



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

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SAN FRANCISCO, CALIF.



AUGUST 15, 1949

Break Through on Coast Mountain Road



Shown above is the break-through on a 36-mile logging road being built from Navarro to Ukiah for the Masonite Corporation. In picturesque, rugged mountain country, bulldozers, shovels, terraco-bras and crews working east and west were given a short breathing spell to celebrate the occasion. Every foot of the road was a challenge to the builders. It starts at sea level on the coast at Navarro. The Ukiah side starts at 600 feet and rises to 2300 feet. Utah Construction is the contractor. More than 200 Operating Engineers have been at work on the project.

DION HOLM FIGHTS FOR TIDELANDS

There is no bigger business in San Francisco than that of the City and County of San Francisco, with its thousands of employees, scores of departments. More than any other kind of business, the city's operations depend upon legal opinions, rulings and decisions for the protection and service to its



City Attorney DION R. HOLM

citizens. Thus, the legal advisor of the City and County of San Francisco—City Attorney Dion R. Holm—has one of the most important positions it is possible for a man to hold.

Mr. Holm was appointed to the non-partisan office of City Attorney last March upon the retirement of John J. O'Toole. During O'Toole's entire tenure, which began in 1926, Holm served successively as Chief Deputy City Attorney, chief counsel for the Water Department, and chief counsel for the Public Utilities Commission.

HELPED LABOR

In 1934 during the waterfront strike—as a private attorney—Dion Holm represented the Marine Engineers Beneficial Association No. 35. At that time the Federal Court had issued an injunction that prohibited the members of the Association from virtually walking

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OFFICIAL NOTICE TO MEMBERS

NEXT REGULAR MEETING WILL BE HELD ON SATURDAY, SEPTEMBER 10TH, 1949.

The regular meeting of Local Union No. 3 will be held on the 2nd Saturday of September due to the fact that the first Saturday, September 3rd, falls on the Labor Day week-end. The meeting will be held at the usual time and place: 8 p.m., San Francisco Building Trades Temple, 200 Guerrero Street, San Francisco, California.

CORRECT YOUR ADDRESS!!! We are now in the process of revising our address system. Members are requested to see that their correct address is on file.

TECHNICAL ENGINEERS, LOCAL NO 3-E Meeting: The next meeting of Local No. 3-E Technical Engineers will be held Friday, 8 p.m., August 26th, at the Union offices, 474 Valencia Street, San Francisco, California.

Big Housing Jobs

Metropolitan Life, Doelger, Stoneson and others are busily building multi-million dollar high-class housing projects down the Peninsula from San Francisco proper. The last-named has kept a string of cats going for about three years in the Colma area.

Foreign Legion

Tom Hinds off for Arabia. Herbert Nefstead back from Guam. John H. Graham back from Okinawa. Bill Jester in from Ceylon. Maurice Enos writes from Mazatlan, Mexico. N. C. Rodgers writes from Venezuela, and Ray Kimzey from Afghanistan. Many brothers are thinking of going overseas these days but are warned to be sure of the job before taking off.

Nobody out of work in the Marysville area at present. Three men killed in the tunnels last month, none engineers, but a warning to be careful.



EDWARD BERG

July 10th, 1949

FLOYD E. JOHNSON

July 10th, 1949

ELIS JOHNSON

July 19th, 1949

LONNIE FAUGHT

July 27th, 1949

OWEN MUNKEJORD

July 28th, 1949

R. B. DEMPSIE

August 1st, 1949

Bathing Beauties

What's that got to do with Engineers? Nothing, as a rule. But there is one job, at Lake Tahoe, where the brothers are very happy working on the lake shore, where it's cool and nice, and the bathing beauties are nearby. "All the dear brothers like the location, and I even visit the job quite often—being the scenery is so good," reports Brother Curley Spence from Reno.

We Have Just Begun To Live!

By C. J. HAGGERTY
Secretary, California State Federation of Labor

The importance of this Labor Day of 1949 is an historic reminder that in the course of our struggle for better living in America, organized workingmen have never known rest, have never known a Labor Day on which they could relax and consider their job safely and fully done.

Construction Is A Killer!

According to a letter from our general president, Wm. E. Maloney, from available records it has been estimated that in a single year in the construction industry 2,000 employees were killed, 10,700 were permanently injured, 191,000 were temporarily disabled.

Those were all employees of private contractors. Add those employed on operation for the Government and the figures go up.

"Did you see the accident that killed any one of those 2,000?" President Maloney asks. "Can you still see it when you close your eyes? Could it have been avoided?"

"Was your pal among those 10,700 who were permanently injured? Did he suffer much? Does he suffer now? Is he badly crippled? What happened? Whose fault was it? Again, could the accident have been avoided?"

"Were YOU one of the 191,000 who were temporarily disabled? If you were you know how, why, where. Were you badly hurt? What did it cost you in pain? What did it cost you in wages? What did it cost your family? Will YOU avoid the same thing next time?"

"Read those figures again. Then—look out!
"YOU MAY BE NEXT!"

Labor Day has served always as a day of inspiration, as a day of challenge to our energies and courage, and surely that is true on this first Monday of September, 1949, when the working people of the nation stand aroused to the dangers and perils about them.

We have come far from the frail but valiant beginnings of the labor movement in this country. We have come far from the desperate times of the past when our brothers and sisters were hounded and exploited in the mills and factories of an expanding America. But we have not come far enough.

Despite our maturity and increased prestige, labor is still viewed as a mere commodity by the reactionary forces of our national life. Despite our numbers, we are tolerated, rather than recognized. **WORKER STILL LOWLY**

The position of the workingman has not yet reached that high station to which his inherent dignity entitles him. He is still all too dependent upon the giant commercial and industrial machines of our economy. Surely, this dependency is sadly evident today as rising unemployment casts a fearful shadow over millions of American homes.

The worker still lacks social security in any significant sense. And what is more, he is the daily object of attacks that would destroy whatever economic advance he has achieved through organized action.

These attacks are chiefly perpetrated in our Congress and in our state legislatures. They are directed

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Sacramento Ship Channel Is Started



Brother O. P. Jacobs picks up the first load of dirt in groundbreaking ceremonies held on Sunday, August 7, at the site of Sacramento-Yolo Counties Port District's new deep-water port. This was a long-heralded event and a

historic occasion for the inland region. It means the start of a ship channel that will open the rich inland district to ocean shipping and provide port facilities the same as those now enjoyed by the Port of

Stockton. This is a big project, with a big turning basin to be cleared and a long straight channel to be dug west of the present winding Sacramento River. — Picture SACRAMENTO BEE.

DINOSAURS OF TODAY!

Some years ago the Andrews expedition of the American Museum of Natural History uncovered the fossils of a giant dinosaur in a small valley in Outer Mongolia. This monster, it seems, entered the valley as an infant, and then proceeded to eat and grow and eat more and more to a point where he became so large he could not get out of the valley. And after eating up all the vegetation that could grow in that limited space, he literally starved to death.

Many of our giant monopolies today are typical of this dinosaur, even to the tiny B-B brain motor that animated the massive hulk of flesh and bone. They have become so big, and their appetite for profit so voracious, that they are upsetting the national economic balance to a point where they MUST be restrained to protect the nation from disaster.

While size logically is a criterion of size only, the bigger a corporation grows, the more power it accrues in its own field and the more influence it exerts upon the nation's highly sensitive economy. Past experience has proven that such power has been abused through monopolistic practices to the detriment of the public good.

That such bigness is not necessarily a criterion of cheaper and better mass production and distribution is demonstrated by the fact that many smaller firms can make certain items or give certain services even more cheaply and better than do the handful of giants which overshadow their particular field. Yet, on the basis of ruthless, knock-down and drag-out competition, the more efficient smaller rival could not outlast the **Big Fat Boy** because the latter could afford to lose more money for the time being until it put its smaller competitor out of business. Then they make up their losses by keeping prices high because they have eliminated their competition.

This industrial elephantiasis is the reason why the U. S. Department of Justice is now trying to break up the DuPont industrial empire. It's the reason why many alarmed Congressmen favor the dissolution of "integrated" and "holding" companies which operate on a sort of "cradle to grave" coverage in their own fields. Thus, in communications, the behemoth American Telephone & Telegraph Company controls all communications, telephone, telegraph, radio, radar, video, except the U. S. Post Office, primarily through its ownership and controls of basic patents.

Our daily bread, dairy products, meat, utility services and many other items essential to the daily existence of millions, depend upon a comparatively few integrated corporations. More important is that the wages and salaries of millions of workers who buy these products and services, as well as the savings of hundreds of thousands of stockholders who own the suppliers, are determined by the will and whim of a handful of men who manipulate these giants. **For example, 40 per cent of all industrial workers in the U. S. are employed by one-tenth of all employers.**

The trend towards economic collectivism, if unrestrained, will result in government being run **FOR** the monopoly corporations rather than for the people. The task ahead is not to kill the goose—even though he has grown to the point where he resembles the fabulous Roc that used to feed elephants to his young. It is to so train these "big birds" that they serve, not prey, on society as the only reason for tolerating them.

This, too, is one of the vital political issues which we can help to decide by voting "right" in the California elections this November and the national elections next year.

ARE YOU REGISTERED TO VOTE?

We Have Just Begun To Live

(Continued from Page 1)

by men who would impose their special tyranny upon the American public, the tyranny of business monopoly and business domination.

The American Federation of Labor has vowed to resist this imposition. It is determined to carry the cause of labor to both Congress and the state legislatures. And to this end, it has founded Labor's League for Political Education, a movement which may well become a dynamic element in the national political structure.

GO POLITICS OR PERISH

Labor has turned to intense political action because it watched with dismay and shock the iron control visited upon our lives by the plundering powers of the 80th Congress. Labor has always recognized the necessity for political interest and action, but the 80th Congress made it dramatically clear to every unionist in America that organized workers would either enter politics on a full national scale or perish before the onslaughts of big business.

The American Federation of Labor shall conduct its political cam-

He: "I just got a letter from my wife. She ran off with my best friend."

Him: "That's awful. Was he rich and handsome?"

He: "Dunno. I never met him."

paign on the same sure basis that it built its economic strength.

It will continue to place America first in all its thinking. It will continue to resist and oppose on every occasion the presence of Communist despotism within and without the labor movement. It will continue to defend the right of private property and the right of private business, but as always, it will assert that the survival of these rights is dependent upon their serving the common good of all people.

We cannot, we must not rest. The major battles for sufficient social benefits have not yet been won, and the American Federation of Labor will face the political and economic future mindful that the destiny of the working people is worthy of something more than good wages and hours, that it is deserving also of a full life of social protection and security.

Let Labor Day, then, remind us that our greatest struggles and our greatest victories are yet before us. The future awaits our vigor, the vigor of men and women united in the high cause of organized labor. **We have just begun to live.**

Reno— Highway Jobs Chief Activity In Nevada Area

By H. L. "Curly" SPENCE
Business Representative, Local 3

Isabell Construction Company is off to a good start on their job on South Virginia Street in Reno, with Brothers Bill Ponton, Clarence Wibel, Jesse L. (Tex) Blythe and Don Powers on the tractors, Brothers James Lambert and Floyd (Red) Grimes on the blade. Brother Clarence (Bill) Boegle is fooling around on the Northwest and his oiler, Ed Bigger, doing most of the work and then there is Bro. Alvin Shay putting the finishing touch on with the roller.

Isbell highway job at Boone Spring is almost to the finishing point. Believe me, Brothers Arnold Blair, A. C. (Jimmy) Blair and Elmer Heenan really finished that job in short order, of course, with the good help of the fine bunch of engineers they had on the job.

Dodge Construction Company is getting started on their highway job at Sod House. Brother Theo W. (Sundown Slim) Newell and Harvie Young went out to operate tractors on this job.

Fredricksons Brothers highway job at Tahoe City, California, is well along, with Brothers Fred Buttler and Arthur Ingwerson in charge of the job. It is just like being on a vacation for the two brothers right along the lake shore, nice and cool and lots of vacationists driving by and nice looking bathing beauties in swimming. All the dear brothers like the location of the job. I even visit the job quite often being the scenery is so good.

J. Henry Harris highway job at Truckee or maybe I should say rock job is going along in fine shape, but the brothers from the Bay Area don't like the rock pile so well, however, they are doing a good job.

H. Earl Parker highway job on Mt. Rose is nearing the finish line. They are moving two rigs out so the dear brothers will be going back to sunny California soon. I will miss them and I am sure Reno will miss the H. Earl Parker gang, especially the bright spots along Douglas Alley in Reno.

John B. Powers Company has quite a number of jobs in and around Reno. One job at Gerlach, Nevada, really keeps things buzzing around the outfit. He keeps all the dear brothers on their toes.

"I often sit and meditate,
Upon the sorry trick of f8
That keeps me still a celib8.
Oh, what a st8.
I want a 10der maid sed8,
To love and be my m8.
My fortitude is not so gr8,
Make haste; I cannot w8.
Oh, f8 b9! b4 2 18,
Believe my awful single st8,
And when I've 1 this maid sed8,
We then will oscul8."

A citizen was walking up Fifth Avenue when he was buttonholed by a character who said: "Shay! Can you tell me where to find Alcoholisch Anonymush?"
"Why? Do you want to join?"
"No. Wanna resign!"

ENGINEERS' NEWS

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Report of last meeting

The meeting was called to order at 8:05 p.m., President Clancy presiding. Roll call showed all officers present.

A synopsis of the regular meeting minutes of July 2 read and by motion approved as read.

A synopsis of the executive board minutes of August 3 was read and the acts and recommendations of the board were by motion approved as read.

A communication was received from general president, Wm. E. Maloney, regarding accidents occurring in the construction industry. Received and filed.

Letter of thanks was received from Father Flanagan's Boys Home. Received and filed.

Cards of thanks received from Mr. and Mrs. Clement Berg; Mrs. Ellen Hansen and Laurence; Mrs. Johnson, daughter and mother; Mrs. Harry Dick, and Mrs. L. Faught. Received and filed.

Brother Swanson gave a report on the agreement with the Associated General Contractors. It was regularly moved and seconded that the members approve the action of the committee in regard to the agreement with the Associated General Contractors. Carried unanimously.

Report of the executive board on protests of election referred to them at the regular meeting, July 2, 1949, was read. It was regularly moved and seconded that the report of the executive board be adopted. Carried.

Brother Johnson stated that he sent the protest of election to Eureka and had authorized its publication in the labor paper there.

It was moved and seconded that the executive officers be instructed to prosecute this case to the fullest extent of the constitution, and that they be authorized to make any expenditures necessary to conduct this investigation. After considerable discussion President Clancy called for a standing vote. Motion passed with one vote against it.

The report of the general secretary-treasurer was read by President Clancy.

The following brothers were reported ill: Raymond Adams, George Anderson, Wm. Anderson, Paul S. Arellanes, Elmer C. Baker, L. M. Baker, Lester C. Baker, Fred Bodedker, Thomas E. Brotherton, G. E. Carroll, Wm. A. Cooper, Buel Crocker, Harry A. Crumme, Louis Del Chiaro, R. B. Dempsie, Harry J. Drew, Lee Drummond, Mike Elerick, James E. Fegan, Chas. W. Gill, Edwin E. Hall, Grady M. Harwell, Chris Hausler, Woodrow Holmes, George R. Hymer, Harry W. Johnson, Nick Lefurgey, Harry H. Love, Earl McCarty, L. W. McMurray, O. W. Nelson, Alma H. Pederson, Chas. Peters, Wilfred Ramond, Ross Reynolds, Gustave A. Schmidt, Robie E. Smith, M. A. Smith, N. F. Spear, Philip Stanford, Richard F. Switzer, Albert C. Taylor, Joe D. Tonini, Robert Ungaretti, Raymond Volkman, and Paul Walker.

The following brothers were reported deceased: Edward Berg, Worth Cooper, R. B. Dempsie, Lonnie Faught, Ellis Johnson, Owen Munkeford and Phil St. Clair.

The trustees report was read and adopted as read.

Brother George Simon was requested by President Clancy to appear at the executive board meeting on August 17, 1949. Brother Simon agreed to appear.

At this time Brother Petersen took the chair and Brothers Elliott and Metz received the obligation of office.

The business agents gave their usual reports which were accepted as given.

It was moved and seconded that due to Labor Day, the next regular meeting be held on September 10th. Carried.

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

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

Tribute to Dion Holm

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down the Embarcadero. It was drastic in the extreme.

Currently, he is pressing San Francisco's claim before the Federal Government for Congressional action to return title to the tidelands to the State of California and to the city. These proceedings involve water front area developments in San Francisco valued at \$70,000,000.

PIONEERED BIG ISSUES

Holm has personally prepared the extremely technical details of every bond issue submitted to the voters for approval since 1926. Of the 111 bond issues placed on the ballot in the past 23 years, not one has ever been attacked on the basis of legal sufficiency.

The City Attorney's office is presently engaged in defending the city against a crop of 1200 lawsuits, 685 arising from Municipal Railway accidents, 83 resulting from injuries occurring on the streets and sidewalks, 93 involving actions against the Water Department, 30 stemming from condemnation proceedings, and 232 pending against other city departments.

PROTECTED CITY

In this connection, the Municipal Railway in 1948 was sued for a record total of \$7,600,000 damages for injuries or death resulting from operation of equipment that had deteriorated during the war years. By diligent presentation of the city's case, or by shrewd bargaining—and despite the generosity of some juries—the City Attorney's office succeeded in holding judgments down to 13 per cent of the sums sued for.

Holm is a native San Franciscan, descendant of a pioneer family which emigrated here in the early '50s from Denmark and Ireland. He attended San Francisco schools, graduating in the law from the University of Santa Clara and Hastings Law School. After his

admission to the Bar in 1912, he practiced in the office of U. S. Senator Samuel Shortridge, then maintained his own private practice. He served in the Army during the first World War. After being mustered out, he received his first public appointment—attorney for the State Controller, specializing in inheritance tax law. When O'Toole became City Attorney in 1926, Holm entered that office as Chief Deputy.

Holm is married, and the father of five sons and one daughter. Four of his sons served in World War II; the family home is at 97 Central Avenue, San Francisco.

Engineer Jobs Holding Steady

While jobs are fairly plentiful in most areas at the present time, there is a certain amount of floating by the brothers due to good weather and completion on the job.

This is usually the case in the summer season. As a result, some areas are flooded with engineers, while others at times run short. In the past month, the San Jose area has been flooded, as the brothers heard about several big projects in that area, dams, pipelines, etc. Result is that the "out-of-work" list there is up and is going down very slowly, though the situation should improve later.

Brothers should try to check on a job pretty carefully before taking off, in order to save on expenses and to help prevent flooding any one area. A good many have been thinking about overseas jobs of late, but they are warned by the San Francisco office to be sure of their qualifications for any given job before taking off.

Ski clubs have become numerous in America; it is estimated that over 2,000,000 people now are devotees of this winter sport.

San Francisco—

FOR THIS SEASON, WORK IS SLOW IN SAN FRANCISCO AREA

By P. E. VANDEWARK, PAT CLANCY, HARRY METZ
Business Representatives, Local 3

The general trend of work in this area is unusually slow for this time of year. Although there are several large projects under way there still remains quite a large out of work list. The lockout pulled by the Building Material Dealers against the Teamsters Union, has also had considerable effect upon the out of work list, having added a lot more of the Brothers names, who might otherwise be working, but cannot because of the lack of concrete. It is hoped that an early settlement will have been accomplished and that the Teamsters Union wins their point.

M. & K. Corporation's two large jobs are still in progress, the Lake Merced tunnel now being holed through; they are preparing for the concrete lining job. The North Point sewer job is in full swing with several of the brothers busily engaged.

Eaton & Smith are busy on their new Mission Street job which consists of the track removal and repaving all the way from First Street to Courtland Avenue. Their rigs are also busy on several other jobs, keeping all of their regular engineers busy, plus an occasional order for cat skimmers. Harvey & Atkinson job on the new Freeway is now in full swing with a large number of cats busy on the job; also a couple of shovels moving the hard stuff.

Harvey's job on the Lake Street sewer job has two rigs in operation plus a portable logging driver and compressor. All of the heavy-duty men in the shop are kept busy on repair work.

Courtland Engineering, under the able direction of Brothers Watts and Tate, have a large amount of repair work lined up, keeping all of the brothers employed there happy under the new shop agreement, which was just recently signed.

Tucker Engineering is also operating under the new shop agreement, keeping the brothers busy here and there, repairing equipment.

Hyman-Michaels and Ken Royce yards both are very busy at present time with a large force of our brothers doing repair work.

Swinerton & Walberg's two jobs, Standard Oil Annex and Mt. Zion Hospital, manages to keep several of the brothers busy on hoists and compressors.

Duncanson & Harrelson's Islais Creek bridge job is under full construction at present. The job will soon be ready for the steel erection on the bridge itself.

Lowrie Paving Company has several small jobs in operation plus their shop and hot plant, with an occasional request for compressor operators.

The waterfront almost resembles a graveyard at midnight, so very little work is going on that it is not worth while mentioning. The same is also true of the ship-repair yards, although the program is still underway; attempting to get ship-building assigned to the West Coast by Congress and the Maritime Commission.

Personal Touch

The song (THE SAME OLD STORY) would be sufficient as far as the news on the overseas jobs is concerned. With the work slow in picking up here on the mainland, quite a number of the brothers are looking for that green grass on the other side of the mountain. A few of the brothers have been lucky and have managed to make some of the outside jobs but after talking to them you will find that they have at one time or the other been on some overseas job and have come back with a completed contract and also an excellent record. Most of the brothers are going over to make a "stake" but on the other hand there are also many who think that if they could bull their way into a contract they would be able to learn, at the contractors' expense, how to operate equipment that they have never had a chance on or possibly had never seen. At the present time,

Honolulu—

Tempers Straining As Waterfront Strike Continues

By J. W. WAIWAIOLÉ
Bus. Rep., Hawaiian Branch

Things are flying around these days, we hope for the best, as we go into the 91st day of our Waterfront bottleneck. Temperatures have been strained to the extreme at this time causing the general public and civic-spirited organizations to breathe down the necks of our legislators in special session to do something—or else.

We, in labor, are doing our best to save for ourselves whatever gains made to date.

The building and construction industry here has bogged down to a minimum pending better developments on the waterfront.

Present lumber stock on hand is enabling a few of the smaller contractors opportunities to build small homes. Cement is still flowing into the hoppers here enabling bigger contractors to start on a few foundations for work projects let out about four months ago. It is also enabling the largest tile block manufacturer here to supply those demanding tile homes.

The Army and Navy are quite mum at this time relative to new projects here in this area. It is supposed that future contracts with the Army and Navy would likely be on a straight bidding instead of the cost-plus fixed-fee basis.

Labor Pool

Our city government, through its civil service commission, is contemplating to alleviate the present unemployment situation by introducing a program to start a labor pool which would only affect the building and construction people with reference to new work to be let out by the city government on public works. It is intended to cut down the work week of Building Trades men who work on these projects spreading the work out amongst the 22,000 unemployed at this time, which in the opinion of this writer would only add more hardship because of the fact that he will then have 26,000 partially employed in the Territory and it would be very unfair for the Building Trades to carry the full load of such a crisis. This writer and a few other interested parties have protested vigorously to such a set-up as it is also a known fact that the A. F. of L. does not approve of labor pools.

We are quite happy over the final acceptance by the powers that be in the Navy Yard of our M. T. C. program. Although members who work in the yard are permitted to do the actual talking to others, we feel it is a step forward for us in receiving recognition at this time. We have already formed a committee of union members to represent locals in grievances up through the shop level. The Advisory Board of the M. T. C. is also recognized to represent us to the higher levels.

Strike Hurts

We find that a great many of the non-union men in the Yard are prejudiced against labor organizations, due to ignorance of the facts and that this present Waterfront Strike is not helping our cause at all. However, all local unions here are determined to work hard in the Yard to further enable us to have sustaining members while we are out fighting to actually exist in the Territory of Hawaii at this time as the picture before us plainly shows that the "Big 5" and those controlling industry in Hawaii are out fighting to break not only the I. L. W. U. but also all unions in this area.

a pleasant Fourth of July as guests of the American Consul there.

William Jester has recently returned from Ceylon after working for approximately five months with M&K. While over there Bill ran into a little bad luck, it seems as though a rudder fell on him and broke some ribs. We hope that you are able to return to work soon, Bill, and that you have a very speedy recovery.

Fresno—

WORK IS STARTED ON PINE FLAT DAM; CANALS PROGRESS

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

The first material contract on the Pine Flat Dam Project was let during the past month. The Seattle Tank & Steel Co. submitted the low bid of over \$500,000 to the Army Engineers for construction of the sluice gates to be installed in the Dam structure. It should be understood of course, that this contract is for fabricating work and will be done at the plant of the company.

In the meantime, list drilling is continuing at the dam site and Granit Construction Co. have started channel diversion work on their bridge contract. This same company also have a rather extensive job on the project.

On the Friant Kern canal project, the Marshall Haas & Royce Co. have completed grading on their subcontract with the Ashback Steinberg Co. The M. H. & R. Co. is moving their spread to McCook, Nebraska, on a six-million-yard dam job and several of our members are going to this job.

The Ashback Steinberg Co. is making good progress on their lining operation and the rest of the job is going along in fair shape.

Peter Kiewit Sons Co. are hitting the ball on the Porterville section of the canal and have had to have the Baker Mitchell Thwing Co. go on shift basis at the gravel pit.

We have been informed by the Bureau of Reclamation that the Lucor Irrigation District Distribution System will be advertised for bids within the next two months. This job will amount to several million dollars and will employ a lot of engineers.

Delta Mendota

On the Delta Mendota Canal the Western Construction Co. expect to start work about the 15th of September on their new contract near Gustine. The word is also out

that the next section of the canal will be up for bids in November of this year.

On the Southern California Edison project at Northfork we have experienced some difficulty with the Bechtel Corp., Morrison Knudsen Co., Inc. However, the trouble has been cleared up and the boys are all back to work.

The Bechtel Corp. is doing considerable other work on the San Joaquin water shed and there is a rumor of another dam to be constructed in the Florence Lake area.

We reported in past issues on the various mountain road jobs in progress in the area, and they are all going along in good shape as far as our members are concerned.

A. Tiechert Co. and M. J. B. Construction Co. are making headway on their contracts with the Army Engineers on the Merced Streams Group project. These jobs will be completed this fall.

We have just completed negotiations for a new contract with the P.C.A. and Stewart & Nuss Co., covering their distribution plants. The terms of the contract will be announced at the next meeting in Fresno.

Generally speaking, conditions in the area are good, but of course there is always some chiseling, and plenty of head aches to take up the time of your representatives.

The next meeting will be held Thursday evening, August 25, at 1035 Broadway.

Peninsula—

BIG HOUSING JOBS, AIRPORT KEEP PENINSULA BOYS BUSY

By CHET ELLIOTT

The Henry Doelger Company at Colma are becoming active again after being idle for several months. The new construction plans include a large business area in addition to homes and apartments. This project will employ several members of Local No. 3.

At Broadmoor Village, Floyd Watson with a string of cats is busy grading land for the Stoneson Company. These projects have been practically in continuous operation for three years.

The Sterling Building Company is keeping Barbentini's cats and blades busy at their South City Housing project, grading for homes and building streets.

At the San Francisco Airport the Morrison & Knudsen Company are slowing down their operations somewhat and some of our members are being laid off on this project, however, some units of the job will continue for some months longer, according to the information your representative has there will be another contract awarded sometime in September for more runways at this location, which will call for quite a bit of activity there, well in to the coming year.

The Rock Plants in this area have slowed down their operations due to the lull in building construction. The Macco Construction Company at Brisbane have put their plant on a one-shift basis. . . Ken Royce, Rockaway Quarry, and Keeble & Brown are operating with skeleton crews. All of the Ready Mixed concrete plants and Building Material yards in this area have been closed for the past week or 10 days due to the association's disagreement with the Teamsters Union. The association closed all plants, resulting in the lockout of many of the members of Local 3.

The City of San Mateo is the scene of a boom in apartment building construction. In this past

week four new projects have started and there are more to follow. The Dinwiddie Construction Company have begun work on an 11-story building which is something new for this community; four stories being the limit heretofore.

On a visit to the excavation job under construction by Brothers Fisk & Firenze, your representative contacted Brother Firenze, who explained the growth of this new firm, starting very small three years ago they have expanded very rapidly and now operate several truck loaders and other equipment. These brothers firmly believe, and I am in accord with them, that San Mateo is the land of opportunity.

Sperry & McCue were the successful bidders on the excavation works for the Dinwiddie job in San Mateo. Several engineers are employed on this project.

At San Mateo the Bayshore Highway, the Newbridge Realty Company are well started with their Shore View Development. This project comprises 1,800 homes and all buildings are being erected on filled land. The Smith boys, Frank Smith, and L. C. Smith, are supplying the fill.

Sondgroth Bros. were successful in securing the County road job at Woodside. This work involves the widening and straightening out of the Canada Road.

These projects mentioned here, and many others in operation in this area, employ a great many worthy members of Local 3 and have a tendency to keep our out-of-work list at a low point.

San Jose—

JOB HUNTERS FLOOD SAN JOSE AREA, NOT ENOUGH JOBS

By M. G. "MICKEY" MURPHY and J. E. RILEY
Business Representatives, Local 3

Due to the fact that many engineers have come to this territory in the hopes of going to work on the P. G. & E. Pipeline Job at Hollister (which at the present is filled to capacity) and because many of the larger jobs scheduled for this year have not as yet been let, unemployment has reached its highest peak since before the war. Work on the Lexington Dam, the relocation of the Los Gatos-Santa Cruz Highway, Coyote Dam No. 2 and the Austrian Dam was supposed to start this year but to date bids have not been called on any of this work and there is no indication as to just when bids WILL be called. Consequently, our large "Out of Work List" is diminishing, slowly. At this writing, work has started on the reservoir site for the Austrian Dam. Earl Heple has the contract and at present has about five Cats clearing and hauling out the Redwood timber to the saw mills for processing. This country is very rugged and inaccessible. Brothers, if you should venture down that way, we'd advise you not to drive too fast and to be on the alert.

San Jose

Work is about normal for this time of year around San Jose with the local contractors keeping the majority of the local members employed. The greater part of the unemployed are members who have just recently come to San Jose from other districts in search of work. The A. J. Peters Company was recently awarded a \$157,000 contract for a sanitary system in East San Jose. Their projects at Mountain View and Palo Alto are almost complete . . . Brown & Knoll have started their road job near Mountain View. This is a widening and resurfacing job and will keep several engineers busy for sometime . . . A. J. Raisch has just about completed his resurfacing job near Alviso. This company also has a street and sidewalk job on the Barrett & Hilp Project at Palo Alto and are doing the street and paving of the Sunnybrae Tract at Santa Clara. (Pasetto Construction are the general contractors) . . . We understand the Raisch Company were just recently awarded a new contract on Alma Street (North city limits of Mountain View to Madera Creek) . . . L. C. Smith has a nice street, curb and sidewalk job on Oregon Avenue in Palo Alto. (\$203,302) . . . The 20 or more batch plants in this district are keeping many of our boys employed and we haven't had too much trouble policing these jobs, although they are scattered from Palo Alto to Monterey and King City. The 15 or more rock, sand and gravel producers have full crews with the exception of the Kisor Plant at Felton. They found it necessary, recently, to lay off one shift, temporarily . . . The Permanente Corporation employs approximately 135 engineers amongst their three plants—Los Altos, Natividad and Moss Landing. The Natividad and Moss Landing plants were shut down for a short period. The Natividad Plant at Salinas is back in operation again and it is expected that the Moss Landing Plant will be in full operation again before too long.

PG&E Pipeline

The Bechtel Corporation are nearing completion of a section of three miles in the Pinoche Pass and the men are working North towards Hollister. At present there are around 45 men employed on this project (which is just about the peak of employment) —mostly Cat skippers, trenching machine and shovel operators. These men are strung out over a 20-mile area.

Watsonville

Ben Gerwick's work in connection with the PG&E job at Moss Landing is almost complete. The same goes for the Western Consolidated who have the smoke stacks. C. C. Moore & Co., engineers, have moved in from San Francisco and started to set steel

in connection with the boiler erection. Some boiler erection has already begun. At the present time there are approximately 35 engineers employed on this project, and we do not believe there will be too many more employed there as the job is about 25 per cent complete . . . The City of Watsonville is still improving its sanitary system. Pisano and Granite each have a good-sized pipeline job in this city and are employing a number of engineers.

Monterey

Granite Construction Company were the lucky bidders on the widening and realigning job on Del Monte Avenue in Monterey. They probably will get started on this work very shortly . . . From what information we can gather, bids will be called for before long on the expansion of the Naval School at Del Monte . . . Stolte is keeping pretty well occupied on work in and around Carmel and Monterey. He always seems to have an ace in the hole.

Salinas

Valley Trenching have a good-sized pipeline job at Salinas. They also have quite a little work in connection with the housing project in North Salinas . . . The Ray Adam's Tract in East Alisal is keeping a few of our engineers busy . . . Ted Baun of Fresno has just moved in some equipment on his 101 State Highway job and will start work immediately.

Soledad

M. & K. were awarded the contract for the new Semi-Security Prison at Soledad. The figure ran close to \$4,500,000. Granite has a subcontract to do the road work and excavation and is going to furnish all the ready-mix concrete which will be approximately 30,000 yards. Work on this project should get under way almost at once.

King City

Fredricksen & Kassler are well under way on their widening and resurfacing job on 101 Highway between San Ardo and King City. This company has erected a hot plant and a slurry plant to take care of this job. The slurry plant is in operation at the present time and the hot plant is just about ready to start.

News of the Brothers

It is with a feeling of sadness that we report the passing of Brother Worth Cooper who was killed recently in an automobile accident. Brother Cooper was a fine young fellow—just 23 years old, and in the prime of life. Our deepest sympathy goes to his brother, Loren Cooper (also a member of Local 3), and his bereaved family. . . . Brother Rosco Thieman is operating a brand-new rig in these parts for Komsthoedt, Builder. It's a combination skipp loader and trenching machine. It also has an attachment of forks for lumber. . . . Brother Conrad Angerhofer, Cat loader operator for Los Gatos Sand & Gravel, recently broke his leg one day and was running shovel the next day. Quite a record. . . . Telephone calls have been coming in all the way from Mexico, Missouri to Alaska regarding the PG&E pipeline job at Hollister. We hope our article in this issue of the paper will tend to discourage a few of the calls. . . . We have many more names to add to our "Honor List." Names of members who have notified us by telephone or postcard that they have gone to work. We really appreciate this courtesy. . . . Received a pictorial map of Guam from Hollis "Slim" Dewing

Stockton—

Bad Job Situation In Stockton, But Outlook Brighter

By ED DORAN and FRANK LAWRENCE
Business Representatives, Local 3

The work situation in the Stockton area is getting worse every week. We have a big out-of-work list and the turnover of men on the jobs has been very small. However, the prospects look good for the future, as there are several big road jobs and the river crossing on the Hetch Hetchy are coming up later on in the year.

United Concrete Pipe Co. is going along in fine shape on the freeway, east of the Stockton city limits.

Farmington Dam

Al Biasotti is doing the excavating for structures on the Farmington Dam. The Charles McCloskey Co. is the prime bidder on the job. This job is going to be a humdinger for the engineers' union. It will be 500 feet wide at the bottom, 58 feet high and 7800 feet long. (Millions of yards of muck.) All the dirt has to be removed to bedrock, then the dirt has to be hauled 28,000 feet round trip to make the fill. The dirt hasn't been let yet, so don't get excited.

Russell Vote has the street work at the Fly-In Acres Subdivision at Calaveras Big Trees. This job will be 100% union as Vote is an old-time member of the Engineers' Union and believes in us.

Vicini Bros. are making a new road into the site of the PG&E tunnel above Cook's Station. The camp is going to be moved from Connelly's old camp to the new site. This tunnel is expected to start early next spring.

Westbrook & Pope have moved most of their equipment out of the Cooks Station job and Dee Strong has moved in to lay the road mix.

For the information of the members who are employed by members of the Building Exchange, we have signed an agreement identical with the A. G. C. contract with a 6½c wage increase and it is for two years.

The land leveling picture is beginning to show a slight improvement in this area, and we hope that as the time goes on it will improve.

Land Leveling

Most of the land leveling at the present time, is being done on Union Island. Claude Kenworthy has his spread out there and you can see for miles due to the dust he is raising. Al Rodgers has just started a small job on the island, and Guye Bros. are just finishing up a good sized job.

West of French Camp, Roy Reeves has about eighty acres he is finishing and the Andrews Bros. have some 500 acres south of San Joaquin City. They are running two shifts on this job.

As soon as we get a little moisture in the air, it will pick up a good deal more, especially out on the islands.

We held our regular monthly meeting with the employees of the Calaveras Cement Co. on August 4th, at San Andreas. The attendance at this meeting and at the meeting in the past have been but a small percentage of the members employed by this company, and if the attendance continues to be small something will have to be done. Let's hope that in the future more of you boys will show up for these meetings.

Jesse Reese, one of the brothers working in this area, had a little run-in with the wrong end of a hose on a compressor up on the Westbrook and Pope job at Cook's Station. Jesse is recuperating in the St. Joseph's Hospital in Stockton. He has his jaws wired together and it is the first time in his life that he is at a loss for words.

this week which we appreciated. Guess Slim is doing a hitch over there.

Ukiah—

TOUGH MOUNTAIN TIMBER ROAD PUSHES THROUGH TO COAST

By GLENN L. DOBYNS, Business Agent, Local 3

Modern machines in primeval surroundings, bulldozers, powershovels, terra-cobras and all the heavy equipment used in mountain road building were given a short breathing spell when the crews working east and west met approximately 19 miles west of Ukiah at three o'clock the afternoon of July 14th, completing the first phase of the Masonite Corporation's 36-mile logging road from Navarro to Ukiah. As privately built roads go, this undertaking stands out among the greatest. From the standpoint of difficulties met and overcome it is unique, winding over and through a terrain so rugged that every foot was a challenge to the builders. The road starts at sea level on the coast at Navarro. The Ukiah side starts at 600 feet, rising to 2,300 feet at the highest point. The roadbed is approximately 30 feet wide, with a wider width on the curves. It has six to eight per cent grades. The road will be used by other large timber users as well as by Masonite. The Utah Construction Co. is building this road. Frank Laird is project manager, with Kenneth Ludwig as chief engineer. Barney Appgar is superintendent on the Low Gap side and Tom Lane superintends on the Navarro side. These men have been ably assisted by about 200 of the Operating Engineers.

Plan Big Fair

Contracts have been let for approximately \$113,000 in improvement to the County Fair Grounds at Booneville. Elaborate plans are being laid to make the fair one of the largest and most impressive ever held in this county. The money is being spent on a new building 70 by 200 feet, which will house exhibits and machinery displays. Among other improvements will be the new one-half mile race track which is being built by the Straub Construction Co. of Petaluma.

Plans are being rushed to complete four miles of the seven-mile hill of the Willits road, which will cost about \$100,000. In the four miles of new road, much of it will leave the old roadway in order to straighten and eliminate curves and make better grading. It is expected that the new route will shorten the grade considerably. Approximately 95 per cent of the work with the State in obtaining rights of way through the State forest lands has been completed.

Nevada Construction Co. has approximately one week to go before completing all the excavating on the 10.4 miles at Talmage Road. They have moved in a crusher and a shovel, to feed it from Nevada. As soon as this plant is ready to operate they will start laying the gravel base. Mr. Britt Pugh, the superintendent, informs me that he hopes to have the job completed by the end of September.

Siri Construction Co. has started clearing on the Cobb Mountain job in Lake County. They expect to move their equipment in real soon.

Chittenden & Chittenden are laying gravel on part of their job. Highway No. 53, Lake County.

Siri Construction Co. also has moved in a crusher plant for the A. R. McEwen Construction Co. on their Booneville Highway No. 28 road job.

Willits Road

Clement Construction Co. has a few more days to go before completing its eight and one-half miles of road near Willits on Highway 101. Superintendent Bro. John Paselk informs me that this highway has had an increase of 25 per cent in traffic this year. And at all times traffic had to be escorted by patrol cars. Brother Paselk feels that the boys at the plant have done a wonderful job. They are Bros. Beam, fireman; Bee Croft, oiler; Ole Tergiler, box man; and Glenn Dennett, the plant foreman.

Judson Pacific & Murphy Steel Co. have started their bridge job at Salmon Creek on Highway 1. R. F. Tousey is acting as superintendent. Raymond Concrete &

File Co. is driving the test piling, with Brother Al Lichthorn, operator, and Gene Collette as oiler on Bigge equipment.

Gene Collette says the fog that rolls in makes him "homesick for good old San Francisco," but Nick Nelson, who has wandered to many foreign ports of the world, says it doesn't make him homesick for any one spot—it just looks good to him.

Big River Bridge

Moore Drydock Co., on the Big River bridge on Highway 1, is laying the last of the steel. There seems to be quite a pause between lifts. John L. Thompson is the operator and Ray W. Sickles the oiler. They are both equipped with rod and reel and have enjoyed many a trout dinner until the State Game Warden informed them that the stream is closed!

I could not park close to the bridge so when I was approaching them on foot they mistook me for the warden, consequently both lines were cut simultaneously. My visit was also cut short, BY REQUEST.

Lodi Paving Bids To Be Viewed Aug. 9

Lodi.—Contracts for the repair of five major Lodi streets will be awarded by the City Council August 9, City Manager H. D. Weller announced.

These contracts, plus the work now being done by the city street department, are the initial phase of the city's five-year street maintenance and reconstruction program.

Contracts will be awarded for almost complete reconstruction to Sacramento, from Lockeford to Lodi Avenue; Lodi Avenue, from Hutchins to Ham Lane; Vine, from Central to Stockton; Vine, from School to Lee; and Central, from Poplar to Kettleman Lane. A total of 1.56 miles of street will be repaired.

Bids will be opened in the city manager's office, August 8, Weller said.

A major portion of the contract work will be paving over the traction company tracks, which run almost the entire length of the street.

Street Contracts in Tracy Awarded

Tracy.—Contracts for two street improvement projects and water system improvement bonds were awarded by the Tracy City Council at an adjourned meeting last night.

A. Tiechert & Sons of Sacramento was low bidder with \$73,297.30 for street and \$362,858.55 for work in Parker Acres. The company is scheduled to start work within 10 days.

Highest bid for work in the southside district was \$125,758.73, in Parker Acres, \$410,579.69.

The acreage sown to wheat, rye, and barley last fall in the Soviet Union is reported to be 6,000,000 greater than the 1947 fall planting.

SAN JOSE TELEPHONE NUMBER CHANGE

The telephone number of Local 3's San Jose office will be changed on August 28 when the new dial system goes into effect. The new phone number of the San Jose office will be:

San Rafael— NORTH BAY HIGHWAY JOBS MOVE FAST, OTHERS STARTING

H. O. FOSS, Business Representative, Local 3

The Parish Brothers' Black Point project where Brothers Bill Madsen and Art Burch, foreman, are about 80% complete on a 300,000 yard cut and should be finishing up about the first part of October. Bill says "best damn crew" he ever had which means everybody is happy.

The new two-lane paving from the Novato intersection to the bridge and the four-lane paving from Petaluma Creek to 101 Highway intersection completion should help to decrease accidents on this very busy highway—with Parish Brothers doing a nice job . . . their pencils must have been sharpened right "to the point" as Parish was low bidder on the American Canyon project.

We are glad to report Brother "Motorcycle Bill" Anderson, injured at the Parish Black Point job in June, has returned to work and wishes to express his appreciation to all the brothers and his employer for their many kindnesses and contributions.

Operation Horse

Shaffer & Madsen of Mill Valley (Shaffer will be remembered as the famous Marinship lunch-lifter) seem to be confining their operations to the southern part of the county. Their equipment is always well-greased . . . Mrs. Shaffer is supervisor . . . Ken is also extending his activities in other directions . . . he recently acted as anaesthetist for a very delicate operation on his favorite horse . . . wonder if the horse knew that Shaffer himself should have the operation?

Some of the brothers have called our attention to a "strong wind" coming from the Peninsula for the past couple of weeks. Seems somebody missed the "boat" or a "report" and the rumblings add up to—clatter—hub-hub—ear-splitting—thunder.

Brother E. W. Cox, whose shop is located at 605 Francisco Blvd., San Rafael, telephone San Rafael 6946-M, keeping busy and making himself a good reputation for "quality work" in portable arc and gas welding has recently patented something new in trailers . . . it will be well worth the brothers stopping in to see this as it is really good. . . .

The Pacific Gas & Electric Company has made application to the Planning Commission to spend about a million and a half on underground storage gas tanks just north of San Rafael.

Plans are being whipped up for a new bridge across the Petaluma Creek and the widening of Black Point and Sears Point intersection—late fall or early 1950.

While visiting the Haas & Rothschild project at Eldridge, met one of the old timers, Brother Johnnie Holman . . . he had some kind of a rig . . . absolutely foreign to the Pelican . . . it had two handles on one end of it and a small rubber-tired wheel on the other end . . . no oiler is required on this rig but the scale is good . . . \$2.44 an hour.

Squareheads Busy

The popular "square-head" construction company—Johnson & Nelson of San Anselmo keep quite a spread of operators busy . . . Nelson says "yust tryin' to make a living."

Jensen & Pitts, of San Rafael, where Brother Ernie Wheel is superintendent, are busy in Solano County as well as Marin County.

The \$50,000 state allotment of funds for the road improvement atop Mount Tamalpais is going right along with Paul C. Queen and Bowman equipment there on a rental basis . . . and old "perennial" Brother Bud Armbrust on the finish blade.

Robert McCarthy Company of San Francisco is doing an excellent job on the retaining walls, etc., at the popular Jack Shelley home in Bret Harte Heights with Brother H. J. "Babe" Ghilotti operating the equipment and doing a nice landscaping job.

Brother Frank Glynn, blade man with Paul C. Queen, working down Portola way is the very proud

father of Walter, who arrived August 7th . . . congratulations . . .

The 101 Ranch Company of Ignacio, who recently signed contracts, are testing for foundations on the site of the proposed Novato-Dam . . . with the specifications not expected to be prepared until later 1949 according to E. E. Brady, resident engineer.

The Hutchinson Company of Greenbrae are moving the Sheldon Hot Plant from Rio Vista way into Greenbrae . . . this will be two hot plants at the Greenbrae Quarry site and more of the brothers working.

Hi-jackers

Brother Nick DeLaMontanya has been busy all summer on the Novato reclamation . . . hi-jackers recently stole his starting motor and generator on his N.W. 18 Drag Line and Nick is now "fit" for Napa as parts are still hard to get . . . Nick carries a "mean right" as well as armed protection, waiting for a "return engagement" of the "boys."

The W. W. Bird Company with Brother Leslie Pettit as foreman have the leveling job east of Santa Rosa as well as the contemplated dam for the Anna Dell Farms.

As this goes to press, the San Rafael office has no information on the proposed Monticello Dam . . . so . . . your guess is as good as ours. . . .

The Valley Trenching Company of Fresno were awarded the contract for the water supply system for the City of Healdsburg, and the Central Valley Pipe Company of Sacramento was low on the sewer trunk line project for the City of San Anselmo.

J. A. Bryant, popular Vallejo contractor was recently awarded the \$137,000 job for the Solano County Fair Association buildings near Vallejo.

A note from Brother Hollis "Slim" Dewing, who recently returned from Arabia and now in Guam . . . says he met some of the other old timers, Brothers Oldaker and MacDonald now coasting on their third hitch.

Brother Clarence Huffstutter took off recently for Bechtel down Hollister way where he is in charge of the "dope machine" . . . looks like a nice set-up until the rains at Hollister and then will be moving into the Needles area. . . .

Mud Mover

Brothers Rei Brown and Rufus Adams of 703 East "D" Street, Petaluma, have added something to a reclamation rig, dual tracks, all electric shovel and drag line and are really doing some moving on their reclamation work in marsh land . . . they can be reached at Petaluma 1384-M . . . interested members should look it over . . . about two miles north of Novato . . . at the airport. . . .

Devencenzi & Haskins with E. V. Curtis have completed their Strawberry Point project and have moved their equipment to the Marysville-Colusa area on a levee project, we hear. . . .

The George Slinsen Construction Company of Napa keeps nibbling away with paving, curbs and gutter jobs in the local area.

Brother Sam Temple, who has just returned from his third hitch at Guam, taking off "fast" for Okinawa with the Vinnell Company . . . Sam wrote he would drop in for a visit, but couldn't make it because of the advancing of his "taking-off" time. . . .

The San Rafael office location as of September 1, 1949, will be—Office No. 9 in the Painters' Building, corner Mission and Tamalpais Avenue, San Rafael—same telephone number: San Rafael 4616.

Tide and Fab

Tide has proved to be the best synthetic detergent so far tested by Consumers Union for use in hard water. For washing cottons and woollens in hard water, Tide and Fab were both better than soap. In soft water, Tide was almost as good as soap for washing cottons, just as good as soap for washing woollens. For most uses, Fab was inferior to Tide.

The cost of Tide or Fab is approximately the same as that of the granulated soaps ordinarily used in laundering. Some users have complained that they find Tide irritating to the skin. Anyone noticing irritation should discontinue its use.

Harms Brothers on the Vacaville project, where Brother Dave Otis was in charge, about "cleaned up" and moving equipment and operators to other areas . . . this was a nice, smooth-running job and "orchids" to Dave. . . .

At the Larkspur Sewer Treating Plant, where John Rocca of San Rafael is contractor, with Brother "Red" Tavenner, superintendent, are way ahead of schedule . . . Brother R. W. Greuner of Oakland has one of his 10B's with back-hoe attachment on this project and it is a great mud rig with a Paris boom and bucket attachment.

Brothers McAffery & McKay, who have been in litigation for some time past, hope for an early settlement as they would both like to get started on their own construction jobs. . . .

More Hot Stuff

The A. G. Raiser Company of Black Point recently purchased a new standard Hot Plant which is to be erected at the Basalt Quarry, McNear's Point with Brother W. C. Ivers in charge. This looks like a very good setup and the aggregates, other than crushed rock, coming from the Basalt Plant at Healdsburg and will probably be handled through Haystack and transported by water to the plant at McNear's Point. This company is keeping "right busy," they have the Fourth Street, San Rafael repaving, which is expected to start very soon; also, the \$43,000 road-work at the Napa State Hospital, Imola. . . .

Huntington Brothers of Napa have the majority of their spread busy on the Napa Creek realignment where the Hydraulic Dredging Company of Oakland has the contract with operation in the vicinity of the Basalt Shipyard Plant.

Dan Caputo of San Jose recently awarded the \$40,000 contract for bridge and approaches across the Napa Creek at the Napa western city limits.

At the San Rafael Sewage Disposal Plant, where Haas & Rothschild are the general contractors, the Raymond Concrete Pile Company have finished the foundations with Johnson & Nelson doing the excavating and McGuire & Hester the sewer line . . . and going right along. . . .

E. A. Forde, San Anselmo contractor, and Brown & Ely of Corte Madera, were recently awarded the contract seal-coating Napa County Highway Units No. 1 and 2 . . . also the surfacing contract on Miller Avenue, Mill Valley . . . with Brown & Ely doing the excavating for the C. Norman Peterson storage tank installation at Hamilton Field.

Attention, Brothers: This office is advised that some of the brothers, repairmen and operators, are using their own pickups within the project. You are directed to read Paragraph 14 of Section No. 20 of the 1949-50 Master Agreement with the A.G.C. which reads: "No repairman or operator shall be required to furnish transportation within the job site for tools or equipment needed in the performance of his duties."

Pelican, No Fish

The Pelican and Mrs. Foss were out the first day of hunting season with not too much to show for it, but we are planning on leaving about September 10th for the northern area . . . there will be no story about the "one that got away" from this trip.

Eureka—

WORK HOLDS UP IN REDWOOD EMPIRE; FEW NEW JOBS UP

OTTO E. NEVER and M. W. EDWARDS, Business Representatives, Local 3

Work in the Redwood Empire is still consistent. Although no new jobs are breaking, there has been so little turnover in employment that we have very few members on the out of work list.

Up in the Crescent City area, C. E. Johnson is finishing up on the culvert and realignment job between Hiouchi and Highway 101. He is also doing some County work and a small oiling job for Crescent City.

Macco-M & K Corp. is now laying rock on the jetty. They are using three Northwest 80's in the quarry and a Manitowoc 4500 crane to place the rock. Rigs are working one shift but mechanics are on a two-shift basis.

It is quite possible that the Dutton Lumber Company will let their dock contract in the very near future. Proposed dock will parallel the jetty for about 1,400 or 1,500 feet. About 1,200 or 1,400 feet will be earth fill; rest will be piling. At the present time, the company is testing a site near the golf course for their mill.

At Klamath, C. M. Syar is putting in cement-treated base on his resurfacing job and making good time. Job will probably be finished before the rainy season sets in.

Piombo job at Orick is well along and it looks as though the dirt moving job will be done by fall. George Patterson's cats are doing the dirt moving.

Mercer Fraser has moved into their Mill Creek job. Work should be completed in 60 days or less at the progress they are making. They are also laying cement-treated base on their job north of the Elk Refuge. This company has several small odd jobs going as well as the highway job at Fortuna and Scotia.

Carr & Rocco have three small bridge and approach jobs from Orleans to Happy Camp along the Klamath River. Steel laying on the Dillon and Clear Creek jobs is just starting, but should be finished in 30 days.

Fred J. Maurer & Son is finishing the lower approach to the Weitchpec job.

Tom Hull has a few bridge jobs going throughout the County and keeps his crew busy. Louie Conner is still idle. John Burman & Sons are about done at Bull Creek Park and have nothing new lined up.

John Petersen keeps his shovel busy, but has not used his cats very much this summer. It seems that John does more work in the winter than he does in summer.

Dredge Work

The clamshell dredge, Jupiter, was sold by the Associated Dredging Company to LaMone Call. Mr. Call has assigned an agreement with Local 3 covering the dredge operations.

There is very little new work coming up during the rest of this year. Some new construction will be started at Humboldt State College. Approximately \$600,000 is to be expended in new building construction in the Eureka area this fall and winter, and although there is a possibility of some activity in highway construction, there will not be enough to take care of any more than the present out-of-work list.

In covering the territory around Willow Creek and Dillon Creek, we find some activity in the copper deposits there. At both locations there is a crew of about 10 men driving tunnel and taking off overburdens in order to test the grade of ore. At Dillon Creek, the company plans to ship the ore over a cableway bucket line to Crescent City, 22 miles west.

To those worthy brothers who put a rock in the bumper horn on my car: I found the rock all right, after I had the bumper taken off; just as I found the rocks in the hubcap when I thought the rear end was out.

The greater part of the mill and woods operations are now being done by large operators as was ex-

pected. The pressure was too great for the little man, so a good many of them have closed. We would like to see them running as that means manpower; however, there is nothing we can do about it under the present setup.

As far as the redwood companies are concerned, they have already sawed logs for fifty years or more and will no doubt saw them for another fifty, or until the timber gives out. It is also my belief that unless these big companies are organized, there will be a serious cut in wages and conditions, which aren't any too good now. In the near future, there is no doubt that if there is such a cut, it will affect the community as a whole, and the only way to prevent it or hold it on an even keel is to have the redwood industry organized in one big unit.

The hearing with the Northern Redwood Company, the NLRB, the Lumber and Sawmill Workers representatives and ourselves was held in San Francisco last week to determine an appropriate unit issue; however, should the board decide that the woods and the mill are a single unit, we have given our intention of filing for an election on both. It seems a shame that when we are about to organize an unorganized operation that another union of the American Federation of Labor will immediately take steps to stop us at any cost. Why, I don't know. It looks like the dog in the manger to me. They can't get it but still they don't want us to have it. As far as we are concerned, we believe in Union, and that's for sure.

S. J. Power Project Is Authorized

Authorization to build and operate an \$8,840,000 irrigation and power project on the Middle Fork of the Stanislaus River near Pinecrest in Tuolumne County has been granted to the Oakdale and South San Joaquin Irrigation Districts.

In Washington, D. C., the Federal Power Commission said the districts would receive a 50-year license for the project. The reservoir will have a gross capacity of 97,500 acre feet of water and the powerhouse will have a 13,500-horsepower generating unit.

The dam (Beardsey Dam) will be 275 feet high with a crest length of 1,150 feet including the spillway. It will be primarily for irrigation.

A water conduit, powerhouse and switchyard will be located immediately below the dam.

The districts, which distribute water for irrigating San Joaquin Valley farm lands, plan to deliver the power output to PG&E.

Three slightly deaf men were motoring from the north to London in a noisy old car, and hearing was difficult. As they were nearing the city, one asked: "Is this Wembley?"

"No," replied the second, "this is Thursday."

"So am I," put in the third, "let's stop and have one."

Three student nurses were very late getting back to the hospital one night. As they slipped in, they met three internes coming out. "Shh!" said the nurses, "we've been out after hours."

"Shh!" said the internes, "we're going out after ours."

Money is a bottomless sea, in which honor, conscience and truth may be drowned.—Kozlay.

"Smith's name must be pretty high on his auto dealer's new car list."

"How can you tell?" "He is allowing his wife to drive the old one."

Sacramento— HISTORIC EVENT—SACRAMENTO STARTS DEEP WATER PORT

By ED PARK
Business Representative, Local 3

Sunday, August 7, 1949, will be remembered as a red letter day in the Sacramento area. It was on this date that the ground breaking ceremonies were held at the site of the Deep Water Port. After a few short speeches by various officials, with a politician or two thrown in for good measure, members of Local No. 3 performed the actual ground breaking. Equipment was furnished by three firms, A. Tiechert, Inc., Baker Bros. and Brighton Sand & Gravel.

Local 3 members participating for A. Tiechert, Inc. were foremen Brothers Jerry Cuneo and Harry Porter on the ground; on the "Cats" were Brothers O. P. Jacobs and John Denis. Brother Jacobs picked up a new nickname out of the deal. On the ground for Baker Bros. was Superintendent Brother Andro Kucan and Foreman Brother Frank Verardi. Brothers Jim Aldax and Dan Virismo were on the Baker "Cats." On the crane of Brighton Sand & Gravel were Brothers Clyde Kemp, operating, and John Hix, oiling. This crane was used to hoist boats in and out of the lake.

Local 3 was well represented in the crowd, with lots of the brothers turning out for the shindig. The Engineers were also represented on the speakers' platform by Brother Frank Lawrence, your past business representative in this area, who is one of the Port Commissioners. All in all, it was an enjoyable affair and a memorable day. Now that the fanfare is over let's hope that they get the work rolling and keep it going.

To date there has not been much work let in connection with this project. Baker Bros. are underway on their portion and A. Tiechert, Inc. has moved in on theirs. However, this work represents only a very small portion of the work to be done and at this writing it does not look as if any additional contracts will be let for some time.

The situation at Folsom Dam remains approximately the same as reported last month. Only one small job is underway at the present time.

Putah Creek

The H. Earl Parker levee job on Putah Creek is underway again and this is the largest job going in this section. Brother Slim Alt is job superintendent, with Brothers Johnnie Brown, Slim Store, Lloyd Park and Ralph Herlong as shifters. To date there are approximately 55 Engineers on this job, which has helped our "out of work" list considerably. The boys who went south with this outfit last winter report that they are happy to be back home again.

The job of Richter, Darrough & Ruddy at Bear Valley is getting underway. It is still in the preliminary stages at present but should be in full swing within a few weeks. Brother Charlie Lloyd is the superintendent with Brother Jack Darrough as foreman. To date they have about 15 Engineers on the payroll.

The Westbrook & Pope job at Auburn continues to run along smoothly. Brother Verne Curtis, master mechanic, and Brother Pat Patterson, shifter, are both back from the Ham Station job. Other foremen on the job are Brothers Jack Rutherford, Jack Dundee, Carl Olds, Virgil Guptill and J. G. Smith.

The Westbrook & Pope job at Comptonville is practically completed. A few of the boys are still on the job at this writing but they will soon wind it up and be moved over to the Auburn job.

Grass Valley

Ruddy Bros. have about finished their street job in the city of Grass Valley. This equipment will be moved over to Bear Valley in the near future.

F. T. Bastian keeps a few members busy in and around Grass Valley on numerous small jobs.

Miles & Bailey continue with their job at Squirrel Creek, out of Grass Valley. Four of our members are working for this contrac-

Planting Fish By Airplane

YREKA—The California Division of Fish and Game has announced completion of its first successful large-scale planting of fish from an airplane.

In a recent four-day period, 185,000 rainbow and eastern brook trout were dropped in 30 Siskiyou County lakes, many of which were previously considered inaccessible to State fish planting crews.

Flying at elevations from 400 to 600 feet off the water, Warden-Pilot Al Reese in the Division's twin-motored Beechcraft plane made the delivery runs, which left the fish in excellent condition according to ground observers. Approximately 15,000 fish, averaging two and a half inches in length, were carried on each trip.

Brother Woody Caraker suffered a badly sprained ankle on the Richter & Darrough job at Bear Valley. Here's wishing him a speedy recovery.

Brother Charles Milhous is still recuperating from a back injury received on the Parker job at Putah Creek last spring. He underwent an operation recently and we sincerely hope that he will soon be able to be back on the job again.

Brother Ray Smith will be off the job for several weeks recovering from a recent operation.

Brother George Sullivan has been ill and confined to the Mercy Hospital. At this writing he is home again but still unable to work.

Brother Curley Larson is another on the sick list. Curley has been off the job for the past couple of weeks but we hope to receive word soon that he is ready to go again.

Our sympathy is extended to Brother William Coldiron, who lost his wife on June 26th.

Our belated sympathy to the family and friends of our late Brother Jerald Dippold, who was killed in an accident some time ago.

Our sympathy also to the family of our late Brother Edward Berg, who suffered a heart attack while swimming in the American River last month.

Brother Al Bowling suffered a broken rib as a result of a fall while working on the Telephone Building.

Brother "Dolly" Gray is another member of Local 3 who is taking a flogging in the business world. Called "Our Place" and located at 130 North Ninth St., in North Sacramento, this establishment caters to thirsty Engineers. Drop in and see Dolly.

Brother C. T. Tiller is the owner of a truck crane with all the attachments. This brother was injured recently but we hope that he is now recovered. Pass the word along that anyone needing a rig with all attachments should contact Brother Tiller at Grass Valley 81J.

Brother Rip Brannon is now working for the Wooldridge Co. as a Northern California factory representative.

We are in receipt of a very interesting letter from Brother N. C. Rodgers, who is a representative of the Harnischfeger Corp. and touring South America. This particular letter was written from Caracas, Venezuela, and he tells of the unions in that section. The country is booming, with wages very high and the cost of living even higher.

Brother Ray Kimzey writes regularly from Afghanistan. He states that conditions for the American personnel are quite good, except for shortages in some lines, which is to be expected. Brother Andy Rogers is on this job also.

Brother Ray Austin writes from the Southland where he is superintendent on a job for Fredrickson & Kasler.

Our thanks to Brothers H. W. Hodges and Fred Spaulding, who dropped us a note to say that they had gone to work elsewhere so their names should be removed from our "out of work" list.

For your protection, always obtain a clearance before going to work.

Daily Construction Awards

Compiled by
P. E. VANDEWARK

JULY 21, 1949

SACRAMENTO: Contract awarded to Clements & Co., P. O. Box 277, Hayward, \$145,773 for 4.4 mi. grade, portion & pltmx surf. betw. Rt. 83 & E. end of Chester causeway.

OAKLAND: Contract awarded to Ross Trewhitt, P. O. Box 2423, Carmel, \$39,400 for const. firehouse on College Ave., in Livermore, ALAMEDA COUNTY.

SACRAMENTO: Contract awarded to Merzger Co., Box 266, San Pablo, \$97,410 for const. reinf. conc. bridges acr. Burney Creek & West Branch Burney Sreek, reinf. conc. culv. acr. East Br. Burney Creek & grade approaches, in Burney, SHASTA COUNTY.

UKIAH: Contract awarded to Kenneth Whited, 5816 Mendocino Avenue, Oakland, \$14,340 for const. R. C. bridge (3-span) over Russian River near Redwood Valley, MENDOCINO COUNTY.

SACRAMENTO: Contract awarded to Pacific Bridge Paint Co., 624 Sharon Building, San Francisco, \$23,310 for cl. & paint por. stl. brdg. acr. San Joaquin River, Antioch, CONTRA COSTA COUNTY.

SACRAMENTO: Contract awarded to Claude C. Wood, P. O. Box 599, Lodi, \$48,525 for 0.6 mi. widen with pltx. surf. on conc. base & untr. rock base betw. Lock Fork St. & 0.1 mi. North of Lodi City limits and betw. Cherokee Lane & 0.3 mi. East, SAN JOAQUIN CO., JULY 25, 1949

SACRAMENTO: Contract awarded to Merzger Co., Box 266, San Pablo \$97,410 for const. reinf. conc. brdgs. acr. Burney Creek & West Branch of Burney Creek; reinf. conc. culv. acr. East Branch Burney Creek & grade approaches, in Burney, SHASTA COUNTY.

WATSONVILLE: Contract awarded to Granite Const. Co., P. O. Box 900, Watsonville, \$54,000 for const. intercept. trunk line sewer, Freedom Annex Sewer.

SOLEDA D: Contract awarded (General) to M. & K. Corp., Fredrickson & Watson Const. Co., & Piombo Const., Financial Center, San Francisco, \$4,488,000 for const. main prison group bldgs., Medium Security Prison, Soledad, California.

CARSON CITY, NEVADA: Contract awarded to Silver State Const. Co., Fallon, Nevada, \$149,387 for const. reinf. conc. & steel brdg. & 0.696 mi. surf. approaches on St. Hwy. thru Verdi, WASHOE CO.

SACRAMENTO: Contract awarded to Rice Bros., Inc., P. O. Box 1489, Marysville, \$24,978 for 0.3 mi. grade & surf. with plantmix surf. on crusher run base, at Sheridan, PLACER COUNTY.

JULY 26, 1949

DALY CITY: Contract awarded to L. C. Smith, 1st & Railroad, San Mateo, \$35,049 for const. streets, sanit. & storm sewers, water systems, etc., in Garden Valley Tract, San Mateo.

SACRAMENTO: Contract awarded to Dicco Inc. & Dix-Syl Const. Co. Inc., Sta. "A", Box 338 Bakersfield, \$36,687 for 5.7 mi. grade pl. imp. bor. & pene. treat. to central portion S.W. end Wildrose Canyon & Death Valley National Monument, INYO COUNTY.

RENO, NEVADA: Contract awarded to John B. Powers Co., Box 1487, Reno, \$5,590 for sewerage of Valley Road, Reno, involv. 1,090 ft. 10" concrete pipe & 3 manholes.

CARMEL - BY - THE - SEA: Contract awarded to N. P. Van Valkenburgh, P. O. Box 1192, Sacramento, \$78,105 for const. extens. to exist. sewer collect. sys., Carmel, MONTEREY COUNTY.

SAN MATEO: Contract awarded to L. C. Smith, 1st & Railroad, San Mateo \$57,937 for pltmx. resurf. etc. on Palm Avenue & 21st Avenue.

OAKLAND: Contract awarded to Crabbe Elec. Co., P. O. Box 1126, Pittsburg, \$8,358 for install elec. serv. & feeder eqpt. & remove exist. elec. serv., Carquinez Strait Bldg. at Crockett, CONTRA COSTA & SOLANO COUNTIES.

MARYSVILLE: Contract awarded to Lord & Bishop, P. O. Box 812, Sacramento, \$12,980 for repair brdg. fender acr. Sacramento River at

Butte City, Rte. No. 45, Sect. B (III Gl-45-B), GLENN COUNTY.

SAN FRANCISCO Contract awarded to San Francisco Water Dept., 425 Mason Street, San Francisco, \$15,114 for install C. I. main in Orizaba & Alpha Sts. & Silver Avenue, under SFWD No. 515.

JULY 27, 1949

NAPA: Contract awarded to Sherson Const. Co., Box 351, Napa, \$12,463 for grade, drain, surf., Co. Hwy. NAPA COUNTY.

OAKLAND: Contract awarded follows for grading & paving at the following schools.

1. Markham School, 722 Kraus Avenue, to: Gallagher and Burk, Oakland, \$6110.

2. Sequoia School, 3730 Lincoln Avenue, to: J. Henry Farris, Berkeley, \$6522.

3. Clausen School, 3240 Peralta Street, to: Independent Const., Co. Oakland, \$4870.

4. Franklin School, 1530 9th Avenue, to: Gallagher and Burk, Oakland \$4080.

5. Highland School, 8521 "A" Street, to: Gallagher and Burk, Oakland \$6260.

6. Chabot School, 5834 Patton Street, to: Independent Const. Co., Oakland, \$4349.

7. Lafayette School, 86 17th Street, to: Arris Knapp Co., Oakland, \$11,955.

8. Grant School, 417 29th Street, to: Arris Knapp Co., Oakland, \$9,995.

9. Burckhalter School, 395 Burckhalter, to: Gallagher & Burk, Oakland, \$12,300.

NAPA: Contract awarded to E. A. Forde, & Brown-Ely Co., 736 Schmidt Lane, El Cerrito, \$36,852 for sealcoating Co. Hwy. Units 1, 2, NAPA COUNTY.

STOCKTON: Contract awarded to S. M. McGaw, Elks Bldg., Stockton, \$11,872 for surf. drain, etc., San Joaquin St., from Harding Way to Flora.

STOCKTON: Contract awarded to S. M. McGaw, Elks Bldg., Stockton, \$6,810 for surf. & drain, etc. Willow St., from San Joaquin to Monroe.

STOCKTON: Contract awarded to R. Gould & Son, P. O. Box 19 Stockton, \$28,255 (Sch 1), & to Stockton Const. Co., P. O. Box 208 Stockton, \$15,080 (Sch 2) for const. trunk sew. from No. Sew. Disposal Plant, across Smith Canal, & Ryde Avenue & Mt. Diablo Avenue, JULY 28, 1949

MODESTO: Contract awarded to Standard Materials Co., 1411 9th St., Modesto, \$5,658 for surf. drain, etc., Maze Blvd., from V. Property Line of Franklin St. West City Limits, a Gas Tax Job. JULY 29, 1949

DALY CITY: Contract awarded to J. A. Furrer, 55 Del Monte St., S. F., \$1,430 for paving Thornton School grounds, 1st & Castle Sts.

FRESNO: Contract awarded to Lewis C. Nelson & Sons, 2829 Le Street, Selma, \$11,500 for const. classroom elementary school.

FRESNO: Contract awarded to Valley Builders, 515 Harrison Street, Fresno, \$50,546 for const. Cerebr Palsy School.

MILL VALLEY: Contract awarded to Brown Ely & E. A. Forde, 6 Sir Francis Drake Blvd., San Anselmo, \$33,392 for pltmx. surf. & Miller Avenue, between Lagoma & Trockmorton Avenue (0.9) & Blythdale Avenue between Co. R & Trockmorton (1.1 mi.).

SACRAMENTO: Contract awarded to Bailey Const. Co., 720 Francisco Blvd., San Rafael, \$60,290 for const. sew. dispos. plt. at Samuel P. Taylor St. Park, MARIN CO.

SAN JOSE: Contract awarded to O. E. Anderson, 398 Menker Avenue, San Jose, \$258,575 for const. addn. to women's Gym, San Jose State College.

OAKLAND: Contract awarded to Fredrickson & Watson, 873 8th Ave., Oakland, \$130,703 for grad. drain and surf. Hegenberger Road and 77th Ave. betw. San Leandro and St. Hwy. Rt. 69 (East Shore Freeway).

SAN MATEO: Contract awarded to L. C. Smith, 1st & Railroad, San Mateo, \$25,504 for resurf. Delaware St., San Mateo.

(Continued on page 11)

What's doing in the Oakland office

By Al Clem, Chas. Dees and T. D. Bryson, Business Representatives, Local 3

In looking back over copies of the News for the past several months we have not been able to paint too bright a picture of conditions in and around Oakland. Last month we advised anyone contemplating a move to this area to check on working conditions first. Again this month it is the same story—more men than jobs—and we again urge those looking for work to contact us before making a move.

Associated Electric has nine engineers working on their sewer line job in Orinda. Brother Ray Butterfield is superintendent with Brother Joe McClary in charge of the paving work.

With considerable work scheduled for Buchanan Field, Brother Eugene Alves is getting things well underway on the grading work. Extensive improvements are planned, with the existing administration buildings and hangars slated to be moved in the near future.

Brother Bill Mathews is relieving Brother Murt Lynch on the blade out at Downers, while Murt goes into the hospital for an operation. Work is coming along well out there with sewage lines nearly completed at this time.

We feel a vote of thanks is due those brothers working for E. E. Lowell, sub-contractor for the Herrity, Goforth and McGough interests near Walnut Creek. These fellows, who are engaged in excavating work for this housing project, gave us excellent cooperation in our recent difficulty with the Wilson Company.

J. R. Armstrong's highway job, between Lafayette and Walnut Creek is coming along very well considering the fact that they are hampered a great deal by heavy traffic conditions.

Work on the PG&E steam plant at Antioch is coming along slowly with very few engineers being hired. Brother Jack Summerville is still acting as master mechanic on this job. Across the fence at the Fibreboard plant, Swinerton and Walberg, prime contractors, are winding up their job. While this project at no time made much of a dent in the out-of-work list, it has nevertheless proved a good spot for those fellows who were on the payroll.

On E. H. Peterson's job at the Jersey Slough Bridge, pile driving is complete and the concrete pour is being finished.

Earthmovers, Inc., have various small jobs in the Brentwood area, and are furnishing employment to a few of the local boys.

Brother Herb Weaver, who was steward on construction work out at Fluor's, in Oleum, was recently laid off due to a curtailment of work. However, a considerable crew is still employed by this company in their maintenance department.

On the sewage disposal plant at the Port of Embarkation in Oakland, Stanley Kohler has two shifts in operation at the present time. Stolte-United also have a number of engineers employed down there on their job for the north-end interceptor.

Outfall Sewer

Bids for the construction of the outfall sewer, a major unit of the sewage disposal project for the six East Bay cities, were opened recently, but at this time no contract awards have been made. The project involves the construction of a 15,000-ft. reinforced concrete sewer extending from the treatment plant, located near the eastern approach of the bay bridge into the deep waters of the Bay, between Yerba Buena Island and the Oakland shore. Approximately 9,100 feet of the big sewer will be supported on piling across the old Key System fill, south of the bridge. The remaining 5,900 feet will be laid on the bottom of the Bay to a point where the depth of the water will be approximately

45 feet. The land borne section of the line will be 9 feet in diameter. According to A. C. Carrigan, district vice president of the East Bay Municipal Utility District, construction of the submarine section will be particularly difficult because of the strong tidal action in the area of construction.

Under the plan of operation of the sewage disposal system, sewage from the Bay cities comprising Special District No. One, will be collected and carried to the treatment plant in the three large interceptors now being constructed along the East Bay shoreline and estuary. Following treatment the effluent will be discharged through the outfall sewer into the Bay. Work is proceeding satisfactorily on the other phases of the project with completion scheduled for late in 1951.

Out in Hayward, Fredrickson and Watson are making satisfactory progress on excavation work for new buildings at the Hayward Airport. M and K have the contract for construction on this project.

On Tarman and Bechtel's Housing Project on Jackson and Harder Roads in Hayward, approximately 200 units are in the process of construction. This company will start construction on a similar project on Highland Boulevard, adjacent to the present tract. Brother Clint Robbins is employed steadily by this company on various leveling and landscaping jobs in connection with this work.

E. T. Haas has several jobs in operation in the Hayward area consisting in the main of changing water lines.

Pacific Pipeline Construction Company is about 85 per cent completed with their pipeline from Irvington to San Leandro. There are about 12 engineers employed on the project, according to Brother W. L. Phelps, pusher on the job.

The R. A. Watson job, which has been tied up due to difficulty over right-of-way for water lines, has been re-opened near Hayward.

Highway 50

Harms and Ball, prime contractors on that portion of the highway 50 job, which runs from Green-ville to two miles east of Livermore, are just getting set in on the project. There is one shovel and a tractor working, with Brothers H. W. Jesse operating and J. J. Jones oiling on the rig and Brother J. L. Bagley running the cat. Biasotti has a sub-contract for the excavation work and this company is just getting started on their portion of the contract. Courtland Engineering of San Francisco has a number of the brothers out there rebuilding a Northwest for Harms Brothers.

Brothers Henry Kennedy and Jim Walker, two of the old-timers, are working for United Engineers and Constructors at Newark, where new construction is under way at the West Vaco Chemical Plant.

Lee Immels' jobs on MacArthur Boulevard in East Oakland, and Meekland Drive in Hayward, are winding up, but there is still considerable work to be done on their B street job in Hayward.

Gallagher and Burke is making excellent progress on the East 12th street job. This company was recent low bidder on the re-paving of Park Boulevard, for the City of Oakland.

F. E. Young Company is double-

shifting operations at the Cyclotron on the U. C. campus. There are 12 engineers employed on this work and it is expected that the two shifts will continue throughout this month.

The union has been assured by the University of California that members employed by the school will receive the prevailing wage scale. We wish to extend our thanks to Mr. Corley and Mr. Kaiser, acting for the university, for their fine cooperation in this matter.

Designed especially to handle huge sections of concrete pipe quickly and safely, a new type of equipment, known as a Pipe Lifter, is now in use on the S. U. H. B. job in Tracy.

Consisting of an A frame with a heavy steel band slung underneath, the machine is powered by a tank retriever. Driven directly over a piece of pipe, the band is lowered and clamped in place by an automatic hydraulic mechanism. The pipe is then lifted to the required height and carried to its destination. To set it down, a series of cables is used to tip it as it is lowered to the ground. Designed by Kenneth James of United Concrete Pipe Company, the machine is capable of lifting 100 tons and, if the going gets rough, a tractor can be substituted for the tank retriever. The operation required a three-man crew—one Teamster and two Operating Engineers. Brother Marvin Abernathy and Vince Greene, are working on the rig, Brother Abernathy manning the winch at the top of the A frame and Brother Greene handling the ground controls.

The pipe, which is being fabricated at a pre-casting yard adjoining the job site, is to be used in the outlets from the pumping plant. These outlets consist of three lines with an 18-ft. outside diameter which will run over 2000 feet. The pipe is moulded in 12-ft. lengths, and after casting and drying is placed in a storage yard until needed. This process calls for a considerable amount of handling and the pipe lifter has speeded the operations immeasurably.

Good Relations

The dispatch and know-how with which this problem was handled is an example of the type of work that has been going into this project, a joint venture by Stolte, Inc., United Concrete Pipe Company, Duncanson and Harrelson and Ralph A. Bell. At the height of the construction over 150 engineers were employed on the project and amicable labor relations and fine working conditions were maintained at all times. Local 3 realizes that a large portion of this was due to the splendid cooperation our union received from the following men: George Waters, project manager, Charles Hudson and Al Racine, labor relations, O. G. Bodin, Bureau of Reclamation Construction Engineer, and Roscoe Granger, resident engineer.

Johnson, Drake and Piper, a company with which we have always enjoyed very pleasant relations, has wound up the major part of the excavation on their portion of the East Oakland Freeway. This job has been very good for a number of the brothers throughout the past year and, at present, the following members are employed on the project:

A. B. Cook, master mechanic, W. R. Bussen and C. A. Newton, mechanics; Ed Vargas, blade operator; Travis Poindexter, loader operator; Abel Ornelles, cat operator; Brody Hazzard, compressor operator; Bill Crossland, crane operator; Bill Ellis, shovel operator; 'Okie' Crandall, and Bill Dearman, oilers; and L. O. 'Pete' Peterson, foreman.

Hydraulic Dredging Company has started laying pipe on the Napa River job, and they expect to move the Papoose up there by the middle of this month.

Associated Dredging Company's dredge, Sucker, is finished on the job at Bay Farm Island bridge, but the clamshell, Delta Number One, is still working there. The Curlew was working somewhere in the vicinity of Collinsville at the last report.

Olympian Dredging Company's Neptune is still working on the Hastings Tract, and they expect to

NEWS ABOUT THE BROTHERS

Brother Jerry Marion recently returned from what was practically a non-stop trip to Kansas. Left here on Friday and arrived the following Sunday evening. Said it was nice, but the weather was hot—the mercury climbing highest, however, at a little spot near Sacramento!

Porch Jumper

Another traveler, Brother Chas. Melson, recently returned to his old home in Terra Haute. Had a wonderful time, but due to unseasonable rains, said he spent most of his time 'porch jumping.' Seems he would visit on one front porch and then, between showers, hop over to another. Hadn't been back there for 39 years and says that things had changed so much it was like going to a strange place. We think he was glad to get home!

From the looks of things the past month or so, the engineers have been having a bumper crop of babies. Among those announcing additions to their families we have Brothers Gene Collett, Lee Lynn and Vrain Conley, with new boys (one a-piece), and Brother Jim Dunaway, with boys also (but two of 'em in that family). Brothers Roger Deidke and Walt Sikes kept in the swim with the arrival of new daughters.

Brother William Beddoes dropped into the hall the other day. He has just returned from a three-month trip to Japan and expects to be going out again soon. He has been sailing with the Army Transport for some time, and plans on continuing this work until things pick up somewhat around the Bay area.

Brother Sam Cain and Roberta Misfeld were married on August 6th, in Burlingame. The couple met on a plane last year while Sam was flying to a job in Arabia. Positive proof that good things can happen while you're "up in the air."

The following note was received from the widow of Brother Paul Beauchamp shortly after his death:

"I would like to express my thanks and appreciation to the Operating Engineers for the many blood donations given my husband, Paul W. Beauchamp, during his long illness. My thanks also for the beautiful floral piece."

RENA M. BEAUCHAMP.

Brothers John Underwood and Roberta Carter, those two gentlemen farmers from Hayward, have been staying out of trouble pretty well this last year. Recently, however, they had a very upsetting experience. Seems they got John's two horses all ready to go to the fair at Pleasanton—polished, shined and even vaccinated them, only to discover that they were one day late for the horse judging! Now the boys are hustling around, looking for another spot to show the nags before they get all dirty again.

Several of the brothers have been on the sick and injured list during the past month. Brother Stan Garber is in Providence Hospital recovering from a serious injury he received while operating a cat. He has a badly mangled foot which will keep him off work for some time. For a while Brother Gene Ramone was in the same hospital keeping Stan company, while he underwent treatment for an old back injury. However, he is up and around again feeling fine.

Over at Merritt Hospital Brother

Leotis Parker is holding down bed space while he gets over a broken shoulder and numerous other injuries he suffered in an accident on the job. Brother Parker had quite a narrow escape and it will be some time before he is completely recovered. Brother George Parker, who fractured his leg in an accident on July 4th, is recovering nicely. While Brother A. B. Cook, master mechanic for Johnson, Drake and Piper, has just returned to work following a stay in East Oakland Hospital.

Just received a letter from Brother Roy Carpenter from Afghanistan. He is in charge of preliminary work on the \$14,000,000 Kaj-Kai Dam at Vanahar, and says he still expects to be there when the final whistle toots!

Another absent brother, R. M. Price, sent a letter and pictures from Arabia. Letter interesting and pictures good—include such well-known characters as Price, Bill Lake and Paul Harper, posed against a background of desert land and assorted Arabian nanny goats.

Brother Herb Gladrow, who has been interested in ceramics for some time, and who holds a teacher's certificate for high school and junior college work, will teach a night class for Hayward High School this fall. He has a fully equipped shop at 20673 Western Avenue, Hayward, and will hold his classes there. Aside from being a successful engineer and teacher, Brother Gladrow is also proficient at wood carving and copper work—a versatile fellow, if we ever saw one!

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Crane Is Called Deadliest Machine

A communication from General President Wm. E. Maloney points out the importance of exercising extreme caution in shovels. Following is the text of his letter to all local unions:

"The Florida Industrial Commission reports that in the first nine months of 1948 over 11 per cent of the fatal industrial injuries in that state resulted from the operation of cranes, draglines and shovels.

"More than one out of every 10 fatal injuries were caused—somehow—by the operations of those machines.

"Out of every 30 injuries that were the result of operations of cranes, draglines and shovels 10 were fatal. That is nearly one-third.

"The Florida Industrial Commission calls the crane 'FLORIDA'S DEADLIEST INDUSTRIAL MACHINE.'

"Remember, this is not the fault of the machine. It is the fault of the operator.

"DO YOU OPERATE ONE?"

★ ★ ★

Mother was chiding Johnny.

"I was hoping you would be unselfish enough to give your sister the large piece of candy. The birds can teach you a lesson. A bird gives all the nicest food to her little birds and only once in a while takes any for herself."

And Johnny replied:

"I would do the same, mom, if I were giving out worms."

★ ★ ★

Small Boy: "Lady, give us a quarter and me little brother will imitate a hen."

Lady: "What will he do, cackle?"

Small Boy: "Naw, nuttin' as corny as dat. He'll eat a worm."

Wage Rates of AGC Agreement

The most pertinent sections of the new agreement between Operating Engineers Local 3 and the Northern and Central California Chapters of the Associated General Contractors, in effect from July 15, 1949 through April 30, 1951, are printed herein for the benefit of the members.

Anyone who wishes to get a complete agreement may do so by contacting any office of Local 3.

Northern and Central California Contractors Association Master Agreement with Operating Engineers Local Union No. 3 of the International Union of Operating Engineers, San Francisco, Calif., EFFECTIVE JULY 15, 1949 - APRIL 30, 1951.

Section No. 4

SHOW-UP TIME

When an employee reports for work on his shift and there is no work provided by the individual employer, he shall be paid two (2) hours show-up time at his regular straight time rate, provided that if the individual employer desires to suspend work on account of rain, and has posted a notice to that effect, he shall not be required to pay show-up time on rainy days. If work is to be suspended for any reason, the employee shall be notified at least two hours before being required to report for work. The employee shall keep the individual employer advised at all times of his correct address and telephone number.

Section No. 19

WAGE SCALES

On all work performed on July 18, 1949, and thereafter during the term of this agreement (regardless of when said work was bid or let) the wage scales and classifications shall be as follows:

Per Hour

Apprentices (oilmen, firemen, watchmen) (7 Bay Counties—San Francisco, Alameda, Contra Costa, San Mateo, Santa Clara, Marin, Solano).....	\$1.94
Apprentices (oilmen, firemen, watchmen) (All other Counties)	1.84
Asphalt Plant Engineer.....	2.29
Box men or mixer box operator (concrete or asphalt plant)	1.99
Brakemen, Switchmen and Deckhand.....	1.94
Fuller-Kenyon pump cement hog and similar types of equipment	2.34
Compressor	1.94
Compressors (more than one).....	2.24
Concrete Mixers (up to one yard).....	1.94
Concrete Mixers (over one yard).....	2.24
Concrete Pump or Pump Crete Guns.....	2.24
Derricks (including Chicago Booms).....	2.44
Drilling Machinery Engineers (not to apply to water liners, wagon drills, or jackhammers).....	2.29
Dual Drum Mixer.....	2.34
Fireman in Hot Plant.....	1.94
Fork lift or lumber stacker (on construction job site)	2.19
Handi-Crane (no oiler required).....	2.34
Heavy Duty Repairman.....	2.29
Heavy Duty Repairman, Helper (7 Bay Counties—San Francisco, Alameda, Contra Costa, San Mateo, Santa Clara, Marin, Solano).....	1.94
Heavy Duty Repairman, Helper (All other Counties).....	1.84
Highline Cableway	2.59
Locomotives	2.04
Locomotives (steam or over 30 tons).....	2.29
Material Hoist	2.19
Mechanical Finishers (concrete or asphalt) (airports, highway or street work).....	2.29
Mixermobile	2.34
Motorman	2.04
Mucking Machine	2.41
Pavement breakers, Emsco Type.....	2.34
Portable crushers	2.29
Power grader, power planer, motor patrol or any type power blade.....	2.44
Power shovels and/or other excavating equipment with shovel-type controls (7 Bay Counties—San Francisco, Alameda, Contra Costa, San Mateo, Santa Clara, Marin, Solano) (Up to and including one yard)	2.59
Power shovels and/or other excavating equipment with shovel-type controls (All other Counties) (Up to and including one yard).....	2.44
Power shovels and/or other excavating equipment with shovel-type controls (All other Counties) (Over one yard)	2.59
Pugmills (all) Woodsmixer type.....	2.34
Pumps	1.94
LeTourneau pulls (Jeeps, Terra Cobras, La Plant Choate, and similar types of equipment).....	2.44
Rollers	2.29
Ross Carriers (on construction job site).....	2.04
Scoopmobile (when used as a hoist).....	2.19
Scoopmobile (when used as a loader).....	2.34
Screed Man	1.94
Self-propelled elevating grade plane.....	2.34
Spreader Machines (Barber Green, Jeager, etc.) (Engineer and screed man used in operation).....	2.29
Surface heaters	2.29
Towermobile	2.19
Tractors	2.29
Tractor (boom)	2.44
Tractor (tandem)	2.59
Tractor-type shovel loader (scale not to apply when used as blade or bulldozer).....	2.44
Trenching Machine	2.34
Truck type loader.....	2.44
Truck crane	2.44
Crews working in tunnels shall receive \$1.00 per day over and above the regular rate.	

Section No. 20

WORKING RULES

1. Five (5) consecutive days of eight (8) consecutive hours (exclusive of meal period) Monday through Friday, inclusive, shall constitute a week's work.

2. On single shift jobs, eight (8) consecutive hours (exclusive of meal period) shall constitute a day's work, the regular starting time of the single shift being at 8:00 o'clock A.M.

3. When two (2) shifts are employed for five (5) or more consecutive days, seven (7) consecutive hours (exclusive of meal period) shall constitute a day's work, for which eight (8) hours straight time shall be paid. Shifts shall run consecutively with not more than one hour break between shifts. On two shift operations the first shift shall have a regular starting time not earlier than 5:00 o'clock A.M. and not later than 8:00 o'clock A.M. Once such starting time has been established it shall be maintained to completion of the job.

4. When three (3) shifts are employed for five (5) or more consecutive days, seven (7) consecutive hours (exclusive of meal period) shall constitute a day's work, for which eight (8) hours straight time shall be paid, and the first shift shall start at 8:00 o'clock A.M. Shifts shall run consecutively for five (5) days or more to completion of job.

5. The following rates shall apply on Saturdays, Sundays and Holidays and on all work before a shift begins and after it ends.

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

(B) Double the regular hourly rates shall be paid: for all work (other than repair work) performed on Saturday and before a shift begins and after it ends in the following counties: San Francisco, Alameda, Contra Costa, San Mateo, Marin, and Solano.

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

(a) For all work performed before a shift begins and after it ends, and for all Saturday work, in all counties not mentioned in Paragraph 5(B) hereof.

(b) For all repair work in all counties performed before a shift begins and after it ends, and for Saturday work.

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

Whenever a man is called out to work on Saturdays, Sundays or Holidays, he shall be paid at least four (4) hours at the applicable overtime rate. All time worked beyond the first four (4) consecutive hours on Saturday, Sunday and Holidays shall be reckoned by the hour at the applicable overtime rate.

7. Where in any locality existing traffic conditions or weather conditions render it desirable to start the day shift at an earlier hour, such starting time may, with the mutual consent of the individual employer and Union be made earlier. In such event, the starting time agreed to must continue for the duration of the job or until changed by mutual consent.

8. Except in emergency, no employee shall work more than one shift in any consecutive twenty-four (24) hours and not less than four (4) hours shall be worked in any one shift. No arrangements of shifts shall be permitted that prevents any member from securing eight (8) consecutive hours of rest in any consecutive twenty-four (24) hours.

9. Where there is work to be performed before the shift begins or after it ends or on Saturdays, Sundays or Holidays, the engineer operating the machine shall be allowed to do the work.

10. When the engineer on any piece of equipment requires assistance in the operation of said equipment, an employee covered by this agreement (apprentice, oiler or fireman) shall be employed. The above shall not change the established practice regarding employment of oilers or firemen.

11. It is agreed that the asphalt plant crew shall consist of the following: plant engineer, boxman, fireman, oiler. The plant engineer shall be in charge of the entire plant.

12. As to any classification not herein mentioned, including tunnel or work under air pressure, the Employer and the Union agree to negotiate immediately a wage scale to apply thereon.

13. The individual employer agrees to furnish suitable shelter to protect the operators from falling material and from the elements.

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

15. No foremen or shifters shall be allowed to operate any mechanical equipment.

Section No. 21

LIABILITY OF THE PARTIES

It is mutually understood and agreed that neither the Employer, any individual employer, nor the Union shall be liable for damages caused by the acts or conduct of any individual or groups of individuals who are acting or conducting themselves in violation of the terms of this agreement without authority of the respective party, provided that such action or conduct has not been specifically authorized, participated in, fomented or condoned by the Employer, the individual employer or the Union, as the case may be.

In the event of any unauthorized violation of the terms of this agreement responsible and authorized representatives of the Union, the Employer, or the individual employer, as the case may be, shall promptly take such affirmative action as is within their power to correct and terminate such violation for the purpose of bringing such unauthorized persons into compliance with the terms of this agreement. Such individuals acting or conducting themselves in violation of the terms of this agreement shall be subject to discipline, up to and including discharge.

Section No. 22

EMPLOYEES NOT TO BE DISCHARGED FOR RECOGNIZING AUTHORIZED PICKET LINES

No employee covered hereby may be discharged by any individual employer for refusing to cross a picket line established by an international union affiliated with the Building and Construction Trades Department of the American Federation of Labor or a local union thereof, which picket line has been authorized or sanctioned by the local Building and Construction Trades Council having jurisdiction over the area in which the job is located after the individual employer involved has been notified and has had an opportunity to be heard. Said notice shall be in writing and mailed to the individual employer involved at his address last appearing on Schedule "A" referred to in Section 18(a) hereof. This section shall not apply to jurisdictional disputes.

NEGOTIATIONS WITH AGC IN UTAH HIT SNAG ON WAGES

By **RENNY BURROUGHS, C. L. VAN WINKLE and LOUIS SOLARI**
Business Representatives, Local 3

Negotiations between the AGC Labor Committee and the six basic crafts, which includes your Union, at this writing have deadlocked over the question of wages. The Contractors' last official offer remains at 5c per hour across the board, although there are rumors of a slightly higher offer to your Union and one other. This last official offer of the Contractors represents somewhat of a change in a previously negotiated settlement, which the Contractors' Committee agreed to recommend to their membership. The membership of the AGC, according to their committee, rejected their recommendation. Undoubtedly the next moves will have been decided upon before this reaches the light of day.

Other Agreements

The status of the Kennecott Copper agreement remains the same as our last report, no additional progress having been made that will solve the basic questions, wages, pensions and travel time, although considerable progress has been made in improving several parts of the agreement. No change has been indicated at this writing in the company's rather unsatisfactory offer of job evaluation.

The Sand, Gravel and Ready-Mixed Concrete agreement still drags because of the factors mentioned in our previous reports. The Pacific Bridge agreement remains a dead letter and apparently will for some time although there has been some improvement in the price of metals. There seems to be little hope that Congress will do much about a mining incentive law in the near future. The shop agreement still waits upon the successful consummation of a construction agreement.

Work, as this is being prepared, has slowed down to some extent, due to, no doubt, the completion, or near completion of several jobs. Work this summer has, on the whole, been a little slower than previous summers, although there has been a number of bright spots. Cat and blade work has been slow. There has, however, been more tunnel work than probably at any time in the history of Utah.

While the picture is quiet now the outlook for the balance of the summer and the fall looks good. On the 2nd, five road jobs were opened and will undoubtedly be awarded soon. A number of others has been or is started to be advertised. Several Bureau of Reclamation jobs, including the Duchesne tunnel, are to be opened this month. The Salt Lake end of the oil pipe line to Boise, should start very soon and there is definite indication that a start within sixty days will be made on the Standard Oil Refinery job, and there are also still very definite rumors of a large amount of work in the Cedar City area.

Personal Notes

Brother Edward Matheson is recovering from a severe burn he received while working at United Concrete Pipe Co. Brother Ed was cutting the head off a bolt with a torch when it fell in his shoe, giving him a severe burn and a decided shock. Water poured on the bolt caused hot steam which also scalded his foot. He ought to be back to work in a month. . . . Brother Dee Reese will probably be a little more careful in removing broken windows in the future, one recently having bitten him in the form of a severe cut which will lay him up for several days. . . . Brother Floyd Bryants' brother Edward was fatally injured last month in an accident while employed by V. C. Mendenhall, Edward, in answer to a number of inquiries, was not a member. We extend to Brother Bryant his family our heartfelt sympathies. . . . Brother Mack J. Butler is taking over the Lucas Penny Saver Store in Heber. Drop in and see him, Brothers. Brother Mack's mellow personality should lend itself readily to this successful business enterprise.

CONSTRUCTION AWARDS

SACRAMENTO: Contract awarded to Thomas Const. Co., Box K-298, Newhall, \$61,583 for const. reinf. conc. slab bridge and culvert, widen, resurf. road across Deer Creek and Deer Creek ditch, loc. 5.6 mi. south of Porterville, in TULARE COUNTY.

SAN FRANCISCO: Contract awarded to M. J. Lynch, 2551 Revere Ave., S.F., \$645, for const. sanit. sew. force main and overflow, on Stanley St. at Park Merced and Font Blvd.

JULY 19, 1949

OAKLAND: Contract awarded to R. C. Lewis Const. Co., 1815 Telegraph Ave., Oakland, \$105,184 for const. reinf. conc. bridge on Marsh Road and surf. portion of Lowry Rd., ALAMEDA COUNTY.

SAN FRANCISCO: Contract awarded to Empire Const. Co., Ltd., 344 Harriet St., S.F., \$269,800 for const. alts. to Geary Car House for trolley coach oper., under M. RR No. 314.

SAN RAFAEL: Contract awarded to A. G. Risch, 2048 Market St., San Francisco, \$38,916 for asph. conc. pave on 4th St. betw. E and Marquard Ave.

JULY 20, 1949

CARSON CITY, Nev.: Contract awarded to Dodge Const. Co., Inc., Fallon, Nev., \$396,024 for 23.33 mi. grade, surf., etc., betw. Sod House and 30 mi. south of Denio, HUMBOLDT COUNTY, Nev.

SACRAMENTO: Contract awarded to O'Connor Bros., 750 Madison St., Red Bluff, \$45,344 for 20.2 mi. extend drain. facils. betw. 0.5 mi. N. of Lincoln and 1.5 mi. S. of Marysville, PLACER and YUBA COUNTIES.

JULY 22, 1949

MARTINEZ: Contract awarded to Gallagher & Burk, 344 High St., Oakland, \$13,421 for resurf. Pacheco St. betw. Brown and Jones Sts.

SALT LAKE CITY, Utah: Contracts awarded as follows:

(1) DAVIS CO. (FASP S-SG-61(4): To Parson & Fife Const. P. O. Box 563, Brigham City, Utah, \$82,747 for 3.845 mi. const. 2½ in. roadmix bitum. surf. road between Woods Cross and Bountiful.

(2) SEVIER CO. (FASP S-184 (2): To L. A. Young Const. Co., Richfield, Utah, \$19,479 for 3.014 mi. const. 2 in. bitum. surf. road, County Rd., Elsinore-South.

SALT LAKE CITY, Utah: Contract awarded to Waterfall Const. Co., 1685 Wall Ave., Ogden, Utah, \$27,513 for const. reinf. conc. brdg. betw. Logan and Mendon, on the Logan River, CACHE COUNTY (FASP S-299-1).

SAN FRANCISCO: Contracts awarded as follows, for asph. conc. surf., etc.:

(1) Farnum and Moffitt Sts. (portions): to Fay Improvement Co., Phelan Bldg., S.F., \$1,630.

(2) Knox St. (por. betw. Felton and Burrows): to Fay Improvement Co., Phelan Bldg. S.F., \$2,609.

(3) Elmira St. (Lenena St.-250 ft. north): to E. J. Treacy, 452 Dewey Blvd., S.F., \$3,783.

(4) Niantic Ave. (betw. St. Charles and Panama): to Chas. L. Harney, Inc., 575 Berry St., S.F., \$5,626.

(5) Wawona St. (N. ¼, 45th Ave.-57 ft. east): to Chas. L. Harney, Inc., 575 Berry St., S.F., \$844.

(6) Visitacion Ave. (S. ½, Bayshore-87 ft. east): to Fay Improvement Co., Phelan Bldg., S.F., \$817. PLUMAS COUNTY.

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Work has started on Farmington Dam, out of Stockton, a big job.

Daily Report of Awards For Construction

COMPILED BY P. E. VANDEWARK

(Continued from Page 8)

AUGUST 1, 1949
SACRAMENTO: Contract awarded to McGillivray Const. Co., P. O. Box 873, Sacramento, \$2,973 for asphalt concrete pavement on 51st St. from Coloma Ter. No. 5 to E. Sacramento Dist. No. 2.

AUGUST 2, 1949
SACRAMENTO: Contract awarded to A. Teichert & Son, Inc., 1846 17th Street, Sacramento, \$7,710 for improvement playground area. Tahoe School.

GUSTINE: Contract awarded to Crows Landing Hardware Co., Crows Landing, \$4,409 for drill water well, & to W. M. Lyles Co., P. O. Box 495, Avenal, \$24,486 for lay-out water mains.

YUBA: Contract awarded to Underground Const. Co., 75th Avenue and San Leandro, Oakland, \$76,879 for concrete pipeline at Preston School of Industry.

SAN FRANCISCO: Contract awarded to United Concrete Pipe Corp., Box 425, Baldwin Park, California, \$145,070 for furn. & install. valves, inst. Venturi meter & incidental const., San Joaquin Div., Hetch Hetchy Aqueduct under H.H. 1, S. No. 215.

OAKLAND: Contract awarded to Joseph L. Gallagher, 791 San Jose Avenue, San Francisco, \$8,323 for installing double check valve assembly on freshwater supply line to Lake Merritt high pressure fire pumping station.

SELMA: Contract awarded to Atkinson Const. Co., 5334 E. Tulare St., Fresno, \$93,985 for const. sewer disposal plant for City of Selma.

SAN MATEO: Contract awarded to F. W. Smith, Box 129, San Mateo, \$3,861 for 4,950 cu. red rock fill, San Mateo Corp. Yard.

OAKLAND: Contract awarded to Clements & Co., P. O. Box 177, Hayward, \$141,840 for resurf. Thornton Avenue-Dumbarton Rd., between Centerville & Newark, ALAMEDA COUNTY.

SANTA CLARA: Contracts awarded as follows:

(A) Gould St., Catharine, north U. S. 101, thence west to San Tomas Aquino Creek: To L. C. Smith, 1st & Railroad, San Mateo, \$1,777 for storm sewers & appurts.

(B) Lafayette St., Mathew St., & Stockton: To L. C. Smith, 1st and Railroad, San Mateo, \$65,485 for inst. storm sewers & laterals, etc.

(C) Walsh Ave. Extn., from RR Stockton: To L. C. Smith, 1st and Railroad, San Mateo, \$9,253 for inst. sanitary sewers.

IMOLA: Contract awarded to A. Ransch, 2048 Market Street, S. F. 2,836 for roadwork at Napa St. Hospital, South Ward group, Imola.

MERCED: Contract awarded to Over Rock Inc., P. O. Box 1462, Merced, \$31,674 for pltx. surf. on 17th Street, below Bennett Road "G" Street.

SACRAMENTO: Contract awarded to Lentz Const. Co., 2416 Sutter Road, Sacramento, \$2,542 for concrete pave alley between "W" & "Y" & 24th & 25th Streets.

SACRAMENTO: Contract awarded to A. Teichert & Son, Inc., 1846 17th Street, Sacramento, \$7,170 for improve playground area, Tahoe School.

GUSTINE: Contracts awarded to Crows Landing Hardware Co., Crows Landing, \$4,409 for drill water well, & to W. M. Lyles Co., P. O. Box 495, Avenal, \$24,489 for lay-out new water mains.

SACRAMENTO: Contract awarded to Ted F. Baun, 324 Princeton St., Fresno, \$192,969 for 0.8 mi. grade & surf. with pltx. surf. on m. stabiliz. cr. run base, in Sacas, between S. City Limits & S. Main St., MONTEREY COUNTY.

MANTECA: Contract awarded to Carl C. Harmeling, 1710 Mt. Diablo, Stockton, \$14,785 for const. conc. storm sewers in Manteca under ash Contract.

SACRAMENTO: Contract awarded to Fredrickson Bros., 1259 65th St., Emeryville, \$128,432 for 1.2 mi. grade & surf. at Zamora, YOLO COUNTY.

SACRAMENTO: Contract awarded to Oilfields Trucking Co., and Phoenix Const. Co., Box 751, Wintersfield, \$135,244 for 3.9 mile grade & surf. Maining Avenue, between Highway 99 & Indianola Avenue, FRESNO COUNTY.

OAKLAND: Contract awarded to Clements & Co., Box 277, Hayward, \$141,840 for resurf. Thornton Ave.-Dumbarton Rd. betw. Centerville and Newark, ALAMEDA COUNTY.

SANTA CRUZ: Contract awarded to Leo Cardwell Const. Co., 530 Pacific Ave., Santa Cruz, \$29,225 for grade, drain and pave California St., betw. Bay and Walnut Sts., a Gas Tax job.

NAPA: Contract awarded to George Siinsen, 2255 Silverado Trail, Napa, \$8,342 for const. paving, curbs and gutters on exten. of A St. from York St. 607 ft. westerly.

BERKELEY: Contract awarded to Dinwiddie Const. Co., Inc., Crocker Bldg., San Francisco, \$1,061,600 for const. Berkeley High School auditorium, Allston Way nr. Grove St.

AUGUST 4, 1949
TRACY: Contract awarded to Stolte, Inc., United Conc. Pipe Corp., the Duncanson-Harrelson Co. and Ralph A. Bell, 8541 San Leandro, Oakland, \$483,974 for complete Tracy Pump Plant, Central Valley Proj., Calif., under Spec. No. 2690.

DELTA, Utah: Contract awarded to Jennings & Jennings, St. George, Utah, \$10,565 for const. watchhouse and facils., Delta Airport, under Prop. No. 6-49-700.

BURLINGAME: Contract awarded to Pedersen Const. Co., 333 Occidental Ave., Burlingame, \$9,980 for const. alts. to Academic Bldg., Burlingame High School, Oak Grove and Carolan Aves.

MOUNTAIN VIEW: Contract awarded to J. C. Bateman, Inc., 650 Stockton Ave., San Jose, \$25,806 for asph. conc. surf., etc. on Steirlin Rd. betw. Alma St. and N. city limits.

SAN BRUNO: Contract awarded to Frank C. Brunelli Co., 264 Clementina St., San Francisco, \$676,560 for const. Unit 2 Capuchino High School, incl. gym, cafeteria bldg. and shop bldg., and transformer vault, etc.

AUGUST 5, 1949
WALNUT CREEK: Contract awarded to Underground Const. Co., 75th and San Leandro, Oakland, \$287,957 for const. vitr. sanit. sews. in L.I.D. No. 14.

ANGELS CAMP: Contract awarded to Beerman & Jones, Sonora, \$9,420 for grade, drain and surf. Gold Cliff Rd., West, Hillcrest, View and Cosgrove Sts. from Main to Bush Sts.

CARSON CITY, Nev.: Contract recommended to Duffy Reed Const. Co., P. O. Box 1092, Twin Falls, Idaho, \$160,610 for 4.464 mi. gr., drain, surf., Oywyhee River, Humboldt Natl. Forest, ELKO COUNTY.

MADERA: Contract awarded to Rogers Materials Co., P. O. Box 509, Madera, \$6,719 for const. covering for canal, Madera Canal & Irrig. Dist., where it crosses Olive Ave.

SAN FRANCISCO: Contracts awarded as follows for playgrounds, etc.

(1) St. Mary's Playground: to Arthur W. Baum, 1890 Jefferson St., S. F., \$145,587.

(2) Burnett Recreation Center: to Elvin C. Stendell, 26th & Kansas Sts., S. F., \$300,000.

(3) 15th St. Clubhouse: to Andrew L. Waechter, 456 Ostego Ave., S. F., \$17,627.

OAKLAND: Contract awarded to O. C. Jones & Sons, 1520 4th St., Berkeley, \$2,551 for grade, drain, pave, etc., Grammercy Place.

SALT LAKE CITY, Utah: Contracts awarded as follows:

(1) RICH CO. (FAP F-108(1)): to L. T. Johnson Const. Co., 709 Wall Ave., Ogden, \$130,200 for 6.559 mi. 2 in. roadmix bitum. surf. road, S. R. No. 3 betw. Sage Junction and Laketown.

(2) DAVIS CO. (FAP FI-112 (15)): to Strong Co., Springville, Utah, \$277,454 for 5.853 mi. P. C. conc. road, U. S. Nos. 89 and 91, betw. North Bountiful and Farmington.

(3) SALT LAKE CO. (St. Proj. No. 1105), to Gibbons & Reed Co., 259 W. 3rd S., Salt Lake City, \$29,040 for 1.017 mi. 2 in. pltx. bitum. surf. or 1 1/2 rock asph. road, State St., from S. Temple to 5th S., and Edith Ave. to 13th S. 21st South intersect. and 33rd S. intersects. on 9th South St., from St. Street to Main St.

(4) TOOELE CO. (FAP F-86 (11)), to Strong Co., Springville, Utah, \$128,161 for 4.522 mi. pltx. bitum. surf. road, U. S. No. 40 and 50, betw. Lake Point and Mills Junction.

(5) UTAH CO. (FAP F-135 (2)), to Strong Co., Springville, Utah, \$166,915 for 4.896 mi. 3 in. roadmix bitum. surf. road, U. S. No. 50 and 89, betw. Springville and Moark.

AUGUST 8, 1949
SACRAMENTO: Contract awarded to Stephen L. Vistica, 70 N. El Camino Real, San Mateo, \$26,327 for 2.8 mi. const. sprinkler system and planting, betw. Steel Lane north of Santa Rosa and Baker Rd., south of Santa Rosa, SONOMA COUNTY.

RENO, Nev.: Contract awarded to Nomellini Const. Co., P. O. Box 542, Stockton, \$2,458,632 for const. of a high school.

SACRAMENTO: Contract awarded to Affiliated Engrs. & Contrs., Chamber of Commerce Bldg., Sacramento, \$54,887 for truck repair shop, 35th St. nr. Stockton Blvd.

SAN JOSE: Contract awarded to A. J. Peters Sons, P. O. Box 632, San Jose, \$157,637 for const. sewers in Loc. Improv. Dist. No. 1, incl. Vollmer and Hillview Terrace Tracts.

SACRAMENTO: Contract awarded to Carl R. Fiedler, 2231 S St., Sacramento, \$2,574 for gr., pave, etc., Alley, D and E Sts. and 13th and 14th.

SACRAMENTO: Contract awarded to McGillivray Const. Co., P. O. Box 873, Sacramento, \$6,843 for asph. conc. pave. in 11th Ave.

AUGUST 9, 1949
OAKLAND: Contract awarded to Clements & Co., P. O. Box 277, Hayward, \$30,996 for asph. surf. portion Altamont Pass Road from Altamont S. W. to connect with State Highway near Greenville, ALAMEDA COUNTY.

SAN FRANCISCO: Contract recommended to M. Malitano & Son, Inc., P. O. Box 750, Pittsburg, \$340,697 for 9.222 mi. grade, drain, surf., etc., Feather Lake Road, Lassen National Forest, LASSEN CO.

HANFORD: Contract awarded to Valley Paving & Const. Co., P. O. Box 6, Pismo Beach, \$63,367 for const. 14 blocks of conc. curb & pltx. surfacing.

DALY CITY: Contract awarded to Douglass & Woodhouse, P. O. Box 908, Redwood City, \$7,928 for surf. on Hillside Blvd. betw. Bismark & Price Sts. A gas tax job.

TRACY: Contract awarded to A. Teichert & Son, Inc., P. O. Box 118, Stockton, \$73,297 for const. pave, storm sews., sidewalks, curbs, gutters, etc., in Assess. Dist. I.

SAN FRANCISCO: Contract awarded to E. J. Treacy, 452 Dewey Blvd., S. F. \$12,561 for inst. 4", 6" and 8" cast iron mains in Crocker Amazon Highland, WD No. 516.

AUGUST 10, 1949
SAN ANSELMO: Contract awarded to James Ghilotti & Sons, 1815 4th St., San Rafael, \$3,537 for grade, pave, etc. on Rosemont Ave.

SAN FRANCISCO: Contract awarded to Chas. L. Harney, Inc., 575 Berry St., S. F., \$7,636 for widen & reconst. Albion St. betw. 15th & 16th.

SAN FRANCISCO: Contract awarded to Chas. L. Harney, Inc., 575 Berry St., S. F., \$9,001 for leveling off Bernal Heights & Const. approach.

SAN RAFAEL: Contract awarded to James T. Thornton, 329 San Francisco Blvd., San Anselmo, \$7,719 for paving at San Rafael High School.

SAN RAFAEL: Contract awarded to Johnson & Nelson, Box 11, San Anselmo, \$3,685 for fill & grade at San Rafael High School.

EUREKA: Contract awarded to Mercer-Fraser Co., 2d & Commercial Streets, Eureka, \$11,610 for const. of bituminous paving at the Rohnerville Airport, HUMBOLDT COUNTY.

SACRAMENTO: Contract awarded to J. R. Reeves, P. O. Box 1072, Sacramento, \$17,400 for reconst. Elverta Road between Elverta & 1 mi. East, SACRAMENTO COUNTY.

SACRAMENTO: Contract awarded to A. L. Miller, 1715 7th St., Sacramento, \$16,677 for const. 2 conc. bridges on Gerber Road near Elk Grove, SACRAMENTO COUNTY.

AUGUST 11, 1949
GRIDLEY: Contract awarded to Irrig. Supply Co., Box 267, Yuba City, \$8,968 for const. conc. sews. in new addition.

LODI: Contract awarded to Claude C. Wood, P. O. Box 599, Lodi, \$43,741 for pave, etc., 0.49 mi., Sacramento St., betw. Lockeford St. & Lodi Ave.; 0.24 mi., Central Avenue, betw. Poplar St. & Kettleman Lane; 0.51 mi., Lodi Avenue between Hutchins St. & Ham Lane; & 0.51 mi., Vine St., between Central Avenue & Stockton St. & between School St. & Lee Avenue.

LOS ALTOS: Contracts awarded as follow, for site development at Loyola and Portola Schools.

(1) Loyola School, Grading, Asphalt and Concrete work: To J. C. Bateman, San Jose, \$9,995.62.

(2) Portola School, Grading, Asphalt and Concrete work: To Lowery & Little, San Jose, \$8,598.92.

VALLEJO: Contract awarded to C. P. Yeomans, 741 Pennsylvania St., Vallejo, \$2,864 for grade, pave, etc. of Packard Alley betw. Butte & Branciforte Streets, under 1911 & 1915 Acts.

SPARKS, NEVADA: Contracts awarded as follows:

(1) To John B. Powers Co., 2284 Lakeside, Reno, Nevada, \$42,760 for const. conc. curbs & gutters.

(2) To Paul Tholl, 900 "F" St., Sparks, Nevada, \$2,774 for sealcoat various streets.


Please Note:
Other Construction
Awards Can Be
Found on Pages 6, 7

GEORGE F. CASEY CO.
Drilling Contractor
23 Years Experience
HOLES FOR ANY
PURPOSE
10" to 6' Dia. x 200' Deep
1337-2nd Street
Berkeley
Landscape 6-8622

DIAMANTINE BROS.
TRANSPORTATION
Inc.
1343 W. Jackson St.
Hayward
LUcerne 1-4433,
LOCKHOVEN 8-5755

**CALIFORNIA TRACTOR
& EQUIPMENT CORP.**
POWER EQUIPMENT
Rebuilt - Ready to Work
TWinoaks 8-5824
24th and Cypress
Oakland, Calif.

MCGUIRE & HESTER
General Contractors
TRinidad 2-7676
796-66th Avenue
Oakland, Calif.


**THE TED BARES
CONSTRUCTION
COMPANY**

900 73RD AVE.
Oakland California
LOCKHAVEN 9-1123

**WELDING MACHINES
FOR RENT**
PORTABLE ARC AND GAS
WELDING MACHINES
With or Without Operators
Licensed Sub-Contractor
In the Shop or on the Job
Calls Given Prompt Attention
WILSON WELDING SERVICE
325-7th Street, Oakland, Calif.
Phone GLENCOURT 1-6828

GALLAGHER & BURK, Inc.
General Contractors
344 HIGH STREET OAKLAND, CALIF.
Office: ANdover 1-0466 -- Quarry: TRinidad 2-2400

**FREDRICKSON & WATSON
CONSTRUCTION CO.**
General Contractors
Heavy Engineering Construction
Building Construction
873-81st Ave., Oakland, Calif.
SWweetwood 8-1264

WESTERN CRANE SERVICE
FRITZ AWALT
MOTOCRANE RENTALS
1230 6th St., Berkeley Landscape 5-4760

**JOHNSON, DRAKE
& PIPER, Inc.**

GENERAL CONTRACTORS
1736 FRANKLIN STREET
GLEncourt 1-8011 Oakland, Calif.

Redding—

STEADY INCREASE OF HIGHWAY JOBS IN REDDING AREA

E. A. HESTER, Business Representative, Local 3

Things will stay about as they are, or improve slightly thru Sept., Oct., Nov. and December. At the present time we have ten major highway projects under way. The R. B. Guerin's Co. at Cedarville, California are recruiting the second shift and should be under way by the time you read this article. Brother Ray Guerin is General Supt. with Bro. L. Zander as General

Foreman. Brother N. N. Mullen-
aux is looking after the grade and L. E. Martin is master mechanic with the following brothers: Glenn Jewell, W. T. Allaway, J. L. Manner, Joe Thompson, R. B. Ames, R. J. Jewell, Tom Blair, Oscar Pepper, C. E. Foursha, Grant Moor, R. L. Wilson, H. Smingler, Dallas Chatham, L. C. Cooper, J. E. Sel-
vidge, Jr., R. Ricks, Robert Cul-
lison, Tom Hinds, Jack B. Teague,
Geo. L. Perry, Loyd Bennett, L. S.
Freeland, H. R. Hanson, Richard
C. Byreum, Randolph Booth,
Claude E. Skaggs, H. McNeil, B.
H. Calkin, Robert Grivel, W. E.
Carlson, John Thompson, Dee Par-
rish, Archie A. Miller, Jess Polard,
Wm. Stromer, Richard C. Cum-
mings, K. R. Swanson, Walter P.
Penny, Wm. Herman, Harry W.
McVey, Turner M. Hayes.

R. A. Heintz & Co. at Keswick, Calif. have also started a second shift. Mr. W. C. Smith is general superintendent of this project, and Kenneth Cater is general foreman. Brother A. A. Lopus, Charles Mc-
Allister, James L. Helean and
Jack Douglas are the grade fore-
men, with Bro. W. N. Ellison, mas-
ter mechanic. Out on the equip-
ment we have brothers: F. E.
Boyer, N. E. Bates, A. L. Hill,
Rudolph Mulder, C. A. Van Sickle,
F. W. Ransel, W. N. Ellison, J. P.
Bettencourt, V. H. Dixon, W. A.
Aberanthy, C. O. Johnson, R. A.
Kalahan, R. V. Hutton, D. M. Kuy-
kendall, J. B. Dennison, C. V.
Stromer, M. L. Nelson, C. V. Mar-
tin, A. W. Shook, Glenn Darling,
J. A. Rinckhoff, R. F. Willis, J.
W. Redmon, A. A. Oakden, A. L.
Krone, J. P. Richard, C. C. Die-
stelhorst, Tom Kencade, Wm. A.
Brown, Dan Purdue, Dave A. Kel-
sey, Jess J. Garton, Wm. T. Tul-
lis, Richard J. Kesling, Dave
Shorkley H. F. Wilabee, L. A.
Woodbridge, O. G. Kelly, Andrew
Barnett, Reid L. Hood and Frank
C. Blair.

Bill Owens is superintendent for
Eugene G. Alves Co. at Churn
Creek, Calif., Jim Whiteed is grade
foreman, Jack McDonald, Ed Mil-
ler, Duane Miller, Cecil Pazzola,
Darral Doyle, Tom Ferguson, Jack
Armstrong and Edward Hoffman
are doing the work.

Other Jobs

Central Valley Pipe Co. has
finished their sewer disposal plant
in Anderson. Brother Cavana has
been left to move the equipment.

Our good friend Ray Byers,
doesn't seem to be doing much
these nice days, but I notice he
does keep Brothers E. A. Eagle,
Fred Edgmon and Robert Sullivan
on the payroll.

O'Conner Bros. of Red Bluff,
Calif., recently became a member
of the A. G. C., and he is now
employing Brothers Bill Hoover, Jr.,
as superintendent and L. A. Eve-
rett, R. B. Paige, R. M. Diehl,
Floyd Wagner and D. J. Fenno.

Brother Clay Sidner is the su-
perintendent on the Harms Bros. job
at Ravendale, Calif. and Bro. R.
S. Stone is the foreman; and on
this job we have H. J. Jones, M. V.
O'Dell, Chief R. M. Bender, W. C.
Brace, A. J. Calvin, H. Jensen, J.
J. Wise, L. Inman, W. M. Christo-
phen, Ed Boyett, Geo. Williams, H.
Crandall, H. Winens, R. L. Jones,
C. L. Travis, Joe Palmer and
Brakie Edenfield.

Bill Jones of Palo Cedro, Calif.,
and Brothers Ralph Hillhouse, D.
Cherrington, W. B. Jones, Jr., Nie-
gel Hunt, Eugene Smith and Glen
Graffe are moving a Northwest '80
in on the Hatchet Mt. job.

McGillivray Construction Co. are
going like wild fire on their 35
miles of paving between Duns-
muir and the Pitt River bridge.
Heck Morsetti is general super-
intendent with the following Bros.
as foreman: H. Human, Chas. Hill,
Tommy Cowen and Bill Hoog.

They expect to have this project
finished in four months. The fol-
lowing brothers are employed
there: V. Gerhart, B. Hutcheson,
J. Robbison, Bob Dilullo, F. Briggs,
G. Hanna, G. McDonald, O. Em-
bray, A. Stromberg, E. A. Alber-
toni, J. Bakken, K. L. Harrison,
B. H. Chran, T. A. Hamlin, O. D.
Charlesworth, F. B. Warner, C. L.
Wood, J. Higginbotham, I. Martin,
I. Gardner, H. D. Barnes, S. Katen,
R. Goodwin, T. S. Rhye, E. A.
Haley, R. J. Rhodes, S. Cline, J.
J. Krieteil, E. A. Lynch, W. Aus-
tin, R. Doherty.

Anderson Job

Frederickson & Watson are
moving along very well on the An-
derson job. Mr. Harsh is superin-
tendent, and Bros. Bob Kurtz, Earl
Johnson, Claud Smalley, Buddy
Trisdale are the grade foremen.
The following brothers are doing
the work: H. E. Bagley, Dale
Baird, N. A. Bailer, C. C. Barnett,
C. E. Carter, F. J. Dohle, M. J.
Hall, W. F. Hanus, Wm. Hoover,
Sr., Joe H. Mancebo, L. L. Meloy,
C. N. Norman, Robert Reed, H. L.
Stevenson, Chas. Stone, W. E. Ten-
nyson, L. Dee Wright, S. L. Scan-
aid, K. W. Fox, Caryle Parker,
J. E. Williams and Bert E. Boyer.

Jack Heins Gravel Plant of Red-
ding, continues to work long hours.
Frank Boger, Elix Daraskovich,
E. J. Ferrell, John M. Melton, R.
J. Rodden, W. E. Stevenson, L. D.
Sunderman, Elmer A. Martindale,
are located here on this particular
job.

Gover Oaks Gravel Plant of Red-
ding, Calif. employs Cerell Carter,
Delma Morton, Joe Nachkreiner
and Stanley Easton.

A. Teichert & Son of Hornbrook
will be ready to start laying hot
stuff by September 1st. Mr. Ahl-
gren is superintendent, and this
force consists of Brothers Thomas
Davis, Fred Thunmen, Viral Nims,
Claude L. Johnstone, R. D. Willing-
ham, Glenn L. Johnson, L. M. Hud-
son, John A. Lodin, Howard A.
Cannon, Ben Shanahan, Stephen
Karaffa, Myron Ahlgre, Bevel W.
Sampson, William G. Hensley.

F. B. Marks and Son recently
moved their crushing plant from
Browns Creek to Hayfork. Cy
Risasi is superintendent. We have
the following brothers employed
there: Jack Thomas, A. Simpson,
Jack Smith, C. Matlock, Leo Nol-
taney, Emmitt Wright, Joe Ottilini,
E. Humphreys, A. Dominquez, R.
Townsend.

Hayfork

Ball & Sons highway project at
Hayfork is progressing nicely.
Brother Ted Irving has under his
command on this project Brothers
Red Hallas, L. Jackson, F. M. An-
derson, L. F. Baum, Bro. Bennau,
Paul Brookshire, I. E. Essey, G. E.
Haines, Cecil Johnson, Ed Low-
ery, A. E. Lyons, L. H. Mitchell,
Claude McAlexander, Sr., J. L.
Scott, R. L. Williams, E. Wixon,
A. Young, W. E. Barstow and R.
A. Marcotte.

Brother G. R. McFarland, super-
intendent of the Harms Bros. job
at Weed, Calif., his assistants are
Frank Davidson, W. R. Hall, W. M.
Hallaway. The following brothers
are working here: L. B. Hurd, M.
C. Morgan, C. G. White, Ray
Brown, C. W. Reed, Sam Henry, F.
R. Crandall, J. Van Dorn, H. G.
Delfous, R. A. Lacey, H. R. Jacobus,
R. L. Davidson, J. J. Rogers, A. C.
Rogers, J. F. Fugitt, D. L. West,
L. E. Plemons, J. O. Plemons, W.
F. Mayer, L. F. Poole, E. E. Wood,
J. D. Songer, L. L. Alexander, T.
M. Danso, Cecil Johnson.

Superintendent Bill Spencer for
Ball & Son on the levee job at
Vina reports that everything is go-
ing fine; Jack Tucker, R. Shook,
Bill Beatty, Loyall Ferdig and Fay
Lacy are his foremen. With the

How to Invite
A Depression

A man lived by the side of the
road and sold hot dogs.

He was hard of hearing so he
had no radio.

He had trouble with his eyes so
he read no newspapers.

But he sold good hot dogs.

He put up signs on the highway
telling how good they were.

He stood by the side of the road
and cried: "Buy a hot dog, Mister."

And people bought.

He increased his meat and bun
orders.

He bought a bigger stove to take
care of his trade.

He got his son home from colle-
ge to help him.

But then something happened...

His son said, "Father, haven't you
been listening to the radio?"

"There's a depression on."

"The European situation is ter-
rible.

"The Domestic situation is
worse."

Whereupon his father thought,
"Well, my son's been to college.

"He reads the papers and he lis-
tens to the radio, and he ought to
know."

So the father cut down on his
meat and bun orders.

Took down his advertising signs,
And no longer bothered to stand
out on the highway to sell hot dogs.

And his hot dog sales fell almost
overnight.

"You're right, son," the father
said to the boy,

"We certainly are in the middle
of a great depression."

—The Clarkson Letter.

following brothers employed:
Frank Bishop, Harry Blair, Joe
Cruz, Sherman Duke, John Dis-
ney, Chas. Elrod, Joe Floyd, Harry
Fourska, Mike Glage, Adolph
Hirsch, H. Hulstrom, Lee Hunter,
John Jaquish, David Kidd, Al Lang-
well, W. Livingston, Jack McDon-
ald, John Mangum, James Monson,
H. Nall, C. Obert, E. Oxley, G.
Pallo, R. Pilkinton, W. Probstel,
D. Shirts, A. Smart, B. Smith, A.
Thomas, H. Tong, H. C. Turman, A.
Valine, Bert L. Ward, James I.
Floyd, Rex Palmer, Adam Fred-
rick, Sidney Jones, J. N. Haines,
Avery A. Rowley, Chas. E. Sexton.
C. M. Elliott & John C. Gist,
Keswick Dam, Calif., are employ-
ing the following brothers: Calvin
W. Powers, Raymond F. Colby,
Dewey J. Budge, Robert S. Leslie,
Butler Hodges, Andrew Blowberg,
Clarence Roundtree, E. H. King.

N. P. Van Valkenburgh Co. re-
cently moved into Redding to do
about a \$90,000 sewer line job. L.
L. Keasley is superintendent; F. M.
Kemper, operator; Ralph Carpen-
ter, oil, and hard-headed Fred
Stralton, dozer man.

French Gulch

J. P. Brennan's French Gulch
Highway project is run by Al King-
well with the following brothers
employed: Humphrey Jordan, fore-
man; Delbert Cook, Al Walters, M.
K. Wisecarver, Everett A. Bray,
Irvin Jordon, Elmer Strange, I.
Kelly, J. D. Preston, R. Bronson,
W. A. Carvelius and T. R. Porter.

We still have a few men work-
ing for the Bureau of Reclamation,
they are as follows: Ambrose
Bruce, Arthur Miller, Bemeteria,
Gean Cowan, Dale Bryant, Evert
Rice, Arthur Parks and H. C.
Wallace.

H. Earl Parker is doing a little
paving near Chester, Calif.; this
job will last about two (2) months.
Brother Wayne Morris, superin-
tendent. O. H. Maseley, Howard
Green, Jim Withrow, John La Fer-
gue, Lloyd Hick, Bill Pierce, Har-
old Steagle, Chas. Kay and Dan
Perdue are employed here.

Brother A. D. Blair, chief en-
gineer for the American Ideal Lau-
ndry, recently came in and paid two
(2) years' dues in advance. The
writer believes that this is a good
policy, as we all know the raining
season starts in early and the win-
ters are long!

A woman would never wear
slacks if she had hindsight.

The old-fashioned girl who mar-
ried for better or worse has a
daughter who marries for more or
less.

Marysville—

ALL AT WORK UP THE
VALLEY; TUNNELS MOVE FASTBy BILL WAACK and LES COLLETT,
Business Representatives, Local 3

Things are good at this writing with no complaints or gripes
outside of small matters. We have everyone in this district at
work and let's hope the future remains as good.

The H. Earl Parker Co. has 10 different jobs going and
some of them are working two shifts. Mr. Cliff Anderson said
there are 110 Local 3 men on their payroll. Parker is subbing

the dirt work off the Clements Co.
at Chester. Ed Bell keeps a crew
of land levelers busy and Fred
Hemstreet has charge of all the
shovel work. Brother Poston com-
monly called "Posty" has one shift
on the Colusa levee work and Bro.
Everal Songer keeps his shop crew
on the beam.

Brother Charlie Lloyd has left
the district and is now general su-
perintendent on the Harmony Ridge
job for Darrough, Ritchee Bros &
Ruddy. We wish him well.

Granite Construction Co. is still
on their Chico job and only killed
one rattlesnake last month. Paul
Matus, superintendent, will have a
job write-up in the Western Con-
struction News soon. This has been
a tough job but the boys are stay-
ing put. Granite also got a sur-
facing job and oling job in Feather
River Canyon, near Belden, for
\$104,000. Mr. Hixon is superinten-
dent there and will call for more
Engineers soon.

A Cave-in

Butte Creek Rock Co. had a
bunker cave in with 250 tons of
sand and gravel in the hopper but
it was at night and no one was
hurt.

Central Sand and Gravel of Oro-
ville have their trucks hauling ag-
gregate to the Connolly tunnel job
in the Canyon.

Ritcher Bros. are having a real
tough time of it on their county
road job, near Oroville.

The W. H. O'Hair Co. is now
doing O. K. on their road job, west
of Gridley, with Daryl Cleland as
grade foreman and doing a nice job
with all the crew.

Rice Bros. keep a crew busy and
are around on different jobs near
and far.

Irrigation Construction Co. had a
ditch cave in here in town on a
sewer job and we wish to praise
all the workers of our union and
other unions who so unselfishly
dug in to try and save the unfortu-
nate fellow.

Underground Construction Co.
is making good progress on their
D street bridge job here in Marys-
ville. We have a little dispute
pending with Ken Barton on wages
but no doubt will get it straight-
ened out.

Fred J. Early job in Yuba is
going in good shape and so is the
Ted Bares job in Marysville.

The Tunnel Stiff:

T. E. Connolly holed through
going down stream at Bear Creek

and is slabbing up and concrete is
being poured from the outlet
north.

Grizzly Creek is running two
headings but have little excavation
left as yet.

Dixon and Arundel have one con-
crete batch plant ready to go at
Chambers Creek and will start
putting up number 2 at Jackass
Creek next week.

Walsh Construction Co. is driv-
ing north at a fine rate of speed
and will drive until September 1st
and then start their concrete.

M & K Co. Inc. are just about
finished at Cresta Dam and with
only about five more weeks at
Rock Creek dam. American Bridge
Co. takes over then to install the
drum gates.

Wismer and Becker have two
overhead crane operators on their
cranes and doing good.

Western Pipe and Steel are rig-
ging up at Rock Creek powerhouse
and tunnel.

Thomas Rigging sent their Bay
City truck crane to San Francisco
in one big hurry.

Personals

Brother Mike Bibby entered the
hospital in Marysville for an oper-
ation.

Brother John Rush, heavy duty
mechanic for Dixon and Arundel,
suffered a heart attack and was
taken to Greenville general hos-
pital. We wish both of these
brothers a speedy recovery.

During the past month three
men were killed in the tunnels,
none members of Local 3, but
brothers, use all safety devices
provided for you by law and don't
get careless.

Also there have been a lot of
holdups, and men beat up, so be
careful at night and don't park
along the river alone, for these
highjacking gangs are working in
two cars with two men to a car.

We are holding a back pay check
in this office for Bob Reynolds.

★ ★ ★

Highway Progress

Highway jobs throughout North-
ern California are progressing rap-
idly in the good weather of this
period. From the north coast to
the Sierras, and from the Siskiyous
to Fresno and Paso Robles, both
primary and secondary roads are
getting extensive treatment this
year.

★ ★ ★

Standard Oil Refinery job in
Utah is due to start in 60 days.

TEC

Engineers
Architects
Draftsmen

By AL BOARDMAN, Business Representative

Big news for Technical Engineers has been the forty hour
week, put into effect at the San Francisco Airport. This is
part of the \$20.00 per month raise for field assistants, Chiefs
of Party, Instrumentmen and Assistant Engineers won by
the Unions for City of San Francisco employees. The loyal
Civic Service and Non Civil Service union members are find-
ing that their loyalty pays dividends in better pay checks.

During negotiations with the As-
sociated General Contractors it was
agreed that the technical engineers
be treated as a separate issue and
that the classification would be ne-
gotiated separately. To that end
the technical engineers were clear-
ly no longer included in the excep-
tions of the contract. There has
been no effort on the part of the
contractors toward further nego-
tiations. In fact, a letter was
mailed to the member firms of the
A.G.C. by the Association, instruct-
ing them not to pay the raise and
also informing them that the tech-
nical engineers were not covered

by the contract. The union regard-
ed this action as a repudiation of
commitments made in negotiations
by the Associated Contractors.
After further attempts at negotia-
tions had failed, work stoppage
occurred against the Bechtel Corpo-
ration and Morrison & Knudsen
"Joint Venture" Dam job on the
North Fork of the San Joaquin
River. The work stoppage was 100
per cent effective with a total shut
down of the work. After 18 hours
of work stoppage the Bechtel Cor-
poration agreed to negotiate. Nego-
tiations are to begin this week for
the technical engineers.