,273 for 8.4

mi. surf. exist. pav. & shldr. w/ pltmx. surf. on untr. rock base & exist. pav., betw. Simmerly Slough & 0.4 mi. S. of Butte Co. Line, YUBA COUNTY.

SACRAMENTO, contract awarded to Duncanson-Harrelson Co. & Stolte, Inc., 530 W. Cutting Blvd., Richmond, \$1,631,057 for const. bascule bridge arc. San Leandro Bay, betw. Bay Farm Isl. and Alameda, ALAMEDA COUNTY.

CHICO, contract awarded to Baker Trucking Co., P. O. Box 124, Hamilton City, \$11,055 for grade, pave & fence at Calif. Natl. Guard Armory, 3rd Dist. Agric. Assn.

SAN BRUNO, contract awarded to E. T. Haas Co., Box 95, Belmont, \$13,920 for inst. 12" & 8" cast iron water mains, betw. City Pumping Plant & Resvr. No. 3.

BERKELEY, contract awarded to McGuire & Hester, 796-66th Ave., Oakland, \$214,481 for const. storm sewers, Sewer Separation Proj., Unit 21-6, Cedar St. System.

APRIL 27, 1951

SAN FRANCISCO, contract awarded to Eaton & Smith, 1215 Michigan Ave., S.F., \$259,858 for track removal & repaving on Divisadero St., betw. Page & Geary Sts., and betw. Sutter and Sacramento; and on Sacramento St., bet. Fillmore and Arguello Sts.

SAN FRANCISCO, contract awarded to Emsco of San Francisco, 1020 Harrison St., S.F., \$1726 for const. repairs to Great Hwy. reinf. conc. half bridge, near Cliff House, S. F.

STOCKTON, contract awarded to Stockton Const. Co., 629 W. Clay St., Stockton, \$4889 for const. sewer McKinley Ave.

STOCKTON, contract awarded to Nomellini Const. Co., Box 1177, Stockton, \$222,450 for gen. const. of Branch Office Bldg. for Dept. of Employment.

OAKLAND, contract awarded to Stolte, Inc., 8451 San Leandro St., Oakland, \$187,769 for const. reinf. conc. box culvert, conc. lined ditch, conc. flume in por. of San Leandro St. and R/W N.W. of 58th Ave.

APRIL 30, 1951

SANTA ROSA, contract awarded to Arthur B. Siri, Inc., 1357 Cleveland Ave., Santa Rosa, \$79,949 for const. conc. sanit. sewers in Spring Creek County Sanit. Dist. SONOMA COUNTY.

SANTA ROSA, contract awarded to Robert M. Kyle, Sonoma, \$14,939 for const. mains extns., Goodman Ave. and De Turk and Milton.

OAKLAND, contract awarded to McGuire & Hester, 796-66th, Oakland, \$11,615 for const. energy dissipator 7 revetment, nr. Seneca Rsvr., und. LS No. 539.

MAY 1, 1951

REDWOOD CITY, contract awarded to Edward Keeble, Rt. 4, Box 64, Tully Road, San Jose, \$60,639 for surf. portions of Sand Hill Road, betw. Whiskey Hill and Portola, SAN MATEO CO.

REDWOOD CITY, contract awarded to L. C. Smith, 1st and Railroad, San Mateo, \$7,020 for 0.4 mi. surf. Ringwood Ave., NE of Middlefield Rd., SAN MATEO CO.

REDWOOD CITY, contract awarded to M.G.M. Const. Co., P. O. Box 1056, Concord, \$4,587 for const. sewer outfall, Montara Sewer Maint. Dist., SAN MATEO CO.

SACRAMENTO, contract awarded to Rice Bros., Inc., P. O. Box 1489, Marysville, \$79,604 for 7.1 mi. const. borders of untr. rock base & pltmx. surf. on portions, etc., betw. Meridian & 3 mi. west of Yuba City, SUTTER CO.

OAKLAND, contract awarded to Gallagher & Burk, Inc., 344 High St., Oakland, \$3,344 for grade, drain, pave, etc., on 75th Ave. SW of Bancroft.

SAN FRANCISCO, contract awarded to Diamond Drillers, Inc., 1160 Bryant St., S. F., \$31,520 for exploratory drilling, Cherry River Proj., No. Hetch Hetchy 229.

DAVIS, contract awarded to Lentz Const. Co., 2416 Sutterville Road, Sacto., \$3,961 for inst. wtr. mains, etc.

SAN MATEO, contracts awarded for street improvement, Wyoming Way, Wilmore Crt. Subdiv., SAN MATEO CO., as follows: Sched. A—To L. C. Smith, 1st & Railroad, San Mateo, \$13,509; Sched. B—To Frank Smith, 40 South El Dorado St., San Mateo, \$6,545 for L. S. reinf., conc. box culv. drain, incl.

12 ft. CIP, bases for CB, excav., etc.

MAY 2, 1951

BELMONT, contract awarded to E. T. Haas, Box 95, Belmont, \$7,900 for inst. wtr. mains & appurts. in the district.

MAY 3, 1951

ALAMEDA, contract awarded to Paris Bros., 2415 Oregon St., Berkeley, \$7,557 for const. storm water sewers on Peru St. betw. Santa Clara & Lincoln Aves.

MENLO PARK, contract awarded to Peter Sorensen, P. O. Box 790, Redwood City, \$538,368 for const. new sewage treatment plant.

ALAMEDA, contract awarded to Gallagher & Burk, Inc., 344 High St., Oakland, \$41,865 for const. culverts, walks, drives, etc. at various intersections on Santa Clara Ave., et al.

SAN LEANDRO, contract awarded to Oliver De Silva, 2330 Clement Ave., Alameda, \$2,110 for asph. pav. at Woodrow Wilson School.

PORT CHICAGO, contract awarded to L. Biasotti & Son, P.O. Box 587, Stockton, \$52,007 for road resurf. (inland area) at U.S. Naval Magazine, Port Chicago.

MAY 4, 1951

MARYSVILLE, contract awarded to H. F. Lauritzen, P. O. Box 470, Pittsburg, \$5,819 for reconstr. tbr. fender in brdg. across Sacramento River, 1.3 mi. north of Isleton, Dist. 111, Rt. 11, Sect. D, SACRAMENTO CO.

SACRAMENTO, contracts awarded as follows: (1) To McGillivray Const. Co., P.O. Box 873, Sacto., \$11,372 for improv. 15th Ave. betw. 58th & 60th Sts.; (2) To A. Teichert & Son, Inc., 1846 37th St., Sacto., \$2,663 for pav. alley, H & I, 18th-19th.

MAY 7, 1951

SACRAMENTO, contract awarded to S. A. E. Co., 929 Shasta St., Redwood City, \$364,903 for 3.4 mi. grade & pltmx. surf. on import. base matl., betw. 0.2 mi. north of Lobitos & 0.3 mi. north of Canada Verde Creek, SAN MATEO CO.

YUBA CITY, contract awarded to Thomas Const. Co., Rt. 4, Box 3400, Sacto., \$19,876 for const. reinf. conc. deck, walk, timber rail, etc., on exist. foundations across Pleasant Grove Creek on Elverta Road, south of Wheatland, SUTTER CO.

OROVILLE, contract awarded to Browne & Krull, 1057 Cotter Way, Hayward, \$66,892 for 2.9 mi. grade & rdmx. surf. Larkin Hwy. in Dist. No. 4, Butte County Line, north of O'Brien Ave., BUTTE CO.

CAMP BEALE, contract awarded to Luppen & Hawley, Inc., 3126 "J" St., Sacramento, \$50,615 for rehab. sewer & water sys., Camp Beale, und. No. 1536.

HALFMOON BAY, contr. awarded to Foley & Krueger, 324 Durham, Palo Alto, \$42,955 for sewer installation in Arletto Park Dist.

MAY 8, 1951

OAKLAND, contract awarded to Clements & Co., 775 Jackson St., Hayward, \$276,012 for 4.49 mi. grade, surf., etc., Altamont Pass Rd., from State Tre. No. 5-A westerly to Altamont, ALAMEDA COUNTY.

MARTINEZ, contract awarded to Lee J. Immel, P.O. Box 175, San Pablo, \$9,833 for pltmx. surf. county rds. B-26 & B-37, Danville-Tassajara hwy., CONTRA COSTA COUNTY.

HAYWARD, contracts awarded as follows:

(1) **Surf. City Hall Parking Lot (Phase 1):** To O. C. Jones & Sons, 1520-4 th St., Berkeley, \$2,135.

(2) **Sealcoat, "A" St., Hesperian to S. P. RR.:** To J. Henry Harris, 2627 9th St., Berkeley, \$2,906.

FORT ORD, contract awarded to A. D. Schader, 164 Spear St., San Francisco, \$42,899 for rehab. RR tracks under 04-351-74.

ALAMEDA, contract awarded to M. B. McGowan, Inc., 625 Market St., S.F., \$16,975 for const. two dolphins at U.S. Naval Air Base, Alameda.

BELMONT, contract awarded to Elmer J. Freethy, 1432 Kearny St., El Cerrito, \$15,080 for resvr. site grading.

BELMONT, contract awarded to Consolidated Western Steel Corp., 141 Battery St., S.F. \$47,914 for

(Continued on page 11)

Ukiah—

# Engineers Tug at Grounded Jap Ship Near Point Arena

By GLENN DOBYNS, Business Representative, Local 3

We in this district are very perturbed with Dame Nature herself, for the past 10 days she has led us to believe that she has by mistake turned back the clock of time to winter as we have had again—rain, wind and snow in the high mountains. Consequently engineers have had to go back to their rocking chairs beside the fire.

As this paper goes to press I have paid two visits to the grounded Japanese freighter Kenkoku Maru. She is aground 22 miles south of Point Arena. Due to the ship's sheltered position in a cove offering good protection, there is little likelihood the 11,000-ton vessel would break up.

It is amazing and hard to conceive, unless one sees it oneself, how a massive ship such as the Kenkoku Maru can be within a rock's throw from land and escape with such minor damage. In fact she is aground at a point so shallow that the crew can step ashore on the rocks at low tide. Even at the time of highest water she has an exposed propeller and rudder.

Sunday night with a tide of five feet six inches an attempt to get her into the sea was made. She was moved 16 feet when the shore cable snapped. There is a barge solidly anchored to the west of the vessel which hauled at the stern with three cables, while a single cable from the shore to the bow pulled the bow northward against the sand. Cable on the ship's anchors, cast to the west of the ship, were also pulling towards the sea, as a strain was applied by the Maru's own steam winches.

### CHARLIE RICE ON DECK

A change in the method of making steam aboard the freighter was also made by emptying one compartment, thus adding 97 tons more buoyancy.

Movement of the ship Sunday night was deemed favorable. Any such motion aids the "scouring" action of the sea in freeing the ship by carrying more sand away from the hull.

Being a spectator among hundreds of people who have been viewing this catastrophe it took but a few minutes for me to recognize the Master who is in charge—our own good friend of Local 3, Charlie Rice. And would like to mention at this time to all Engineers who have worked for Charlie Rice at one time or another that he is just the same now as he was 20 years ago. One of our well known operators, Slim Allen, is at the controls on the shore engines. And Bro. D. C. Steiwer is a very busy man keeping fuel and fresh water pumped to the vessel from shore.

This salvage company, the Smith-Rice, is doing the rescue job on a cost plus percentage basis for the Inui Steamship Company. If they do not succeed in saving the freighted in several more tries, the company will probably ask "no cure, no pay," which means that if Smith-Rice do salvage the ship they will earn several times their profits for the cost plus percentage operation, but if they fail, they get nothing.

R. B. Cunningham Construction Company from Healdsburg have 12 miles of re-graveling and oil for the Union Lumber Company in Fort Bragg. Rupert Poe is acting as superintendent. With Maurice Woodward on the blade. This company recently set up a crusher plant at the Old River out of Fort Bragg.

The landscaping at the Talmage Hospital has been awarded to Witkin and Sibbold of San Anselmo for \$38,731.

### WILLITS JOB

C. M. Syar Construction Company has moved into Willits on one of their old contracts that is a holdover from last year—streets and curbing. They have 10 engineers on the payroll. Curley Williams is acting as superintendent and L. H. Portlock as foreman.

Two very fine young men from Healdsburg have gone into business for themselves, forming the company to be known as Young and Engelke Company. They have

two brand-new cats, a 7 and a 4, along with the other necessary equipment. These boys have just joined the Engineers and also have signed an agreement. If anyone needing this type equipment for landleveling or otherwise, call Healdsburg 26F23.

Pug Hastings of Lakeport has completed the stretch of road he was doing for the county at the lake. He has enough landleveling work ahead of him to keep his crew working all summer.

The stork visited the Don Smiths in the wee hours of Monday morning, the 7th, with a girl. Mrs. Smith and baby are doing nicely, so we hear, but it most likely will be a while before we can make a report on the father!

The Clarence Ashworths were presented with a boy, 8 lbs. 13 oz. The new addition will be known as Paul George.

★ ★ ★

## Construction Awards

(Continued from page 10)

const. 92' dia., 40' high steel reservoir of 2,000,000 gal. capacity.

SAN RAFAEL, contract awarded to John Carcano, 122 Clorinda Av., San Rafael, \$4,935 for tearing out exist. bridge on "K" St., & replacing with culvert.

SAN FRANCISCO, contr. awarded (general) to M. & K. Corporation, Financial Center Bldg., San Francisco, \$2,837,000 for const. alts & adns. to Abraham Lincoln High School.

SAN FRANCISCO, contr. awarded to Vega Engineering & Grading Co., 1214-4th St., Berkeley, \$90,196 for const. patrol road and fence, Two Rock Ranch Station, SONOMA COUNTY.

STOCKTON, contract awarded to Pickard Const. Co., 2190 East Willow St., Long Beach, Calif., \$379,136 for const. 43 ea. family dwelling units at Stockton Annex, U.S. Naval Supply Center, Rough and Ready Island.

OROVILLE, contract awarded to Mency Const. Co., 1265 - 91st Ave., Oakland, \$34,224 for const. sanit. sewer treat. plant enlargement.

SAN FRANCISCO, contr. awarded to M. & K. Corp., Financial Center Bldg., S.F., \$156,651 for const. conc. sewers in 17th Ave., betw. Geary Blvd. & Lake St.

MAY 10, 1951

TRAVIS AIR FORCE BASE, contract awarded to Asta Const. Co., 33 N. Front St., Rio Vista, \$4,875 for paving parking area.

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1848 37th St., Sacto., \$130,940 for 5.1 mi. excav. border trenches, place imp. base matl. and pltmx. surf. betw. East St., in Woodland, and Yolo Bypass, YOLO CO.

SACRAMENTO, contract awarded to Tyson & Watters, Inc., P. O. Box 1914, Sacramento, \$155,677 for 12.5 mi. surf. with gravel base and roadmix surf., betw. 4 mi. north of Lake City and Fort Bidwell, in MODOC CO.

SACRAMENTO, contract awarded to T. E. Connolly, Inc., Sheldon Bldg., S. F., \$642,692 for const. diversion tunnel and access road to power plant, Folsom Resrv. Proj.

MARE ISLAND, contract awarded to J. Henry Harris, 2659 Ninth St., Berkeley, \$4,884 for const. pav. repairs at Bldgs. 575 and 206.

★ ★ ★

### McNary Dam Awards

Contracts on building of McNary Dam on the Columbia River near Umatilla at a cost of \$58,415,459 have been awarded to a group consisting of Guy F. Atkinson Co., Ostrander Construction Co., and J. A. Jones Construction Co.

San-Francisco—

# Jobs Are Humming in the City; Big Summer Season Foreseen

By HARRY METZ and RUSSELL SWANSON, Business Representatives

Eaton & Smith, working two shifts at Lake Merced on dirt job. Dinwiddie at Metropolitan Housing, slowly coming to the end. (Incidentally two of the 11 apartment houses are completed and from all reports very few people have moved in, for the fact that rents range from \$115 to \$177 per month.) . . . M. & K. Corp. making a little progress on Junipero Serra Overpass. . . McDonald

Young & Nelson and Stoneson are in full speed as far as the suburb business district of S.F. is concerned. . . E. J. Treacy working on pipe job through G.G. Park.

Robert McKee going right along on the Marine Hospital. . . Granite Const. still has quite a traffic problem but from all reports is ahead of schedule on the Alemany Overpass job. . . Standard Builders are keeping a number of the brothers busy both in the shop and on outside work. . . Barrett & Hilp going right along on the new Sears store. . . Duncanson & Harrelson have (at this writing) their rigs tied up at the foot of 16th St. due to Pile-Buts strike. . . C. Harney also has a few rigs tied up at Pier 35 for the same reason.

Piombo Const. is working on Page and Oak track removal job and also on Twin Peaks. . . Cahill Bros. working hoisting engineers on various building projects around town. . . Eaton & Smith shop, C. Harney, Piombo, SHT shop is keeping mechanics busy, as are C. Harney, Piombo, Lowrie, Barrett & Hilp, Clementina, Hyman Michaels, and Ken Royce. . . Raymond Concrete Pile has rigs shut down (at this writing) due to Pile-Buts strike.

Almost all the concrete plants in town are very busy and it seems that there is only one trouble—yep, you guessed it—there is a shortage of cement. . . Fay Improvement has rigs pretty well scattered around town and the same applies to Devencenzi & Haskins, Lowrie Paving, Harney, Eaton & Smith. . . Lipsett & Lerner are going to town in regard to their wrecking job at Sea Island Sugar. . . Most all the contractors are busy now and from all reports should continue to be so for a long time yet to come.

### PERSONAL TOUCH

Brother Ed Malhiot, who has been in the service for quite some time and is now fighting for Uncle Sam in Korea, receives the Engineers News and looks forward to every issue. We want you to know, Ed, when you're reading those construction awards and job descriptions, that we'll have a job waiting when you get back! Incidentally, Ed's dad, Brother Don Malhiot, is on his way to French Morocco—going to work for M&K. Good luck to both!

There has been a lot of activity lately in regards to Engineers going out of the country.

Brother Howard Dougherty recently left for Bolivia to work with Macco on a highway job. . .

Brothers Fred Sell, Bill Martins and Bill Lake are by this time hard at work in French Morocco, working with Atlas. . . Skip Paulson and Bill McGuire also have had itchy feet and are on their way to French Morocco to work for M&K. . . There have been a number of other Engineers who have signed with M&K to go to French Morocco but the ones we have mentioned are the only brothers who have reported to us as going out of the country.

Brother Bert Sharp is on his way to Guam to work for the Navy. We wish all of you brothers a lot of luck.

Only a few brothers have returned from overseas. Brother Oliver Knight is back from Afghanistan after two years with M&K. He plans to remain in the States from now on. . . Tom Hines is

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back from Arabia after 18 months—he expects to go out again soon. Brothers, we are still in need of blood. Please keep this in mind and contact this office if you can donate just one pint.

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## Sacramento—

# Ask Boost on Folsom Dam; Mountain Road Jobs Move

By E. P. PARK and H. S. CLARK, Business Representatives, Local 3

Tom Connolly was low on the diversion tunnel at the Folsom Dam and by the time this is in print will undoubtedly have moved onto the job. The project is roughly a 20x1000 foot tunnel with approximately 240 days for completion. The only other new development on the Folsom project was the elimination of the third shift of operators on the Hasler and D & H job at Mormon Island. This resulted in a surplus of operators for this area which to date we have been unable to overcome. However, with additional work in prospect and favorable indications that most of the crafts will have completed their negotiations shortly, we expect to be able to report that everyone is working in our next issue.

A Sacramento delegation of city and county officials have just returned from Washington where they appeared before Congress requesting that the appropriation for the Folsom Dam be increased for the fiscal year to \$9 million. This

would result in an earlier completion date and afford the letting of additional contracts this year.

At Auburn, the California Rock Products Co. is about to reopen operation after repair shutdown during early spring. This company expects to start about the 20th of May. They will be using a new 54-B this year with Bob Hall in the driver's seat. They also added a new TD-24 to their equipment. The brothers on the job now are Bob

## So It Was ONLY 43 Per Cent

Washington.—The Chamber of Commerce of the United States is in with a complaint.

The Federal Trade Commission reported that manufacturers' profits increased 61 per cent last year. The chamber finds fault:

"It stresses the 61 per cent increase in profits before taxes whereas the increase after taxes was only 43 per cent."

Any wage-earner get 43 per cent more last year?

Hall, Chas. Williams, H. S. Wright and A. E. Calhoun.

Joe Chevreux is making great progress with his Dead Man Curve job with Spike Voudouris bossing and Chas. Allee, Paul Brady and Wm. (Verne) Cantrall. At the plant we have Brothers Leonard Jenkins and Fred Campbell.

Also at Auburn, O'Conner Rust-proofing Co. has Louis Bouche and Jess Matlock on compressors. W. E. (Red) Simpson is keeping the brothers busy in this area doing small jobs.

G. S. Herrington is also keeping busy in and around Auburn. This company has just about completed its street job in the city of Auburn. Their building in Woodland is also in the finish stage with Brother Frank Campbell having done the engineering on this project.

### HIGHWAY 50 JOB

At Placerville, H. E. Parker started his Highway No. 50 job with four rigs at this time. The rain of a couple weeks ago had them slowed down but they're getting a good start now. In checking this area, we found Joe Vicini on several jobs. At Michigan Bar they had three rigs building a flight strip with Brothers Roland Smith, Oscar Turner and Max Pickard on the job. At Gladding-McBean's clay pit in Ione, we found Emmett Allen, Brother Bowman and Tom Wait excavating over burden in the pit. This company also has several small projects in the city of Placerville.

Building a sawmill at Camino, the Morton Construction Co. keeps Brother R. G. Doty busy all the time.

Checking the jobs in the Woodland area, we find A. Teichert's new gravel plant operating with Claude Johnson, Bill Hansley and Tim Hinds.

At the W. C. Railing plant, Brothers Bill Holman, Bob Trimm and K. W. Swan keep the gravel boiling.

Over at the Leroy Kerr plant, working two shifts, we find Mel Wissler, Jack Croll, Lloyd Duncan, Frank Watts, Pedro Savala and Ed Martinez. Los Gatos Construction Co. has a job at this plant. They are stockpiling material with Bro. Bill Cash bossing, and Ernest Alexander, Kenny Todd, Fred Sturla and W. R. Tate doing the operating.

Down the river, we have Malitano on a levee job with Monte Brown as sub-contractor. Sharkey Graham is bossing and Brothers Howard Ralston, Wes Kenna, H. Davi, Jack McDonald, D. Bacigalupi, W. W. Barnes, Tom Gunter and Arthur Sanders are on the job.

A. Teichert, J. R. Reeves, L. G. Lentz, McGillivray, Heraty & Ganon, Jacinto, Terrell and other contractors in the Sacramento vicinity are keeping many of the brothers busy most of the time with street work, subdivisions, etc.

### HAVE OWN EQUIPMENT

There are several brothers with their own equipment:

R. D. (Bob) Soderlund: tractor, excavating, grading. HI. 5-8524.

Robert Ingersoll: D-7's, leveling and grading. Rio Linda 5332.

Otto Van Gorder: any type of tractor work, roto tilling. HI. 6-9131.

Harry A. Briscoe: tractor work, leveling, mowing, etc. Route 2, Box 2815, Sacramento.

Roscoe Collins and Joe Lowry: new BG trencher. HI. 9-8089.

Ivan Anderson: fordson, landscaping, leveling. HI. 5-5551.

Harold Griggs: two fordsons, ditching, leveling. HI. 9-5159.

Lloyd Frazier: fordson, fill dirt, paving, etc. GI. 3-2543.

O. J. Brandon & Son: fordson,

## Fresno—

# Crafts See Invisible Pickets; Fresno Season in Full Swing

By H. T. PETERSEN and LYNN MOORE, Business Representatives, Local 8

In order to bring to a head negotiations with the Associated General Contractors it was necessary that we shut down some jobs in this area. Consequently Pine Flat Dam and Guy F. Atkinson Company's highway jobs were down for a spell, neither job was picketed and at this time we would like to

pay tribute to the other crafts employed on these projects who all took the attitude in a sense an invisible picket and consequently stayed away from work even though some phases of the job could have progressed. This sort of spirit of brotherhood and fellowship will always continue to

maintain the building trades craft work on a union basis regardless of the wishes of some large contractors who would do anything possible to further an open shop non-union condition where they alone would dictate the working conditions and wages to be paid. The aforementioned jobs are again in progress, we have received our raise in pay, and I would suggest that the brothers remember the help extended to us might some day be appreciated if extended to other crafts who are still in negotiations with the Associated General Contractors.

Department of Public Works, Highway Division, is advertising for bids on about five miles in Mariposa County, to be surfaced with plantmix.

In Tulare County, Rice Brothers, H. Earl Parker and United Concrete Pipe Co. are still working on their road jobs and all are making good progress.

### PIPE YARDS

The pipe yards—United Concrete Pipe, Concrete Conduit Pipe Co., and American Pipe & Construction Co.—in this same area, are all working shift work and we have been informed by the Bureau of Reclamation that this agency will let additional contracts for many more miles of pipe in the near future.

May we ask the brothers employed in the yards to show a little patience on their raise in pay as far as these yards are concerned. We will open negotiations as soon as possible on this question.

In Kings County we have several road jobs under way and working toward completion. However, other secondary jobs will be coming up in the near future.

George France Co. has taken over the surfacing on Heinze Co.'s job on Highway 180. This same firm also has a subcontract on Pine Flat Dam for surfacing of access roads and observation area at the damsite.

Pine Flat Contractors are again on a full construction basis, having recently installed a new idling drum and shaft in the new high-speed cableway. The company also is installing a supplemental crushing plant at Avacado.

Due to unexpected snowfall in the mountains, all work there has been delayed and probably will not proceed for at least two weeks. There are numerous smaller jobs in progress throughout the area, employing a substantial number of Local 3 members.

At the present time we have a small out-of-work list, but this should be cleared during this month.

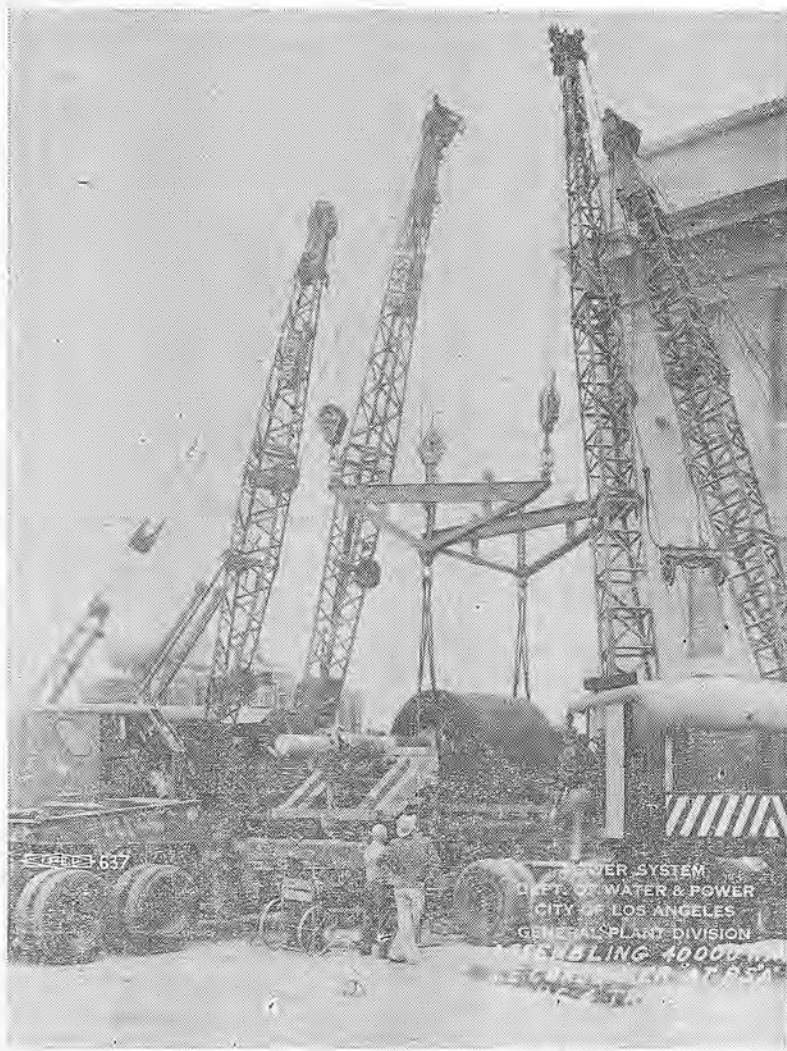
The Kaiser Co. has reopened operations at the White Rock Quarry east of LeGrande and is expected to continue for some time, quarrying and crushing silicon rock, which will be shipped to Permanent.

We have been informed by Mr. J. Cassidy, of Pacific Coast Aggregates, that all cement has been put on an allocation of 42 per cent of the amount formerly used by the firms involved in readymix operations. This, of course, will have a tendency to curtail some of the gravel plant operations of such firms as Stewart & Nuss, Pacific Coast Aggregates, Pollard Bros., Anderson Rock Co., Central Rock & Sand Co., and others. It is hoped that the allocations will be increased within a short time.

If you have moved, mail in your new address.

When paying your dues be sure to send in your dues card with the payment, and please try to avoid sending cash through the mail.

Our next regular meeting in this area will be held Thursday, May 24, 8 p.m., at 631 Kearney, Fresno, Calif.



Shown above in the movement of extra heavy equipment for the Department of Water and Power are Engineers Local 12 members and their equipment. The men on the cranes for Walter Hesse are Brothers D. Merritt, operator; Gordon Clark, oiler; Bob Grundon, Anthony Bertolone, Wayne Lewis, and Dewey Merritt. Gus Sudemire, field man for Hesse, is making observations. The Power Department crane was manned by Bro. Edwin Elliott and Frank Vogel, with Bro. George I. (Muggy) Elliott supervising the operations. Bro. Muggy is chief dispatcher of heavy equipment for the Power Department.

## Push Heavy Stuff Around

A pioneer in the erection of steel transmission line towers with long boom mobile cranes, the Department of Water and Power of the City of Los Angeles has successfully initiated another unorthodox operation, that of unloading and positioning extra heavy equipment. This was accomplished through the careful and comprehensive planning of its Design and Construction Division supervisors, coordinated with the experienced personnel and modern facilities of its General Plant Division.

The component units of the rotor and stator, each weighing between 65 and 70 tons, together with end bells weighing 30 tons each, of the two 40,000-kva synchronous condensers were unloaded and placed in position by this new method at the Department's Receiving Stations "A" and "D." Four truck-mounted cranes with capacities ranging from 20 to 35 tons were used with outriggers and lifting bails. This work was scheduled to take 10 and 16 hours but was completed most satisfactorily in 7 and 10 hours, respectively; and although it was done on Saturday at premium time a tremendous monetary saving was realized.

The old method entailed unloading, rolling, and placing such

equipment on its bed plates by the use of heavy timber cribbing, rollers, and hydraulic jacks. Using this method, two similar condensers elsewhere on the System required 30 days each for the assembling, plus the additional preparation and cleanup.

This new method unveils possible extensive savings which may be made by lifting and placing heavy equipment with mobile cranes, not only in time and cost of the installation of heavy parts but by the elimination of a rather large capital investment for overhead gantry cranes.

Clayton M. Allen is Engineer in charge of General Plant Division, Department of Water and Power. George T. Elliott, a member of Operating Engineers Local No. 12, supervised the operation of all equipment during the assembly of this machine.