



# ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. FIVE, No. 6

SAN FRANCISCO, CALIF.



June 20, 1947

## ALL MEMBERS MUST REGISTER TO VOTE FOR HOUSECLEANING IN U.S. CONGRESS

### Local 3 inks new master A.G.C. pact

Marking another milestone in the long record of constructive, cooperative relationships with its employers, Operating Engineers Local 3 has signed the new master agreement with Associated General Contractors, providing for a substantial wage increase for the large number of members affected.

Negotiating committees representing the union put their John Henrys on the contract following lengthy sessions at the bargaining table. Signing for the AGC employer group are the representatives of a number of major contracting firms of Northern and Central California.

The tempo of these negotiations remained at a high level throughout, which is characteristic of Local 3-employer relations. A humorous slant is provided in the cartoon on this page, prepared by Bro. Harry Carver, a member of Stockton branch of the union, depicting some of the well known persons involved in the negotiations.

The entire master agreement is printed in this issue of the Engineers News, for the benefit of the membership. Later it will be assembled into a convenient leaflet form for distribution to all members who wish to carry and keep copies.

### Members Go Overseas

San Francisco Office of Local 3 reports many members lining up for jobs with American firms at overseas locations. Several members have returned and are signing up for a second term with Morrison-Knudsen on Guam. One member has departed for Afghanistan to work for this company. Some have come in from Liberia, where several members are working. One left for Borneo with the Marsman Co. Birch, Johnson & Lytle Co. are recruiting men for the big Alaska projects and have signed up 56 members thus far. Others are dropping in from Okinawa and returning. Others are in Manila, South America, Hawaii and Persia.

### They Want Unions!

Workers want unions! They are voting for them every day in NLRB elections at the rate of five to one. At the Oil Seed Products Co. at Calwa, near Fresno, recently, Stationary Engineers Local 39 received 17 votes, to 3 for no union. This fits in with the national picture: In April a check of all NLRB polls taken in the U. S. showed that five workers voted for one union or another for every one voting for no union. (Taft-Hartley, take notice!)

### NOTICE All Members of Local 3

The next regular meeting of Local No. 3 will be held in San Francisco, 14th and Guerrero Sts., on July 12, 1947, at 8 p.m. BE SURE TO MAKE NOTE OF THIS CHANGE IN MEETING DATE. This change is made due to the holiday week-end, July 4, 5 and 6.

Engineers working in Eastern Wyoming must clear through Engineers Local 326 at Evanston or Laborers 206 in Ogden.

### In Memoriam

HARRY CRUMLEY  
WILLIAM S. REED  
ARGUS CLEVELAND

Operating Engineers Local 3 expresses its sorrow in the passing of these members and its heartfelt sympathy to those bereaved.

The above rigs are setting beams on the bridge crossing the Feather River between Marysville and Yuba City. Both are Manitowocs with 90-foot booms. Brothers Jim Basham and Virgil Beard are the operators and have set 3,000 tons of these 60-ton pieces. The bridge is being built by J. H. Pomeroy Co. and is 2764 ft. long. The ramps

### Steel Over Feather



were put in by Parker, and Rice Bros. are furnishing the ready-mix concrete for the deck. It is expected to be completed and open for traffic some time in September.—Marysville report, Bill Waack.

### Taft-Hartley is result of voter apathy

An example of the great importance of every union member being registered to vote and exercising his right at the polls lies before us in the form of the Taft-Hartley Slave-Labor Law, which a majority of our Senators and Congressmen are seeking to enact into a law against the workingman.

"We could ask for no better reason than this for each and every union member and other adults in his family to be registered and in a position to vote at the next election," said a statement prepared for publication by the officers of Operating Engineers Local 3.

"The Taft-Hartley slave labor bill is the direct result of negligence at the ballot box and our consequent failure to elect truly labor-minded men to represent us in the nation's capital. Had we turned out at election time and used the rights and privileges of the ballot box it is safe to say the passage of such a law would not have been possible.

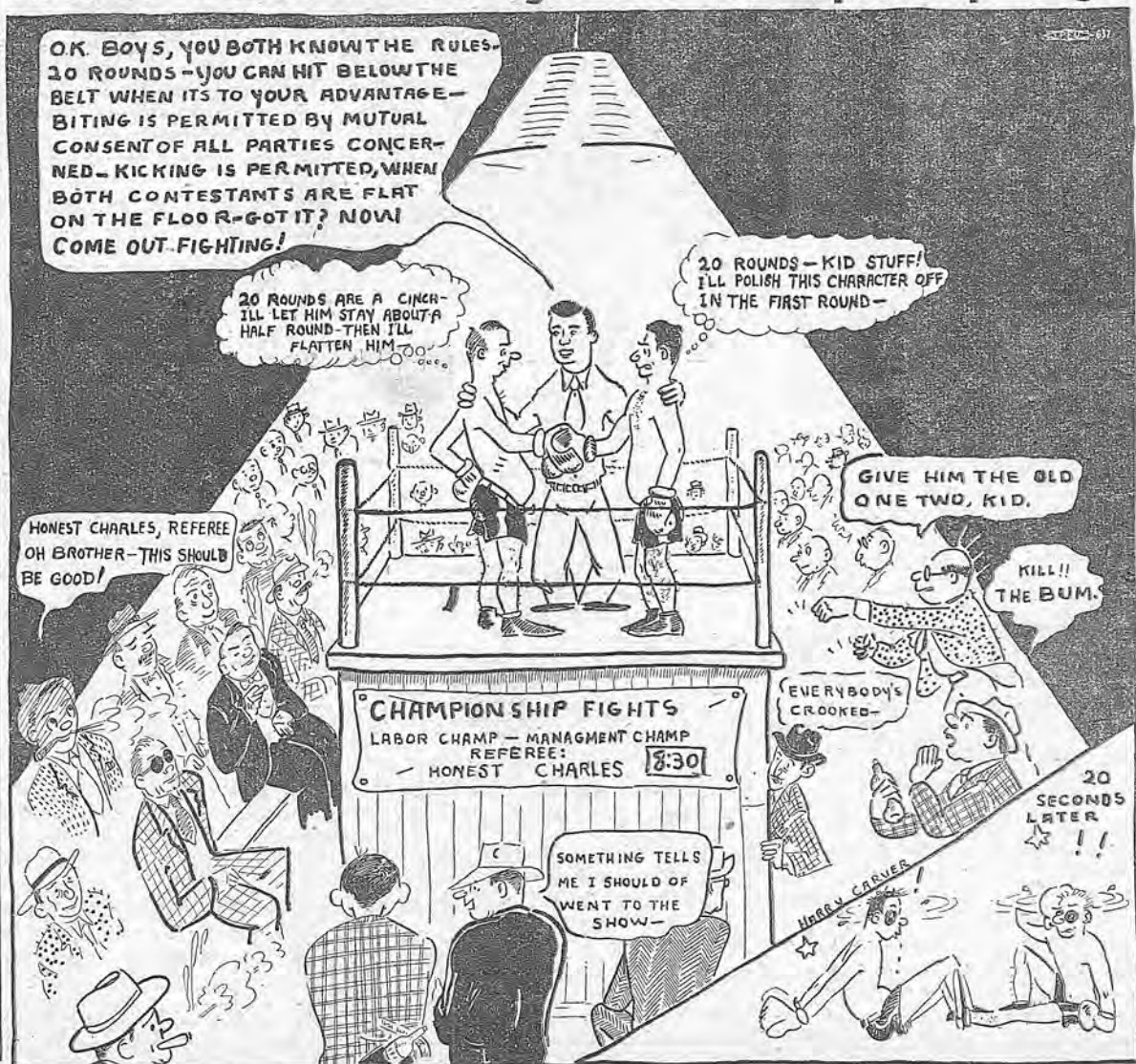
"As it is, by our negligence, we have allowed mis-representatives and the stooges of great wealth to invade and take over the Congress, and the result is inevitable—legislation to wipe out the gains made by organized wage-earners down through 150 years of bloody struggle and sacrifice.

"It is therefore appropriate at this time that we resolve never again to neglect that symbol of democracy, the ballot box, that we protect this right by being registered to vote, and when election time arrives that we turn out in the full force of our great numbers and elect men who will return democracy to the United States."

### Diesel Classes

Oakland office of Local 3 reports that a full line of high quality instruction in diesel engines and their maintenance is now available at Technical High School. For details see the Oakland report in this issue.

### A. G. C.—Labor vs. Management—Championship Fight



This cartoon, drawn by Bro. Harry Carver, a member of Operating Engineers Local 3, depicts the chief characters, some of them so well known as to be recognizable to many members of the union, who were involved in the recent successful negotiations between the union and representatives of the Associated General Contractors. Results of the negotiations are to be found in this issue of the News, in the form of the new AGC-Local 3 agreement, printed in full.

## Veterans' information

By JOSEPH RILEY

Business Representative, Local 3

### CREDIT FOR VETERANS:

If you are a vet, you may obtain credit on the same terms as other purchasers of surplus property, whether you are buying with your priority or not.

If you are certified to buy surplus with priority, obtain a credit application from the W. A. A. Certifying Officer.

If you are starting a new business or desiring to buy property intended for your own professional or occupational use, you will fill out form W. A. A. 1117.

You must make arrangements prior to the sale with the Credit Division of the Regional Office conducting sale.

### Local 3 Veterans!

Attention members of Local 3 who are veterans.

Union Labor Post No. 1917, V. F. W., 200 Grand Ave., meets on 2nd and 4th Fridays, is made up of different union men of the various crafts and trades and it is called to the attention of Brother veterans in the East Bay.

Union Labor Post No. 1917, V. F. W. of the United States, is actively engaged in veteran affairs and is an up and coming organization of union men who are desirous of helping in veteran affairs in their community and in the California Department of the V. F. W., and National too.

By LES COLLETT,  
Business Representative.  
Former Adjutant, Union Labor Post No. 1917, V. F. W.

If you are qualified for credit, the Regional Credit Division will on request issue and send you a letter authorizing W. A. A. officials at any site sale to extend such credit as has previously been established.

### CREDIT TERMS AVAILABLE

1. Open account. When credit has been established and an order has been placed, W. A. A. will release the goods to the purchaser and will allow thirty (30) days before payment in full is required.
2. Installment plan. Purchasers may buy on the installment plan after credit has been established if—

- (a) The purchase is for surplus properly classified as durable. This excludes items subject to immediate consumption or deterioration.
- (b) If the goods are not purchased for the purpose of resale.

3. Special arrangements will be considered other than the standards for either open accounts or installment sales.
4. Other credit terms apply to real property, installment sales of aircraft, and to sales of machinery and other items.

Regional Credit Offices are located at 222 South West Temple, Salt Lake City, Utah, and 1540 Market Street, San Francisco, California.

Veterans should exercise care in selecting builders. Before advancing funds or negotiating a contract with a builder, it is recommended that the veteran:

1. Investigate the financial condition of the builder through his bank;
2. Check on the builder's performance record with the local Builders Exchange, Association of Home Builders, and the Better Business Bureau;
3. Check on the builder's license with the State Contractors Board, Sacramento or San Francisco.

If, after these investigations, there remain any doubts, the veteran should reject him and select a builder who can satisfy all these conditions.

Remember, you cannot recover from a bankrupt builder money which has been invested as a down payment on a house.

More vets (according to latest figures) are married in a day than

## Highway project work in Nevada taking a spurt

By H. L. SPENCE

Representative, Local 3

Reno—The highway work in the State of Nevada is getting better and more plentiful each week.

Most of the dear brothers are working, those that want to work and some are working that do not want to!

W. W. Clyde Construction Co. have finished their job at Valmy, but the job at Lamoille is still going strong. Bro. George Yukich is their shovel operator. He is also steward on the job.

Silver States Construction Co. (Andy Drumm) have their camp set up 21 miles east of Elko. He has all of his rigs on the job and is really moving the muck.

### Battle Mountain Job

Dodge Construction Co. is going to town on their job east of Battle Mountain. I understand that they are going to move their hot plant up to their job east of Wells. Roy Cram is crushing the rock now on the Wells job. Bro. Tom Davis is going back to operating again after being ill for several months. He is going on a Tamper Cat for Dodge. Good luck, Tom.

Frederickson & Kisler have started their job covering the Igloos at Herlong. Bro. George Bell stopped in the Reno office on his way to Herlong. He is going to set up their rock crusher.

Clement Construction Co. of Hayward, Calif., have started laying the hot stuff on their job at Doyle, Calif.

The local work around Reno has been a bit slow on account of the shut down for a while, but it will pick up now I am sure.

J. E. Johnson is finishing up the Tieslau road job near Wellington, Nevada.

Strong Company at Beowawe and Dunphy still have two 10-hour shifts on their job. They have most of their detours in now and they will be moving lots of muck the same as they have done in the past. Bro. Bert Roark is operating one of their blades.

Bro. Ralph D. Starr was in the Reno office to take out a withdrawal card as he now owns and operates a saw mill in or near Sacramento. We wish you all kinds of success, Ralph!

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### THE JOB SITUATION

Though several inland offices of Local 3 report members out of work, such is not the case at Eureka. Bro. Otto Never reports plenty of work in that section, with many big jobs under way or opening up. Bro. Murphy at San Jose also reports plenty of work in that area.

907. Of that amount, \$1,161,868,700 has been paid in bonds and \$87,150,207 in checks.

### HOW TO APPLY FOR CALIF. VET PREFERENCE

Application to establish eligibility for veterans benefits under the State plan must be addressed to Department of Veterans Affairs, in care of Application Division, P. O. Box 1559, Sacramento, Calif.

This applies to benefits under the Farm & Home Purchase Act, the Educational Assistance Act, and veteran's preference in Civil Service examinations.

### ENGINEERS' NEWS

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## Report of last meeting

The meeting was called to order at 8:15 p.m., President Clancy presiding. Roll call showed all officers present with the exception of Business Manager Swanson, who was excused by reason of being in Washington, D. C. on business of the Union. There were approximately 185 members present.

### MINUTES

A synopsis of the Regular Meeting minutes of May 3 was read and by motion approved as read, as were the minutes of the Special Meeting held in Stockton on May 24.

A synopsis of the Executive Board minutes of May 24 and of June 7 was read and the acts and recommendations of the Board were by motion approved as read.

### COMMUNICATIONS

Cards of thanks were received from the family of Thos. C. Meagher, Mrs. Julia Kovas, Lydia Graham and Mrs. A. Oberleitner and son. Received and filed.

### ELECTION OF OFFICERS

In view of the fact that there was no competition for any of the offices, it was regularly moved and seconded that the Secretary be instructed to cast a ballot for the election of all officers. Carried unanimously.

The Secretary, in following the above instructions, does hereby cast a ballot electing the following officers for the term July 1, 1947 to June 30, 1948:

President ..... Pat Clancy  
Vice-President ..... H. O. Foss  
Recording-Corresponding Secretary ..... C. F. Mathews  
Financial Secretary ..... T. M. Bynon  
Treasurer ..... P. E. Vandewark  
Conductor ..... Joseph Riley  
Guard ..... Paul Edgcombe

Members of the Executive Board — M. G. Murphy,  
Ed Doran, Al Clem, Chet Elliott, F. A. Lawrence

### REPORT OF THE SICK COMMITTEE

The following Brothers were reported ill: Hans Werner, Stanley S. Sparks, T. H. Davis, James J. Stovall, Robert Weaver, W. D. Bauguess, Russell I. Tucker, Wm. J. McKinnon, John C. Preddy, A. J. McKenzie, Leonard R. John, Carl Gomes, Ernest C. Hardin, Don Larison, Timothy Sullivan, Silas B. Turner, Alvin Quanini, Orvel A. Olsen, Lawrence Chavez, W. B. York, J. W. Watters, J. C. McAllister, Ralph Benckendorf, Arthur Holton, Julius S. Cable, Bronn Prior, Oscar C. Boone, Laverne Rigby, Lupe Rochin, George F. Rolin, Earl J. Cazier, Ray C. Austin, Oscar Berg, Farrill F. Weekly, James A. Stark, James C. Willesen, Hubert Ransom, A. G. Newton, William G. Dowd, Lew Livermore, H. Curtis Ball, Henry Andrews, Bon E. Aere, Arthur L. Chrisman, Wm. Whiting.

The following Brothers were reported deceased: Harry Crumley, Wm. S. Reed, and Argus Cleveland.

### BUSINESS AGENTS' REPORTS

Brothers Hester, Waack, Spence, Lawrence, Park, Moore, Murphy, Burroughs, Clem, Dobyens, Bryson, Foss, Elliott, Vandewark, Riley and Clancy gave their reports, which were well received.

Secretary Mathews gave a report on the agreements which have been consummated and signed.

Report of the General Secretary-Treasurer was read by President Clancy.

Brother Danny Dees reported on action of the committee set up to organize donors for the blood banks.

### UNFINISHED BUSINESS

The Resolution setting the date for the election of Local Union Manager at the first meeting in June of 1951 was read as the final reading. It was regularly moved and seconded that the Resolution be adopted. Carried unanimously.

### NEW BUSINESS

It was regularly moved and seconded that Local Union No. 3 go on record as approving the action of the General Executive Board in amending the Death Benefit Fund. Carried unanimously.

It was regularly moved and seconded that in view of the unanimous vote, the Secretary be instructed to include the full membership as voting in favor of the above amendment. Carried unanimously.

It was regularly moved and seconded that the next Regular Meeting be held on July 12 in view of the Fourth of July falling on Friday and that all offices of Local Union No. 3 be closed Saturday, July 5. Carried unanimously.

There being no further business, the meeting adjourned.

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

The following agreements have been consummated and signed:

Natomas Company  
Yuba Consolidated Gold Fields  
Capital Dredging Company  
Associated General Contractors—Northern and Central Chapters  
Dredging Contractors Association of California  
Steel Erectors Association of Northern California.

## Lots of activity reported for Redwood country; two shifts for Crescent City

Eureka—There is plenty of activity in the Redwood Empire. Basalt Rock Co. is working two shifts at Crescent City on the jetty and harbor job. Brother Scotty Jenkins is skinning cat on this job again and states, and I quote, "My spies tell me there'll be a couple of more appropriations for this job, so we'll probably be here for another year." End of quote. And if Scotty says so, it must be so.

We understand that Bud Smith of the Bud Smith Equipment Rentals Co. of Sacramento intends to build a \$91,000 crushing plant on the Smith River, and will supply local needs as well as ship rock by barge to other coast towns.

Carlin Bros., Johnny and Phil, have started up again and have a dirt-moving job at Big Lagoon and are using two turnpulls, a carryall, push cat and blade. Nelson Kelly is pushing on the job. Work will last about two months with good chances of Carlin Bros. getting more work with Hammond.

### Road Building

Brother Louie Conner is still

building roads at Redwood Summit into Maple Creek for Dolly Varden Lumber Co. Bros. Mike Day, LeRoy Ruffner, Pat Ross and Bill (Big Scoop) Reed are doing the dozer and carryall work, and Bro. Clarence Flick is heavy duty repairman. Louie Conner in person makes himself useful as dozer operator and carryall operator. Some of the country these boys are working in is steep enough to be used as a goat ranch. They tell me that Brother Ruffner looked over one part of the grade and said, "I'd just as soon do the finishing."

Mercer-Fraser's hot plant and  
(Continued on Page 11)

## North Bay reports reveal good number of jobs on; starting on veteran home

By H. O. FOSS

Business Representative, Local 3

**San Rafael**—It will be of interest to you old-timers to learn that Brother Jim Lewis, one of our oldest dozer and can men, now has his own outfit up on the Silverado Trail in Napa County. His address is Box 8046, Napa. Jim builds dams and does land leveling and seems to be getting along very nicely.

I recently heard from one of our real oldtimers, J. S. "Blackie" Brown, for years in the San Jose area. Blackie is working at Parkland, Wash., and is still tied to his rollers.

A short time ago, I ran into one of our ex-members who now has a resort at Whispering Pines in Lake County. His name is A. J. Simon, and he extends a cordial invitation to all the Brothers to drop in. He has a nice spot up there.

Harold Smith, the popular contractor up St. Helena way, now has his screening plant in operation, and employs several oldtimers such as Kenneth Jessee and Harold Black, along with several others scattered around in the brush.

I hear from Dick Umbaugh, who is in Germany, teaching the Krauts how to install and operate the equipment that is being shipped over there.

Bro. Al Kingwell recently left this vicinity and will continue pushing the job for Harms in the Redding area. Al seems to be doing much better since adhering strictly to his H<sub>2</sub>O diet—water to you, Bub. Congratulations Al, and stay with it.

Les Crane, one of our oldest members, still carrying his card, has quite a spread in the Healdsburg area. Bro. Tony Johns is his foreman and Bro. Hilderbrandt is the master mechanic. Ike Smith and Bro. Sonnickson are running the shovels. Allan and Olds are on the cats and Crane, Jr., is also on the payroll.

Bob, out at Ignacio, has been expanding to the extent that he is now a full-fledged AGC member.

Brother Nick DeLaMontanya out around Shellville, keeps busy with his dragline and says that he will have employment for one of the members upon delivery of his new Eight.

### Yountville Building

Moore and Roberts have an extensive building program at the Veterans Home at Yountville, with Syar doing the excavating.

Bro. George Murray has started up out on the Silverado Trail, with Bro. Paul Matus as his superintendent. Paul has some of his own equipment on the job.

Devincenzi and Haskins pulled in on the Shultz sub-division with L. L. Watson's spread of D. W. 10s, and have about 30,000 yards to move. Brother Winnill is pusher and Ray Thurmond is nut buster.

Out around Pt. Reyes we find H. C. Phillips with his quarry crushing plant turning over and ironing out the bugs. Brother Phillips is making a gradual expansion and looks well fed.

The Ruoff Saw Mill at Lagunitas has ten members employed, with Brother Paysee keeping the loose ends wired together.

Art Siri, in the Santa Rosa area, is still installing his crusher on the Petaluma Hill Road, and has a small bridge and realignment job at Cobb Mountain in Lake County. Bro. Ted Siri is in charge.

Brothers Musselman and Robinson, in the Healdsburg area, pick up what they can find, and apparently are doing okay.

### Wind Up Hopland

The Clements Co. is winding up their crushing job at Hopland, and will be moving the crusher north. They will be setting up a hot plant in the near future. Bro. J. T. Paselk is foreman, and Bro. Henry Zigelhauser is master mechanic. This firm was successful bidder on what would appear to be more work than they can handle in the northern area.

Bro. S. B. Turner is still seriously ill in Hopland.

Harms are rapidly finishing the

grading on Highway 101, on the Ignacio-Petaluma Highway. A. G. Raisch is doing the paving, and employs 20 members on the job. Raisch also started a hot stuff job of six miles on the Petaluma Highway and is going good, with Bro. Ernie Gressot as pusher.

Brown-Ely, in addition to local work, are doing a little job for Uncle Sam out Two Rock way.

E. G. Lowell is getting strung out on his sewer job at Santa Rosa and this job perhaps will run all summer.

Parish Brothers pinched off several small jobs for Uncle Sam in the Benicia Arsenal, adding up to quite a tidy sum. They are about on schedule on the Linden Lane underpass job.

Mission quarry is having a temporary lull until they pick up something.

Fred Jensen is adding to his equipment, and is stealing work off of somebody to keep busy.

All of the local small contractors seem to be lined up with a summer's work ahead of them.

McCaffrey Brothers recently added to their equipment.

F. E. Young pulled into the Mill Valley area with a couple of Cobras and a few Cats for the housing project there.

Harney has a few D. W. 10s on a private job out in Fairfax.

Our very popular member, Bro. Ray Corn from Vallejo, has had an increase in the family. Ray says that he is about ready to give up his dream of producing some top-hand Engineers, because at this stage, it seems that the best he can do is to furnish wives for the Engineers. Oh, well. Keep trying, Ray!

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A number of Local 3 members are expected to report in at the San Francisco office this month upon completion of contracts with J. H. Pomeroy Co. on the island of Guam.

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At the last regular meeting of Local 3 there were 45 members reported on the sick list. Don't fail to visit a sick brother whenever the opportunity arises.

## Could Be, Could Be



Picked as the best of 20,000 contestants, Joan Smith claims title of "most photogenic beauty in America." Wonder if that swim suit had anything to do with it? (Federated Pictures.)

## Finish Stockton stadiums; begin Jr. College job

By ED DORAN and RENNY BURROUGHS

Representatives, Local 3

**Stockton**—Our two stadium jobs here in Stockton have just been completed. M. J. B. Construction finished the 99 Highway track north of town just in time for their first scheduled races, in fact, Brother Jimmie Potter finishing up with the blade came in third in the first race or it was just about that close anyway.

Now the entire M. J. B. crew is split up between the Modesto midget auto race track job and the Holt Road blacktopping job—Al Biasotti's job on the Edison High School Stadium and football field ably pushed by Brother Al Vercryssen is completed, also, and we are glad to see the school facilities here in Stockton expanded by this nice new piece of work.

### Jr. College Job

Fred J. Early Co. and Karl Harmeling are both just starting work on the new several million dollar Stockton Junior College. Brother Amos Cherrylholmes took Early's boom truck out to be first engineer on the job and C. E. Herring for Karl Harmeling was a close second on his cat.

Teichert's Charter Way job is rolling again with Brother L. M. "Joe" Busch actually rolling and closely following Brother "Bud" James on the blade. Brother Vern Holmes is back out at Teichert's French Camp pit.

Brother Verne Eutoler's gang out at the S. M. McGaw hot plant have really been running up production records on their Thornton Road blacktopping job which will finish up next week.

Claude Wood took a road surfacing job near West Point a few days ago and this will put Brother Roy Monk back to work, Roy has been vacationing since his old portable crusher plant at the Mokelumne River plant was sold. Brother "Red" Helms is back at work on a blade again, also, for this company.

### Gold Dredge Fight

A bitter fight to keep the Gold Hill Dredging Company from despoiling further agricultural land on the Mokelumne River bottoms is being waged by local landowners before the San Joaquin County Planning Commission. This Commission recently granted permits to operate pits to the following: George French, Frank E. Marks & Son, Pacific Coast Aggregates, Becker Pit, Putnam Sand & Gravel Co., Teichert at French Camp, for a limited area, Stockton Construction Company to a depth of only five feet in the pit, and Rick Rivara. This new zoning power for this commission over pits is going to help the engineers in keeping the scattered loam haulers and fly-by-night pit operators in a limited area of operation.

Work in this area has been fair but we still have a good size out of work list. Definitely some of these boys are taking advantage of the good fishing, anyway, with Brother Roy Hinks hard on the trail of any black bass spots he hears of and Jack Davis, Roy Wallace and others putting in several pleasant afternoons river fishing.

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### Okinawa Local

Each time a ship arrives at Okinawa these days there are a good many Local 3 buttons in evidence among those disembarking, according to letters received by Oakland office of the union. Letters from Bros. Harry Speck, Gene Yates, Bob Knapp, Slim Covey, Ed Kinney, and others, reveal that they are well pleased with the job and that everything, including the climate, is hunky dory. Bro. Covey suffered a broken leg and injured hand when run over by a jeep recently, will be laid up six weeks.

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Local 3 has a large number of its members at work on sizable building projects in San Francisco.

## Eaton-Smith awarded big Waddel Creek job; none out of work in San Jose

By M. G. MURPHY

Business Representative, Local 3

**San Jose**—The Waddel Creek Job, comprising 1,100,000 cubic yards, was let June 4th, and Eaton & Smith of San Francisco were the low bidders and no doubt will get the job. It is my opinion that this job will be mostly dozer work and the excess dirt just pushed over the side. Ninety per cent of the job is in Santa Cruz County and the other ten per cent in San Mateo County. The whole job covers only a distance of about a mile and one half and the nearest towns are Davenport on one side and Pescadero on the other.

### San Jose Doings

The 101 Freeway, which has been under construction for approximately a year and a half by N. M. Ball, Fredrickson & Watson, Earl W. Heple, besides numerous subcontractors, will be completed and open to the public around June 20. Come on you "speed demons" and "hot rods," but beware of the "cops."

We are still building furiously in and around San Jose and there are many jobs under construction at this time. A few of the contractors who have a backlog of work are A. J. Raisch, Leo Piazza, Earl W. Heple, Union Paving, J. C. Bateman, A. J. Peters, Carl N. Swenson, Clarence Tressler, Ed Keeble, Eddie Bernal, Pisano Bros., Douglas & Nankivell, O. D. Freeman, San Jose Steel and Stuart Equipment. . . . Some of the material yards that are running to capacity are Rhoads & Robinson, Palo Alto Building Material and Urban Bros. of Palo Alto. Carl Anderson of Sunnyvale, Western Gravel, Campbell and Borchert Bros. and P. C. A. (both Phelan Ave. & Stockton St. plants), San Jose; and, course, Permanente Cement Corp. (both Los Altos and Moss Landing plants). Am still happy to report that we have no unemployment problem here at the present time and from time to time have found it necessary to call both San Francisco and Oakland for finish operators.

### Santa Cruz News

Pacific Pipeline are still working on their underground job and expect more work of that nature. Kaiser Sand Plant and P. C. A. are still running to capacity at Felton. The P. C. A. are contemplating construction on their plant to increase production. There are a vast number of small jobs and contractors working in the neighborhood of Santa Cruz, Boulder Creek and Felton.

### Watsonville Report

Just to give you an example of how work really is in the southern part of this territory, Granite Construction Company, alone, employ around sixty-two No. 3 men. This company has jobs scattered all over—Gilroy, Pacheco Pass, Watsonville, Salinas, Monterey, Hollister, San Ardo and King City. Recently, they were also low bidders on a state job at Big Sur State Park. . . . For the convenience of members in this district, dues can still be paid and clearances procured at 9 E. Lake Street, Watsonville. Any grievances may also be phoned into that office, Watsonville 2310, and the girl in turn will relay them to me.

### Salinas - Gilroy News

A. Teichert & Co. on 101 are making good headway on this job where they employ around thirty-five of our men. They are still in hopes of being the lucky bidder on an extension to their last job. Bids are expected to be called on this piece very shortly. This company is also progressing very well on their Hollister job. They are now laying the base rock on it and have the hot plant ready for operation.

### Monterey Development

All headaches removed from Monterey highway job. I'm happy to report that Sam Matoon who worked so long and so hard on our Freeway here in San Jose has taken over the supervision of the N. M. Ball job at Monterey. After one week of Sam's supervision, you can really see a contrast in the appearance of that job. Everybody is in gay spirits now and I, personally, want to commend the party (Milt?) or parties who used such good judgment in transferring

Sam down here. I am sure his presence has really relieved the contractor, as well as myself, of many headaches.

### New Death Assessment

Quite a number of the members are still owing for this assessment. We have just received a letter from the San Francisco office stating that assessments are collectible before dues—so when sending in your dues PLEASE include \$5.00 for the assessment. If this assessment is not paid by July 31, you will not be in benefit in the Fund and will be required to wait six months until you ARE in benefit, so it is to your interest to pay it promptly. PAY IT NOW, BEFORE YOU FORGET.

### Personal Items

Many of the boys will be glad to know that Lydia, who has been in the office here for a number of years, is recovering satisfactorily after a major operation. . . . Brother Edward L. "Roy" Thompson, formerly superintendent for Stuart Equipment, has ventured into a new line of business. He is now connected with the Burbank Realty Co. and his telephone number is Columbia 7602-J. Any business you can send his way will be appreciated. . . . Another brother to venture into business for himself is Chas. Duncan. Charley has gone into the cleaning business and is located at 770 East St. John Street, San Jose. He too will appreciate your business and I wish both of these brothers worlds of success. . . . Many of the brothers will be interested in knowing that M. D. "Wingy" Cardoza is back in this country again after quite a spell on Okinawa. . . . Brother Jack Bennett is again ready for work after being confined to the hospital for four months. . . . Brother Jimmy Montgomery broke an ankle recently and will be incapacitated for a couple of months. . . . Received a postal card from Brother Chas. Van Etten from New York. Says he is really enjoying his vacation.

## Where to Fish

Anglers have taken several limits of good sized trout during the past week from the creeks and streams of Del Norte county, reports the National Automobile Club. The successful fishermen were using wet and dry flies, spinners, salmon eggs and worms.

### BIG LAGOON

Trout fishing at Big Lagoon, Humboldt county, was very good last week. Fair fishing was to be had at Stone lagoon in this same area.

### EXCHEQUER LAKE

There has been a very large run of big rainbow trout from Exchequer lake, Mariposa county, according to the National Automobile Club.

### KLAMATH RIVER

Anglers are still having very good luck on the Klamath river in the Siskiyou county area, according to the National Automobile Club. Fishermen and their families are camped thickly along the banks of the river in tents and trailer houses.

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### SOMETHING OR OTHER

MOITILE: "Boy, are you dumb?"  
GOITIE: "Who, me? Whaddya mean—dumb?"  
MOITILE: "Why, you're so dumb you think Mechanized Infantry is a new way of having babies!"

## Highway, bridge work adds to job opportunities for boys in Sacramento area

By F. A. LAWRENCE, ED PARK and D. W. BURNETT

Business Representatives, Local 3

**Sacramento**—Work continues good in the Sacramento District with more contracts being let throughout the District. Work just let, or to be let in this District, includes eight and one-half miles of resurfacing in the Vacaville-Fairfield area, two miles resurfacing near West Sacramento in Yolo County, 3.6 miles to be graded and resurfaced near Georatown.

There is also to be let, a new bridge across Three Mile Slough in Sacramento County, approximately five miles resurfacing and shoulder work near Woodland, and approximately five miles base and surfacing work on Marconi Avenue in North Sacramento. Another new bridge will be let across Cache Creek near Woodland and approximately two miles base and surfacing to be constructed near Nevada City, also nearly 43 miles of road in District 3 of Nevada, Placer and El Dorado Counties to undergo repairs at various locations.

New contracts signed by the Sacramento Brick Company and the Natomas Gold Company give our members a 12½% increase.

Charles T. Brown has his Scott Flat Dam job going two shifts with Bros. H. D. (Dilly) Clark and Larry Swenor doing the shifting. More equipment is due in before this job will be in full swing.

After some trouble regarding the status of shifters on the Westbrook and Pope job at North San Juan, things are running smoothly there again with Local 3 members as foremen.

### Many on Auburn Jobs

Frederickson and Watson's three jobs at Auburn still furnish work for a large number of Engineers. A batch plant has been set up and concrete is being poured on.

The Auburn Freeway job at this writing most of the dirt has been moved on the Grass Valley units.

Things are slow on the W. C. Thompson job at Foresthill. The outcome of the job is in doubt. The L. J. Lynch job at Michigan Bluff goes along with very little labor trouble.

The E. W. Elliot job at Myers Grade has been opened up again and is expected to be completed this summer.

At Shingle Springs, the Utah Construction Company is laying hot stuff on the job they started last spring and should be completed shortly.

### Highway at Folsom

Brighton Rock and Sand have started their shoulder job on Highway 50 near Folsom. McGilvray has the same type of job underway in the Woodland area with four months work yet to do.

Frederickson Brothers are pouring concrete on their Vacaville-Winters job and have started lay-

ing hot stuff on their Fairfield-Vacaville job.

Bro. Art Whitlock, who claims his address is this area is under a peach tree in the Winters District, is running a driver for Raymond Concrete and Pile Company at Capay. Another brother from the Bay Area is Bill Dial, who is now in business for himself. Diesel work is his specialty and he can be located at the Olympia Truck and Tractor Service on Highway 49, between Grass Valley and Nevada City.

Bro. Claude R. Johnson, foreman for A. Teichert, has opened a service station near the 1199 Club on Auburn Boulevard. Good luck, Claude.

Brothers John Miller and Ed Pittman, who recently sailed for Okinawa, have corresponded with this office to let us know that they are getting along fine. Also had a line from Bro. Ed Weller in Manila. Says life in the islands is a little of all right.

During the month of May, Bros. Howard Westfall, F. J. Stone and Frank Gilbert have sailed for Alaska to work for Birch, Lytle and Johnston, Alaskan contractors. Others have applied for work but, as yet, have not been accepted.

Congratulations to Bro. John Hartman on the blessed event in his family. He has moved his family to the Oregon area and all are doing nicely.

All members of Local 3 join in together to express their sympathies to Bros. George, Victor and Leo Gerhart in their recent bereavement. Bro. Walter Gerhart was electrocuted by high tension wires on the George Pollock Herford Farm. He was a new member in our local after spending 42 months in a Japanese prison camp at Wake Island.

Mail is being held in this office for Floyd Jacobus, Bertram Faltus, Allen C. Tate, F. E. King, Emory Peterson, Carl Edward Jones and George R. Benson. For the benefit of those who are unable to attend to business during the day, this office is remaining open every Wednesday night from 7 to 9.

There will be a special meeting of Local 3 at the Labor Temple, Eighth and I Streets, Sacramento, on June 21, 1947, at 8 p.m. in Hall 1. All members are requested to attend.

## Many new jobs pep employment in Redding area

By E. A. HESTER

Representative, Local 3

**Redding**—The Catholic Sisters have purchased an eleven acre site for a four-story hospital. This is something very badly needed in Redding. The structure is to cost about \$300,000.

**Shasta Dam:** Harms Bros. Construction Company has completed the preliminary work on their road job and expect to put on the second shift very soon.

**Carville:** The Carville Gold Dredging Company has closed their dredge down.

**Balls Ferry:** E. B. Bishop of Orlands has been awarded the stabilizing of Sacramento River project for the Bureau of Reclamation. His bid was \$20,500.

**Camby:** Harms Bros. have started preliminary work on their 21-mile road job between Camby and Alturas.

**Cedarville:** E. B. Bishop will finish their road job in about two weeks.

**Merrill, Ore.:** Everything is progressing nicely on the Utah Construction Company job.

**Dorris:** Farrish, Ferry and Hammon expect to start their surfacing job by June 15, 27 miles in length.

**Tulelake:** George Stacy will soon be under way on his drainage job. Three draglines involved.

**Hornbrook:** Broce Construction Company of Bakersfield will start June 15 on their highway and underpass job.

**Redding:** Barrett and Hilp have resumed work on their Bell Telephone project.

**Hayfork:** Three more Federal road jobs will be under way by the end of June.

**Red Bluff:** Morrison and Knudson expected to be under way by June 15 on their road job.

**Redding:** J. I. Barnes is progressing nicely on his bridge job across the Sacramento River.

**Millville:** Farrish, Ferry and Hammon are going full blast. Ten cats and one shovel on this road job.

**Cottonwood:** Phoenix Construction Company to lay hot-stuff on their road job.

**Happy Camp:** Gold mining industry on the Klamath River increasing.

**Junction City:** Men working for the Junction City Gold Dredging Company have changed their minds, wish to be unionized.

**Hayfork:** S. C. Giles and Company of Stockton was low bidder on the Big Creek Bridge job. Their bid was \$22,197.90.

## Crew of Yuba Consolidated approves 13½ wage hikes, Marysville office reports

By WM. C. WAACK

Business Representative, Local 3

**Marysville**—Yuba Consolidated's crew approved a negotiated wage increase of 13½ cents an hour at two meetings held on May 27th. This increase as well as contract negotiations came about as a result of 90 days of negotiations with Natomas and its labor relations groups and applies to all classifications.

The vacation clause was also extended to meet the requests of the union to the extent that the 1200 hour provision will be carried over a 12-month employment period for old hands and for new hires to apply from December 31 to June 1.

Agreement was reached on every issue, not to the point of incorporating all controversial issues in the contract, but that these points will be discussed openly and fairly arbitrated.

### Posies to 'Parker Gang'

If orchids were in order, the gang at Earl Parkers shops should be on the receiving end of a bunch of them. Andrew Witt of Live Oak pulled up to the Parker shops to load out cats for Clovis. Witt was on that certain list with Local 3 and he went back to Live Oak empty. As far as we are concerned that is a good place for him to stay.

Parker still has a sizable group of cats on land leveling and has just about wound up the bridge approach on the east side of the Sacramento at Butte City.

J. H. Pomeroy, Nels as superintendent, got himself a new idea in crossing the Feather River at the new bridge. The large spans on this section ordinarily would necessitate a temporary bridge for the cranes to operate from. Corrugated culverts were placed in the channel, sufficient to carry the stream capacity, then a dirt fill and that was it. The last of the beams are now in place and the deck is being poured. The bridge will be open for traffic some time in September.

Johnson Western, contractors on the piers for the Butte City Bridge across the Sacramento, are making good headway. Frank Palos, one of the old-timers, is operator on the piledriver.

Several meetings were held during the past month with Butte Creek Rock and Sand Co. out of Chico. This plant will be in shape this month.

Kaiser Rock, Oroville, is still operating to capacity.

Yuba Sand on the levee at Marysville is about to put in a pumping unit, taking the sand from the far side of the river and depositing the same under the bank at the bunker. McBirney would like to place it in the bins. Maybe he will.

Rice Brothers are full ahead on ready mix. The bridge, at the present, is the big consumer of this product. Several paving and resurfacing jobs are on the list, however, one at Colusa.

Valley Construction is carrying on in normal fashion. Archie Till says that he is expecting delivery on two new cat units in the immediate future.

### Eliminate Shifts

Excavators Incorporated have choked off two shifts, swing and graveyard, and have knocked the day shift down to a 5-day 40-hour week. This doesn't set so good with the skimmers and consequently there has been a large turnover of men. This job should straighten itself out in the next week or so.

Harry Crumley, a mechanics helper at the Pomeroy bridge job, dropped dead while loading a pickup on his day off. Harry was well liked by the gang and to his widow we offer our sincere sympathies.

The third brother that met with an accident was George Hainline. Brother Hainline has been with Earl Parker for four years driving cat. In past years George worked for Granfield, Farrar and Carlin, A. Teichert and Sons, as well as Pacific Constructors. All who knew George held him in high regard. Any brother knowing of relations please contact the Marysville office.

Brother Les Collett will work out of the Marysville district as representative on construction. Les was representative in Nevada before the war. After a session in the South Pacific he's again back in the harness.

★ ★ ★

### DROWNED WRONG ONE

The mother called him over to the bed, pulled back the cover, and asked him how he liked her new baby. Now day-old babies are not things of great beauty, except to the mother, and this one was no exception to the rule.

Mickey came slowly over, took one look, drew a long breath, and said: "I sure wouldn't have kept THAT one."

★ ★ ★

### NO ALTERNATIVE

GOTTIE: "Say, you're getting awful fat, Moit!"

MOITIE: "Yeah, I keep gettin' bigger all the time. I'm afraid I'll just have to grin and bear it."

★ ★ ★

### VERY FRUGAL CHAP

MOE: "See that old farmer standing there?"

ZOE: "Yeah—what about him?"

MOE: "Why, that guy's so stingy if he lost a dime in the manger, he'd follow the cows around all day trying to get it back."

# Round-up of the news from Utah

By C. L. Casebolt, T. L. Clark, C. R. Van Winkle and L. G. Ostler, Business Representatives, Local 3

**Salt Lake City**—Negotiations between the Associated General Contractors, Intermountain Branch, has been settled and the agreement signed. While we were not able to secure as high a rate of pay as we thought necessary; we did, however, secure a substantial raise and several reclassifications, also a few more classifications which we believe will greatly benefit our members.

The new wage scales were effective June 1st, and are now being paid. Any of the brothers reading this article and not receiving the new rates, please contact one of the Utah offices immediately and we will have it corrected.

The new agreement will be going to the printers shortly and copies will be available for all members as soon as printed.

### Copper Negotiations

Negotiations with the Kennecott Copper Corporation, Utah Copper Division, have been completed and the agreement signed for everyone working under the agreement between the Operating Engineers Local 3, and the Company. We now have our six holidays in the new agreement, 11½ cents per hour increase straight across the board commencing June 1, 1947.

Negotiations with the Pacific Bridge at Park City, are continuing favorably and we expect to have the agreement signed by the time this article appears. Many of the jobs are being reclassified and we expect a substantial increase in wages in most of the classifications.

This leaves negotiations in the Permanente Plants and Shops and for the Rock, Sand and Gravel Industries, which will take place within the next few days.

During the negotiations between the Pacific Coast Metal Trades Council and the Coast Ship Builders in Salt Lake City, your business agents have had an opportunity to

renew many old acquaintances and to meet new members of the body.

### Frey Visits Utah

Brother John Frey, president of the Metal Trades Department, spent considerable time with our local Metal Trades Council, also discussed our problems with some of our large Utah employers. This was Brother Frey's first visit to Utah in the last five years and we were very happy to have him with us and hope he will return again soon.

Our treasurer, Brother Vandewark, also spent considerable time in Salt Lake office during these negotiations and shed a great deal of light upon the Engineers problems upon the Pacific Coast.

Brother Al Laster appeared for our International. Brother Laster is a personal representative of General President Wm. E. Maloney. He not only took care of his obligation in the Pacific Coast Ship Yard Convention, but also assisted us in negotiations with the A.G.C., and the Kennecott Copper Corporation. Brother Laster attended both

the Building Trades and Metal Trades Council meetings, and in general has been a great help to the brothers in Utah.

We sincerely wish Brother Laster could be transferred permanently to this Intermountain district.

### Office in Wyoming

In the early part of May, Operating Engineers Local 326 of Wyoming, opened an office at 1035 Front Street, Evanston, Wyoming. Ogden Laborers Local 206 have jurisdiction in Evanston, Wyo., and also use the office as well as Local 3 for the eastern part of Utah, as some of our men are naturally working out across Wyoming.

Brother O. D. Kinnaman, business representative of 325, Wyoming, and Brother Victor Bowman of Laborers Local 206, Ogden, wish to make it crystal clear to all members of the Engineers and Laborers going to work in eastern Wyoming, **TO BE CLEARED THROUGH THE EVANSTON OFFICE OR THEY WILL BE KNOCKED OFF THE JOB, REGARDLESS OF WHO THEY ARE.**

This office was put there at great expense for the benefit of members and we are requesting all members of Local 3 to respect it.

### Many to Alaska

Through the past month quite a few of our brothers have gone to Alaska, but those jobs are now filled and have been cancelled out completely, however, work in the State of Utah is picking up. The State Road Commission have had a change of heart and let several jobs recently, also the Bureau of Public Works with the Reclamation taking bids on two jobs for approximately \$4,000,000. All in all, it looks as though things were going to pick up a bit here.

We wish to call attention of the brothers traveling through the country that Brother Joe Hunter is now operating Joe's Donut Diner at Cedar City. Joe is a former member of Local 3 from the coast district and says he feeds the Operating Engineers when they come through Cedar City on the same basis as he feeds the white folks. **DROP IN AND SEE JOE.**

# Much Increased Activity San Francisco Reports

By P. E. VANDEWARK, PAT CLANCY and CHET ELLIOTT, Business Representatives, Local 3

**San Francisco**—The work in the San Francisco area has held up well, in fact, we have been short of men in some classifications.

Since the last news report, considerable time has been taken up with agreements. In the gold industry, the agreement with the Natomas Gold Dredging Company has been accepted by the members employed by the Natomas Company after many meetings through the Negotiating Committee and a number of meetings with our members at Folsom. The agreement that was signed giving these brothers the largest raise of any one time in the history of this firm. Also Yuba Consolidated Gold Dredging firm received a like wage and that agreement was accepted by the membership working for this firm and signed by the organization.

## AGC Pact Signed

The AGC agreement for Northern California was also approved by our membership and signed last week. The steel erectors agreement and the agreement with the dredge owners association was also signed.

Our agreement with Western Pipe and Steel was finally signed. This company is now part of the Consolidated Steel Company.

The Nevada AGC agreement has not been signed yet due to a little misunderstanding with the Los Angeles local. As this is a joint agreement between Local No. 3 and Local No. 12, Los Angeles, we are in hopes of having it settled in the next week or so.

## Get Boulevard Job

Charles Harney Company were recently low bidders on the rebuilding of Alemany Boulevard from the Mission Viaduct to Bay Shore or a little better. A considerable amount of work is involved in this job which will start within the next two weeks.

Monson Brothers who have the contract from Pacific Telephone & Telegraph for enlarging the present building on McCoppen Street have commenced work on this project.

Bethlehem Steel erection department has the steel raising to perform and now have a guy-derrick in operation.

Parker, Stephens & Pierce have a contract from the telephone company for a new building at 24th and Copp Streets.

American Bridge Company has the contract for raising steel on this job and have one crawler rig and guy-derrick in operation. Duncanson & Harolson have two skid rigs, two floating rigs in operation on their Mission Rock job.

Healy-Tibbetts Rockville job at Mission Rock is still in operation. They have two floating whirleys also working on the same job placing rip rap. They also have an out-fall sewer job at Beach Street at the foot of Ulloa Street. A considerable amount of excavation and concrete work is involved in this job.

Ben C. Gerwick Company has five rigs in operation on the cellular pier job at Hunters Point. Most of the false work has already been completed and they are about ready to start driving steel sheet piling. They had a rather unfortunate accident—one of their big floating drivers turned over recently in a heavy southeaster.

Joe Gerrick has a steel erection job on the Ordnance Building at Hunters Point with a hoist and guy-derrick in operation at the present time.

Swinnerton & Walberg has three large building jobs in operation at the present time, a new reinforced steel for the Matson Navigation Company and a remodeling job on the Standard Oil and Shell buildings.

Cahill Brothers—two large building jobs are still in progress. PG&E putting in the primary stages and Annex to the Furniture Mart rapidly nearing completion.

## Judson Finishes Steel

Judson Pacific Murphy Corporation have completed their steel erection job at First and Geary Streets on a large new theater. Cahill Brothers has the primary contract on this job and will start construction almost immediately.

There is considerable activity among the truck crane owners association at the present time, all of their truck cranes being kept busy on all types of construction work.

The negotiations have not yet been completed on the Pacific Coast Ship Repair agreement but un-

doubtedly the final draft will have been completed by the end of this week and the new wages as agreed to will be put into effect as soon as possible thereafter.

## Ship Repair Slow

Ship repair work along the waterfront is very slow at the present time, no large jobs being brought in with the exception of the one at United Engineering.

We understand we will be in a position to welcome back a large number of our brothers who have completed their contracts for J. H. Pomeroy Co., Inc., on Guam. Most of them will be back on the mainland within the next thirty days.

## About the Brothers

Charles Baker picked up his passport and went to Afghanistan for Morrison-Knudsen Company as superintendent for eighteen months.

Hollis Dewing going to Guam for Morrison-Knudsen Company. Hollis has already completed one contract and is going back for another one which coincides with his report to this office that he likes it very much.

Byron Davis and Manuel Bettencourt are also going back to Guam for the second deal.

Harry Hanson arrived in from Liberia and he joins with Curly Atkinson and Bill Martin, who, incidentally are doing an excellent job, in sending regards to all the brothers.

J. J. Gahagan who recently aneived a small pull skinner has taken off for Borneo for Marsman Company.

Stewart Coyne of Birch, Johnson & Lytle Company recently assigned to Local Union 3 territory for recruiting of men for foreign employment, advises his present requirements have been satisfied and he has returned to Seattle. However, it is possible he may again visit this area for additional recruitments for foreign employment and if so, all offices will be notified of his specifications.

We would like to take this opportunity to thank Mr. Coyne for his excellent cooperation in coming in to this area and working in conjunction with this office to engage only Local Union 3 men or union members on his jobs.

Carl Hedlund, 611 - 34th Street, Oakland, is out of circulation temporarily with a broken ankle and Ray Ransom of 5671 Miles Street, Oakland, is in St. Joseph's Hospital with a broken hip.

Owen Starr visited the office and we are glad to report that his eyesight has improved to a great extent but it will be another five or six months before he will be able to return to the harness.

Mark Guilfoyle, who was unfortunate in that an automobile chased him, will possibly be back to work in another couple of weeks.

Roy Carpenter, who was reported in the States in our last issue, finally arrived and we enjoyed a lengthy visit with him. Roy is General Equipment Superintendent for Atkinson-Jones Company at Okinawa. He expects to visit around on the mainland for a couple of weeks and then heads to Honolulu, Guam and then to his base of operations.

Wingy Cardoza just in from Okinawa dropped in to say "hello" as well as Dean Janes.

Allen Pigg flew in from Guam and came in to say "hello."

Louis Levine is doing an excellent job on Okinawa taking care of our members in that area.

Brother C. H. Cocey is reported in the hospital at Okinawa with the stitches on his hands not healing easily.

You can see from the following list of boys that Local Union No. 3 is well represented in all parts of the world:

Richard F. Peterson, Jack Dill, Ted Knoff, Howard J. Westfall, William H. Snider, Morris J. Grimm, Frank J. Stone, George R. Freeland, Lawrence E. Hollis, Ernest McDonald, James N. Hall, Zeph F. Thomas, Edward C. Austin, Patrick A. Callahan, Lewis K. Smith, Oscar L. Lewis, William Straggus, John W. Maher, Johnny R. Logan, Kenneth L. Searcey, Clayton T. Robinson,

(Continued on page 11)

# Highways of the Future, Built by AFL Engineers

One of the largest and most composite paving operations ever undertaken in this area is that seen on sections of the new Bayshore Freeway, the huge peninsular roadway that will unfreeze traffic from downtown San Francisco to San Jose.

This operation involves considerable realignment work in the populated areas through which it runs, and out on the open stretches it involves huge fills over marshy areas adjoining the Bay, where millions of tons of earth will cover 60-foot-deep mud flats.

A recent pictorial survey of one section of the Freeway, made by representatives of Operating Engineers Local 3, produced interesting information and the accompanying pictures showing the key work performed by members of the union.

## Atkinson Job

This section is contracted for by the Guy F. Atkinson Co., the one strip alone costing well over a million dollars. It runs through the city of Burlingame as a six-lane divided highway, with no cross-overs except by under or over-pass.

Present route of the new Freeway skirts the easterly edge of Burlingame, following down along the edge of South San Francisco

Bay. On this section it was necessary to make a large fill of imported material. It was also necessary to move several large buildings located within the right-of-way.

## All One Operation

This paving operation was one of the most composite ever seen in this area, according to Local 3 representatives. From raw material to a finished highway is one complete operation. Atkinson utilizes a modern Ransome Paver, a Blaw-Knox Spreader, and a Blaw-Knox Finishing Machine. The concrete was rapidly laid in place at the rate of 2,000 lineal feet per day, or about 650

cubic yards of concrete. Final operation was completed by a mechanical float and surface edger.

## Local 3 on Job

The entire paving operation was done completely by mechanical equipment, all operated and maintained by members of the Engineers Local and under the able direction of our old friend, Superintendent Henry Glacken and Assistant Superintendent Robert Kenny.

The Ransome Paver was operated by Bro. George Wells, assisted by Bro. William Moser as oiler. Bro. Tom Campbell was the Spreading Machine operator; Bro. Chet Pfohl, the Finishing Machine operator, and Bro. Gene Nelson the Mechanical Float operator.

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The heat's on! Over in the Central Valleys this time of the year, the mercury in thermometers starts mounting and slops over the 100 mark again and again. It makes the duties of labor considerably more difficult. Valley folk long for the ocean breezes, but when the fog comes in Bay people swarm to the Valley seeking heat.

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Local 3 at work: Upper picture shows Bro. George Wells, paver operator, running the big Ransome Paver. Center picture shows the general operation, which coughs up 2,000 feet of pavement a day. Bro. Tom Campbell is operator of the Blaw-Knox spreading machine; Bro. Chet Pfohl is finishing machine operator, and Bro. William Moser, oiler. Lower photo shows the float machine operated by Bro. Gene Nelson.

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# Manager flays anti-labor acts; new pacts reported

By C. C. FITCH  
Manager, Local 39

The Taft-Hartley bill has passed and whether the President vetoes it or not, it looks as if there are enough votes to override the veto.

## THIS LAW HAS SET LABOR BACK 30 YEARS OR MORE.

It opens the way for the employers to resort to injunctions, outlaws the closed shop, and has many other vicious features.

It is up to us, as members of Organized Labor, to stick together as we have never done before. We do NOT intend to let this law put a stop to our operations. Organized Labor, especially in California, has demonstrated that it knows how to deal fairly with the employers, and it will expect the employers to do likewise. If they do not, we can assure them that they will have a fight on their hands.

Our instructions to our members is to refuse to work with anyone who does not belong to a Union or who refuses to pay his Union dues.

## Union Position Strong

Local 39, Stationary Engineers, is in a much better position than many other Unions, due to the fact that we have always lived up to our agreements so that the employers now have confidence in our integrity. Fortunately we have agreements with all industries where our members are employed, thereby giving proper Union protection.

Organized Labor has many lives; it has been beaten down many times, but has always come back stronger than ever before. As long as we have competent leadership in the Labor Movement, in our Union and the continued support and cooperation of our membership, we have nothing to fear.

We now have reason to be grateful for the amalgamation, as under the present law it is going to be necessary to hire attorneys to protect our interests and it would have been impossible for the smaller locals to individually do this. Under our united position we can obtain information and such necessary legal advice as is required to protect our members. The attorneys for the State Federation of Labor and our attorneys will advise us on how to prepare our future agreements, so as to comply with the law.

In addition, we must not forget that we will have the advice and assistance of our powerful ally, Local No. 3, and its manager, Bro. Vic Swanson.

## Report on Progress

Since the amalgamation we have negotiated 138 agreements; nearly all of them have been closed shop agreements, but all have excellent Union security clauses.

Some of our members in the metropolitan area have received increases as high as \$80 per month in order to bring the scale on a parity with San Francisco wages. We hope the time will come when we will have no differences between the wages in the metropolitan area and the rural communities, but in view of the very great differences that existed at the time of the amalgamation, it was a physical impossibility to bridge that gap in one year, and it may even take two or three years to bring about the desired results.

The following agreements have been consummated in the month of May for a 40-hour week unless otherwise specified:

Consumers Yeast Co.—Chief engineer, \$74; watch engineer, \$66; 6 holidays, 2 weeks vacation.

Elks Club—Chief engineer, \$300; watch engineer, \$340; 8 holidays, 2 weeks vacation.

Poetsch & Peterson—One engineer, \$71; 8 holidays, 2 weeks vacation.

Apparel City (temporary)—One engineer, \$216.65; 6 holidays, 2 weeks vacation.

Union Ice Co., Lodi—Chief engineer, 25 percent above watch; watch engineer, \$1.40 hour; ice pullers, \$1.20 hour; 6 holidays, 2 weeks vacation.

San Francisco Bakery Employers—Chief engineer \$83.75 week.; watch engineer, \$67; junior engineer, \$53.25; 7 holidays, 2 weeks vacation.

Hotel Fresno (48-hour week)—Chief engineer, \$260; watch engineer, \$230; junior, 12 1/2 percent below watch; meals and overall laundry; 2 weeks vacation after 2 years.

San Joaquin Packing Co. (44-hour week)—Chief engineer, \$70.40; watch engineer, \$66; junior engineer, \$55; 6 holidays, 2 weeks vacation after 3 years.

Hanson Ice Delivery, Alameda—Chief engineer, \$308; watch engineer, \$298; junior engineer, \$228.80; 6 holidays, 2 weeks vacation.

Union Ice Co., Contra Costa County—Watch engineer, \$1.30 hour; ice pullers, \$1.225 hour; 1 week vacation after six months; 2 weeks after one year.

Valley Oxygen Co., Hanford—Chief engineer, \$1.70 hour; watch engineer, \$1.40 hour; 7 holidays, 2 weeks vacation.

Union Ice Co., Salinas and Watsonville—Chief engineer, \$1.72 hour; watch engineer, \$1.50 hour; ice pullers, \$1.25 hour; 7 holidays, 2 weeks vacation.

Union Ice Co., Oakland—Chief engineer, \$372.66; watch engineer, \$298; junior engineer \$242.71; ice pullers, \$1.32 hour; 6 holidays, 2 weeks vacation.

Marin County Ice Co., San Rafael—Watch engineer, \$285; 6 holidays, 2 weeks vacation.

Union Ice Co., Firebaugh—Chief engineer, \$1.72 hour; watch engineer, \$1.50 hour; ice pullers, \$1.25 hour; 7 holidays, 2 weeks vacation.

Security Cold Storage, San Jose—Chief engineer \$327.75; watch engineer, \$285; ice pullers, \$1.30 hour; 7 holidays, 2 weeks vacation.

Peoples Baking Co., San Francisco—Chief engineer, \$83.75 wk.; watch engineer, \$67; junior engineer, \$53.25; 7 holidays, 2 weeks vacation.

Foster's Lunch—Chief engineer, \$83.75 wk.; water engineer, \$67; 7 holidays, 2 weeks vacation.

Stockton Laundries (44-hour week)—1 man plants, \$65 week.

Modern Ice and Cold Storage, San Jose—Chief engineer, \$327.75; watch engineer, \$285; ice pullers, \$1.30 hour; 7 holidays, 2 weeks vacation.

Del Monte Ice Co., Castroville (very small plant)—Engineer, \$1.45 hour; ice pullers, \$1.35 hour; 7 holidays, 2 weeks vacation.

Sacramento Brick Co.—Chief engineer 25 percent above watch; watch engineer, \$265; 7 holidays, 2 week vacation.

During May we took in 100 new members. If we could adjust our differences with the Teamsters we could easily have another hundred.

**Milk Manufacturers**

As we reported before, we agreed to go into arbitration. We submitted our briefs, but due to the delay caused by the employers, the case did not go into arbitration until a week ago. To further delay the matter, the arbiter took down with the flu, but we finally had a hearing on Monday, June 9. We should have a decision within the next few days.

★ ★ ★

**Pine Flat Dam**

Although official ceremonies were held, starting work on the \$36 million Pine Flat dam on Kings River 27 miles east of Fresno, the main contract will not be let until November, Fresno officers of Local 3 report. Information on this project will be published in the Engineers News when it is available.

★ ★ ★  
San Joaquin Planning Commission is checking pit operators. See Stockton Local 3 report.

# Sacramento gets contracts; plan huge 'beer bust'

By A. R. OUGHTON  
Representative, Local 39

**Sacramento**—In regards to the Sacramento Brick Company at Sacramento, I am happy to report conclusion of this contract which is being signed June 5, 1947; effective date, June 10, 1947, with a 15% increase. This increase will affect Brothers Lee Harrison, Chief Engineer, Ray Gordon, Everett Brooks, W. H. James and Andrew Edgar. Now all we want to see is lots of bricks flowing out of the kilns on this job.

In our last issue I stated we would let you know the names of our brother members at the Yuba City Refrigeration Company in Yuba City. They are Bros. John Hunsaker, M. Fisher, George Humlick and Bill Geniella, and let's not forget the boys at the A. D. Attebury plant in Yuba City, namely, Bros. George Steffy, Marvin Thomas, Glen Shelton and Leslie Keen, and at the Marysville Hotel in Marysville we have Bro. Bill Ellis.

At this time I would like to tell you fellows a little story. The Hippodrome Theater, at 15 minutes before midnight on May 26, was reported on fire and the fire department was called. This is in the downtown district and any alarm is a general alarm. Our fire department answered this call and went trooping 14 abreast under the stage and into the boiler room where they smelled smoke, and lo and behold, they found Bro. Ivan Merritt, who had just cleaned the flues and had started firing up for a test. I wasn't there, Bro. Ivan, but how many red faces were there?

Now another little item on Bro. Howard Tackley. After a wild chase starting at 8th and K Sts., your business agent was chased by a horn-tooting demon trying to pass on both sides and after getting away from this demon on two or three stop lights finally at 15th and N your business agent had to stop for a red light and just as I started to pull away I heard a voice from far away yelling, "Hey, Oughton, I want to pay my dues!" So you see, brothers, we have one member, Bro. Howard Tackley, who really wants to keep his dues paid up and will chase you through all kinds of traffic for a distance of three-quarters of a mile just to pay them.

I have been taking notice of Bro. Ray Lanigir's job at Borden's Dairy. Ray was telling me that in the near future when they finish construction work at his plant, he is going to have one of the best looking and neatest engine rooms in the district. You'd better look around, Ray, because you have some keen competition with the Berwick-Richards plant, Crystal Ice and Cold Storage plant, and if you would like to take a little trip, one of the neatest plants and the best laid out plant in the district is the A. D. Attebury plant at Yuba City, full credit going to Bro. George Steffy, and the Yuba City Refrigeration plant will soon be completed as far as painting is concerned and it is going to be hard to top.

We are doing everything we can to have a little beer and sandwich party as of our stated meeting to be held July 8. The place is still a question but you will be notified by mail.

This will be all at this time, with just a reminder to mail in your dues so we can keep our record as being the best paid up district of Local 39—and attend your union meetings.

# STATIONARY ENGINEERS

## Report from Oakland Office

By JAMES T. RIVERS  
Business Representative, Local 39

**Oakland**—From latest reports, Oakland is doing right well and the Oaks and engineers both are getting in their good licks.

I mentioned vacations in the last issue, but didn't think the membership would scatter over the country quite so thoroughly. We now have men vacationing from Virginia to the islands and from Canada to Mexico, and we send them all our best wishes.

## Engineers victor in election held at oil seed firm

By MARK G. CAMPBELL  
Representative, Local 39

**Fresno**—Since vacation time is here I have been rather busy getting vacation relief men lined up. I understand several of the brothers have had their equipment oiled up since the first of May. Brother Miller and his boat out on the lake three weeks before the season limbering up his motor and locating the feeding grounds of those 5 and 6 pounders.

Brother Ryles reports everything running smooth with vacations pretty well lined up.

Brother Wheeler has added another engineer, which makes his plant around the clock operation.

Brother Glenn Crow reports the Swiss Italian Winery informed him they might call him back to work any day and hoped he would be available. Brother Calvin is working overtime on his garage so he will also be available. I understand that garage is going to be quite a structure.

Am not sure Brother Winchester will get his house built before his vacation comes up.

We have a regular bunch of Brothers at the Valley Oxygen Plant at Hanford. Brother Frank Belden, the Chief, has had quite a problem keeping men on the job in the past. I feel that that problem is practically solved, as they have a very good agreement and (Continued on Page 7)

Our good standing fund as set up is causing some misunderstanding. The program is entirely voluntary now, and when (as a large part of the membership has done) a member has paid one dollar into the fund, his dues are paid out of the fund when he is sick or disabled. All the member has to do is notify the office when he gets laid up, and present a letter from his doctor—when requesting that his dues be paid. The one dollar will be sufficient to keep up the fund for some time, as all new members pay their dollar with their application. If at any time the fund should become depleted, a general assessment of probably 25 cents will be levied upon the total membership. I hope we will have 100 percent participation soon in this territory and throughout the Local.

## Most Boys Working

Our out of work list is almost non-existent now with some new industries requiring skilled men and other plants expanding. Those industries not formerly covered by contracts are proving to be quite a headache, but definite progress is being made.

Brother Roberts is leaving as business representative in this area at the end of June and we in this office are wishing him an interesting and productive future, in the many civic activities and burdens, he has shouldered for the benefit of this city and the labor movement. I know we and his many friends will cherish the memory of the one who was always a true friend and a hard worker for those ideals close to his heart.

**Contracts completed include:**  
Bakeries; Owens Illinois Glass Co.; Hansen's Ice Co.; Permanente Hospital.

**Contracts being negotiated:**  
Buildings; Hotels; Hogan Lumber Co.; E. K. Wood Co.; Vacu-Dry Co.; Breuner's; Bank of America; Maxwell Hardware.

## Report from San Francisco

By LEO DERBY and NEWELL CARMAN  
Business Representatives, Local 39

**San Francisco**—As this report is being written, continued progress can be reported. San Rafael Ice plant negotiations have been completed and Petaluma and Santa Rosa are progressing satisfactorily. Visited Bro. Eldridge at Petaluma. He holds down the Cader Bros. Reduction Plant Engine room and doing O.K. too.

The St. Francis Ice engine room! Boys, that's really a work of art. Clean as a pin.

The Bakery agreement in San Francisco has been completed to the satisfaction of everybody concerned. All agreements are up to date and are being negotiated as fast as they expire in the various sections of the state.

## Ice Rink Contract

Visited Winterland Ice Rink regarding new contract. Negotiated O.K. Bros. Frederickson and Evans have a fine looking engine room. The Ice Follies opened June 11—a fine show and 100 per cent union and worth seeing. All new

show—you can't afford to miss it.

Contracts to be negotiated during month of July are as follows: Crystal Palace, Orpheum Theatre, Y. W. C. A., Vacu Dry, Liggett & Meyers, W. J. Sloane, and Wood Products.

Brothers, when you think your contract is not being lived up to please don't wait until it is eight or nine months old before you report it, for it only makes it tougher to straighten out; so—holler early.

Recently on two occasions we have collected over \$500 in back pay for contract violations.

Went with Brother Fitch to San Jose, to lend Brother Christiansen a hand on Ice negotiations. Progress was good and San Jose is now finished on Ice agreements. Good enough.

We wish Brother Manfre an early recovery from his recent illness. Brother Shirley Smith is holding down the laundry while Brother Manfre is off.

Brother George Stevens had an accident while returning home from work. He will be off for a few weeks, but we hope his recovery will be rapid.

## Local 39 Progresses

Since its recent Northern California amalgamation, Stationary Engineers Local 39 has negotiated 138 agreements, nearly all having closed shop provisions and all containing good union security clauses. Wage increases have run as high as \$80 per month in order to bring the scale throughout the Bay Region on a parity with San Francisco wages.

**Section No. 18**

On all work performed up to and including June 22, 1947, the classifications and wage scales and conditions shall be as set out in the agreement between the parties hereto dated June 7, 1946; and on all work performed on June 23, 1947 and thereafter during the lifetime of this contract (regardless of when said work was bid or let) the wage scales and classifications shall be as follows:

	Per Hour
Apprentices (oilers, firemen, watchmen) (7 Bay Counties - San Francisco, Alameda, Contra Costa, San Mateo, Santa Clara, Marin, Solano)	\$1.75
Apprentices (oilers, firemen, watchmen) (All other Counties)	1.65
Asphalt Plant Engineer	2.10
Box men or mixer box operator (concrete or asphalt plant)	1.80
Brakeman, Switchman and Deckhand	1.75
Fuller-Kenyon pump cement hog and similar types of equipment	2.15
Compressor	1.75
Compressors (more than one)	2.05
Concrete Mixers (up to one yard)	1.75
Concrete Mixers (over one yard)	2.05
Concrete Pump or Pump Crete Guns	2.05
Derrick	2.25
Drilling Machinery Engineers (not to apply to water liners, wagon drills or jack hammers)	2.10
Dual Drum Mixer	2.15
Fireman in Hot Plant	1.75
Fork lift or lumber stacker (on construction job sit)	2.00
Handi-Crane (no oiler required)	2.15
Heavy Duty Repairman	2.10
Heavy Duty Repairman, Helper (7 Bay Counties - San Francisco, Alameda, Contra Costa, San Mateo, Santa Clara, Marin, Solano)	1.75
Heavy Duty Repairman, Helper (All other Counties)	1.65
Highline Cableway	2.40
Locomotives	1.85
Locomotives (steam or over 30 tons)	2.10
Material Hoist	2.00
Mechanical finishers (concrete or asphalt) (airports, highway or street work)	2.10
Mixermobile	2.15
Motorman	1.85
Mucking Machine	2.225
Pavement breakers, Emsco Type	2.15
Portable crushers	2.10
Power grader, power planer, motor patrol or any type power blade	2.25
Power shovels and/or other excavating equipment with shovel-type controls (7 Bay Counties - San Francisco, Alameda, Contra Costa, San Mateo, Santa Clara, Marin, Solano (Up to and including one yard))	2.40
Power shovels and/or other excavating equipment with shovel-type controls (7 Bay Counties - San Francisco, Alameda, Contra Costa, San Mateo, Santa Clara, Marin, Solano) (Over one yard)	2.50
Power shovels and/or other excavating equipment with shovel-type controls (All other Counties) (Up to and including one yard)	2.25
Power shovels and/or other excavating equipment with shovel-type controls (All other Counties) (Over one yard)	2.40
Pugmills (all) Woodsmixer type	2.15
Pumps	1.75
LeTourneau pulls (Jeeps, Terra Cobras, La Plant Choate, and similar types of equipment)	2.25
Rollers	2.10
Ross Carriers (on construction job site)	1.85
Scoopmobile (when used as a hoist)	2.00
Scoopmobile (when used as a loader)	2.15
Screed Man	1.75
Self-propelled elevating grade plane	2.15
Spreader Machines (Barber Green, Jaeger, etc.) (Engineer and screed man used in operation)	2.10
Surface heaters	2.10
Towermobile	2.00
Tractors	2.10
Tractor (boom)	2.25
Tractor (tamdem)	2.40
Tractor-type shovel loader (scale not to apply when used as blade or bulldozer)	2.25
Trenching Machine	2.15
Truck type loader	2.25
Truck Crane	2.25
Crews working in tunnels shall receive \$1.00 per day over and above the regular rate.	

**Section No. 19**

**WORKING RULES**

- Subject to Paragraph No. 2 and 3—The hours between 8:00 o'clock a.m. and 5:00 o'clock p.m. shall constitute the regular working hours.
- On single shift jobs, eight (8) hours shall constitute a day's work, the regular starting time of the day shift being at 8:00 a.m. except where in any locality existing traffic conditions or weather conditions render it desirable to start the day shift at an earlier hour, such starting time may, with the mutual consent of Employer and Union be made earlier; but in such event, the starting time agreed to must continue for the duration of the job or until changed by mutual consent. Five (5) consecutive days of eight (8) hours each, Monday through Friday, inclusive, shall constitute a week's work.
- When two (2) shifts are employed for five (5) or more consecutive days, seven (7) hours shall constitute a day's work, for which eight (8) hours straight time shall be paid. When three (3) shifts are employed for five (5) or more consecutive days, seven (7) hours shall constitute a day's work, for which eight (8) hours straight time shall be paid. Shifts shall run consecutively for five (5) days or more to completion of job.
- Except in emergency, no member shall work more than one shift in any consecutive twenty-four (24) hours and not less than four (4) hours shall be worked in any one shift. No arrangement of shifts shall be permitted that prevents any member from securing eight (8) consecutive hours of rest in any consecutive twenty-four (24) hours.

5. The overtime rates as specified below shall apply on all time before 8:00 o'clock a.m. and after 5:00 o'clock p.m., except on shift work, when it shall apply on all time before a shift begins and after it ends, and on Saturdays, Sundays, and Holidays.

(a) Double the regular hourly rates shall be paid in all Counties for all work performed on Sundays and the following holidays: New Year's Day, Decoration Day, Fourth of July, Labor Day, Admission Day, Armistice Day (or one day of greater national importance), Thanksgiving Day and Christmas Day. Holidays falling on Sunday shall be observed on the following Monday.

(b) Double the regular hourly rates shall be paid: For all work (other than repair work) performed outside the regular working hours in the following Counties—San Francisco, Alameda, Contra Costa, San Mateo, Marin and Solano.

(c) One and one-half times the regular hourly rates shall be paid for overtime as follows:

(1) For all work performed outside the regular working hours in all Counties not mentioned in Paragraph 5 (b) hereof except for work performed on Sundays and Holidays.

(2) For all repair work in all Counties performed outside the regular working hours, including Saturdays. When repair work is performed on Sundays and Holidays, the wage rate shall be double the regular hourly rate.

6. The hours of employment shall be reckoned by the day and half-day, the fraction of a half-day to be paid for as a half-day, except overtime, which shall be reckoned by the hour and half-hour.

7. Where there is overtime to be worked, the engineer operating the machine shall be allowed to work the overtime.

8. When the engineer on any piece of equipment requires assistance in the operation of said equipment, a member of the Union (apprentice, oiler or fireman) shall be employed. The above shall not change the established practice regarding employment of oilers or firemen.

9. No member shall be allowed to work who is thirty (30) days in arrears unless he has a regular permit to do so, signed by the Business Representative of the Union in the district where the work is to be performed. Enforcement, however, shall be done by the Union.

10. It is agreed that the asphalt plant crew shall consist of the following: plant engineer, boxman, fireman, oiler. Where a crane is used, there shall be a crane engineer. The plant engineer shall be in charge of the entire plant.

11. Any classification not herein mentioned, including tunnel or caisson work under pressure, the Employer and the Union agree to immediately negotiate a wage scale to apply thereon.

12. The Employer agrees to furnish suitable shelter to protect the operators from falling material and from the elements.

13. No repairman or operator shall be required to furnish transportation within the job site for tools or equipment needed in the performance of his duties.

**Section No. 20**

**EFFECTIVE AND TERMINATION DATE**

This Agreement shall be effective as of 1st day of May, 1947, and remain in effect until the 30th day of April, 1948, and shall be renewed from year to year thereafter, unless either party to this Agreement shall give written notice to the other party of a desire to change at least thirty (30) days prior to the date of expiration of this Agreement.

Union agrees in the event that either party should exercise its rights under the paragraph last above set out the Union will for a period of thirty (30) days prior to the 30th day of April, 1948, and for thirty (30) days thereafter bargain exclusively with the Employer with respect to all wage rates, working conditions and hours of employment for the work herein covered. If no agreement has been entered into between the parties hereto at the expiration of the said thirty (30) day period after the 30th day of April, 1948, then this Agreement shall thereupon cease and terminate, and the Union shall be free to negotiate with whomsoever it desires.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and seals by their respective officers duly authorized to do so this 29th day of May, 1947.

Northern California Chapter of The Associated General Contractors of America, Inc.  
/s/ WM. D. COUGHLIN  
Labor Representative

Central California Chapter of The Associated General Contractors of America, Inc.  
/s/ WM. E. HAGUE  
Sec. - Manager.

OPERATING ENGINEERS, LOCAL UNION  
No. 3 of the International Union of Operating Engineers

/s/ PAT CLANCY, President  
/s/ C. F. MATHEWS, Secretary  
/s/ V. S. SWANSON,  
Local Union Manager.

NEGOTIATING COMMITTEE of the Associated General Contractors of America, Inc.:  
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Chairman.  
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# What's doing in the Oakland office

By Al Clem, T. D. Bryson and Glenn Dobyns, Business Representatives, Local 3

**Oakland**—Since writing the report for the last issue of the paper one of the most important elections in the history of the city of Oakland has taken place. It was gratifying to those in the labor movement, that, of the five candidates who had the support of organized labor, four were elected to the city council.

As you all know, this was a bitterly contested affair, in which the citizens of the community uprooted a strongly entrenched political machine. They showed through concerted action at the polls that they are vitally interested in Oakland, and that they expect a great deal from this council in the future.

While the election is still fresh in our minds we would like to take this opportunity to urge all the members of Local Number Three to be sure to register and vote at all coming elections! We ask also that they urge their friends and relatives to exercise their franchise to go to the polls.

We all are aware of the attempts being made to pass vicious anti-labor legislation, which, once in force, would go far toward curbing the rights of the working man. Only through organized effort will we be able to back the friends of labor, and, at the same time, retire from public office those who attempt to stifle the rights of the average man.

We have things started in the right direction—let's keep them going that way! Be sure you are registered and never forget to vote, Brother!

There are 37 members employed on the Artukovich Pipeline job at the present time. Due to difficulty with the water they have found it necessary to operate three shifts on the pumps, but work is coming along very well. Of the original 172,000 feet of pipe to be laid, 21,000 feet has already been placed. Bro. Cal Baker is master mechanic on the job with Brother Rollie Stoll foreman over graveyard shift.

W. W. Bird, a Stockton contractor, who formerly was engaged in land leveling, is employing ten of the Brothers at Kaiser's Plant in Radum, where he has the contract to strip overburden. Brother Dutch Kruger is foreman and Brother Clarence Toscano is acting as job steward. In the past this contractor has not looked too kindly upon organized labor, but with the cooperation of Brother Ed Doran we are glad to report that the gentleman now runs a good union job.

Another contractor who recently moved into the area is Brother Joe Myers, of Manteca, who is working near Sunol on a land leveling job.

Brother Ed Austin, who has been working for the California Tractor and Equipment Company, recently left for Alaska, where he will be employed as a shovel operator for the Burch, Little and Johnson Company. A former Navy man, Ed was stationed at Kodiak for about 2 years, knows quite a bit about the country and likes it very much. He figured on getting up there just about in time for the opening of the fishing season and is looking forward to some good hunting this fall. When we were talking to him, he wasn't sure whether he would be stationed at Fairbanks or Anchorage, but said either spot would be O.K. by him.

Right now Alaska is uppermost in the mind of another of the members, Brother Al Plahn; but with him it is strictly a matter of pleasure. He and Mrs. Plahn have been planning a trip up there for the past 20 years and this summer

## Tech Diesel Shop

We recently visited the diesel shop conducted by Technical High School and were very much impressed by the work they are doing. The instruction offered is the best available and we feel sure that many of our members who are interested in diesel engines and their maintenance will want to check this program.

Conducted by the Oakland Public Schools, work is under the supervision of Dr. F. M. Yockey, Principal of the Technical Adult School. Mr. Charles B. Graves is the school's chief instructor, and his experience in diesel engines dates back to 1916. Holder of a marine chief engineer's license and a Class A Vocational credential, acquired from the State of California Department of Education, he is qualified to teach in any adult school, junior college or high school in the state.

One of the requisites of a good vocational school is proper balance between lecture sessions and shop work, and Mr. Graves makes daily half-hour lectures a part of the program. The remainder of the time is spent in the shop and is used for disassembling, "miking" and writing a complete notebook with drawings, and fitting up assembly on each engine, with a group of five students on every engine in the shop throughout the course. For this shop work the school maintains the following engines which affords the student an opportunity to do a great deal of practical work:

300 hp. 4 cyl. Fairbanks Morse direct reversible marine type with heat exchangers for lube oil and cooling water, two electric auxiliary fuel oil and water cooling pumps, and snubber for exhaust.

1—120 hp. 4 cyl. Atlas stationary type with lube oil and cooling water heat exchanger, auxiliary electric fuel and water pumps, and snubber for exhaust.

1—120 hp. 8 cyl. Fairbanks-Morse railroad or generating type.

1—65 hp. 4 cyl. Cummins truck type.

1—32 hp. 4 cyl. TD9 International Harvester crawler tractor type.

1—35 hp. 4 cyl. Caterpillar bulldozer type.

3—225 hp. 6 cyl. General Motors, Grey Marines.

1—147 hp. 6 cyl. Hercules supercharged Navy Marine type.

2—6 cyl. Buda generating type.

1—6 cyl. Buda truck type.

2—32 hp. 3 cyl. Winton Generating type.

1—30 hp. 4 cyl. Listard heavy duty type.

1—540 hp. 8 cyl. 268A model G.M.C. with generator 360 KW.

All of the foregoing engines are mounted on heavy duty bases and are connected with fuel tanks and with all the piping for intake, exhaust, fuel lines and with cooling water and lube oil storage. A 1100 gallon fuel oil deep tank is kept well supplied with Diesel fuel oil. The test of the student's workmanship is that the engines run satisfactorily after each group has completed its assignment on them.

The school has the following engines on order from War Assets Administration:

1—400 hp. Enterprise turbo-supercharged marine type.

1—850 hp. Fairbanks-Morse opposed piston railroad type.

1—250 hp. 6 cyl. Superior stationary generator type.

1—140 hp. 6 cyl. Murphy shovel type.

1—1200 hp. 12 cyl. General Motors railroad V-type.

1—275 hp. 6 cyl. Cummins truck type.

1—300 hp. Busch-Sulzer marine type.

Aside from the engines, the shop has a good array of equipment, instruments and tools. There is even a seven-ton overhead crane, as well as a pressure cylinder indicator, a full set of micrometers, surface gauges, hydrometers, speed indicators and much other equipment of great value to the student.

Along with the shop and lecture work many field trips are incorporated in the program. Visits are made about every three weeks to Diesel engine factories, shipyards, shops and power plants and to the shops of Diesel tractor and truck dealers, so that the student can observe how others test, operate and repair Diesel engines.

There are no special entrance requirements, and any man wishing to enter Diesel training should arrange for an interview with Mr. Graves or Dr. Yockey. The fees are \$2.00 for registration and \$3.00 for use of supplies per semester. During the summer months there will be limited telephone service and we suggest that if you are unable to reach the school by telephone, PI 0842, you drop a card directly to the school, 4351 Broadway, Oakland, and your inquiries will receive prompt attention.

## Dredge News

There have been a few small dredging jobs let during the past month. The Olympian Dredging Company has completed its short job with the Trojan at Hamilton Field. The Johnson Western Company was awarded the contract on the Stockton Channel job and will

be sending the Dredge Olympia out about June 16.

The American Dredging Company is putting the Dredge Pronto to work at McAvoy, improving their new yard at that point. It is estimated that this will keep several of our members busy for approximately three months.

The Associated Dredging Company has been awarded the contract for the Petaluma job and is getting the crews together. They expected to be starting about June 9.

I have heard that the Johnson Western Company was low bidder on the Rio Vista job, but that the U. S. Engineers rejected all of the bids and are going to re-advertise. I believe the same conditions apply to the Moss Landing job. I have heard that the U. S. Engineers contemplate doing that job with a hopper dredge.

The clamshell work continues to be rather slow. Cooper has the Neptune busy on the Hastings Tract and expects to put the Monarch to work about June 15.

Tony Dutra's two dredges, the Mallard and Edwards, are busy on the south end of San Francisco Bay, dredging for the Leslie Salt Company.

Brother Grant keeps one crew busy on the Belmont, doing development work in the vicinity of Redwood City and Belmont.

The Pacific Portland Cement Company keeps two crews busy loading shell for their Redwood City Cement Plant.

I was hoping that I would have something definite to report on the new agreement by this time; but up to the present we have not concluded final negotiations. However, we are anticipating that the final meeting will be held before the end of the week.

## Getting around the jobs

We are glad to report that Brother Myers has signed an agreement and we feel sure he will give us his full cooperation at all times.

Brother A. A. Murphy of Farrar Park has rented a crane to Daley Brothers. It is being used in the erection of buildings on the U. C. campus. Recently purchased from the government these buildings have been moved to the university from Camp Parks.

Keeble and Brown estimate it will take approximately 40 days to complete the excavation on their job at Point Richmond.

The Willow Pass road job is fast winding up with N. M. Ball and Sons putting finishing touches to their portion of the contract.

Harrison and Bridwell recently opened a new quarry in the Clayton area. With so much new construction in that district they expect to be kept busy furnishing rock to the various local contractors.

it is becoming a reality. They will drive to Prince Rupert, B.C., on the new highway and then a four-hour boat trip will take them to Ketchikan. Later they will fly to Juneau, from where they plan on side trips by boat and air. The trip will be especially enjoyable as they have friends in both Juneau and Ketchikan who plan on showing them around. Al almost spoiled the trip for himself recently when he injured his hand in a fall on the job. However, he is none the worse, except for a cast on his little finger, which looks very much like a hunk of bread dough, but which he assured us is much heavier to cart around. Wouldn't be surprised if he didn't get a bit of notoriety out of it though, as some tourist is bound to think he is a sourdough, carrying a bit of the stuff with him.

If you want to rent or buy a dump truck, cement mixer, spray gun, outboard motor, or get hold

Harvey Russell, who is leveling land at Fontana Farms out of Rio Vista, is employing approximately 25 members at the present time. He is double shifting and has 14 pieces of equipment in operation.

**Work for Engineers at Moore Dry Dock got a definite setback with the recent sinking of the U.S.S. Oklahoma. The scrapping of this historic ship was to have furnished considerable employment and its loss definitely curtails job opportunities with this company for members of many crafts in the Bay area.**

The Peterson Tractor and Equipment Company, the exclusive dealer for Caterpillar Tractors and Parts in this area, announced recently that they have purchased a 20 acre factory site. The new plant, which will double the capacity of the present plant in Hayward, is to be located in San Leandro.

The McGrath Steel Company is another organization that is finding it necessary to move to larger quarters in order to cope with busi-

ness expansion in the East Bay. Their new office and shop building is to be located at 67th and Hollis Streets, in Emeryville. The shop equipment includes modern overhead crane and special machines for all types of reinforcing steel work.

The Bechtel Corporation is still busy with repair and maintenance work at the Standard Oil Plant in Richmond. There are approximately 16 engineers employed at this time with Brother Jack Summerville acting as master mechanic. We are very glad to see Jack back, as beefs have fallen off considerably since he has been out there, and we wish to congratulate him on the good clean job he is doing.

## Emeryville Plant

During the past month, C. B. Rohn, a co-partner in the Pacific Trucks and Parts Salvage Company, and one of the more progressive business men in this community, purchased a tract of land at the foot of 65th Street in Emeryville. He is putting extensive im-

provements on the property in preparation for the opening of one of the largest used equipment lots in the East Bay. His initial consignment of 40 "cats" has arrived from the Pacific area, and he is busy at present reconditioning this equipment along with considerable other machinery, already on hand. Rohn was formerly associated with the California Tractor and Equipment Company, a firm well known in the construction industry, and we wish him every success in this venture. We are pleased to announce that this new company recently signed a closed shop agreement with Local Union No. 3, and we believe that considerable employment for the brothers will be furnished by this firm.

Agreements have been signed with various other companies during the past month. Included in this group are the following: Edmond Gilbert, Souza and Lawrence, George Whittall, California Steel Products, Canal Steel, Fabric Steel Company, Sugar City Building Material Company and Serra Brothers.

## News about the brothers:

of some fishing tackle, be sure and contact Brother Cliff Brown. These are but a few of the large assortment of items available at "Brown's Sales and Rental Yard," located at 7025 E. 14th Street, Oakland. Formerly the proprietor of a tire shop in Hayward, Cliff recently started this service and if you want almost any type of equipment we suggest that you call him at SWEETWOOD 7540.

Congratulations to Brother and Mrs. Don Harnish on the birth of a daughter, who arrived on May 19.

We recently received letters from Brothers Harry Speck and Gene Yates, who are working on Okinawa for Atkinson and Jones. They seem well pleased with the job and say everything, including the climate, is O.K. Speck says Local 3 is well represented out there and when the last two boats arrived, many a No. 3 button was in evi-

dence as the boys disembarked. Brothers Bob Knapp, Slim Covey, Ed Kinney and several others added their hello to the letters. By the way, Brother Covey has been having a bad time. He was recently run over by a jeep and will be laid up for about 6 weeks with a broken leg and injured hand. It seems that Brother George Franks ran into a little difficulty the other day too. His oiler, a native boy, did a very thorough job—lubricated everything—including the booster band. When they started to load George was very unhappy. He colored the boy and asked him if he'd oiled the band and the kid replied, "Oh, yessir, very dry!" Oh, by the way Brother Franks has another oiler now! All in all it sounds as though things are going very well with the boys out there and we are looking forward to receiving more letters from them.

Brother Terry Fisher, who is owner of the Terry Fisher Dozer Company, was in not long ago. Terry has been in the construction business for about one year and reports that he has amassed quite a bit of equipment—including seven D8's, one D7, one D6 and a Cat 12 Blade. He was griping about what a tough life a contractor leads and how easy things were back in the days when he was on the mucking end of a dozer. We assume from this conversation that he is doing all right, as one of the first things a successful contractor learns is how to sing long and loud about the tough time he is having. We wish Terry every success and if anyone wants to give him more headaches in the form of nice juicy jobs he says they can reach him at Stockton 2-9264.



# Fresno explains status of Pine Flat dam job; main bids to open in November

By H. T. PETERSEN and G. LYNN MOORE, Business Representatives, and DON SWANSON, Dispatcher, Local 3

**Fresno**—Due to reports in the papers and the fact that Governor Warren and officials of the Army Engineers Corp. were present, we have had numerous calls concerning the starting of Pine Flat Dam. Now this project has been officially started but nevertheless the contract on the main structure, from our information, is not due to be submitted for bids until November of this year; however, there are two more approach jobs coming up on this project: (1) the By-Pass road and (2) the south approach and keyway job. We are certain that as soon as this project gets under way the brothers will be notified through this publication.

**ELECTRICITY! BE CAREFUL!**  
In May, Bro. Argus Cleveland, an oiler, unfortunately came in contact with a high power line which caused his death. And more unfortunately he left a wife and two children of minor age without visible means of support. Now, of course, we have done everything that is possible under the laws of this organization toward the help of this family but still it does not bring that Brother back. Brothers, please keep in mind that in this district alone we have had the loss of four lives due to electrocution by contact of a crane with a high power line. We are not only trying to save lives or to preach a sermon, but please, fellows, the law states that you should not move a boom within six feet of a high power line—observe that rule and save yourselves another four feet. Just keep in mind that 10 feet differential might mean a life saved and something relieved from your own conscience.

### Parker on Big Job

On the coverage of the other jobs we find that everything is running smoothly. H. Earl Parker's one and one-half million yard job on the Dry Creek reservoir, is going right along. Parker has from 16 to 20 cats working two shifts and when I say working I mean just that. Yes, sir, they are actually "patting" them on the back just like pre-war days.

Fred J. Maurer & Sons and Consolidated Steel Co. are both still working at Friant. Maurer has the spillways and Consolidated is putting in the flood gates.

Westbrook & Pope are getting into full swing again on their General Grant Park job, now that

winter is over with an the snow has melted.

Johnson & Western have been moving equipment in for their job on Power House No. 3 at Auberry. Clyde Woods & Sons are putting in the penstocks there.

On the Friant Kern Canal everything seems to be running smoothly. All the companies are working full blast.

### Canal Nearly Done

The excavation on the Panoche Canal, out of Dos Palos, is just about completed. At Firebaugh there are several structures going up. There is a rice dryer, two packing houses and a box factory under construction. Thompson's ready mix plant has the pouring of the concrete.

All land leveling work is practically at a standstill due to the fact it is harvest time.

A. J. Ruddy has a plant set up west of Granada for his resurfacing job on the Yosemite Highway. They are merely stock piling rock for the job now. All the ten or so rock plants around the area are running steadily.

Gunner's job in Merced is almost finished on Highway 99. On their job on Highway 99 south of Fresno, they are almost ready for the black top. Gunner will start on their Elm Avenue road job Monday, June 9.

### Several Bridge Jobs

A resume of the new jobs; I will mention a few of the more important ones: There is a bridge job at Firebaugh, across the San Joaquin River; Raymond Concrete Pile has the piling, and McCosker has the rest.

Another bridge is to be built west of Madera across the Fresno River. Perkins & Munn have that job. A. Teichart has a small job coming up on Reed Avenue.

There is another bridge job coming up also, five miles east of Dinuba. And, of course, last, but not least, the Fresno overpass which will come up for bids June 25.

Even though so many men are swarming into Fresno in hopes of getting on the Pine Flat Dam job-to-be, we are still able to keep our out of work list at practically nothing. The Brothers on cats or oiling are seldom out of work more than a week, but bucket jobs are moving very slow.

We are still clearing a good 400 men a month and expect that number to increase. At present I would say that we have roughly 1500 men working out of this office.

The Brothers in this territory seem to be well pleased with the progress our negotiating committee is making with the AGC. All we can say is more power to them.

Brothers, don't forget that Death Assessment No. 2, which should be paid with your third quarter's dues.

The regular meeting will be held Thursday, June 26, 8 p.m., 1035 Broadway, Fresno.

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### Jap Prisoner Killed

Bro. Walter Gerhart, a member of Operating Engineers Local 3, was recently killed when he came in contact with high tension wires on the Geo. Pollock Herford farm in the valley, Sacramento office of the union reports. Thus, another member is added to the growing list of those killed by electrocution, pointing again to the necessity of carefully observing all safety precautions. Bro. Gerhart spent 42 months in a Japanese prison camp at Wake Island.

## San Francisco Reports

(Continued from page 5)

Ernest D. Wilkinson, LeMar W. Dahl, Gerald L. Lowrey, Clayton T. Robinson, Ernest D. Wilkinson, Glenn A. Mastel, Wilbur R. Weeks, Gus O. Woldberg, Grover C. Crews, William A. Curtis, Otis B. Clifton, Alva D. Bender, Edward F. Butler, Carroll A. Sneed, Forrest Pritchard, Wade M. Robinson, Woodrow L. Caton, Angelo Favretto, Hubert Blankenship, Eugene L. Knoff, Rudy P. Aguilar, Harry D. Sutherland, Wm. M. Hattenhauer, Thomas R. Fields, Frank J. Gilbert, Arthur L. Fisher, Leo C. Hartford, Albert M. Selvig, Glenn R. Drew, Carl E. Loyles, Trenton E. Logan, Kenneth Bouvier, Jesse Daves.

The above are members sent out by Birch, Johnson & Lytle Company.

### Peninsula District

Construction work in this area continues at its peak, although the Macco M. K. Co. have cut down their forces on the Bayshore Freeway. New projects have been able to furnish work for our members who were laid off.

The Crocker interests have started a new job at Brisbane which promises to keep several of our cat operators busy for some time building industrial sites. This work is being done by the Macco Construction Co. Brother Gus Hedstrom is foreman on these operations.

### Airport is Booming

At the San Francisco Airport, the Guy F. Atkinson Company are operating at full capacity. This office experienced some difficulty in supplying some types of labor for this job, especially 120 B Electric Shovel operators but at the present time the positions are all filled.

The United Airlines and Coast Guard have a large building program outlined also at the airport. This work is due to start some time in the near future.

Eaton & Smith were the low bidders on the State Highway job over in the Coast, this project consists of over a million yards of dirt moving, confined to about one and a half miles of road construction.

At the present time there is plenty of activity in the quarries throughout the district. The new crushing plant at the Macco Construction Company in Brisbane is finished and is now in operation. Keeble and Brown have also finished construction of their crushing plant at Spring Valley Lakes and are now furnishing aggregates for the county roads department and various housing projects.

The California Paving Company, Rockaway Quarry and Ken Royce quarries are also busy.

The Concrete Paving job on the Bayshore Freeway being done by Guy F. Atkinson Company is temporarily shut down. There is a large paving job to be awarded on the San Francisco airport around the 1st of July.

The local contractors in the district are all operating at full capacity, on housing projects, midget auto race tracks and various other construction projects.

### Hits Higher Rents



One of the few radio voices speaking for the people is Fiorella LaGuardia. While real estate lobbyists continue to fight for raised rents he states the case simply and factually. "The property owners are not entitled to rent increases," says LaGuardia, "because they are trying to maintain the same old profits on inflated values." The people agree. (Federated Pictures.)

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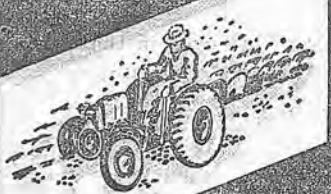
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