



# ENGINEERS NEWS

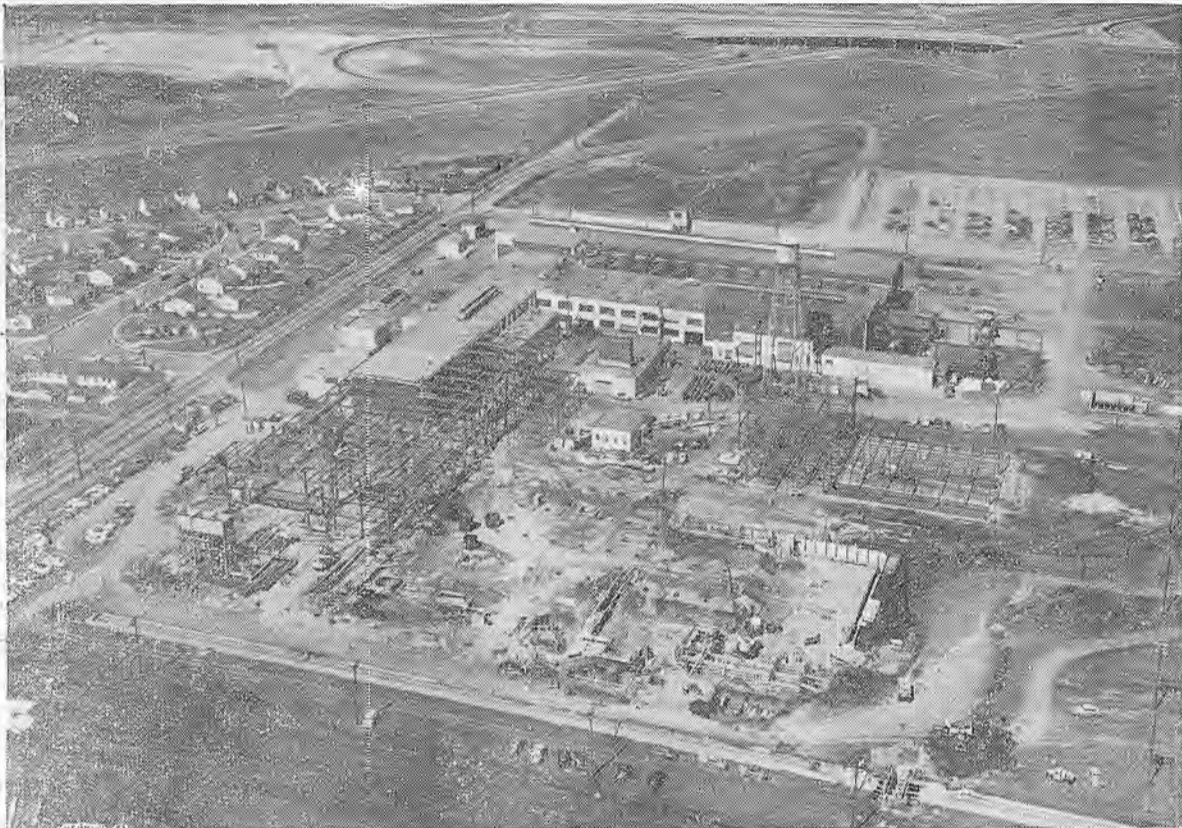
OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 11—No. 6

SAN FRANCISCO, CALIFORNIA

JUNE, 1953



**EASTBAY EXPANSION**—Shown above is the Carl N. Swenson job at the General Metals Foundry at 9200 Edes avenue, Oakland, a typical scene in the rapid expansion of industry now underway in the East Bay region. The San Jose contracting firm is erecting a sizeable addition to the foundry, which was begun last October but held up by rains. Bethlehem has steel work on the building and Biggs Drayage has contract for all sand bins, pattern shop, and coke bins. In background can be seen the Oakland-San Jose Freeway.

## Health, Welfare Negotiations With AGC Concluded

For the information of all members concerned, we have met with the Northern and Central Chapters of the Associated General Contractors and have come to an agreement regarding the Operating Engineers Health and Welfare Plan.

The wage question is still in the process of being negotiated. However, your negotiating committee feels that a satisfactory settlement will be arrived at within a few days.

## AGREEMENT ON NO-RAIDING PACT REACHED BY AFL-CIO

(AFL Release)

AFL and CIO unity committees agreed on all the essential elements of a no-raiding pact which, when ratified, will go into effect Jan. 1 and extend for two years. The agreement provides for the appointment of an impartial umpire to make final and binding decisions in cases where a dispute cannot be solved by intermediate steps.

A subcommittee was authorized to draft the actual language of the pact which will be submitted for approval to the AFL Executive Council and the CIO Executive Board in August and then presented for ratification to the conventions of both organizations next fall.

Both AFL Pres. George Meany and CIO Pres. Walter Reuther expressed full confidence at a press conference that such ratification will be forthcoming.

The next step before the agreement goes into effect will be for all affiliated national and international unions of both organizations to sign up.

Meany declared the agreement to end raiding will have "a very good effect on progress toward eventual organic unity of the AFL and CIO."

He said the unity committees will proceed with merger negotiations. Their next hurdle, he explained, is to survey the jurisdictional conflicts existing between present affiliates of CIO and AFL unions and to tackle "the real, knotty problems."

### COMPLETE HARMONY

Meany and Reuther, displaying complete harmony and friendliness, explained the elements in the agreement to the press conference in an informal manner.

They said the pact provides that unions of both organizations shall agree not to conduct organizational raids against each other in every case where a union has been certified as a collective bargaining agent or has been recognized by the employer as a collective bargaining agent through the negotiation of a contract.

In such cases, they said, "the other union must stay out."

They said no thought has yet been given to candidates for the job of impartial umpire to decide disputed cases.

The committees acted, explained Meany and Reuther, after studying data on actual raids that took

place in 1951 and 1952. There were 1,245 cases of raiding in those two years, it was found, involving 350,000 workers. The net change in all those cases was a gain of 8,000 members by the AFL, an insignificant number by comparison with the total involved. In the vast majority of the cases, the raiding union did not win.

When the no-raiding agreement is ratified and goes into effect, the large sums of money and the energies hitherto expended in raiding will be released for the big job of organizing unorganized workers, Meany and Reuther said.

In answer to questions on details by newsmen, Reuther said: "Everyone here is acting in good faith. We are not standing on technicalities."

Agreeing with this statement, Meany added:

"We are taking a practical approach to the solution of one of the most aggravating problems before us. It will provide us with a breathing spell during which the unity committees will continue to meet for the purpose of trying to achieve organic unity."

Meany added that the plan involves voluntary arbitration, not compulsory arbitration.

Both the AFL chief and Reuther told the newsmen that the unanimous conclusion of the members of the unity committees was that "raiding does not pay" and should be ended.

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## SERVICE WITHDRAWALS

- NEIL CLEM
- JOHN DAVIES
- RICHARD GAROFALO
- RICHARD OYAMA
- ROBERT SEWARD
- BILLY WILLIAMS

## All AFL Building Trades Locked Out in Utah Area

The entire AFL building trades group in the state of Utah has been locked out by the Inter-mountain branch of the Associated General Contractors, creating one of the most serious situations encountered in that region in years.

It is impossible to predict whether or not this will be a long fight. Some 650 of our members are on the street in the state of Utah, as this issue of the News goes to press. They are locked out only because we ask for a fair wage adjustment.

(For more details on the Utah situation, turn to the Utah news report on page 8.)

### Field Surveying—

## Ruling on Survey Party Aids Union

By AL BOARDMAN  
Business Representative

The arbitration decision on control points, that gave the survey party back to the union, has already begun to have its effect. The employer can no longer hide behind the superintendent classification or claim that the superintendent can do all of the survey work. The Survey party must be 100% union at all times. This should increase our membership and give steady employment to our members. It also defines, without doubt, our jurisdiction in the building trades field. We might add here that this union has never wished to take any work from any other craft. Our only goal has been to establish wages and working conditions for the Technical Engineer members of the union.

New developments of interest have been the refusal of the National Labor Relations Board to take jurisdiction over the election between the Operating Engineers' Union, Local No. 3, and The Associated Civil Engineers and Land (Continued on Page Twelve)

## News Items on Inside Pages

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### Most Water, Sewer Jobs

California led the nation in the number of water and sewage projects approved by the government in the first quarter of this year. The state had seven sewer and 41 water projects with aggregate value of \$12.3 million.

## IN MEMORIAM

- HUGH L. ADDISON  
Belden, Calif., Jan. 26, 1953
- DAVID THOMPSON  
Castro Valley, Calif., April 23
- GEORGE M. GREGORY  
Klamath Falls, Ore., April 24
- FREDERICK THOMAS PLUMB  
Concord, Calif., May 4, 1953
- B. L. BENNETT  
Oakland, Calif., May 5, 1953
- GLEN ATKINSON  
Kamas, Utah, May 6, 1953
- A. M. FRENCH  
Lincoln, Calif., May 2, 1953
- SAM PENNER  
San Francisco, Calif., May 15
- O. R. GREENE  
Oakland, Calif., May 15, 1953
- DANIEL S. FOLEY  
Redwood City, Calif., May 19
- MAURICE NOLAN  
Oakland, Calif., May 18, 1953
- WM. CHURCH  
San Francisco, Calif., May 21
- HOWARD B. LUZIER  
Reno, Nev., May 26, 1953
- ALBERT HUDMAN  
Brentwood, Calif., June 2
- EDWIN WATKINS  
Felton, Calif., June 2, 1953
- GEO. D. ROBERTS  
Sacramento, Calif., June 3
- FRANK C. COWAN  
Lincoln, Calif., June 8, 1953
- ELMER WOOTEN  
Lincoln, Calif., June 8, 1953

# Ads for Alaska Workers Exposed as Sucker Bait

Current magazine advertisements attracting construction workers to Alaska where there is no work for them, were branded as "sucker bait" in a warning received here last week.

A copy of an Alaska paper, Fairbanks Daily News-Miner forwarded by a union member there exposed the current racket with a front page story.

The story under a banner headline, charged an advertisement in the June issue of Saga magazine, was announcing a construction boom and sending workers on a wild goose chase after non-existent work in Alaska. A copy of the advertisement was reproduced in the paper and its announcement of employment in Alaska at \$180 to \$300 per week was labeled "sucker bait." The advertisement urged readers to send \$2 for "information and advice on Alaska working conditions."

"While hundreds are out of work in Fairbanks, and skilled workers are vainly seeking to find employment, a local citizen has placed an advertisement in a nationally circulated magazine urging people to come to Alaska to take advantage of a 'boom' in employment," the Fairbanks paper said.

"Labor halls here have already encountered men who read the advertisement and rushed north without any investigation of conditions here," the paper stated, "most of them are now stranded."

The advertisement, as reproduced in the newspaper said: "Employment in Alaska, Construction Boom this season and next. Over 55 gigantic construction contracts. Pay ranges from \$180 to \$300 per week. Big demand for skilled and unskilled workers now. Send for latest information and advice on working and living conditions direct from Alaska Construction job sites. Now is the time to make that stake."

Below was a coupon to be filled out and sent with \$2.00 to "Arctic Circle Trading Post, 637 Filth Ave., Fairbanks, Alaska."

The newspaper story said the address was misprint for 637 Fifth Ave., the address of a hotel and of a message service which had instructions to hold "Arctic Circle Trading Post" mail for one Cam-

eron W. McKay. Questioned, McKay refused to divulge nature of pamphlets being mailed and gave no explanation for the advertisement.

Union officials in Fairbanks pointed out that even if the pamphlets mailed to Stateside workers tell the truth about acute shortage of jobs there, many will still be tricked since they rush north without obtaining the offered information.

A number of \$2 money orders and checks made out to Arctic Circle Trading Post were said to have been cashed in the area.

The Daily News-Miner, dated May 23, said the Fairbanks Chamber of Commerce had that day condemned the magazine advertisement in a letter to McKay. The letter, signed by E. D. Lewis, manager, was reproduced in the paper.

The Chamber of Commerce letter declared the SAGA magazine advertisement by listing big demand for workers would result disastrously. "Unfortunately many Stateside workers will swallow that bait and spend their last dime making the long, expensive trip to Alaska," the Chamber of Commerce letter pointed out, only to wind up "in the hands of charitable organizations for transportation back home."

Check of the local labor organizations shows no big demand for workers, and in fact considerable unemployment exists, the Chamber of Commerce letter added. The letter asked that the advertising be rephrased to reflect a more accurate picture of the actual job situation in Alaska.

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## Protest Buying Prefabs For Army Overseas

American manufacturers of prefabricated housing are protesting the Armed Forces' announced intention to purchase European-built pre-fab units for housing U.S. service and civilian personnel abroad.

The proposed move is based on indications that the units bought broad will cost less than units made here and then shipped overseas.

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Support your stewards!



"Your wife is here, Mr. Beemer! A storm is brewing!"

## DON'T DIG YOUR OWN GRAVE!

Three California trench accidents in seven days almost meant three in a row at the morgue. "Every one of these accidents was preventable," states the California Department of Industrial Relations.

One worker survived only because he managed to breathe by making a small airspace between his fact and some boards against which his head and face were jammed. Another is alive only because of the speed of fellow workmen who rescued him a few seconds after he was buried alive. The third, buried up to his neck by a sudden cave-in, was freed by fellow workers, who worked furiously for ten minutes to extricate him.

It so happens that last-minute rescue efforts were successful in these cases. But hurried efforts of this type are sometimes themselves hazardous, and often lead to injuring others.

"These three serious cave-ins within a week," says the department, "give further proof that even experienced men cannot determine in advance whether an unsupported bank of earth will stand or collapse. Why not treat every trench as a potential source of death and injury unless properly shored and braced as required by California's Trench Construction Safety Orders?"

The orders call for sets of uprights and braces to support trench walls at intervals of no more than eight feet, even if the soil seems hard and firm. If the soil is less stable, additional support is required. But the specified minimum applies in every case where the trench is five feet deep or more. Don't dig your own grave!

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## Bulldozer Landed Near North Pole

A huge cargo plane with an eight-ton bulldozer has landed on the Air Force's floating ice island near the North Pole, it was announced May 16 by Gen. John K. Cannon, head of Tactical Air Force. A Douglas C-214 from the 62nd Troop Carrier Group at Larson Air Force Base, Wash., made the delivery. The dozer is to be used in improving the runway on the ice island and keeping the strip clear of snow.

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## \$1,000 More Per Home

Boosting interest rates on veterans' home loans from 4 to 4 1/2 per cent would be equal to charging the veteran \$1,000 more for his home, Rep. Patman (Texas) told Congress recently.

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# Report of Last Meeting

The meeting was called to order at 8:00 P.M., President Clancy presiding. Roll call showed all officers present.

A Synopsis of the Regular Meeting Minutes of May 2, was read and by motion approved as read, with the exception of that part dealing with the casting of a white ballot, which was referred to Unfinished Business.

A Synopsis of the Executive Board Minutes of May 13, and of June 3, and the acts and recommendations of the Board were by motion approved as read.

Cards of thanks were received from Mrs. Leona Greene; Gladys Penner and daughter; the family of Anthony J. Peters, Jr. Received and filed.

The following Brothers were reported ill: Eric W. Adams, Herman Albright, Atha Burns, Cecil Bailey, Wm. G. Campbell, W. A. Cornelius, John Daly, Gaston DuBos, A. T. Duffloth, Leo W. Ely, Ben Faucher, James D. Farrell, Ivan C. Gardner, Bruce Gould, Adolph E. Hansen, Yates Hammett, Lewis Harbin, Fred Herbert, G. A. Hardmeyer, Lester E. Hunt, Harold Jennings, Oswald M. Johnson, Geo. LaVier Angus E. Longson, Claud A. Longan, Geo. E. Middleton, Jr., Walter O'Brien, Charles Overman, Aage Patersen, Frank Pimentel, John W. Redmond, A. Earl Smith, Edwin V. Silva, N. L. Sevedge, Noel Thurber, Robert Trowbridge, W. R. Tate, Ernest Vargas, Oscar Winkler, Edwin J. Watkins, Earl Wortman, J. Warren Whitehead and Harvey L. Young.

The following Brothers were reported deceased: Hugh L. Addison, David Thompson, George M. Gregory, A. M. French, Sam Penner, O. R. Greene, Glen Atkinson, B. L. Bennett, Wm. Caruch, Albert Hudman, Thomas Frederick Plumb, Maurice Nolan, Daniel S. Foley.

The membership stood one minute in silence in respect to our deceased Brothers.

The Trustees Report was read, it was regularly moved and seconded to accept the Trustees Report as read. Carried.

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

Brother Frank Lawrence, Industrial Accident Commissioner, gave a short talk regarding industrial accident cases. He said there were more claims and requests for reconsideration now, than ever before in the history of the Commission. His remarks were well received by the membership.

Third International Vice-President, Brother J. J. McDonald, gave a short talk and brought greetings from Local No. 248, Phoenix, Arizona. His remarks were well received by the membership.

### UNFINISHED BUSINESS

A white ballot was cast by the Recording-Corresponding Secretary, electing the following as officers for the term beginning July 1, 1953, ending June 30, 1955:

**PRESIDENT**, Pat Clancy; **VICE-PRESIDENT**, H. O. Foss; **RECORDING-CORRESPONDING SECRETARY**, C. F. Mathews; **FINANCIAL SECRETARY**, R. F. Swanson; **TREASURER**, P. E. Vandewark; **CONDUCTOR**, Les Collett; **GUARD**, Glenn Dobyns; **TRUSTEES**, J. A. Carahoff, Charles Davenport; **AUDITORS**; E. A. Hester, H. L. Spence; **EXECUTIVE BOARD**, Harry Metz, Chet Elliott, Ed Doran, Alton Clem, C. L. Casebolt, E. A. Park, A. G. Boardman.

These Officers were declared elected by President Clancy.

In accordance with the Constitution the Financial Secretary made a motion that Perry Rankin be expelled from the Union. Carried unanimously.

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

Respectfully submitted  
 C. F. MATHEWS  
 Recording-Corresponding Secretary

# Editor Proposes a People's Lobby on Social Security

Washington (LPA)—A labor editor has proposed a new kind of "people's lobby." L. O. Thomas, editor of the Machinists' Monthly Journal, in a full-page statement in the June issue, proposed formation of a "National Organization for Social Security" to fight for the 60 million people now covered by the Social Security Act.

Thomas pointed out that Congress is considering proposals to wreck the Social Security system, declared the unions are doing a good job of exposing the scheme, but that more needs to be done to thwart "the clear and present danger that threatens the Act's very existence."

Declaring millions should rally to meet the threat, Thomas has offered his office in the Machinists Building, Washington 1, D. C., as a temporary clearing house.

## Just a 'Minor' Accident— It Cost Contractor \$17,400

Eye-opening facts that should convince any employer who thinks he's saving money by short-cutting safety precautions that he is wrong have been made available by the National Safety Council.

The Construction Section of the National Safety Council recently described the following case history of a seemingly minor construction industry accident and showed how much it really cost:

A workman, while using a wrench with sprung jaws to tighten the clamp bolts securing the drum end of a housing cable on a stiff-leg derrick, let the wrench slip and received severe abrasions of the knuckles of his right hand. Direct cost of the accident (first aid and physician's fee) was \$4.

But the complete cost for the contractor was \$17,400. The workman left his work to get to the doctor, the derrick with its loose clamp unobserved began lifting a 20-foot I-beam, the cable pulled out of its clamp and the beam fell, knocking down a scaffold, dislodging a piece of cornice stone which fell through the roof, ruptured a fire main, flooded two floors and damaged electrical and power equipment.

# Hatred Breeds Oppression

By GEORGE MEANY  
 President, American Federation of Labor

The present world situation in which we find million and millions of people still suffering under the mental and physical torture that goes hand in hand with totalitarianism should give all advocates of human freedom real cause for deep concern.

Here in free America, those who subscribe to the doctrine that God intended all men to be free and equal should, with ever increasing vigilance and determination, see to it that those things which contribute most to the destruction of human freedom are eliminated from our national life.

Religious bigotry and intolerance have, from the dawn of history, accompanied practically all forms of oppression. The economic welfare of workers everywhere depends, to a large extent, on their ability to take concerted action to raise and maintain their standards.

History teaches us beyond question that workers cannot have or hold freedom to help themselves in a land where racial or religious discrimination is allowed to flower and flourish. If we, as workers, are to preserve our freedom here in America we must of necessity keep our minds and hearts ever alive to this danger. Group hatred breeds hatred and smothers the democratic way of life. The most outstanding form of group hatred against which we must guard is anti-Semitism.

This scourge has always—when allowed to go unchecked—been merely the forerunner to the persecution and oppression of other groups. Surely here in America, where people from every land have joined together to build the most successful democracy in history, we must be especially vigilant against the termites who preach intolerance.

The record of the American Federation of Labor over the past 70 years is one of incessant battle not only for the improvement of the economic lot of the worker but also against the poisons of bigotry. Today there are 8,000,000 men and women in our organization who, with the picture of recent European history clearly before them, are determined to fight even more vigorously than the pioneers of organized labor against those who try to weaken our nation by fomenting prejudice.

The workers of America must fight anti-Semitism at every turn of the road, not only because it leads to subjugation and slavery for those who toil but more basically because it is wrong and a contradiction of every civilized philosophy for human good which recognizes the existence of a Divine Rule. Anti-Semitism is not only anti-labor, anti-democratic and anti-social—it is anti-Christian and anti-God.

# High Water Slows Sacramento

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

High water still prevails in the Sacramento area. Folsom Dam contractors replaced the coffer dam but high waters washed it out the day after completion. The company intends to rebuild the coffer dam whenever the weather conditions will permit them to do so. The Savin Construction Co. are working on a limited basis because of a fault found in the rock formation in the river bed.

This project will remain this way until a decision is forthcoming from the Army engineers, which should be in the near future.

The Nimbus Dam contractors are working a small crew on replacing their coffer dam and preparing to complete the south monolith. Winston-Johnson, contractors for this project, are still working but this is primarily on concrete. The dirt work on this job is at a minimum and will stay that way to completion. There will be approximately 30 engineers on this job at the peak of production. Otherwise the work status in this area remains about the same as our last report. We still have a large out-of-work list.

U.P.K. is working on structures on their North Sacramento freeway job with the grade under construction at this time. This company will be starting their West Sacramento paving job this month sometime. There were also low bidders on the Roseville freeway job with a bid of \$1,277,501.30. This job should also be underway this month. This should help our out-of-work list.

Frederickson & Watson and M-K Corp., contractors at the Sly Park Dam, have been trying to get started for the last month. The rain, sleet and snow have kept the job shut down to date. There have been 23 clearances issued so far but these brothers have worked only three days in three week's time. Brothers D. H. Shirts and Dave Hanny are doing the bossing with Brothers George Freeland, C. L. Jenkins, Bob Morgan, Mat Mattingly Harding, Ed Sharp, C. E. Everett, W. J. Bishop, R. H. Watson, Frank Groblebee, Chet Peer, Lee Young, Clyde Stephenson, P. D. Adams, Bill Ulm and Bro. Lambert giving the assist.

The plant crew has started to move equipment to the Sly Park site. Brother Claude Smalley is in charge of this operation. Brothers Red Stewart, Ted Rife, Bill Hensley, Woody Holmes and Brother Baker are doing the unloading at Shingle Springs.

Wixson & Crowe, from Redding, are doing the clearing at Sly Park. This company uses the iron ball to mow down the brush. Bro. Whitey Fields is ramrodding this spread with six cats working. Brothers Ben Shinn, Kenny Bertham, Kenny Stewart, Fred Edgeman, Bill Landrum, Harvey Stancil, Danny Furrey and Buck Pelton doing the brush piling.

The Tri-Cop Co., who have the buildings and a small road job at the Sly Park Dam, have also had bad weather to contend with lately. The work on this project has been hit and miss, too. Brother Vic Nelson bosses this spread with Jack Jaquish doing the operating.

The Elmer Warner Construction Co. has moved back into Nevada City to finish the road job which started last Fall. This company also faced adverse weather. Bro. Bill Waite is doing the bossing here with Brothers W. E. Tracy, Norman Harry, Ed Bridges, Eugene Duncan and Roy Hamilton operating the rigs. Brothers Jay Harris and H. Ferris are on the blades and Bill Edwards is on the roller.

Thomas & Sullivan are going good on their highway 49 job at Auburn. This project is just about ready for road rock. Brother Doug Simmons is pulling the levers on the dragline and Smokey Sutherland is blading.

Huntington Bros. with Luce Huntington in command, are at Georgetown on a road project. This job will be completed in approximately one month, barring rain. Brothers Ray Blakely, Sid LeVos, Joe Lovely, Jack Gardner, Jim Humphreys, Glen Blakely,

Chas. Burgin and W. W. Huntington are engineering.

The Hughes-Vertin Lime Co., located at Auburn, are erecting another burner which should be ready this early summer. This will increase the employment by at least one-third at this plant. Bro. Vaughn Stone does the gaffing at this plant with Brothers Harold Snider, Frank Vierra, Tony Nicholas, Ernie Ring, T. Scott, Mel Hovett, Roy Gulley and Ernie Ritchie assisting.

## News About The Brothers

JIM WITHROW monkey wrenching; DON FOX with a Fordson and attachments at Davis; HARRY LAWLEY with a 1/2-yard Osgood at Woodland; TOMMY DOYLE back to work; H. R. (Sailor) COURNOYER running a N.W.; ED RANKIN writing from Aden; BILL McDOUGAL too tired; PAUL McNEELY fixing a car; LOUIS REEDER using a beater; ED HUNTER, welding shop at Placerville; BOB HALL, taking it easy; BOB CALLENDER likewise; NOTLEY BYRD signaling traffic; JERRY FREEMAN watching grade; MARVIN REED telling a fish story; TOM EATON looking; LAWRENCE KEYTON filing a claim; JACK SHAFFER drinking so much coffee; COURDIS WILLIAMS looking for that fourth ace; E. B. HOWELL and BILL PARKER loading eucs; FRED SALAS hoeing; GLEN ECKERT craning; HAROLD HUSTON, VERNON MINKOWITZ, B. A. CAMERON and JOE FRIEDMAN, double end eucs; GEN DECKER riding a 20; FRANK SALAS working an oil can for CHICK SEVERANCE; JACK BOLES just walking; G. R. McFARLAND considering a mustache; WHITEY ADAMS breaking in a new 202; FREW LEWIS at Foresthill; LONNIE DUBOCE going to Cisco; GEO. SCOTT paying dues; JIM WHITE waiting; JOHN (Boomer) TREDENNICK pushing rocks; HOWARD GREEN backfilling; CLAUDE YOUNGS giving blood; WHITEY RESH running a power house; CAL LOHR setting grade; ANDY FOOTE jeeping; RED GORHAM clearing borrow pit; ED DUNCAN hauling muck.

### PERSONALS

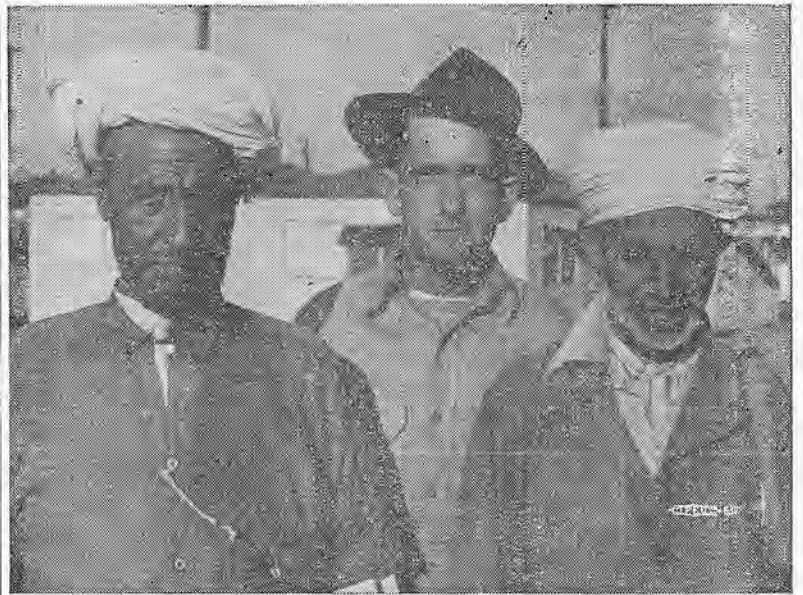
Better luck and health in the future to Lee Hurd, who is in the U. C. Hospital at San Francisco, and to Brother Kirkland, who was injured while putting up a television aerial.

Congratulations to Brother and Mrs. Bill Squibb on the birth of a 9 1/2-pound engineer.

Our deepest sympathy goes to the wife and family of Brother George Roberts who died recently. Brother Roberts was well liked by everyone and will be missed by all.

The following are in business for themselves: George Moritz, M & M Welding & Machine Works, located at Placerville, all types of welding, steel nails, bolts, pipe, bearings, etc., call Placerville 754-J; Smokey Sutherland, dozer, backhoe, farm tractor — call Auburn Turner 5-4263; M. C. Jackson, Fordson, loader, ripper, scraper — call Sacramento WA 5-0083; Leroy Wallin, hauling, tractor work, excavating, roto tilling, plowing, etc.—call Sacramento GI 3-4003; Clay Cook & Oroville Smith, Suburban Sanitation Co., custom drilling; septic tanks, cesspools, etc.—call Fair Oaks 541Y4.

We wish to express our appreciation to the following for their donations to our Blood Bank: Ernest Roberts, Jack Foss, Emery Loyd, Herman Davis, Claude Youngs, Ruth Clark, and Harold Clark. Thanks again for the time and interest which you have taken towards our Blood Bank.



ENGINEER AND RAG-HEADS—Here is Operating Engineer Fred Jackson, employed near Casablanca, French Morocco, shown with two of his very helpful native helpers, known as "Rag-Heads." Bro Jackson, for recreation, shoots wild pigs, says they are very good barbecued.

## Reno Boys Smoothing Road For California Gamboleers

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

Andy Drumm and Dodge Construction Company are making big headway on the joint venture highway job north of Wells, Nevada. They have a good camp. The food is excellent, I know that because I tried it. They have a fine trailer court for the trailers. Wilkins, Nevada, store, service station and bar are just up the road a couple of blocks, which is very handy for groceries, gas, etc.

They have most of the same crew: Charles "Red" Melendy, Matt Greve, Nathan George, Bernard "Shorty" Smith, and Elmer Strange are on the Cats. Brothers Joe Solaegui, Chip Montrose and Jack Chatelle are grade foremen. Bro. Leonard Miller is the culvert, pipe, and labor superintendent. Brothers Henry "Hank" Kiechler, Dave "Windy" Howard, James Street, and Marvin "Timber" Renken are on Pulls. Bro. H. R. "Red" Watts has his hands full doing the welding. Bro. Ed Jones is the Heavy Duty Repairman. He spends most of his time keeping the Super Cs rolling. Bro. I. J. "Toby" Tobler is back with Drumm, repairing shovel and operating.

Isbell Construction Company's highway job from the California and Nevada State line to Verdi, Nevada, has its traffic problems, but George Conley, the foreman, has it under control. Now that Conley is quite the highway builder. Bud Clem is on the North West. W. R. "Skinner" Bill" Sherwin, George Sharrah and Slim Cubberness are on the Cats. Now, that is a "Catty" bunch. Bro. Ellis Jordan is on a Tournarocker. He is about half truck driver, I think. Brothers James A. Smith and A. E. Potash are on the Blades and doing a really smooth job.

Bro. Clarence "Bill" Boegle and his East Second Street operation is going along fine between showers. Boegle will be ready to crush some rock before long. Bro. Herman Petersen and his Hot Plant on East Second Street is a bit slow—too much rain. Maybe when spring comes, if it comes, he will be ready.

The brothers at Isbell's copper pit jobs in Ely have had a little vacation due to a slide at Kimberly that closed the mine road for a shroto time. We hope that by this time everyone is back to work and happy. We are happy to see Bro. Hugh Gaensforth back on the job, Utah Construction Company's job at Ruth. Bro. Hugh says that the hospital is no place for an engineer to spend his vacation.

The brothers on Foley Brothers' job at Deep Ruth and Kellenski have finally gotten into the "bonus notch" and they happily report progress. Bro. Ken Holthus is "machine doctor" in the shop and Bro. Juan Leon rules the "gang" in the blacksmith shop. Bro. C. O. Sickles found himself getting too long for his "jeep" and has wished it off on Bro. Adamson and now Bill finds that he is too wide, so there will probably be a "jeep" for sale.

Dodge Construction Company's

job on Highway 20, north of Eureka, Nevada, is under way and going strong, with Brothers Lou Gates, Bud Jacobsen and Devar Kendall on the "Cans." Brothers Dell Frenzi and "Link" Harris are on Blades and Bro. Bill Snodgrass is the Sheepfoot "jockey." Bro. Bob Vicks is grade foreman.

The brothers at Leviathan Mine will welcome spring and sunshine. Those fellows have had a rough go this winter, on top of the world and nothing to stop the wind. They are a hardy lot, and wind nor weather stops production when those fellows are on the job.

Clarence Dieterich has most of the alleys in Reno blocked off or Brothers Al Parlanti and Ivan Woodford have them dug up. Bro. Woodford does much better work since he has a good oiler.

Bro. L. W. Mason has left the employment of Kaiser Aluminum & Chemical Corp. near Fallon, Nevada, and started in the trailer house business. He has a trailer sales park just west of Fallon, on Highway 50. If any of you fellows want a good deal on a trailer house, drop in to see Bro. Mason. I am sure that he will give you a good deal, because he does have all kinds and sizes for you to choose from. Lots of luck, Mason.

We are all happy to know that Bro. Embick's wife is home from the hospital and on the road to a speedy recovery.

Bro. Ben Faucher has been released from his plaster of paris girdle. Bro. Ben says that his back is improving.

We are very, very sorry to report that Bro. Howard Luzier was killed when a storage tank on which he was welding blew up at the Leviathan Mine in Alpine County, California.

Bro. Abe Collins is back on the job again after having severe burns on his legs.

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## Bay Yards Can Bid

Private shipyards in the Bay Area will be eligible to bid on 22 repair and overhaul jobs on MSTs vessels in the next month, the agency announced last week. Rear Admiral Howard L. Collins, USN, commander of MSTs-Pacific, said 18 of the ships need voyage repairs, including 15 transport and three cargo, and four others need annual overhaul. Largest job in the past month, he said, was a \$315,323 overhaul on the USS Gen. A. E. Anderson, by Triple A Machine Shop, Inc.



You're the one who told me to vote for that --- company union!

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## Labor, Others Rap McKay's Giveaway Of Hell's Canyon

Portland, Ore. (LPA)—Labor and other organizations—56 of them from five states—have banded together here in an as yet unnamed organization to fight Interior Secretary Douglas McKay's giveaway of Hell's Canyon to the Idaho Power Co.

Meeting here May 23, the group threatened to condemn and seize the Oregon portion of any low-level dam that the private utility might build on the Snake River in place of the high-level dam contemplated for years by the Federal Government.

In the Washington-Oregon-Montana area several federal hydroelectric dams have been built by private contractors, increasing the production and consumption of electric power and reducing its cost. In the same area some private utilities have also developed projects. The one exception has been in the area monopolized by Idaho Power, where the Hell's Canyon dam was planned. McKay's withdrawing U.S. opposition to Idaho Power's plans permits that firm to build its own dam in exactly the spot reserved by the U.S., thus killing all hope for the Hell's Canyon dam in the future.

In a protest to President Eisenhower, to the Federal Power Commission, and to senators and representatives from the affected states, the group said junking the federal high-level dam "would be one of the most colossal blunders ever committed by any administration" and would mean "junking the whole comprehensive development program for the Columbia River and its tributaries."

It added that piecemeal development by private interests would "reduce the potential power capacity of the region from 33 million to 15 million kilowatts, would eliminate the possibility of harnessing these rivers for adequate flood control, irrigation, navigation and other watershed conservation functions" and would delay or prevent the maximum development of phosphate rock resources—60 per cent of the nation's known deposits—for fertilizer.

"Failure to treat the Columbia River and its tributaries as a unit," they said, "would forever prevent the Pacific Northwest region from achieving its full destiny as a balanced economy, a market for goods, a source of tax revenues, a self-supporting entity—or its maximum contribution to the national defense."

They protested also the "abdication to an absentee-controlled private power monopoly" and urged the President to recommend intervention before the FPC.

Labor representatives at the session were Chester C. Dusten, CIO regional director for Oregon, and James Marr, Oregon AFL secretary.

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He was one of those tourists who like to brag about the number of miles covered in a day. As the evening wore on they passed motel after motel with the "No Vacancy" sign out. Finally the little woman remarked, "I know we'll find one soon, dear. . . . People are starting to get up."

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Pete says that men who try to understand women usually succeed only in marrying them.



# What's Doing in the Oakland Area

## The Job Situation is Just Fair In the Oakland Area

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

We would like to be able to start our usual monthly report to the members with a really optimistic statement, but circumstances do not warrant our doing so. Most of the orders received during the past month have been for jobs of very short duration; 409 members were cleared to jobs in the 30 days just past, with approximately 165 men currently registered on the out-of-work list.

Parker, Steffens and Pierce are the general contractors on the new School of Public Health to be erected on the University of California Campus, at a cost of \$873,800. Excavating for the new building was begun during the past month by Ace Excavators, Inc., who have three engineers on this job at present. McGuire and Hester have moved in a trenching machine, and are digging foundations holes for the new building.

A company new to the Bay Area, the Atwater Construction Company is installing the sanitary system at Shore Acres Housing Project, Port Chicago, with Bros. Fred Lauderdale, Roscoe Wise and Willard Kelly working on the project.

Coast Pipeline Company and Kevry Construction Company were awarded contracts by the Bureau of Reclamation to install laterals in the Antioch Area. These laterals will be an addition to the Contra Costa Distribution System, and will extend the water facilities for the Antioch agricultural area. Eight miles of concrete pipe, varying in size from twelve inches to twenty-seven inches in size will be used in the completion of this network. On the Coast Pipeline Company payroll are Bros. V. A. Brechtel, foreman; Joe Hollister, Howard Fox, W. J. Barker and John Williams. Bros. Carl Haley, Mike Corey and Joe Sunderland are working for Kevry on this job.

Cecil Moore has kept seven members of the local busy on an excavating job for the Antioch Jr. High School playground area and stadium. 37,000 yards of dirt have been removed, and at present the men are replacing the 15,000 tons of top soil which will complete the job. Bros. Earl Brown, Neely Folger, John Hall, Fred Clayburn, Fred Finley and Clarence Smith have done the dirt moving.

John Evola has kept his blades, roller and loader busy on grading and paving work on the El Dorado Heights Housing Project, Pittsburg on the Hill Crest Terrace Project, Concord, Highland Terrace in Antioch, and Sunset Gardens in Antioch, with Bros. George Benadom and Vincent Evola operating the equipment.

Parrish Brothers have moved in on a mole fill portion of the Richmond-San Rafael Bridge. This company has 500,000 cubic yards of dirt to move for the development of this approach, with plans calling for the dirt moving to be completed in four or five months. Bro. Bill Madsen, who will be the superintendent of this project, finished up a job at Port Chicago, just in time to get this one started. Bro. Thomas J. Stampleton is employed as foreman, Bro. Merrill Weekley as mechanic, Chas. V. Company is on the grease truck, Bros. H. R. Maguire, William S. Muller, Lawrence Pienovi and Cecil Price are on dozers. Operating jeeps are Bro's W. O. Gardner, Lester G. Stultz, R. H. Adamson and Orville H. Schmidt.

A look at the present phase of the work on Peter Kiewit's Eastshore Freeway contract with the Division of Highways reveals that some 30% of the contract to construct 1.5 miles of the Eastshore Freeway has been completed. Some 200,000 cubic yards of bay mud have been removed by Healy-Tibbits, who hold the sub-contract for this phase of the work. Hydraul-

ic Dredging Company has pumped in approximately 800,000 cubic yards of hydraulic sand fill. Also completed at this time are the following phases of the work: grading for detours, placing of cover rock and rip-tide on the slope of the fill; construction of the first half of the Pabco Undercrossing; construction of drop inlets and other small structures, and the laying of 12-to 24 inch reinforced concrete pipe. Working for Kiewit on this job are Bros. J. O. Kaufmann, grade foreman, Peter Janopaul, grade engineer, H. P. Vogt, master mechanic, A. O. Lloyd and J. G. Burns, shovel operators; J. L. Haner, D. L. Booth, H. J. Shiflet and C. E. Shirts, tractor operators; C. V. Hazelwood, mechanic, and C. E. Bahr, H. Steeves, J. E. Crawford, and C. D. Mulock, oilers.

A \$509,999 contract for the construction of a chemical laboratory at the U. C. Radiation Plant was awarded to Swinerton and Walberg. The Ariss-Knapp Company, who will do the excavating work for the new laboratory, have employed Bro. Jim Clay as foreman for this project.

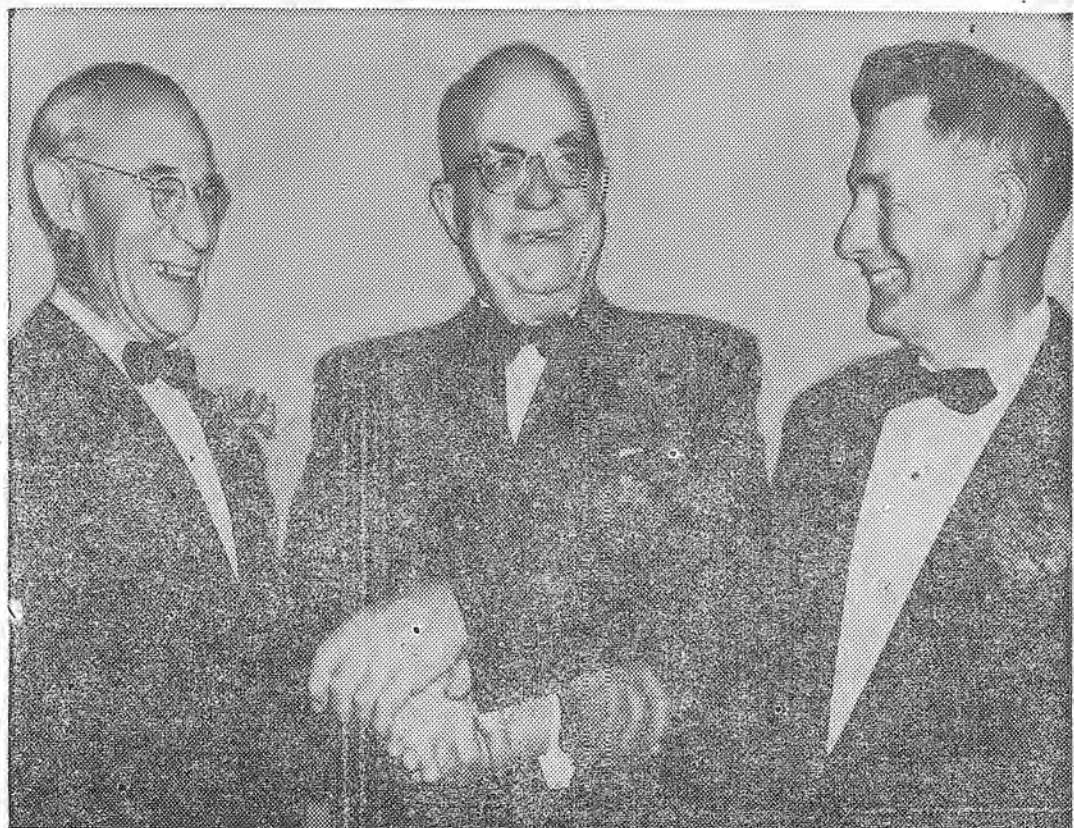
Ferrabee and Company have a contract to do the stripping, grading, and paving of the new Marsh School Playground in Antioch, and will probably keep Bros. Richard Masefield and Earl Woble busy on this job for the next six weeks. Other contractors who are also working on this project are Jordon and Feuerhelm and Winton Jones.

Last month's issue of the Engineer's News carried a very brief mention of American Pipe and Construction Company's new plant being built at Alvarado. Besides having a new location, this company is also greatly expanding their facilities, and will be equipped to manufacture concrete pipe ranging from 12 inches to 9 ft-six inches in diameter; lock-joint pipe ranging from 3 feet to 12 feet, and line-steel pipe. Fifty-seven acres were purchased as a site for the new plant, of which thirty acres are to be filled in. To do this 150,000 tons of dirt are required, with approximately 6,000 tons of dirt being brought in each day, by East Bay Excavating, who have the contract for the dirt-hauling. Eleven members of our local are at work on the spread. A railroad spur-line is now being put in across the property. Plans call for work on the main building to be started next month, with the entire plant to be completed by January 1954.

Gallagher and Burke have been going full blast on a number of jobs throughout Contra Costa Co. Among the contracts now under way are the relocation, filling, widening and resurfacing of the Avon intersection; and the widening and resurfacing of both the Industrial Highway, Martinez, and Walnut Creek-Danville highway.

McClellan and Sons of Concord, who have several of the brothers employed on various jobs, would like to sell their Model 12 Buckeye wheel trenching machine. Anyone interested in this equipment can obtain additional information about it by calling MUIberry 5-7513.

The testing of the eight large floating crane, which have been under construction by McDowell Company at the Oakland Dock and Warehouse yard, during the past year, has brought forth very satisfactory results. The six 60 ton cranes were built at a cost of \$750,000 each, and the two 100 ton



**HONORED FOR LENGTH OF SERVICE**—Bro. Hans W. Olsen (right), member of Operating Engineers, Local 3, was one of 18 employees of Henry J. Kaiser industries honored recently at a diamond award dinner at the St. Francis Hotel in San Francisco. Brother Olsen has been a crane operator at

the Kaiser Radum sand and gravel plant for 34 years. Industrialist Kaiser is shown congratulating him and Alonzo B. Ordway (left), a vice president and director of several Kaiser companies with 40 years' service.

(Photo Courtesy Oakland Tribune.)

cranes at \$1,300,000 per crane. The 100 ton cranes, at a radius of 80 feet, can pick up 125 tons of material, which is 25 tons over the amount called for. The 60 ton cranes pick up 84 tons at a 73 foot radius. The cranes made a complete revolution at this radius in two minutes and 30 seconds. Work on this project was begun January 1952, under the general supervision of Cy Joyce, superintendent, and J. R. Cantrall, project manager. The whirley crane, operated by Bro. Wesley Warner, used in the erection of the floating cranes, made lifts up to 46 tons. The testing of the booms has been done by Bro's Harvey Knauer and Stanley Sipes. Only one accident occurred during the entire operation, this being when Bro. Daryl Ling, oiler, received a broken ankle. All but two of these floating cranes have now been partially dismantled, have been reinforced and prepared for overseas shipment, and have been preserved for long time storage. All critical services and electrical equipment have been protected against corrosion by a strippable coating. About a month's more work remains to be done in preparing the last two cranes for overseas shipment.

Healy-Tibbets have moved in on their sewer job along the foot of 7th street, where approximately a mile of sewer line is to be installed. Bro. Barney Hammond, operator and his oiler Jerry Delmas are driving piling for the foundations on which the pipe-line will set. Bro. Don Davis and his oiler R. Miller are driving sheet piling to keep the ditch from caving in, and are also doing some clam work. This job will furnish work for these brothers for the next four months.

## Dredge News

Dredging work continues to be good in the Bay Area, with enough Dredges working to keep our members busy.

On May 15th, an unusual accident occurred which luckily didn't end with serious misfortune to the men involved. Brothers Virgil Delzampo and Guy Ferreira, while working for Olympian Dredging Company on the Richmond-San Rafael Bridge job, were taking the barge to the dumping grounds near The Brothers, off San Pablo Point, when the barge capsized because of heavy seas. Bro. Delzampo walked the barge over and stayed on top, but Bro. Ferreira was thrown into the bay. Through some miracle when the barge came up it had picked him up and he too was saved.

The Olympian Dredging Company has finished digging for a number of foundations on the Richmond-San Rafael Bridge, and

## News About the Brothers

After a quick look at South America, Bro. Virgil Bowerman is again back in the Bay Area. Bro. Bowerman spent the past four months working for Utah Construction Company on a dock this company was building on San Juan Bay, Peru. Six of the twenty-three men who were sent to Peru for the construction of this dock were members of Local 3. A company camp provided good living accommodations for the men; however, they were located in country which was largely desert, and were over 200 miles from a city of any size. The dock was finished on schedule, and on their return trip to the states the men spent two very en-

joyable days in Lima, Peru, a South American city, they can definitely recommend.

An old-timer who has been absent from the local scene for the past several months put in an appearance recently sporting a very fine sun-tan, none other than Bro. Mike Hathman, who has been "wintering" in Arizona.

Our first indication that vacation time is again at hand came from Bro. Morris Hughes who is planning to spend three weeks in the Olympian Mountains, Washington, in June and July. The Hughes's plan to pack back about 18 miles into the real rugged country, and hope to get in some good fishing.

From riding and roping steers to roping bulldozers sounds like quite a change to us, but that's just what Bro. Charlie Sweet claims he did when he became a Local 3 man. Before coming to California Bro. Sweet spent eleven years riding in rodeos, and then ten years promoting rodeos and shows in the state of Washington. We were glad to hear that Bro. Sweet prefers the life of an engineer to that of a cowboy.

One of our old-time leverman, Bro. Christian Anderson had the very good fortune recently of being reunited with a son whom he had not seen for 34 years. This very welcome meeting took place in Burlington, Washington, where Bro. Anderson has been working for the past year as leverman for the Sierra Dredging Company. While making a brief visit to the Bay Area, Bro. Anderson dropped in to the hall, and related with considerable enthusiasm the story of his wonderful meeting with his family.

Bro. E. L. Thomas was dispatched out on a job seven years ago, and has just now got back. In fact, he had a hard time finding us, as we were downstairs when he picked up his last clearance. Too bad more of the jobs don't turn out to last as long as Bro. Thomas's did!

Bro. Lewis Bellinger took time to get a letter off to us this month from Subic Bay, in the Philippines, in which he gave us some interesting information about work in the Islands. He is Heavy-Equipment Foreman for Pomeroy, who have a \$10,000,000 contract for a dock and other facilities for the Navy in the Philippines. There are 50 Americans and approximately 1,000 Filipinos working on this project. Another Local 3 man, Bro. Ben

this phase of the work has been temporarily discontinued until the pile driving work catches up with the excavating. They have pulled the dredge, the Holland, up the river to their Rio Vista yard, expecting to return to the Richmond job in August. Their dredge Neptune is out on a fairly large job at Freeport on the Sacramento River, and from all reports it looks like they will be kept busy for the next six months at that location. The Golden Gate and The Monarch are tied up in their yard.

The San Francisco Bridge Company has their dredge The Hinds pumping on the Naval Air Station job in Alameda. The Pronto is leaving for Moss Landing on June 8th, to start a job which will last 30 days. We have experienced some difficulty in getting Levermen for this dredge.

The Associated Dredging Company has completed their job on the Emeryville freeway with the dredge The Sucker, and have moved it into their Sausalito yard. It is reported that this company was the low bidder on a fairly large job to be done near Palo Alto, with plans calling for this new job to be started in two or three weeks.

The Leslie Salt Company has their two clamshell dredges busy. The Mallard is off Moffitt Feild, and The Edwards is working on the Napa River Delta project. This company also has Associated Dredging Company's dredges, The Liberty, and The Curlew working on the same project.

Ed Lippstreu's dredge The Pacific is building levees for a duck club off Cordelia. The Solano is working for the Leslie Salt Company on Bear Island off the Port of Redwood City.

The Deizompo, Ferarri, Papetti, Oliveri, Baldeita, and Busaiachi families are planning to leave, by airplane, sometime during the middle of June for Bristol Bay, Alaska where they will spend the next 15 days fishing for the famous "Red Alaska Sockeye Salmon."

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(Continued on Page Seven)



# Utah News Roundup

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

## UTAH AGC STOPS ALL JOBS WITH A LOCKOUT

As this edition goes to press, we are right in the middle of negotiating new contract and wage increases. The A.G.C. Bargaining Committee is taking a very determined attitude and at the present time have stopped all work in this area in a lock-out. Strong Company kept their jobs going a few days after the lock-out deadline, but are all stopped at present.

New work is still being bid and there is more to come. Vic Newman and Ed Huber were low on the Heber City sewer.

Faulson was low on the City Creek water purification job.

Enoch Smith started the 9th South to 21st South State street job and Gibbons & Reed started the 64th South job only to shut them down until negotiations are over.

Surfacing of the new airport runways and the Salt Lake county sewer project are still indefinite but should be advertised in the near future.

Reynolds Construction Company of Springfield were low bidders on the Bredgeland to Myton job and are getting started despite the lockout, using R. M. Jensen's D.W. 10th. Our understanding is that Jim Miller, of Springville, will be superintendent.

Germer, Abbott & Waldron are still working on the Bonanza job. A typical example of how their organization (the AGC) stick together and more proof of why we of No. 3 stick closer together at this time especially.

We made our proposals two months before the deadline and they (the AGC) wouldn't even meet with us until the latter part of May.

We bargain as fair and in as good faith as possible and are now fighting for what we think is right. We wonder what they are fighting for and in what spirit when they make us the offer they have made, especially the part where they want our contracts to run out January 1, when most of their jobs are already shut down.

So the theme now is hang together and fight for what you think is right so that in years to come we won't look back in this contract as the one where we sold ourselves down the river.

## NORTHERN AREA

There has been little change in the work situation in this area in the past month. Most of the jobs are still in the process of getting lined out to go full speed.

A few smaller building and water and sewer jobs have been bid and should be started in a week or so. Larsen Construction and Engineering were low bidder on a new school on 7th street in Ogden.

Aikins Company has completed his project on boiler room and footings for the school west on 6th street, and has started excavating for the school in Washington Terrace.

The McKee Company job on the 2nd street depot is progressing fast. The steel is all erected except the balance of the canopy. The fill has been completed and most of the outside surface area is ready for black top. The floor area in the building is ready for the concrete slab. This has been a very good job for Local 3 men and has kept a number of them busy most of a year.

This is about all the news for this month. Hope by the time this article reaches you, negotiations have been completed and work is back in full swing.

## SOUTHERN UTAH

At this writing there is very little activity on our jobs in Southern Utah. The members of the AGC have seen fit to close their jobs

because of their selfish attempt to keep us working for peanuts.

Strong's valiant attempt to keep his equipment working on his Silver Creek job finally succumbed to the stronger will of the Association. The attempt by some of the members of AGC to keep their equipment working has struck plenty of discord among their ranks.

We have signed some independent contractors to retroactive agreements which will keep them working and our union furnishing them men. These contractors, who are generally smaller than members of the AGC and who could least afford a boost of wages, are generally sympathetic to our cause. Our members should remember this when they are called for these contractors.

We know from what has happened thus far that the AGC here in Utah will stoop to almost anything to further their cause. I would like to point out the deceit with which the contractor who issued this statement intended to proclaim to our people and the public. The statement issued was this: "Due to the strike by the sheet metal workers, it has become economically inadvisable for us to continue work on this project." This project happened to be a road job, where not a single craft is employed but Operating Engineers. It is instances of this sort which acquaint us with the characters of some of the people with whom we have to deal for work.

## STATE ROAD

Action was taken at a general meeting of State Road Employees, held Saturday, May 24, 1953, in the Salt Lake Labor Temple, to set up the machinery for soliciting the necessary number of signatures required to obtain a referendum vote in the 1954 election on our proposed Job Security Legislation.

There are approximately 28,000 signatures which must be obtained. These signatures must be notarized and must be from people who voted in the last general election and must be obtained throughout the counties of the state in proportion to the ratio in which the ballots were cast.

The bill we intend to place before the Legislature will cover all State employees except those covered by existing legislation; and a committee, which was elected at the meeting is now making contact with all other state groups seeking their support in the endeavor. Your business representative was instructed to organize committees consisting of three men each in each of the districts which were not represented in the meeting. Their job will be to contact all other state employees in their district and enlist their support of the program. Brother Richard Braegger of District No. 1 and Brother Murray Kesler from District No. 5 attended the meeting. They were authorized to choose two members from each of those districts as committeemen for those districts.

There will be a moderate cost involved to each person who is willing to assist. We don't know yet how much until the various state agencies are surveyed and we can determine how many will volunteer to assist.

The success of this venture will assure you of job security for as long as you want to work for the

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

Cedar City Mines: Friday, June 26, 8:00 P.M., El Escalante Hotel, Cedar City.

Kennecott Copper Corp.: June meeting will be called by mail.

Vitro Chemical Company: All called meetings.

Lang Company: All called meetings.

Thursday, July 9, 8:00 P.M.: Sand, Gravel & Construction members, Engineers Hall, 1969 South Main, Salt Lake City.

Friday, July 10, 8:00 P.M.: Sand, Gravel & Construction members, Labor Temple, 165 West 1st North, Provo.

Friday, July 17, 8:00 P.M.: Sand, Gravel & Construction members, Labor Temple, Ogden.

## SCHEDULE OF STATE ROAD MEETINGS

Salt Lake City, Tuesday, July 7, 8:00 P.M., 1969 South Main.

Ogden, Friday, July 10, 8:00 P.M., Ogden Labor Temple

Logan Friday, July 17, 8:00 P.M., Cache County Court House

Cedar City: Meeting will be called.

## NEWS FROM THE MINES AND SHOPS

Now that tranquility is again restored after the recent disruption and with the expansion program well on its way, we find a much brighter picture exists at the mines. We again express our appreciation to you for your vote of confidence. We will do our best to justify your faith in us. Many promotions have been made and many new faces are to be seen, and those of you who are newcomers into the Operating Engineers Unit, we bid you a hearty welcome and hope to make your membership in this great local union one which you will take pride in.

The work at Burk appears to be going along smoothly under the capable supervision of Boyd Poulson. At Comstock, Harry Williams has things moving along in fine shape—building access roads, railroad siding, power lines and ground clearing for the shops and all the other preparations for a tremendous job of dirt moving and iron ore mining. By the time you receive this edition of the news, we expect to have a report on our negotiations for your new agreement. We will make said report at the next regular meeting.

At our last meeting, Julius Dennis was elected to succeed Howard Arns as Steward at the Iron Springs, so effective immediately, he is the boy to take your troubles to.

A word on the Burial Fund assessment. We note a number of brothers at the mines have not paid the No. 4 assessment, which is past due. Your card may be paid for the current month, but if the assessment has not been paid, your survivors are not eligible for benefits from the fund, should the grim reaper get horsing around with you. So, in fairness to those loved ones, let's check and see if we are amongst those who may have neglected this important matter.

## BINGHAM COPPER MINES—KENNECOTT COPPER CORP.

At the present time most everyone seems concerned with vacations. It's quite a throw back to the good old days when we were required to work seven days a week year in and year out with no thought of a few days vacation to look forward to. Progress has been good along these and other lines and when a fellow is in doubt re-

state. It therefore is to your benefit to get behind the effort with your wholehearted support.

We have been informed by the commission that an increase in the maximum rates will take effect June 1, the increase to be given on a merit basis. We will meet with the commission shortly and try to get their interpretation of their meaning of merit. It's our opinion that very few of the maintenance employees don't merit an increase and we are trying to get it for everyone.

garding the value of his union to him, he should take five and reflect back over those good old days when it was worth your job if the boss found out that you had even so much as talked to a union representative.

The older members took a lot of the bumps and spilled some of the blood along the way in building up the fine structure you now enjoy. You younger fellows will do well to protect what has been built at such great costs in human suffering. We sincerely hope you get full enjoyment out of your vacations.

Attendance at the meetings has slumped. No doubt you fellows want to get home and plant the garden and mow the lawn. However, we would like to see you in the meetings as often as you can be there. It's really important business and we all can benefit from the opinion of others. Let's try and make the next one.

## SAND AND GRAVEL

We are still having difficulty in trying to get our negotiations completed with the sand and gravel companies. We have finished with the Utah Sand and Gravel and Clarence Waterfall Companies but still have the J. B. and R. E. Walker and Thorn companies to complete.

Our increase at the Utah Sand and Gravel Company was a 10c blanket raise along with time and one-half for Saturday. The Clarence Waterfall Company settled on the basis of a 10c blanket raise.

These negotiations have been a long drawn-out affair with the breaking up of the Sand and Gravel Association in-so-far as wages are concerned. It means that each individual company will negotiate with us separately. We hope that we will be able to complete these negotiations within the next few days.

## LANG COMPANY

We have been negotiating with the Lang Company for the past two weeks and have not received an offer or a counter offer from the company.

It is very urgent that our membership attend all meetings so that your business representative can keep you informed of these negotiations.

## VITRO CHEMICAL

Our new agreement with the Vitro Chemical Company is finally finished and the back pay and increases have been put into effect. If there are any of our members at this plant who want a copy of the agreement, contact your steward or the company and you may obtain one.

"The older generation thought nothing of getting up a 6 o'clock in the morning."

"The younger generation doesn't think much of it, either."

## EUREKA RAIN BREAKS 57 YEAR RECORD

By A. R. McCaffrey  
Business Representative

Work in the Redwood Empire has been very slow during the month of May due to heavy rains. We had six inches of rain. That's more than we have had here in the month of May for 57 years. The brothers have been complaining about losing so much time, but the weather is one thing the E.A. can't do anything about.

Frederickson Bros. decided to start work on their freeway job at Scotia on the 18th after being down all winter, figuring the rains were over, just like the rest of us. We rustled up a crew for them and they started all right. They worked three hours, then—more rain.

Brother J. L. Conner started clearing on his highway job at Kneeland. Said every time they pulled out a stump it looked like an artesian well spouting.

C. V. Kenworthy's job on Berry Summit has been down most of the time . . . rain and snow.

Kenworthy and Patterson, at Weitchpec, have also lost quite a bit of time.

Mercer Fraser Co. has been at work on small jobs around the area between storms. They sent a crew to Oregon Mountain yesterday to tear down their hot plant and move it to Bridgeville.

Brother Tom Hull has a pile driver and dragline working at Fields Landing. The dredge Jupiter, owned by LaMone Call, also is operating there. Brother Don Dillon, operator on Tom's dragline, became a proud father on April 20; a daughter, Donna Mae. Tighter than hell—no cigars.

Fred J. Maurer & Son have been doing some work at Shively trying to complete their rip-rap job.

W. S. Salvage keeps a crew busy at the Dolbeer-Carson mill, driving piles and putting in a retaining wall.

The Aho-Box Equipment Co. at Crescent City is working on a housing project clearing when they can.

John Burman & Sons have started up their job at Patrick Creek, which put some of the brothers back to work. They are also rolling at Garberville.

Fred Korthase, at Crescent City, has taken most of his crew over to Hornbrook to build a large mill.

The following jobs were let during the month of May but have not started yet:

Associated Engineers, Eureka, 12-inch water mains.

Mercer Fraser Co., Alton to Bridgeville, 9.9 miles base and surface.

Manuel Smith, Ferndale, outfall sewer.

Fred J. Early, Jr., Ferndale, treatment plant.

Robert H. Douglas, Cutten, school.

Carr & Rocca, Gilbert Creek, bridge.

J. H. McFarland, Bluff Creek, wood and steel bridge.

On June 3 bids were to be opened for two more jobs: 9.9 miles base material and surfacing at Weolt, and base material and surfacing on the Burns Freeway at Arcata. On June 9, bids were to be let for the Crescent City breakwater.

With the work we have now, plus this new work and more to be let, it looks like we will have a good busy season after all. We have taken our out-of-work list down considerably in the past few days. In our next report we have hopes of not having any out-of-work list to report.

## Rubber for Roads

The rubber industry will push a campaign for greater use of natural rubber power in road surface mixes this year. Stretches of pavement using rubber have been laid in 19 states and four Canadian provinces.

The man who follows another never gets ahead.

Kindness will open a door when all other keys fail.

# Marysville Bothered by Continuing Freak Weather

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

The June report is now in and the weather is still misbehaving in this area. We may have to do as Nevada and New Mexico and blame all the freak weather on the atom bomb blasts. However, there are a few bright spots in the district. M. & K. Co. Inc. are moving in the equipment on the

tunnel daylighting jobs above Greenville, Calif. for the W. P. Railroad and Mr. Robbins, the superintendent, will have about 20 of our members on this project.

Utah Const. Co. has moved from Greenville to Keddie, Calif. on another tunnel relining job for the W. P. and Brother Bob Harles will have about 11 members busily employed on the work.

Richter Bros. of Oroville have 40 Engineers on their Oroville Wye job and have about two months to go yet before the grading is finished. Then Rice Bros. of Marysville will move in on their \$384,000 paving job on the same project.

Butte Creek Rock Co. of Chico has a crew up in Stirling City batching the concrete for the Hendricks tunnel job for M&K, Inc. M&K Co. has a few motormen and compressor men on this job and it should go for about six weeks yet. Butte Creek Rock keeps the plant busy all the time.

Archie Till has a good-sized crew out on the levee at Hammon-ton and will be there until September. Wilbur Smith's rigs are only doing a little farm work now and then. The same for Harold Shaver.

Rice Bros. have just about finished their highway job on No. 24 near the Sutter by-pass; ditto on their Yuba City Highway 20 job. They still have a small amount of work at Beale Air Force Base.

## NEW WORK

Browne & Krull were low bidders on a road job in Colusa County at \$97,872. Work should start soon.

Glen Passmore of Yuba City has started his building for \$55,000 for the Plumas School District.

Yuba County is calling for bids on 5,000 tons of one-inch-minus crushed rock, due June 15.

Wheatland, Calif. is calling for bids on a small job of street work.

Colusa County is taking bids on a new Administration Building.

Modern Builders, Chico, received a \$124,235 contract for a multi-use building in Portola, Plumas County.

Operating Engineers Local 3 let a contract on its new office building in Marysville for \$40,947 to Donald Cameron, Inc., of San Francisco. Work has started and is making good progress at this time. Eleven sets of plans were let out but only four bidders showed up at the bid opening: McDaniels Const. Co., Marysville, \$46,600; Burrows & Sons, Marysville, \$48,000, and Jay Bailey Co. of Woodland, \$48,000, in addition to the low bidder.

## NATOMAS COMPANY AGREEMENT ACCEPTED

At a specially called meeting Tuesday, June 2, 1953, the negotiated offer of the Natomas Company was accepted by the majority present, by secret ballot. The meeting was one of the largest ever held of the members employed by this firm. The offer involved a health and welfare program covering the members and their dependents, financed entirely by the company, and a contributory disability plan. This plan will give the membership as full a coverage against the expenses of death, accident and sickness and the loss of time from sickness and accident as can be obtained at present for the amount of money involved. Payments into the plan start this month, based on the May payroll.

In addition, an improved vacation plan was negotiated increasing vacations to three weeks after 15 years of service with the company and protecting more fully the vacation rights of younger employees leaving the service of the company. Some improvement also was made in the paid holiday provisions. Improved working conditions were agreed upon and provisions were made for a safety committee and for periodic safety inspection. Agreement has also been reached on an improved se-

niority clause, although the details have not been entirely worked out and there still remain two working rules agreed to in principle but as yet not reduced to writing satisfactory to both parties.

Provisions also were agreed upon permitting the union to reopen the agreement in six months for wages only, and, of course, the reopener in case of an increase in the price of gold remains. Considering the obstacles facing us in the gold dredging industry (increased costs and frozen price of gold), we consider this agreement to be a distinct advancement.

**Meetings:** Now that the hurdle of next year's agreement has been passed, don't forget that attendance at the meetings of your unit is more important than ever. Remember, the finest agreement in the world would be so much waste paper if not lived up to and enforced. So attend your meetings, report any violations, bring up for discussion any items in the agreement or happenings on the job so that the agreement can be made to bring its benefits to all the members.

**Announcement of Next Meeting:** The next meeting of your unit will be held **Tuesday, July 7, 1953**, in the hall at Natoma. A meeting for the night workers will be held at **10 o'clock in the morning**. The regular meeting for the day and graveyard workers will be held at **7 o'clock in the evening**.

## YUBA CONSOLIDATED

It would be nice to be able to report to our membership at Yuba the same as we have to the Natomas membership, but the truth of the matter is that the negotiations have not progressed, at this writing, far enough for us to report any great progress to date. The changes in the agreement as proposed by the membership have been presented to the company and we are awaiting its reaction. Needless to say, your officials will vigorously insist on the company meeting these changes, and we have hopes of doing as well as we have with the Natomas Company.

**Meetings:** As we have said before, attendance at the meetings of your unit at this time is a "must" if you want to keep correctly informed and to have a voice in any decisions made. The next meeting of your unit will be held **Wednesday, July 8, 1953**, at the Teamsters Hall, 321 E. Street, Marysville. The first meeting, for the benefit of the night workers, will convene at **10 a.m.** The regular meeting for the day and graveyard workers will convene at **7 p.m.**

## GLADDING, McBEAN

By the time this reaches you, several meetings will have been held with the company on the agreement for the coming year. As this is being prepared, no definite decisions have been reached, although the changes suggested by your union have been fairly thoroughly explained and discussed with the company. However, it is too early as yet, and probably it wouldn't be too wise, to make any predictions as to the outcome. **The place to be informed as to the progress is at your regular meetings, and you owe it to yourself to attend them regularly.**

Your next meetings will be held as follows:

**Lincoln Industrial Council Joint Board meeting, Tuesday, July 7, 1953, at 4:15 p.m.** in the Lincoln Industrial Council office in Lincoln.

**General Membership meeting, Tuesday, July 14, 1953, at 4:15 p.m.** in the City Hall, Lincoln.

## About Our Members

This month's news we end on a rather sad note, having to report the passing of two of our brothers during the past month, both of whom were employed by Gladding, McBean. Brother Andrew M. French died suddenly on May 13.

He had come home, it is reported, about midnight, and sat down in an easy chair in the living room. At about 3 a.m. it was noticed that he had died. Death, according to the report, was caused by acute coronary occlusion and occurred suddenly. He was 53. The funeral was held Saturday, May 20, in Lincoln, and was conducted by the Loyal Order of Redmen. Interment was at the Live Oak Cemetery. Brother French is survived by his widow, nine children, several grandchildren and, we understand, two brothers and three sisters. May we take this means of extending to his family the deepest sympathies of the officers and members of Operating Engineers Local Union No. 3.

News was received as this was being prepared of the death of Brother Frank Cowan at the Napa Veterans Home. Brother Cowan suffered a mild cerebro vascular accident on or about last Dec. 30, and although unable to work since then was thought to be recovering until recently, when it was discovered that residuals had been left and his recovery was unlikely. He died Saturday, May 30. He was buried at Deer Creek, Wash. We are sorry, but we have been able to find out but little of Brother Cowan's family. We have been told that he has a half-brother and perhaps other relatives in the State of Washington. Perhaps, no matter where they are, we may through this medium extend to them our heartfelt sympathies.

Brother Arthur Schwartz, mechanic in the mine at Gladding, McBean, found out May 15 that you'd better keep your eye on a truck wheel, especially after taking it off the axle. It seems he had removed the wheel, laid it against the truck and turned his back to it, and the darn thing fell on him, breaking the small bone in his leg. Brother Schwartz will have a month in which to contemplate that "you can't trust a wheel."

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## Hit Failure to Enforce Fair Labor Standards

Criticism of lack of enforcement of the law governing fair labor standards on government construction has been expressed by a U.S. Senate committee.

A report recently issued by the Senate Committee on Labor and Public Welfare said the Davis-Bacon Act is "not being fully enforced."

The Davis-Bacon Act provides that employees of private contractors working on government contracts must be paid in accordance with minimum rate schedules issued by the Dept. of Labor and considered part of the contract.

The committee said that even after offending contractors are caught violating this law they are allowed to pay up the difference and then go ahead on other government jobs, without any penalties and as though no violation had occurred.

It recommended that the federal agencies should reject the bids of contractors whose bids were low but who have "repeatedly violated the specifications on previous federal jobs."

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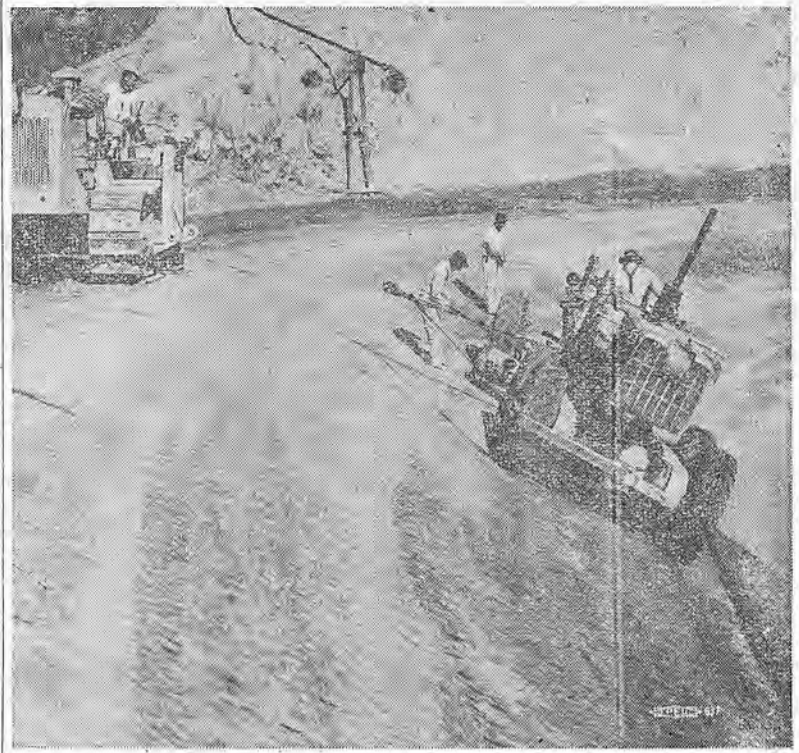
## Tug Hull Launched

Pacific Coast Engineering Co. has launched a 144-ton, 111-foot twin-screw tugboat hull at its yard at Clement and Oak streets, Alameda. The vessel is being built for the Star and Crescent Boat Co. of San Diego. It is of all-welded steel construction and has seven water-tight compartments. Beam molded is 26 feet, depth, 14 feet, and design draft, 11 feet. Steel work will be completed at the dock, and vessel will be towed to San Diego for machinery installation and outfitting.

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Congressman (to visitor): "Now, is there anything else around the Capitol that I can show you?"

Visitor: "There is. I'd like to have a look at that 'pork barrel' I've read so much about."



**CAT ON A BIAS** — In order to build the required 2:1 slope of new Eagle Rock reservoir, near Los Angeles, this method of slide and grunt was devised, with a Cat d-8 holding up a No. 12 Cat motor grader, with Operating Engineers Robert Wright and Robert Sherif running the rigs.

# Job-Accident Deaths Reach 60 in March

Sixty California workers were killed in on-the-job accidents recorded during March. Eleven of these workers met death as the result of falls, eight died in motor vehicle accidents, and six were killed in the crash of an airplane.

Explosions or fire brought death to six workers. When a fire broke out in a cotton gin, the bookkeeper was overcome by smoke as she tried to call the fire department. Two brothers who were using an inflammable mixture to remove linoleum from the floor of their employer's farm house were killed when the water heater pilot light ignited the explosive mixture. Two maintenance workers died in an explosion which was believed to have been caused by a butane tank. A driller who was helping to redrill an old well was killed when gas which had accumulated around the drilling equipment ignited.

Cranes were involved in two fatal accidents. An equipment operator was testing a load when the swing of the load started to tip the crane. He set the load down and the boom came to rest on the ground with the crane at a 30-degree angle. The operator stepped out of the cab. He then went back to release the load, which caused the crane to become overbalanced. The operator was thrown from the overturning machine and crushed beneath the cab. A second crane operator was standing beneath a crane boom watching repair work

when the boom hoist line came loose, allowing the boom to drop on him.

Two workers were killed in encounter with criminals. A cab driver died as a result of being slugged by two holdup men and a store clerk was shot in the back by a robber.

A few of the remaining fatal accidents recorded in March are briefly described below:

A laborer was dipping wrought iron furniture into a rust-proofing bath when he slipped and fell into the solution, sustaining fatal burns.

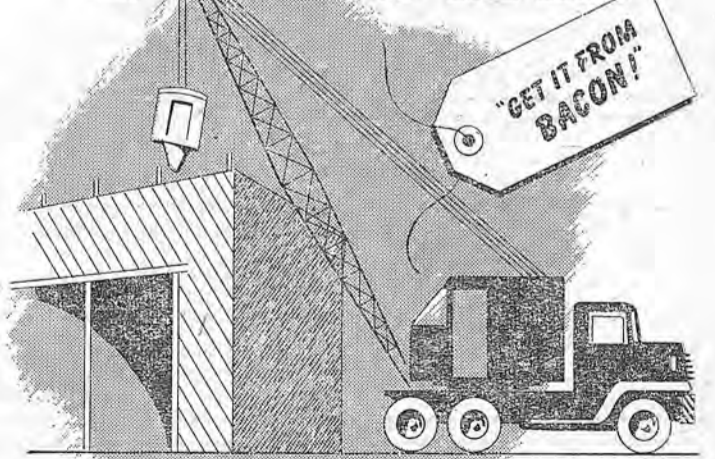
A cotton gin lint cleaner was standing on top of a flat dryer cleaning cotton out of a separator that had become plugged. The hinged door of the dryer vacuum box was open and the belt was in motion. The worker fell or was dragged into the box, and his head was crushed by the revolving parts.

An oiler was killed while cleaning a mixing machine. The grating which was ordinarily placed over the top of the machine had been removed to facilitate cleaning. The worker, who was standing on top of the machine while it was in operation, was pulled into it and two mixer blades penetrated his chest and abdomen.

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**The cost of living is always a problem. With inflation, you worry about the cost, and with deflation you worry about the living.**

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# San Francisco Report— Work Gradually Improving

By PAT CLANCY and PAUL EDGEcombe,  
Business Representatives

For the past month work in San Francisco has gradually taken a trend toward a more pleasant outlook. Several of the jobs that had been awarded have started, for which this office has cleared some of our members.

Walter Lenkeit and Western Plumbing are laying the pipe on Broadway and Kearny to Columbus and Bay Streets. This pipe is a 30-inch steel line. Excavation for the first few blocks is a slow process, with hard rock and many service lines as obstacles.

The 36-inch sewer line job on Parnassus Ave. is under way. Fay Improvement is doing this work and it is necessary to put in lagging as they go.

Out around Stonestown and the Park Merced area there has been a lot of activity. Piombo Construction has had four Jeeps and two dozers out there removing sand from around the buildings on the new campus for the State College. This crew, under the supervision of Brother "Bud" Kerr, has been rolling steady for the past month and will finish soon. The landscaping will be done by Watkin & Sibbald, landscaping contractors from San Anselmo.

Fredrickson & Watson will be finishing their job on top of Twin Peaks within the next few days.

Operations on the track removal and street repair jobs continue, with Eaton & Smith starting removal of the tracks on Powell Street from the Embarcadero to Broadway. Lowrie Paving Co., on the 8th Avenue and Clement Street job, and Piombo Const. on their Eddy Street job, have only the asphalt to spread.

Work on the Presidio Housing Project is expected to be finished this next month. Several of our members have been employed on this job for quite some time. It is a Wherry Bill housing project for Government personnel and Government civilian employees. Baker's Beach Builders are the contractors.

The repair shops in this area have kept their full crews steadily employed.

## Overseas Department

By RUSS SWANSON  
THERE'S LIMITED ACTIVITY  
ON FOREIGN FRONTS

Brothers, in the past few months there have been a few brothers go on overseas work. In a general outline of the work, we see that Utah Construction has hired two or three shovel runners to work in Peru. Atlas Const. has need for blade operators and also screed men in French Morocco (scale is \$2.50).

In a recent article in the Denver Post, North Atlantic Constructors told of need for dozer and scraper mechanics, H. D. equipment operators. So, if you are interested, please write to Mr. Charles Kopald, Personnel Director, North Atlantic Constructors, P. O. Box 1049, Minneapolis, Minn. Location of the work is Greenland.

Alaska has been very slow this

## The Only Laggards

Construction and mining were virtually the only non-farm industries in which employment did not expand during the past year, the U. S. Bureau of Labor Statistics reports.

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The best way to keep up with the Joneses is to take it easy for a while and in a few years you'll meet them coming back.  
\*\*\*

Jed Somers says the only thing that kept him from going to college was high school.

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Dot: "What's the matter with you, Dora?"  
Dora: "I'm terribly worried. I wrote Jack in my last letter to forget that I had told him I didn't mean to reconsider my decision about not changing my mind and he seems to have misunderstood me."



SKY-HOOK DOWN DIEGO WAY—Sutherland dam, a big water project in the hills 42 miles east of San Diego, has lain dormant for 25 years, but now is being resumed, with the need for water. The big concrete buttresses have stood like memorials thru the years. To facilitate carrying of materials to the job, this skyriding buggy on two, 2-inch cables was set up, will carry 20 tons, go 30 miles an hour. Pushing the sky buggy in this picture is Engineer Paul Addison.

## PIOMBO AND ATKINSON LOW BIDS ON BAYSHORE FREEWAY

By CHET ELLIOTT, Business Representative

During the past month the Piombo Construction Company of San Francisco was awarded the contract to construct five miles of Bayshore Highway extending from 16th Avenue in San Mateo to Branston Avenue in San Carlos. This work consists of importing two million yards of fill, the construction of four overpasses, and paving with cement base with asphalt top.

The Guy F. Atkinson Co. of South San Francisco was low bidder on one mile of freeway grading across a part of San Francisco Bay near Brisbane, in San Mateo County. This work calls for one million yards of imported fill to be hauled from the Crocker Estates property and construction of a haul road and overpass across the Southern Pacific tracks.

The contract for construction of the Seal Slough drainage project, consisting of dredging, constructing roads and levees, and installing tide gates and pumping stations. Cost of this project is over one-half million dollars.

The S. A. E. Construction Co. of Redwood City was low bidder for the one-half-million-dollar grading and paving of Industrial Way at San Carlos. Brothers Archibald and Ebright will have supervision of this work which, along with other projects the firm is about to start, will provide employment for many members of Local 3.

Foreman Brother Boyd Gable and a large crew of cat operators are very industriously engaged at Baywood Park in San Mateo on a large real estate development project. All of these worthy brothers are employed by contractor R. A. "Pete" Farish. "Pete" has the distinction of being the oldest tractor operating contractor in this area. With the advent of the tractor into the construction industry, taking the work formerly done with horses and mules, "Pete" Farish was one of the first, if not the first, to engage in this phase of the work. He was also the first cat operator to operate both tractor and scraper, which was formerly a two-man operation! Pete, incidentally, was co-inventor of the hydraulic operated bulldozer and scraper about 30 years ago.

It is interesting, as well as gratifying, to note that Pete's operators today are the "oldest" in the business.

While visiting this job your representative contacted Brothers Bill Trimble, "Boots" Trimble, Glenn Ward, "Red" Haley, Lloyd Durst, and several others. Bill and "Boots" Trimble started in the business with Pete when the tractor took over the mules' job!

Local contractors in this area, including Bragato Paving Co., Douglas & Woodhouse, Frank W. Smith, Pisano Bros. and several others, all have been awarded many street grading, paving, and pipeline jobs in every city on the peninsula, which looks good from the employment standpoint for members of the Engineers Union. A. A. Snyder and Dick Wetherell just went into business and bought

a new NW clam, drag, and hoe—will work anywhere. The phone number is DIamond 4-7304. Lots of luck, brothers, we wish you success in your new venture!

## Ruling on Survey Party Aids Union

(Continued from Page One)  
Surveyors of Santa Clara County. This is a radical departure from past policy and in effect takes the land surveyor groups from under the Taft-Hartley act. It opens the way for future contracts to have a closed shop clause. This should make for a stronger union organization.

The Bay Counties Civil Engineers & Land Surveyors Association, Inc. has notified the union that a number of its East Bay members have withdrawn from the Association. These ex-members are Edward W. Dutra, John A. Mancini, J. W. Wilson, C. C. Young, Charles P. Martin and Edward H. Marjig. This group has formed an association known as the Alameda & Contra Costa Civil Engineers & Land Surveyors. This group is bound as individuals to the Master Agreement covering the Civil Engineers & Land Surveyors. All members working for this group are covered by the union shop and conditions of the Master Agreement.

No negotiations have taken place between any Technical Engineering Employer groups and the union. We expect meetings with employer groups very soon. It has been the custom of the employer to wait until the last minute before meeting.

Friends of Howard Adams will be pleased to know that he is doing fine, and is moving soon to the Hassler Health Home on Whipple Road, in Redwood City.

The old-timers in the survey business will be sorry to hear of the sudden passing of Dan Foley. He worked for many years for Edwin Smith and was a longtime union member.

The next Technical Engineers' meeting will be held on Friday, June 26, at 474 Valencia St., San Francisco, at 8:00 p.m.

## Approve Trinity Project

The California State Dept. of Public Works, with approval of Governor Earl Warren, has approved the Trinity River project and recommended to Interior Sec. Douglas McKay that construction begin at the earliest possible date. Estimated cost of the project is \$207,334,000.

Pacific-Maxon are holding their own in the Pacific Islands and for some time have not contacted us for men.

## We Still Need Blood

As you know, we are still in need of BLOOD. Some of the members have been very generous and have donated blood as often as possible.

The brothers who have donated blood lately are H. L. McHaffey (who has been out on withdrawal card since 1946), Joseph Armas, R. H. Watson, Frank Sueuga, Jack Davis, Fred Wright, Eugene Killian and Ronald Erickson.

We are very grateful to these brothers as they have saved a number of lives. One does not realize how important this is until they need blood for someone who is dear to them.

It can be seen from the above list of names why we make the request of the rest of the membership to make every effort to donate blood. Please help build up our reserve at the blood bank. Do this, please: Make an appointment either at the dispatch office or directly with the Irwin Memorial Blood Bank. If you should contact the blood bank directly, please make sure that they credit your donation to the account of Operating Engineers Local 3. Thanks again to those brothers who have donated.

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## McKay Cool to Public Power

Policy of the new Secretary of Interior, Douglas McKay, will be for reduction of government power developments.

McKay stated recently he did not think the government should get out of the power business entirely, but he said he was cutting \$6 million of the 1954 budget earmarked for power transmission lines and that he felt the people should have "the final say" on whether power should be developed and distributed by private or government means.

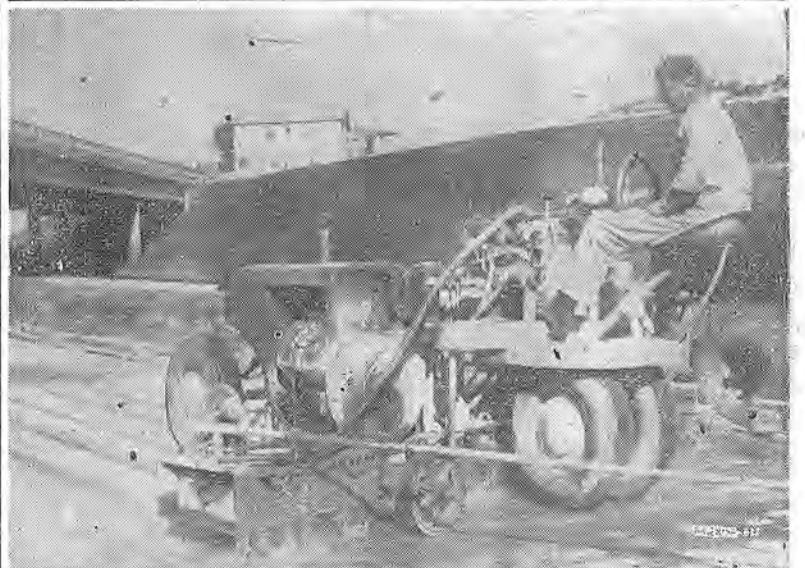
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The gambler read the sign on the doctor's door, "Nine to One," shook his head and turned to go, muttering, "I gotta get better odds than that."

scheduled to leave for the Philippine Islands project now run by Pomeroy for Mid-Pac.

Twelve levermen, Brothers Soares and Wills have been hired for Okinawa by Pacific Dredging Co., Ltd. of Paramount, Calif.

Brother Thompson Kilauano has just returned after an 18-month stint in Turkey for Byrne Org., Inc. There's gold in them thar hills, I reckon, as he can't wait the 30 days before going back to Turkey.



NEW CONCRETE SAW—Operating Engineer Wm. Cobb Jr., is shown above operating a new type of concrete saw on one of the big freeway jobs in Los Angeles. Chief purpose of the machine is to cut into the concrete to control cracks, an experiment being conducted by the State Highway Departments. Cuts made do not take the place of expansion joints but serve to control cracks that appear as concrete contracts. The machine is set at an angle of less than 90 degrees by means of a turn-table on the travelling carriage. Cuts are made as soon as concrete is dry enough to take the machine's weight, with a two-inch cut about every 60 feet. Later, additional cuts are made 20 feet apart.