



# ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

VOL. 6—NO. 7

SAN FRANCISCO, CALIF.



JULY 15, 1948

## Standard of Living Cut To New Low

San Francisco.—From one-third to one-half of the families in the United States in 1947 did not have a sufficient income to maintain an acceptable American standard of living, according to a comparison of surveys by the Federal Reserve Board and the U. S. Bureau of Labor Statistics.

The Federal Reserve Board's survey of family income during 1947 shows that 42 percent of the typical four-person families received less than \$3,000 a year. From \$3,004 to \$3,458 per year was estimated by the U. S. Bureau of Labor Statistics as the cost of a modest but adequate budget for a family of four as of June 1947.

The cost of the BLS budget for two-, three- and five-person families has been estimated by the Bureau of National Affairs. This organization finds that the cost of the BLS budget for a two-person family ranges from \$2,027 to \$2,238. The Federal Reserve Board survey shows that 33 percent of the two-person spending units received less than this amount in 1947.

For a three-person family the cost of the BLS budget is \$2,561 to \$2,829. Twenty-eight percent of the families in the Federal Reserve Board survey received less than \$2,000 in 1947.

For a five-person family the BLS budget cost \$3,414 to \$3,777. The Federal Reserve Board shows that 56 percent of the families of five or more persons received less than \$3,000.

The Federal Reserve Board survey also showed that 51 percent of all families (of all sizes) received less than \$3,000 per year; these same families also received only 21 percent of the total money income received by all families.

Income by occupational groups showed that families headed by managerial or self-employed persons received a median income of \$4,500 annually, or two and one-half times as much as the \$1,750 received annually by unskilled worker families, and one and a half times as much as the skilled worker family's \$3,000.

Family income has not kept pace with the increase in living costs: the median income for all families increased 12 percent from 1946 to 1947, but the cost of living increased 18 percent from June 1946 to June 1947.

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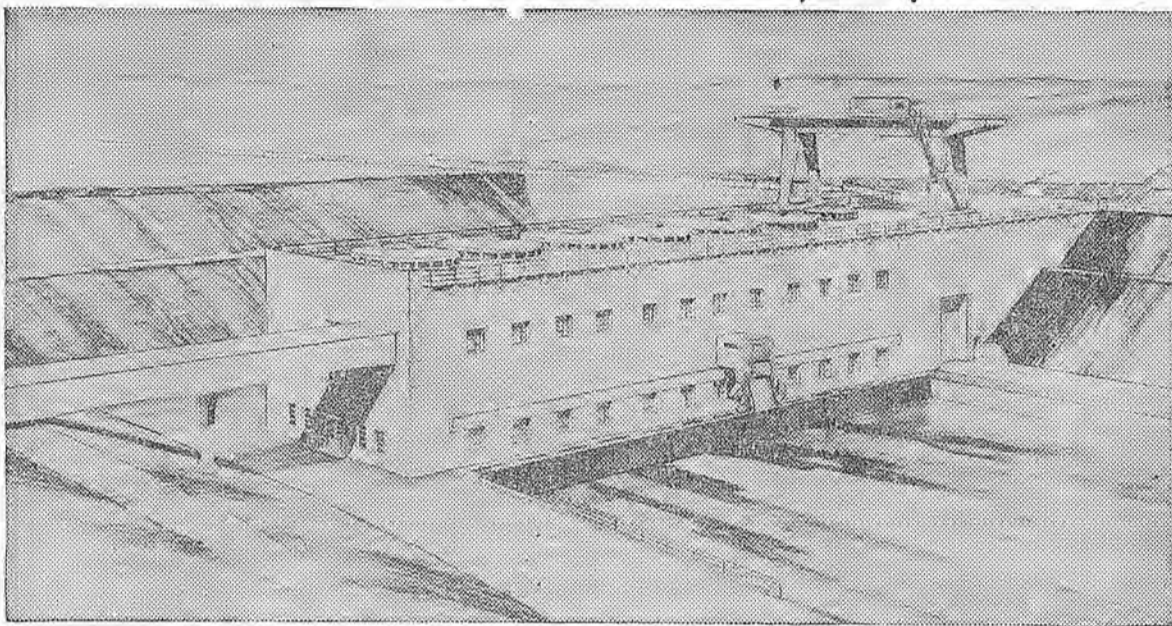
A full statement of the new California financial responsibility law on car drivers appears in this issue of the News.

## IN MEMORIAM

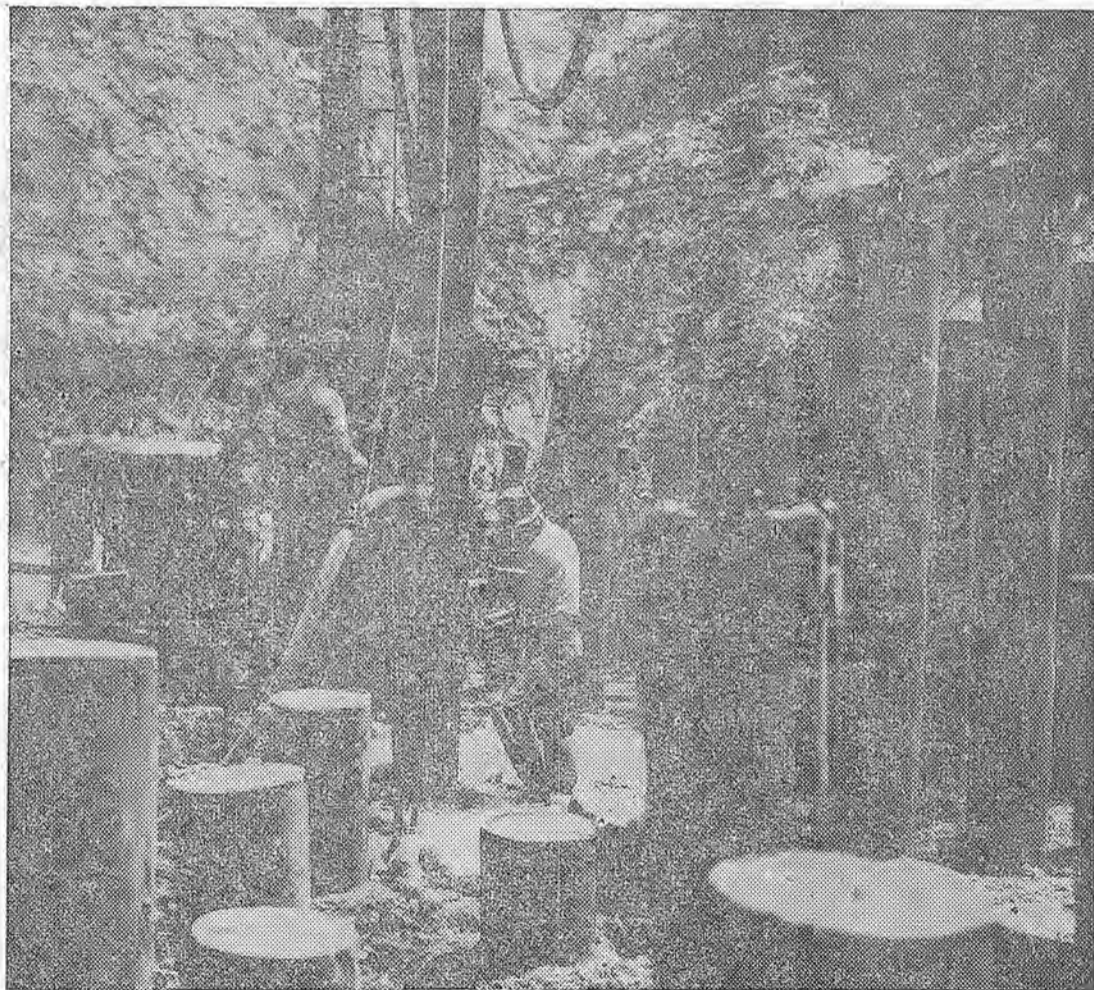
Officers and members of the union express their sorrow on the passing of these brothers and sincere sympathies to those bereaved.

Kirk N. Walker, Local 3-A.  
Wm. H. C. Bartlett, Jr., Local 3.  
James R. Hamilton, Local 3-A.  
Roy V. Hotchkiss, Local 3-D.  
Robert Pischke, Local 3-C.  
W. M. Moreland, Local 3.

## "Heartbeat" of the Central Valleys Project



Architect's drawing of Tracy Pumping Plant, second largest in the world, which will lift Sacramento River water 200 feet uphill so it can flow into Delta-Mendota and then into San Joaquin River.



Earthquake resistant foundation for the giant pumping plant is being obtained by sinking 3000 timber piles 40 feet into the earth. Holes were pre-bored by this drill rig. Tip of the bore is larger than the hollow stem. Hose in foreground pumps water into the stem and it flows out at the tip and washes cuttings up to the surface.

Surplus Sacramento River water comes from Delta Cross Channel which takes the exchange water from the northern edge of the Delta, carries it 50 miles via an intake channel to the pump. From here and out into Delta-Mendota canal the water goes into Mendota Pool, from which the San Joaquin River regains its normal flow, which is used along its route for irrigation. Thus the transfer of water is effected from one river to another. Only Grand Coulee Dam pumping plant is larger than this one.

Reclamation Bureau photographs, courtesy the OAKLAND TRIBUNE.

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Local 3 voted to require all employees and officers to sign non-Communist affidavits.

## Engineers Spark the New West

Biggest highway development in western history, plus intensive activity in building construction, power and water development, and municipal utilities, is now in high gear, with the Operating Engineer in the driver's seat.

It's hot, dusty work in the "good weather" of the summer, and members of Local 3 are pushing their rigs through the mountains, deserts and swamps of their three-state jurisdiction. When the smoke clears away, the product of skill and muscle stands out as another contribution to the New West, be it a smooth ribbon of concrete in highway or canal, a new building on the city's skyline, or a new facility for industry, government, or public usefulness.

The important part played by the engineer is most aptly summed up in one of this month's reports from the business agents: "When hell is paved, these boys will pave it."

Here's a round-up that gives some idea of the program now under way:

**San Francisco:** All members at work, waterfront projects, highways, airport expansion, public utilities, streets, buildings, homes.

**Oakland:** Cleared 385 men in June, dredges busy, sewer and pipelines, canals, highways, subdivisions, East Bay freeway.

**Stockton:** New power projects, canals resume, new bridges, more valley freeways, many dirt-moving jobs.

**Salt Lake City:** Army projects step up, new industrial plants, highway expansion, pipelines, refineries, power jobs.

**Sacramento:** Folsom Dam and river ship channel to start, many freeway projects, bridges, new industries, new buildings.

**San Jose:** Industrial expansion, new highway projects, Los Padres Dam near Carmel, bridges.

**Fresno:** Big canal contracts, new power projects, highway program extensive, Pine Flat Dam starting, new mountain roads, building.

**San Rafael:** Big highway program in mountain districts, main line out of the Bay Area going double track, bridges, new buildings.

**Redding:** Shasta Dam projects, highway and bridge jobs, lumber mill expansions, short of men.

**Eureka:** Dock and jetty projects, mountain roads, logging, bridges, grading, drainage.

**Marysville:** More tunnel power projects, mountain highways, gold dredging, land leveling.

**Reno:** Highway projects, mountain roads, streets, buildings.

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## One Inch to Spare

The daily press recently featured a tricky job of loading three locomotives on Norway-bound ship at Alameda. Under the capable hands of Bro. Ed Klemmenson on a derrick barge, the job was done—with one inch leeway for the engines to go into the ship's holds. Am gonna have that boy pack my suitcase!

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Contract will be let in a few weeks for another \$4 million expansion of S. F. Airport, including an 8,700-foot N.E.-S.W. runway. After that comes a \$4 million administration building.

## Official Notice to Members

### ACCIDENTS WILL HAPPEN!!!

Members whose dues are not paid for the current month are not in good standing in the burial expense fund, and in the event of death the beneficiary would not be entitled to any benefits.

### D U E S

Local No. 3—\$5.00 per month—\$15.00 per quarter.  
Local No. 3-A, 3-B, 3-C—\$4.00 per month—\$12.00 per quarter.  
Local No. 3-D, 3-E—\$3.00 per month—\$9.00 per quarter.  
**THIRD QUARTER DUES ARE NOW DUE AND PAYABLE!!**

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### \$1.00 DONATIONS . . .

Members are requested to make a voluntary donation of \$1.00 to be used for legislative purposes in the campaign to repeal the Taft-Hartley law. This donation may be paid to any of the branch offices of Local No. 3.

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### TECHNICAL ENGINEERS MEETING:

San Francisco and Oakland meetings will be held on alternate days hereafter; on the 4th FRIDAY of each month. The next meeting will be held Friday, July 23rd, at 8:00 p.m. in the union offices at 1444 Webster Street, OAKLAND, CALIF.

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### DIRECTORY . . .

For the information of the membership this issue of the Engineers News contains a directory of the Officers of Local No. 3 along with the location of all branch offices, and business representatives in the various locations.

**FIGHTING FOR LABOR LIKE FIGHTING CANCER**

By John W. Russell  
(In Arizona Engineers Bulletin)

Cancer is one of the most dreadful and most unconquerable diseases we have today. Doctors use x-ray, radium, surgery, and many other methods of treatment, none of which is expected to cure. By these methods, the cancer is removed from one place but sooner or later it breaks out at another, and the fight starts all over again—another cutting, another x-ray, another radium treatment—and on and on the fight continues. And so it is with organized labor. It works, and fights, and wins a decent position in this old world. It works up to a decent standard of living, decent working hours, decent conditions under which to work, and it permitted by law to have collective bargaining and union shops. In short, labor organizations have fought and struggled until they have achieved similar privileges to other democratic organizations under the laws of our land. Then along come certain legislators, representing special interests, and introduce bills to strangle labor. Their idea is to hamstring labor, to curb their privileges, to lower their wages—in short, to throw them back where they were before labor organizations. One such lawmaker wouldn't be so bad. One such law wouldn't be so bad. It is not so hard to fight just one. If there were one, and one only, such law, it could probably be killed and forgotten. Its proponent could also soon be forgotten.

**BUT**

Anti-labor laws are getting to be a cancerous growth. In the 17th (Arizona) Legislature a so-called "Right to Work" bill was introduced, and its purpose was to destroy unions. It was immediately recognized for its real purpose by those who still believe in the rights of the common man, and it was killed then and there. From there the "cancer" really spread. In the 18th Legislature there were four cancerous outbreaks. Four anti-labor laws were introduced, and four anti-labor laws were passed. Senate Bill No. 65 is the really vicious one. It is the one to end unionism in Arizona. It is the fatal blow. It is now sounding the death knell for the working people. We will have a chance to vote it out in a referendum vote in November. You have a chance. Everyone has a chance to vote against it.

BUT suppose we kill it, then what? It is just a question of time. Another legislature, and the rotten "cancer" will pop up again. What can we do? With cancer, we are spending millions of dollars every year to find out what to do. We are trying to find out the cause. With rotten laws, we know the cause—rotten law-makers. When we know the cause, it can be removed. It takes votes, and many of them; and if we are interested in our future, we had better check up and see "who's who."

If we check the voting record of our Legislature, we will see who's who. We will see who represents the working people. On Senate Bill No. 65 there were, in the Senate, 13 votes against labor and 4 votes for labor. In the House, there were 38 votes against labor and 16 votes for labor. How can we ever hope to stop such legislation with such a complexion of lawmakers? It can't be done. Therefore, if we ever hope to stay out of this recurring trouble, we must get more legislators in Phoenix who represent the PEOPLE. How did your senators and representatives vote? Take a look at the record in the Labor Journal and see. If they voted against labor, they are not your friends. It is time to do something about it. There is a big job to be done. Those men are not sent there for life. They can be removed. They must be removed, if we are to hang on to the Bill of Rights for the little man. Let's check up now. Let's begin now to lay plans for the future.

**Bridge, Jetty, Mill and Highway Jobs Go Ahead in Good Weather**

By OTTO E. NEVER  
Business Representative, Local 3

Eureka—The Redwood Empire is busy. Not enough to startle the world, but enough to keep everyone busy, including close to a hundred members of Local 3 from other territories.

Underground Construction is making progress on its bridge across the South Fork of the Smith River about 12 miles east of Crescent City. The job will take about three months.

Basalt Rock Company expects to finish their contract on the Crescent City jetty about August 1. An additional \$500,000 has been appropriated for the continuation of the same jetty but it probably will take closer to \$500,000 to finish the job. Our present congressman feels that more money will be forthcoming later. In the meantime, there is some action to provide temporary barge loading facilities by using a highline.

Mercer Fraser is making good progress on their resurfacing job above Orick with a chance of getting additional work between there and the Del Norte county line.

There is some talk of a deep water dock at Trinidad. No ac-

tion as yet. Mercer Fraser has several mill jobs, laying hot stuff for storage yards. This company was also low bidder on the resurfacing job on Broadway, through Fourth street to the bridge. They also were low bidder on resurfacing job at Stone Lagoon.

C. A. Dunn has started his approach job at Weitchpec. No steel yet for the bridge.

Baldwin Straub and Siri have started their bridge job and approach at Turwar Creek, above Klamath. Job should take 90 days if steel is available.

Merced Fraser job between Scotia and Fortuna is going good, with Brother Gene Brown in charge. Carlin Bros. are about

**Higher Injury Pay**

Engineers News,  
San Francisco, Calif.

Dear Sir:  
Subject: California Workmen's Compensation Laws.

Do you know how much you would receive if you were injured on the job?

If your weekly check is \$48.58 and less, the State Law says that you will draw 65% of 95% of your wages. Now, if your weekly wage is \$70 your compensation will be \$30.00 per week; this \$30 is considerably less than 65% of 95%.

Can you support your family on \$30? Of course you can't.

It will be necessary for your wife to go to work, in order to maintain your standard of living. If the State Law was amended to pay 65% of 95% of your weekly wage, your compensation check would be \$43.22 based on \$70 per week, so this would help your family. So Brothers, get back of this, so that the State Law may be amended and you can have more protection in case of injury.

The San Joaquin Central Labor Council has endorsed this change so that an injured person may draw 65% of 95% of his weekly wage.

Fraternally yours,  
GEORGE E. WADE,  
806 S. Sullivan Ave., Stockton, Cal.  
\* \* \*

**Construction Awards**

JUNE 24, 1948

SACRAMENTO: Contract awarded as follows:

(1) Kern and Tulare Cos. (V1-Kern, Tul. 129-AB, A) to: Clyde W. Wood, Inc., Box 620, North Hollywood, \$21,090, for 23.9 mi. apply seal coat betw. Poso Creek and Ducor.

(2) Humboldt County (1-Hum-1-J) to: Mercer, Fraser Co., 2nd and Commercial Sts., Eureka, \$47,260 for 5.25 mi. imp. base, malt. and apply primecoat betw. Stone Lagoon and 1 mi. S. of Orick.

through moving dirt at Rohner-ville airport and will move down on the Fortuna job.

Brother Louie Conner keeps six rigs busy in the woods at all times, working six 9-hour days.

All of the small operators seem to be busy and a good deal, too, with the short season left to complete jobs.

Phoenix Construction Co. is still working on the Piercy job with a possibility of the job being finished by September 1st. Syar has moved in on the resurfacing job at Rattlesnake Summit. Ruby is making good progress on the bridge and approach at Rock Creek.

Siri has a small job for the City of Fort Bragg, and Burman Bros. have started their job at Virgin Creek just north of Fort Bragg. They are also clearing and maintaining the road for M & M Lumber Co. near Leggett Valley.

Bids are being called for grading job at Bull Creek Park, about 7.3 miles to be graded and resurfaced. Other bids are being called for, that were not expected. So far, we have kept all local brothers busy and about 100 more from other territories in Local No. 3.

We are still organizing in the woods but NLRB procedure is holding us back. We cannot disclose our progress in detail or competing unions use the information for their own advantage. We do, however, need donkey punchers and cat skimmers with arch experience. If you are interested, drop us a card.

**ENGINEERS' NEWS**

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**Report of last meeting**

The meeting was called to order at 8 p.m., President Clancy presiding. Roll call was dispensed with. There were approximately 90 members present.

A synopsis of the Regular Meeting Minutes of June 5 was read and by motion approved as read.

A synopsis of the Executive Board Minutes of June 9 and of June 30 read and the acts and recommendations of the Board were by motion approved as read.

**COMMUNICATIONS**

A letter was received from the Building and Construction Trades Council of San Francisco regarding Labor Day Parade. Referred to New Business.

A resolution was received from the Pile Drivers, Bridge, Wharf and Dock Builders, Local No. 34, regarding the Southern Pacific Company. Referred to New Business.

A letter of thanks was received from the International Molders and Foundry Workers, Local No. 164 for support given in their recent difficulties with their employers. Received and filed.

Cards of thanks were received from the Campbell family; the family of Weldon Leroy Appleby; Mrs. William Bartlett and the family of Mr. Frederick F. Cooper. Received and filed.

**REPORT OF THE SICK COMMITTEE**

The following Brothers were reported ill: Harry Allen, James Bates, Seth Bixler, Robert O. Bonham, R. F. Burtshell, Erick M. Carlson, Bill Clark, H. R. Cournoyer, Donald A. Craig, Ira Devoll, Patrick Donoho, William Dupes, Martin Edwards, Joel W. Everidge, Geo. E. Forsey, Henry Harding, Ulric M. Harris, R. E. Harwell, Edgar W. Hatcher, Armond Hawley, Broyl L. Hazard, James S. owe, Geo. Hymer, Hans Jorgensen, Maurice Kestelcot, Lyle M. Klohn, Gerald D. Luke, Neal Malone, Irving H. Nicholas, James A. Pettit, Albert Purviance, Paul Ruble, James Shore, Manuel Simas, Jr., Halvar Skjold, C. F. Spalinger, Owen Lee Starr, Allen E. Stuart, James H. Tennant, Wm. John Treloar, Kenneth C. Wood, Jack T. Woodall, Lloyd Younkin and James C. Zunino.

The following Brothers were reported deceased: Wm. H. C. Bartlett, Roy V. Hotchkiss, Robert L. Hyland, James R. Huntington, Robert Pischke and Kirk N. Walker.

**NEW BUSINESS**

The letter from the Building and Construction Trades Council of San Francisco regarding the Labor Day Parade was discussed. It was regularly moved and seconded that Local Union No. 3 NOT participate in the Labor Day Parade. Carried.

The Resolution from the Pile Drivers, Bridge, Wharf and Dock Builders, Local No. 34, was read and discussed. It was regularly moved and seconded to concur in the Resolution and request the Southern Pacific Company to pay wage scales that private industry have agreed are fair wages for this type of work. Carried.

It was regularly moved and seconded that the Business Agents reports be dispensed with. Carried.

It was regularly moved and seconded that all employees and officers of Local Union No. 3 be required to file a Non-Communist Affidavit. Carried.

It was regularly moved and seconded that the meeting adjourn. Division was called for, which resulted in 37 yes and 24 no. The meeting adjourned.

Respectfully submitted,

C. F. MATHEWS, Recording Secretary.

**"GOOD" WORK WEATHER IS ALSO HOT; MARYSVILLE BUSY ON ROADS, TUNNELS**

By L. M. COLLETT and WM. C. WAACK  
Business Representatives, Local 3

Marysville—The report for this month must be progress inasmuch as almost everyone is employed—and with the new wage scale—which is good news.

McGillivray Construction Company is getting along O.K. and will move their crews from Live Oak to Chico soon to start their road job there.

Valley Construction Co. keep their cats busy and also their dragline during these good months, that is, if hot weather from 90 to 101 degrees can be called good.

J. H. Shaver has added farming to his landleveling jobs now and it is reported that he has 400 acres under cultivation. He is a swell guy—and we hope the crop is a bumper one.

New York Machine Shop in Oroville is busy with seven journeymen and one apprentice on duty there.

Richter Bros. in Oroville keep going steady the year 'round, it seems. I don't believe these skinner have been fishing yet, however, we know Paul Smith will go deer hunting when the season rolls around.

H. Earl Parker has 12 rigs on two shifts in the Feather River, north of Marysville, with Brothers Charley Rowe and Poston as foreman. Boy, howdy, that job is really hot and sweaty but the fellows seem to do O.K.

The Dixon and Arundel Corporation have had all kinds of tough luck on their tunnel job in Feather River Canyon but we hope they will soon get straightened out and start driving tunnel. This company has two camps and two shops with Red Hicks and Dusty Rhodes serving as shop foremen.

T. E. Connolly started their super-sized jumbo drilling rig on

July 2nd and now superintendent Harry Grecek will smile. He has a real crew of engineers and mechanics under him. It sure does take time to get these jobs started, but now they will go ahead full blast.

M. & K. Co., Inc., are about finished on their highway work but we understand all men and equipment will transfer to the two dam jobs under John Reed and John Armitage. They are having trouble of one kind or another too, with high water or the aggregate. "Hardway" John said he could grind more gravel with a coffee grinder.

Piombo Bros. are still busy at the Rock Creek powerhouse and on their highway job at Belden.

Walsh Construction Co. were the successful bidders on the foundation of the Rock Creek Power House and Les "Haywire" Huntington has started his 6000 feet of tunnel and any tunnel worker in the canyon will lay odds he drives his tunnel first even if the baling wire in his shoes rusts out on him.

Bro. Norton Dawson and Mrs. Dawson announce the arrival of an attractive addition to the family on May 16. Her name is Sandra Kay.

Bro. Buster Ellis is back on his job at Dredge 6 for Natomas Co.

All gold dredge reports and news will be carried in the next issue due to negotiations uncompleted at present.

# FINANCIAL RESPONSIBILITY LAW FOR ALL CAR DRIVERS

(Effective July 1, 1948)

It will be noted in the following article published by the California Department of Motor Vehicles that this law applies to the DRIVER of any automobile or motor vehicle. It becomes the responsibility of the DRIVER to follow the requirements of the following Act, regardless of whether the vehicle or you are insured. The DRIVER involved in an accident causing injury must stop, render reasonable assistance, and give his name and registration number of the automobile he is driving. Every DRIVER who is not covered by adequate automobile insurance is PERSONALLY liable, not only for all damages and costs, but also may have his driver's license revoked.

After having read your paper, it is suggested that you cut this article out and keep for future reference.

## WHAT IS THE FINANCIAL RESPONSIBILITY LAW?

It is an act passed by the 1947 Legislature designed to protect citizens of California against financially irresponsible drivers. It also promotes safety by making it possible to remove habitual accident causers from behind the wheel.

In simplest terms, it declares that a motor vehicle operator who injures or kills another person or damages his property in excess of \$100, must stand prepared to make a financial settlement with the injured party or his estate.

If he fails to do so, the operator must forfeit his privilege to drive a vehicle in California.

The law concerns everyone in California. Even if you are a pedestrian, you benefit through removal of the irresponsible driver from the highway.

## WHEN DOES IT BECOME EFFECTIVE?

It became effective on July 1, and the Department of Motor Vehicles began enforcement of the law on that date.

Under this new law the operator of every motor vehicle which is in any manner involved in an accident within this state, in which any person is killed or injured, or in which damage to the property of any one person, including himself, in excess of \$100 is sustained, must report the matter in writing to the Division of Financial Responsibility, Department of Motor Vehicles, Sacramento, within 10 days.

This reporting requirement is in addition to full written reports which must be made within 24 hours to the California Highway Patrol, or to the local police department if within a city, on an accident involving death or injury.

It makes no difference whether you are to blame or not. The Financial Responsibility Law requires you to make the report regardless. If there is any question concerning the amount of damage, file a report and be on the safe side.

If you are physically incapable of making a report, have someone do it for you. Be sure to answer all questions completely and carefully. It may save you making additional reports. Remember that additional correspondence consumes valuable time and that you have certain deadlines under the law to meet.

Use "Report of Injury or Damage Form" (SR-1) which you can obtain from any office of the Department of Motor Vehicles, Department of the California Highway Patrol, Police Department or your insurance agent or broker. Get one now and carry it in the glove compartment of your car.

## PENALTY FOR FAILURE TO REPORT

You must make reports as required if you want to preserve your driving privilege. By reporting you comply with the Financial Responsibility Law and avoid suspension of your driving license or your driving privilege in California if you are a non-resident.

Don't forget that this law is directed AGAINST THE OPERATOR of the vehicle, NOT THE OWNER. If you are driving a vehicle for someone else and have an accident, don't fail to make the necessary report.

## IF YOU ARE INSURED

Even though you are covered by public liability automobile insurance with \$5,000 and \$10,000 minimums and property damage insurance for not less than \$1,000, you

also must make the required report on Form SR-1.

There is a slip attached to the form which will be forwarded to your insurance company by the department. If the department receives no denial of liability from the insurance company, you are deemed to have met all requirements of the law.

## IF YOU ARE NOT INSURED

Within 60 days of filing an accident report you must do any ONE of the following things:

1. Deposit security in an amount deemed by the department to be sufficient to meet any judgment for damages arising from the accident.
2. File with the department evidence that you have been released from liability.
3. File with the department a court judgment of non-liability.
4. Execute a confession of judgment payable when and in such installments as are agreed upon by both parties.
5. Execute a duly acknowledged written agreement providing for payment of an agreed amount in installments.

Failure to take ONE of these five steps will result in suspension of your driver's license or, if you are a non-resident, suspension of your driving privilege in California.

The law makes the department's action automatic in this respect. There is no alternative and no appeal.

## DURATION OF LICENSE SUSPENSION

Your license or operating privilege will remain suspended until the security is deposited or:

1. Until one year has elapsed since the accident and satisfactory evidence is submitted to the department indicating that no damage suit has been instituted as a result of the accident.
2. Until satisfactory evidence of a release from liability, a final judgment of non-liability, a confession of judgment, or a duly acknowledged written agreement providing for payment of a judgment in installments has been filed with the department.

## DISPOSITION OF SECURITY

Cash or other security deposited with the department will be paid, up to the amount indicated, to any person who presents a court judgment against the depositor for damages resulting from the accident. In case of settlement of claims, or subsequent release from liability, the deposit will be returned to the depositor immediately. In the absence of a claim settlement, the deposit will be returned at the end of a year's time, provided no damage suit arises from the accident.

## EXCEPTION TO SECURITY REQUIREMENTS

Security requirements and suspension of license for failure to make such deposits will not apply if:

1. There was no injury or damage to the person or property of anyone except yourself.
2. If your vehicle was stopped, standing or parked, either attended or unattended, provided parking and lighting laws were complied with.
3. Prior to the date the department otherwise would suspend your license for non-compliance, you file a release from liability, confession or judgment or other document which would indicate that security is not needed.

## CONCLUSION

Under the new Financial Responsibility Law, it's "BE PREPARED TO PAY OR GET OUT OF THE DRIVER'S SEAT" for accidents in which you are involved. Make all reports to and post your security with: DEPARTMENT OF MOTOR VEHICLES, Financial Responsibility, 12th and N Streets, Sacramento, California.

# Street, Highway Jobs Keeping Nevada Boys Busy

By H. L. SPENCE  
Representative, Local 3

**Reno**—The Dodge Construction Company is nearing the finish line on the dirt at the Wells, Nevada, job. The crew will be moving to Baker, Nevada, in the near future. Most of the boys will feel very much at home in Baker, for they were out there last year for quite a while.

**Roy Cram** will have all the rock and dirt moved on Gibbons & Reed's job at Pequop Summit by the last of July. That Cram outfit is a dirt moving outfit. I thought he would be there all this year, but I guess with such a good crew of engineers, they rushed things along pretty fast.

**Silver State Construction Co.** (better known as Andy Drumm) is mixing oil on the McGill job in White Pine County. It will not be long before the job will be completed. Most of the dirt work is finished at the Carson City job, they are setting up the hot plant now, so the hot stuff will start soon. I imagine Drumm will be starting on his bridge on East Second street in Reno in the near future. I was very sorry to hear about Dillard Drumm's accident. Dillard is Andy Drumm's son. He, Dillard, is in a critical condition, both legs and both arms were fractured, along with several other injuries.

Late news report: **Dillard Drumm** passed away on July 7.

**Hunt & Frandsen** have moved in on the Hickerson Summit job on Highway 50, east of Austin. They have set up camp at the Pioneer Tavern Service Station, it is a good spot—the boys can have refreshments after shift.

The **Isbell Construction Co's** road job, west of Austin, Nevada, is well on its way. They have a good camp and a good crew—so everything should go along smoothly.

**Earl Games** is well along with the excavating on the Reno street work, and he is going good on the rock, that rock smashing plant puts out lots of rock.

**George Miller** keeps a large crew going all of the time on ditch work, basements, and what have you. He still has a good fighting bunch.

**John Powers Co.** still has his regular crew busy around Reno.

**Bros. Little Bill Landrum** and **Frederick Martin** are leaving Reno today; headed for the Redding area. (It is rumored around Reno that Little Bill is looking for a good location to start a Goat ranch.) We think they are just going on a little tour for Brother Martin just purchased a LaSalle car and they want to try it out. Brother Martin just returned to Reno from Guam—he must have done all right for himself over there.

\* \* \*

A man was buying a fountain pen as a graduation gift for his son.

"It's to be a surprise, I suppose," remarked the clerk.

\* \* \*

There was a young lineman named Bligh

Who noted a cute filly pass by,  
As he leered at this vampus  
He grabbed a fistful of ampere;  
For our late Brother Bigh we now sigh.

\* \* \*

"Was your friend shocked over the death of his mother-in-law?"

"Shocked! He was electrocuted!"

\* \* \*

Doctor: "How do you mean you are worried, Mr. Brown? Did you give your husband the sleeping powder as I told you?"

Mrs. Brown: "Indeed, I did, doctor. You said to give him as much as I could get on a nickel. But I had no nickel so I used five pennies instead and he hasn't wakened for three days."

\* \* \*

A lot of live wires would be only short circuits without connections!

# Stockton Jobs Move . . . CONCRETE FLOWS ON HIGHWAYS AND CANALS IN VALLEY; WAIT DAM JOBS

By ED DORAN and RENNY BURROUGHS  
Representatives, Local 3

**Stockton**—Dreary, dreary day. The Cherry Valley Hetch Hetchy job will not be listed for bid until August and the snow will be deep up there in November. Now just this spring we worthy business agents shaved off the front end of our only pair of skis to get up to a bar. So with many other Engineers, we probably see only very limited work on this project until next year. Connected with this job, federal flood control funds have been authorized in the amount of \$600,000 for starting Cherry Valley Reservoir on Cherry Creek, a tributary on the North Fork of the Tuolumne.

Securing of rights of way and preliminary phases of Farmington Dam, a \$3,000,000 earth fill structure situated 20 miles east of Stockton on Littlejohn Creek is expected to take place in August. Only \$295,000 has been made available as yet.

For north of Lodi, from Lind's Airport to the Sacramento County line, on Highway 99, the San Joaquin County Planning Commission is studying approval of the State Highway Commission's map of right of way to be secured for a new four-lane freeway.

Barring politics and upsets in the Bureau of Reclamation, the bureau tells us that we can expect a 15-mile section of canal to be let this fall on this Central Valley Project south of Tracy. Next spring a 17-mile section is slated to be let. This does not include a 13-mile section which M.K. low bidder, is now starting.

Stanislaus County has recently let four surfacing jobs, three of which went to Standard Materials of Modesto and one to Sykes of Patterson. Frank Marks and Sons have been out of the field of lucky contractors here but recently got three nice jobs in Merced county, paving.

San Joaquin County has just let a \$69,262 job to Munn and Perkins south of Manteca on a county road and we are viewing with some interest two nice county jobs yet to be let: One going south from the new Fish Ranch Bridge and the other the extensive approaches to the new Peletier Road Bridge on the Mokelumne River.

Jimmy Bos of the Bos Construction Company got a \$150,000 plus job four miles east of Crows Landing on the San Joaquin River Bridge.

Mike Malfitano and Macal got approximately \$80,000 worth of work on the Old River Bridge west of Stockton, and Judson Pacific Murphy are bringing in steel on their Mossdale Bridge job. Up at Stevens Bar Bridge, E. J. "Pop" Warner is waiting for steel and worrying over our vacationing motorists who bust up his barricades.

At Thornton the U. S. Engineers are surveying for a through truss draw span bridge to cross the Mokelumne at Berson Ferry. There will be dolphins installed to protect the piers and 80-foot span.

All the above is future work except some of the paving which is already started. Now a picture of the present. We have about 60 men on the out-of-work list.

Thanks to Local No. 3's other offices, we have sent many cat skinner to other areas, for we have little carryall and dozer work here. As usual, we are short of blade men and have good jobs to offer several. M.J.B. on their freeway job in Stockton have been good customers for this classification. We are still a little heavy on oilers chiefly because of our dredge work shutting down and our tunnels at Jackson holing through.

## Eating Dust on the Jobs

Brother **Ernie Chamberlain** with Brothers **Carrol Airrola** and **Mae Frink** on 8's pushing a Le Tourneau ripper pulled by **Clyde Leavitt** and **Harry Carver** on HD 19's up and down hill breaking up bedrock on United Concrete's Pipeline job at Wallace. The hoes cleaning up with the Wichman brothers, "Happy" **Pete Petrovitch** and **Roy Wallace**. **C. F. Gee** and **Al Barattini** on the 1201 Lima Crane setting pipe. **Doc Hines** doing a sweet job

on United's big digger and Brother **George Hines**, his oiler, keeping a good watch on his "old man" opposite him, **Red Spurlock** and **Chet Earys** give real competition. **H. L. Theimann**, blade operator, keeps it flattened out.

Brothers **Roy Morse** and "Frenchy" **Catreaux** cut **Joe Ruddy's** No. 33 Highway paving job for the money. **Roy Wedlow** and **C. E. Duncan** on blades, **H. E. Walker** on the roller, **Otis Mosely** laying blacktop, and **Hiram Green** utility. **Ned Bedross** and **J. E. Fritz**, mechanics, minimized breakdowns. Up at Oakland, **M. Prough**, **Dave Soden** and **Bob Jones** are laying out a real deal with the portable crushers for **Joe's** job there.

**Artuckovitch** is making the fastest time on the entire job so far. The engineers got hurt some by heat and the Boilermakers who wanted to start early. Everyone but laying crew and welding machine operators making some overtime. **Cal Baker**, superintendent, has a good reputation on the job with local No. 3 crews. Brothers **Johnny Gbravac**, pusher, **H. A. Hallback**, trencher, **George Sheridan**, dozer, **Dick Beebe**, **John Saltis**, **Hugh Van Landingham**, **Ray Otto**, **Don Crawford**, **E. R. Carlin**, **Ray Dimity**, and as many more again making up the shovel crews.

**Claude Woods** helped the State of California out on rushing some Clements-ValleySprings road work through by July 1st. The end of another fiscal year. **Glen Galaven**, **Bert Homes**, **Stanley Billigmeier** dusted out **Claude's** Ione job. Brothers **M. Christian** and **Walter Mills** did a nice job surfacing for the State. In their town shop all is still under the able care of Brothers **Joe Zeissler** and **Harry Onstott**.

**Manuel Asta** and **Lowell Construction Company** have each furnished a good job in this territory. **Manuel** at Thornton, paving, and **Lowell** at Patterson's sewer farm. Come back and see us.

**Reeves** is moving in on the W.P. at Tracy and going west. Brother **Morris Spring** was in to say hello.

**Teichert** has done well locally the last three months. Excavation at **Barrett** and **Hill's** south sewer plant job, street excavation and a paving realignment of Fairgrounds race track, and now the State hospital streets and roads, asphalt paving in Modesto the other day, too. **Bud James** has parked his blade temporarily and was pushing a spread of **Joe Souza**, **Claude Brown**, **Tim Hinds**, **Joe Busch** on south Ophir Street job.

**Biasotti** is through at Empire and ready to go on **Crow Canyon**; sorry to lose **Chet Robinson** and **Lee Hunter** at the end of this job, but didn't have any more dirt at present. Brother **Al Vercruyssen** is pushing **Al Biasotti's** Merced-Ripon barrier job.

**McGaw** with Brother **Johnston** at the tiller is moving rails at **Westley** and doing much paving everywhere. When hell is paved, these boys will pave it.

**Harmeling** is busy trenching at **College View** Subdivision and **Van Valkenberg** has moved into Escalon for a big job there. Also at Escalon for a big-sized job for the high school before they leave for **Rio Vista** for a big pool in that city.

Well, as the drunk said when he fell off the stool, more later.

\* \* \*

"What's in the fancy vase on the mantel?"

"My husband's ashes."

"Oh, I'm sorry. How long has he been dead?"

"He's not dead. Just too lazy to find an ash tray."

## Northbay Highway Boom SEVERAL MAJOR ROAD PROJECTS OPEN UP FROM THE BAY TO NORTH COAST

By H. O. FOSS

Business Representative, Local 3

**San Rafael**—The Masonite Company of Ukiah is spending about \$8,000,000 on a contract recently awarded to Utah Construction Company which includes 37 miles of new mountain transportation running west from Ukiah toward Comptche.

The general superintendent is **Frank Laird**, with **N. A. Miller** in charge of engineers and **Bob Hanning** as office manager.

The Stolte-Harrelson project at Santa Rosa with **E. W. Elliott** as project manager and **Brother M. W. McDonald**, assistant superintendent and **Buck Fink** in charge of Harrelson is going strong.

Many of the brothers are busy here such as **Brother Frank Arntz** in charge of engineering; **Brother Bob Russell** the PM grade foreman and **Brother Barney Bell** the AM grade foreman; **Brother "Stuttering" Ray Davis** the PM shovel and grade foreman and **Brother Art Cronin** the AM shovel and grade foreman; **Brother John Clardy** on the NW 25 shovel and **Brother Jack Shaffer** on the NW 80 for the PM shift and **Brother Carl Orvis** on the NW 80 AM shift and **Brother Steven Giffin** on the Bay City doing chores with **Brother Tom Hanna** chasing jeeps and **Brother Barney Vanderhoof** mechanic; with **Brother Frank Smith** also as mechanic and **Brother O. M. Barbe** mechanic on the crusher as well as **Brother Clayton Kaup** also mechanic on the crusher and **Brother William "Chuck" Randall** mechanic at large and last, but very important **E. F. Phares** as official timekeeper with his two able assistants **Dave Allen** and **Bob DeBishop**.

**Harms Brothers** of Sacramento were low bidders and awarded the contract for three-quarter million for 4.3 mile grading and reinforcing concrete bridge east of Fairfield and the Alamo Creek.

**Brother E. Fravetto** of Santa Rosa "God's Gift to the Fair Sex" is now operating his own rigs and doing very well on the building and maintaining of roads up in the north country.

**Brother Mark "Sug" Ammonds** who decided he was tired working for the boss now has his own loader-dozer and road oil rig and may be contacted at 10 Hill Drive, Petaluma, telephone 1938-M.

**Brother Harry Bambauer**, one of the old timers now with the Coast Equipment Company of San Francisco representing them up and down the Pacific Coast—he says it beats pulling the levers.

**Brother Paul Ryder**, master mechanic for **Ben C. Gerwick** at Petaluma who was injured recently has now returned to work which makes the management happy.

The old timer, **Brother O. L. Asher**, who has been very ill since the first of the year has returned to the Hutchinson people and they are happy again as he has been with them for three hundred years.

**Brother L. L. Oldaker** recently returned from his second contract at Guam, has been flying around the West Coast having just returned from Oregon and taking off next week for Denver—wonder who he is "giving the office" to there? ? ?

**Brother Leo Lowery**, one of our "fishing" engineers together with his buddy, **Lowell Vincent**, performed very gallantly a short time ago when they spotted the swamped boat of Mr. and Mrs. Nevin with the couple decidedly in trouble. We are glad to report that in spite of a swift tide and their small boat, they rescued the couple and revived them so that the Coast Guard could take over.

**Ray Shackelford**, popular master mechanic from Napa has signed up with the Atkinson people and at this writing is busily engaged on a huge project in Greece.

The Patterson Race Track job at the Fair Grounds, Vallejo, is going full speed ahead with **Brother Maynard** in charge with **Brother F. W. Probst** as master mechanic and will probably be there until the rains shut them down. **Brother R. Goodwill**, the owner of the Rodgo Hotel, who advertises the poorest beds and the "hot" food "cold" is also on this project and also building a house on the Be-

nia Road. He suggests that any of the brothers wishing to register can leave their checks as deposit for housing.

**Brother Norman Pierce** finishing up on his Drive-In Theater job at Vallejo—he seems to have this type of work corralled in Northern California as he continues to pick up extra work.

The Napa Shipyard have six LST's to cut and load out. They recently made a record as in 15 working days they cut and loaded out one of these babies.

**George Smith** and his bondsmen are finishing up the Silverado Trail that **George Murrey** walked off last year.

The Johnston Rock Company at Navarro-by-the-Sea on their bridge and road job continue with a fast turnover on members as **Brothers Jack Douglas** and **Ervin Teed** were past foremen and now **Brother Slim Seymour** is in charge.

**Jack Galbraith** of Modesto has a string of five rigs helping out on the Raish project at Point Reyes-Novato road as well as on the Stony Point road project at Petaluma.

**Paul C. Queen**, popular San Francisco contractor has a number of motor patrols strung out all over the district in Jenner, Santa Rosa, Samuel P. Taylor Park, etc.

**George Stout** of Merced on the Lake county road job cleaning up with **Brother D. W. Janetzky** in charge and happy it is over and hoping for no more like it.

**Harold Smith**, contractor from St. Helena working merrily on the Middletown-Lower Lake bridge and road job with the realignment and paving already started on the Petrified Forest road job keeping **Brothers H. Black, K. Jessee** and **H. D. Sonnicksen** happy as **Harold** is the king pin operator.

**E. E. Lowell** starting on the large Napa sewer project—Lowell must like this kind of contract as he is expanding along these lines with his own rigs as well as hired underground equipment with **Brother Bill Poyser** in charge.

**Morrison-Knudsen** Lake County project is just about buttoned up on what was left over from last year's contract. The crew with **Brother John Christman** in charge have already left for the Trimmer Springs job for the USED with a million yards to move. **Brother E. L. Christman**, superintendent on the Lake County job is to be congratulated for a smooth running project in spite of many adverse conditions.

On the Piombo project at Jenner-by-the-Sea, we find **Brother George Freelan** on the wet end and thinking seriously of buying a second hand diving suit and joining the Divers Local with **Brother Charley Georgi** loading out rock and **Brother Giannini** busting net, etc., and **Brother Jim Hawkins** as foreman.

For Piombo at Bon Tempe Dam with **Brother Bill Pierce** in charge there is always a smooth running job starting their double shift as this goes to press—they are really moving some earth here.

**E. A. Ford**, San Anselmo contractor recently awarded surfacing contract in Santa Rosa and keeping very busy locally as well.

**Parish Brothers** of Benicia were recently awarded \$1,174,000 out of Vacaville and today are low bidder at \$541,000 on the other end of the project—this seems like the bite for this year.

**Brown Ely** of El Cerrito recently awarded the widening pavement contract about \$65,000, at the intersection of Route 1 and Sir Francis Drake Blvd., in Greenbrae.

**Shaul Construction** of Hayward recently awarded a small contract for constructing timber bridge

## Construction Awards

JUNE 30, 1948

SACRAMENTO: Contract awarded to **Geo. E. France, Inc.** Bos 831 Visalia, \$145,669, for 8 mi. grade, etc., betw. FAS Rt. 1129 and St. Hwy. Rt. 134, Tulare County.

SACRAMENTO: Contract awarded to **H. Earl Parker**, 12th and F Sts., Marysville, \$14,250 for rental of equipment for examin. and sampling stream gravel, San Joaquin River Basin, Spec. 515-0.

PALO ALTO: Contract awarded to **Lew Jones Const. Co.** and **J. C. Bateman**, 150 N. 28th St., San Jose, \$64,414, for const. Pope St. bridge across San Franciscuito Creek.

BENICIA: Contract awarded to **E. T. Haas**, P.O. Box 411, San Mateo, \$11,233 for replacement of water lines, under Inv. No. 04-015-48-6.

SACRAMENTO: Contract awarded to **George Pollock Co., Forum Buldg.**, Sacramento, \$136,728, for const. 69-kv transmission line, Contra Costa substation to Clayton and Ygnacio Pump. Plants, Central Valley Project, under Spec. No. 2166.

SAN FRANCISCO: Contract awarded to **Lowrie Paving Co., Inc.**, 1755 Evans Ave., S.F., \$261,932, for track removal on McAllister St., betw. Market St. and Central and on Fulton St. betw. Masonic and Stanyan.

SAN FRANCISCO: Contract awarded to **Arthur Wallgren**, 500 DeHaro St., S.F., \$3456, for const. 2400 ft. bridle path, Lake Merced Blvd. from Alamany Extn., inv. 19,200 sq. ft. oil macadam.

JULY 1, 1948

SAN JOSE: Contract awarded to **Leo F. Piazza Paving Co.**, 175 S. Montgomery St., San Jose, \$21,148, for paving, gutters, curbs and walk, in Emery St., from Spring and Stockton.

UKIAH: Contract awarded to **Utah Const. Co.**, 1 Montgomery St., S.F., for const. approx. 37½ mi., 30 ft. wide, heavy duty logging road to provide access to company reserves in Western Mendocino County.

OAKLAND: Contract awarded to **Underground Const. Co.**, 75th Ave. and San Leandro Blvd., Oakland, \$69,918, for inst. cast iron and welded steel water mains in Foothill Blvd., Alameda County.

OAKLAND: Contract awarded to **P. & J. Artukovich**, P.O. Box 265, Port Chicago, \$62,368, for inst. Sec. 2B of South Intercepting sewer, under SD No. 24.

SAN FRANCISCO: Subcontract awarded to **M. B. McGowan, Inc.**, 625 Market St., S.F. for furrn and driving untreated timber piles and conc. piles for Napa Sewage Treatment Plant.

JULY 2, 1948

WALNUT CREEK: Contract awarded to **Stolte, Inc.**, 8451 San Leandro St., Oakland, \$382,026, for const. sanit. sewers and appurtenances, Contra Costa County.

SACRAMENTO: Contract awarded to **A. Teichert & Son**, 123 N. "E" St., Stockton, \$56,666, for roads and walk, Stockton State Hospital.

HAYWARD: Contract awarded to **Orinda Excavating & Paving**, 1168 63rd St., Oakland, \$2936, for grading at the Fairview School.

SAN FRANCISCO: Contract awarded to **Fay Improvement Co.**, Phelan Bldg., S.F., \$6299, for grade and pave Yale St. betw. Silver Ave. and Silliman.

MILLBRAE: Contract awarded to **Rosetto Const. Co.**, Box 426, Walnut Creek, \$2304, for const. sanitary sewers in Millbrae Elem. Schl. Dist.

across Ward Creek near Cazadero in Sonoma County.

**Moore & Roberts** of San Francisco recently awarded a million and three-quarters for constructing Units 2 and 3 of the South Ward Group, State Hospital at Napa.

The **Fred J. Early Jr.** Company of San Francisco recently awarded three-quarter million for constructing pumping and treating plants in Napa.

**A. G. Ralsch-Staring** and **Galbraith** recently awarded the mile and a half grading and surfacing on the Lakeville Road, Sonoma County.

\* \* \*

Members employed in Bay Area shipyards get an 8-cent increase, but work is very slow in the yards.

# News From The San Francisco Office

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

**San Francisco**—Conditions of employment for the brothers in this area have improved so greatly since the last report of the news, that the resulting feature is that the out-of-work list is practically nil!

**Clinton Construction Company** is going full blast on its Mission Rock job, with three floating rigs and two land rigs in operation, plus a bank of compressors.

**Eaton & Smith** are busy on two different track removal and street paving jobs, **Kearny Street** and **Polk Street**. Several rigs in operation.

**Lowrie Paving Company** has several jobs in operation, including street paving and sewer work. They were awarded a large contract by the city for the track removal and repaving on **McAllister Street**.

**Charles Harney** has several small jobs in operation including the new Municipal Bus Yard at Ocean and San Jose avenues. The hot plant and concrete plant has been in constant operation for the past several weeks. A full crew of heavy duty repairmen are kept busy in the shop keeping the equipment rolling.

### BUILDING PROJECTS

**Stone & Webster** job on the P. G. & E. standby plant on Evans Avenue is in full operation still, with a large number of the brothers steadily employed.

**M. & K. Corp.** has two large building projects under way at present; **Sailors Union** building on Harrison and a new building addition in the Presidio.

**Courtland Engineering Company**, owned and operated by **Brothers Dick Watts & John Tate**, are using a large number of the brothers on heavy duty repair work on surplus equipment.

**Tucker Engineering Company**, operated by **Brother Dave Tucker**, is also the scene of activity in the repair work line.

**Haviside and Smith-Rice** derrick barges are busy again along the waterfront, although we would like to see considerable more activity in the future than has been apparent in the past. A new agreement effective on July 1st, was signed for a 12 and one-half cents raise.

**Thomas Rigging Company** has all of their truck cranes busy, scattered on various jobs throughout Northern California.

### SHIPYARD INCREASE

Since the last report, a conference was held with the Pacific Coast Shipbuilders in Salt Lake City in which a new wage scale was negotiated for the various shipyards in this area, with the exception of **Bethlehem**, who are under a separate agreement. The new scale agreed to was eight cents per hour across the board on all classifications. This increase is nowhere near as much as we would have liked to have received but after two weeks of constant negotiation it was the best we could get.

The new wage scale on construction work, which went into effect on June 26th, apparently is being received by all of the members in this area as we have not received any complaints so far on it.

**Swinerton & Walberg's** job on the Standard Oil Building is gradually getting underway. The foundation work is a slow procedure but furnishes work for several of the brothers.

**Stolte Company** has started the excavation work on our new building at 16th and Valencia streets. A shovel crew is busy at present removing dirt for the foundation and basement.

### PENINSULA DISTRICT

Although no large construction projects have started operating in this area recently, most of the members of Local No. 3 are busy on small highway jobs and subdivision work.

According to the latest official reports, the five million dollar grading and paving project on the San Francisco Airport will break any day now. This work will employ many engineers for about

400 days.

**Peter Sorenson** was the low bidder on the San Gregoria County highway job. This firm expects to start work in about two weeks.

At **Half Moon Bay**, **L. C. Smith Company** will begin work on their State Highway job, which extends from the Skyline Boulevard to Coast Highway No. 1.

The **Guy F. Atkinson Company** just about completed the sub-grade and are getting ready to pour concrete on their Bayshore Freeway work at South San Francisco.

**Carrico and Gautier** have just about completed the overpasses on the Bayshore Freeway between South City and Burlingame. A small amount of concrete to pour and some painting will finish this project.

At South San Francisco the **J. H. Pomeroy Company** have completed the steel erection and are now engaged in pouring concrete on the Bayshore overpass.

The **California Constructors** are busy on the paving and grading of streets in **Sharps Park**, also at the old Flood Estate in Menlo Park. **Windy Webber** and **Lyle McCann**, old-time members of Local No. 3, are working in conjunction with this firm on these jobs.

The **A. & B. Quarry**, located near Woodside, is engaged at the present time in an expansion program consisting of the installation of a new crushing plant. This quarry has steadily enlarged since its acquisition by the present owner. This may in part be due to the good management and supervision of **Brother Frank Archibald**.

Several members of Local No. 3 are busily employed at the **Tanforan Race Track**, getting this track in condition for the coming meet.

By all indications, this year should be one of the biggest years in this district for members of the Operating Engineers.

\* \* \*

Local 39 donated \$50 to Oregon Flood Relief.

\* \* \*

**Barber** (looking at the young glamor boy's sleek hair): "Do you want it cut, or shall I just change the oil?"

\* \* \*

"My, what beautiful hands you have! Tell me, after you cut your nails, do you file them?" asked a chorus girl.

"Oh, no," replied her typist friend, "I throw them away."

\* \* \*

An American resident in China remonstrated with her houseboy for taking her linen into her bedroom without knocking.

"That's all right, Missy," said the native. "Every time come, lookee through keyhole. Nothing on, no come in."

\* \* \*

Caller: "Madame, I am the piano tuner."

Pianist: "But I didn't send for a piano tuner."

Caller: "I know, but the neighbors did."

\* \* \*

"I'll say it is," replied the father. "He is expecting a convertible coupe."

\* \* \*

Gossip has been defined as the art of saying nothing in a way that leaves practically nothing unsaid.

\* \* \*

Cowboy: "Getting your saddle on backward, aren't you?"

Dude Ranch Visitor: "That's all you know about it smarty. You don't even know which way I'm going."

# What's doing in the Oakland office

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

**Oakland**—Things are looking brighter again for many of the members working out of the Oakland office. For certain classifications the work is more plentiful and during the month of June we cleared 385 men. With the cooperation of the outside offices, a large majority of the brothers are able to secure employment somewhere in the area of Local No. 3. However, we are trying to find employment for many that still are unable to go out of town and have at the present time approximately 150 names on the out-of-work list; but, we are in hopes if the weather stays good and nothing unforeseen comes up that we will be able to place a number of them in the near future.

## Getting Around the Jobs

In getting around the jobs we find that there is one dark spot; namely, the waterfront, due to the fact that the ship repair work has practically come to a standstill. While this may not be a dying industry it appears to be very weak and we are in hopes that maybe some of our elected politicians may be able to do something to revise the shipbuilding industry on this coast.

On our beat along the estuary we find that the Halcone Steamship Company is now going out of the ship repair business and has transferred two of its boats to the General Engineering yard in Alameda.

Although the old United Engineering yard has been taken over by the Todd Shipbuilding Corporation, it still has a number of engineers employed; however, we find the work of a spotty nature.

The Learner Company, which many of you know now occupies the former site of the old Pacific Bridge Yard, is still busy scrapping boats. The brothers employed there have plenty of work in sight for some time.

According to F. S. McGuigan, manager, of the Alameda Shipyard of the Bethlehem Steel Corporation, the volume of work in this yard at the present time is approximately two-thirds of the wartime level. The work consists of repairing two tugs on the yard's 3500-ton floating drydock; conversion of two former Navy tankers; overhauling and repairing of three Army utility boats; repairing two 63-foot Army picket boats and routine repairs to one former Army minelayer and one commercial cargo vessel. These ships represent the largest number in the yard at one time in over a year.

From the Walter Johnson Company's property, at Moore's west yard, which was leased from the Maritime Commission: "The Tiger," the world's most traveled dredge, has been made seaworthy during the past weeks. Beginning the longest double-tow in maritime history the dredge departed from the Oakland waterfront and headed out the Golden Gate on June 28th, for a 12,000-mile trip which will consume the better part of four months. The dredge will travel to the kingdom of Baroda in India, where it will wind up improving the harbor and water ways for this country. This dredge has rather a historic past having worked practically all over the world. It was built on the Ohio River, being used first in the Mississippi and around the vicinity of New Orleans. From there to Greenland in 1940, where it was used in building an air base. From Greenland to New York to work on the Hudson as far up as Albany, then towed through the Panama Canal to the west coast, where it was used to do harbor work at Long Beach. World War II saw her off to Honolulu where she added more to her career by riding out a tidal wave. Then she was headed for Guam when V-J Day recalled her to Oakland, where she was sold as Army sur-

plus to her original builder, Jean M. Allen, a Los Angeles consulting engineer. He in turn made arrangements for her transportation to the State of Baroda in India.

At the Kaiser Iron and Metals Company, Yard No. 3, we find Brother Bob Allgood doing a bang-up job as Maintenance and Equipment Superintendent. Bob is filling the shoes of Blackie Quinn, who has left for Eagle Mountain in Southern California (Poor Fellow), to work in the capacity of Maintenance Superintendent in charge of the equipment in one of the iron ore mines for Kaiser. Bob is being assisted by Brother Homer Moore, who is also doing a good job as Foreman over the Engineers.

On our last trip to the Richmond yards, Brother Frank Owens, was showing us some of the photographs he had taken of the various sites in the yard, and it appears to us that Frank is an accomplished photographer, as the shots and scenes that he had really held your interest for quite some time. He is now on his vacation in Utah and we feel sure that he will probably bring back some fine pictures to show the boys around the yard.

The Ransome Company is still busy dismantling certain parts of Yard No. 2, and working on construction work on other portions for the Santa Fe Railroad. There are three pieces of equipment dismantling the ways at the present time, with Brothers Lyle Fisher, and Jimmy Johns doing the hoisting and lowering.

We find Brother Tommy Kennedy at the controls of one of the whirleys in the yard. Tommy is taking the place of Brother "Stu" Thompson, who, as was reported, is off with a leg injury. Tommy joins with us in wishing "Stu" a speedy recovery.

The General Engineering Company, at the present time, has only two boats in the yard, with three Engineers on the swing shift, and Brother Severin Wolf still the head man in the Compressor House on the same shift.

Brothers E. P. Bechold, A. Fauland, and Carl Anderson, employed by the McDonough Steel Company, seem to be very happy on their job, for upon the negotiation of a new agreement with the Pat McDonough Company, a substantial increase in wages was granted to them.

We believe that Mr. Bont, of the California Steel Products, located at Barrett and "A" Streets in Richmond, is also entitled to commendation inasmuch as he too granted a very substantial increase in wages to the engineers employed in the yard. This increase brought the wage scales in line with those being paid by the Western Pipe and Steel yard in San Francisco.

The Humiston-Rosendahl Company, who are doing various phases of the maintenance and new construction work in the Standard Oil Refinery, have approximately ten Engineers on the payroll at the present time. We have found this company to be very fair in past business transactions and the complaints on this job have been practically null.

As you drive down Telegraph Avenue, you no longer see the smiling face of Brother Lyle Smith on the Pacific Pipeline equipment, as they have completed the telephone underground cable job on this street, and Lyle has moved

the equipment to East Oakland, on 27th Avenue, where they have 3300 feet of 6-inch gasoline pipe to lay.

Brother Roy Epps is still employed by the Stolte Co., at the Fairfield Air Base, and at the present time is hoisting the material for the hospital building. They anticipate being through in October or November. Brother Dwight Courtney is still working in the capacity of a lubricating engineer on this job. Eloff Gustafson, the superintendent, is now off on a well earned vacation.

The Austin Company has one piece of equipment at the Palmolive Peat Co. doing repair work. Brother Jimmy Cook, who has been running this rig for the past month, has left to go to work on a truck crane for the Henry Bigge Company, and was replaced by Brother Don Meifert.

We feel sure now that the winter is over, inasmuch as Brother Mike Glage has put in his stint in the Oakland area. Mike always shows up around here during the winter months, and has just finished working with Brothers Gene Wixson, J. Mangum, and Frank "Red" Grear, for the N. M. Ball Co., who had the excavation job at the cyclotron at the University of California. The superintendent on this job was Brother Ted Irving.

As you drive out Washington Blvd., in the City of San Leandro, that young enterprising engineer you see on Castro Valley Rock Company's loader, dodging the traffic, is none other than Brother Stan Garber, who replaced Brother Virgil Guptill in the past week. Brother Guptill heeded the call of the mountains and is now maneuvering a carryall around on Parker's job, Highway 40, beyond Truckee.

The J. H. Pomeroy Company has finished erecting the steel on the East 9th Street overpass. Brother Ted Applegate and Clarence Nelson have moved to the job in South San Francisco.

Brother Lee Howell who was formerly shop foreman for the Soule Equipment Co., has loaded all of his tools and moved out to the McIntosh and Bodenhamer yard, at 7301 San Leandro Blvd. He is in charge of ten members, who are maintaining and overhauling various pieces of construction equipment. This being a rather new company in the area, we wish to extend our best wishes for every success in the future.

The P. & J. Artukovich Co. has six Draglines and Cranes, and two cats working on the sewer job, at 19th and Dennison Sts. Having put a portion of this job on two shifts, they anticipate finishing it in approximately six weeks. Their work around Bixler's Station will be completed by the first of July.

We are glad to report that the Harrison and Birdwell Quarry, located in Mitchell's Canyon, seems to be getting off to a good start. While this quarry has been in operation for some time they seem to be getting a larger portion of the business in this area. They have changed the method of feeding the crusher. Having dismantled the old shovel; Brother Floyd Carr is now the proud operator of a new Dozer. Although they are using one shovel for loading out. We regret to report, however, that Brother Birdwell had been confined to the hospital for some time, but in the past week he has been able to get around and we wish him a very speedy recovery.

The Stanley Koller job, in Orinda, is progressing as per schedule, according to Carl Brosamer, the superintendent on the job. Brother James Drew is operating the Cat in the day time, and Brother Lewis Braddy is on the Compressors and Tuggers on the

swing shift. Also on this job we find Brother Olie Schwab at the controls of a new North West Dragline with Brother J. L. Wilson keeping this machine shined up and well greased.

The R. S. King Company, which specializes in furnishing top soil for the different garden spots in the Bay Area, has recently purchased a new TD-9 Loader with Brother Leonard Buescher as the operator. Brother Bill Harsh is keeping the trucks going that come his way with the other loader. They have approximately 70,000 yard of top soil to move in the next few months.

Brother Russell Holmes is running a hoist for Haas and Rotchild on the Antioch filtration plant, while the M.G.M. Construction Company has approximately 900 feet of 28-inch cast iron pipe to lay on this job. Brother Nathan Frazer is operating the hoe, assisted by Brother Ratkay as oiler.

Perhaps many of the Engineers will be interested to know that Pete Lynch is now superintendent for M. K. & Hassler on their portion of the Tracy-Mendota Canal job. This job is moving along well on schedule. They are pouring approximately 500 feet of concrete per shift. Brother Harold Hall is foreman over the slip forms and Brother Art Garreth is the operator. In this operation there are two dual drum mixers used and we would like to say that Bros. Floyd Nichols and Fred Reeking are about two of the busiest men on the job, with keeping these mixers running and the concrete going into the forms in a steady stream. The oilers on the job are Bros. Dick Wilcox and John Godding. Bud Hall is in charge of the concrete pouring operations.

A. J. McCosker Company has a number of small jobs in the Orinda-Lafayette area, consisting of resurfacing the driveways and building new access roads for building sites.

Martin Brothers, in Concord, have started on their sewer job about five miles in length from Moraga Blvd., to Lafayette, and St. Mary's College. The job consists of 18, 15 and 12-inch line. Their hot plant in the city of Concord is busy furnishing material for the various small jobs in the area, and also furnishing hot stuff for Parrish Bros. in relining the Contra Costa Canal.

Parrish Brothers have approximately 20,000 feet of road mix to lay on the Contra Costa Canal. This is a departure from the usual procedure, inasmuch as heretofore the canals have been finished with concrete. Pop Eastwood is still on the crane with his oiler Bob Lanze.

## What the Brothers Are Doing

If any Brother during his travels finds somebody in need of a North West Dragline, or Shovel, we think you would be doing Brother Cliff Jorgensen a favor if you would contact him at Berkeley 7-2103, for Cliff tells us that he has a rig which, from time to time, he finds sitting in the yard with nothing to do.

Brother F. R. Mathews, formerly employed with Moore Dry Dock Steel Erection Department, has been laid up for the past six weeks with a bad case of gasoline poisoning; however, he is back now on the active list for work.

Brother Gilbert Blue is up and around on crutches, having been in the hospital with a fungus growth on his feet, which he contacted while serving with the armed forces in the South Pacific.

Mrs. Culp informs us that Jess

is now employed in the vicinity of Ventura, in the capacity of a foreman for Tigert Brothers. We are hopeful that Jess will be back in the Bay Area before too long.

Brother Guy Jones left during the month for a well earned vacation, which he anticipates spending with his people in the Middle West. If things go all right, he will travel as far as Detroit.

Brother Joe Mauser is taking his wife and children to the Trinity Alps where he intends to lay by a stream and try to get some of those mountain trout in the frying pan.

Brother Ted Burkhart, the steward in Yard No. 3, left during the past month for a visit with his friends in Missouri. Ted anticipates on being gone from three weeks to a month.

Brother Robert Martin of 8694 Castro Valley Blvd., Hayward, now has a T-20 Dozer and is ready to put this machine to work by the hour or day with a competent operator.

Brother Freddie Perdue, former steward at Learner's Yard in Alameda, was in and took out a withdrawal card. He is leaving for Raleigh, North Carolina, where he anticipates going into the contracting business with his brothers.

Brother Harold L. Parker stopped in for a visit recently after a month's vacation with his wife driving through the Middle West. He stated, that while they left early in order to avoid the heat period; rain, snow, and hail storms were encountered on the return trip. However, they particularly notice the abundance of good corn crops and also a considerable amount of road work being constructed in Wyoming and Nebraska—on the whole it was a wonderful trip.

Brother Patrick Ritch will be leaving for Guam soon, where he will be employed as a heavy duty repairman, for the Guam Dredging Contractors.

Brother Wayne Straight has had more than his share of bad luck. He is again laid up, with a hand injury, incurred on the Ferguson Bros. job at Big Sur. About two years ago Wayne was about to deposit some garbage in the incinerator at home when the whole thing blew up almost ripping his hand off. After numerous operations he was able to return to work. About a year ago we dispatched Wayne on a two-day crane job to Ferguson Bros. He was made foreman in about a week and has been with them ever since. At the present time they are working on a job at Big Sur, which consists of a reservoir and road construction for the water supply to Big Sur Park. They were almost ready to start the pour when a 750-pound head of a DeDalt Saw fell off and struck his hand—the same hand that was previously injured. The flesh was ripped from the bone, but they were fortunate in obtaining, without delay, the same skillful surgeon who did the repair work on his hand before.

We are glad to report that Wayne is doing as well as can be expected and he is in good spirits. He said "at least this one is on the house." The last time it happened at home and of course there was no compensation. We are sure we express the thoughts of all who know him when we wish him a speedy recovery.

Brother Bill Ivey says he never flew so high nor so fast as on his recent trip to Georgia. His first flight, by the way, and one of those new D6's toted him from Oakland to Chicago in a little over six hours. Asked if he returned the same way he said, "Nope, I came back on a slow plane. The occasion for the trip was a family reunion at Atlanta and Bill had

(Continued on Page 11)

## Sacramento Jobs Open . . .

### Folsom Dam, Ship Channel Start This Year; Big Highway Program

By F. A. LAWRENCE and E. P. PARK  
Business Representatives, Local 3

**Sacramento**—Conditions in this area are improving. Through the cooperation of the Marysville, Stockton and San Rafael offices we have been able to reduce our unemployed list and are happy to report that nearly all of our members are now working.

Now that Congress finally has approved \$1,000,000 for Folsom Dam, actual construction will get under way this year.

Some portion of the appropriation is to be used for land acquisition and excavation on one core of the dam. Preliminary work must be done before the Engineers can really get going on the job. Contracts are to be let on August 30, 1948.

#### MONEY RELEASED

The Congressional appropriation of \$250,000 for construction on the Deep Water Channel made possible the release of \$3,750,000 of local money and \$750,000 in state funds. If possible the U.S. Engineers will start dredging on the shallow barge canal from the Sacramento River to Lake Washington. When this is done it will enable the Port Commissioners to start work on the grain elevator. So this project is also expected to get under way before the first of the year.

Other projects that have been given the go ahead are the Roseville Underpass and the Roseville Freeway. These are expected to be let for bid soon and will furnish a good deal of work for our members later this summer.

Construction on the 12th Street Overpass will be underway by the time of this release. Bates and Rogers Construction Company will do the job. Their superintendent is on the job now and equipment will be arriving soon.

The East Bay Materials Yard agreement has been extended to include the P. C. A. Plant at Davis. Brothers Lucky and Flemming are running crane and the batch plant on this job.

#### CONTRACTS RENEWED

The Cannon Brick Company agreement has been extended another year with an increase of 12½ cents per hour.

The Auburn Lime Products Company agreement has been resigned with the Rock, Sand and Gravel wages included.

Brother Jerry Cuneo is in charge of A. Teichert's highway realignment job on the west end of the Yolo By-Pass.

Brother Bob Kurtz is in charge of the finishing touches on the Westbrook and Pope job at North San Juan. Brother Sherman Gaston is in charge of equipment for H. C. Russell on the same job.

Brother William Covington is the superintendent on the Brighton Sand and Gravel road job at Slough House.

George Pollock was the successful bidder on the Folsom road job. Brother Jerry Aldridge has been cleared out as master mechanic. At this writing things are just getting under way and we hope to have more men working out there very soon.

Work is progressing on the Fredrickson Brothers job at Grass Valley. Brother Butler is the superintendent and Brother Keeler is the foreman. We were sorry to hear that Brother Leo Wright was hurt on this job when his pull turned over on him. Brother Harvey Lee Young, working on the same job, has been ill. We hope to hear that he is back on the job before too long.

At Auburn the road job of Fredrickson and Watson is coming along nicely. They are now making the sub-grade and are about ready to lay the hot stuff. Brother Claude Smalley is in charge of the Hot Plant and Brother Al Williams is in charge of the grading.

Bob Ingersoll and Clyde Stoncipher, brothers both of them, are on the Erbentraut and Summers job at Davis. This job is the construction of new buildings at the College of Agriculture and work is expected to continue on them for about a year.

Brother Earl Baker is in charge of the Excavators Inc. levee job at the foot of Broadway and is making good progress.

## Redding District Busy on Drains, Roads, Dam, Timber

By E. A. HESTER  
Representative, Local 3

**Redding**—Work under way in this district consists of: American Bridge, installation of flood gates at Shasta Dam; Harms Bros., six-mile highway job at Summit City, and switchyards at Keswick Dam; Bill Jones, clearing job between Hillcrest and Big Bend; W. C. Railing, surfacing job between Montgomery Creek and Fall River Mills; Clements and Company road job between Gazelle and Yreka.

Frederickson and Watson highway project between Hornbrook and Hilton; Clements and Company, surfacing job between Weaverville and Douglas City; N. M. Ball and Son, highway project between Weaverville and Minersville; Kliensmids Federal Road job in Hayfork, Harms and Brown federal road job in Hayfork, Trisdals right of way in Trinity county, Trisdals Reclamation Project in Bridgeport, Frederickson Brothers highway project between Schilling and Oak Bottom. Frederickson Brothers road and bridge job in Redding.

J. P. Brennon is building a swimming pool in Redding, and doing other work in this vicinity. Frederickson and Watson highway project between Cottonwood and Anderson, Draper and Adams Gravel Plant, Red Bluff, O'Connor Brothers, Red Bluff, Ehorn, Red Bluff, Oaks Gravel Plant, Redding; Heins Gravel plant, Redding; Pete Farrish, highway project in Tulelake; George Stacey, drainage project, Tulake; Wixon and Crowe, logging road in Viola; Trinity Alps, Logging and Sawmill Company in Hayfork; Shasta Plywood Anderson, and the Bureau of Reclamation at Shasta Dam.

#### Bids awarded, and new jobs coming up in the very near future:

Evans Construction Company, bridge across the Pit river at Pittsville; Harms Brothers, 6-mile highway, Churn Creek Bottom, near Redding; Sheldon Oil Company, seal coat, Westwood and Coppervale; Liston Ehorn of Red Bluff, highway improvements in Shasta and Trinity counties. Bids will be open on the good size highway job near Adin, in Lassen and Modoc counties. Public Road Administration, nine miles of highway in Lassen Volcano National Park, near the Shasta and Tehama county lines.

Bureau of Reclamation, Keswick Dam, grading for railroad, open July 20; a big job. Another Federal road job between Hayfork and Junction City, 24 miles; also a good one. Tyson and Waters, Anderson.

Things are picking up in northern California in heavy duty construction and the lumoer company. Weather is very hot, and we are very short of men.

It is with regret that we report the death of two of our old timers: Brother Frank B. Shaffer, shovel runner, who passed away with a heart ailment June 26, and Brother Frank Bartel, who also passed away with heart ailment June 30. Both of these brothers were retired and out on withdrawal cards.

Brother Joe Miller was critically injured when his tractor turned over on him. He is in the Memorial Hospital in Redding. Brother Miller has worked for the Bureau of Reclamation for several years. Brother Joe Moncebo, forking for Frederickson and Watson in Hornbrook, was critically injured from a flying piece of steel; Brother Archie Edmonds, foreman for Frederickson Brothers, is laid up with an injured back. All are doing as well as can be expected.

pany, Minneapolis, for placing reinf. steel, gates, gate hoists and metal expansion and contraction joints.

SAN FRANCISCO: Contract awarded to Charles L. Harney, Inc., 575 Berry St., S.F., \$6998, for asphalt, conc. pave, curbs, Pacheco St., 34th to 36th Aves.

## The San Jose Area . . .

### SMALL JOBS ARE PLENTIFUL; NEW CONSTRUCTION, HIGHWAY PROJECTS

By M. G. MURPHY  
Business Representative, Local 3

**San Jose**—Well, brothers, there isn't very much of a change in the picture since my last month's report other than a new office building or two plus a few smaller jobs such as sewers, ditchlines and subdivisions. There is one new highway job—in Sunnyvale. A. J. Raisch is the contractor. . . . McDonald, Young & Nelson were low bidders on the insurance company office building on Lenzen street for \$498,000. I understand Raymond Concrete Pile will do the driving. A. J. Raisch, Leo Piazza, Union Paving, Bill Vierra, Chas. Harney (of San Francisco), Los Gatos Construction Co., Ed Keeble, Earl Heple, Carl Swensen, J. C. Bateman, A. J. Peters, Guerin and Morgan, C. P. Albanese, and Dan Caputo (maybe I've missed a few), excavating and paving contractors, are all busy on work in this district. I will not try to mention the smaller fellows who may have just one or two pieces of equipment as space would not permit.

I have no information this month either, of the proposed Los Gatos dam nor have I any information on when the state intends to call for bids on the relocation of the Los Gatos-Santa Cruz highway. N. M. Ball has double-shift on his highway job at Santa Cruz. Brothers Joe Scott and Andro Kucon are the "pushers" for Clarence Baker, who has his spread of "cats" on the job. I understand they intend to have some high-speed, rubber-tired equipment there this month, sometime.

Earl Heple is about 80% complete with his contract on this same project (Rob Roy-Santa Cruz highway); W. Bird Construction are about 45% completed with their levee job but are suffering a delay due to their inability to get some of the materials which go into the job; Dan Caputo is progressing nicely on his Chittenden Pass bridge job and Ed Keeble is doing the grading.

Vincenz Bros. are busy with their new Cobras and DWIO in the Salinas district; Valley Trenching has a good-sized job on a new subdivision in this town and Granite has the excavating and paving. They also have the paving on the new Drive-In Theatre; George Augusta, X. Carrithers and E. Donahue, all of Salinas, are keeping busy in and around here; Maceo Construction Company, who are building the Los Padres dam in Carmel Valley, are making good progress and are just about ready to start making the main fill on this earth-fill project. Their aggregate plant will soon be in operation, too, which will call for more engineers. I believe I mentioned it before. There is about 5,000 yards of concrete to pour in this project. This is a good job, brothers, and a good camp to eat in.

Granite Construction have started their seven-mile King City-San Ardo job and will soon be ready for the asphalt. Brother Frank McGrane got the hot plant in operation this week and Jack Hurley, formerly with Frederickson, is the general superintendent on the job. We have nothing going on below this point, which is just 114 miles from this office. We do have a couple of small jobs coming up closer to home, however. Bids will be opened on a bridge job in Santa Cruz county on July 21. This will be across Soquel Creek in the town of Soquel. The other is a highway job in Monterey county—the San Joaquin-Watsonville road, east of Pajaro. This is an operation of approximately 102,000 cubic yards.

## News About The Brothers

Brother Chas. E. Plumb, who has been an engineer for so many years and has worked for the Kaiser Company for about 20 years, has decided to go into the logging business with his brother, Tom, (who is also an engineer). The boys say they have a five-year logging contract. I'm sure we all join in wishing them the best of luck in their new venture.

I am sorry to have to report the

serious illness of Brother Fred Thompson, who has been confined to the hospital for the past month. So far, I have not learned the nature of his illness. . . . Brother M. L. Herrera is again back in the Community Service Hospital where he will undergo a stomach operation. . . . Brother Jess Cole suffered a severe injury in a fall and will be confined to his bed for some time. . . . Brother Kenney Graham was lucky that he escaped with his life when he was pinned against a concrete wall recently. He did receive severe injuries to his left arm and shoulder.

Brother J. E. Haughton is just recovering from a very serious head operation. Brother Haughton put six hours on the table. . . . Brother Henry Marchetti suffered the loss of a foot recently while oiling on a churn drill. . . . Brother Jim Aregger, who suffered serious injuries on the Los Padres dam while working for Maceo is recovering as rapidly as can be expected, under the circumstances. We wish all of the above brothers a speedy recovery.

In closing wish to extend our deepest sympathy to Brother Wm. C. Stoffer, whose beloved wife passed away recently after a lengthy illness.

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## Construction Awards

OAKLAND: Contract awarded to Underground Const. Co., 75th Ave. and San Leandro Blvd., Oakland, \$63,633 for inst. 9800 1-ft. 12 in. C.I. and weld stl. wat. mains, Alameda County.

SACRAMENTO: Contract awarded as follows:

(1) Solano Co. (X-Sol-7-c) to: Harms Bros., Rt. 4, Box 2220, Sacramento, \$780,867, for 4.3 mi. grade and conc. pave, and const. reinf. conc. bridge betw. 3.5 mi. E. of Fairfield and 0.4 mi. E. of Alamo Creek.

(2) Plumas, Shasta and Trinity Cos. (11-Plu-, Sha, Tri-21-20-20B-B, A) to: Liston Ehorn, 926 Jackson St., Red Bluff, \$20,953, for inst. truck scales, grade approaches, plantmix surf. on cr. run base and apply seal coat, near Keddie, Schilling and Douglas Creek.

WALNUT CREEK: Contract awarded to A. T. Bennett Const. Co., 514 Bryant St., Palo Alto, \$69,995, for const. oxidation ponds at sewage treatment plant.

SOLEAD: Contract awarded to E. T. Haas, P.O. Box 411, San Mateo, \$27,275, for const. cast iron mains.

OAKLAND: Contract awarded to McGuire & Hester, 796 66th Ave., Oakland, \$78,646, for inst. cast iron water mains in Contra Costa and Alameda Counties.

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STOCKTON: Contract awarded to Harms Bros., Rt. 4, Box 2220, Sacramento, \$14,968, for 0.3 mi. grade and plantmix surf. at Milk Farm, Solano County.

IONE: Contract awarded to Tyson & Watters Co., Box 1914, Sacramento, \$18,400, for grading and paving at Preston School of Industry.

SACRAMENTO: Contract awarded to Stolte, Inc., 8451 San Leandro St., Oakland and Dunconson-Harrelson Co., DeYoung Bldg., S.F., \$18,982, for inst. truck scale house, grade approaches and plantmix surf. on crusher run base, 1.5 mi. S. of Cloverdale, Sonoma County.

FRESNO: Contract awarded to L. H. Leonardi Elec. Const. Co., 717 Francisco St., San Rafael, \$10,603, for furn. and inst. traffic signal system and highway lighting at street intersec. and flood lighting at grade crossing, betw. Hoskins Rd. and Brundage Lane, Kern County.

# Round-up of the news from Utah

By C. L. CASEBOLT, J. E. RILEY and C. R. VAN WINKLE, Business Representatives, Local 3

**Salt Lake City**—Printed copies of the agreement are now available for distribution to the membership working in Utah. Call for them at, or write to, either of the two offices. In Salt Lake City, at the Labor Temple, 151 South 2nd East St. In Provo, at the Labor Temple, 165 West 1st North St. Be sure when you get your copy to read it carefully and thoroughly. If there is any part of it that is not clear to you, any of the Business Representatives will be glad to explain it to you.

## NEWS ABOUT THE WORK

The employment situation remains about the same. There are a few members on the out of work list but not many and most of these are due to the normal turnover on the jobs or to the fact that some members, for personal or other reasons, do not care to take available jobs. There are several oilers out of work in the Provo office for whom no openings have been available. The present outlook for work is good with several jobs slated to start or to be let in the near future.

There has been some criticism lately among some of the members on some of the jobs on the lack of policing by the Business Representatives. Some of this criticism is justified we know, however, in justice to the Business Representatives it should be again pointed out that they have been kept quite busy in negotiations with the employers, negotiations which have been tougher and longer drawn out than ever before. Also, to give you some idea of the problems of your Business Representatives, note the locations of the following, and by no means complete, list of the jobs currently going. Note, also, the comments on the jobs where there has been trouble.

**Stearns-Rogers, Devils Slide,** trouble, serious trouble, one a threatened walkout, has developed several times on this job requiring the services of a Business Representative \*\*\* Several jobs in and around Ogden have required attention \*\*\* **Bechtel Corp., Standard Oil job,** some jurisdictional trouble with the Teamsters over the operation of A Frame Trucks on the jobsite (an agreement exists between the International Union of Operating Engineers and the Teamsters International granting this work to the Operating Engineer on the jobsite) \*\*\* **W. W. Clyde Co., Tooele County,** has required considerable attention. This is a mighty dusty job \*\*\* **Gibbons and Reed** are going along pretty good on their Salt Lake City paving job \*\*\* **W. W. Clyde** has moved equipment from Salina Canyon to Immigration Canyon \*\*\* **Utah Construction Co.** is still working on the Magna dike job, Mexican general trouble has developed on this job \*\*\* **Utah Construction Co.** is off to a good start on its Bingham Canyon tunnel for the Cooper Co. This is a rather hard job to get to \*\*\* **United Concrete Pipe Co.** has about the same crew on its Salt Lake Aqueduct job. Trouble is in the offing; however, over the work in their pipe plant at Pleasant Grove. Seems they want to do all the work, including ours, with Laborers and Boilermakers, in fact we have been

informed that they have signed such an agreement with the Laborers. We'll probably have to do something about this \*\*\* **W. W. Clyde Co.** job at the Point of the Mountain is nearing completion. The hot stuff is all down on the south end and the hot plant has been moved to the north end. This job, like all of Clyde's requires plenty of watching \*\*\* **V. C. Mendenhall** is making good progress on his Lehi to Fairfield job. Now that Cornell has signed the new agreement, we expect to have him straightened up just as soon as we can find time for the job. \*\*\* **The Bureau of Reclamation** has let the tunnel job in Provo Canyon to the United Concrete Pipe Co. and announced that bids are to be called soon on 5 miles more of concrete pipe in Provo Canyon and one mile of high pressure steel pipe on the north end of the Salt Lake Aqueduct \*\*\* **Walsh Co.** at Geneva has slowed down a little, a few boys have been laid off but rumor has it that they will need additional help sometime soon. This company has proved very pleasant to deal with and if you haven't seen a representative around it is because there hasn't been many beefs \*\*\* **Enoch Smith and Sons** has a number of small jobs scattered all over Utah County, mostly for the Gas Co. and small paving jobs and they have proven mighty hard to keep track of \*\*\* **The McGraw Co.** job at the Pacific Cast Iron Pipe Plant is progressing nicely, with the same crew and no complaints. A certain contractor that we could name, but won't, lost himself a nice juicy contract there because of his general attitude \*\*\* The construction on the Kaiser plant is pretty much washed up. In fact, the boys are fighting over who is going to represent the workers \*\*\* **Morrison-Knudsen** has finished its pipe job for the Utah Power and Light Co. in Provo Canyon. We are informed that there is more of this work in the future \*\*\* Work is progressing on the Provo Power House, **Lenn Creer** and **P. L. Henderson** both have part of it \*\*\* **W. W. Clyde** has finished his Spanish Fork to Mapleton Road job but is still working on the Nephi Airport. There has been trouble over shift work on this last mentioned job, trouble that has at times threatened a walk-off \*\*\* **W. W. Clyde** is making good progress on the Salina Canyon Road job and **Floyd Whiting** is moving in on the Sevier River Flood Control job. There hasn't been time to check this work at the time of this writing \*\*\* **A. O. Thorn and Sons** has a couple of jobs around Kanab and is working on its Cedar Breaks road job. Reports have it that this work is going along O.K. although no time has been found to check the job. \*\*\* **Bad reports** come from **Heber J. Glenn's** job near St. George. He isn't paying the new scale or meeting the conditions and while efforts have been made to straighten the matter up by remote control this job is probably going to require a long trip and perhaps a strike vote. Mr. Glenn, by the way, hasn't signed the new agreement \*\*\* There are also some small jobs around Milford and Delta that need looking over and **Bethers Bros.** have a small job at Kanosh that requires attention. \*\*\* There is also work in Carbon County. **M-K Co.** has a job near Cagle Dale similar to its job at Dugway, Tooele County. **Utah Construction Co.** has a housing project for the Kaiser Co. at Sunny Dale. Trouble, by the way, is brewing over the letting of a road job by the Kaiser Co. to an **Anderson and Sons of Price,** who do not operate union (this com-

pany was also low bidder on a Provo City paving job). The Kaiser Co. says it will straighten them up but this will probably mean several days in Carbon County for one of us \*\*\* **Lenn Creer** was low on the Cedar City sewer job and **Thatcher** low on the disposal plant. No report has reached us of either job starting as yet \*\*\* Now we start east through the Uintah Valley. **Bechtel Corp.** has its pipe covering plant up at Midway and should be covering pipe before long. **Pacific Pipeland and Engineers Ltd.** is unloading pipe at Heber City and is starting the line near Kimballs Junction. All operators have been cleared through our offices to both jobs. The east end of the line is not so hot at this writing but is gradually being straightened up and no trouble is expected but it takes time. \*\*\* The operators employed by **Colthorpe Constr. Co.,** which has four small jobs in the Uintah Valley, have been organized and meetings are slated with the contractor looking to an agreement \*\*\* Trouble can be expected with the **Brown Lane Co.,** which has the pump house on the oil pipe line. Attempts to contact the head men to date have failed. Maybe they are ducking us \*\*\* The county attorney of **Uintah County** is acting mighty funny for a man sworn to uphold the law, so we are told. He is advising contractors to violate the state law regarding the payment of the prevailing and predetermined scale of wages. We'll probably have to go out and read some law to him \*\*\*

## PROGRESS OF THE AGREEMENT

An improved agreement, which includes a very good vocation plan starting immediately, has been successfully consummated with the **Utah Construction Co.** covering our members employed at the Cedar City iron mines operated by that company. While no wage raise was secured (the present wages of our members being much higher than the mine operated by the **Columbia Iron Mine Co.**) an agreement was secured to grant our members any raise granted by the **U. S. Steel Corp.** to the workers at the **Columbia Iron Mine** \*\*\* Negotiations with the **Utah Construction Co.** over the wage rates in its permanent shops has broken down. Your officials holding out for the same raise granted construction workers and the company out for a lesser figure. As required by law, the Conciliation Service has been notified and has notified us that it will try its hand at it. A strike vote conducted by the State Labor Commissioner found the members unanimous in favor of a strike if the company doesn't grant our not unreasonable demands \*\*\* Unsuccessful negotiations were carried on with the **Pacific Bridge Co.** for over a week covering its plant at Park City. Main issue in dispute was the union shop clause, our union having been overwhelmingly successful in a union shop election and over the health and safety clause, the company, having been unusually

## T. L. CLARK, Business Representative

**Brother T. L. Clark,** known to most of you as Tom is no longer representing the local union, having left the service of the local union since our last report. His place has been filled by **Brother Joe Riley,** who many of you will recall represented the local union in the Ogden area some years ago. **Brother Clark** has long represented the Operating Engineers in Utah, having been Business Representative of old Local Union No. 354, before its amalgamation with Local Union No. 3. At the time this is being prepared for print he hasn't given any inkling of his future plans. We have heard rumors of a private business venture. Best of luck, Tom, and when you get going we'll all come down and tip up a bowl of suds with you.

## ADDITIONAL SIGNATURES TO AGREEMENT

Last month we reported on some 75 contractors who signed this year's agreement. We are happy to report that the following contractors have signed since that date:

**Bechtel Corp. (By letter of stipulation)**  
**V. C. Mendenhall**  
**Morrison-Knudsen**  
**United Concrete Pipe Co.**  
**John H. Mickelson**

slow in providing toilets, showers, lockers, etc. and the members wanting some assurance in writing that these facilities would be provided. Wages are also at issue but it is felt that this issue could be amicably settled if the company would show a reasonable attitude on the other two issues. Similar action has been taken in notifying the Conciliation Service. A strike vote taken some time ago showed the members almost unanimously in favor of strike, if necessary \*\*\* Negotiations with the **Sand, Gravel and Ready-Mixed Concrete Industry** will be resumed on July 15th, as previously reported \*\*\* Negotiations with the **Kennecott Copper Co.** will start in earnest on July 6th. **Brother Wm. Taylor,** general representative of the **Metal Trades Department,** and a man who has a world of experience in metal mining negotiations will assist us.

## WELL KNOWN UTAH LABOR LEADER DIES

**Brother William O. Dix,** well known labor leader of Utah, a former vice-president of the State Federation of Labor, and a general representative of the Laborers International Union, died after a lingering illness Wednesday, June 30th. Services were held Saturday, July 3rd. "Bill" as he was affectionately known by all, had long been active in the labor movement in Utah having been the spark plug of the Laborers Union and the man mostly responsible for the laborers present high degree of organization. He, as much as any man, helped guide the State Federation of Labor to its present position and he leaves a void that will not be filled in a long time. While we may have disagreed with him as to policy, we could never disagree as to principle, because his were the principles of a high-minded gentleman and a sincere trade unionist.

# CONSUMER DEBTS STILL PILING UP

Worries about debts are again hounding millions of American families.

The extent to which high prices are forcing consumers into indebtedness is at a real danger point. Total consumer debt in April stood at \$13.6 billion, a rise of \$3 billion in the past 12 months. Consumer debt outstanding has about doubled since price control lapsed in mid-1946. It is now \$6 billion greater than what it was in the boom year of 1929.

This large increase in consumer indebtedness is only one reflection of the undermining of living standards by inflation. A Federal Reserve Board survey of consumer finances shows that American families will be worse off in 1948 than a year ago. And in 1947 they were worse off than in 1946.

The survey found that consumer indebtedness is going up and that more goods are being bought on time payments than a year ago. It pointed out that there will have to be "a further substantial increase in the volume of mortgage credit" if people are to buy the new homes they need.

The survey further revealed that three million families cashed in all their savings bonds in 1947. Fewer families are able to save this year and more of them are cashing in their remaining savings bonds. Recently the redemption of savings bonds, particularly Series E bonds bought by low and middle income families, have outstripped the purchase of new bonds.

Half of the families covered by the survey reported they had higher incomes in 1947 than in 1946. But the survey disclosed that "a considerable number of these" felt they were worse off financially because of "the higher cost of living."

About 30 per cent of the families reported little or no change in income. With higher prices, this meant that these families were considerably worse off. Some 20 per cent of the families suffered a drop in income.

Thus, 50 per cent of American families with the same or lower incomes had their living standards cut by higher prices. And a considerable number with high money incomes could not keep pace with rising prices. The majority of American families last year had their living standards reduced or had to borrow to sustain their manner of living.

This trend was reflected in the reliance on installment purchases of consumer durable goods. About

nine million consumers bought durable goods on time last year, nearly twice as many as in 1946. One out of every three cars and two out of every five other durables were bought on credit.

The survey found that 20 per cent of American families spent more than they earned last year. In 1946, over-spending was concentrated in the groups making less than \$3000 a year. By 1947, over-spending was spreading to the groups making between \$3000 and \$5000 a year as the middle income groups also began to feel the effects of inflation.

The findings of the Federal Reserve Board survey underscore the growing pressure of inflation on living costs. The majority of families are worse off today in terms of real income—what they can buy with their wages and salaries—than they were a year ago. Twenty per cent are spending more than they earn and going into debt. A substantial number of families have seen their savings melt away and have no backlog to fall back upon.

The worst aspect of the whole situation is that it is going to get worse. Living costs are still going up so that the squeeze on living standards will become worse. More and more families will find themselves priced out of the market for everything except bare essentials. This destruction of living standards can have but one end result—a depression as the people find themselves without the means to buy the goods they need and which industry is producing in larger quantities than ever before.

## Best Ocean Salmon Run in 3 Years

The best ocean salmon run in three years is now occupying sport fishermen out of San Francisco's Golden Gate, according to the Division of Fish and Game.

Since May 15, at least five salmon weighing over 40 pounds each have been reported. The run indicates "an excellent summer salmon season," says the Bureau of Marine Fisheries.

## NOTICE TO MEMBERS IN SOUTHERN UTAH!

When unemployed please register with **Carl Hazel,** 316 N. 4th W., Cedar City, Utah. This can be done by dropping him a card or letter at his home at the above address or telephoning him at Cedar City 488. **Brother Hazel** will maintain a list of unemployed members in Southern Utah and this list will be first referred to in filling calls for men in the southern part of the state. Qualified non-members will also be registered by **Brother Hazel** and when the list of qualified members is exhausted, these men will be referred out on any calls. Please refer any calls for men, or vacant or open positions on your job to **Brother Hazel** and he will contact the proper representative regarding them. Please call in the evenings as **Brother Hazel** is employed during the day.

# Daily report of awards for construction

(Compiled by P. E. VANDEWARK)

JUNE 9, 1948

**BENICIA:** Contract awarded to Asta Const. Co., 33 N. Front St., Rio Vista, \$32,785, for asph. conc. surf. on "L" Street and E. 5th St.

**SACRAMENTO:** Contract awarded to A. J. Clausen, 1846 37th St., Sacramento, \$22,054, for const. vitr. sewers in Coyle City Acres, Sacramento County.

**SANTA ROSA:** Contract awarded to William D. Rapp, 705 Bennett Ave., Santa Rosa, \$700,000 for const. new Sears Roebuck Store.

JUNE 10, 1948

**ALBANY:** Contracts awarded as follows for widening and paving and for curbs and sidewalks on Key Route Blvd and Thousand Oaks Blvd.

(1) Widening and paving and cutting through Thousand Oaks Blvd to: Lee J. Immel, Box 175, San Pablo, \$18,701.

(2) Curbs and sidewalks to: O. C. Jones, 1520 4th St., Berkeley, \$3540.

**OAKLAND:** Contract awarded to Associated Elec. & Mech. Co., 223 Clara St., S.F., \$30,590 (Sch. 1) and to John Pestana, 16411 E. 14th St., San Leandro, \$38,285 (Sch. 2) for inst. C.I. water mains in Contra Costa and Alameda Counties.

**OAKLAND:** Contract awarded to John Pestana, 16411 East 14th St., San Leandro, \$14,815, for installing \$9500 1-ft. of 4-in., 6-in. and 8-in. cast iron pipe in South San Lorenzo Village.

**OAKLAND:** Contract awarded to Independent Iron Works, Ltd., 821 Pine St., Oakland, \$162,694 for furn. and deliv. struc. steel supports for 69-in. pipeline for Unit C, second Mokelumne aqueduct, Contra Costa and San Joaquin Counties under Spec No. 80. Award previously made to Soule Steel Co.

(as stated issue 5-28) has been rescinded.

JUNE 11, 1948

**OAKLAND:** Contract awarded to Heafey-Moore Co., 344 High St., Oakland, \$6989, for asph. conc. surf. on Toler Ave., betw. Warner and 99th Ave.

**SALINAS:** Contract awarded to Valley Trenching Co., 215 Broadway, Fresno, \$17,374, for const. sanitary sewers in Mayfair Park.

**SACRAMENTO:** Contract awarded to Erickson, Phillips & Weisberg, 3341 Telegraph, Oakland, \$652,063, for const. struc. stl. truss bridge and 1 mi. grade and surf. with plantmix surf. on cem. tr. base and on untr. rock base at San Joaquin River, 1 mi. N. of Herndon. Fresno and Madera Counties.

**SACRAMENTO:** Contract awarded to Bates & Rogers Const. Corp., 209 Post St., S.F., \$550,580, for remove underpass and const. stl. beam superstruc. and 0.2 mi. grade and conc. pave approaches, under tracks of S.P.R.R. on 12th St. near "B" St., Sacramento County.

**SACRAMENTO:** Contract awarded to A. J. Raisch Paving Co., 900 W. San Carlos St., San Jose, \$248,632, for 1.5 mi. widen pavement to provide channelization of intersections and install traffic signal systems, betw. San Antonio Ave. and Saratoga Road, Santa Clara County.

**SACRAMENTO:** Contract awarded to Sheldon Oil Co., Suisun, \$27,960, for 6.2 mi. plantmix surf. over exist. roadbed on portions and apply sealcoat to entire project, betw. Westwood Road and Coppervale, Lassen County.

**TRACY:** Contract awarded to S. M. McGaw Co., 307 Elks Bldg., Stockton, \$14,300, for grading, sidewalk concrete work and macadam

paving at Central Elem. School.

**WATSONVILLE:** Contract awarded to Granite Const. Co., P.O. Box 900, Watsonville, \$2898, for const. 355 1-ft. concrete storm sewer.

JUNE 14, 1948

**MODESTO:** Contracts awarded as follows for surf. the following roads in Stanislaus County:

(1) **Toomes Avenue** to: Standard Materials Co., 1411 9th St., Modesto, \$11,916, for 215 mi. fr. St. Hwy. 99 Beckwith Rd., 3300 T graded mineral aggregate, 162 T liquid asph., 26,400 sq. yd. roadmix, place and roll.

(2) **White Avenue** to: Standard Materials Co., 1411 9th St., Modesto, \$3860, 0.62 mi. fr. St. Hwy. 110, S. 1190 T graded mineral aggregate 58 T liquid asphalt, 9533 sq. yd. roadmix, place and roll.

(3) **Tully Road** to: Standard Materials Co., 1411 9th St., Modesto, \$10,959, 2.5 mi. betw. Coldwell & Standiford, 2300 T graded mineral aggregate, 162 T liquid asphalt, 26,400 sq. yd. roadmix, place and roll.

(4) **Albers Road** to: Standard Materials Co., 1411 9th St., Modesto, \$21,456, 5 mi. fr. Yosemite to Claribel, 660 T graded mineral aggregate, 324 T liquid asphalt, 52,800 sq. yd. roadmix, place and roll.

(5) **Whitmore Avenue** to: H. Sykes, Box 626, Patterson, \$18,822, 4.5 mi. fr. Sperry to Hickman, 5940 T graded mineral aggregate, 291 T liquid asphalt, 47,520 sq. yd. roadmix place and roll.

**FRESNO:** Contract awarded to Franceschi Const. Co., Box 528, Fresno, \$288,880, for const. classrooms, all-purpose room and administrative unit at Mayfair School.

**REDDING:** Contract awarded to Evans Const., 2035 Ashby Ave., Berkeley, \$7474, for widen. exist. brdg., W/R.C., acrs. N. Fork of Ash Creek, about 2 mi. E. of Adin, Modoc County.

**DINUBA:** Contract awarded to Ralph Utter, 525 Cherry Ave., Tulare, \$5846, for inst. 2100 1-ft. sidewalk, curb and gutter, in Belmont Tract.

**CARSON CITY, Nevada:** Contract awarded to Dodge Const. Co., Inc., Fallon, Nev., \$104,320, for 5.334 mi. roadmix surf. from Crystal Springs to Hike, Rte. 25, Lincoln County.

**CARSON CITY, Nevada:** Contract awarded to Hoops Const. Co., Box 431 Tein Falls, Idaho, \$74,553, for 16.52 mi. roadmix bit. surf. from Baker Jct. to Nev.-Utah St. line, nr. Garrison, Utah, and from Baker to Lehman Caves.

**CARSON CITY, Nevada:** Contract awarded to Dodge Const. Co., Inc., Fallon, Nev., \$124,023, for 7.29 mi. grade, surf. and roadmix from Baker Jct. to Nevada-Utah State line on U.S. 6, White Pine County.

**GUSTINE:** Contract awarded to Manuel Smith, Rte. 1, Box 352, Winton, \$160,352 for const. main trunk sewers and sewer system impr. in Gustine.

**YUBA CITY:** Contract awarded to Rice Bros., P.O. Box 1489, Marysville, \$27,869, for widen. Garden Hwy., from Nicholas Brg. across Feather River to Tudor Rd., 7.35 mi., Sutter County.

JUNE 15, 1948

**IMOLA:** Contract awarded as follows; for const. Units 2 and 3, South Ward Group, Napa St. Hospital.

(1) General Construction to: Moore & Roberts, 693 Mission St., S.F., \$1,767,777.

(2) Electrical Work to: Stanley Pearch Elec., 1237 Arkansas St., Vallejo, \$50,924.

(3) Plumbing Work to: Crowley Co., 333 S. Van Ness, S.F., \$197,586.

(4) Heating and Vent Work to: Morrill Pibg. Co., 5662 Keith Ave., Oakland, \$114,850.

**VISALIA:** Contract awarded to L. C. Clark, 422 Park, Visalia, \$14,322, for const. five reinforced concrete box culverts, across Evans Ditch 1 mi. E. of Visalia, across Wutchumna Ditch 3 mi. E. of Ivanhoe, across Mathews Ditch 2 mi. NE of Visalia, across Traver Ditch, 7 mi. W. and 3 mi. E. and 5 1/2 mi. S. of Tulare, Tulare County.

**HILLSBOROUGH:** Contract awarded to L. C. Smith, 1st and Railroad, San Mateo, \$11,308, for asph. conc. surf. on El Cerrito, West Santa Inez and Ralston Sts.

**SACRAMENTO:** Contract awarded to A. Teichert & Son, Inc., 1846 37th St., Sacramento, \$2363, for asph. conc. paving on 11th Ave., betw. 42nd and 43rd Sts.

JUNE 17, 1948

**NAPA:** Contracts awarded as follows:

Unit No. 1 to: E. E. Lowell, 1248 Georgia St., Vallejo, \$330,301, for const. intercepting and main sewer lines.

Unit No. 2 to: Fred J. Early Jr. Co., 369 Pine St., S.F., \$778,563, for const. pumping and treatment plants.

**SANTA ROSA:** Contract awarded to A. G. Raisch, 2048 Market St., S.F. and Staring & Galbraith, 3424 Mirasol Ave., Oakland, \$41,595, for 1.35 mi. grade, drain and bitum. surf. on Lakeville Rd. from 0.65 mi. So. of Lakeville School, southerly, Sonoma County.

**SACRAMENTO:** Contract awarded to C. B. Tuttle Co., 2681 Belmont Ave., Long Beach, \$358,588, for const. bridge of steel truss spans and reinf. conc. girder and slab span and grade approaches, across Russian River at Jimtown, Sonoma County.

**REDWOOD CITY:** Contract awarded to Biltwell Const. Co., 4745 Geary St., S.F., \$237,777, for const. exhibit bldg. for Fiesta exhibition County Fairgrounds, N. of Bay Meadows, San Mateo County.

**SANTA ROSA:** Contract awarded to E. A. Forde, 640 Sir Francis Drake Blvd., San Anselmo, \$32,681, for 4.1 mi. min. aggr. surf., Petaluma-Valley Ford Hwy. and 1.1 mi. Western Ave., Sonoma.

**MARTINEZ:** Contract awarded to Jones Bros., 4th and Cedar Sts., Berkeley, \$24,321, for grade, cr. run base, conc. base, asph. conc. wear. surf., conc. curbs, gutters and sidewalks and const. retaining wall on Escobar St. betw. Lafayette and Shell Wharf Gate.

JUNE 18, 1948

**SACRAMENTO:** Contract awarded to J. R. Armstrong, Box 216, El Cerrito, \$74,404, for 0.2 mi. imp. bogrow and plantmix surf. on cr. run base, at Old River Bridge, 6 mi. N.E. of Byron, Contra Costa County.

**OAKLAND:** Contract awarded to McGuire & Hester, 796- 66th St., Oakland, \$166,766, for const. Unit No. 2, 14th to E. 24th; separation prof.

**CARSON CITY, Nevada:** Contract awarded to Silver St. Const. Co., Fallon, Nev., \$95,353, for const. conc. brdg. over Truckee River, E. 2nd St., Reno, Washoe County.

**BURLINGAME:** Contract awarded to Harvey E. Conner, P.O. Box 1012, Redwood City, \$16,359, for const. addns. to water supply lines on Country Club property, San Mateo County.

**SHARP PARK:** Contract awarded to McGuire & Hester, 796 66th Ave., Oakland, \$20,581, for const. weld. stl. pipeline, Edgemar No. 2, Brighton, San Mateo County.

**HALF MOON BAY:** Contract awarded to M.G.M. Const. Co., Box 562, Concord, \$148,927, for weld. stl. water mains in San Mateo County.

JUNE 21, 1948

**REDDING:** Contract awarded to Harms Bros., 5261 Stockton, Sacramento, \$166,415, for 5.497 mi. grade and plantmix surf., Shasta Co. Hwy. No. 10-D, betw. Christensen Acres Subdivision and St. Hwy Rte. 20, Shasta County.

**MARTINEZ:** Contract awarded to Martin Bros., Box 5, Concord, \$3500, for 3 mi. plantmix surf. betw. Pt. Chicago and McAvoy in Contra Costa County.

**CARSON CITY, Nevada:** Contract awarded to Hunt & Frandsen, 307 Morrill, Reno, Nev., \$230,563, (Prop A) and Isbell Const. Co., Inc., Remp., \$307,359 (Prop B) for (Prop A) 5.549 mi. F.L.H. 19 (L) and (Prop B) 13.561 mi. F.L.H. 20 (L) grade and asph. surf. in Lander County.

**SACRAMENTO:** Contract awarded to McGillivray Const. Co., Box 873, Sacramento, \$102,693, for asph. conc. pave. on Folsom Blvd., Tract No. 2.

**SACRAMENTO:** Contract awarded to A. Teichert & Son, 1846 37th St., Sacramento, \$6218, for asph. conc. pave. on Geo. Ellen Tract.

**REDDING:** Contract awarded to Evans Const. Co., 2035 Ashby Ave., Berkeley, \$41,293, for const. reinf.

conc. and steel bridge across Pit River on Pittsville-Susanville Road at Pittville, Shasta and Lassen Counties.

**SAN JOSE:** Contract awarded to Piazza Paving Co., 175 S. Montgomery St., San Jose, \$39,302, for grading, etc. Mayfield Ave., betw. Amhersts St. and Junipero Sierra Blvd., Dist. V, Santa Clara County.

**SALT LAKE CITY, Utah:** Contracts awarded as follows:

(1) Kane County: (FASP No. S-280 (1) to: A. O. Thorn & Son Const. Co., Springville, Utah, \$51,255 for 8.20 mi. const. gravel surf. road, S.R. No. 136, betw. Kanab and Johnson.

(2) Garfield County: (FASP No. S-254 (1) to: Strong Co., Springville, Utah, \$83,976, for 6.553 mi. select matl. base course road and 1 timber bridge over 20 ft. spon S.F. No. 54, betw. Escalante and Henrieville.

(3) Tooele and Juab Cos. (FASP No. S-173 (3) to: Hunsaker Sand & Gravel Co., Brigham City, Utah, \$179,696, for 18.717 mi. 1 1/2 in. rd. mixed bit. surf. road S.R. No. 36, betw. Eureka and Dunbar, Utah.

JUNE 22, 1948

**SAN FRANCISCO:** Contract awarded to M. & K. Corp., Financial Center Bldg., S.F., \$65,912, for const. Lake Merced crossing for 60 in. Sunset Supply line, Spec. No. 485.

**VISALIA:** Contract awarded to Ralph Utter, 525 Cherry Ave., Tulare, \$19,021, for const. 2 R.C. Slag bridges across Porter Slough, about 3 mi. N.W. of Porterville and on East City limits of Porterville, Tulare County.

**SAN FRANCISCO:** Contract awarded to M. & K. Corp. Financial Center Bldg., S.F., \$280,068, for const. enlisted mens' service club, Presidio San Francisco Serial No. 04-203-48-52.

**OAKLAND:** Contract awarded to O. C. Jones & Son, 1520 4th, Berkeley, \$36,887, for surf., etc. on MacArthur Blvd., betw. Campion St. and 35th Avenue.

**OAKLAND:** Contract awarded to Key Systems Transit Lines, 22nd and Grove Sts., Oakland, \$15,688, for removing tracks and preparing subgrade in portions of Third Ave., 18th Street and 14th Ave. and MacArthur Blvd., betw. Third and 35th Avenues.

**SALT LAKE CITY, Utah:** Contract awarded to Hunsaker Sand & Gravel Co., Brigham City, Utah, \$179,696, for 18.717 mi. 1 1/2 in. roadmix bitum. surf. road, S.R. No. 36, betw. Eureka and Dunbar, Utah, Hooele and Juab Counties.

**SAN FRANCISCO:** Contract awarded to Hetch Hetchy Bureau, 425 Mason St., S.F., \$15,379 for reconstr. S. Fork Rd. and const. tbr. bridge, 1/4 mi. E. of St. Rte. 120 crossing of S. Fork Tuolumne River, Tuolumne County, HHWS No. 205.

**SACRAMENTO:** Contract awarded to A. J. Peters & Son, 534 Stockton Ave., San Jose, \$32,097, for const. sewer line in Big Basin State Park, Santa Cruz County.

**SAN FRANCISCO:** Contract awarded to Pacific Pavement Co. Ltd., 85 Barstow St., S.F., \$72,675, for repaving street or sidewalk opening for S.F. Water Dept. for fiscal year ending June 30, 1949.

**SACRAMENTO:** Contract awarded to E. F. Hilliard, 1355 43rd St., Sacramento, \$2473, for conc. pave., Alley G. & H. 23rd to 24th Sts.

**SACRAMENTO:** Contract awarded to Brown-Ely Const. Co., 7036 Schmidt Lane, El Cerrito, \$64,825, for 0.2 mi. widen. pave. to provide channelization of intersection and furn. and inst. traffic signal systems at intersec. of Rte. 1 and Sir Francisco Drake Blvd. in Greenbrae, Marin County.

**STOCKTON:** Contract awarded to H. F. Lauritzen, P.O. Box 470, Pittsburg, \$5742, for reconstr. timber bridge fender and dolphin across Napa River at westerly city limits of Vallejo, Solano County.

**PITTSBURG:** Contract awarded to Gallagher & Burk, P.O. Box 96, Elmhurst Station, Oakland, \$35,154, for asphaltic surfacing, etc. on Railroad Ave. betw. 5th and 10th Sts.

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# Report From Oakland

(Continued from Page 5)

such a good time and até so much he swears he had in-di-gection for two solid weeks following his return.

Fiction writing and crane operating blends remarkably well in the case of Brother James E. Lucas, university student. A crane operator during the summer, but a student come fall, Brother Lucas had just completed his Junior year at Cal. He had not only maintained an "A" average for all three years, but has also taken several prizes for writing, his most recent achievement being first prize in the University Short Story Contest. With all this, he is anything but a novice engineer, his work in this field dating back several years. In 1940, while operating shovel at Pearl Harbor he took an active part in the organization of a craft union, which later became affiliated with the I.U.O.E. and is now known as Local 635. He is employed at Yard No. 3, in Richmond, at present, but plans on returning to school in September to complete his senior year.

It is not unusual for Engineers to work in tight places, often accomplishing feats which seem well nigh impossible. About 99 out of 100 of these cases go unnoticed, but occasionally one comes up that is spectacular enough to take the fancy of the press and then the skill of the members get a little well deserved publicity. Such was the case in the recent loading of three locomotives and one railway traveling crane at the Encinal Terminals in Alameda. The equipment, which was to be shipped to Norway had to be loaded without dismantling, and the two larger locomotives, each weighing more than 220,000 pounds, were to be stowed in the hold of the ship. The real stickler was the fact that the opening of the hold was exactly one inch larger than the engines! The job was completed without mishap; however, under the capable hand of Brother Ed Klemmenson at the controls of Haverside's No. 4 Derrick Barge. The load papers devoted considerable space to the job and we feel that the members of this local will be glad to know that, in this instance at least, the real skill and ability of one of the Brothers came in for a little recognition!

Brother Ben Lesina is now back in his new mode of locomotion. Ben lost his leg while operating a steam crane at Associated Metals. We are happy to see him up and around, and know that before too long he will be able to throw the crutches away and take off unhindered.

Brother Leonard Champion left recently for South America. He will go first to Venezuela and then proceed to Maracaibo where the Raymond Concrete Pile Company has a contract for construction of a sheet pile sea wall. Brother Champion has an 18 month contract with this company and will be engaged in installing the piling.

## DREDGE NEWS

Very little new work has been started since last month, but will try to give a general resume of all the dredging activity in the territory covered, since last month, and that being done by our members for the Dredge Owner's Association:

**American Dredging Co.:** It is reported that this company has disposed of all of their dredging equipment and gone out of the dredging business. We, of course, hated to hear of this as we have maintained very cordial relations with this firm for many years and we wish them success in whatever new field they may enter.

**Associated Dredging Co.:** This company has two of their small clamshell dredges working; the "Curlew" at Vallejo, with Brothers Art Klitske and Mel Croft pulling levers. Brother John Meirer has been on the sick list, he is improving and expects to be back on the

job in a short time. The "Liberty" is working in Hanker Bay with Brother Paul Erickson and Hans Hanson on levers. Bros. Frenchy Sanfine and Clyde Cummings are doing the deck work. Bro. Ross McCallister is working in their Pittsburg yard doing some repair work on the Delta No. 1. The "Spucker" is still tied up, they are expecting a job for it in the near future.

**The California Dredging Co.:** The Simpson Brothers Pat and Babe seem to be able to keep their dredge busy up among the Islands. They were in the vicinity of Isleton at last reports.

**Outra Dredges:** The dredge "Edwards" is working off Alvarado. Brothers Otto Holm, Knute Iverson and Al Cardoza are pulling levers and John Reed, Wally Reed, and Pete Krolick are doing the deck work. The "Mallard" is working at Alviso with Brothers Russell Passmore, Herman Shoemaker and John Clapp on levers.

We have just learned that one of their deckhands, Robert Pischke, was struck by a train and killed, on June 25, while walking on the railroad track on his way to work.

**Hydraulic Dredging Co.:** The "Papoose" is at Hunters Point on a short job, they expect to finish about July 1st.

**Johnson Western Co.:** Both the "Olympia" and "Alamitos" are tied up in Alameda, they expect to have something to report in about 30 days.

**Ed Lippstreu:** His dredge "Solano" is working at San Leandro Bay, building levees for the S.F. Bridge Co. Brothers Laskowsky and Joe Sereno are on levers with Bros. Mason and Griffith doing the deck work.

**Olympian Dredging Co.:** The "Palmer" (suction dredge) has finished the job at Stockton and most of the crew has been laid off, they expect more work shortly after the first of the fiscal year, July 1st. The "Neptune" (clamshell) has returned to their Rio Vista yard with a brand new boom, which replaces the one wrecked by the Douglas Victory, they are working quite a few of our members in their yard. They are getting their equipment in shape and claim that they are expecting quite a lot of work in the near future.

We regret to report the passing of one of the pioneers in the dredging industry, Fred Cooper, president and general manager of the Olympian Dredging Co. Having reached the peak of his profession he did not in any way lose that certain feeling of human kindness for those who worked with him, as he was always in the forefront to better conditions and raise the standard of living for his employees. We feel that Local No. 3, and all its members, have lost a true friend in his passing, and wish to express our heartfelt sympathy to his family and associates.

**San Francisco Bridge Co.:** The Coos Bay job got under way shortly after the first of June with the "Hinds" (suction) and the "Alabama" (clamshell) both working. They took some 45 or 50 of our members up with them and apparently the job is all right as only a few of them returned. The "McMullen" is still at Mare Island and according to last reports they have quite a stretch ahead of them there. They have not started pumping on the San Leandro Bay job; Charlie Hover has the contract to build the levees around the disposal area, he has two Northwest Draglines on the job. He also has a clamshell dredge building a dam across the Alameda Creek Slough, the suction dredge should be moving in soon. There are a few dredgemen idle at the present time, but when the San Leandro Bay job gets under way the list should clear up.

**Roberts Island Dredging Co.:** The Roberts Island Dredge No. 2 while moving in from a job they had finished at Acker Island, sunk just above the Antioch Bridge. There was considerable excitement, as the dredge was sunk in the Stockton Ship Channel, and created a hazard to shipping; however, they were able to float it with the assistance of Ralph Foys' Derrick Barge which happened to be close

# Stockton Area

(Continued from Page 7)

and 1933 soup lines in 1950. Seems like good logic, fellows, so it might be a good idea to pony up a buck and back up the Political League. Ask me and see if I will take the buck.

Laying all joking aside, only one brother has refused to donate the dollar. His name will be given on request.

The McCormack Baxter Creosote Company gave a picnic for their employees on Sunday, June 27, at Mickle Grove. They furnished nice juicy T-bone steaks. Mon was the chef. (His experience was gained way up in the north woods lumber camps, as bull cook.) There was plenty of trimmings, and ice cream. Least but not last was a couple of kegs of amber liquid. I also learned that some of the brothers furnished additional refreshments not to be mentioned in this column. During the day a baseball game was held, with about 15 players on each side. As I was going out to the Lumber Distributors on Monday to act as observer at the NLRB election—which incidentally we won and gained the union shop agreement for one man jobs—I stopped at the Creosote plant to see how the picnic came out. Some of the gents around the yard were very unsociable and were not in the mood to talk. Some of them had their caps pulled down over their eyes, which seemed to glow in a dark-colored hue. Some were limping around claiming they had sprained their ankles, some had their arms in slings. From what I saw I would judge that it was a pretty rough ball game! Judge for yourselves, brothers.

A little trouble at the Golden State Company at Merced sent me to that plant the other day and before we got it settled Brother Fitch was called for a little help. Not being able to come himself, he sent Brother Carman down to give me a hand. Brother Carman believes in bringing some authority along when he goes any place so he contacted Mr. Ball of Paul St. Sure's office and brought him along. The trouble was nicely adjusted and everyone went home happy. The two gentlemen also helped on another case at Patterson the same day.

We are keeping a list of the brothers who have donated to the Political Education program. You can save me a little work on this deal, boys, by sending in your buck. Otherwise, you will be contacted.

by and they were able to tow it into the company's boat harbor at the Antioch Bridge head.

We regret to report that during the past month Local 3 lost a true and loyal friend in the passing of William H. Urmy, deputy labor commissioner in the Oakland office. Although Bill was in ill health for the past few years he continued to perform the functions of his office in a most efficient and effective manner. He was always willing and ready to help us with any problems that we presented to him. He left behind a host of friends in the labor movement, and we know that the community, as a whole, has lost a man who was well respected by everyone.

During the last drive to secure registered voters, prior to the primary elections, there were 109,000 new people registered, bringing a total of 367,829 registered voters in Alameda County. But the sad part of this story is, there are still approximately 100,000 people who are eligible to vote, but not registered. Many thousands of these are union members, their families, and friends. We wonder if any of the members of Local No. 3 are numbered among this 100,000? Registration will again open on July 5th, and we urge each and every one of you to contact your neighbors and friends to see that they are properly registered so they may cast their vote in the coming election. We feel that as a good job was started in the primaries we must finish it come November.

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It's hot and dusty work in the inland areas these summer days, Local 3 boys report.

# Concrete Flows In Valley . . .

## FRESNO AREA UNDERWAY ON CANALS, AND EXPANSION OF HIGHWAY SYSTEM

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

**Fresno**—Ashbach & Steenberg have finally contacted this office regarding their contract on the next section of the Friant-Kern Canal, which was bid sometime in March. They tell us they have sub-contracted all the earth work to Marshall & Haas, contractors from San Mateo, who are working on a good-sized job at Indio. Mr. Marshall tells us they do not intend to

## Fresno Area

(Continued from Page 7)

Brother Walter Barnett is the father of a 7½-lb. baby girl. Since that time his wife has been unable to keep buttons on his shirt. Cheer up, Barney, if you live through it you will soon be back to normal.

Brother Knutson had the sad experience of breaking his leg but is getting along very good. We hope to see him back on the job before too long.

**The results of the Union Shop election at the Union Ice Co. at Firebaugh, was 100% in favor of Local 39. The election held at the Oil Seed Products was — 25 yes — 2 no—**

I was re-elected to the executive board of the Fresno Labor Council. Was also appointed to the Promotional and Legislative Committee.

Since Brother Fitch, our Business Manager, has been calling meetings of the business agents during the month it has proven very satisfactory. It gives us a chance to be over our different problems and the problems of other areas, which to me has been very helpful.

As a result of the passage by Congress of a disguised 'Bud Gearhart' social security bill, approximately 1,500,000 persons face old-age with but social security benefits. You will note Bud Gearhart has tried to undermine the Social Security program since 1947. This rule came to the House floor under a rule limiting debate to 40 minutes and barring any amendments. In the brief time allotted opponents approved. The measure is part of the GOP plan to weaken the entire Social Security system.

The Fresno American Legion Union Post 687, Junior Ball Club, has not lost a game as yet. They have 3 more games to play in this district. About the only way they can lose the district championship is to lose the remaining 3 games.

At the last regular meeting of Local 39, Fresno area, a resolution passed to suspend with the meetings during July and August, due to vacations and hot weather, therefore, the next regular meeting to be held in Fresno will be held Tuesday, September 28, 1948, 8:00 p.m. at 1035 Broadway Fresno.

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## Construction Awards

(1) Monterey Co. (V-Mon.-56-F, G) to: C. O. Bodenhamer, 413 E. Brewster St., Redwood City, \$27,533, for 6 reinf. conc. cattle passes betw. 15 and 26 mi. S. of Monterey.

(2) Merced Co. (X-Mer.-32-A, B) to: Granite Const. Co., Box 900, Watsonville, \$122,040, for reinf. conc. girder bridge and 0.7 mi. grade and plantmix surf. across San Luis Creek, 12 mi. W. of Los Banos.

**PALO ALTO:** Contract awarded to Leo F. Piazza Paving Co., 175 S. Montgomery St., San Jose, \$244,213, for grade, drain and surf., Park Blvd. et al, Project No. 46-1.

**PALO ALTO:** Contract awarded to L. C. Smith, 1st and Railroad, San Mateo, \$160,983, for grade, drain and surf. on Lytton Ave. et al, Proj. No. 47-1.

**OAKLAND:** Contract awarded to Healy-Tibbits Const. Co., 411 Brannan St., S. F., \$351,869, for const. reinf. conc. North Intercepting Sewer, Sec. 111 from Hearst Ave. and 2nd St. to Potter St. and Bolivar Dr., Berkeley.

**OAKLAND:** Contract awarded to O. A. Fogelberg, 52 Barbara Rd., Orinda, \$49,799, for const. 29,800 1-ft. of 2 in. to 12 in. C.I. water mains in Durant Park Highlands and Chabot Park Highlands.

start until sometime after the 15th, at which time they will bring in about 5 or 6 'cats' and one drag-line. This company to have their offices set up in Exeter.

Hines Construction Co. from Los Angeles are getting started on their 6-mile section of a road job, which is located 20 miles beyond Northfork. They are setting up a very nice camp. This section of the road is part of a program to build a road up over the "hump" into Owens Valley. Brother Ray Austin is foreman.

Bechtel Company have started their job at Big Creek, for the Southern California Edison Company. Lewis and Queen have two cats working there and Bechtel has one shovel and their rock plant operating. On Bechtel's syphon job at Clovis they are just about finished after working on this a couple of years.

Peter Kiewit Co. have laid off practically all their men and have completed all their contracts, except for a little more work on structures.

Morrison Knudsen and Hasler are still working on their structures, Lewis & Queen have the sub-contract and have their cats on the compaction fill, this company also has a sub-contract of about three miles for Arizona-Nevada Constructors.

Arizona - Nevada Constructors have started their canal lining of concrete—have two cement mixers going. Most all the brothers who had been working on this project before the shutdown last fall have been placed back on the job.

Harms Brothers are about finished with the grading and started surfacing on their Highway 99 job north of Fresno.

Erickson, Philip & Weisberg have sublet the dirt work to Miles & Bailey on their Herndon bridge job.

Guy F. Atkinson Co. are going right along with the highway job at the Belmont Circle, just north of town. Dan Morrison, supt. on this job. This company is progressing with their overpass job in town and are about ready to start their section of 99 highway South of the Visalia Plaza.

N. M. Ball & Sons are working on shoulders on their section of 99 highway, between Selma and Kingsburg. This job should be completed sometime in August.

H. Earl Parker is still working on the north abutment of the Pine Flat Dam, running two shifts on shovel and turn-a-wagons.

Morrison & Knudsen at Trimmer, on the bypass road, are running one shift now, they are running into some pretty hard rock.

All the sand and gravel plants in this area are being kept quite busy furnishing materials for the various concrete jobs and road work.

Price and Sawyer have moved in their hot plant from Visalia and are setting it up at Stewart & Nuss's plant at the river.

Gene Richards' Paving Company is being kept very busy with their hot plant and grading equipment. This plant was formerly the Valley Paving Company.

A bid of \$197,243 was submitted for construction of shoulders along 18.7 miles of secondary highway between the Stanislaus county line and Stevenson; between Livingston and Milliken bridge and between Atwater and Winton, by Frank B. Marks and Son from Tracy.

The regular meeting will be held July 22, 1948, 8:00 p.m. at 1035 Broadway, Fresno, California.

Don't forget, brothers, if you have moved be sure and have your address changed on the records.

# Operating Engineers -- Local Union No. 3 DIRECTORY

## OFFICERS

Local Union Manager	Victor S. Swanson
President	Pat Clancy
Vice-President	H. O. Foss
Recording Secretary	C. F. Matthews
Financial Secretary	T. M. Bynon
Treasurer	P. E. Vandewark
Conductor	Joseph Riley
Guard	Paul Edgecomb
Trustee	Ernest Miller
Trustee	J. A. Carahoff
Trustee	A. E. Whitlock
Auditor	Chet Elliott
Auditor	John DeLagrange
Auditor	E. A. Hester.

## EXECUTIVE BOARD

Pat Clancy	M. G. Murphy
H. O. Foss	Ed Doran
C. F. Matthews	Chester Elliott
T. M. Bynon	F. A. Lawrence
P. E. Vandewark	Victor S. Swanson.
Al Clem	

## OFFICES AND BUSINESS REPRESENTATIVES

### MAIN OFFICE

4th floor—Grant Building  
1095 Market Street,  
San Francisco 3, Calif.  
Tele.: HEMlock 1-1563.

### BUSINESS REPRESENTATIVES

Pat Clancy  
P. E. Vandewark  
Chester Elliott  
Chas. Dees  
J. D. Vanderlaan  
(Technical Engineers).

### OAKLAND, California

1444 Webster Street,  
Tele.: TWinoaks 3-2120.

Al Clem  
G. L. Dobyms  
T. D. Bryson  
(Dredgemen).

### STOCKTON, California

805 E. Weber Ave.  
Tele.: 9-9793.

Ed Doran  
B. R. Burroughs.

### EUREKA, California

840 E. St. (Labor Temple)  
Tele.: EUREKA 452.

Otto E. Never.

### FRESNO, California

1035 Broadway  
Tele.: FRESNO 3-1368

H. T. Petersen  
G. L. Moore.

### MARYSVILLE, California

321—E. Street  
Tele.: MARYSVILLE 2030.

Wm. C. Waack  
Les Collett.

### REDDING, California

1508 Tehama Street  
Tele.: REDDING 159

E. A. Hester.

### SACRAMENTO, California

Labor Temple  
8th & Eye Streets  
Tele.: SACRAMENTO 3-7304

F. A. Lawrence  
Ed Parks.

### SAN JOSE, California

40 N. Morrison St.  
Tele.: COLUMBIA 6748.

M. C. Murphy.

### SAN RAFAEL, California

1533-A 4th Street  
Tele.: SAN RAFAEL 4615.

H. O. Foss

### RENO, Nevada

Lunsford Building  
129 North Center St.  
Tele.: RENO 2-2673.

H. L. Spence

### SALT LAKE CITY, Utah

151 South Second East St.  
Tele.: SALT LAKE 3-3705.

C. L. Casebolt  
Joe Riley.

### PROVO, Utah

165 W. 1st North  
Tele.: PROVO 630.

C. R. Van Winkle.



J. W. SHERMAN, Local No. 3 member, is typical of the Technical Engineer members of the Operating Engineers Union. He is shown working on a job in San Mateo County for W. D. Soule. This firm is 100% Union.

## Tech Engineers, Note!

ATTENTION! — Local No. 3 members employed in Alameda, Contra Costa, Marin, San Francisco and San Mateo Counties:

CHECK THE SURVEYORS ON YOUR JOB! Do they have Local No. 3 buttons on? If not, hand them this:

UNION SCALES	
	Per hour
Rear chainman	\$1.87½
Head Chainman	2.00
Instrument man	2.25
Chief of Party	2.50

\* Supply address of the office in the locality in which they are working.  
(See directory of offices and business agents).

## California Leads In New Building

In the first quarter of 1948, California continued to lead in new construction, with \$493.5 million. Texas was second, with \$248.1 million, and New York third, with \$288.0 million. The same position was occupied in private construction.

In public construction, California was first with \$72.5 million, New York second with \$60.0 million, and Texas third with \$42.4 million. These three states accounted for almost 30% of total new construction activity in the United States.

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## Employment in Bay Area Drops

Paul Scharrenberg, state director of industrial relations, disclosed last week that labor disputes, cutbacks in shipbuilding and reductions in factory employment were responsible for a drop of about 2700 between mid April and mid May in the number of workers on Bay Area industrial pay rolls.

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## Vets Have Stake in Senate Reapportion

The State Federation of Labor points out that under the present apportionment system "veterans get minority representation in the California State Senate—76 per cent of them have only 25 per cent representation. In the ten top counties of California, 1,019,990 veterans of all wars have ten State Senators representing them in the California State Legislature. Approximately 325,000 veterans in other sections of the State have 30 Senators."

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## Construction Awards

YOUNTVILLE: Contract awarded to Walter S. Leland Co., 55 New Montgomery St., S.F., \$43,910, for const. 500 HP boiler and equipment at Veterans Home.

JULY 6, 1948

FAIRFIELD: Contract awarded to Associated Engrs., 3606 El Camino Real, Palo Alto, \$90,000, for const. sewers in Petaluma and Dos Rios Subdivisions, near Vallejo, Solano County.

OAKLAND: Contract awarded to Independent Const. Co., Ltd., 780 46th Ave., Oakland, \$11,309, for paving, etc., on Linnit Ave. from Alida St. N.E., and Port. of Alida St., betw. Lincoln and Laguna Aves.

SACRAMENTO: Contract awarded to A. Teichert & Son, Inc., 1846 37th St., Sacramento, \$2598, for conc. pave. Alley "J" & "K" and 20th to 21st Sts.

BERKELEY: Contract awarded to J. H. Fitzmaurice, 2857 Hannah St., Oakland, \$13,500, for resurf. College Ave., Tennis Courts, University of Calif., Berkeley Campus.

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Engineers  
Architects  
Draftsmen

# TEC

By J. D. VANDERLAAN

Business Representative, Technical Engineers Division No. 3-E

**San Francisco**—As of this date wage increases have gone into effect for many of our members. The \$1 a day increase is going into effect as fast as it can be enforced (as far as the construction industry is concerned) and many of our members are receiving it by now. The union has adopted a uniform scale for all field work, whether it is for a contractor or an engineering firm, which has greatly simplified matters. This scale is reprinted elsewhere in the paper and should be passed on by the union members to other "s.i.'s." who do not yet belong to our organization.

Both the P.G.&E. and Stone & Webster cases drag on with no important developments to report. The members concerned will be kept abreast of the particulars.

Another consent election has been agreed to between the union and the Pacific Manufacturing Company; this time for their San Francisco office. The election should be held shortly. Until recently there have been so few employees in the San Francisco office that an extension of the agreement was unnecessary. However, now with more people there, extension of our Santa Clara agreement will be mutually beneficial.

### CHANGING JOBS?

Many members have recently changed jobs, and their cooperation is requested in helping to extend organization. When you change employers, let me know. We can then work out a program to meet each situation.

We all know that unionization and the securing of additional agreements always means more money in the members pockets, however, we need your help in getting the names of perspective members and in formulating the action to be taken. We could also use members on our organizing committees as well.

### TODD'S REFUSE

Todd-Pacific Shipbuilding Corp., the successor to United Engineering Company doing business in Alameda, has refused to recog-

nize our previous agreement covering the draftsmen. Hanging their hat on certain legal technicalities, Local No. 3 is being forced to conduct another NLRB election, for which we have filed. By refusing to continue our present agreement they have also refused to pay the eight cents per hour increase negotiated by the Metal Trades District Council for all shipyard workers. Apparently they think the war is far enough over so that they can return shipyard engineers and draftsmen to their old pre-war status of being the lowest paid employees in the yard. If Todd can get away with refusing to raise the draftsmen after negotiations have been completed, the next step can easily be wage-cuts whenever they feel so inclined. The answer is for the members employed by Todd to vote 100 per cent for the Union when the time comes, so the increase can be re-negotiated as soon as possible. This move of Todd's is costing every member eight-cent time 173 hours or \$13.84 per month, which is a good demonstration of how valuable the \$3.00 per month investment in union dues is.

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## Another Leg Lost

Bro. Henry Marchetti of Local 3, San Jose, suffered the loss of a foot recently while oiling on a churn canal and then into San Joaquin dangers which exist on most engineers' work, and another reminder for us to be constantly on the watch. Form the habit of caution!

## RUNNING DOWN A TOUGH CHARACTER

