

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

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4)

SAN FRANCISCO, CALIFORNIA

MAY, 1953

Survey Ruling-

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 et loaders. 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.

on each single dwelling, including dormitories, office buildings, and commercial buildings including warehouses, control points governbe such vertical and horizontal parties. Intellectual honesty 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-dozer, 6 cu. yd. scraper, 14,500-lb. motor grader, towed scrapers and crawlers, and rubber-tired tractor buck-

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.

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 foremancraftsman 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 arbitrator also ruled that the survey field are the comments of the arbitrator, which are as follows:

"Your arbitrator has been impressed by the sincerity of purpose ing construction operations "shall of the representatives of both (Continued on Page Three)

Independent Wefare 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 industryfirms which have signed up with the Local 3 Health and Welfare

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 Gárage, San Francisco

Beach Garage, San Mateo E. H. Bean Trucking & Rigging, Redwood City 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.,

Frank Beach, Concord

Burlingame Butte Creek Rock Co., Chico 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

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

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 Wrhse. & 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)

CIO Raiders Smacked own 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 Belle Haven Realty Co., San Mateo 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 be delayed until the CIO raid was 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, the daytime hours, and passed out

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 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 KSUB, every 15 minutes during industry. In December the AFL crafts snowed the CIO under, 131 great amounts of printed material. to 11, in an election at the Yer-The CIO also had the expense of ington, Nev., properties of the Buy Rite Truck & Equip., Oakland eight organizers imported from Anaconda Copper Mining Co.

Value of Union Can Be Measured in Cold Cash

Local Union Manager

What is union membership worth to you-in dollars and

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 onethird 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

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

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

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 receive insurance premium credit 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.

Batlimore, 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 grounding facilities. 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 his community, to his family and to himself, in dollars and

Or as the AFL News Reporter stated it recently: "Rela- support that union actively.

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 highvoltage 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 for organized safety activity be extended to include the construction

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 suchhand tools must be equipped by the manufacturers with approved

* * *

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

Attend! Take part!

"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 transfusions 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 lifesaving 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

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, Water 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.

ENGINEERS' HEWS

Managing Editor, V. S. SWANSON ublished Each Month by Local Unio No. 3 of the International Union of Operating Engineers Northern California, Northern Mevada State of Utah

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Entered as Second Class Marter Sep-tember 9, 1943, at the Postoffice at San Francisco, Caliofmia, under the Act of August 24, 1912.

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 standards—which means a net gain for the whole community. cents terms, to join the union of his craft or industry and to

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 offi-

E. Maloney of the Intl. Union of

approval of the transfers of terri-

. Under the agreement, the coun-

ties of Mineral and Douglas and

the southern portion of Lyon

County are added to Local 3's

territory, and Local 3 has juris-

diction over all Operating Engi-

At the same time, Local 12 is

given jurisdiction over all Oper-

ating Engineers' work in Esmer-

alda, Nye, Lincoln and Clark

Before this there were two

boundaries. One was a construc-

tion 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 be-

longed to Local 3 and all south

Local 3, however, had jurisdic-

tion over all mining work in the

state, with the exception of Lin-

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 Engi-

With the exchange of territories,

those contracts held by Local 3

over mining operations in southern

Nevada will be turned over to Lo-

cal 12 and the membership trans-

ferred. Local 12, similarly, will turn over to Local 3 its construc-

tion contracts and membership in

coln and Clark counties.

neers' work in its territory.

counties.

of it to Local 12.

neers

ON AGAIN,

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 turn trip. in a canyon, and it dries 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-onagain 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 longrain. 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

Fred J. Maurer & Son have their 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 cogcial as of May 1, following receipt nizant of the rights and obligations of all affected groups of the buildof word from Gen, Pres. William ing industry; a solution that interprets the intent and purpose of Operating Engineers, giving his 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 cementfinisher 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 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 messenger boys, guards, clerical help, et cetera. Why are these sentence also enumerates for exwho 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 occasionfor a busy season just as soon as ally, incidental to their normal we get the green light from the duties, they at times are required

"It is your arbitrator's opinion eral Contractors, that the Employer's interpretation of this clause of the Agreement is diately.



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 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 up-

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.

per end.

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 pedal.

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 Gen-

The decision takes effect imme-

November 4th.

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

A. Teichert & Son are trying to get their job underway at Dunsmuir 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 Citywith 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 Waily 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 manylaned divided highways the full length of the state, from Mexico to Oregon, and across the state from the ocean to the eastern border.

the exchanged territory. **Brother Is in Business**

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 re-

Any of the brothers needing this type of service in Southern Cali- setting of supplementary lines and fornia are urged to get in touch with Brother Thiemann ...

it clears up. They are getting more work stacked up all the time. The last job they got was a street job in Arcata.

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

weather man. Due to the influx of to use survey instruments, the brothers from other areas, we have approximately 40 men on the

In the Southland Now Guy R. Thiemann Jr., a member

equipment ready to roll as soon as

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 among which we find timekeepers, of Eureka.

LaMone Call has the dredger Jupiter busy at Fields Landing employees excluded? Obviously, putting in a small boat basin to because, lacking the necessary take the place of the landing at skill, they are normally not called Buhne Point, where the PG&E upon to do survey work. The same \$10,000,000 steam plant is going to be erected. The PG&E has not clusion certain other employees broke ground on this job yet, but they are supposed to start in the near future.

about to start. As it looks from here we are in

SAN JOSE ACTIVITY NOT

By M. G. "Mickey" MURPHY and A. J. "Buck" HOPE, **Business Representatives**

Well, Brothers, it is time to give you another briefing on what is going on around this part of the country. We regret to have to tell you that things are not quite as prosperous here as we had hoped for at this time of the year.

There seems to be many small jobs mostly subdivision and city street improvements plus a couple of fair sized pipelines,

which our local contractors, namely Raisch, Piazza, Keeble, Sondgroth, Voss, Bateman and Peters are pretty well occupied with, but there seems to be no jobs of any magnitude, where we might be able to place our surplus men in the near future. At this writing we still have about 80 brothers on the out-of-work list.

One of our Freeway units (Fredrickson & Watson) is just about completed and the brothers who poured all the concrete on this job, and on record time, have already moved on to another project for the same firm. There is about a month's finish work left on this job and then it comes up for state acceptance.

Granite are making good progress now on their job, with structures on Dixon Ave. Raymond have completed driving the piling on this section and have now moved to Railroad Ave. in Warm Springs, where they have another couple of hundred to hammer down.

Barrett & Hilp are coming to a close on their State College job after about one year's labor, same can be said for this firm's O'Connor Hospital job, off Stevens Creek Road. However, there is much to be done in finish work before this institution will be ready to accept patients.

Oh, new schools? Yes, we have about five under construction in the county at this time, ranging in price from \$175,000 to \$1,000,000 or more. Pisano Brothers have completed their Stevens Creek sewer and at the present time have most of their equipment in their yard, but are hoping to grab another one in the near future.

Engineers Limited of Oakland are winding up on the Water Line job out of Los Altos, and will soon be moved to other parts. Heple Utilities have also completed their 20-inch line in Los Gatos. D. A. Parrish of Stockton have placed a period on their master sewer job in Los Gatos and are now moving some of their equipment back home. Hester & McQuire are finishing up their pipeline project on Lawrence Road and Cupertino. However, some of their equipment will remain here for a while as this firm expects to bid on a couple of other good sized jobs which are to come up in the near future.

We have no surprises to give you concerning the Ford plant, other than the Southern Pacific and Western Pacific Railroads are moving in rails and ties for the spur tracks and it looks like they mean business. We did hear that the ground breaking ceremonies will take place about June 15th.

San Jose Ready Mix Co. have been doing a good business since they opened up their new plant at 10th and Bayshore. Bebek & Dorsa expect to be turning out hot stuff from their new plant in a couple of weeks. Pete Anderson expects to make a shake-down run on his new Noble mix plant, in Mt. View, in a few days. We have another new plant to open up very shortly mear Moffett Field on Sterling Road, by Bob Soldini formerly from Alameda county. It looks like we will have plenty of Batch Plants in this locality very soon. Now for the southern section of man inventor.

this area. SANTA CRUZ

In and around this vicinity work is very slow. B & R Construction Co. was awarded the high school job in Felton. One of our old-time members, McCann & Webber, are moving the dirt on this project, which amounts to 43,000 yards. Granite Construction Co. have completed their grading for the Felton Grammar School and are making good progress on their job at Davenport. This job will take at least a year to complte. Roberson Bros. and Wendall Batt have several small jobs in this area.

WATSONVILLE

Granite Construction have completed their 21/2 miles of paving on the Andreas Road. Baun Construction Co. have begun operations resurfacing 5.7 miles of road work north of Watsonville.

MONTEREY

Stolte Co. have not started to work on their job at Fort Ord, but expect to begin operations soon. Keeble & Hampshire were the low bidders on a large job that was let at Fort Ord. Ed Keeble will do the excavation on this project which will amount to 600,000 yards of dirt to be moved and must be completed in 75 days. Condick Co. of Berkeley was awarded a concrete bridge and road approaches contract in Monterey County and expert to start work on this soon.

McCann & Webber will do the excevating on this project. Several small jobs have been let recently in this vicinity. E. T. Haas was awarded a sewer job at Carmel for \$66,200. H. H. Anderson were the low bidders on a \$35,634 contract for a bridge redecking job in this area. Phil Calabrese has all of his rigs on the Haas & Haney subdivision. Dinwiddie and Haas & Haney are making good progress on their Navu School job.

SALINAS

Ed Keeble has started on his new job in Salinas, and has about 18 Engineers employed. He has received delivery of three new D.W. 20's. This firm was also awarded the resurfacing contract for the streets of the city of Soledad. R. L. Thurman was the low bidder on the addition and alteration of the telephone building in Salinas. Bro. Al Williams did the excavation and pile driving on this job.

Stolte, Inc. were low bidders on an underground contract for \$13,-470. Granite Construction at San Lucas have been delayed on their batch plant due to the lack of steel. but expect to get started in the next two weeks. Bro. Wm. C. Smith has three of his rigs leveling land in this vicinity.

HOLLISTER, SAN ARDO

Work in the oil fields has slowed down considerably. The brothers in Aromas Quarry and Central Supply have been fortunate this winter and spring as they have all the other C. W. Peterson job at worked consistently.

PERSONALS

Bro. Joe Bowling left last week for Arabia, where he will be employed by the Fluor Corp. He expects to be gone at least 18 months. We wish to thank Sam Cain and Veryl Dawson who were kind enough to drop us a card to let us know that they had gone back to work. We were glad to hear that Harold Ficke has recovered from his recent illness and will soon be going back to work.

Freeze-Proof Roads Studied

The U.S. Dept. of Defense and the Bureau of Public Roads are studying a formula for making roads completely ice-proof and snow-proof, developed by a Ger-

or asphalt road coatings and reacts to magnetic radiations from the earth. It is claimed that the radiations will disolve ice or snow at temperatures as low as 78 below zero. Cost of the additive is between 10 and 22 cents per square yard.

U. S. engineers have been checking on a 550-yard test strip built near the city of Hamburg, Ger-

Look for the Union Label when buying goods or services.

Water Troubles at Sacramento; Folsom, Nimbus Dams Delayed

By W. V. MINAHAN, H. S. CLARK and E. M. NELSON, Business Representatives

The contractors in the Sacramento area have opened up several new jobs in the last month, mostly subdivisions, street work and some paving.

Nimbus Dam operations were suspended on April 27 because of high water and it is estimated that work cannot be resumed for at least two weeks.

Folsom Dam is still operating with a skeleton crew until the river subsides enough for them to replace the coffer dam and direct the stream through the diversion tunnel. The

project manager has estimated that full scale operations cannot be reached before August, which is not very encouraging to those brothers who are waiting for jobs at Folsom.

Earl Parker started his clearing operation at Folsom Dam. However, the rains has retarded his

Ted Schwartz's Natoma Canal project is also suffering from the late rains. The George Patterson road job at Salmon Falls is progressing slowly,

Joe Vicini of Placerville moved some of his rigs to Sacramento on the Franklin Blvd. job. Joe has several small jobs going in the Placerville area. He manages to house. keep the brothers busy most of the

The Tarlton Contracting Co. at Sly Park has holed through and are now drilling tight spots and getting ready for the concrete lining which should start in the next two or three weeks. Some of the brothers are now engaged in setting up the batch plant and getting the pump and mixer ready for action. This tunnel should be completed and turned over to the government by the end of June.

Also at Sly Park, the Tri-Con Co, is well on the way with the erection of the administration buildings. These will be ready for occupancy in the very near future. This company will also build a quarter mile of road from the building area to the main road.

Joe Vicini has two dozers working on the access road connecting the inhaul road. Stolte will be moving equipment on this grade to the intake where they have a small dam to build. We haven't as yet heard the starting time on this project.

Fredrickson - Watson and M - K Corp., who were lew bidders on the main dam at Sly Park, have gotten the award with a \$230,000 increase in their bid of \$2,488,884, and should be in operation by the time this publication is out, Fredrickson-Watson have the structures on the Placerville freeway which is under way at this time.

Huntington Bros. have the finish of the C. W. Peterson job at Georgetown and will get started at once. Thomas & Sullivan have Auburn which is also a re-bid job. They should be rolling in the week of May 4.

ecking some of the jobs in town, A. Teichert has two road entrances to the new State College located near the H Street bridge. This company has other road jobs in the same area. Brothers Oran Cobb and Stan Gilbert are ramrodding these spreads with Bros. Carl Clark, Art Warnke, Stan Billigmeir, Louis Thrasher, Ralph Gilbreath, Bill Herzog, Walt Blood and Graham Morris doing the oper-

H. Earl Parker, with Ernie Mayfield doing the bossing, has their leve job rolling smoothly at this time. This job is located on the Sacramento River near Freeport, downstream from Sacramento. The operators on this job are Bert Anderson, Johnnie, Bob, Merrill Coates, Cliff Sanders, Glen Edmond, Harvey Clark, Leon Bagley, The formula uses a chemical Paul Holt, Harold Poston, Bill emulsion which is mixed with tar Davis, Bill Bunting, Jake and George Hoffman and Dewey Schreiner.

The Procter & Gamble soap plant, under construction by the H. K. Ferguson Co., has been put partially into operation. This is a Tide plant which will be a great asset to the employment problem in Sacramento. The borthers on this job are old-timers, some as long as 18 months. They are Bob Wagnon, Tom Eaton, Harry Schnell, Clyde Kemp, George Hicks, Orson Porter, Bob (Hard Rock) Johnson, Jerry Malone, Art Colon, 451 for const. sewer in 7th St. &

U.P.K., low bidder on the West

we'd say. Jack claims that he has very busy shifting. not had time to get lonesome. His address is P.O. Box 501, Steamer he is now working in a power

HERE AND THERE WITH THE BROTHERS

George Lewis visiting Sacramento after a year's absence; Baron Bell, trucks and loaders, call Robbins 58R6; Vernal Neves, trenching, sewers, water lines, call HI 5-2817 or HU 6-2739; Leroy Wallin, hauling, sand, dirt, gravel, call GI 3-4003; Wayne Hedman, well drilling, call HU 6-4437; Ed Hunter, welding works, wire rope, call Placerville 744-W; Pat and Ray Motor Service, any automotive work, wheel balancing, call WA 5-8685; Haven Moss, leveling, excavating, trucks, call IV 9-3239; Edward Ocking, visiting Graco Tractor Co.; Tommy Davis and Floyd Briggs, working on a rig; Pat Harvey, B-G Trencher, call HU

Rod Doherty and Charles Woods, running a plant; Vic Gerhart, dozing?; Fred Tenhunfeldt, batching; Mickey Cavana, moving; Bill Mc-Dougal, learning Civil Defense; Bill Squibb, carrying a stretcher; Doug Butler, doing grill work; Louis Reeder, hard facing; Roy BLOOD BANK Weber, jeeping; Wes Kemma, working in mud; George Songer, oiling a crusher; Lee Young watchready; Bill Edwards, gardening; Buck Pelton, checking in; Harvey changing; Don Wrest, pushing nut really appreciated. busters; Floyd Foutch and Nick Gavrilko, moving rock.

C. R. Russell, high up in the 9 for your convenience.

E. F. Lawrence and Irvin Silver- world on a whirley; Roy Sullivan berg. They estimate August or and Paul Burt, maintaining roads; September as their completion Roy Marcotte, Carl Pirtle, Del Wooden, and Keith Milliron, dozing dirt; Ray Cochrane and Harvey Sacramento freeway, should have Cline, being bossed by Jerry Althis paving job started very soon. dridge who, in turn, gets his orders Since our last report, Brother from Ted Cox, Master Mechanic; Jack Foss has taken a job with the Ed Kupers, watching compressors; Bechtel, Middle-East division, as a Danny Furrer, back on the job foreman. Brother Jack is on an 18- after his accident several months month contract. Our information ago; Earl Sproull and Bill Kruger, shows that they are working seven doing some oiling; Fred Arp, Earl 12 hours per day. Plenty of hours, Baker, Art Root and Paul Holt,

Get well wishes and the best for speedy recoveries go to: Leo Point, Aden. The last word is that Wright, who is in bed with a heart ailment; Pat Wilkin, who suffered a broken arm; Elmer Fox, who is laid up with a broken wrist; and Mrs. Wes Kemna, who is in the hospital.

> Our deepest sympathy goes to the parents of Brother Jack Southard who was electrocuted in a job accident on April 13, Jack was a fine boy and well liked by all who knew him. He will be missed by all his friends.

Our condolences also go to the family of Brother C. L. Gray, who passed away on April 4.

We are wishing Bro. Al Klopotek a speedy recovery. Al was cleaning sand from a roller at Savin's gravel plant when his sleeve caught in the conveyor belt causing a severe fracture of his right elbow. He is now recovering in the Mercy hospital in Sacramento.

Wishes for a speedy recovery also go to Brother George Roberts, who was admitted to the Sacramento Hospital for pneumonia.

Congratulations to Brother Ray Austin Jr., who was married in Reno on April 18.

Our heartfelt thanks to the following donors to our Blood Bank this past month: Otis Moseley, ing the rain; Bob Noble, getting Howard Green (regular threemonth donor), Carl Beyer, Fred Lacert and Wm. H. Snider. Thanks, Stancil, telephoning; George Neely, fellows. Your consideration is

Remember that this office is open every Thursday evening from 7 to

Construction Awards

Compiled by P. E. VANDEWARK

awarded to Lee J. Immel, 3030 San Pablo, Ave., San Pablo, \$167,341 for const. storm sewers, curbs, gutters, driveways, etc.

LIVERMORE, contract awarded to Elmer J. Freethy, 1432 Kearney St., El Cerrito, \$252,733 for const. of Chemistry Laboratory at Livermore.

SACRAMENTO, contract awarded to Victor Weidmer, Penryn, Calif. \$159,778 for const. reinf. conc. bridge across Putah Creek & approaches, and const. detour 4 mi. N.E. of Middletown, LAKE CO.

YOUNTVVILLE, contract warded (General) to Trewhitt. Shields & Fisher, 926 Parallel Ave., Fresno, \$551200 for const. of recreation center auditorium, Veterans Home.

OAKLAND, contract awarded to Fredrickson & Watson Const. Co., 873-81st. Avenue, Oakland, \$239, 987 for const. a steel & reinf. conc. bridge & approaches on Washington Ave. in Eden Township, ALA-MEDA COUNTY.

SAN FRANCISCO, contract awarded to Eaton & Smith, 1215 Michigan St., San Francisco, \$558,-526 for 4.192 mi. clear, grade, etc., Huntington Lake, Sierra National Forest, near South Fork of Tamarack Creek, 10 mi. E. of Shaver Lake, FRESNO COUNTY.

OAKLAND, contract awarded to Healy-Tibbitts Const. Co., 411 Brannan St., San Francisco, \$280,-

NORTH RICHMOND, contract adj. R/W from Bay St. to Terminal

FRESNO, Contract awarded (General) to Carl N. Swenson, Inc., 1095 Stockton Ave., San Jose, \$558,200 for const. Music Bldg. & Industrial Arts Bldg. at Fresno State College.

TRUCKEE, contract awarded to Rex N. Jensen, 4100-47th Sacramento, \$169,163 for const. Dist. III, Calif. Div. of Highways Maintenance Station at Truckee, incl. four bldgs., Con., walks, fire hydrants, fence, storage tanks, etc.

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$261,-441 for 3.1 mi, grade & surf. on Pacific Ave. betw. Hammer Lane & Calaveras River bridge, SAN JOAQUIN COUNTY.

SACRAMENTO, contract awarded to Ukropine-Polich-Kral, P.O. Box 105, San Gabriel, \$1,215,180 for 4.0 mi, grade & concrete pave & const. reinforced concrete bridge between Yolo Causeway & Tower Bridge, YOLO COUNTY.

FOLSOM, contract awarded to Fredrickson & Watson Const. Co., 873, 81st Avenue, Oakland and M & K Corp., Financial Center Bldg., S.F. \$2,488,884 for const. Sly Park Dam on Sly Park Creek about 5 mi, W. of Camino, EL-DORADO COUNTY.

NORTH SACRAMENTO, contract awarded to Midwest Contrg. ~ (Continued on Page 10)

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-ofwork 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, 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 Vandeberg 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 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 by John J. Moore, general conoperating Gerwick's skid rig, with tractors, receives a considerable 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

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 yards of dirt to fill for the new this firm having all the steel erecplant has been reopened at Wal- building. Contra Costa Electric tion on the new building. Bigge

nut Creek, with four members of Roy Marcotte and Lloyd Dixon are the local employed at this asphalt on blades; N. L. Mace and Chris plant. Bro. William C. Connolly is Friis are on rollers; and R. Law- the plant engineer, A. F. Hernanley is in a T.D. 14, and C. J. Smith des is boxman, A. O. Fernandes is fireman, and David Camp does the

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. Ornellas 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.

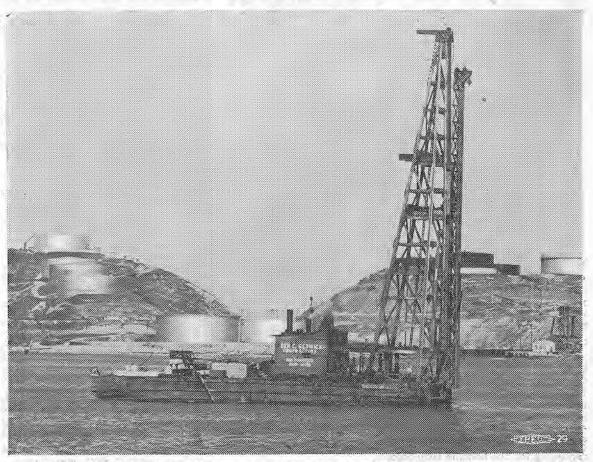
The 600-car three-floor parking garage now under construction at 4th and Webster Sts. Oakland amount of attention from all who pass by. Ariss-Knapp Co., which has a subcontract for the dirt moving, at present is in the process of moving 40,000 yards.

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



BIG BEGINNING: There is nothing spectacular-looking about this piledriving 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 piledriving 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.

er 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 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 Drayage has the contract for all at present. We understand that 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-milliongallon 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 31/2yard 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,

Co. has brought in temporary pow- 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 snovel-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 "Velveteez Air-cushioned Shoes", (Continued on Page 9)

the sand bins, pattern shop, and the new Administration has cut 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

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 Mamouth 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 clamshell dredges that is working plant at Redwood City.

Carson Dam, Housing Jobs Held Back by Late Rains By H. O. FOSS and FRANK LAWRENCE

Business Representatives

As this edition goes to press it looks like the rain is making a few repeat performances in the San Rafael area. The downpour on the 26th caused a setback on the Carson Dam are used anywhere near high voltproject as well as the housing projects that are under way here.

Brother Guy Slack is taking over as super for Black Point Aggregates. Says he's done camping out. Brother Oscar Hannam is torch and hammer boy. Plant now on production.

Brother James Tovatt, mech for Leonardi, very fortunate he has two eyes. A large piece of steel lodged in his left eye but a quick trip to the doctor removed it. Jim saved the steel piece to use as a sinker when he goes fishing.

Brother Louis Bloom, Pt. Reyes area, was appointed assistant fire chief of Marin County. He sure kept his new 6 busy when in the business. Rig is now for sale. Good luck in your new venture.

Cunningham & Smith moving into new location on W. Napa-St., Sonoma, phone 2094. Getting new grease wagon. Has new 60-ton transport for hire. These boys doing OK. Have a new housing project in Sonoma to grade and pave. George Slinsen coming out of hibernation around the Napa area.

Members and equipment now busy. His mech., Brother Ray Andrade, became a papa April 14—baby gal. Keep busy, Ray; kids have to have playmates.

Williams, Burrows & Swenson making good progress on buildings at Eldridge. Finally up out of the

Brother L. C. Harris, Sonoma, phone 3519, has good sewer digger, doz, front end for hire.

Watkins & Sibbald, 25 Bridge St., San Anselmo, GL 3-4691, complete nursery stock, also does landscaping. This company has done some of the largest projects in the northern California area. Keeps several of the brothers busy.

McGuire & Hester on highball job at Bel Air for Blackfield Construction Co., Tiburon way. Lots of blue mud. Putting in trench and pipe but should be gone as this comes off the press.

Brother Chas. McCaffrey took over finish grading on De Velbiss job in Alto, under supervision of Brother Oller.

Basso Drayage with a crew

Hutchinson Quarry. This quarry reports plenty of work for the coming season.

Brother Harry Cahill, who lost his leg in an accident last fall, returning to work as foreman for Brown-Ely Co.; this boy is a hot stuff artist.

Jeffries Bros., 2327 Gaynor Ave., Richmond, BEacon 5-0305, on the Carson Dam doing drilling and grouting; have approximately 60 days work. Brother Weeks on Diamond Drill, etc.

Bill Smith will pay reward for information leading to recovery of new DW-20 radiator; stolen off his rig while it was parked on Highway 40-Cordelia.

Parrish Bros. making real shop and yard at quarry on Cordelia Road. Have lots of work in that area. They seem to get their share around T. A. B.

We understand Baldwin Co. is sending a new rig up to do a long job around Angels Camp way. Brother George Ley operator on

The J. R. Armstrong Co. job on the Bodega-Valley Ford road is getting a slow start. The dirtexcavating and grading-has been sublet to the Los Gatos Construction Co.

Trewhitt, Shields & Fisher of Fresno awarded contract for \$551,-200 for a new auditorium at the Vets' Home in Yountville. It will be some time before construction gets under way. M. R. Carpenter got the contract for installation of the underground utilities and mechanical services on the site of the new building. Carpenter is digging trenches and laying pipe.

Ball & Simpson will open up a rock pit east of Petaluma at the Old Adobe to furnish fill for their job to the approach for the new bridge over Petaluma Creek,

Plans for the Radio Atomic Building on Mare Island have been revised. Cecil Moore has his loaders and trucks on the project doing the excavation.

Basalt's new plant at Napa Junction has been put into full operation. All four retorts are in opwinding up conveyor line for the eration and are using all output

Cranes and Power Lines Don't Mix; 2 Brothers Die Needlessly

The tragic—and needless—deaths of two men have again demonstrated the extreme danger of working with unshielded boom cranes in the vicinity of power lines.

The accident also underscored the recommendation made by the California Industrial Safety Conference recently that attention be given to protecting mobile cranes with

insulated boom guards when they age lines.

Instantly killed in the accident, which occurred near Auburn on April 13, were Jack Southard, 22, of 3052 North 11th St., North Sacramento, a member of Operating Engineers Local 3, and Carl Lee Cyphers, 41, of Napa, vicepresident of the Paul E. McCollum Construction Co. of Richmond. Cyphers had been a member of the Operating Engineers since 1939, but took a withdrawal card

The McCohum Co. has the contract for widening the Folsom-Auburn road, a main artery to the Folsom Dam area.

Brother Southard was the oiler on a bantam truck crane which was being operated by Brother Ray Cameron, The crane was diverting ditch water preparatory to setting corrugated culvert.

The rig was stopped. Brother Southard was in the cab, and Brother Cypher was standing alongside with his hand on the tread, giving instruction to the operator on the next phase of the

at present in their two block fab plants at Napa and in Stockton. Rapp Construction Co. of Santa Rosa has a job for the Sonoma High School, erecting a new shop building. Have most of the excavation work done and are now pouring the concrete foundation.

Ben C. Gerwick's pile yard is quiet at present, but they are getting ready to install a new boiler and a lighter boom on the Brown Hoist Locomotive crane. They have plenty of work as they will make the piles and caissons for the new Richmond-San Rafael Bridge. The forms for these cement caissons will be made and poured right on a barge which will be towed out to the site and set into place by one of the government heavy-duty cranes that Gerwick has acquired for this pur-

We take our hats off to the following brothers who lost a halfday's work in order to make conditions on a certain contractor working behind the fence at the Travis Air Base. They stayed off the job and by noon we had a signed contract. They are Bros. D. E. Sullivan, foreman, Arnold J. Boehm, C. V. Atkins, W. L. Clark, John Koehler and Gene Schupert. If we had more like them most of our troubles would

Congratulations to Brother Stugal; oh, well, girls aren't too bad.

If this rain continues we guess Brother Bill Evans will have to resort to that night shift again.

Brother "Scarbelly" Addington didn't think it was wet enough or else wanted to see if that gold stuff would float, on Mare Island recently, so he stuck a pick in the water line; when the pit gets dry enough suppose he'll go back to

A. G. Raisch Co. took delivery on a new Barber Greene paver; now have two, also an Adnon. Expect with favorable weather hot stuff will really roll,

Seems like Brother Charlie Hover tried to cheat the dentist out of some money recently when involved in a car accident.

We are holding check for Brother Claude Baker.

Second-Best Year For Bay Construction

Last year was the second-best year in the history of the nine counties of the San Francisco Bay area in terms of residential construction.

A total of 32,141 permits for new dwelling units were issued, with the biggest share—one-fourth of the total—going to Santa Clara ment until after the barley harvest

work.

Alongside the road ran an 11,000 deadly shock. volt power line, but no one was aware that the boom was near the crane slipped or swayed so that the boom and bucket started swinging and touched the high voltage line. There was a flash of fire and

the shock coursed through the crane, knocking Brother Cyphers down. A partial charge struck Brothers Cameron and Southard. Southard of North Sacramento. The latter tried to jump clear of he was dazed and fell back against William.

the crane and also received a

Brother Cameron leaped clear safely, and he and others dragged power line. At that moment the the stricken men away and attempted to revive them. They were rushed to Highland Hospital in Auburn where doctors and a resuscitator crew worked on them for nearly two hours without suc-

Brother Southard is survived by his parents, Mr. and Mrs. O. B.

Brother Cyphers is survived by the rig, but either his hand his wife Betty, three daughters, brushed the cab as he landed or Gayle, Sarol and Susan, and a son,

WAITING FOR TRI-DAM,

By ED DORAN, WALTER TALBOT, M. W. GRIFFING and

C. L. CASEBOLT, Business Representatives

New work is progressing rather slowly here in the Stockton area. No new jobs of any size are foreseen for the area in the immediate future, with the exception of the Tri-dam project which will be delayed now until the irrigation districts can sell \$54,000,000 worth of bonds.

All of the men cleared to the various jobs during the past two weeks have been for a short dura-

Fredrickson Bros. have four cats and an oiler on their Calaveras River alignment job. Bro. Art Burch is boss, with Bros. Marion Beebe, Darrell Allen, Dave Spurlock and Jason Eddings on the cats and Gus Wallen doing the

Karl Harmeling has had two cats dozing iron ore out at the Port of Stockton, but is pulling out to do some unfinished work and turning the job over to Frank Taylor, who also will have two dozers working whenever the ore boats come in.

A. Teichert & Son should be started on the Pacific Ave. job by the time this article goes to press. This is one of the few jobs that should go into the summer months but will be manned with old Teichert hands.

M. J. Ruddy's operation at Burson are picking up since the rain we had here a short time ago. The job comprises a rock crusher and alignment of about five miles of Highway 8.

S. M. McGaw Co., a local contractor, is getting its share of the Norcal, on the arrival of a little this company is considered a new man until he has been with them for five years.

Claude Wood Co. had a little hiring three spurt last week, shovel runners and oilers, but now two runners and oilers are back on the "out of work" list.

Lord & Bishop have rigs out at Port of Stockton and are busy with the Center Street bridge in the downtown area of Stockton.

Four Companies, of Tracy, and the Independent Iron Works have been putting several of the brothers to work on the new warehouses at Sharpe General Depot. Also on this same project is Anning & Johnson, who have Bro. George Garaci on a pump-crete-but instead of concrete they are pumping emulsified gypsum for roofing material.

U. P. K. should be going full scale at the Farmington Dam, where they have a cross channel to make on the inside of the dam and also to rip rap the face of it. At present they have one dozer and a blade working but anticipate the need for three cats and the 1201 Lima which is already on the job site.

Land leveling has slowed down considerably, with just a few of the older concerns doing a little work here and there. Do not anticipate any pick-up in employ-

More than 100 guests attended a festive reception tendered to honor our new State Labor Commissioner, Ed Park, on the night of April 21 at a local banquet hall here in Stockton. Among the distinguished diners present were Frank Lawrence, Industrial Accident Commissioner of the State of California; State Assemblyman John F. Mc-Fall, of Manteca; E. C. "Mike" Evanhoe, Mayor of the City of Stockton; Municipal Judges Robert F. Sullivan, John J. McNoble and William Dozier; Carlos Sousa, Sheriff or San Joaquin County; Assistant District Attorney Bradford Crittenden, of San Joaquin County; Police Chief Jack O'Keefe of the City of Stockton; Auditor Bruce McKnight, City of Stockton, and numerous labor union officials and friends of organized labor.

Bro. Lloyd Damewood and his lovely wife paid a visit to our office and when he left he was wearing a 1953 Year Gold and Black Button for paid-up dues. Lloyd has an A-C 35 dozer in Modesto and anyone in the Modesto district needing his services should call him at Modesto 2-6269 and he will be on the job on short notice.

Beerman & Jones have moved in on their Angels Camp sanitary city work, with very few changes sewer job and have Bros. George art Moncreif, now working for in personnel. Every operator for Morrison and C. A. Dodge on the hoe, Bros. Paul Nicollini and F. O. Hollenbeck on the ditcher, Bro. Fred Njraich on the back-fill, with Bro, Patrick "Pat" Peters as foreman on the job, which will be good for the rest of the season.

Bro. Charles Overman is suffering from a badly fractured leg caused by a track tension spring breaking out of its anchorage and striking his lower leg, breaking the leg in 26 places. He is now in St. Joseph's Hospital. Any of you brothers who have the time and opportunity, drop in on Bro. Charles as he will likely be there for some time.

Claude C. Woods has his spread on the PG&E power dam at Murphys and the job is progressing nicely, with Bros. Ronnie Klarer, J. Hulstrom, Joe Womack, P. De Martini and Joe Baxter on the cats. Bro. M. E. Hays, with R. Oglethorpe oiling, are on the truck crane.

Bro. R. Morris, foreman over the equipment; E. Welby, responsible for keeping the hours and wage rates correct for Joe Renaldo, the superintendent.

Bro. Coy Sanders has been confined to the Tracy Memorial Hospital with a badly infected hand.

Brothers, if you are injured on the job, always get first aid. Am injury that seems minor at the time, if unattended, may easily become serious and be the cause of a lot of lost time

Minutes of the Executive Board

(Continued from Preceding Page)

Stationary Engineers Welfare Plan read and approved.

Union auditors report read and recommendations. Concurred in. The Union Auditor, Brother Christiansen, explained the report to of the board, and showed where dropping and unavoidable outgo is increasing.

Motion made and seconded that the auditor be given a vote of thanks and a committee be appointed to find ways and means to get more finance and suggested a resolution be submitted to increase dues. Considerable discussion pro and con, The Auditors were instructed to bring in a further report and recommendations at the May meeting. Carried unanimously.

New Contracts Concurred in:

San Jose Bakeries, San Jose Mercy Hospital, Redding Sacramento Milk, Sacramento San Jose Milk, San Jose Fresno Milk, Fresno Lucerne Milk, Oakland Planters Nut, San Francisco Oakland Hotels, Oakland Community Hospital, Fresno Kraft Foods, Oakland Select Laundry, Oakland Hansen Ice, Alameda Union Square Garage, San Francisco Holy Cross Cemetery, San Francisco Cypress Lawn Cemetery, San Francisco Crystal Ice & Cold Storage, Sacramento Elks Club, San Francisco Ice & Cold Storage, San Francisco Ice & Cold Storage, Oakland California Barrell, San Francisco Milk Mfgr., Northern California GOOD OF THE ORDER: Brother McCarthy reported on the Sew-

age Plant Operators Convention, Brother McCarthy in speaking at the Convention objected to the use of the word "operator". In his opinion they should be called "engineers" and stated where the men were called "engineer", the wage scales were much higher. Brother McCarthy's report was received with thanks.

Brother Fitch announced the resignation of Brother Minzer and the appointment of Brother Brantley. Approved by the Board.

Respectfully submitted, LEO. F DERBY Secretary

Utan News Roundup

By MERLIN BOWMAN, JAY NEELEY, CHARLES COCKAYNE, GEORGE FARRELL and GLEN FULLMER, Business Representatives

Plenty of Road Work Started, More Expected

The work in Utah this month has been temporarily slowed down due to the weather. The rain and snow that we missed last January and February have finally caught up to us. Plenty of state road work has begun and will really get into full swing as soon as the weather permits, and there are more

good jobs to be let this month. Strong Co. have started their Park City to Silver Creek job and are moving in most all of their equipment as they cannot start the Wyoming and Yellowstone jobs as

Bill Ross has started his pipeline work in City Creek and has one 25 N.W. and one dozer on the job at present.

At this time we would like to say a few words for some of the small outfits in this area that have an agreement with us and who furnish year around employment for some of our members: Byron Ewell, "Dusty" McMullin, E. K. Fuller, Merrill Prisbey, and some others.

Most of these people pack a No. 3 card of their own and wear a black button indicating they pay their dues by the year and still pay scale and compete with some of the non-union outfits. So, if you need a basement dug or can throw some work their way, I know it would be appreciated and will be helping all of us; and you can bet you will get a good job done by Local No. 3 men.

Just when we think work is ready to get under way, it rains or snows or something comes up to keep us from getting started.

Oh well, it can't go on forever, we keep telling ourselves. May is here and Old Sol should be beaming most everyday from here on in. Work looks good for the coming season and should find all the brothers working in the very near future.

Barring unforseen circumstances, two of the largest road jobs in the northern area should be underway by the time this article reaches

The largest of the two projects is the \$715,000 contract awarded to Floyd Whiting Co. for six miles of new highway, between Echo Junction and Emory, on U.S. Highway No. 30. The time limit set on this job and the fact that tourist traffic will be heavy, with no available detour, plus the right-of-way being very norrow in several spots, are some of the adverse conditions that the men will have to contend

The second project is seven miles of new and improved highway between Ogden's Five Points and the Utah Hot Springs. The contract being awarded to W. W. Clyde Co. for \$621,000.

Another new job is the Chalk Creek road above Coalville, and has been advertised for bids on May 12 by State Road Commission.

Wheelwright Construction Co. have three new jobs going at the present time. The Farming Bay work for the Utah Fish & Game Commission, the Clearfield sewer line and a new sewer job at Lyman, Wyoming, with several of our operators employed on each job.

Campion Construction Co, has a crew working on construction of a new addition to the State School for the Deaf in Ogden.

M. Morrin & Sons Co. have a contract to build a new school in North Ogden.

Parsons & Fife have moved their hot plant to Brigham City in preparation for the surfacing of the Brigham to Mantua Road just completed by Gibbons & Reed Co.

Hilton & Carr are working on the completion of the Emory overpass with Brothers Walt Amidan and Henry Dickens operating.

K. C. Construction Co. have moved their shovel and trucks to

Emory in preparation for moving the fill to the approaches on the overpass job for Hilton & Carr.

We report with regret the passing away of Bro. Henry Thompson who succumbed to a heart ailment at the age of 40. We wish at this time to extend deepest sympathies to his widow and family.

SOUTHERN UTAH

The weather is casting some gloom over our otherwise fairly good looking work program in the southern part of the state.

W. W. Clyde & Co.'s job in Spanish Fork Canyon is still moving along despite the inclement weather. The dirt on this job is about done. However, they will be bouncing the rock around for quite

The equipment has been moved and is waiting to go ahead from the weather, on Clyde's Helper job. The grading on this job was finished last fall, but the oiling is yet to be done and should be good for a couple of months, once it gets started.

Clyde's Monticello job is moving nicely. This job has not had all the weather we were afflicted with, but has had its share. There were two miles of realignment added to this job this spring, which has added to its lengthiness. Blaine Clyde has a fine crew on this job.

L. T. Johnson Construction Co. have finished their job between Bluff and Mexican Hat and have moved to Blanding, where they have 11 miles of realignment and oil through Devils Canyon, We would like very much to strengthen our relations with this company, and we eagerly solicit suggestions.

L. A. Young Construction Co. nipped off a \$127,785 job from Enterprise to St. George just in time to move his crew from Salina on. This job consists of 14 miles of Forest Highway.

The Wells Cargo Co. job at Eureka is still moving smoothly. Tex Mathews has his shovel together again, and between these two crews they really make the ation schedule, as was feared for ature. It is a good job and one we the regular diet there and have can be proud to have our members work on.

We have a few jobs going close to Provo, and in the past week two more have been let, which will relieve our situation. Thorns copped the Soldier Summit job and Clyde the 5th West job in Provo. With these jobs along with the others we anticipate, we should clean up our out-of-work list.

At a very recent meeting with the State Road Commission, we were informed that the new wage schedule was ready to be presented to the Board of Examiners for their approval, which approval must be first obtained before the new rates can be put into effect,

We are awaiting word at this writing from the commission relative to the action taken by the board and will in turn notify you as soon as that word comes through. We expect we will have the information in your hands, probably, before this article reaches you.

We think the new schedule of wages is indicative of the desire on the part of the commission to bring wages up somewhere near standard, and we appreciate their efforts

in this endeavor. In the next couple of days we the immediate future.

SCHEDULE OF MEETINGS FOR CONSTRUCTION. LANG CO., SAND & GRAVEL, IRON ORE MINES, VITRO CHEMICAL CO., AND KENNECOTT COPPER

Friday, May 22, 8:00 P.M.: Iron Mines members, El Escalante Hotel Cedar City.

Tuesday, May 26, 1:30 & 3:00 P.M.: Kennecott Copper Corp., Bingham

Vitro Chemical Company: All called meetings,

Lang Company: All called meetings. Thursday, June 11, 8:00 P.M.: Sand, Gravel & Construction members,

Engineers Hall, 1969 South Main, Salt Lake City. Friday, June 12, 8:00 P.M.: Sand, Gravel & Construction members,

Labor Temple, 165 West 1st North, Provo. Friday, June 19, 8:00 P.M.: Sand, Gravel & Construction members,

Labor Temple, Ogden.

SCHEDULE OF STATE ROAD MEETINGS

Cedar City, Thursday, May 21, 8:00 P.M., El Escalante Hotel. Roosevelt, Thursday, May 28, 8:00 P.M., Commercial Club. Salt Lake City, Tuesday, June 2, 8:00 P.M., 1969 South Main Street. Provo, Thursday, June 11, 8:00 P.M., Labor Temple, 165 West 1st North.

NEWS FROM THE MINES AND SHOPS

CEDAR CITY IRON MINES

In the past 30 days we have spent a lot of time and effort counteracting the attempt of the CIO United Steel Workers to steal the AFL units at the mines.

They seemed to have the phony, misguided opinion that our membership could be led around by the nose anywhere they decided to lead them. Their tactics and phony statements would indicate that they thought they were dealing with kids or people who lacked intelligence.

If they had anything to offer, we could have understood them trying to get in, but in the face of our past record compared to theirs at Columbia Mine, all they could expect to do was use the Utah unit as a lever to try to pry Columbia up to our standards, a thing they have consistently been unable to do over the past years.

The overwhelming decision you fellows rendered at the ballot box gave your business representatives a great thrill. It indicated your confidence in us; and while we know we make mistakes, we shall negotiations with the Lang Comcontinue in our efforts to serve

in your best possible interests. Thanks again for that vote of confidence.

KENNECOTT COPPER CORP.

We are glad to observe that Garfield Smelter matters were straightened out finally without interfering with the Bingham opertoo frequently in the past affected your pay checks.

Matters in our units at the mine appear to be going along smoothly at present and we are glad of that as the problems of attempted raiding, which you can read about in another section of the Engineers News, has occupied a major portion of our time over the past month or more. Fortunately, our members there rejected the opposition, and tranquility is restored at the iron mines.

VITRO CHEMICAL

Our negotiations with the Vitro

expect to meet with the commission regarding several matters which are of concern to you, one of which is the subsistence problem. We were of the opinion the matter was settled by the board last fall, but somewhat seems to be of the opinion that they still want to make their own rules. We will try to get that matter settled once and for all.

Due to an emergency which arose in another unit of ours in the state it has been necessary for us to delay the general meeting of State Road Employees which we told of in the last issue of the news. The meeting will be held in

Chemical Co. have been a drawnout, tedious matter. Now that we have our contract and wages agreed upon we must insist that our members live up to the agreement as closely as possible, for an agreement with a company can be abused if our members do not live up to it.

We have received numerous reports of grievances from our membership in the past few months. We are making all efforts possible to settle these grievances, and with the help and cooperation of our members we should be able Calif. to get a smooth-running job at this plant.

There has been a slight delay in the printing of our agreement, but every member should receive a copy of the agreement, which will be available in the next few days, and read it thoroughly.

LANG COMPANY

At this writing we have had very poor attendance at our called meetings for the Lang Company. As you all know, we are now in pany, and it is very necessary that we have good attendance at our meetings in order that we may get some pointers on what you fellows want.

This is something every member should know. It is very difficult for your representative to meet with the company and demand certain things with so few members advising him of their deyardage. This mine looks for all awhile. Seems as though strikes mands. Hope that we may have a like Bingham Copper Pit in min- at Garfield Smelter are a part of 100 per cent representation at our next called meeting.

SERVICE WITHDRAWALS

March 1953 G. L. BECHTHOLD RONALD J. BROWN PATRICK L. BUNDS TOM BUTTERFIELD CLINTON CHAPMAN RICHARD COLEMAN BILL COLDIRON, JR. JOHN GOSMEYER TED KELSEY DON L. KLEINMAN GLEN A. LEWIS TUSCON H. MYERS JAMES ODERMATT RONALD E. PETERSON JAMES ROACH KENNY P. SOHN

April 1953 VICTOR BREITMAIER LARRY GAITHER DALE HACK BILL HARRIS WILFRED LEE JOHN SCHAEFER

Field Surveying-Local 12 Tech **Engineers Make Progress**

By AL BOARDMAN Business Representative

Your representative had the pleasure of playing host to Brother James J. Twombley, Technical Engineer, Business Representative for Local Union 12.

Local Union 12 has a jurisdiction for Southern California & Southern Nevada, and a membership of 1100 Technical Engineers, Local 12 has a contract covering the following classifications and wage rates: Apprentice (first 30 days) \$1.70 per hour, rear chainman, \$1.98; head chainman, \$2.21; instrument man, \$2.46; chief of party, \$2.71.

This contract is with the Civil Engineers & Land Surveyors' Assn. of California, Brother Twombley has done an outstanding job of organizing in an area that in the past has been noted for the lack of success in labor organization.

While he has yet to have his classifications included in the AGC agreement, we feel that when the opportunity presents itself, he will accomplish that also.

Sterling Builders let the engineering on the Pedro Point Housing to Wilsey & Co., Inc. Frost & Brian have taken over the engineering for Stern & Price on the Rancho Ensenada development at Cupertino.

The Bay Counties Civil Engineers & Land Surveyors' Agreement has been reopened on the issue of wages. No meetings have béen held.

The next 3E meeting will be held on Friday, May 22, at 8 p.m., 474 Valencia St., San Francisco,

The shortage of competent technical engineers - as well as the reason for that shortage . . . relatively low salaries, especially in Civil Service-has been given official recognition by a sub-committee of the U.S. Congress.

This shortage came to light as a by-product of an investigation of defects in government-backed housing conducted by the Rains sub-committee of the House of Representatives.

The sub-committee stated very strongly its conclusion that a contributing factor in such faults as improper drainage, shifting foundations and septic tank failures ' government housing was the lack of proper engineering advice.

The investigating group recommended to the Veterans Administration that it engage engineers to pass on sites and site plans. VA in turn admitted that it was having difficulty finding competent engineers partly because of a shortage of qualified architectural, landscape and sanitary engineers, as well as because of the comparatively low Civil Service wage scales for such jobs,

VA said it would make limited use of the services of private engineering firms to the extent permitted by available funds. * * *

Fully Automatic

A completely automatic elevator control system has been developed for heavy-traffic buildings. It does away with all elevator attendants and starters, even in large build-

Cut Flood Control Budget Funds to be asked for construc-

tion of river, harbor and other flood control and multi-purpose water projects for fiscal 1954 in the revised Army civil functions budget have been cut down to \$334 million from the \$4911/4 million asked in the original Truman budget.

Slag Mine Pact Ups Pay 5c 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.

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 Street, north. Having run into a 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 ers and one NW-80 shovel on the 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,

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.

Most of the brothers are well Diri, Building Jobs Keep S. F.

By PAT CLANCY and PAUL EDGECOMBE **Business Representatives**

Moving Along

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 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 doz-

M&K Corporation has completed digging the footings at the San be added. Cahill Construction is 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. Considering all these obstacles, quently.

BE 4-3661.

the Canal Zone.

REPORT FROM OAKLAND

to kind of keep an eye on what's going on!

News About the Brothers

a very fine health shoe for men and women. Anyone interested can

contact Bro. McFarland at 1620 Manor Dr., San Pablo, telephone

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

(Continued from Page 5)

Working right outside the hall, on the McGuire & Hester water-

During the past month several very welcome letters were received

Bro. Al Steede, who was employed all last summer as mechanic for

from brothers working on jobs in other areas, some arriving from other

parts of the United States, and others bearing postmarks of far distant

Peter Kiewit on their Pittsburgh-Antioch freeway pob, 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

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

Earl Leavitt, an old-timer in the union who left learly 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

A letter bearing a Canal Zone postmark proved to be from Bro.

is not anticipating the hot weather they are sure to have.

Bro. Jimmie Cook sends his greetings from Fontana, where he is

Hawaii Dredge Firm Gets Big Japan Project

By J. K. WAIWAIOLE,

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

they are making progress.

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

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 doing the job. On their Giannini School job, work is going right along.

Eaton & Smith have put in the main sewer for the development Mary's Garage. After each exca- near the 7th Ave. quarry. Numervation cut they have to suspend ous contractors are hauling from operations until the buildings and this quarry and each does his own banks have been shored up and loading. With this situation, the footings for the ramps poured. faces in this vicinity change fre-

the crew who are now in Japan. is reported running out. 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,-

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

already supplied three members of where the vital concrete ingredient

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 110foot schooner, Mrs. Pomeroy and their three children were greeted by friends who braved the heavy shower to welcome the vacationers from San Francisco, The Pomeroys are on their way to the South Pacific for four or more months of pleasure cruising.

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- Bro. E. A. Wright dropped us a line from Chile, to let us know that he has just comleted his second year in that South American Country, where he is working for Foley Brothers. Recently his company flew him to Coquembo, 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 Ree's are now confident that their daughter will be completely recovered within six to eight months.

MADERA-FRIANT JOB

By H. T. PETERSEN and G. LYNN MOORE **Business Representatives**

Since our last report we have had one fairly good-sized job let, the second section of the Madera-Friant Distribution system, which went to H. Earl Parker, who were already on the job. Their bid was approximately \$650,000. This, of course, will keep that spread working throughout the summer

and fall. On the same project north of Madera the Stolte & Pacific Co. now prevails in Madera County are moving dirt on their initial and also in Fresno County. contract and making fair progress.

At Castle Field Air Base the Macal Improvement Co. is doing area, which of course is as per our the import and excavation work on the T. C. Bateson Co.'s hangar job. Van Valkenburgh have finished up and Barrett & Hilp will complete their operations tower within the next three weeks. There is a rumor, however, that an appropriation is being set up of \$9,000,000 to increase the runways and hard on the 4th Thursday of the month. stand area. If this job should break There will be plenty of dirt to move.

U P K (Ukropina-Polich-Kral) will complete their grading operations within two weeks and shortly thereafter will start paving.

Moseman's bridge job at Merced River is still held up due to lack of structural steel. Frederickson & Watson have cleaned up their highway job north of Merced and for the past three weeks have been working on a small resurfacing job out of Chowchilla, Sharp & Fellows, in the Kings Canyon, are starting to lay select materials for road mix, which will be done by the Oilfield Trucking Co.

Selby Drilling Co. still have four months or better on sealing off Pine Flat Dam. Pine Flat Dam Contractors are installing the sluice gates. Sharp & Fellows at the Piedra Quarry still busy cracking ballast rock for the Santa Fe Railroad and will continue to operate for another four months, and expect more work on ballast.

On Highway 180, Eaton & Smith have about completed all cat work but still have shovels and eucs working on the granite. This job is not due for completion until October. However, this same company submitted low bid to the Bureau of Public Roads for an additional 41/2 miles for the low level road to Huntington Lake. This section is beyond that which Hess Construction was on last year. We expect Hess back to finish up, around the 15th of May.

Peterson Co. of Richmond have a bridge and road job at Cedar Grove and at the present time have five pieces of equipment busy.

Nothing definite has come through yet on the Vermillion Valley and Mammoth Pool dams. However, at the present time we have about five members employed by Bechtel at Mono Hot Springs clearing the road to the job site. Electrical Workers Union are still ran and "Speck" Bennett on the picketing Southern California Edi- Cats. Mr. LaMalfa signed the conson Co., and there may be a question as to moving a great amount of supplies across their lines.

In the south end of the district the United Concrete Pipe Co. have not as yet started their distribution system job but expect word any day. In the same general area Guy F. Atkinson Co. are doing the finish grading on the Tulare By-Pass job and are setting up for paving soon.

Rex Sawyer and Wm. Rogers have set up a hot plant and crushing and screening plant at Taugus and will resurface 3.3 miles of highway 99 between Selma and Kingsburg. This same outfit will furnish and lay the approaches and crossings on the Guy F. Atkinson

Nomellini Construction Co. are still busy on their storm drains in Fresno, another section of which is coming up the latter part of May. Most of the pipelaying contractors are busy on small jobs throughout the entire district.

There is quite a splurge on new school buildings on which we will have some grading and paving | work and a small part of erection.

We were successful about two months ago in forcing the Merced the Empire Gardens housing proj-County Board of Supervisors in a position of refraining from doing and Ed Poitz. private subdivision work, also ex-

These counties have all acknowledged that they will award bids on the basis of prevailing scales in the contracts.

The above sums up the report for this month except that the brothers who are unemployed would have a good chance to donate a pint of blood to the Engineers blood bank.

Next meeting of this area is held

RAIN AT THE WRONG TIME—

Can 'Artificial' Weather Be a Hazard

inclined to shudder at the mention of the word "rain."

But it is a fact that the weather is a factor of greatest importance in the construction industry, and one of the things that contractors and construction workers are going to have to think about in the future is the possibility of artificial "rainmaking" and how it may affect construction activity and employment.

Attempts at scientific rainmaking - properly called "cloud seeding"-have been reported in the newspapers with increasing frequency during the past few

The Pacific Gas & Electric Co.

With the return of blue, has experimented with causing sistently, when and where it is most skies and the jobs starting areas and various crop growers again, many a Brother is still have placed enough faith in the process to spend money on cloudseeding efforts.

> Occasionally there have been reports of attempts to stop cloudseeding operations, made by growers whose crops might be hurt by rainfall at the wrong time.

> But little is known, generally, about cloud-seeding. And it may be that the construction industry as a whole has paid less attention to this new development than its stake in the weather pattern war-

> This problem was called to the construction industry's attention recently in an article in "Western Construction" by Ray K. Linsley, Jr., associate professor of hydraulic engineering at Stanford University.

Mr. Lindsley provided a scientific explanation of the principles of artificial rain-making and a proand-con discussion of the question: "Will it work?"

In a nutshell, this is the scientific idea behind cloud-seeding:

Rain occurs when tiny moisture particles in a water-saturated cloud condense on some microscopic particle, or "nucleus," usually a speck of dust, or sea salt or an airborne particle of smoke. This is called "nucleation."

As the tiny water-speck falls through the thousands of feet of wet cloud it picks up other tiny particles until it becomes a fat, wet raindrop.

This "nucleation" process occurs in nature only at temperatures well below freezing.

Man's attempts to "make" rain, all involve attempts to make "nucleation" occur at higher-thanusual temperatures, and around some artificial particle or "nucleus," such as pellets of dry ice, particles of silver iodide, smoke, etc., either sprayed from airplanes or wafted into the air from the ground.

Can this be done? Yes, on an experimental basis, from a given cloud under suitable conditions, some rain may be made to fall.

But can large, useful amounts of water be milked out of the

"artificial", rain over its reservoir | needed? On that point there is divided opinion.

Mr. Lindsley's opinion seems to be largely in the negative at least at this stage of the rain-making

Some of his key points, very much simplified, are:

Rain can be brought down most successfully under conditions closest to the natural rainfall conditions-that is, high water content in the clouds and low temperatures in the upper levels,

Therefore most cloud-seeding operations are intended to bring down more rain in natural storms, rather than to try to get rain from otherwise rainless clouds.

Whether more rainfall actually results is debatable.

Some experiments show that over-seeding can actually reduce, rather than increase, rainfall. Experiments in Australia and Canada have indicated that ground generators are ineffective, and this is the method that has been most generally used here.

Unless the induced rainfall is very heavy, most of it will just evaporate again, and even if heavy, most of it will simply run off into the streams unless it is made to occur where it can be stored.

No seeding operations have been carried on long enough to prove that there is an actual net increase in rainfall in a given area over a period of time.

Cloud-seeding offers absolutely no solution to sustained drought conditions with cloudless skies and hot sun.

Despite all these negative indications thus far, experiments in artificial rainmaking will continue, and they might, in time, prove to produce results.

Mr. Linsley's conclusion, therefore, is that people in the construction industry had better keep themselves informed about developments in rain-making, that they should promote laws requiring publice notice of cloud-seeding operations and that construction industry people should start now to gather cost figures on losses due to bad weather so they may be in a position to collect for damages to clouds? And can this be done con- their work caused by rain-making.

Noyo Has Parking Problem, Too, But It's in the Harbor

By GLENN L. DOBYNS, Business Representative

Transocean Construction Co. has employed as their superintendent one of our members of long standing, Bro. "Red" McCulla.

"Red" is very well liked and we want to take this opportunity to wish him the very best of luck on his new job with Transocean.

have started moving the dirt for the detour.

Bro. Amos M. Andrews on the Northwest with Bro. Calvin Barnett Jr. oiling. Bros. Glenn Bowman and W. S. Listo on the Cats with Bro. Paul Fry, the heavy duty repairman.

This company just completed their job on the Philo Bridge. Bro. M. Cooley on the North-

west taking out the detour.

Harold Lange and Abe Lange of Lakeport have signed a construction agreement with Operating Engineers Local 3. Abe Lange was an employee of Charles Harney Construction Co. of San Francisco for many years. Abe and Harold purchased a concrete batch plant at Lakeport. Best of luck, boys, in

your new venture. Joe LaMalfa, a new name to construction, has been logging in and around Ukiah for many a year. This year he decided to try his hand at construction and is doing very well. One of his first attempts has been putting in the streets at the Empire Garden housing project, Ukiah, He has Bro. Nick Williges operating the blade. Bros. Harold R. Burbery, Clarence Cochstruction agreement and we are happy to add he definitely is 100

per cent union. The 10 Mile River Bridge contract was awarded to Bishop, Younger & Bradley of San Francisco. At the present time there is only the State survey party working. The company should be moving in very soon.

Pete Persico of Willits has been driving the piling at the new Mill Pond on the old Ridgewood Ranch. Due to the weather conditions last winter Pete has had a long vacation and this is his first job of the year.

Harold Peletz worked for several years for Rapp Construction Co. of Santa Rosa as general superintendent. Last year he decided to branch out for himself so he purchased one small Badger Digger and kept going steadily as long as the weather held. This year he has added two Cleveland wheel type diggers to what he had. All the equipment is now busy in the Ukiah area.

Bro. Al Silva is finishing up on the Don Faull housing project. Bros. Ed Barone with Bro. Charles Lankford working another rig on ect. Along with Bros. Ray McClure

Arthur B. Siri, Inc., of Santa tensive new road construction. Rosa was awarded the contract 18,000 more than the previous Since then through the help of lo-cal contractors a similar situation .6 mile south of Venezia and .2 number in March last year.

This company has the contract mile south of Lytton overhead and for the Navarro Bridge and they between Stony Point road and the Northwestern Pacific Railroad and for repair of a bridge over the railroad.

> The mooring basin plan is a 'paramount" need at Noyo Harbor. Some are openly critical of the Noyo Harbor Commission's decision to seek federal funds for an upstream mooring basin rather than the channel extension project.

Those who want a quick, if piecemeal, solution to the "parking" problem in the cluttered Noyo River hoped that the commission would press for funds this year to extend the dredged channel upstream, to provide further mooring space and reclaim waste land with the dredged earth. Instead of waiting for a project which may not be granted funds by Congress and which in any case could not be started within 2 or 3 years.

Construction of a 600-yard breakwater northwesterly from the southern rim of the outer harbor would provide needed protection but would not solve all the problems.

Proposed sites for the basin are flat areas on either side of the river near the end of the present channel.

The basin would also alleviate another problem which at present deters many fishermen from using the port-the difficulty of berthing in front of the packing houses.

The paramount need of the port is for a refuge harbor where boats will be safe from the present haz-

It is just like trying to find a parking space on a city street, and in summer, you can walk from deck to deck right across the river.

Between 200 and 300 fishing boats a year work out of Noyo, but the crowded channel and hazardous outer harbor have caused many boats to fish elsewhere. But still the fish landings have showed a steady increase at Noyo.

Despite "widely-recognized" advantages of location, Noyo's exposed and rock-bordered entrance, its shallow and congested channel and the lack of modern facilities for mooring boats and overhauling gear have slowed its growth.

The advantages of a permanent, safe mooring place for the fishing fleet justify the gamble of having to "sell Congressmen who've never seen the ocean" on the economic benefits to be gained.

* * * Almost 24 million workers were employed in construction in March,

Construction Awards

(Continued from Page 4)

disposal plant. REDWOOD CITY, contract awarded to S & Q Const. Co., 75

Clementina St., S.F. \$168,740 for asphalt concrete pave, sewers, sidewalks, curb & gutter, etc. on Marshall & Maple Sts., et al. SAN FRANCISCO, contract a

warded to Parker, Steffen & Pearce, 135 S. Park, San Francisco \$439,100 for const, airmail & cargo building at S.F. Airport. OAKLAND, contract awarded to

Monson Bros., 475-6th St., San Francisco, \$498,600 for const. 18 classrooms, library, Admin. suite & Milti-purpose room at Lockwood

TRAVIS, contract awarded to Parish Bros., P.O. Box 1019, Benicia, \$292,285 for pave & storm drainage along 2nd St., & Travis Ave. at Travis AFB.

REDWOOD CITY, contract awarded to S. & Q. Const. Co., 75 Clementina St., S.F., \$168,740 for asph. conc. pave, sewers, wals, etc., on Marshall & Maple Sts., et al, Redwood City.

(1) MENDOCINO CO. (1-Men-56-F)-To Bishop-Younger-Bradley Co., 405 Sansome St. San Francisco, \$715,573 for const. bridge & appr., 7.8 mi. N. of Fort Bragg at Ten Mile River.

SAN FRANCISCO, contract awarded to Watkin & Sibbald, 6 Bridge, San Anselmo, \$140,758 for utilities & grounds improvements, Phas 111, at San Francisco State College,

SALT LAKKE CITY, UTAH, contract awarded to Floyd S. Whiting, Box 158, Murray Utah, \$710,-822 for 5.886 mi, const. 3" plmix. bit, surf rd on U.S. 30-S. & 189 from Echo Jct. N. E'ly for 5.9 mi.,

Co., 3210 Fulton Avenue, Sacra- in SUMMIT COUNTY. mento, \$159,980 for const. sewage

SACRAMENTO, contract awarded to Fredrickson & Watson Const. Co., 873 - 81st. Avenue, Oakland, \$555,555 for 4 mi, grade 4-lane hwy. & const. bridge across Churn Creek, betw. Boulder Creek & Project City, SHASTA COUNTY.

VALLEJO, contract awarded to Coast Pipeline Contractors, 580 Bragato Road, Belmont, & Wunderlich Contrg. Co., 1465 Edgewood Drive, Palo Alto, (Sch. 1-\$349,660; Sch. 4-\$25,259; Sch. 5-\$3,996; Sch. 6-\$8,193 for const. Trans-Vallejo Pipeline Connecting Fleming Hill Treat, Plt. w/Swazy Resvr. (Sch. 7 still under advisement).

SAN FRANCISCO, contract awarded to Bishop, Younger, Bradley, 405 Sansome St., San Francisco, \$341,430 for alterations & repairs to Pier 50.

SAN FRANCISCO, contract awarded to M. & K. Corp., Financial Center Bldg., San Francisco, \$641,-679 for const. 18th Street sewer, Sec. A, Shotwell to Church St.

CARSON CITY, NEVADA, contract awarded to Young & Smith Const. Co., 306 Beason Bldg. Salt Lake City, Utah, \$155,864 for 8.523 mi, const. portion of Second Hwy. Sys. betw. Lovell Wash & Mountain Springs Summit, CLARK COUNTY

NEVADA CARSON CITY, NEVADA, contract awarded to Dodge Const. Inc. Fallon, Nevada, \$248,083 for 11.496 mi. const. portion of Sec. Hwy. Sys. betw. 30 mi. S. of Palisade & 18.5 mi. S. of Palisade, EUREKA COUNTY.

SACRAMENTO, contract awarded to McGillivray Const. Co., P.O. Box 873, Sacramento, \$139,140 for conc. pave. etc., Fruitridge Oaks. Unit 3, Res. 2949.

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 coursethat 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

J. H. Shaver has a fine crew of landlevelers working as weather permits. Virgil Beard of Yuba City had a chance to catch lp 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 plaon 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 the Peach Bowl Boys Club in Bill's

INDUSTRIAL REPORT

GLADDING, McBEAN CO.

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 nec 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. Radovichs' 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.

will realize that a union is some- \$10,000,000. thing that has to be supported the Due to changes in alignment of year round if it is to be effective, the Bayshore Highway at 19th and not just supported once a year Avenue, the L. C. Smith operations 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 sure to support this worthy cause. 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 attending the games. being that we have been very busy with Natomas, which over the years has been negotiated with tendent, is again up and around first. Meetings will have to start in the near future and we should automobile accident. His being laid have a complete report by the up hampered our work for a few above meeting. If we do have a days, but now at least, we won't

Peninsula Highway, Pipeline Projects Picking Up

By CHET ELLIOTT, Business Representative

The L. C. Smith Co. of San Mateo was low bidder in a others. 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 Notice of regular meetings: 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 essary to point out the importance 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 realigning 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 proj-We hope that the membership ect and the estimated cost is

> 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 Heflin at Dredge No. 21, the Business Representatives, or at the office in Marysville. Be

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

We are happy to see that Mr. Charles Deaver, general superinafter being the victim of a serious to those who donated money to final report before the above meet- have that excuse any more.

and the same of th

for one or two shovel crews and cat, blade and roller operator.

Many large building contracts have recently been awarded in this district. The Parker, Steffens & Pearce Co. of San Francisco was awarded the contract for the air mail and cargo building by the Public Utilities Commission of the City of San Francisco, at the San Francisco airport. The B & R Const. were successful in obtaining the \$1,000,000 job of enlarging the Sequoia hospital at Redwood City. This firm was also low bidder on the shopping center building in South San Francisco.

During the past month many street grading and paving jobs have been awarded throughout this district. The S & Q Const. Co. were low bidders at Redwood City, Bragato Paving Co. at Redwood

O. C. JONES & SONS GENERAL CONTRACTORS Cedar and 4th St. BERKELEY LAndscape 6-3424

Member A. G. C.

City and San Bruno and several

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 may members of Local No. 3.

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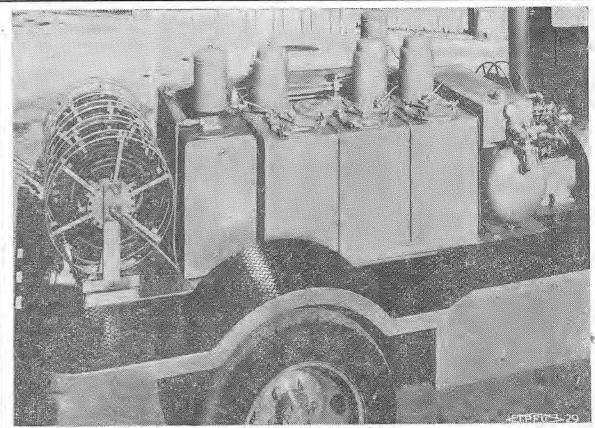
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Home-Made . . . By Local 3 Men

This unique lubrication and tire service truck is just one of the many pieces of special equipment built for the San Mateo County Garage and Maintenance Department in its own shops by Operating Engineers Local 3 members employed in the department.

On a 11/2-ton flat-bed truck chassis the heavy duty mechanics mounted five tanks for motor oil, diesel engine lube, gear lube, track roller and chassis lubricants, along with an air compressor that pumps the lubricants and services tires on equipment.

They eliminated the small gasoline engine previously used to run the compressor, using instead a power take-off from the

truck's transmission. Each of the lube tanks has its own service reel with 30 to 40 feet of hose and suitable control valves.

Around the entire truck is an 18-inch-wide catwalk of nonskid diamond-design steel plate, with tool boxes of steel plate built underneath.

There is a separate reel and air hose for tire servicing just behind the driver's cab. This mobile unit goes all over the county to service the department's 90 pieces of equipment. By careful scheduling this is. done with no loss of working time.

Shop Superintendent for the County is George Miller. Working with him are Local 3 heavy duty mechanics Ray Hale, Race

Cuckler, Ray Stacey, Ross Huffman and Walter Furrer. The men receive the same wages and conditions provided in Local 3's contract for construction work in the area.

Due to the ingenuity and enthusiasm of this mechanical crew, many of the major pieces of equipment have been tailormade and there is hardly a rig that hasn't been altered or improved in some way.

The result is not only an economical and efficient equipment servicing and maintenance setup for San Mateo County, but also pleasanter and easier working conditions for the equipment operators and service crewswhich have much to do with the department's high morale.

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