



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. FIVE, No. 7

SAN FRANCISCO, CALIF.



July 18, 1947

EMPLOYERS PLEDGE HARMONY

Attention All Members, Locals 3, 3A, 3B, and 3C

All members who have been covered by the burial expense fund of Local 3 in the past:

THIS IS AN OFFICIAL NOTICE

Assessment No. 2 of \$5 is due in July and unless paid before Aug. 1, 1947, you are no longer covered by this fund. If paid after that date, you will not be covered until six months after the date you paid it.

This is important and you should not neglect same, for your family's sake.

Those brothers who have been granted honorary life membership cards in Local 3, who were party to this fund, are permitted to continue to be covered by same by paying this assessment.

Unless you pay Assessment No. 2 of the burial expense fund, you will not be covered by it.

—By order of the Executive Board.

Local 39 Progress

Engineers Local 39 has now consummated all major agreements with employers in the various industries it represents in northern California, Bro. Fitch reports. Final industry to be covered was the Milk Manufacturers, bringing a moderate wage increase and an excellent agreement.

Engineers Are Tough

The indestructibility of engineers is becoming legendary. That means, they are tough. It's a rough game, with busted ankles, arms, hips, and heads. But they always come back, unless the old man with the scythe is waiting around. Newest example of engineer flexibility is the neck of Bro. Bill Vierra, down San Jose way. Bro. Vierra suffered a broken neck a couple of months ago. Reporting the case, Bro. Murphy says Bill "is doing nicely and is expecting the braces to be taken off in the very near future." But don't tempt Fate that way again, Bill.

Union officers will be extremely busy in the next three months trying to sandwich attendance at half a dozen important conventions in between regular union duties.

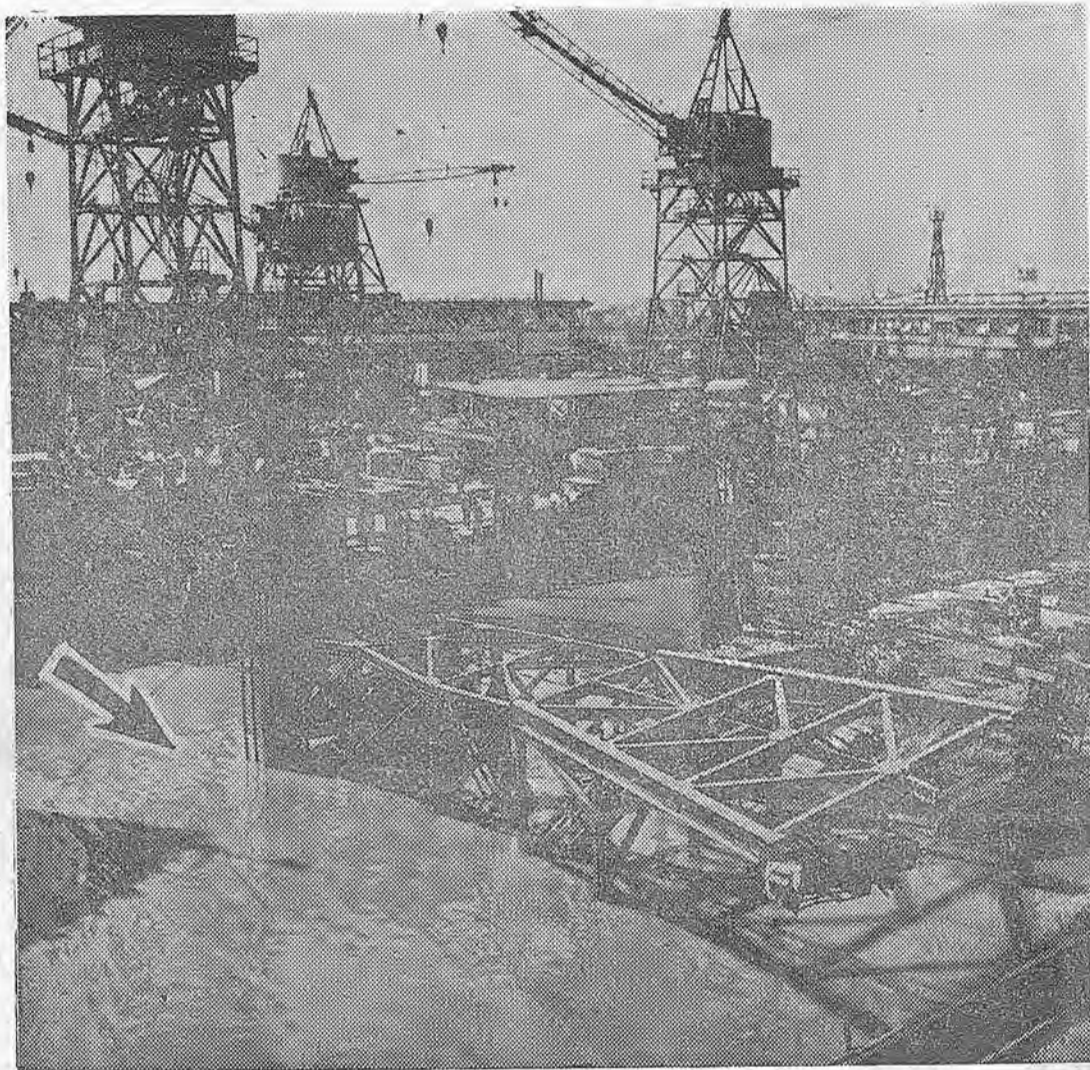
Local 3 and 39 officers discuss the Taft-Hartley law and its application to organized labor and workers in general, past, present and future. See inside pages.

Don't fail to visit the sick and injured brothers. This is the best investment in human relations that you can make.

Out of work list is exhausted in N. California area, Redding office of Local 3 reports.

Several members of Local 3 have gone into business for themselves. For details see the Oakland report.

Member drowned when crane topples into bay



Union blood bank studied by Local 3, report given

At the first Executive Board meeting in April, the need for blood by members and their families was brought to the attention of your Executive Board officers and after some discussion they passed a resolution to set up a committee to investigate the existing Blood Banks and how they operate and the value of having a blood reserve established with them for our members and their families. So at the first general meeting your committee was appointed and after months of gathering information on the blood donor systems and the blood banks available to us, they are ready to pass on what they have found to you.

1. We have three blood banks in our territory, located in the Bay Area. In San Francisco the Irwin Memorial Blood Bank, 2180 Washington St., founded in June, 1941, and operated by the San Francisco County Medical Society.

In Berkeley the Alta Bates Blood Bank, 3000 Regent St., operated by the Alameda County Medical Society.

In San Mateo the San Mateo County Blood Bank, 25 South El Camino Real, operated by the San Mateo County Medical Society. The banks are operated as non-profit organizations, which has been proven to the complete satisfaction of your committee. We have been informed by the business representative at Stockton that they are forming a blood bank up there and that one is also being formed in Sacramento.

(Continued on Page 4)

Guam Pay Beefs

State Division of Labor Law Enforcement continues to receive complaints on wages from Guam and other southwest Pacific locations. These work contracts are made in California and by their terms permit the firms to withhold specified amounts from each pay check as a reserve fund to cover return transportation if an employee fails to remain the required year or is discharged for cause. Recovery of this money has been made in cases where proof of private return transportation was shown and where an employee was injured and required to return to the U. S.

Big N. Calif. Dams

Bro. Bill Waack of Local 3's Marysville office reports money has been set aside to the tune of \$80 million for Rock Creek and Cresta dams. One will start December 31 of this year and the other August 1 next year.

Bro. Earl Frates, member of Operating Engineers Local 3, was drowned in a tragic accident occurring at Moore Dry Dock shipyards in Oakland on June 18. Brother Frates was operating one of the high whirley cranes which was lifting a barge. The load and failure of supports caused the crane to topple over into the water and Brother Frates was caught in the cab. His body was not recovered for 30 hours. Above picture, taken just after the accident, shows the big crane lying half submerged. For more details, see Oakland report.—Picture courtesy THE OAKLAND TRIBUNE.

Yolo Levee Job

Work is getting under way this week on a 2,800,000-yard levee job at the end of the causeway in Yolo County, report Bros. Frank Lawrence and Ed Park of Local 3, Sacramento. Quite a number of engineers will be employed on this job, for which Peter L. Ferry & Son have the contract. First to be cleared were Bro. Jack Rutherford as foreman and Bro. Wayne Selby as master mechanic.

Albany Race Track

Oakland office of Local 3 reports one of its biggest projects in the area at present is a three-shift project getting the old Albany racetrack in shape for the opening of its first postwar season on September 9. Morrison-Knudsen are the contractors, and about 100 engineers are at work.

San Francisco office of Local 3 reports a number of important building projects starting in the area.

Mutual Trust Valued Above The Contract

Out of the storm of hatred built up by U. S. big business monopolies through the Taft-Hartley smash-labor bill, stands a clear note of harmony sounded by responsible employers here in the West, one that typifies the true spirit of teamwork and unity characteristic of normal American labor-management relations and one that may well point the way to a return to normalcy from the violent swing just attempted in this law.

Following recent passage of the Taft-Hartley law, representatives of Engineers Locals 3 and 39 have been checking with employers and their representatives, to learn their reaction to the law and to note any change in their attitudes.

Employer's Pledge

It is most reassuring to report at this time that the great majority of employers are basically opposed to the unrest and disturbance created by the new "union control" law and that they plan to continue on a normal basis of honest, fair, harmonious dealings with those unions which have proven their reliability and responsibility in many years of association.

A man's word means more than a contract, which is largely for protection against the unscrupulous, and this fact is brought out strikingly in the survey conducted by officers of the Engineers unions.

Although Locals 3 and 39 will oppose both the Taft-Hartley law and also the "jurisdictional strike" law just signed by the governor, at every turn and work for the defeat of those who promoted and supported these smash-labor laws, it is meanwhile reassuring to know that mutual respect and confidence between employers and the union remain despite these laws.

Union's Pledge

Further, Locals 3 and 39 hereby pledge themselves to continue in those attitudes and actions which have helped to build up this confidence down through the years. It is an unbeatable relationship, in war as well as in peace, and Fascist trends from above cannot displace this fundamental Democratic teamwork.

Our resolution ties in with a surge of self-inventory and re-appraisal now sweeping the U. S. as a result of the Taft-Hitler law. It is inspiring to note this great, new emphasis on the sanctity of human values. The Taft-Hitlers must learn they are foreign to and do not belong in the traditionally workable, workaday attitudes of America.

Work going ahead on laying 80 miles of 68-inch concrete-coated pipe paralleling the present Oakland-Mokelumne Aqueduct, to boost Oakland's water supply to 200 million gallons per day.

Report of last meeting

The meeting was called to order at 8:10 p.m., President Clancy presiding. Roll call showed all officers present. There were approximately 135 members present.

A synopsis of the Regular Meeting minutes of June 7 was read and by motion approved as read.

A synopsis of the Executive Board minutes of June 21 and of July 12 read and the acts and recommendations of the Board were by motion approved as read.

A synopsis of the minutes of the Special Meeting held in Sacramento on June 21 was read and by motion approved as read.

A communication was received from the Central Labor Council of Alameda County regarding a Labor Day parade. Received and filed.

Cards of thanks were received from Mrs. Alice Frates and family; Myrtle Edwards and family; the family of Wm. C. Haggert; Mrs. Frank Crear and family; the Gerhart family; and C. W. Lloyd, a friend of Geo. Hainline. Received and filed.

The following Brothers were reported ill: Lew Livermore, Harold H. Harper, Lyndall Williams, Harry Allee, John M. Grover, King Granger, N. Backovich, James Shippey, Manuel Herrera, Don W. Brewster, Grenville Barker, Zenos Levorsen, Ray Mansfield, Kenneth Robertson, M. L. Woodward, Byron Prior, Eugene S. Prather, Ray Ransom, Jesse James, Earl J. Ward, James L. Dement, Joseph Naimey, Daniel E. Southworth, John Kugler, J. E. Windham, Carl Hedlund, Fred W. Colver, Arthur L. Bittleston, Howard E. Grimm, Lee F. Bishop, Thomas Herzog, Clarence Edwards, William C. Budd, Elmer Denver, Chas. A. Day, A. B. Duncan, J. Edward Hamilton, Elmer C. Hansen, Glen F. Jensen, Chas. E. LeRoy, Walter R. McGary, James E. Marion, Lawrence Munro, Joe Medeiros, Patrick J. Mulcahy, Frank E. Owens, George E. O'Brien, Nils Hageland, L. A. Dutton, Leonard G. Kendall, Albert C. Couly, Peter Vogninec, Chas. B. Wallace, Arthur Whitlock.

The following Brothers were reported deceased: Benjamin Frank Crear, Chas. Herbert Whittaker, Earl Frates, Jess Haggart, Clarence Edwards.

Past President C. R. Hale installed the officers for the ensuing term. Report of the General Secretary-Treasurer was read by President Clancy.

Resolution regarding dues was read as the first reading. It was regularly moved and seconded the Resolution be adopted as the first reading. Carried unanimously.

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

Under Unfinished Business, a discussion was had regarding operators in the Moore Shipyard making more than one change per day. After explanations were made by the Business Agents, no action was necessary.

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

Respectfully submitted,
C. F. MATHEWS
Recording Secretary.

Veterans' information

By JOE RILEY

HOUSE PASSES BILL TO SETTLE "TERMINAL PAY"

The House unanimously passed and sent to the Senate a bill permitting nine million holders of G.I. terminal leave pay bonds to cash them after September 1. The vote was 386 to 0.

The House-approved bill will go to the Senate Armed Service Committee, which will start hearings immediately. It is estimated the legislation will save 200 million dollars or at the rate of 60 million annually in interest. Any time after September 1 the legislation would permit veterans to cash the bonds at face value plus accrued interest through local banks. The estimated face value of outstanding bonds is one billion 800 million dollars and it is expected that one billion dollars worth will be cashed. The balance would be held for the 2½ per cent interest the government pays on them.

Don't be left at the post-terminal leave deadline looms. All eligible Army veterans who have not already done so are urged to file claims for terminal leave pay at once in view of the approaching deadline of August 31, set by the Armed Forces Leave Act of 1946.

The necessary forms for filing terminal leave claims are available at all post offices.

Veterans now residing in foreign countries should contact the nearest U. S. consul regarding applications. The place of discharge from service determines the office to which applications should be submitted, as outlined in instruction sheets attached to terminal leave claim forms.

This is the last issue before the August 1 deadline for renewing N.S.L.I. insurance. Veterans, be sure to decide immediately whether to renew your insurance. Compare the rates with outside companies and you will find them much higher and a tough medical examination is necessary in nearly all cases. The government requires no medical examination before August 1.

Nearly a million dollars is paid

out abroad monthly on N.S.L.I. Of the 7,003 beneficiaries of N.S.L.I. policies living in 57 foreign countries and 7 U. S. territories and possessions, more than half reside in the Philippine Islands, the V. A. announced recently. Payments total nearly \$700,000 monthly.

Although veterans now may select any person, firm or legal entity as a beneficiary, nearly all of the beneficiaries living abroad are receiving payments on policies which matured when the selection was limited to wives and near relatives.

Pac. Pipe given \$362,000 job for big dam at Napa

By H. O. "HEINIE" FOSS
Representative, Local 3

San Rafael—Ken. Schaeffer, the well remembered foreman and lunch stealer out of the shipyard, recently closed his restaurant on Fourth street, after finally getting filled up, and took off on a six-weeks tour of the Middle West, with Mrs. Schaeffer. He reported in, hungry, as usual, and is now with the Squarehead Construction Co. (Johnson and Nelson) at San Anselmo.

Guy Slack dropped in to say that he has a very good job out of the Sacramento office, and looks like he is permanently set.

Kenneth Searcey, popular welder, writes in from Fairbanks, Alaska, and says he likes both his job and the country.

Pacific Gets Dam

Pacific Pipe Line Co. was awarded the contract on the Conn Napa Dam. The amount of the contract was \$362,000. Basalt Rock Co. will make the pipe for this project at their Napa plant. Their Basalite end seems fairly busy, the quarry is practically at a standstill and they are pretty busy in the yard, (Continued on Page 12)

Tunnels & pits are active jobs in Stockton area

By ED DORAN and RENNY BURROUGHS
Representatives, Local 3

Stockton—Let's start by jumping around the jobs! Piombo Brothers are working two shovels in the hills, one at Salt Springs Dam and the other at the Mokolumne River Bridge on the Pioneer Station, Westpoint Road, excavating for the West Point Power House and Dam. Piombo also has a cat spread working in that area. Bros. Charlie Giorgi and Ed Hayes are running the shovels.

Tom Connolly is going along with his tunnel job at the West Point addition.

The Walsh Company has received delivery on a new truck crane and it is being operated by Bro. George Bosnick. This tunnel job is going along at a fast clip, under the supervision of Les "Haywire" Huntington.

Morrison & Knudson's tunnel job is not doing so well, as far as complaints are concerned, but hope by the time this article is off the press that everything will be in order again.

Utah Construction tunnel job is under the very able supervision of Bro. Fred Arp. This job has most of the beefs ironed out and as a whole, the boys are very happy. Bro. Arp is quite a sidehill "cat skinner," also a fair powder monkey, from the latest reports.

Bro. Norman Brown, owner of the Delta Construction Company of Rio Vista, has the contract for surfacing the roads that Piombo put in at the top of the hill for the PG&E Company. There are a crusher plant, two cats and a blade on this job.

Between Jackson and Mokelumne Hill, Morrison & Knudsen have started the new electro-power house and have a new 95 N. W., a 25 N. W. and a truck crane as well as other equipment. Bro. Art Morn is in charge of equipment.

East of the West Point, Claude Woods of Lodi is grading and surfacing for the Winton Lumber Company. They have one shovel, two cat rollers and blades. The job will last until the snow flies.

Westley Canal Job

On the other end of this road, north of West Point, J. P. Breen is working. Bro. Vic Bonner is the big boss and Jess Reese is running the shovel.

The canal job at Westley being done by the Hubert Everest Company has the trimmer about ready and they are now working on the slip forms and will be ready for concrete around the first of August.

Al Biasotti was low bidder on a highway job, on a bid of \$155,073.00. The job is on Highway 952 in Calaveras County and is about nine miles long.

M. J. Ruddy & Son are going (Continued on Page 10)

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Overpass, hospital, canal, and highway jobs hit the Fresno valley area

By H. T. PETERSEN and G. LYNN MOORE,
Representatives, Local 3

Fresno—The Guy F. Atkinson Company of San Francisco will transfer part of their equipment to Fresno. This firm was the successful bidder on the Monterey Overpass in Fresno. Work will be started within the next two weeks, however, this will be of a preliminary nature inasmuch as there are many houses and other buildings to be moved before actual construction may begin.

Word has just been received in this office that bids will be let by the Army Engineers for the four and a half million dollar Veterans Hospital to be located on Fresno Street. Upon completion this hospital will be available to all veterans living in the Valley area.

We have been advised, by the Division of Highway Engineers for this area, that the schedule of construction on road work is being changed by the department to conform with the new gas tax law and that it is probable that many new sections of road will be let this Fall. A fair sized road job is being bid, as of this date, in Tulare County.

All canal jobs are proceeding at a fair pace and are maintaining about the same amount of engineers. There has been very little turnover on these projects in the past month.

Johnson Western Company are making good progress on their job at Power House No. 3 near Auberry for the Southern California Edison Company.

The Clyde Wood Company are still working in that area.

The Gunner Company's highway job on 99 out of Fresno is using a concrete road mix base. This firm has set up a gravel and hot plant at a pit site near Sanger. They were successful bidders on the Elm Avenue Highway job and are getting ready to start there. Their job at Merced will be finished upon completion of one bridge structure.

A. Teichert & Sons have just started their highway job on Reed Avenue out of Reedley and will soon be using from 12 to 15 engineers. They are planning later on to operate on a two shift basis.

Geo. Pollack Co. are successful bidders on the second contract on furnishing gravel for the canal lining. They have been repairing their plant and equipment and will be starting soon.

H. Earl Parker Co. are operating 20 cats on a two shift basis on the reservoir job at Clovis. McCoy & Buttler, from the northern part of the state, are sub-contractors on the structures.

Shortage of Men

Piombo Bros. job on Pine Flat Road is coming along nicely with Bro. Phil Dunn as superintendent and Slim Colwell as foreman. George Stevens is on the shovel. Bro. Dave Brown has his string of cats on the job.

Land-leveling has slowed down considerably, although W. Erickson has about 10 rigs working; Ritchie has cut down to about 3; Kritzer Equipment Co. are working 3 or 4 rigs; Lloyd Watson out of Los Banos has a few rigs working in that area.

James A. Anderson of Visalia has just signed an agreement with this union. He has three cats, a shovel and some small construction equipment.

Geo. France Co. were successful bidders on several small construction jobs and consequently has pulled most of their rigs from land-leveling.

Basich, Price & Sawyer are making good progress on the highway job at Visalia.

We have again received word that the Southern California Edison Company will bid approximately 10 million dollars worth of work this year, this will consist of dam construction back of the Florence Lake area and will be a two or three year project.

Throughout the entire Fresno territory work is going strong. There are very few of the brothers that are unemployed, usually we are short handed in practically all classifications. This shortage of men seems to be due primarily to the heat and dust. With all the new jobs that are coming up there seems to be no question that work will be plentiful until the end of the year. At the present time most of the work is running 45 to 48 hours a week. We do have two jobs though that are running 54 hours, they are the Westbrook & Pope job in General Grant Park and Piombo's road pioneering job on the Pine Flat Dam.

It seems that all the brothers planning to work on the Pine Flat Dam are going to be disappointed. From all indications at the present time, the appropriations have been shut off for this project. The way it stands, Piombo will be done on their pioneering job, on the partially started dam, October 15. It is difficult to say if new appropriations will be secured, for it seems they have been trying to get the money for this project for the last six or seven years.

A Note to Stewards

We have set the second Tuesday of each month as Stewards meeting night. If it is at all possible please attend these meetings as there is now so much work going on in the area that it is practically impossible for us to visit each individual section of every job.

Regular meetings are still held on the fourth Thursday of each month.

AFL Lawyers Plan Extensive Tests

WASHINGTON, D. C.—Joseph A. Padway, chief counsel for the American Federation of Labor, presided at a two-day conference of lawyers representing AFL unions for consultation on the effects of the Taft-Hartley Act on labor organizations.

More than 75 lawyers, from the East, Middle West and South attended the conference. Among the cities represented were New York, Philadelphia, Boston, Baltimore, Washington, Chicago, Kansas City, Milwaukee, Atlanta, Mobile and Pressmen's Home, Tenn.

"The conference was exploratory and consultative in nature," Padway explained. "We surveyed the immediate effects of the new law on labor unions and its long range impact."

"Furthermore, we obtained a consensus of opinion among the lawyers attending on which sections of the law are clearly unconstitutional so that legal contests can be undertaken without confusion and without delay."

"We were forced to go over every word of every line in this act, and do considerable reading between the lines, in order to determine exactly how the multitudinous and tricky provisions control and regulate the activities of labor."

"Now that the conference is concluded, a series of bulletins will be drafted and issued to all AFL unions explaining the obligations and responsibilities which the new law imposes upon them and their members."

OFFICERS OF OPERATING ENGINEERS, LOCAL 3

Here you have your Executive Officers and all the members of the Executive Board of Local Union No. 3. All were returned to office June 7, 1947, without opposition. They were installed into office at our last regular meeting on July 12th to serve the ensuing term of two years, except the Manager, who was returned for a term of four years.

Each one pledges himself to do everything within his power to advance the best interests of all the members of Local Union No. 3, and wishes to thank each and every member for their loyal support in the past and ask the same in the future.



PAT CLANCY
President



V. S. SWANSON, Manager



H. O. FOSS
Vice President



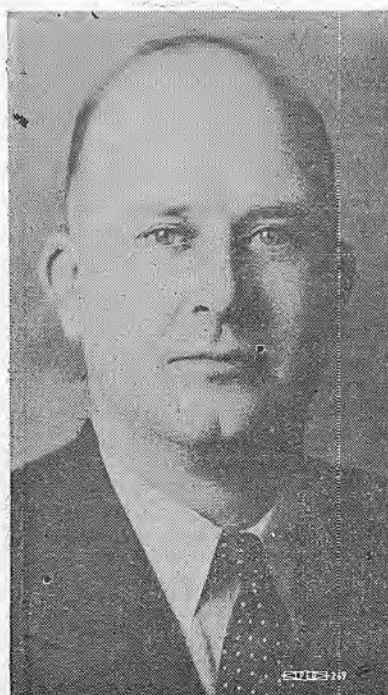
C. F. MATHEWS
Recording Secretary



P. E. VANDEWARK
Treasurer



T. M. BYNON
Financial Secretary



ED DORAN
Executive Board Member



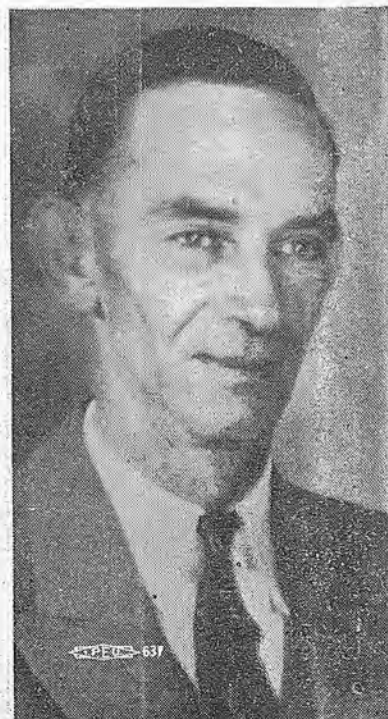
C. A. ELLIOTT
Executive Board Member



AL CLEM
Executive Board Member



M. G. MURPHY
Executive Board Member



F. A. LAWRENCE
Executive Board Member

Union blood bank studied by Local 3, report given

(Continued from Page 1)

It will take several months before they are in operation so in the meantime we will have to rely on the banks here in the Bay Area. Those areas away from the Bay can and will be supplied by the banks here. That is made possible by the blood banks themselves. They can pack whole blood for shipment to any part of our territory that can be reached in an eight-hour period.

2. **BLOOD**, the life-giving fluid of the human body—without it one cannot live.

Four decades ago Landstriner's discovery of blood groups first made feasible the transfusion of human blood directly from one person to another. To make blood replacement practical in the tremendous wartime necessity, it became imperative to develop a means of producing dried plasma and albumin, the vital proteins of shock therapy, for safe, rapid transportation and immediately available infusion on overseas battlefronts.

Research Progress

Early in the war period, experiments by Dr. Edwin J. Cohn of Harvard Medical School were begun on human blood collected by the American Red Cross from civilian donors. This research, undertaken as a biochemical study of blood composition, revealed the vast potentialities of human blood as a new raw material for the spectacular development of products for medical science. Thus, out of the urgency of war and the knowledge gained from processing civilian donations for military use, these essential blood fraction products of plasma, albumin, fibrinogen, and immune serum globulin for measles modification and pertussis control have been made available for peacetime therapy.

During this research on blood, it was discovered that whole blood could be kept for six days under refrigeration, and remain as good as the day it was taken from the donor. Also, that it could be packed in containers for shipment, as was done during the last few months of the war.

3. They have found that blood is one of the most vital medicines in use today. Blood and transfusions have tripled the life-saving powers of the modern physician, and are no longer the "last resort" they used to be.

Doctors nowadays very seldom undertake a major operation that may entail an excessive amount of bleeding without having one or two pints on hand for immediate use; or, if the patient is run down physically, the doctor will order a transfusion to be administered before the operation. It has also been proven that blood transfusions after an operation will speed up recovery to a great degree and lessen chances of post-operative complications. Anyone who reads the newspapers knows that blood has saved thousands of lives in many other ways.

In our own organization we had a brother who lost a young son for lack of a blood transfusion. Another case was on July 6 where through the efforts of Bros. Lee Patters, Joe Riley and Al Clem, the life of another was saved by getting blood to him for a transfusion. Still another brother had a blood transfusion last week. So you see, brothers, one never knows when he might be next. As you know, we are following one of the most dangerous professions. All you have to do is make one mistake and you lose an arm, a leg, endanger or even lose your life.

Few groups of men or organizations, if any, need a blood reserve as much as we do. We have from one to six calls a month in our offices for blood donors for some brother or a member of his family. You yourself may put a pint in the blood bank today and that same pint may save your own life in the next few days.

We have a brother, Ben Buck, who has been a blood donor 19 times and he says that as long as he is able, he is going to keep on giving blood. To hear Ben tell it, it's fun to give blood and the finest thing a person can do for his fellow man.

The system your committee has set up is as follows:

We have started a reserve in each of the established blood banks and will keep an emergency list in our office for use where there are no blood banks and an emergency transfusion is needed. Also, a list will be kept in all offices of those members who are willing to give blood as donors are needed to replace blood that is drawn from the reserve. All business agents have been asked to make up lists from their territory of members who are willing to give blood and send them in to the main office to our recording secretary, C. F. Mathews, who is chairman of our blood donor system.

Build Up Reserve

Blood reserves with established banks keep the banks in operation and encourage the establishment of new banks in other cities and towns, so we will not only be doing a service to ourselves but to the communities in which we live—which in turn leads the community as a whole into a willingness to help and go along with organized labor.

So, brothers, with each and every member behind it and doing his part for this project, it can be the most successful and beneficial ever undertaken by our union. It is a duty that we owe ourselves and the community in which we live. The need is greater today than it ever was, the blood banks are hard put to keep in operation because since the war people have just quit giving blood.

So get behind your blood donor system by contacting the business agent in your territory and having him put you on the list as a willing blood donor and show the people of your communities that we have the "know how" and the "can do" to really put this thing over.

—DANNY DEES.

Job Benefits Are Still Effective

WASHINGTON, D. C.—Re-employment benefits provided in Section 8 of the Selective Training and Service Act of March 31, 1947, are still available to employees who leave jobs after March 31, 1947, provided they enlist in the armed services, according to an advisory opinion rendered by William S. Tyson, solicitor of labor, here recently.

Although certain parts of the Selective Training and Service Act of 1940 expired on March 31, 1947, under Section 7 of the Service Extension Act of 1941, re-employment benefits provided for in Section 8 of the original act did not terminate.

The re-employment provisions of Section 7 of the Service Extension Act of 1941, Mr. Tyson pointed out, apply to all persons who enter the armed forces after May 1, 1940, and prior to the termination of certain authority conferred on the President under Section 2 of the Service Extension Act. This authority conferred on the President does not terminate until revoked by joint resolution of the Congress. Such a resolution has not as yet been passed by the Congress.

Administration of the veterans re-employment functions of the Selective Service System was transferred to the Secretary of Labor by Public Law No. 26 of the 80th Congress, which became effective March 31, 1947.

Local 39 members, if you think your contract is not being lived up to, please report it immediately to the union. Do not delay with it.

Nevada jobs are perking; Dodge reported active

By H. L. SPENCE

Representative, Local 3

Reno—Dodge Construction Co. was awarded another job in White Pine County, from the junction of U.S. 6, Baker Junction to the Nevada - Utah state line, near Garrison, Utah, and from Baker to Lehman Caves, so some of the brothers from the Battle Mountain job will be moving soon. The Dodge Construction, Inc. job at Battle Mountain is going along O. K. with two shifts. Those big electric LeTourneaus are really dirt movers. The LeTourneau Dozer is a bit light for a push cat on those big rigs, but it pushes the D. W. 10's around in fine shape. Lew and his hot plant crew is moving the plant up to Wells, Nev. So the smoke and dust will begin to fly out there in the near future for they are a wild hot plant crew, believe me.

The Silver States Construction Co., better known as Andy Drumm, has two shifts on most everything, except the pulls and shovel on his job, 20 miles east of Elko, Nev. He has most of his detours in and the boys are moving much in fine shape.

W. W. Clyde Construction Co. is starting to mix oil on their Lamoille job. They have quite a bit of crusher run to put on yet.

Strong Company is getting near the finish line with the cats and scraper work on his two jobs at Beowawe. They have quite a bit of crush run to put out yet. The hot plant will be in about the first of August. The widening of the two over-passes is shaping up O.K.

Hunt & Frandsen has just about finished the road to the mine north of Dunphy. I guess they will be hauling ore some day soon. Bro. Ding Turner is in charge of the job. Bro. James Bryson and Henry Kiechler went to South Dakota for Hunt & Frandsen to work with Chubby Lance.

Sumsion & Glenn is starting to mix oil on their road job east of McGill, Nev.

J. E. Johnson is coming along fairly well on his job at Wellington, Nev. With Bro. Ira Cox as head blade man. I think Brother Cox will finish up the job in fine shape.

The Isbell Construction Co. stripping job at Kimberly is going along in fine shape. Bro. Henry Sherman, the steward, keeps everything in fine shape. Lots of the boys out there are talking about going to Silver City, N. M. to Isbell Construction Co. there. I have been told that it is a big job. I am not sure just what kind it is yet.

Clements & Co. has about ten days or two weeks work left to do at their job in Doyle, Calif. Bro. Delbert Hudson slipped and fell from their hot plant and was badly hurt. He was taken to the hospital in Herlong, near Doyle. We wish you a speedy recovery, Delbert. The boys on the job miss your smiling face.

Powers & DeLagrange has a \$354,700 job putting in water mains, sewers and drains for the town site for the McNary Dam in Oregon. They are doing quite a lot of work in and around Reno, also.

Nevada Constructors Inc. has started their job on Holcombe and Huffaker Lanes.

Barney Stoutenburg has some street work in Carson City, Nev. George Miller is doing quite a lot of ditch work and numerous other jobs in and around Reno.

Gallerini & Baker has a hot plant set up between Truckee and Tahoe City. Bro. John Petersen, business representative for the Building Trades Council, looks after the Engineers interests up around Lake Tahoe. He has a tough job, believe me, with the Painters, Truck Drivers, Laborers, Engineers and a few more crafts giving trouble all the time, but he (Continued on page 8)

River levee and mountain projects open engineer jobs in Sacramento area

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

Business Representatives, Local 3

Sacramento—The Peter L. Ferry & Son's 2,800,000-yard levee job at the end of the Causeway in Yolo County is now under way and two of the first Engineers to be cleared for the job were Brother Jack Rutherford as foreman and Brother Wayne Selby as master mechanic. This job should be in full swing within the next ten days or so and inasmuch as the company contemplates running two shifts, there will be a large number of Engineers employed here.

The Charles T. Brown job at Scotts Flat is running on a one-shift basis at the present time, but will soon put two shifts into operation again. This will provide jobs for those Engineers who like to spend their summers in the mountains. Brother H. S. Clark is the foreman and doing a good job. This office wishes to take this opportunity to extend appreciation to Brother Larry Swenor for the cooperation he gave us while he was on this job.

Westbrook and Pope's job at North San Juan continues with practically no labor trouble. Brother Don Westbrook is doing a good job bossing on his spread while the Schlegel and Lewis end of this job is being taken care of by Brother Pat Patterson. We are sorry to learn that Brother Lewis Schlegel, an old-timer and part owner of this outfit, is in the Miners' Hospital at Nevada City

Marysville job situation good; all pits busy

By WM. C. WAACK and LES COLLETT

Representatives, Local 3

Marysville—Rice Brothers are busy in the Hallwood Gravel Plant and also their Hot Plant in Marysville, with a large number of Local 3 men employed.

Frederickson and Watson job in Plumas County near Lake Almanor is going 100 per cent except the pull operators have been hard to keep up there. Brother Larry Walker is acting as Steward.

Grant Construction Co. have six pieces of equipment on the Browning ranch near Grimes, California. H. Earl Parker is keeping busy and also keeping our members busy with road jobs and land leveling.

The Excavators Inc. levee job near Oroville will wind up near August 1st.

Kiss Crane are putting up a bridge near Westwood and had J. D. O'Brien's 22B Bucyrus Truck crane and were waiting for and needing a larger rig.

Big Dams to Start

All land levelers and gravel plants are busy in this district, including Davis gravel plant, Hallwood gravel plant in and near Marysville and the Kaiser plant at Oroville with Ed Neff acting as Steward.

The Young Co. of Berkeley has a road job to start at Woodleaf.

Good news for construction and especially Local 3. The money for the Rock Creek and Cresta Dam has been set aside and one dam is start before December 31st, 1947, and the other on August 1st, 1948. The two jobs will be over 80 million. That ain't hay.

Will the brothers in the Marysville district give us their new addresses and telephone numbers as we waste too much time and money trying to locate various brothers?

J. H. Pomeroy Co. is busy pouring concrete on the bridge job with six members still working with Mark Foster as master mechanic.

Good agreement signed with Pacific Bridge Co. covering its mining and mill operations at Park City, Utah, providing the best conditions in this field in the Inter-Mountain area, Salt Lake City office of Local 3 reports.

with a heart ailment. We wish him a speedy recovery.

The Pacific Pipeline Construction Company have just about completed their job in the Nevada City area and have only one cat left on the job at present.

News of the Jobs

John Henry Harris of Berkeley knocked over a small job in Nevada City and are in the process of moving their equipment.

H. Earl Parker has moved in on his canal job near Auburn. This firm has also sent considerable equipment up to the W. E. job at Meyers.

Fredrickson-Watson at Auburn are pouring concrete on their Auburn Freeway job.

Fred Kyle Steel Company of Los Angeles are hauling steel into their bridge job near Michigan Bluff to be erected by Judson Pacific Company.

The L. G. Lynch job near Michigan Bluff going along very smoothly under the direction of Brother Wallace Gibson, superintendent; Brother Ray Bishop, foreman; and Brother Johnny Bettencourt, master mechanic.

Brother Otto Van Gorder is still keeping the W. C. Thompson job at Foresthill rolling about the same as last report.

The road job of Miles and Bailey from Maderia at Georgetown has gotten under way and we expect to have this job signed on agreement by the time this is released.

Fredrickson Bros. are nearing completion of their job at Vacaville.

McGillivray Company have their hot plant in Woodland in operation, supplying material for all the shoulder work they have picked up in that area. Brother Bill Hogg is in charge of their operations with the capable assistance of Brother Revoc Parker, who spends most of his time in the Woodland area.

McGillivray also has a good job of re-paving about three miles of Marconi Avenue for the city.

We lost a good superintendent when Barney Apgar left Utah Construction Company's Shingle Springs job to head north for their Doris job. Wish these big outfits had a lot more superintendents like Barney.

A. Tiechert & Son have a number employed on their Arden Park job and the road out on the Campbell Soup job. The Austin Company moves along about the same on the Campbell Soup job.

Cannon Brick Company has renewed their agreement with Local No. 3, giving their employees a 15-cent increase.

Rock, Sand Agreement

Rock, Sand and Gravel Plants continue about the same. Various conditions have been presented to the Association and we expect to get these matters cleared on renewal of their agreement.

We have been notified by phone that M. H. Furlow has been on the sick list since June 10. We hope he will be able to be up and around soon.

Brother Al Wykoff is still unable to work and we hear he has gone South to recuperate.

Brother Howard Francis was injured in an automobile accident June 29th. We hope this finds him O.K. and back to work.

Brother Oscar Yeager writes us he is taking the summer off for a nice long vacation along the Coast.

Due to the tremendous amount of work throughout this district and to help protect your work, please clear through this office as per your trade rules.

For your benefit this office is open every Wednesday evening from 7:00 to 9:00 p.m.

What's doing in the Oakland office

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

Oakland—We would like to start our report this month with a thank you to our local manager, Brother Vic Swanson and to the members who attended the June meeting. It was this group who voted to set the July meeting back one week and close the offices over that

weekend, so that the office force and the Business Agents could enjoy the extended Fourth of July holiday. This was very much appreciated and we think everyone had a good time and is back in harness, doing a better job as a result of the respite.

As you all know, this is the first long weekend we have experienced for some time, which, perhaps,

made it more appreciated. We are glad to be able to tell you that so far we have had no reports of any of the Brothers being involved in serious accidents during that time, even though, from what we can gather, Local 3 members made practically a mass exodus from the Bay Area, taking off in all directions, each to enjoy the vacation in his own particular way.

However, the holiday is over, and we find ourselves faced with many problems. The Taft-Hartley slave-labor bill is a reality, and as a result we find our duties increased many fold. We have large numbers of jobs to fill in the area and are often hard pressed to get men on short notice. This is evidenced by the fact that during the month of June we cleared 698

men from this office. We all know that June is a heavy month in the construction industry, but we are hoping that jobs will continue to be plentiful for several months yet. Some of the Brothers are wanting time off to do a little fishing and to rest up a bit and we are making every effort to supply replacements for them while they are vacationing.

Getting around the jobs

The Morrison-Knudsen job at the Albany Race Track is the largest in the area at present. There are approximately 100 members on the payroll and work is being handled on a three-shift basis, under the supervision of Bro. J. C. Christman. Bro. H. D. Deaver is Master Mechanic with Bros. L. B. Turner and E. R. Never as shop foremen. Bro. Jess Culp is the day shifter on the cats in the borrow pit. Bros. Mel Stoddard, Joe Myers and E. V. Curtis are in charge of the cat spreads on the fill and Bros. C. Crivilli, George Borman and A. T. Weed are acting as shovel foremen. With the first meet scheduled for September 9, and with approximately 300,000 yards of fill to be placed before opening day, it is going to take considerable humping to accomplish the task. However, with M & K doing the work, particularly with the splendid group they have assembled to run the job and with the fine cooperation they are receiving from the members of Local 3, we are confident that the deadline will be met in ample time. Therefore we would like to invite all the Brothers who follow the ponies to come to Oakland and watch 'em run on opening day.

The Keeble & Brown job at Pt. Molate is operating on a two-shift schedule at the present time. Bro. Anthony Bruno is still keeping things going during the day, while Bro. Wayne Morris, a former superintendent for N. M. Ball, is handling the evening shift.

W. W. Bird and Bro. J. Myers of Manteca still have their equipment operating at Kaiser's Radum Plant, where they are engaged in moving overburden. Bro. George Dupree, who was long a familiar figure on the Cobras out at Ball's is on this job at the present time. Being an old construction hand, he is used to working all over the country and can hardly believe that at last he's fortunate enough to get a job so close to home. Practically working in his own backyard, he says it's pretty nice not to have to travel so far to the job.

Bro. Bill Mathews recently returned to the Bay Area and is handling excavating jobs for Stolte, Inc. His work for this organization has taken him to many parts of the state and he recently returned from jobs in Soledad and San Simeon. We are glad to see him back

and feel sure that Stolte will be able to keep him busy in this district for awhile.

The J. R. Armstrong Company has several small jobs in operation in this area. This company is handling the excavating work on the Empire Construction Company's job in Richmond, where extensive work is being done for Richmond Sanitary. The job is under the supervision of Bro. Lyle Poshard and is coming along very well at this time.

Out in Contra Costa County, work on the second Mokelumne Aqueduct is progressing nicely. The laying of this 68-inch concrete-coated pipe is attracting a great deal of interest. One of the largest jobs of its kind, the pipe processing is being handled by the American Pipe and Construction Company, and since April enough pipe has been turned out to complete six miles. The line, when completed, will lie directly alongside the present Mokelumne Aqueduct and will increase the water supply of Metropolitan Oakland to approximately 200,000,000 gallons per day. P. & J. Artukovich are

progressing nicely with the excavating and pipe-laying work on this job. During the past month we experienced a little difficulty with this company, but we feel sure that everything has been ironed out to the satisfaction of all concerned.

Gallagher & Burke's five-mile, oil-surfaced road in Sleepy Hollow will be completed within the week if all goes according to schedule. Superintendent Pogue Hunt, who has been running jobs for this company for the past year in the Walnut Creek, Lafayette area, is looking forward to a well-earned vacation as soon as the job is buttoned up.

As you Brothers all know, on June 23 a new wage scale went into effect in this area. Of course a few of the employers were rather reluctant to start paying the increase at that time. We have had considerable difficulty adjusting the matter, but we believe now that all the employers engaged in heavy construction work in this area have put the wages into effect. If any of you working on construction have not received the increase,

please contact this office at once and we will take care of the matter. We have signed and renewed agreements with the following firms who are not members of the A. G. C.: Earth Movers, Inc., Harrison & Birdwell, J. I. Bullington, Claren Construction Co., Richmond Construction and Equipment Co., Fay Wills, John Evola, Tony Lemos, Macal Improvement Co., M. E. & J. R. Lucas, Albert A. Murphy, Western Forge and Tool Works, Utilities Excavating Service, John Dittmer, E. P. Lindquist, M. G. M. Construction Co., and Dunn & Faris.

We would like to take this opportunity to thank those Brothers who have lent us a hand and cooperated in making this project a little easier.

Bros. Elmer Dunn and Ed Faris have the contract for supplying the top soil at the Albany Race Track. They have two cats and are renting a 2½-yard Lima and 40 trucks to place the 16,000 yards of dirt on the track by August 1. This is the first job these boys have gotten since they started business and we wish them every success in the undertaking.

News about the brothers:

Brother Patterson Dies

We have just received word that Bro. Lee Patters passed away Sunday morning, July 13. He attended the union meeting Saturday evening, and those who saw him in apparently the best of health will find it hard to believe that he will be in our midst no longer. Lee had always taken a very active part in union activity and was a member of the committee which wrote the by-laws of our local union. He was well known in both the San Francisco and Oakland areas, having worked in this district for the past 12 years. We wish at this time to extend our deep and sincere sympathy to his wife and family.

Some day if you happen to be cruising around and just happen to find yourself up above Marysville on the Brown's Valley Road, we suggest that you keep right on driving—through Challenge and on into Clipper Mills. When you get there you'll happen onto not only some of the best hunting and fishing country thereabouts, but also onto three of the most contented members of our Union. These boys have spent plenty of years pulling levers and now they are just taking it easy, meeting a few people, working a bit, but not too hard, mind you, and letting the younger kids do the heavy stuff. Who are they? Why, Bros. Harry Morris, Frank Skaggs and Tom May, of course! Seems that Harry's son-in-law and daughter, Ed and Hazel Strachan, bought "The Pines" not long ago and asked the fellows to give them a hand at running it. They are doing just that, and while they are all thriving on it, it's Tom for whom the mountain air seems to be doing the most. As a matter of fact, he is getting a reputation as a sort of Don Juan of the Sierras, and it is rumored that if you get a real close look sometimes you can detect a faint smear of lipstick on his face. Of course this is all hearsay and we are going to be very careful whom we tell it to, but confidentially, if

you just happen to be up that way, we think it wouldn't be a bad idea to drop in and see for yourself!

We regret to report that during the month of June two of our well known members, Bros. Earl Frates and W. C. "Jess" Haggert, answered the call of their Maker.

Jess, who was an oldtimer in the steel erection game and a former member of Local 59, was stricken with a heart attack and died suddenly while on the job at Standard Oil in Richmond. He had worked in many parts of the world, and once spent a considerable amount of time in India with the Bethlehem Steel Corporation, and for many years he worked in and around New York City. For the past 15 years he had been in the Bay Area almost constantly, however, and had worked on many of the major projects around here, some of which included the San Francisco Bay Bridge, the Fair Grounds and the Fleet Supply Base. Jess was well known by the Iron Workers as well as by his own Union, having worked with this group on many jobs, and he leaves a host of friends among his fellow workers in both groups.

Bro. Frates lost his life as the result of a tragic accident at the Moore Drydock Company. He was operating one of the high whirleys and while lifting a barge, the machine toppled into the Bay. Earl was trapped in the cab and despite desperate attempts to rescue him, he was drowned before help could get to him.

We extend our heartfelt sympathy to the families of these two men, whose passing has been felt deeply by those who knew and worked with them.

Bro. Fred Conrad dropped in to bid us all goodbye not long ago. A member for the past 10 years, he took out a withdrawal card and informed us that from now on he is going to live the life of Riley. He recently purchased a new De Soto station wagon and had it equipped with every kind of gadget to add to the comfort of the traveler, even down to sleeping and cooking accommodations. He and

Mrs. Conrad were starting for the East Coast. He said they didn't even know which way they'd go—just taking off and seeing what happened. Fred said there is only one "must" in the trip—he is determined somewhere along the route to get in a visit to the hot springs in Arkansas. But aside from that he said anything might happen. We wish these nice people every enjoyment on this trip, but wager they'll be back soon. The reason—10 kids and 16 grandkids—all residents of the West Coast!

During the past month several of the Brothers have announced that they are going into business for themselves. Among those taking a flyer at being their own boss is Bro. George Anderson. He is now part owner of Henry's Seaside Service at Market Street and MacArthur Blvd. The station is open daily from 7 a.m. to 10 p.m. and features lube jobs, tuneup work and brake repair service.

Bro. H. G. Spurlock is engaged in the excavating and grading business. He also has equipment for hire and if you want an estimate call him at Alvarado 21-M.

Bro. T. R. Young, who is well known around these parts but who has been away for the past three years, dropped in the other day and told us that he is now operating a watch repair shop at 2742-A 73rd Avenue, Oakland. Bro. Young learned this business from his father, who has been a watchmaker for the past 55 years. He has all modern machinery, including a \$700 electric timing machine which eliminates the necessity of holding the watch for a week or so to see if it is properly adjusted. He says he has a complete stock of parts and can service any type of watch you bring in. Call him at TRinidad 2877 if you want him to hold a consultation over the old tin ticker.

While not a new enterprise, we think "Dot's Dog House" at 2095 23rd Street in San Pablo is worthy of a few lines. This little restaurant was started on a shoestring over a year ago by Bro. Floyd Myler and his wife, Dorothy, just aft-

er they got out of the service. They say their place isn't fancy, but they pride themselves on putting out good clean food and from all indications it is paying off.

Bro. Wm. G. "Barney" Bell, factory representative for the Silver Booster Manufacturing Company, was in the other day and informed us that he has appointed the firm of Shattuck & Stahl as exclusive dealers for the Silver Steering Clutch Booster. They will have the agency for Contra Costa, San Francisco, Santa Clara, San Benito, Alameda and parts of Marin Counties. Bro. Bell says the boys are doing a swell job and now have a full-time Booster salesman on their payroll.

Bro. Victor Fahrni was seriously injured while working on Joseph's rock crusher in Richmond. He received a fractured back when a Cat which had slipped its brakes ran into him. He will be confined to the hospital for several weeks, and will have to wear a cast for many more as a result of the accident.

Bro. Art Whitlock is confined to Peralta Hospital where he recently underwent a serious operation. At the last report he was still very

sick, but doing as well as could be expected.

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Enter Early, GIs, Peak Registration

WASHINGTON, D. C.—Anticipating another peak registration year in institutions of higher learning, veterans who expect to enter as freshmen next fall are urged to arrange immediately for entrance, VA warned here recently.

All indications point to an increase over the current peak of approximately 1,200,000 ex-GIs now enrolled in these institutions. Veterans who wait until the last minute to apply for entrance are running the risk of being shut out, VA said.

Applications filed with VA regional offices now will be acted on promptly so that veterans may have their certificates when they contact the schools concerning their enrollment, VA said.

World War II veterans with 90 days of active service and a discharge other than dishonorable are eligible to apply for education and training under the GI Bill. Those with less than 90 days of service are eligible if they were discharged for a service-incurred disability.

Dredge News

The Johnson Western Company is busy running three shifts on their dredge, Olympia, on the Stockton Channel job. They are rushing to finish this job so that they can move the Olympia to the Eastshore Highway job, where they have several months work. This job will require a lot of shore work and no doubt they will be looking for levee hands, which are always hard to get. They have also started moving equipment in on the Redwood City job where the Dredge Alamos will be operating about July 15.

The American Dredging Company is going right along on their new yard and plant at McAvoy, operating the Dredge Pronto three

shifts. It appears that they will have one of the most complete and up-to-date dredging plants on the west coast when completed.

The San Francisco Bridge Company was successful bidder on both the Toll Plaza and Bodega Bay jobs and no doubt will be starting a couple of dredges on these jobs in a short time.

The Olympian Dredging Company is keeping two of their large clam shells, the Neptune and Monarch, busy on maintenance work for the U. S. Engineers, in the Rio Vista district.

The Associated Dredging Company is getting well along with their job at Petaluma, operating three shifts, six days per week.

News from the San Francisco office

By P. E. Vandewark, Pat Clancy and Chet Elliott, Business Representatives, Local 3

San Francisco—Work in this area has been holding up well. As of the present moment, there are practically no members unemployed in this area.

We have attended two meetings with Los Angeles Union No. 12 Executive Board and others held in regard to the new Taft-Hartley Labor Law, which no one can interpret or understand including batteries of attorneys for the American Federation of Labor, the California State Federation and local union attorneys as there seems to be so many conflicting parts to this law.

We were fortunate in consummating practically all agreements before this law went into effect; therefore, we do not anticipate any serious difficulties. However, we will understand and know more of its proper interpretations in the very near future.

The next three months are going to be extremely busy for the officers of our local as we have the California State Conference Aug. 1, the California State Federation of Labor Convention, the Nevada State Federation of Labor Convention as well as the American Federation of Labor 1947 Convention which is to be held in San Francisco, and the Building Trades Department and the Metal Trades Department will also be in convention preceding the AFL meet. We are fortunate that these conventions are to be held in our terri-

torial jurisdiction at this particular time as we can become better acquainted with the problems of the labor movement covering the United States.

GETTING AROUND ON THE JOBS

Activity in the construction field has become larger by the day since the last issue of the News. Numerous jobs of all types including building construction, new streets, utility work, power houses, etc., are either started or will start in the immediate future. Some of the jobs are of the high cost type but most of them are in the medium cost field.

Charles Harney Company has several new jobs to start immediately such as the repaving of Alemany Boulevard from Mission viaduct to Bay Shore. Street paving and relocation in Fort Funston, enlargement of traffic isles at toll-taking facilities at the toll plaza on the Bay Bridge, traffic isles and turn outs at Bay Shore Boulevard and Geneva Avenue and runway paving on the San Francisco Airport.

Cahill Brothers have two large building projects still in operation at the annex to the Merchandise Mart at 9th and Market and the

new P. G. & E. building on Fremont Avenue.

Monson Brothers have a large building job for the Pacific Telephone and Telegraph on McCoppin Street.

Bethlehem Steel Erection Department has two large erection jobs in progress at the present, one for the Telephone Company on McCoppin Street and the other on Neal Street with both jobs having guy derricks in operation.

American Bridge Company has the steel erection job also for the Telephone Company at 23rd and Capp Streets.

Devencenzi Brothers have the excavation work for the new P. G. & E. auxiliary power station at 8th and Market Streets with two rigs busy on the job at the present time.

Piombo Brothers have just completed the excavation work for the new \$22,000,000 P. G. & E. power house on Evans Avenue.

Stone & Webster have the prime contract to build the P. G. & E. station on Evans Avenue, with the preliminary work being finished and the main work to start in the very near future.

Ben C. Gerwick pile driving job is now in full operation at the San Francisco Naval Shipyard, formerly known as Hunters Point. There are five drivers, plus cats, compressors and pumps in operation on the job. A repetition of the former job which Gerwick completed last year will be encountered on this job as it is also necessary to back fill the underwater structure with sand.

Erbenraut and Sommers have started their concrete pouring on the telephone building at 23rd and Capp Streets.

Healy-Tibbetts have one rig in operation on the Ocean Beach outfall sewer job. As soon as the foundation work is completed, there is a large amount of excavation work involved. They are also started filling the Mission Rock job with rock obtained from their South City yard and quarry.

Duncanson and Harrelson have almost completed their retaining wall job around Mission Rock and the pile driving yet remains to be done between the Rock and the mainland. They are also doing considerable work at the San Francisco Yacht Harbor.

General Engineering, United Engineering all have a considerable amount of ship repair work to do at the present time. The new shipyard rates have been placed in effect with retroactive pay being due our members commencing on May 19, with the exception of Bethlehem Shipyard and their agreement becomes effective on June 25, 1947.

All the building materials plants are in constant operation at the present time furnishing concrete for the various building jobs about town.

G. W. Thomas, W. R. Ballinger and Sons, Warren Ballinger, Joe Sheedy and Farnsworth & Ruggles all have their truck cranes very busy at the present time with additional new operators being requested at irregular intervals.

Peninsula Area

At the present time there is plenty of activity in the Peninsula area. Several new jobs have started and we have very few men on our out of work list.

The J. H. Pomeroy Co. were the successful bidders on the superstructure of the overpass on the Bayshore Freeway at South San Francisco. This is a steel and concrete job and the low bid was six hundred thousand dollars.

At Woodside, Keeble & Brown are getting started on five miles of highway construction on the Canada Road in the Spring Valley Lakes area. This is a cat and tounapull operation and will keep several worthy brothers employed for some time.

Eaton & Smith have begun construction of the state highway at Wadell Creek. There is better than a million yards of dirt to move on this project. On a visit to the job

Overseas Work

May we call particular attention to the members of Local No. 3 who may be interested in foreign work that at the present time we do not have any information or knowledge of any foreign jobs that are in need of operating engineers. As soon as such information becomes available, it will be carried in later issues of the Engineer News.

we contacted Bros. Jerry Doud, Joe Milford and Jack Keating on the cats and Bro. Robert Trask, Jr., was acting as foreman.

The Ken Royce Co. at Rockaway Beach are installing a pipe line and washing plant at their quarry, several of our members are on the job.

The City of San Francisco awarded a contract to Charles Harney for one million dollars worth of paving at the airport. This work will start in the next week or ten days.

L. C. Smith was the low bidder on a three hundred thousand dollar street paving job for the City of San Mateo. This firm employs several members of Local 3 on this and many other projects throughout the area.

The Guy F. Atkinson Co. are working at full capacity on their airport contract. This company is moving around 35,000 yards per day on a two shift basis and employs around 250 operating engineers.

All of the local contractors in the area are busy and the rock plants are running at full capacity, some of them working on a two shift basis.

More than \$50,000,000 worth of building, industrial and commercial construction work was done in San Mateo County in the last fiscal year ending July 1. This was second highest in the United States being surpassed only by Los Angeles County.

NEWS ABOUT THE BROTHERS

Jack Cassidy, shovel operator, was out at the Fort Miley Hospital for several days and is currently recuperating at Yountville. He is a disabled veteran of World War I and is suffering from recurrent attacks.

E. E. Henderson was at the St. Francis Hospital with acute appendicitis but is now up and around, running a compressor and other small equipment until such time as he is able to perform his regular work.

Henry Jones was in Oak Knoll Veterans Hospital for a couple of weeks, but we are glad to report he is back to work again.

Ray Smith dropped in to the office and signed the "out of work" list and we are happy that a job he is capable of performing physically has been found for him, as he suffered two broken feet some time ago and was not able to do anything for quite some time.

The J. H. Pomeroy job in Anguar has been concluded and from the reports of members coming back, we find that the Japanese are taking it over but are unable to find out their interest in the completed work.

Yates Hammett, who was the boss of operations there is expected home at any time. Most of the men from the Islands report that it was a very good job but with the usual few who, of course, say that everything was "haywire."

Ray Robinson came in from Anguar and immediately signed for a one-year contract at Guam.

The breakwater operation, as reported to us, is through in Guam but according to Walt Young of J. H. Pomeroy & Co., they have a new contract running into quite some period, however, it does not involve as many of our members as the previous contract.

Our good friend, Happy Cromwell, visited this office and report-

ed that after 17 months overseas, the good old U.S.A. looks very good to him. He had nothing but money in his pockets and smiles on his face and asked us to call him for a job anytime within the next four months but there is a possibility that he would not go to work if he were offered a job as currently he is warming the sand at San Diego or that vicinity trying to bleach out as he is very tan after so long in the tropics. Mrs. Cromwell flew up to San Francisco and met him and both went back to La Mesa. Happy reported that Ollie Nelson was due in any minute, but at the time of going to press, we have not heard anything from him.

It was reported that Roy Carpenter was back in Okinawa with a bigger and better job with the A. J. Atkinson and J. A. Jones Company.

Via the grapevine, we learn that some of the boys, could their names be Knapp, Specks, Hill, and Knapp, Jr., had quite a "set-to" with some very "anti" people over in the Okinawa area.

The conditions as reported to this union on the Okinawa job are about average, but as good as could be expected on the average overseas job.

We wish to comment on the good work being done by our representative in this area as the results obtained are better and better, but you may be sure, he has his trouble too, as has everyone concerned.

Two Brothers Injured

Walter E. McGary, cat skinner, suffered very serious injuries last April 23 at Willets, Calif. He has two broken legs, broken pelvis, several fractures, plus a broken arm. He is in the Franklin hospital, Room 107, 14th and Noe Streets, San Francisco, and it is expected he will be there about another four months. We visited him on Saturday, July 12, and while his spirits are good, it may be that some of his numerous friends do not know his present whereabouts and he would like to have some visitors.

Al Couly of Farnsworth & Ruggles, who had an automobile accident recently, suffering a cerebral concussion, is now convalescing at his home, 1330 Fairfax Avenue, San Francisco, with visitors welcome.

J. J. Gahagain, who was down in Borneo and because of native flare-ups was unable to complete his contract, has accepted a job with Berch, Johnson & Lytle in Alaska as quarry superintendent.

Nevada jobs are perking

(Continued from Page 4)

is doing a very good job for the Building Trades Council. Keep up the good work, Pete.

Bro. J. E. Moore has arrived back in Reno from Guam. It must have agreed with him there, for he has taken on some weight and his hair is as red and curly as ever. He has taken a job with Clements Co. at Doyle, Calif., for a while. He plans on shipping out again in the near future if possible.

The Reno office received a nice letter from Vernon (Bud) Ross. He shipped out for Atkinson & Jones. He wrote that the boys over there surely appreciate the Engineers News that they have been receiving. They say it is just like getting a letter from home.

Several of the boys from Isbell Construction Co. job at Austin, Nev., dropped in the Reno office to say hello. They are in Reno to celebrate the Fourth of July. Among them were Clarence Wibel, George Laughton and Sherman Lewis. They also reported that they are getting good at killing rattlesnakes along with cat-skinning.

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IT STARTED 100 YEARS AGO Monster Carries on Search for Gold

BY WM. C. WAAOCK

Marysville Rep., Local 3

"Gold is where you find it," out here's what it takes:

Four months after John Marshall first saw the golden flakes in the mill race at Colma, El Dorado County, Mike Nye and his partner struck it rich in Yuba County at the junction of Dry Creek and the Yuba River, near Smartsville. This was almost 100 years ago, June, 1848, and since that date, Yuba County's reputation as a gold field grew. To date it is one of the greatest gold producing areas of the world.

Since that time, from the primitive methods of the modern mechanical monsters that have been created, men have matched their wits with those of mother earth and dug deeply under her surface to again unearth the yellow metal in the greatest gold fields of the world, those of Yuba County, California.

First Dredge, 1902

Even though many snipers still take from the river bottoms with their pan and rocker, a day's wages, W. P. Hammon in 1902 applied something of an unusual nature to gold recovery. He had heard of a continuous chain bucket dredge on the Yuba River in 1897. The Risdon Iron Works of San Francisco built this steam rig and although it was apparently a mechanical success, the conditions under which it operated made it an unprofitable venture.

Hammon, however, had a calculating mind and after some experimenting and prospecting moved into Yuba County, into the great basin of the Yuba River where he located what the miners called a "blind" deposit. Hammon spent \$60,000 on preliminary work and with a thorough knowledge of conditions to be met, he started construction of his first rig.

World's Biggest

Today, the company that Hammon started is still engaged in the production of gold, the largest company of its kind in the world operating the world's largest excavating rigs, Dredge 20 having a digging capacity of 90,000 cubic yards in a 6-day week.

These rigs are "floaters" operating in man-made ponds, electrically powered, and manned by members of Local 3. To you who are not familiar with this type of equipment, but with an idea of sizes and proportions, here are a few figures on the hull of Dredge 20. It is 250 feet, 8 inches long, 80 feet beam and 11 feet deep. This hull and its equipment weigh 3700 tons. The digging ladder is 216 feet long and the digging unit weighs 680 tons. The stacker belt which disposes of the aggregate after the gold has been extracted measures 225 feet between pulleys and carries a 44-inch belt. With the digging ladder raised above the water of the pond, the overall length of this rig is about 540 feet, almost a city block long. In height, the frame of the bow gantry from the bottom of the hull to its top is almost the equivalent of a 10-story building. The aggregate horsepower of motor installations totals 2175 H.P.

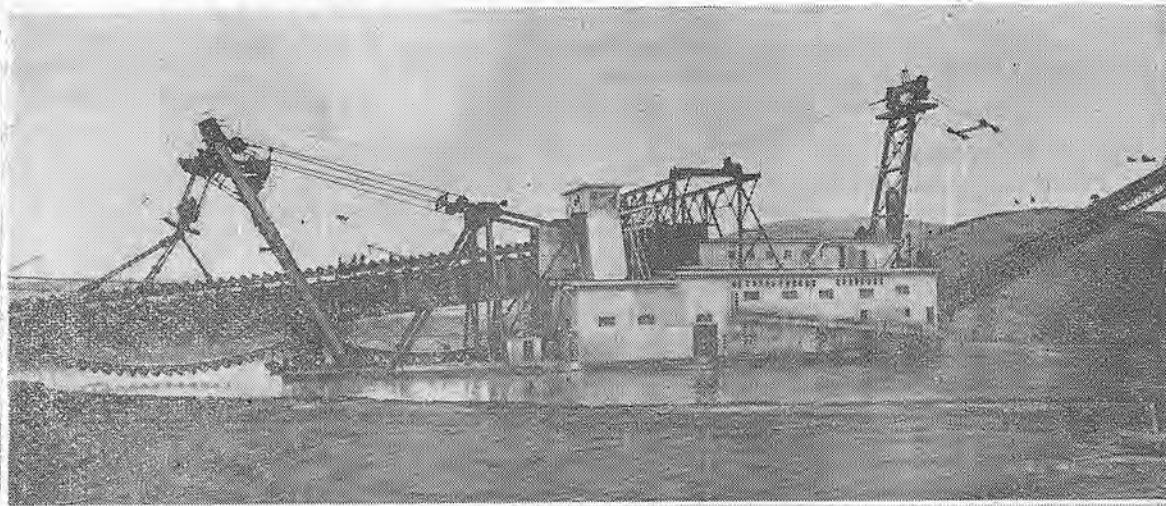
Takes a Big Bite

This rig digs 126 feet below the water level of the pond and sometimes with a face 30 feet above, it gives a bank of 156 feet to work against.

This is one of many gold rigs that have come with Local 3's organizational program, and as time goes on it is the objective of our union to make the jobs of the operators and those of the service departments of this type of equipment well worth while, jobs comparable to those of any recognized industry.

Yuba Consolidated Gold Fields, however, is not entirely an organization of gold dredges. Although the dredge units dig the gravel and provide the concentrate, many hands and much equipment is used on preliminary work. The ground is tested, roads are built and after the dredge op-

Then and Now in the Hunt For Gold



Shown above is the new and old earth-moving unit in the world, one of a fleet of seven being operated in the gold fields eight miles east of Marysville by Yuba Consolidated Gold Fields. The lower picture shows one of the first gold dredges operated in the California gold fields. It was built by the Risdon Iron Works in San Francisco in 1902. Photos, courtesy of Yuba Consolidated Gold Fields.

erations are started large crews, of repair men, cats, linemen, welders, blacksmiths, truck drivers and a modern tooled machine shop, keep these wheels grinding and digging 24 hours a day. There is also a highly trained crew for the clean up, for at Yuba Consolidated there are seven boats.

Dredger-town

The town of Hammonton is one entirely of dredge people. Clean white homes with their lawns, fruit trees and palms, flowers and vines are the order. Their public garage, baseball diamond, grocery store and meat shops are operated for the employees and their families. The school is modern and the town hall provides a center for the social and fraternal groups of the community. The third generation of dredge people is not unusual in this industry. When the Hammonton baseball team trots out on the diamond, from the manager to the umpire, each is an engineer. And to the dispensary of foamy beverage and of course soft drinks, Local 3's buttons are the rule.

Local 3 salutes the gold dredging industry, its families and their homes and assumes the responsibilities that go with our Union organization.

Articles that have bearing on other firms in different parts of the state will follow from time to time.

Local 39 has a fine new office in Sacramento, in the Ochsner building, 719 K Street, Room 324.

A new name for the Taft-Hartley bill, from Local 39 officers: "The lawyers' full employment act."

If the Hartley bill passes, we can and will refuse to work with anyone who does not belong to a union or who refuses to pay his union dues.

Redwood Empire booming, harbor, airport, bridge, highway jobs underway

By OTTO E. NEVER
Representative, Local 3

Eureka—The report of the Redwood Empire is necessarily brief because of great amount of work and the lack of space in our Newsletter.

To begin with, Basalt Rock, under Supt. Ernie Hsley, has finished the preliminary work on the jetty and rock will be rolling into the new jetty when this article goes to press. The sudden storms in that area have given a good deal of trouble, but at this time all piledriving and blasting for rock is finished. With Brother Pat Donohue as master mechanic, this job should be done on time.

The Paragon Terminal Co.'s president, Frank Helton, advised me on July 2 that they expected to ask for bids on the new dock by July 15th and that construction time would be limited to 90 days. The cost is to be about \$200,000.

Your Eureka representative had the pleasure of signing a Building Trades contract with Transocean Air Lines for the Arcata Landing Aids Experiment Station. Mr. Orvis Nelson, president of Transocean, is union-minded himself, being a member of the Air Lines Pilots Association, A. F. of L. As we have been attempting to sign this particular job for a year, we're glad to have it behind us, especially with an up and coming outfit like Transocean.

Johnny and Phil Carlin are moving plenty of dirt on their job for Hammond Lumber Company at Big Lagoon. Brother Sandy Parks is operating truck crane for them. Incidentally, Sandy was married on June 29th. Nice girl, too; God help her.

Louie Conner still keeps his cat skimmers busy on Redwood Summit building the Dolly Varden Lumber Co. logging road. Brother George King is renting his maintainer to

the State and working the grade from Redwood Creek to Korbel. Brothers Louie Owens and Ted Porter are on rented cats on the same job.

Plants, Roads Busy

Railing is operating his crushing plant at Blue Lake, furnishing material for the State on the above job. He finished his material contract for the Grizzly Park Lumber Co. Brother Walton Reed did such a good job on this job laying material that he was hired by Piersal to operate a D-8 in the woods at the construction scale on steady work.

Mercer-Fraser has all jobs going and all plants busy and are starting laying steel on the Mad River Bridge. Brother Ed Johnson is still plenty busy between Eureka and Miranda keeping all his equipment busy. He was, incidentally, elected to the Eureka City Council at the June election.

The Eureka Ice plant and the Borden Fish Products plant are both operating full time and overtime. Fred Maurer and Sons are doing small odd jobs; not much to speak of.

(Continued on Page 10)

Construction in Redding region gathering speed

By E. A. HESTER
Representative, Local 3

Redding—Construction in this region is rapidly getting under way. The out-of-work list is completely exhausted, with more work coming up.

Ball and Son of Berkeley was recently awarded another highway job near Weaverville, Trinity County. This will be a lovely place to work during the summer months. George Kliensmid of Bakersfield has moved in five cats of his Federal road job at Hayfork.

Harms Brothers and M. W. Brown have started their Federal road job at Hayfork. Gildersleave of Willows and Giles of Sacramento are also doing some bridge work there.

Bro. Joe Mancobo of Yreka has taken over Joe Lema's rigs and is doing some work for the City of Yreka. More power to Joe, he deserves a break.

Mr. Erickson, superintendent for James I. Barnes, is moving a pile-driver in on the highway and underpass project at Hornbrook.

Barrett & Hilp Humming

Barrett and Hilp have finally got the right-of-way situation straightened out and are going full blast. Bro. B. F. Gray recently blew in from Bullhead, Ariz., and took over the blade work for this firm. Jack Lloyd the old Gandy dance, who stung all through the construction of the mighty Shasta Dam, is now doing a lot of stinging for Barrett and Hilp.

Harms Brothers are well underway on their jobs in Wiskeytown, Summit City and Camby. Everything is running exceptionally smooth, with the exception of the Swede, Willard Sutherland trying to ride a Terra-Cobra like you would a horse.

Morrison and Knudson have their plant up, and are ready to take off on their Red Bluff job. Mr. McGuire is head ramrod down there.

Pete Farrish, Fairy and Hammon seems to be going along very nicely on their Millville job, and will soon have their plant up for the Dorris job and hope to be underway at least by the time duck season opens.

The following construction companies are carrying on work in this district, and to the best of my knowledge everything is running smoothly.

Morrison and Knudson Co., E. B. Bishop Co., Draper and Adams Co., O'Conner Brothers Co., Phoenix Construction Co., Red Taylor Co., Larson Construction Co., J. P. Brennan Co., Bill Jones Co., Farrish, Fairy and Hammon Co., James I. Barnes Co., Jack Hens Co., Grover Oaks Co., Barrett and Hilp Co., Underground Construction Co., M. W. Brown Co., Harms Brothers Co., Ball and Son Co., Gildersleave Co., Giles Construction Co., George Kliensmid Co., Baun Construction Co., Ray Byers Co., Wixon and Crow Co., Trisdale and Parsons Co., Utah Construction Co., George Stacy Co., Eichley Construction Co., Stutsman Construction Co., Joe Mancebo Co.

Bro. Frank Royce after spending more than four years in Uncle Sam's Army is back with us, and deposited his Service Withdrawal Card.

Big Santa Cruz job, moving a million yards of earth at Waddell Creek, low bidder Eaton & Smith of San Francisco at \$505,000.

Pacific Pipe Line has contract on Conn Napa Dam, \$362,000. Basalt Rock Co. will make the pipe.

Powers & DeLagrange have a \$354,000 job preparing the town site for the McNary Dam in Oregon.

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Oakland 3, California

Tunnels & pits are active jobs

(Continued from Page 2)

strong on two asphalt paving jobs, one in Modesto and one in Placerville. The pit which they took over from Rice Brothers at Riverbank is producing steadily under the direction of Joe Ruddy, Jr., with Bro. Bill Nelson really bailing much with the Northwest.

Across the road in the Putnam Sand and Gravel Plant, Bros. Pat Green, Floyd Nichols, "Granny" Hall, Louie Dennison and Carl Moore are holding down one of the finest gravel plants in this part of the state—and brand new.

Wallace Material Company with Bro. Clarence Gadbury on the Northwest is putting up a new rock and sand plant on the Stanislaus River, about six miles upriver from their present portable crusher near Riverbank.

At George French's pit, near Kerlinger, back of Tracy, Bro. Iell Bonnell is trying out a new sand-washing plant. In the shop at this plant, Lee Cox has just lined out to help keep Bill Floyd caught up with the repair work, which has kept Bill on the run all spring. "Hank" Likert, with John Bewanda's pulls, has been stripping under the direction of Bro. Al Parker in this same pit for the last week.

The P. C. A. plant at Corral Hollow at Tracy has closed down after about 20 years of steady production. Bro. Frank Souza, who has so ably operated the plant for so many years, will have to buy some dark glasses before going down to take over the bright orange and aluminum painted plant that will be opened soon by P. C. A. at Kerlinger.

Frank Marks & Son of Tracy are about to batch their annual jobs on the West Side with better than \$150,000 worth of work in two surfacing jobs out of Modesto.

Our canal jobs are progressing steadily at Westley. Bros. Jacob Beyer and Hugh Van Landingham are taking over the swing and graveyard shifts on the Marion 111, and this will put both Marions on a three-shift basis for the first time in some months. The trimmer and paver should be starting soon.

Fredrickson & Watson turned their double-lane highway over to the State, between Stockton and Lodi, just before the Fourth of July, and Teichert & Son turned Charter Way back to public use at the same time. This action gave the motoring public a real break over the holiday and finished up a couple of jobs that have meant a lot of potatoes to engineers in this area.

Claude Wood Company of Lodi lost a tough one when the City Engineer of Lodi threw out the bids on the City Sewage Disposal Plant along with those of all the other bidders. Mr. Henning, the Engineer, is gaining a rough reputation with the contractors; he wants his pound of flesh at every turn.

* * *

Inside Diesels

State Division of Industrial Safety is checking closely on use of fuel burning engines underground and in confined places. Harmful gases in the exhaust of fuel burning engines, such as carbon monoxide and oxides of nitrogen, quickly make such areas unsafe for exposed workmen unless compensating measures are adopted. One hundred parts per million has long been accepted as maximum allowable limit for carbon monoxide exposures, but experience in California indicates 20 parts per million is a more desirable limit, especially in diesel operations. When gas is held below this level by ventilation, the accompanying nitrogen oxides, aldehydes, smoke, and other irritants, are adequately controlled for health and comfort. This assumes, of course, that engines are kept in proper adjustment and in good mechanical condition.

San Jose airport coming up; other work slows down in south district

By M. G. MURPHY

Business Representative, Local 3

San Jose—Well, Brothers, I can only report little change in this district since our last article, as it was and still is, nearly everybody is working and we still find it necessary to call other offices for help now and then.

We are a little disappointed over the state not having called for bids on the Rob Roy Junction at Santa Cruz Highway job to this date, nevertheless we do expect it at any moment; other than that, I have no information for you on this one.

Now while I have mentioned that locality I feel I should inform the brothers who live in and around Santa Cruz that Brother Elliot will handle the Waddell Creek job as it is only a few miles from another job in his district and he has been doing business with the same firm (Eaton & Smith) for a number of years. Through Brother Elliot handling this job it saves me about a 50-mile drive one way, so any information you may desire concerning this job I advise you to contact Brother Elliot through the San Francisco office.

Now in regards to San Jose, we are soon to hear of bids being called for widening and extension of the runways on the municipal airport, which should be a fairly good job.

Gresham Construction Company of Sunnyvale have the contract for the new Kaufmann Meat plant and A. J. Raisch has the grading and paving. Other than these two jobs there is really nothing of any magnitude for the city of San Jose.

Big Tank Underway

Chicago Bridge & Iron Company are constructing a huge water tank for Wooldridge Construction Co. It is 210 feet in height. Bro. Frank McKay is operating the derrick.

Redwood Empire Booming Harbor

(Continued from Page Nine)

Brother Tom Hull was successful bidder for the concrete bridge and approach to the bridge at Redwood Creek on Highway 299.

Clifford Dunn has started his bridge job at Weitchpec. Total job will run \$260,000. Brother Ray Barnes is setting up the crushing plant. Clements & Co. is laying hot stuff at Scotia with Syar furnishing the crushing plant. Job should be finished by August 15th.

Mercer-Fraser is doing some work on the River Bar at Dyerville for the State.

Phoenix Construction Co. is still working five 10-hr. and one 8-hr. day with the crushing plant working two shifts. It looks like this job will last until the rainy season.

N. M. Ball & Son are working six days, two shifts at Covelo. Bro. Boswell is superintendent. This job is a pretty rugged country and some of the brothers found the going too tough to take.

Syar and McEwen are going along in nice shape on the cutoff below Willits. McEwen has some work for the County and keeps his hot plant busy.

Guy F. Atkinson has his bridge job in good shape at Fort Bragg and Pomeroy had the lowbid for the steel work on the same bridge. Arthur B. Siri of Santa Rosa was low bidder on .5 of a mile of grading and resurfacing on the highway 11 miles north of Fort Bragg.

Burman Bros. have an all-summer job with the M & M Lumber Co. at Usal, below Lane's Flat, on the Rockport-Westport Road building a logging road.

We have just received the news that Brother Bill Glover of Eureka passed away Sunday morning. Bro. Glover died of cancer and had been operated on several times in the past four years. He was formerly piledriver engineer for Mercer-Fraser Company.

Things look good in this district and there is plenty of work here until the rainy season stops us.

A. Teichert Company are still busy on their two jobs at Hollister and on 101 and are doing a good job with the assistance of some of our well known brothers. They expect to complete this job sometime in October. Bro. George Augusta who was formerly a master mechanic for Teichert is doing quite well for himself in the land leveling business in and around Salinas.

For the southern part of this territory I can only repeat about the same as in the last article. Everybody seems to be busy. The local contractors have nearly all of the local work.

N. M. Ball expects to have their job completed at Monterey this month. Naturally they are hopeful of another successful job in this territory.

PERSONALS

Adolph Bowers, superintendent for A. Teichert, suffered a broken leg but has returned to work.

Brother J. H. Bradshaw received a broken arm but is recovering nicely.

Brother Al Giainni is still on the sick list, and we expect him to be under the weather for quite some time.

Brother Bill Vierra suffered a broken neck a couple of months ago and is doing nicely and is expecting the braces to be taken off in the very near future.

Bro. Harley Davison, the pusher for Leo Piazza, is a proud papa of a baby boy. Mother and son are reported doing nicely. Congratulations, Harley.

* * *

Delta Canal contract let

(Continued from Page 7)

Joaquin River water has been stored behind Friant Dam for diversion to the Madera and Friant-Kern canals.

An additional contract is to be let to finish the canal and to build the Mountain View Dam and reservoir near Martinez.

The Tracy pumping plant, say Reclamation Bureau officials, will require approximately one-third of the power generated at Shasta and Keswick dams.

BUILDING SIX PUMPS

Six large pumps for the plant are being constructed under contract and contracts for construction of six 22,500-horsepower motors for the pumps are expected to be awarded soon.

The contract just awarded was announced just 17 days after the opening of bids, establishing a new record for contracts of that size, according to Michael W. Strauss, Reclamation Bureau commissioner.

The contract was the first of that size Strauss was allowed to award. Previously he had authority to award contracts only for amounts up to \$500,000.

MAJOR ITEMS

Major items in the construction include more than 4,500,000 cubic yards of excavation, more than 100,000 cubic yards of compacted backfill, placement of nearly 71,000 cubic yards of concrete, and driving 194,000 linear feet of timber and steel piles. The contractors must also furnish and handle 98,000 barrels of cement, place 5600 tons of steel reinforcement bars, and install 779 tons of cranes, tanks, valves, gates and miscellaneous metalwork. The cranes will include a 100-ton gantry crane to travel along the upper deck of the pumping plant, a 35-ton crane operating below the motor floor, and a 20-ton overhead crane in the machine shop.

All work must be completed within 32 months after the contractors receive notice to proceed.—From Stockton Record.

Round-up of the news from Utah

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

Salt Lake City—Now that the Republican Congress of the United States has, over the well taken objections of the President of the United States, declared that those of us that toil for our living are second class citizens, there are probably many of our members who are wondering just what effect the Taft-Hartley anti-labor law will have upon the activities of our union.

Our studied opinion is that it will have little or no effect. In the first place the law applies only to those firms engaged in interstate commerce. In the second place none of the labor regulatory laws, that we have read, are written so that they can be applied to the peculiar problems of the construction industry and this fact, coupled with the fact that we too have constitutional rights, which the courts have recognized in the past even if Congress hasn't, will, we believe, make most of the new labor laws ineffective as far as the construction workers unions are concerned.

Furthermore, the contractors themselves are going to find that

attempting to apply these laws to their work is going to hamper rather than help them. Contractors should be interested (and the most successful are the ones who have paid the most attention to this problem) in assuring themselves of a stable, sure supply of skilled workmen. A problem which the building trades unions have been fairly successful in, at least partially, solving for them through our preferential hiring and union shop agreements.

Education Job

Our biggest problem, as we see it, is to convince the luke-warm member and some of our employers of this fact. Some of our newer members who are of the type who look at the hole of the doughnut, rather than the doughnut, may feel that the law may remove their obligations to support their union. This type should realize that the doughnut is getting larger and the hole smaller through the activities of their union (even in the Inter-Mountain area) and their failure to support their union may cut down on the size of the doughnut. Some contractors, of the gypo type, may also feel that now is the time to get out from under their union agreements by trying to take refuge behind a passing phase of foolish law making. This type is in for a rude awakening.

Our problem is very simple. Just remember your obligation to your union. Be union men. Insist that the man next to you is a paid-up union member. Observe the rules of the union and the agreements of the union and insist that the contractor also live up to the agreement. In other words, each individual must be vigilant in protecting his rights, lest in losing those rights, he lose also his wage scales, his hours and his working conditions, which may not be ample or adequate but will undoubtedly be worse if he loses the protection of his unions. The National Association of Manufacturers and other employer associations were not thinking of your welfare (neither were their stooges in Congress) nor being altruistic when they advocated the passage of this law.

AGC Agreement

As we reported in our last issue an agreement was reached with the AGC, an agreement that provided, among other things, an increase in wages. We are happy to report that, with the exception of one or two cases, no trouble has been had in placing the new scale into effect, at least, none of importance has been reported to us. We are again urging the membership to familiarize themselves with the new scales and to report any failure to pay them on the part of any contractor to the nearest office of your local union.

Some trouble is being encountered in getting all members of the AGC to place their signatures on the agreement. Months were spent by your officials in negotiations with the labor committee of

the AGC with the understanding that that committee represented the membership of the AGC. We think that the labor committee of the AGC did a good job for the contractors, a job that they, at least, should appreciate, and for any member of the AGC to hesitate or to refuse to sign the agreement is, in our opinion, a definite breach of good faith.

Your representatives have done everything possible in order to peacefully settle any disputes with the contractors. We have leaned over backwards in order to avoid any outright disputes or strikes and in doing so we may have left ourselves open to severe criticism by our membership, however, we wanted to prove to the contractors our sincere desire to cooperate for the best interests of the industry. The time has now arrived for the contractors to show good faith and to get their signatures on the agreement and to abide by the agreement because soon we are going to adopt the principle of "no contract, no work."

Copies Soon Ready

As soon as a sufficient number of signatures are secured on the agreements, copies of the agreement, in a handy pocket size, will be printed and distributed to the membership. We urge you when you receive these copies to carefully study the agreement and to report any violations to the nearest office of your union. As soon as possible, one of your representatives will get to your problems and make every effort to adjust them. In making complaints to your union remember that your representatives have a large territory to cover and are kept very busy trying to adequately cover the work and if they are a little slow in getting to your problems, it is not because they have forgotten them but simply because they haven't had time to get to them.

Pacific Bridge Pact

On July 1 an agreement was signed with the Pacific Bridge Co. covering its mining and mill operations at Park City. This agreement brings to the employees of that company a substantial increase in pay, effective June 1, liberal vacations and the best working conditions in the mining industry, at least in the Inter-Mountain area. The negotiations were conducted by Bus. Reps. Van Winkle and Clark, with able assistance of Bro. R. S. (Shelley) Vincent, chairman of the grievance committee. Brother Vincent, by his thorough knowledge of this company's plant and operations, plus his closeness to the employees' problems, was able to contribute greatly to the successful conclusion of the negotiations. Negotiations for the company were conducted by Mr. Norton, the plant manager, Mr. Miller, the plant superintendent and Mr. Weir, the secretary of the company.

Better Job Prospect

Prospects for work in the immediate and distant future continues to improve and the outlook for a busy summer, fall and early winter is very good. The only fly that can get in the ointment is the weather which to date has been worse than bad, bringing as it has late and unseasonal rains, with snow in the mountains. Prospects are very good for the immediate letting of the contracts by the Bureau of Reclamation for the lower part of the Salt Lake Aqueduct and the Duchesne Tunnel, which coupled with the awarding of a number of highway jobs by the Highway Commission, a number of street paving jobs by several cities and the announcement of the 1948 road program, much of which will be let this summer and fall, make the outlook more than good.

The membership is urged to attend all meetings whenever they are called in the vicinity where they are working or residing. These meetings are called for the definite purpose of acquainting the membership in detail of the many developments affecting their welfare and to ascertain the member-

ship's wishes on these same matters. Remember this union exists for you and you owe it to yourself and family to get every benefit possible out of it and one of the best ways to do this is by attending the meetings. Regular meetings are held every second Tuesday of the month in Cedar City in the City and County building; every second Wednesday of the month in Salt Lake City in the Labor Temple and the second Friday in the month in the Provo Labor Temple. All start at 8 p.m. Special meetings are called in different parts of the state upon call.

Death Assessment

At the risk of repetition we again wish to call your attention of Death Benefit Assessment No. 2 in the sum of \$5. This is the second of such assessments since 1939

and is levied because the Death Benefit funds are becoming depleted. This assessment must be paid on or before July 31, if you are to remain in good standing in the Death Benefit fund and must be collected before dues for July, August and September are accepted. So don't get mad at the poor business representative or the secretary in the office when they draw this to your attention. They are only following the by-laws of the local union.

Members of Local 39 are finding much pleasure in taking their vacations and receiving the regular rate of pay during their absence—one of the products of good unionism.

Oakland office of Local 3 cleared 698 men during the month of June.

California Tractor & Equipment Co.

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Daily report of awards for construction

(Compiled by P. E. Vandewark)

June 9, 1947
SACRAMENTO, Calif., contract awarded to Luppen & Hawley, \$36,475, for rehabilitating wells at Sacramento Air Depot.
SACRAMENTO, Calif., contract awarded to J. R. Armstrong, \$158,462, for 5.3 miles plantmix surface over existing pavement between Hayward and Dublin and between Danville and 3.1 miles south, in Alameda and Contra Costa Counties.
SACRAMENTO, Calif., contract awarded to Valley Paving & Const. Co., \$137,641, for 3.3 miles grade and plantmix surface on Highland Ave., between Kings County line and Elkhorn Ave., Fresno County.
SACRAMENTO, Calif., contract awarded to Fredrickson Bros., \$489,334, for 2.3 miles grade and plantmix surface and construction of 3 bridges in vicinity of Jackson, Amador County.

June 12, 1947
OAKLAND, Calif., contract awarded to Browne & Krull, \$76,816, for reconstruction of May School Road, Dagnino Road and Raymond Road in Murray Township, Alameda County.
SAN BRUNO, Calif., contract awarded to L. C. Smith, \$20,491, for asphalt surface Edgemont School yard.
EUREKA, Calif., contract awarded as follows:
 Graham Creek (Road District) for construction concrete and pipe culvert, award to W. S. Selvage, \$3,934.
 Lawrence Creek (Road District) for construction of a culvert and fill, award to W. S. Selvage, \$4,934.
SACRAMENTO, Calif., contract awarded to Clements & Company, \$30,644, for 1.2 miles cement treatment base and plantmix, etc., between Jordan Creek and S. Scotia bridge, Humboldt County.
SACRAMENTO, Calif., contract awarded to C. C. Gildersleeve, \$16,236, for widening trestle bridge across Redding Creek, 2 miles west of Douglas City, Trinity City.

June 13, 1947
MODESTO, Calif., contract awarded to Frank B. Marks & Sons, \$64,679, for surfacing west Main between Crows Landing Road and east City Limits, Patterson.
MODESTO, Calif., contract awarded to Frank B. Marks & Sons, \$102,426, for 18 miles plantmix surfacing Crows Landing Road between Tuolumne River and State Highway 33, Stanislaus County.
MODESTO, Calif., contract awarded as follows:
 (1) To M. J. Ruddy & Sons, \$8,757, for asphalt surfacing Snowden Aves. between Yosemite Blvd. and Municipal Airport.
 (2) To Munn & Perkins, \$17,043, for asphalt surfacing Claribel Road between Oakland-Waterford Hiway and Langworth.
 (3) To Munn & Perkins, \$12,308, for asphalt surfacing on Old Oakland Road between Sylvan Ave. and State Highway 33, Stanislaus County.
OAKLAND, Calif., contract awarded to Browne & Krull, \$76,816, for reconstruction of May School Road, Dagnino Road and Raymond Road in Murray Township, Alameda County.
OAKLAND, Calif., contract awarded to Philpott & Bell, \$11,111, for removing bridge and construction of reinforced concrete bridge across Sinbad Creek and on county road, Pleasanton, Alameda County.

June 16, 1947
SACRAMENTO, Calif., contract awarded to Eaton & Smith, \$505,725, for 1.4 miles grade and plantmix surface, Waddell Creek and Finney Creek, Santa Cruz and San Mateo Counties.
AUBURN, Calif., contract awarded to C. M. Syar, \$57,600, for 10.8 miles plantmix surface Auburn-Colfax back road, county road, and 1.4 miles plantmix surface Weimar-cross road in Placer County.
SAN FRANCISCO, Calif., contract awarded to Erbentraut & Summers, \$599,830, for construction of 20 four-unit apartment buildings, Presidio, San Francisco.
SACRAMENTO, Calif., contract awarded to A. Teichert & Son, \$24,367, for construction of a trunk line sewer on 61st to Southern Pacific RR.

June 17, 1947
SAN FRANCISCO, Calif., contract awarded to Morgan Construction Co., \$2,971, for 132,500 sq. ft. emuls. asphalt sealcoat on Main Drive, Golden Gate Park.
FRESNO, Calif., contract awarded to Jas. E. Anderson, \$4,105, for 0.4 miles scoria and reshape road, etc., between 0.4 miles west of Cottonwood Creek and Cottonwood Creek, Kern County.
SAN MATEO, Calif., contract awarded to L. C. Smith, \$44,477, for grading, surfacing, etc., in Aragon Terrace.
CARSON CITY, Nev., contract awarded to Nevada Construction Co., \$102,959, for surfacing from junction with U. S. 359, 4.5 miles south of Reno, via Holcomb and Huffaker Lanes to junction with U. S. 395, 3.5 miles south of Reno.

June 18, 1947
ALAMEDA, Calif., contract awarded to Mike O'Keefe, \$3,425, for repairing concrete sidewalks, curbs and gutters for fiscal year.
CAMP STONEMAN, Calif., contract awarded to John Evola, \$15,161, for resurfacing roads in the camp.
SAN FRANCISCO, Calif., contract awarded to George von KleinSmid, \$131,830, for 5.5 miles grade, etc., Dubakella Mountain Road, Trinity National Forest, Trinity County.
SAN FRANCISCO, Calif., contract awarded to Utah Const. Co., for construction of West Point Power House and tailrace structure, Electra diversion dam and intake structure, Electra tunnel intake portal and other related structure, located 18 miles from Jackson, Amador County.
SACRAMENTO, Calif., contract awarded to A. Soda & Son, \$468,347, for construction over-crossing over Eastshore Freeway at 23rd Ave., in the City of Oakland.

June 19, 1947
SACRAMENTO, Calif., contract awarded to McGilivray Const. Co., \$45,675, for 4.9 miles surfacing in Yolo County.
SACRAMENTO, Calif., contract awarded to Chas. L. Harney, \$126,672, for 0.9 miles construction additional traffic lanes and construction timber trestle in Oakland between Toll Plaza and distribution structure, Alameda County.
OAKLAND, Calif., contract awarded to Healey-Moore Company, \$29,770, for asphalt surfacing Doolittle Drive, Oakland Municipal Airport.
SAN FRANCISCO, Calif., contract awarded to Independent Const. Co., \$10,228, for regrading, paving and repairs to roadway areas and leveling railroad tracks at the Naval Medical Supply Depot, Oakland.
SAN FRANCISCO, Calif., contract awarded to Morgan Const. Co., \$5,265, for road repairs on Yerba Buena Island, U. S. Naval Station, Treasure Island.
NAPA, Calif., contract awarded to Pacific Pipeline & Engineers, \$361,946, for installing 100,000 l. ft. 36" welded steel pipe, Conn Creek project to Napa.
SHARP PARK, Calif., contract awarded to T. E. Brown, \$3,240, for construction of 50,000-gallon wood and steel water tank in Rockaway Beach No. 1 Area.
SALT LAKE CITY, Utah, contract awarded to V. C. Menhenhall Company, \$243,361, for 16.158 miles 2 1/2" road mixed, surface road, between Lehi and Fairfield, in Utah County, Utah.

June 20, 1947
MCCLELLAND FIELD, Calif., contract awarded to Lord & Bishop, \$7,660, for erosion control, Sacramento River Dock, McClelland Field, Calif.

June 23, 1947
SAN FRANCISCO, Calif., contract awarded to Harms Bros. & M. W. Browne, \$72,970, for 3.595 miles grade, surface etc., Tule Creek-Butter Creek Road, Trinity City.
SACRAMENTO, Calif., contract awarded to Johnson Western Company, \$237,229, for construction of reinforced concrete substructure for bridge across Three Mile Slough, 4.3 miles south of Rio Vista, in Sacramento County.
MODESTO, Calif., contract awarded to George Reed, \$17,768, for 3 miles resurfacing on Woodlin Ave from Dakota Ave. to Hart Road; Dakota Ave. from Woodlin Ave. to Mace Blvd and Dakota Ave. from Beckwith Ave. to Highway U. S. 99.
MODESTO, Calif., contract awarded to George Reed, \$25,791, for 7.75 miles resurfacing of Coffee, Sylvan, Standiford and Tully Roads, from Scenic Dr. to Ladd Rd.
STOCKTON, Calif., contract awarded to Pomeroy Sinner, \$70,573, for moving bridge from old Borden Highway to Fish-camp Road on Middle River in San Joaquin County.

June 24, 1947
MENLO PARK, Calif., contract awarded to A. J. Peters, \$6,030, for construction of 12" vitrified sewer in Santa Cruz Ave., between El Camino and University Drive.
RICHMOND, Calif., contract awarded to Lee J. Immel, \$17,970, for asphalt concrete surface on Pullman Ave., between Bayview Ave. and Santa Clara Street.
FORT MASON, Calif., contract awarded to Leo Epp, \$45,294, for extension and revision of sewer system.
SAN FRANCISCO, Calif., contract awarded to Lee Epp, \$89,955, for three 4-unit apartment buildings; to be located on Park Ave., north of Washington Blvd., Presidio of San Francisco.
SAN FRANCISCO, Calif., contract awarded to Duncanson-Hartrelson Co., \$36,939, for restoring pier and lagoon, Aquatic Park.

June 25, 1947
SACRAMENTO, Calif., contract awarded to Johnson Western, \$897,185, for 2.3 miles grade on Eastshore Freeway between 1 mile north of S. City limits in Oakland and 0.3 mile of High Street in Oakland.
SANTA CRUZ, Calif., contract awarded to Leo Cardwell Const. Co., \$11,393, for a retaining wall, Seacliff Beach, State Park, Santa Cruz.
OAKLAND, Calif., contract awarded to California Builders Co., \$77,350, for construction of shop buildings and piling at Corp. Yard No. 1, 5th Ave., Oakland.
SACRAMENTO, Calif., contract awarded to A. Teichert & Son Inc., \$29,242, for grading, draining and surfacing streets and alleys in Trainer Vista.

June 26, 1947
SAN FRANCISCO, Calif., contract awarded to Eaton & Smith, \$23,261, for furnishing materials and paving roadway from Third St. through Seawall Lot No. 334 on Waterfront.
OAKLAND, Calif., contract awarded to Fred J. Early, Jr., \$20,137, for erecting 200,000-gallon steel tank at Happy Valley and Encinal and a 100,000-gallon steel tank at Oak Springs.
SAN FRANCISCO, Calif., contract awarded to Chas. Harney, Inc., \$36,642, for grading for 23 apt. buildings and utilities, roads and walks for 3 apt. buildings, Presidio of San Francisco.
SACRAMENTO, Calif., contract awarded to J. Henry Harris, \$58,973, for 1.9 miles surfacing on imported borrow between E. Broad St., Nevada City and 2 miles NW. in Nevada County.
SACRAMENTO, Calif., contract awarded to T. A. Kvale, \$34,885, for construction of reinforced concrete bridge across S. Fork Pit River at Likely, Modoc County.
SACRAMENTO, Calif., contract awarded to Miles & Bailey, \$72,319, for 3.6 miles grade and surfacing between Georgetown and U. S. Ranger Station, El Dorado City.
SACRAMENTO, Calif., contract awarded to A. Teichert & Son, Inc., \$32,993, for 2.2 miles improvement between Rt. 2 and San Juan Bautista, San Benito County.
SACRAMENTO, Calif., contract awarded to A. Teichert & Son, \$2,269, for grading and surfacing alley between W and X Sts., and 14th and 15th Sts.

June 27, 1947
ANTIOCH, Calif., contract awarded to Stolle, Inc., \$5,888,895, for construction of Delta-Mendota Intake Canal and Tracy Pumping Plant and discharge lines, Central Valley Project.
STOCKTON, Calif., contract awarded to Karl C. Harmeling, \$8,225, for construction of sanitary sewer in Pershing between Alpine and Telegraph Aves.
SACRAMENTO, Calif., contract awarded as follows:
 Mendocino County, to Arthur B. Siri, \$71,923, for 0.5 miles grading and road-mix surface at Kibbesillah Creek, 11.6 miles north of Fort Bragg.
 Stanislaus County, to Biasotti Const. Co., \$43,291, for 0.4 miles grade and gravel surfacing and construction of plate culvert at Wildcat Creek, 10 miles east of Oakdale.
 Santa Cruz County, to Granite Const. Co., \$50,935, for 0.5 miles grade and plantmix surfacing on crusher run base and construction of reinforced concrete bridge on Green Valley Road, between Freedom and Holothon Road.
SACRAMENTO, Calif., awards as follows:
 Alameda County, to Lew Jones Const. Co., \$156,215, for construction of concrete and steel overcrossing over Eastshore Freeway at 29th Ave., Oakland.
 Mendocino County, to J. H. Pomeroy Co., \$459,532, for construction of bridge across Noyo River, 1 mile S. Fort Bragg.
SACRAMENTO, Calif., contract awarded to J. H. Pomeroy Co., \$640,207, for construction of super-structure for 2 overhead crossings over tracks of S. P. Co. main line and Belt line in City of South San Francisco, San Mateo County.
SACRAMENTO, Calif., contract awarded to Peter L. Ferry & Sons and John M. Ferry, \$841,349, for relocation of Willow Slough Channel and construction of west levee of Yolo Bypass, 2 miles north of Davis and half mile north of west end of Causeway.
MINDEN, Nev., contract awarded to Isbell Const. Co., \$84,445, for repair to runway and taxi-way pavements and night lighting system, Minden Airport.
SAN FRANCISCO, Calif., contract awarded to Cahill Bros., for construction of foundations, Mission St. substation.
REDDING, Calif., contract awarded to J. P. Brennan, \$9,948, for construction of an addition to Cypress Elementary School.
SAN FRANCISCO, Calif., contract awarded to F. E. Young, \$79,597, for 3.504 miles grade and surface work in Quincy-Hurleton, Plumas National Forest, Butte

and Yuba Counties.
 June 30, 1947
EUREKA, Calif., contract awarded to Tom Hull, \$14,948, for construction structural steel truss span bridge across Redwood Creek, 30 miles east of Eureka.
CARSON CITY, Nev., contract awarded to Dodge Const. Co., \$179,473, for 16.953 miles grade and gravel surface between Junction U. S. 6 and Nevada-Utah state line, near Garrison, Utah, and between Baker and Lehman Caves, in White Pine County, Nevada.
SAN FRANCISCO, Calif., sub-contract awarded to M. B. McGowan for furnishing piling and other materials for pile driving work and rehabilitation on dock, etc., at Ralston Purina Company plant in Oakland, and contract for furnishing and driving creosoted piles for Southern Pacific depot in S. San Francisco.
SAN FRANCISCO, Calif., contract awarded to H. S. Little Co., \$33,485, for paving and floodlighting system at North Beach-Playground, between Mason and Powell and Lombard and Greenwich Sts.
SAN FRANCISCO, Calif., contract awarded to Jos. D. Ballinger & Co., \$23,600, for demolition of wood frame buildings, World's Fair Bldg. Naval Station, Treasure Island.
SACRAMENTO, Calif., contract awarded to Edward Keeble, \$25,857, for 4.7 miles grade and surfacing between 2.5 miles north of Woodside and Ralston Ave., in San Mateo County.
SACRAMENTO, Calif., contract awarded to McGilivray Const. Co., \$108,379, for 4.7 miles grade and surfacing on Marconi Ave. between Howe Ave. and Fair Oaks Blvd. in Sacramento County.
SACRAMENTO, Calif., contract awarded to Dix-Syl Const. Co., \$47,384, for 3.9 miles grade and surfacing near Bridgeport, Twin Lakes Road, Mono County.
SACRAMENTO, Calif., contract awarded to N. M. Bail Sons, \$243,345, for 6.2 miles grade and crusher run base between Rt. 20 in Weaverville and Browns Mt. and 0.2 miles grade and roadmix surface on crusher run base and construction box culvert at E. Weaver Creek, Trinity City.
SACRAMENTO, Calif., contract awarded to Morgan Const. Co., \$21,227, for 22.1 miles apply sealcoat between junction Rt. 3 and Diddy Hill and between junction Rt. 3 and 5 miles north in Shasta and Siskiyou Counties.
SACRAMENTO, Calif., contract awarded to Clements & Co., \$38,760, for 29.9 miles apply sealcoat between south boundary Lassen National Park and Westwood in Tehama, Plumas, Lassen Counties.
SACRAMENTO, Calif., contract awarded to Granite Const. Co., \$44,788, for 42.4 miles apply sealcoat at various locations in Dist. III, Nevada, Place, El Dorado Cts.
SACRAMENTO, Calif., contract awarded to A. Teichert & Son, \$15,586, for 3.8 miles plantmix resurfacing at Sheridan on Yolo Causeway and through Loomis, Placer and Yolo Counties.
REDDING, Calif., contract awarded to Harms Bros., \$14,975, for furnishing and stockpile mineral aggregate 1 1/2 miles NW of Adin Summit, Modoc County.
SACRAMENTO, Calif., contract awarded to McGilivray Const. Co., \$11,876, for 3.3 miles armor top resurfacing on Wilder-Ferguson Road.
SALT LAKE CITY, Utah, contract awarded to Taylor & Richards, \$200,125, for 2 roadmix surfaced roads between Hoosvelt and Neola in Duchesne County.
FRESNO, Calif., contract awarded to Geo. von KleinSmid, \$12,220, for removing old concrete girder bridge on concrete piers on Oak St., Bakersfield.
STOCKTON, Calif., contract awarded to M J B Const. Co., \$10,687, for concrete surfacing on Fremont between El Dorado and Commerce, Stockton.
SAN JOSE, Calif., contract awarded to Douglas & Nankivell, \$8,608, for macadamizing city property located on north side of Newhall St. (Airport Village 2).
CAMP STONEMAN, Calif., contract awarded to M & K Corp., \$348,348, for construction of 9 apt. bldgs. and allied utilities.
SAN FRANCISCO, Calif., contract awarded to M & K Corp. \$497,321, for construction of barracks, mess hall and allied utilities at Two Rock Ranch, Sonoma County.
HERLONG, Calif., contract awarded to H. W. Robertson, Inc., \$54,723, for construction of ammunition disassembly plant etc., Sierra Ordnance Depot.
SAN MATEO, Calif., contract awarded to C. F. Parker, \$116,722, for construction of classroom building at Laurel School.

July 1, 1947
SACRAMENTO, Calif., contract awarded to Guy F. Atkinson Co., \$1,341,822, for 1.2 miles grade, paving and plantmix surfacing between 400 ft. south of Fresno city limits and San Benito Ave. at Broadway, Fresno County.

July 2, 1947
SACRAMENTO, Calif., contract awarded to Granite Const. Co., \$41,260, for construction of swimming facilities and concrete ford at Pfeiffer Big Sur State Park, Monterey County.
SAN FRANCISCO, Calif., contract awarded to Fred T. Fairey as follows: (1) \$22,537, for mains in Mira Loma Park, (2) \$37,189, Sunset and Parkside.
SAN FRANCISCO, Calif., contract awarded to Pacific Pavements Co., \$53,055, for repaving streets or sidewalk openings for S. F. Water Dept. for fiscal year ending June 30, 1948.
ALAMEDA, Calif., contract awarded to Murphy & McNair, \$58,594, for construction of pump station and storm sewers on Webster St. north of Tynan.
SAN FRANCISCO, Calif., contract awarded to Whalin Bros., \$1,570, for restoration of Lands End, San Francisco.
CARSON CITY, Nev., contract awarded to B. H. Stoutenburg, \$59,065, for curbs and gutters, roadmix, surfacing and installing drain structures in various streets in Carson City.
OAKLAND, Calif., contract awarded to Whalin Bros., \$73,500, for construction of 10-ton incinerator at Oakland Army Base.
BERKELEY, Calif., contract awarded to Atris-Knapp Co., \$8,812, for restoration of WAC's housing, Berkeley.

July 3, 1947
OAKLAND, Calif., contract awarded to Walter Lenkeit, \$21,103, for installing 24" welded steel water main in Webster St., Alameda.
OAKLAND, Calif., contract awarded to Elmer J. Freethy, \$76,941, for constructing a 3,000,000-gallon, prestressed concrete Bryant Reservoir in Contra Costa County.
REDWOOD CITY, Calif., contract awarded to Johnson-Western Co., \$185,000, for dredging and filling salt beds near Redwood City.
SAN FRANCISCO, Calif., contract awarded to H. C. Reid & Co., \$15,726, for construction of lighting system on Lyon St. between Lombard and Bay Sts.; on Baker St. between Lombard and Marina Blvd.; and Lombard St.
 July 7, 1947
SACRAMENTO, Calif., contract awarded to A. Teichert & Son, \$4,247, for grading, surfacing, etc. on 35th St. between T and V Streets.
SACRAMENTO, Calif., contract awarded to A. Teichert & Son, Inc., \$31,680, for construction of trunk line sewer along proposed 41st St. and Meister Way.
SAN FRANCISCO, Calif., contract awarded to T. E. Connolly for construction of rock-tunnel on Feather River for Cresta Project, Plumas County.
OGDEN, Utah, contract awarded to Wheelwright Const. Co., \$31,174, for resurfacing concrete roads, Ogden Arsenal.
TOOELE, Utah, contract awarded to Val Christiansen, \$17,319, for surfacing on 10 roads at Tooele Sub-depot.
SAN FRANCISCO, Calif., contract awarded to F. Flatland, \$7,418, for canalization at St. Francis Circle.
SAN MATEO, Calif., contract awarded to Elder & Owens, \$8,522, for construction concrete box culvert across Laurel Creek at Hacienda Street.

Shown above is work on Everist Co.'s \$7200 Marion Walker in the erection stage. Reading from left to right are: Bros. Harry Anderson, an unidentified electrician, Gilbert Simpson, John Poland, Dale Es-minger (master mechanic), and Darrell Wimmer. This rig was assembled in the record time of 1030 man-hours. Bud Hall is superintendent of the project.—From Marysville office of Local 3, Bro. Bill Waack.

Building a Marion Walker



Shown above is work on Everist Co.'s \$7200 Marion Walker in the erection stage. Reading from left to right are: Bros. Harry Anderson, an unidentified electrician, Gilbert Simpson, John Poland, Dale Es-minger (master mechanic), and Darrell Wimmer. This rig was assembled in the record time of 1030 man-hours. Bud Hall is superintendent of the project.—From Marysville office of Local 3, Bro. Bill Waack.

Pac. Pipe Given \$362,000 Job

(Continued from Page 2)

cutting up boats for scrap.
 Bro. H. C. Gladrow stopped in to inform us that he is driving through to New York to an Army hospital, where he expects to be laid up for about three months, from an old wound received in World War I.
 R. J. Brandt has been musing around in this county for quite a while, putting in pipe lines. Bro. Speegle is operating the trench machine, and Bros. Morrin and Braxsane have come on the job with one of Shannons' rigs as a backhoe.
 Bro. Howard Rowley, shovel operator for Hutchinson Co., has been in the hospital for a major operation, and expects to be back on the job by August 1.
 Bro. Otto Bordtfield, popular shovel runner for Fred Jensen, has been under the care of a doctor for some time. He is able to be up and around, and should be on the job again in the near future.
 Raymond Concrete Pile Co. has a project out at the San Quentin prison, pushing down a few piles.
 E. E. Lowell has pinched off a good sized sewer job at Santa Rosa and is now underway with several pieces of equipment. He is really going to have to keep moving to finish up ahead of the rains.
 Parish Brothers are about on schedule with their Linden Lane underpass, and should finish pouring cement about 30 days from now.
 Brother Clarence Farnquist, superintendent on their hot plant and quarry, advises me that Parish Brothers are also busy in the Benicia area.
 Ran across Bro. M. L. Rose, who is working for the Pacific Pipe Line Co., making underground installations for the telephone company between Benicia and Vallejo.
 Bro. J. A. Humphreys, popular general superintendent for Huntington Bros., dropped in. He is

once again back on the job after having visited the Cyclone country.
 About all of the boys on the Harms payroll of the joint venture of the Raisch and Harms Highway 101 job, have taken off to the Redding area on a big job there. Bro. E. G. Brandt, foreman, was left in charge.
 Brother Russell, general superintendent for Raisch, says the project should be well cleaned up by Labor Day.
 Bro. W. A. Pierce, who was in charge of the Piombo job at Anchor Bay, must be all finished and gone elsewhere as this comes off the press. He ran a very nice job up there, and we will be more than glad to have him back in this territory anytime.
 All of the local contractors in this vicinity as well as in Santa Rosa, seem to have all of their equipment operating, and with practically no men on the out of work list, it appears that we are off to a busy summer.
SPECIAL NOTICE TO ALL MEMBERS COMING INTO THIS AREA: We have offices in Napa, Vallejo, Santa Rosa and San Rafael, so it is practically impossible to come in without passing through one of these towns. I wish to call to your attention that part of your by-laws that compels you to clear when going into a different location. Your compliance with these rules that you have made yourself, will probably result in you staying on the job of your choice.

 If you pass through Cedar City, Utah, stop in at Bro. Joe Hunter's place, "Joe's Donut Diner." He'll give you a warm welcome.

 Local 3 at its last meeting went on record as unanimously approving amendments to the Death Benefit Fund presented by the General Executive Board.

 Standard Oil will build a \$5 million pipeline from the developing oil field at Rangeley, Colorado, to Salt Lake City. Refinery at Salt Lake will be used and a new one added later.