



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

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MAY, 1953

Survey Ruling— ARBITRATOR UPHOLDS LOCAL 3

By AL BOARDMAN
Business Representative

The long awaited decision of the arbitration board, giving an interpretation of the control points as specified in the Master Agreement, "Special Conditions as Applied to Field Survey Work," was handed down May 13. The contractor members split their votes, with the union members of the board voting with the referee to give a 4 to 1 majority.

The arbitrator, Mr. Axel O. Olson, in writing his decision agreed with the union's contention that survey parties consisting of excluded employees were covered by the agreement and as such must be members of the union.

In the second section of his decision he ruled in the following manner:

Excluded from the provisions of the agreement shall be the individual employer, executive, administrative or supervisory personnel, professional or office engineering personnel, draftsmen, estimators, time keepers, messenger boys, guards, clerical help and field office help as well as craftsmen and foremen-craftsmen when and if incidental to performing their normal duties they occasionally use surveyors' tools and instruments. They are not excluded if they normally and continually (regularly) do survey and layout work.

The arbitrator also ruled that on each single dwelling, including dormitories, office buildings, and commercial buildings including warehouses, control points governing construction operations "shall be such vertical and horizontal controls as must be established be-

Army Airdrops Big Rigs Now

Army know-how in air-dropping construction machinery has progressed to the point where successful air-drops of large and heavy pieces of equipment can now be made.

Army research engineers at Ft. Belyoir, Va., have been conducting experiments since 1947. Among the machines successfully dropped have been a 100 h.p. tractor-dozzer, 6 cu. yd. scraper, 14,500-lb. motor grader, towed scrapers and crawlers, and rubber-tired tractor bucket loaders.

For air-drop purposes the following weight and size limits have been standardized upon, for the equipment and its shock-absorbing modifications: 16,000 pounds maximum weight and a cross-section measurement maximum of 8 ft. by 8 ft.

Airborne equipment must be transported as a unit and ready for use minutes after its delivery.

fore construction work can get under way."

He further ruled that measurements and levels established by craftsmen in the layout of their work within or immediately adjacent to the boundaries of such included structure shall not be considered control points as used in the agreement nor shall such lines and grades as the foreman-craftsman or the superintendent is required to establish incidental to performing his normal duty of supervising work.

Lines and grades necessary for the correlation and location of two or more adjacent structures shall be considered control points under this agreement.

Of interest to all members in the survey field are the comments of the arbitrator, which are as follows:

"Your arbitrator has been impressed by the sincerity of purpose of the representatives of both parties. Intellectual honesty in (Continued on Page Three)

Independent Welfare Signups Completed

For the information of our membership, Operating Engineers Local Union No. 3 is able to announce as this issue of our paper goes to press that we have completed the signing-up into our Health and Welfare Plan of all the contractors and firms in California with which we have dealings and which are not affiliated with the Associated General Contractors.

Following is the full list of contractors and construction industry firms which have signed up with the Local 3 Health and Welfare plan:

A&E Readymix & Mad River Sand & Gravel Co., Arcata
Abe's Excavation Service, Fresno
Aguiar Bros., San Pablo
Aho-Box Equip. Co., Crescent City
Alameda Crane Service, Alameda
C. P. Albanese, San Jose
J. E. Alldin, Ripon
Allied Conc. & Supply, Modesto
Allied Paving, Santa Rosa
Altermatt & Creasly, Marysville
Amer. Pipe & Const. Co., L. A.
Amer. River Sand & Grvl., Perkins
Amer. Sand & Gravel Co., Modesto
Amer. Transit Mix Co., Modesto
Norlyn G. Amich, Stockton
Carl E. Anderson, Mt. View
Anderson Rock Products, Fresno
P. G. Andrew, Stockton
An-Nan Const. Co., Del Paso Hgts.
Antioch Bldg. Materials, Antioch
C. F. Archibald, Redwood City
Richard Arthur, Altaville
Asso. Iron & Metal Co., Oakland
J. E. Atkins, Ripon
Austin Co., Oakland
B&D Truck Service, San Bruno
Bahr & Ledoyen, Inc., Palo Alto
Floyd O. Bailey, Madera
Domingos Balanco, San Lorenzo
Balboa Bldg. Materials, S. F.
James I. Barnes Const., Redw. City
Pete Barretta Const., Healdsburg
Basalt Rock Co., Napa Junction
Wendell Batt, Santa Cruz
Bauman Bros., San Carlos
J. H. Baxter Co., Alameda
Bay Cities Equip. Co., Oakland
Bay Cities Excavators, El Cerrito
Bay City Crane Serv., San Lorenzo
Bay Equipment Co., Richmond
Bay Excavator's, Albany
Bayshore Garage, San Francisco
Frank Beach, Concord
Beach Garage, San Mateo
E. H. Bean Trucking & Rigging, Redwood City
Belle Haven Realty Co., San Mateo
Arnold Bellini Const. Co., Niles
Gus Bergquist, Auburn
Beth. Pacific Coast Steel, Alameda
Louis Biasotti & Son, Stockton
Biltwell Const. Co., San Francisco
Richard J. Blackmore, Rio Vista
Black Pt. Aggregates, Black Point
Ben Blair, Contractor, Burlingame
Blair Excavators, El Cerrito
T. M. Blomquist, Menlo Park
Bode Gravel Co., San Francisco
Floyd G. Borchardt, Stockton
Borchers Bros., San Jose
Bos Const. Co., Berkeley
Boronda Quarry, Redwood City
Bosch & Cummings, Arcata
Boucher & Moura, Walnut Creek
Tony Brabo, Mill Valley
Joseph J. Brady, Redwood City
E. C. Braun Co., Berkeley
Brighton Sand&Gravel, Sacramento
Broadway Plumbing Co., S. F.
Brogden Bros., Pt. Richmond
Building Products Inc., San Mateo
Buran Equipment Co., Oakland
Burlingame Bldg. Materials, Inc., Burlingame
Butte Creek Rock Co., Chico
Buy Rite Truck & Equip., Oakland
C. J. & C. Excavators, Pittsburg

A.G.C. HEALTH AND WELFARE NEGOTIATIONS???

As this edition of ENGINEERS NEWS goes to press, Local 3 has received its first indication from the Associated General Contractors that it is prepared to get the Operating Engineers Health & Welfare Fund rolling.

The next week or 10 days should bring matters to a head.

If the A.G.C. does not follow through as indicated and help in getting the Health & Welfare Plan underway, Local 3 and the members and employees who have benefits coming to them from May 1, 1953, will have to take a good look at their hole cards.

All members and employees should carefully preserve all their medical and hospital bills since May 1, 1953, so that no one will lose what he may be entitled to.

C&S Rental & Supply, San Bruno
James Cadenasso, Martinez
Philip H. Calabrese, Monterey
California Aggregates, S. F.
California Dredging Co., Oakland
Calif. Fresno Asphalt Co., Fresno
California Jockey Club, San Mateo
California Metals Co., Oakland
Calif. Spring Garden Show, Inc., Oakland
California Steel Building, Oakland
Calif. Steel Products, Richmond
Calstone Co., Palo Alto
Cal-Tex Const. Co., San Francisco
Camgros Grvl. & Fuel, San Rafael
Gordon L. Capps

Capwell & Sanderson, Eureka
Carolands Co., San Carlos
M. R. Carpenter, Sacramento
Case Stafford, Inc., Tracy
H. E. Casey, San Mateo
Cecotti & Sons, San Francisco
Central Conc. Supply Co., San Jose
S. H. Cervantes, San Rafael
Joe Chevereaux, Auburn
Chicago Bridge & Iron
N. Circosta, San Francisco
Don Clark, Stockton
A. J. Clausen, San Pablo
Coast Grading & Paving, San Jose
Coast Iron & Metal Co., Oakland
Concrete Conduit Co., Colton
Concrete Service, San Jose
Concrete Supply Co., Merced
Ned Conner, Modesto
C. J. Connelly, Alameda
Cons. Western Steel, Los Angeles
Const. Equip. Repair Co., Oakland
Const. Supply Co., Santa Rosa
Consumers Rock & Cement, S. F.
Contractors Welding Serv., El Cer.
Lloyd Cornelius, Richmond
Manuel Costa, Oakland
County Aggregates, Pleasanton
A. L. Craft, Oakdale
John Cuffe, Palo Alto
Cunningham & Smith, Sonoma
Cupertino Ready Mix, Cupertino
L. E. Dally, Redwood City
Lewis Dannels, Lafayette
Danville Whrse. & Lmbr., Danville
Darrigo & Powers, Stockton
M. Davidson, Stockton
Jerry J. Davis, Suisun
James M. Dayton
Frank DeAmaral, Monterey
H. J. Deetz, Pleasanton
Del Paso Rock Prod., Sacramento
Dempsey & Giles, Redwood City
(Continued on Page Twelve)

IN MEMORIAM

H. H. GOBLE,
Kennewick, Wash., March 20
B. Y. WICHMAN,
Stockton, Calif., April 3
C. L. GRAY
Auburn, Calif., April 8
DONALD PETERSON,
West Jordan, Utah, April 11
JACK D. SOUTHARD,
No. Sacto., Calif., April 13
HENRY THOMPSON,
Riverdale, Utah, April 14
ROMELSBACHER R. E.,
Yountville, Calif., April 23
ROBT. R. STEPHENS,
Cedar City, Utah, April
EDWIN DAHL,
Del Norte Co., Calif., May 1

CIO Raiders Smacked Down at Cedar City

An attempted raid by the CIO Steelworkers at the Cedar City, Utah, iron mines was overwhelmingly defeated at the beginning of this month by AFL Operating Engineers Local Union 3 and by the AFL Teamsters and Laborers.

On petition of the CIO, an NLRB bargaining election was held April 30 and May 1 for all production and maintenance employees of the Utah Construction Co. engaged in stripping and iron ore mining operations at Cedar City.

The vote result was:
AFL 161
CIO 49

The Steelworkers made 15 challenges, all of AFL craft foremen, but even if all were allowed they couldn't affect the voting outcome.

Local 3 and the other AFL unions had held the bargaining rights at Cedar City for many years. The CIO Steelworkers had never had any foothold in this operation.

The raiders spent a lot of money on their unsuccessful effort. They bought one-minute spot announcements on the local radio station, KSUB, every 15 minutes during the daytime hours, and passed out great amounts of printed material. The CIO also had the expense of eight organizers imported from

places as far away as St. Louis.

Local 3's campaign against the raiders was directed by Business Representatives Merlin Bowman and C. E. Cockayne of the Salt Lake City, Utah, office and Business Representative P. E. Vandewark of the Public Relations Department.

In action for the Teamsters were Reps. Bill Fackrell and Leo Smith, and for the Laborers, Vic Bohman.

The AFL's contract covering the Cedar City operation expires June 1. It has been open on wage adjustments but negotiations had to be delayed until the CIO raid was squashed. It is expected that bargaining will get under way soon.

This was the second defeat in recent months for the CIO Steelworkers in attempted raids against AFL crafts in the western mining industry. In December the AFL crafts snowed the CIO under, 131 to 11, in an election at the Yerington, Nev., properties of the Anaconda Copper Mining Co.

Value of Union Can Be Measured in Cold Cash

By VICTOR S. SWANSON
Local Union Manager

What is union membership worth to you—in dollars and cents?

That's a fair question. Most union members have asked themselves the question at some time or other.

It's a question that hangs in the air unspoken every time a union member pays his dues, every time the union rallies its members to battle for survival against hostile employers, unfriendly legislators or injunction-happy judges. It's a question that has to be answered whenever unions are organizing and the prospective member asks, "What's in it for me?"

The answer can be given in dollars and cents. It can be shown that if you work for a living you are much better off if you live in parts of the country that are strongly unionized.

For example, the last major stronghold of the "open shop" is in the deep South. It is here that the working people are largely unorganized. And it is here that average earnings and living conditions are the lowest.

In Mississippi, average income per person for the year 1951 was only \$771. The national average income that year was \$1,584. This average, of course, was pulled down by the low Southern wages. A more valid comparison is to compare the Mississippi income with such states as Nevada, with a \$2,029 average income that year, California, with \$1,933 and Utah, \$1,424.

Alabama, Arkansas, South Carolina, North Carolina and the other states of the South also lie at the bottom of the Commerce Department's wage statistical tables. In fact, the combined average for the 11 Southeastern states was one-third below the national average.

Unfortunately the Southern states do not publish statistics on construction industry wages, so it is not possible to make direct comparison between construction wages in our areas and in the South. But the figures are available for production workers in manufacturing industry, and they tell us what we need to know about the general wage levels in the respective areas.

In October 1952 the national average factory wage was \$70.80 a week. For Nevada the figure was \$80.64 a week, for California, \$77.81, for Utah, \$66.52. But the weekly factory wage in Mississippi was only \$47.08. Most of the other Southern states ranged around the \$49.41 figure for Georgia, and Tennessee was way up at the top with \$56.58.

Many people would attempt to answer these figures by saying, "Yes, but the living costs are lower in these low-wage areas. In the places where union labor has pushed the wages up it has pushed prices up, too, so that the worker is no better off, and the people who don't get these high wages are worse off."

This may indeed be what they believe, but again the figures are there, in dollars and cents, to prove this line of argument is wrong.

The U.S. Bureau of Labor Statistics recently made a comparative study of living costs and wage levels in major American cities.

There was a wide variance in earnings. Using the earnings average of New York City as an index figure of 100, here is how some of the other cities stacked up: San Francisco, 109; Portland, Ore., 105; Chicago, 101; Boston, 90; Denver, 84; Baltimore, 84; Atlanta, 75.

And here is how these same cities stacked up in the cost of a typical worker's family budget as priced by BLS: San Francisco, \$4,263; Portland, \$4,153; Chicago, \$4,185; New York, \$4,083; Denver, \$4,199; Baltimore, \$4,217, and Atlanta, \$4,315.

We see that Atlanta is the lowest of this group of cities in the level of earnings—25 per cent lower than New York; yet it has the highest cost of living in the group, almost 6 per cent above New York.

Baltimore, with next to the lowest level of earnings, is up near the top of the heap in living costs.

Workers in San Francisco have the highest earnings, yet it costs less to live there than in Atlanta, which has the lowest earnings. Workers in Portland have next to the highest level of pay and next to the lowest level of living costs.

The differences in earnings levels in these several cities are clearly due to their degree of unionization. The cities like San Francisco, Chicago and New York which are well organized are the ones with higher earnings; the lower-earnings cities are the ones which are less well organized.

Thus these figures serve to show that high living costs are not the reason why one city has higher wages than another; nor are high wages the reason why a city has high living costs.

They show further that in the cities where labor is well organized and wages are at higher levels, the difference in wages is a net gain in buying power and in family living standards—which means a net gain for the whole community.

Or as the AFL News Reporter stated it recently: "Rela-

Parley Asks Construction Safeguards

Recommendations of interest to Operating Engineers in the Construction industry and in the Mineral Extraction industries were adopted by the California Industrial Safety Conference held in Los Angeles recently.

The construction industry recommendations dealt with specific safety problems such as danger from using boom cranes near power lines and other working hazards.

The Mineral Extraction Industries section placed its main emphasis on safety education and recommended that intensive efforts be made to promote Safety Committees in all plants, mines and quarries.

It suggested that where there are unions, the unions should appoint the labor members of these committees and that the committees should do their work on company time.

Brother P. E. Vandewark of Local 3 was a co-chairman of the Mineral Extraction Section of the conference and is a permanent member of the conference coordinating committee.

While the conference has no actual power to change the safety code its recommendations are given serious consideration and, more often than not, ultimately are adopted.

The recommendations of the construction section follow:

1. Mobile Crane Insulated Boom Guard—That management and the Division of Industrial Safety give consideration to the protection afforded by insulated boom guards to personnel working around mobile cranes when operated near high-voltage power lines.

2. Hoisting Equipment Load Position Indicator—That there be a study of the advantages of using a patented indicator on hoisting equipment to show the position of the load when the operator is not able to see the load.

3. Joint Responsibility for Accidents—That consideration be given to revising the Penal Code and the Electrical Safety Orders to place joint responsibility on the operator, the signalman, the oiler and the foreman when an operator is working under their direction and has a mishap involving high voltage power lines.

4. Warning Signs on Equipment—That when heavy equipment is under repair in the field a sign be posted at the controls warning against starting or moving the equipment.

5. Safety Programs—That all employers in the construction industry, in cooperation with their employees, establish effective safety programs and that the Schedule Rating Plan whereby employers receive insurance premium credit for organized safety activity be extended to include the construction industry.

6. Standardization of 3-Way Electrical Plugs and Receptacles—That all portable electric hand tools be equipped with three-wire cords and plugs to fit one standard type of receptacle and that all such hand tools must be equipped by the manufacturers with approved grounding facilities.

Every time you buy non-union goods or services you lower American labor standards.

Attend! Take part!

tively speaking, an 'open shop' town is a hungry town. The good union town is the best place to live, to work and to raise a family."

What this means is that every working person owes it to his community, to his family and to himself, in dollars and cents terms, to join the union of his craft or industry and to support that union actively.

MEMBER OWES HIS LIFE TO LOCAL 3 BLOOD BANK

"It took 13 transfusions to turn the trick. . . ."
The "trick" in this case was the saving of the life of Bro. Charles N. Flanders who, following his recovery from a critical illness, wrote to thank Local 3 for the help given him, principally the donation from the Local 3 Blood Bank.

Brother Flanders' own letter tells the story. Here is the letter:
1666 Oxford St.
Berkeley 9, Calif.
March 12, 1953

Operating Engineers Local Union No. 3
474 Valencia Street,
San Francisco 3, Calif.

Dear Sir and Brother:

I am certainly indebted to our organization for the kindness and consideration shown me during my recent illness which confined me to the Herrick Memorial Hospital in Berkeley from January 3 through January 27 of this year.

In particular the financial aid from the Good Standing Fund which paid my dues for the months of January and February was certainly appreciated.

Of even greater value, however, was the contribution of blood which our Union released from the Blood Bank for me. Without this contribution, and others like it, I simply would not be here to tell about it today. It actually took 13 trans-

fusions to turn the trick. Thanks again for everything. When I am able I will replace the blood to the account of our organization so some other brother may use it.

Very truly yours,
CHARLES N. FLANDERS
Reg. No. 461200.

Nothing else need be said, except to add that YOU can help this life-saving endeavor and that your help is needed.

Giving blood is safe, painless, quick. Thousands do it every day in cities across the nation. There is no gift as great, and none that costs you as little.

It is a gift by which you are also giving to yourself—not only the satisfaction of doing a worthy deed, but also protection for yourself and your loved ones—for you may be the next ones to need blood from the Local 3 Blood Bank.

The various Local 3 offices will be glad to give you needed information, help make an appointment or help in any other way. Make your donation to the Local 3 Blood Bank NOW!

Report of Last Meeting

The meeting was called to order at 7:50 p.m., President Clancy presiding. Roll call showed all officers present.

A synopsis of the Regular Meeting Minutes of April 4 was read and by motion approved as read.

A synopsis of the Executive Board Minutes of April 15 and of April 29 read and the acts and recommendations of the Board were by motion approved as read.

Cards of thanks were received from Dora Wichman and family; Mrs. Homer Moore and daughter; the Horace Baxter family; William P. Waack and family; and Mrs. Thomas Plumb and family. Received and filed.

The following Brothers were reported ill: Joseph J. Amaroso, Ray L. Agnew, Howard Adams, Alfred Azevedo, Carl R. Anderson, Harold K. Beaman, Leroy Bryant, B. F. Batchelor, Budd Byrne, Cecil Bailey, Otto Bortfeld, Charles W. Cardwell, M. C. Christian, Glen E. Descans, Warren Daily Sr., Walter Devencenzi, Victor Dirmeyer, J. E. Drennon, Eric W. Edenholm, Ralph W. Farnham, Terry Fisher, H. D. Farrar, Harold C. Ficke, Alex Fender, Robert Goodrum, Hugh Gainsforth, Louis Giannini, F. E. Harmon, James B. Huntington, C. F. Hall, Geo. W. Ingles, Carl E. Johnson, Samuel Jenkinson Jr., J. D. Jacobson, Walter Lynch, E. M. Lippstreu, Clarence R. Lee, Mack McKnight, Earl Mack, Henry Murphy, Justin L. Melady, Herman Morton, Geo. R. Miller, Robert Morgan, F. M. O'Donnell, Phillip Oliveri, Walter O'Brien, E. W. Patterson, R. A. Parker, Marvin Prough, B. T. Payne, Walter H. Proctor, A. E. Penn, Frank Roberts, Athel Robertson, Daniel C. Smith, Edwin V. Silva, Carl Schaefer, Martin Sondergard, Phillip Smith, Robert Stevens, Milam Swilor, Noble L. Sevedge, Ray Trimble, J. W. Tittle, Robert E. Trowbridge, David Thompson, W. R. Tate, Bob E. Taylor, E. W. Van Galder, John T. Wright, Frank C. Whitehurst, James L. Waldron, Fred P. Watkins, Thomas E. Wilbur, Oscar J. Winkler, Floyd Wagar, Earl M. Workman, Charles A. Waterson, James Wyman.

The following Brothers were reported deceased: H. H. Goble, B. Y. Wichman, C. L. Gray, Donald Peterson, Jack D. Southard, Henry Thompson, R. E. Romelsbacher, Robt. R. Stephens, Edwin Dahl. The membership stood one minute in silence in respect to our deceased Brothers.

Nominations were declared opened and officers nominated. There being no contest for office, and after discussion it was regularly moved and seconded that the officers be elected by acclamation and that the Secretary be instructed to cast a white ballot electing them for the next term. Carried unanimously.

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

Brother John J. McDonald, Third Vice-president of the International Union of Operating Engineers, was introduced by President Clancy. He gave a short talk on conditions in the West and on building programs being carried on by other local unions. His remarks were well received by the membership.

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

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

Washington (LPA)—The House paid off the landlords' lobby April 23 by voting to end most federal rent controls by Aug. 1. About 5 million of the 5.6 million families now under controls would be hit.

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Locals 3 and 12 Set New Nevada Boundary Lines

As a result of agreement reached between the two unions, the boundary lines separating the respective jurisdictions of Operating Engineers Local Union 3 and Operating Engineers Local Union 12 in the state of Nevada have been redrawn.

The new boundaries became official as of May 1, following receipt of word from Gen. Pres. William E. Maloney of the Intl. Union of Operating Engineers, giving his approval of the transfers of territory.

Under the agreement, the counties of Mineral and Douglas and the southern portion of Lyon County are added to Local 3's territory, and Local 3 has jurisdiction over all Operating Engineers' work in its territory.

At the same time, Local 12 is given jurisdiction over all Operating Engineers' work in Esmeralda, Nye, Lincoln and Clark counties.

Before this there were two boundaries. One was a construction line, running on the northern line of Douglas County, across Lyon County to the northern line of Mineral County, and on across the northern lines of Nye and Lincoln counties. All construction work north of this boundary belonged to Local 3 and all south of it to Local 12.

Local 3, however, had jurisdiction over all mining work in the state, with the exception of Lincoln and Clark counties.

This arrangement led to some confusion. In practice it was found that mining and construction work went hand in hand, and it was found advisable by both local unions to redraw the lines so that each local would have jurisdiction within its territory over all work belonging to the Operating Engineers.

With the exchange of territories, those contracts held by Local 3 over mining operations in southern Nevada will be turned over to Local 12 and the membership transferred. Local 12, similarly, will turn over to Local 3 its construction contracts and membership in the exchanged territory.

Brother Is in Business In the Southland Now

Guy R. Thiemann Jr., a member of Local 3, who still keeps up his membership, is now in business in Southern California.

Brother Thiemann operates the Trailer Towing Service, at 9614 E. Asteria Blvd., in Belleflower. This is a service renting insured trailers for hauling household goods and similar purposes, on a one-way basis. The company takes care of arrangements for the trailer's return trip.

Any of the brothers needing this type of service in Southern California are urged to get in touch with Brother Thiemann.

equipment ready to roll as soon as it clears up. They are getting more work stacked up all the time. The last job they got was a street job in Arcata.

Brother Tom Hull has just about completed his pier job for Oil Terminals. They unloaded the first barge on April 27, 1953. Tom is also busy doing work for the City of Eureka.

LaMone Call has the dredger Jupiter busy at Fields Landing putting in a small boat basin to take the place of the landing at Buhne Point, where the PG&E \$10,000,000 steam plant is going to be erected. The PG&E has not broke ground on this job yet, but they are supposed to start in the near future.

The work program in the Crescent City area looks good for this year, with two housing projects, highway work and the jetty job about to start.

As it looks from here we are in for a busy season just as soon as we get the green light from the weather man. Due to the influx of the brothers from other areas, we have approximately 40 men on the out-of-work list.

Arbitrator Upholds Local 3 in Ruling

(Continued from Page One)

presenting the facts in their real meaning has been evidenced by both sides. It has become clear that a workable solution of the dispute must be found rather than a mere interpretation of the law. A workable solution that is cognizant of the rights and obligations of all affected groups of the building industry; a solution that interprets the intent and purpose of the Agreement.

"Your arbitrator takes this means of thanking all those who patiently sat through the lengthy hearings and those who appeared as witnesses as well as those who so ably presented the arguments for both sides.

"Control points governing construction operations" as used in this Agreement may be defined as: (1) monuments or stakes marking the elevation and boundaries of an urban property; (2) monuments or stakes marking the corners and elevation of a structure; (3) a base-line through or immediately adjacent to a structure giving line and grade necessary for the contemplated construction operation.

"However, after listening to the testimony presented and the arguments of both the Employers' and the Union's representatives as well as reading the written summation of the attorneys of both sides, your arbitrator has concluded that not a technical interpretation is required of the term 'control points' but rather a practical, workable understanding of each party's rights and responsibilities which, without further conflict, may be applied to the survey and layout work on construction jobs. The Agreement definitely includes survey work on heavy construction jobs. We are, therefore, concerned only with that which is commonly known as 'building construction.'

"The proposed Resolution recognizes the fact that some skilled craftsmen can plan and lay out their own work and often their foreman uses survey instruments in this layout work. If, however, a carpenter foreman or a cement-finisher foreman does nothing but layout work with a transit he is no longer a foreman but becomes, as a matter of fact, a surveyor and should be treated as such. This applies equally to other supervisory employees such as superintendents and assistant superintendents when exclusively doing layout work.

"When a construction job consists of more than a single structure we enter the realm of heavy construction because water and sewer lines and other utilities as well as roads and walks outside the structure are encountered. The Resolution, therefore, stipulates a single structure as the criterion for a construction job. It is true that some single structures are of such magnitude that the transferring of primary control points and setting of supplementary lines and grades would justify the continuous employing of a survey party but in such instances the prudent contractor will not hesitate to do so if he is convinced of the economic advantage thereof.

"Considering the second point at issue: We find that the Agreement states that it 'applies only to contractor's employees regularly employed on survey work.' Thereafter, enumerated for exclusion, are a great variety of employees among which we find timekeepers, messenger boys, guards, clerical help, et cetera. Why are these employees excluded? Obviously, because, lacking the necessary skill, they are normally not called upon to do survey work. The same sentence also enumerates for exclusion certain other employees who normally possess the skill necessary for survey work and who occasionally are called upon to do such work. Obviously, the Agreement intends to exclude all the enumerated employees from the Agreement when they perform their normal duties (other than survey work), and when occasionally, incidental to their normal duties, they at times are required to use survey instruments.

"It is your arbitrator's opinion that the Employer's interpretation of this clause of the Agreement is



RIDES IT LIKE A BICYCLE—Brother Lester Harles rides this Conway mucker wild West style. It's shown in the lower heading of the Walsh Construction Co. tunnel job at Big Bend.

REDDING SUFFERS SETBACK DUE TO TARDY STORMS

By E. A. HESTER, Business Representative

Storms delay all projects in the district with the exception of the Walsh Construction Co. tunnel job at Big Bend, and they are still going strong. Have already passed the mile mark in the lower heading, and are now engaged in opening up the second heading on the upper end.

They hope to be teeing off in this attic within two or three weeks. Work is progressing very rapidly out there under the direction of General Superintendent Les "Haywire" Huntington.

Above is a picture of Brother Lester Harles on his Conway mucker—he is one of the old-time tunnel men and an operator of quite some fame. Lester does not use the running board as most men do in operating these conways. He throws it away and rides it like a bicycle, one foot on each pedel.

He is especially noted for his pleasant personality and ready smile—easy to get along with as he is always mad.

He broke in many famous operators such as Haywire Smitty, now Master Mechanic on a large project in Canada. You will note on his hard hat he displays that Local 3 button.

In my last report I said that our out-of-work list was nearly exhausted, but since the moisture has set in again and the Ike administration has started to function it has caused our list to grow large-large—VERY LARGE.

I am very proud to see the brothers come in because I enjoy talking to them very much. But I would like to have you bear in mind that the district can't be Santa Claus to all of you. The real Santa Claus to all of the people was shot or disposed of last

unrealistic. If their interpretation were accepted then an office boy or any other employee of the excluded group could normally and continuously (regularly) be engaged in survey work, which is contrary to the very purpose of the Agreement."

The decision by the Board of Adjustment is the result of a dispute between the firm of Haas & Haynie and Operating Engineers Local Union No. 3 over the use of supervisory personnel in establishing control points on the Def Monte Naval Training School at Monterey.

The Board of Adjustment consisted of P. E. Vandewark, treasurer, and Pat Clancy, president, Local Union 3, representing the union; and Harold Ringrose, director of labor relations, and Harold L. Sjober of N. H. Sjober & Son, for the Association of General Contractors.

The decision takes effect immediately.

November 4th.

When the weather permits, which won't be too long now we know, happy days should be with us again.

A. Teichert & Son are trying to get their job underway at Dunsuir which will take a lot of engineers—the same thing applies to Harms Bros. at Montague.

Fredrickson & Watson of Oakland were the successful bidders on the bridge and divided highway between Redding and Project City—with a bid of \$555,555.55. Brother Fred Dohle has been designated to supervise the grading on this project. Equipment is now being moved to the job.

Eaton & Smith have started preliminary work on their road job near Fort Jones. Brother J. R. O'Connell, shovel runner, came through and picked up his clearance while other brothers cleared for this project are Wally Freshour, Adolph Hirsh, Joe Ames, Carl Bradley, Jimmie Carlin, William Bauman and Catskinner Murphy.

Transocean Engineering Corp. of 999 Llewelling Blvd., San Lorenzo, Calif. was the low bidder on the Whitmore road job. This is a Shasta county project situated about 35 miles northeast of Redding on highway 44. There are three more highway projects in this district whose bids are scheduled to be opened between now and May 15th, 1953. Bids on the power house at Big Bend have been opened but the winner has not yet been announced.

Brother Wiley Allen, heavy duty repairman for Morrison & Knutson at Big Bend, is recovering from a serious appendicitis operation. We hope to see him back on the job in the very near future.

Traffic Accidents Cost State \$1 Million a Day

Further evidence has been cited on the high cost of traffic accidents on the clogged, inadequate highways of California.

The State Highway Patrol said loss of wages, medical expenses and property damage, aid cost of insurance, amounted to \$343,710,000 last year—almost \$1 million a day.

This would be enough money, the Patrol said, to build many-laned divided highways the full length of the state, from Mexico to Oregon, and across the state from the ocean to the eastern border.

ON AGAIN, OFF AGAIN AT EUREKA

By A. R. McCAFFERY Business Representative

Work in the Eureka area is still being held up on account of rain. Most of the contractors have attempted to start, only to be shut down after a few days operations, causing the brothers to lose quite a bit of time. We have a lot of work let already with more coming up, but we just can't get to it.

The Army Engineers announced yesterday that they will spend \$900,000 repairing the damage done to the Crescent City jetty. R. W. Pitt, a surveying engineer, with the Army Engineers, is expected to be in Crescent City from San Francisco to start the preliminary work on the project. Bids will be advertised within 30 days, the commission said. This work will keep several of the brothers busy for some time.

The way has been cleared for the expenditure of an estimated \$793,600 in state and federal funds for repairs and reconstruction on state highways in Humboldt and Del Norte counties which were severely damaged by the torrential rains and resulting floods of last January. Detailed engineering plans for these projects are now in preparation by the Division of Highways so that advertising for bids on them can be undertaken without delay.

Bids were to be opened on May 13, 1953, for a highway job at Bridgeville, consisting of approximately 10 miles of road to be surfaced with plant-mixed surfacing over imported base material and drainage facilities to be installed.

The Kenworthy & Patterson job at Weitchpec is getting off to a good start with Brother Jack Corbett in command as superintendent. They have seven units rolling with three more to start as soon as they get more of the job opened up. They are working 10 hours a day, six days a week when they can. This is Jack's first job with Kenworthy & Patterson, and we wish him all the luck in the world.

C. V. Kenworthy's job on Berry's Summit is on a stop-and-go basis. Two or three days of good weather and then rain. This job is situated in a canyon, and it dries out slow. We have approximately 14 engineers on this job at the present time. This job is also working 10 hours a day, six days a week, when weather permits.

Mercer Fraser Co., alias Ralph Brown, is also on the off-again-on-again basis, due to the weather. They have a lot of work lined up all over the country but they can't get to it—like everybody else.

Brother J. L. Conner is going to start on his highway job at Kneeland May 4th, weather permitting. He manages to keep a few of his rigs busy most of the time on different jobs. In the meantime he is patiently waiting for the fishing season to open.

Brother Tom Coy has gone into the dirt-moving business and it looks like he will do all right. He is starting out with quite a spread and expects to add to it as he goes along. Good luck, Tom.

Frederickson Bros. at Scotia started up last week on a small scale but it didn't last very long—rain. They have quite a bit of work lined up besides the completion of their freeway job.

John Burman & Sons have started to move their equipment out; crusher and dragline to Garberville and other equipment to Patrick Creek.

Fred J. Maurer & Son have their

What's Doing in the Oakland Area

376 CLEARED FOR JOBS, BUT LIST STILL IS LONG

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

During the last two weeks of April we experienced a gradual increase in the number of orders placed for men, but unfortunately before a real change could be made in the out-of-work list a flurry of rain resulted in a temporary shut-down of many jobs and the postponement of other new work. Three hundred and seventy-six men were cleared to various jobs in the area within the last 30 days. At the present time there are 215 men in various classifications on the out-of-work list.

GETTING AROUND THE JOBS

The Stephens Truck Co. of Stockton has a \$197,000 contract for the resurfacing of the Byron-Tracy Highway, a joint county and state highway project. At present they are laying 50,000 tons of sub-base. There will then be 28,000 tons of crusher run to be laid, and then 8,000 tons of plant mix. Bro. Pete. McHugh is superintendent of this job; Jack Taylor is foreman, Roy Marcotte and Lloyd Dixon are on blades; N. L. Mace and Chris Friis are on rollers; and R. Lawley is in a T.D. 14, and C. J. Smith is operating a T.D. 9.

Ben C. Gerwick and Peter Kiewitt are getting under way at their field shop located at Moore's west yard, in Oakland, repairing equipment and constructing various types of new equipment to be used on the Richmond-San Rafael Bridge.

Two pile drivers are being repaired, and two pile drivers with 120-foot towers are under construction. Also to be erected is a barge with a 100-ton shear leg, to be used for setting pre-cast shells.

Also planned is a concrete batch plant barge to be equipped with a new Noble batch plant and a new crane. Several gasoline-driven pumps which will supply diesel fuel to the boilers on the derricks are being installed, which will facilitate the morning firing-up.

Local 3 at present has four members employed at the field shop—Bros. John Tingen, on a whirley with Lee Payne as his oiler; and Art Vandenberg and O. S. Wilson working as mechanics.

These companies also are getting under way on their substructure contract for the bridge. The bridge will be more than five miles long and will take several years for completion. On the job at present are three derrick barges, three pile drivers, a Lorain truck crane, and a Northwest Model 6 crawler. The Northwest was brought in from Fallon, Nev., by Kiewit.

Busy digging for footings on the Richmond side, at the base of the Blake Bros. Quarry, is the Northwest, with Bro. Toby Connor as operator and Bro. Clyde Stanford oiling. Bro. Earl Van Etten is operating Gerwick's skid rig, with Roy Talbot as "hot water boy." A well-known oldtimer, W. W. "Pop" McCloud, is in charge of the compressors.

Paul E. Woof, of Fresno, has a \$117,000 contract for the roads, parking area, curbs and gutters, and landscaping at the Tracy Pumping Plant. Bro. Gil Evans is superintendent on this job; Bros. Ron Wilson and Jim Shelton are operating blades, Johnnie Burns and Wendell Phillips are on cats, and Henry Taylor is on a crane. Approximately half of the work has been finished, with plans calling for completion of the job by July 1.

McCammon & Wunderlich's new \$200,000 Cedar Rapids crushing plant, purchased from Merrill-Brose Co. of Oakland, is "chomping away" on the big rock at Mt. House. This new plant, which turns out approximately 400 tons of crusher run per day, will furnish 500,000 tons of material for the highway realignment, and will be operating on two shifts.

All the big cuts are now completed and ready for the crusher run material to be placed. On other dirt work, there are 20,000 yards of borrow to be moved.

After a shutdown of almost a year, the Charles Hughes hot-mix plant has been reopened at Walnut Creek, with four members of the local employed at this asphalt plant. Bro. William C. Connolly is the plant engineer, A. F. Hernandez is boxman, A. O. Fernandes is fireman, and David Camp does the oiling.

Rose & Matoza now have a fine new maintenance shop for repairing heavy equipment at their yard at 20830 Rutledge Road, Castro Valley. This company has a \$40,000 contract to do all the excavating and paving for the new San Lorenzo shopping center, and also will do all the resurfacing of streets for the City of Hayward.

John R. Rose is the yard superintendent; Henry Matoza Jr., job superintendent; Warren S. Roberts, foreman; Charles Pedro, head mechanic; Bros. Vic Cochrane and Darl Bier are operating loaders; E. A. Hill and George Nabors are on blades; Ernest Vargas and Robert Lehto are on dozers; A. Ornelas is on a roller, and Don Santos is employed as oiler.

Bro. Pogie Hunt is changing his crusher plant, the Mt. Diablo Aggregates Co. at Clayton, from a portable to a permanent plant. This will make possible a sizeable increase in output. The new plant, which will be in operation by June 1, will turn out screenings, drain rock, sized material for hot plants, and crusher run.

Bro. Lonnie Treat, one of our well-known blade men, has been appointed as the new superintendent for Shewar Paving Co. of Walnut Creek. According to Bro. Treat, this company has a substantial amount of work lined up for the summer and they hope to be able to employ an additional three men within the next 30 days.

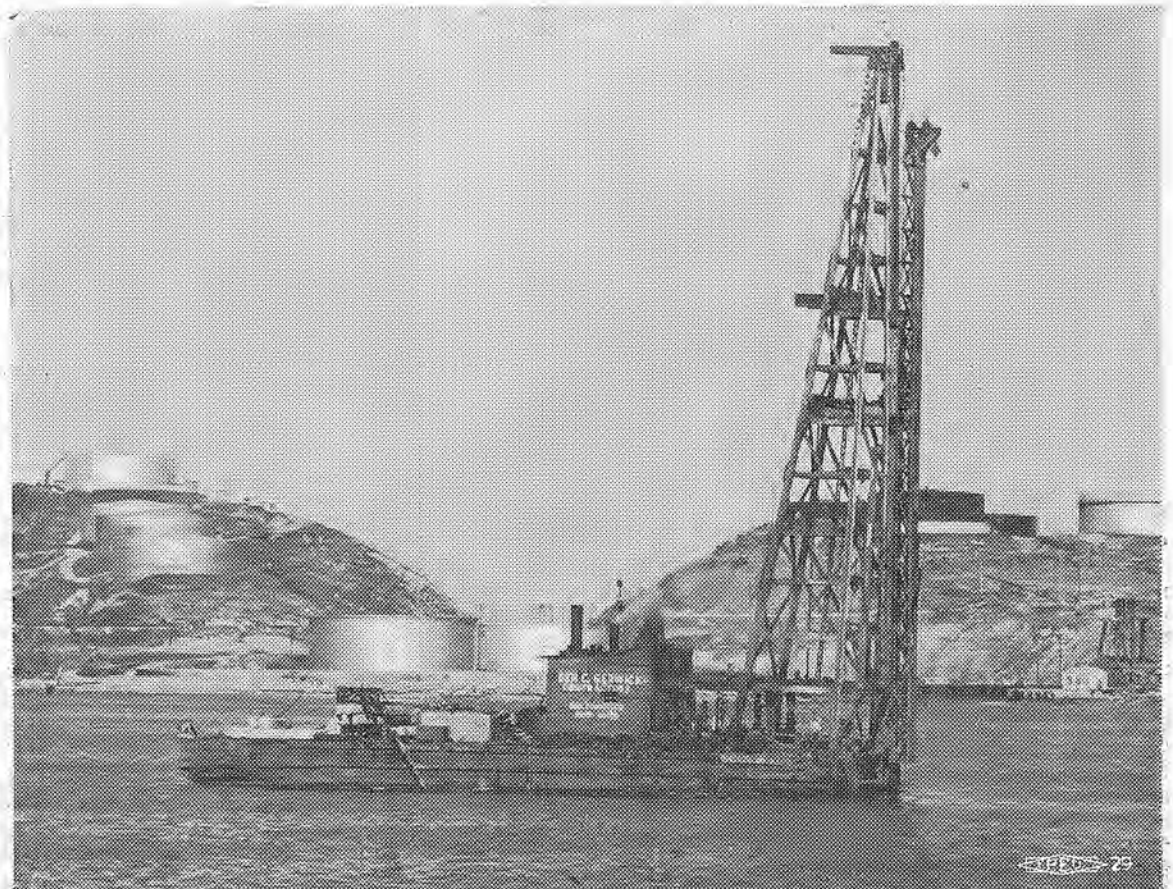
The 600-car three-floor parking garage now under construction at 14th and Webster Sts., Oakland, by John J. Moore, general contractor, receives a considerable amount of attention from all who pass by. Ariss-Knapp Co., which has a subcontract for the dirt moving, at present is in the process of moving 40,000 yards.

On this excavating work, which probably will be finished in another week, are "Cap" Inman, foreman; Les Tiffeny, shovel operator; George Middleton and Bill Motto on loaders, and Paul Perkins doing the oiling. The pouring of concrete for the piers will be started in the near future.

The Lee Immel Co. is widening Sacramento Street in Berkeley, from Alcatraz Ave. to Oregon St. This will extend the freeway and make Sacramento St. a six-lane roadway. The Santa Fe Railway is moving its tracks to the center of this freeway. About six Local 3 men are employed on this job at the present time.

Stone & Webster, who have the prime contract for construction of a synthetic phenol plant at the Standard Oil Refinery, Richmond, have a survey crew on the job at this writing. Raymond Concrete Pile has a subcontract to drive approximately 550 piles for major foundations for the new plant.

George Peres, another subcontractor, has moved in about 12,000 yards of dirt to fill for the new building. Contra Costa Electric



BIG BEGINNING: There is nothing spectacular-looking about this pile-driving rig, but when this picture was taken it was about to make history by driving the first piling for the Richmond-San Rafael Bridge which will be one of the major construction jobs in the Bay Area in the coming period. Bro. Thomas Carrigg is the pile-driving engineer on this Ben C. Gerwick rig and Bro. Sherman Branscum is his fireman. The photo was taken with a telescopic lens from a point just off the Blake Brothers quarry, Richmond.

Co. has brought in temporary power for welding machines and other electric equipment to be used on the job.

A project which gives every indication of being of long duration is the C. C. Moore & Co. job at Pittsburg, where four boilers will be erected at the PG&E steam plant. Each boiler will develop 80,000 pounds of steam per hour. The steam drum in each boiler will weigh 147 tons, will be 65 feet long, 6 inches thick, and have an inside diameter of 66 inches. The drum will be hoisted 122 feet from the center of the drum to ground elevation. The tubes will be 100 feet in length.

Each of the four turbine generators will produce 150,000 kilowatts. It will take 8,000 tons of structural steel for the boilers themselves, and 5,000 tons for the other phases of construction.

Bro. Mike Ziomeh is the general superintendent of the project; Bob Walker is in charge of structural steel, and Dick Friend is in charge of boiler erection. Operating the equipment are Bros. Al Auger on a guy-derrick, D. L. Munnick on a crane, Ray Butterfield on a truck crane, R. J. Bronzich on a tugger-hoist, and John Jarvis on a cat. Bros. Bill Jones and W. A. Rogers are doing the oiling.

American Pipe & Construction Co. has approximately seven engineers working at Alvarado, which will be the new location of their yard after the drainage system now being installed is completed.

Bechtel Corp. has moved into the Hercules Powder plant for a repair job on the acid plant, with Bro. Woody Schmidt taking care of the compressors and welding machines.

East Bay Excavators have a \$125,000 contract to do all the excavating for a new 50-million-gallon reservoir being built at the top of Bridge Ave., Hayward, for the East Bay Municipal Utility District. The new reservoir will supply water to eastern Alameda County.

The dirt moving was started on April 23, and at present this company has two HD-15 loaders, one HD-9 loader, and a D-8 dozer on the job. Ball & Simpson have moved their new Northwest 3½-yard shovel onto the project.

The Carl N. Swenson Co. of San Jose, which has the general contract for construction of an addition to the General Metals Foundry at 9200 Edes Ave., Oakland, now has four engineers at work on this project. Work was begun on the new building back in November, but was held up by rain.

Three members of the local are on Bethlehem Steel Corp.'s payroll, this firm having all the steel erection on the new building. Bigge

News About the Brothers—

This Month's Mail Features Postmarks from Faraway Places

Friends of Bro. Don Miefert, currently employed as a hoist operator for Lacy Manufacturing Co. in Richmond, will be interested to learn that on Saturday, April 18, in Carson City, Nevada, Don, married Marion Linthicum of this city. Before returning to Oakland, where they will make their home, Don and his attractive brunette bride spent an enjoyable honeymoon in Nevada.

Another Local 3 man who has joined the ranks of the married is Bro. Sam Haley, operating engineer for McGuire & Hester, who was married on March 1, to Billie Dorris of Richmond.

Bro. Chet Bolay, who has been employed as Service Manager for West Coast Engine & Equipment Co. of Albany, is leaving the bay area for San Joaquin valley, where he will be in charge of Equipment Sales and Service Co., located at 821 S. Wilson Way, Stockton. This new firm, which handles the sale and servicing of farm and industrial machinery, specializes in J. I. Case farm machinery, G. M. diesel engines, Chrysler industrial engines, and Kohler electric plants. We would like to wish Chet lots of success with his new venture. He will be replaced at West Coast Engine by Bro. Virgil Kling, who will be assisted by John Meeks.

After 20 years of shovel-running Bro. Chuck C. Smith is now quitting Engineering in order to go into the hotel business, having recently purchased the Pax Hotel, a 60-room hotel, located at 246 Mason St., San Francisco. We hear that Bro. Smith offers special rates to fellow Engineers.

Along with his shovel-operating, Bro. Joe McFarland manages to find time to act as representative for "Velveteer Air-cushioned Shoes". (Continued on Page 9)

Drayage has the contract for all the sand bins, pattern shop, and coke bins and are keeping two engineers busy at present.

A. J. Peters & Sons of San Jose have 11 men on their sewer line job for the City of Hayward, and it is anticipated that there will be work for these men on this project until July.

DREDGE NEWS

Although there are not a great number of dredges in operation at present, most of the men seem to be kept busy.

The San Francisco Bridge Co. is progressing satisfactorily on its Mare Island job, and expects to be finished in about three weeks. This firm's job at Alameda Naval Air Station, which will start soon, will be quite a large project as it involves a lagoon which will extend the north-south runways for a considerable distance.

Thirty-three of our members are employed by Hydraulic Dredging Co. on its sand-fill job, widening East Shore Highway, working on a three-shift basis.

The Holland is the only one of Olympian Dredging Co.'s large clamshell dredges that is working

at present. We understand that the new Administration has cut the Army Engineers' appropriations for maintenance work on the Sacramento and San Joaquin rivers and therefore no money is available to carry on this work.

Simpson Bros. are able to keep The California busy on private work. They are now working on Canby Island near Suisun.

Shellmaker Inc. has two small suction dredges working in this area, one for the PG&E on the Mammoth Reservoir out of Loomis, the other on Tomales Bay at Inverness.

We have learned that the Highway Department is getting ready to let another contract for widening of East Shore Highway, north from Ashby Ave. in Berkeley to somewhere in the vicinity of the Golden Gate race track. Bids are to be opened sometime in May. This section of the highway will involve some 2,000,000 yards of dredge fill and a considerable amount of stripping mud from the roadway.

Pacific Portland Cement Co., now known as "The Ideal Cement Co.," keeps its two dredges busy loading shell for their cement plant at Redwood City.

Slag Mine Pact Ups Pay 15c Per Hour in Nevada

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

The agreement with Standard Slag Mine Co. at Gabbs, Nevada, between the Operating Engineers Local Union 3, Teamsters Union 533, and Hodcarriers & Laborers Local Union 169, has been negotiated with 15 cents across the board for all classifications and six paid holidays. This will be retroactive to Feb. 1, 1953.

Most of the brothers are well pleased with the whole deal; however, some of the fellows thought they should have the welfare plan paid by the company. But maybe by next agreement time the company will be more agreeable in that respect, we hope.

Gibbons & Reed's highway job at Conners Pass on Highways 6 and 93, south of Ely, Nevada, is going along in fine shape, with Brothers Mike Phillips and Joe Miller on the dozers and Brother Leonard Ellis on a scraper. Brother Willard "Red" Frederickson is doing the repair work, and Brother Silas Sloan is on the shovel, with Brother Blaine Baldwin oiling. Now that's a wild shovel crew, but they get the job done.

Brother Ted Johnson is the head greaser. What a grease monkey he is. I think he is going to Utah with Gibbons & Reed when the job is finished, for they really like that fellow.

Martin Iron Works has quite a lot of work. Brother Al Mabrier and his oiler, Henry Schultz, are on the big truck crane, and Brother Guy Walker and oiler Brother Edward "Chubby" Fox are on the small truck crane. "Chubby" is a real truck crane oiler. He holds the front end of the crane down in place. No outriggers needed when "Chubby" Fox is in the seat, where he spends most of his time.

Out at Anaconda Copper Mining Co., things are smoothing out a bit since the signing of the agreement with the company and the Nevada Industrial Council, AFL. However, the Nevada Industrial Council lost a very good man when Brother Joe Lechner resigned from the grievance committee, but Joe will be right in there pitching anyway.

The J. A. McNeil job at Yerington, Nev., has slowed down some, but there are quite a few of the brothers left on the project, such as Brother Byron Mason and Brother Frank Gaines on the Lima truck crane, Brother Manuel "Chief Popeye" McCloud on the scraper. The shop crew finds the following brothers busy and happy: B. V. Hall, shop foreman; Oley Taylor, shop steward, and his son Jack Taylor; E. C. Nivens and Wes Carlson, who are both keeping busy; and there is a newcomer to the job, the outstanding HDRM helper and parts man, Brother Jerry Morlan.

Oh, yes, mustn't forget the head greaser, Brother Miguel Pantoja. He has more work to do than any man on the job, but he is happier because of the subsistence. Most everyone calls him the "Subsistence Kid" down that way. Brother Bob Cawelti has quite the job firing the pots for there are so many laborers and roofers in those vats that sometimes Bob has to slow them down for they almost run over him with the wheelbarrows.

Good news, we are in the process of getting an increase for the brothers working at Smith-Petersen. Which reminds me, Brother Chris Petersen is back on the Link Belt. However, his leg that was broken is a bit "fat," especially after working all day, but he is a tough old shovel runner and can take it. Good to see you back, Chris.

Brother Lloyd Jones has been elected business agent for the Building Trades Council of Northern Nevada. If any of you brothers see him on the job and can give him any assistance, it will be appreciated.

We were glad to hear that Brother Everett McCollum is getting along in fine shape. Brother McCollum suffered a fractured skull and we were all plenty worried, but he's going to make it now.

Not too much news this month, but we'll see you next month.

Hawaii Dredge Firm Gets Big Japan Project

By J. K. WAIWAILOLE,
Business Representative

The Hawaiian Dredging Co.'s hydraulic pipeline dredge W. F. Dillingham, which recently completed a large dredging project for the U. S. Navy at Kwajalein, in the Western Pacific, has arrived in Tokyo bay to begin dredging work on a 1,500,000-acre reclamation project for Japan.

Negotiations have now progressed to the point where a Japanese corporation has been formed by Japanese interests under Japanese laws to undertake the reclamation of large areas in the immediate offshore of Tokyo Bay, covered at the present time by shallow water and suitable for such reclamation, Mr. Weeber, executive vice president of the company said.

Before the dredge can begin work there it will require certain minor repairs and adjustments. Necessary pipes for the discharge of materials will be bought in Japan to supplement those salvaged for use from Kwajalein. The company also plans to send to Japan approximately 15 key men for crew of the dredge.

Captain Rosabo has been retained by the company to handle the dredge. The Hawaiian branch has

already supplied three members of the crew who are now in Japan. A few more will be called in by the end of the month.

A bill providing for an increase in the minimum wage in the Territory was adopted setting the minimum at 65 cents an hour for Oahu and 55 cents an hour for the counties of Hawaii, Maui and Kauai. The present law provides that no person shall be paid less than 40 cents an hour. Labor was to push through a 75 cents minimum similar to the federal minimum.

City fathers, the legislature and interested community-minded organizations are programming for improvements to Waikiki beach and other areas adjacent to the famous beach with a bill appropriating over \$2.2 million. The federal government's share and contribution would be around \$277,000.

Arrangements by concrete manufacturing firms on Oahu with other other island county governments have been made and reported well underway for the removal of sand from neighbor islands to aid construction work on Oahu

where the vital concrete ingredient is reported running out.

A toot from a tug and music by the Coral Strand Serenaders welcomed the luxurious schooner, Ramona, when she entered Honolulu harbor and docked at pier 7. William Pomeroy, owner of the 110-foot schooner, Mrs. Pomeroy and their three children were greeted by friends who braved the heavy shower to welcome the vacationers from San Francisco. The Pomeroy's are on their way to the South Pacific for four or more months of pleasure cruising.

Dirt, Building Jobs Keep S. F. Moving Along

By PAT CLANCY and
PAUL EDGEcombe
Business Representatives

During the month, dirt moving and building construction have increased, putting several of our members to work.

Overlooking the city of San Francisco, Fredrickson & Watson have started moving one of the peaks at Summit Reservoir area. They are using the good material on their freeway job at Army Street, north. Having run into a lot of unexpected clay that has to be stripped off, this has run into a larger job than had previously been anticipated. At present there are two DW-20s, three dozers and one NW-80 shovel on the job.

M&K Corporation has completed digging the footings at the San Miguel School. Now that the concrete has been poured, they have a crew doing the back-filling.

Devincenzi & Haskins, contractors, have a slow process at St. Mary's Garage. After each excavation cut they have to suspend operations until the buildings and banks have been shored up and footings for the ramps poured. Considering all these obstacles,

they are making progress.

Devencenzi Bros. have numerous small jobs around the city that keep their crew busy most of the time.

Work on the new portion of the Metropolitan Life Insurance Building is about finished. But operations will shift to the old building where another complete story will be added. Cahill Construction is doing the job. On their Giannini School job, work is going right along.

Eaton & Smith have put in the main sewer for the development near the 7th Ave. quarry. Numerous contractors are hauling from this quarry and each does his own loading. With this situation, the faces in this vicinity change frequently.

REPORT FROM OAKLAND

News About the Brothers

(Continued from Page 5)

a very fine health shoe for men and women. Anyone interested can contact Bro. McFarland at 1620 Manor Dr., San Pablo, telephone BE 4-3661.

Working right outside the hall, on the McGuire & Hester water-line job, has given Bro. C. V. Hazelwood, an unusually good opportunity to drop in once in awhile to pass the time of day with his friends, and to kind of keep an eye on what's going on!

During the past month several very welcome letters were received from brothers working on jobs in other areas, some arriving from other parts of the United States, and others bearing postmarks of far distant shores.

Bro. Al Steede, who was employed all last summer as mechanic for Peter Kiewit on their Pittsburgh-Antioch freeway job, writes from Chillicothe, Ohio, where he is lubrication foreman for Kiewit on their Pike County Atomic Project. According to Bro. Steede this is really a large project, as there are 5,000 men now employed, with plans calling for approximately 35,000 men to be employed at a later date. He has heard that there are several other Local 3 men on the job, but because of the size of the project he has been unable to locate any of them.

Bro. Jimmie Cook sends his greetings from Fontana, where he is employed as crane operator for National Iron & Metal. Bro. Cook writes that he guesses he has been pretty lucky, as he only missed one day's work, during the winter, because of rain. This company is moving their men and equipment to the iron mine at Eagle Mountain, near Idaho, Calif., on May 15 for three months work, and Jimmy is not anticipating the hot weather they are sure to have.

A letter bearing a Canal Zone postmark proved to be from Bro. Earl Leavitt, an old-timer in the union who left learily in March for Albrook, where he intended to go to work for Macco-Pan Pacific Construction Co. Unfortunately the job, which was a government contract, was cancelled and Bro. Leavitt is planning to return to Oakland sometime in May. On his way to Panama he spent a very interesting stay in Mexico City, and also found much of interest in the Canal Zone.

Bro. E. A. Wright dropped us a line from Chile, to let us know that he has just completed his second year in that South American Country, where he is working for Foley Brothers. Recently his company flew him to Coquendo, Chile, for a month's work as a pile driver operator. The return trip involved a four day layover in Santiago, Chile, which he found extremely enjoyable.

We were very glad to hear that Bro. Frank Rees's 4-year-old daughter, Carolyn, who has been confined to an iron lung since October 1952, is making real improvement and was permitted to sleep outside the respirator for the first time on April 27. The Rees's are now confident that their daughter will be completely recovered within six to eight months.

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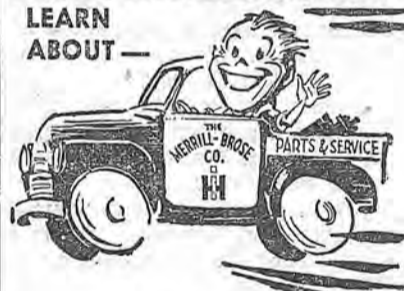
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Marysville Road Job to Start Soon; Two Plants Negotiating

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

The best news in our district was the bid for 9 miles of untreated rock and plant surfacing on the Oroville Wye Road job in Butte county. Rice Bros. of Marysville was the low bidder and Supt. Al Regalia states the job will start in about 30 days from this writing.

This company also has men scattered around the area on the Hiway 20 job in Yuba City and Bro. Vic Stromer has been running the crew on the Hiway 24 job at the Sutter Bypass.

Walt Boatwright, the shifter on the Beale Air Force Base job for Rice Bros. stated that it rained so hard on April 20th that his 10-ton roller floated 35 feet off course—that is a tall tale, but it did rain.

Stolte-M & K Co., Inc., have their jobs at Beale 80 per cent complete and have turned over a majority of the buildings to the government. They keep getting another contract every so often but it doesn't take too many operators for the job. We still have a small crew for this company at the base.

Archie Till and John Mehren Co. have 13 operators on the Yuba River levee job for the Yuba Consolidated Gold Fields and hope to be there for quite some time. H. Earl Parker Co. keep getting jobs but not in our district. However, there is quite a gang of men working out of the shop here and on landleveling you are likely to see a Parker cat or dragline anywhere in the area.

J. H. Shaver has a fine crew of landlevelers working as weather permits. Virgil Beard of Yuba City had a chance to catch up on some rest, and parked his dragline at Meridian for a few days. Darrough & Sons have a few rigs busy in the area—ditto for Lester Rice & Sons in Yuba City.

Butte Creek Rock Co. of Chico are double shifting on their plant for about one month, getting out the aggregate for the M & K Co., Inc., tunnel job at Stirling City. This company has added a new office and fireproof vault to their main office and it is really nice.

Richter Bros. have been curtailed to a great extent on their road job near Chico on account of the rain the past week. Bro. Will Richter is a newly married man and this gang wishes them happiness.

Kaiser Sand & Gravel at Oroville is like old man river—just keeps rolling along. Ed Neff digs the rock and Lester Kloss and Mac McQuarry haul it away—a good place for our gang there. New York Machine Shop is pretty busy these days. Bro. John Gilbert has some mighty nice equipment and the men to operate them, too.

M & K Co., Inc., should be holed through on the Hendricks tunnel at Stirling City by the time this reaches print. Lefevre & Bing have completed their test tunnels on the Oroville Dam Site and have moved out. The diamond drilling is also finished and the Engineers are studying the formation and will plan what to do next. We sure will be pleased to see this job go one of these days.

A. A. Edmondson Co. of San Fernando have a \$57,000 contract for a bridge over Big Butte Creek Overflow, six miles east of Butte City. McDaniel Const. Co. of Marysville received a contract for \$179,727 for classrooms at the Yuba City Elementary School. Chapek, Dorville, Gallino & Kohler of Sacramento have a \$216,000 contract for work on the Chester and Greenville schools in Plumas County. This is about the extent of the work in the area for now.

Bro. Bill Waack's body was recovered on April 7 by Jim Blevins and Henry Phillips. The funeral was held in San Francisco on April 10 and interment was at the National Cemetery in San Bruno. Mrs. Louise Mettler and Miss Carol Waack, sister and daughter of our late brother, say thanks to everyone who was so helpful during their most trying moments, and to those who sent floral pieces, also to those who donated money to

the Peach Bowl Boys Club in Bill's memory.

INDUSTRIAL REPORT

GLADDING, McBEAN CO.

Notice of regular meetings: Joint Board meeting, Tuesday, June 2, 1953, at 4:15 p.m. in the Lincoln Industrial Council office, Lincoln. General Membership meeting, Tuesday, June 9, 1953, 1 p.m. in the Lincoln Industrial Council office, Lincoln, for the night workers. At 4:15 p.m. in the City Hall, for the day workers.

We do not believe that it is necessary to point out the importance of these meetings at this time, as we will be in negotiations with the company and there will be important matters to discuss and decide.

The agreement has been formally opened. Plans have been tentatively made for the first meeting with management for Wednesday, May 20. At this meeting the suggestions and requests of the union for contract changes will be made to management and soon after negotiations should begin in earnest.

Tuesday, April 21st, the second Labor-Management committee meeting was held between your Joint Board and the management. These meetings are proving a very efficient means of discussing and disposing satisfactorily many of the problems that arise from time to time at the plant. Full and complete reports will be made at the meetings. Be sure to attend.

This month we would like to extend our congratulations to Robert "Tiny" Radovich, personnel manager, upon his being chosen as a member of the Lincoln High School Board of Trustees. We are sure he will prove a vital force in the education of the youth of Lincoln. We would also like to congratulate Clifford E. Howard, Mr. Radovich's genial assistant, upon his election as a member of the City Council of Lincoln. We now know where we are going to take our traffic tickets, if we get any.

NATOMAS COMPANY

Notice of regular meetings: The next meeting of your unit will be held Tuesday, June 2, 1953 in the Hall at Natoma. There will be two meetings, for the night men at 10 a.m., for the day men at 7 p.m. Be sure to attend.

Current negotiations with the company should be completed by the time this reaches you, so there is little to be accomplished in discussing this question.

We hope that the membership will realize that a union is something that has to be supported the year round if it is to be effective, and not just supported once a year when in negotiations with the company. Attend your regular meetings, regularly, and help your representative so that he can help you.

Personal Notes

Bro. L. R. Briggs has been acting pretty cocky lately. Seems that his daughter, Mrs. Robert Luhrs, of Fair Oaks, presented him with his first grandchild, a girl, and you can hardly touch him lately. Congratulations, Grandpa!

YUBA CONSOLIDATED

Notice of regular meetings: The next meetings of your unit will be held Wednesday, June 10, 1953, at the Teamsters Hall, 321 E Street, Marysville, for the night shifts at 10 a.m., and for the day shifts at 7 p.m. This meeting will be a very important one. Be sure to be present.

At this writing, no meetings have been held with the company regarding the agreement for the coming year. The main reason being that we have been very busy with Natomas, which over the years has been negotiated with first. Meetings will have to start in the near future and we should have a complete report by the above meeting. If we do have a final report before the above meet-

Peninsula Highway, Pipeline Projects Picking Up

By CHET ELLIOTT, Business Representative

The L. C. Smith Co. of San Mateo was low bidder in a highly competitive field and was awarded the contract for the grading and paving on the Whiskey Hill Road by the State of California Highway Department. This work extends from Searsville Lake to the town of Woodside.

Actual construction on this job is scheduled to start in May 11th and will be under the supervision of Project Manager John Thomas and will provide employment for several operator and Foreman members of Local 3.

Peter Sorenson, one of our major local contractors, was awarded the contract by the Public Utilities Commission of the City of San Francisco, of which Victor S. Swanson, Business Manager of Local 3, is a member, for the construction of a 60 inch water pipeline, extending from Meadow Glen in Millbrae to Orange Avenue at Baden. This is a \$1,000,000 job and many bids were received from the major pipe line contractors in this area. Brother Al Litton has been chosen as Superintendent for this work, which will employ 15 or 20 operating Engineers for the balance of this year.

Bids have been called for the first portion of the million dollar project to improve the eight miles of road between La Honda and San Gregorio by the Board of Supervisors of San Mateo County, according to information received in this office from County Engineer for San Mateo County, M. A. (Cap) Grant. This work consists of re-aligning and widening from 20 to 34 feet two miles of road east of San Gregorio at a cost of \$228,000.

The State of California Highway Commission is now advertising for bids in five miles of Bayshore Highway extending from 16th Avenue in San Mateo to Branston Avenue in the City of San Carlos. Four million dollars has been allocated for this work—bids will be opened on May 27th.

Brother Floyd Watson, with several cats and carryalls, has moved the scene of operations from Winston Manor in South San Francisco to the Stoneson Co.'s new Real Estate Development Project on Junipero Serra Blvd. in San Bruno. This large real estate firm has also purchased the properties of the Highland Co. of Los Angeles, known as the Macco Pit. This development involves 102 acres of land and will accommodate 700 homes, the total cost of which will be \$11,000,000 and will keep many of our worthy brothers busy for a long time.

Plans are under way at this time for the development of the Borel Estate, the last remaining unimproved estate tract within the city of San Mateo. This property is to be developed into a major administrative business office area. About 23 acres are involved in this project and the estimated cost is \$10,000,000.

Due to changes in alignment of the Bayshore Highway at 19th Avenue, the L. C. Smith operations on the Parkside real estate development project have been dormant for the past month and will again become active in the next couple of days. Which will provide work

ing, a special meeting will be called.

Remember, if you want to make your donation to the Peach Bowl Boys Club, you may do so through Wally Darnielle at the Machine Shop, Walt Heffin at Dredge No. 21, the Business Representatives, or at the office in Marysville. Be sure to support this worthy cause.

Bro. Lewis Austin, who has been very active in boys work, informs us that he intends to reactivate the Junior League Team, for which uniforms and supplies were purchased by the local union, and the local union has again agreed to support this team financially. Your support, however, will be needed to encourage these youngsters, by attending the games.

We are happy to see that Mr. Charles Deaver, general superintendent, is again up and around after being the victim of a serious automobile accident. His being laid up hampered our work for a few days, but now at least, we won't have that excuse any more.

City and San Bruno and several others.

It appears after reading this report of the many large projects getting under way or scheduled to begin operations in the near future that the employment problem should soon settle itself in a satisfactory manner for a great many members of Local No. 3.

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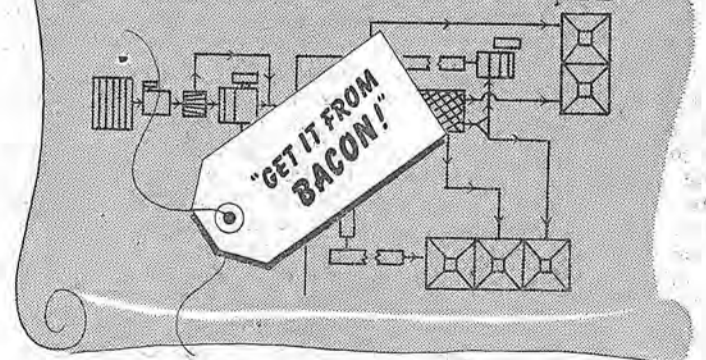


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