



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

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SAN FRANCISCO, CALIFORNIA

AUGUST, 1953



WHICH IS THE OLDEST? The report from the Marysville area in this issue of Engineers News tells of an ancient steam shovel being run by Bro. Ed Neff at Kaiser Sand & Gravel in Oroville and bills it as "the oldest shovel in Western America." Well, the shovel shown above is certainly no youngster. It's an Erie Steam-Shovel, first used by Bro. Herbert Lindsay of Local 12 in 1926 and still being operated by Brother Lindsay. Right now it's digging out the basement for the new Mormon Temple being erected in Los Angeles. They boast that there isn't a Diesel shovel that can keep up with it.

New California Wage Scales, Working Rules

These are the wage scales and working rules contained in the new Master Agreement between Operating Engineers Local Union No. 3 and the Associated General Contractors, Northern and Central California Chapters.

WAGE SCALES

On all work performed on May 25, 1953 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:

CLASSIFICATIONS	PER HOUR
Apprentices (oilers, firemen, watchmen) (7 Bay Counties—San Francisco, Alameda, Contra Costa, San Mateo, Santa Clara, Marin Solano)	\$2.38
Apprentices (oilers, firemen, watchmen) (all other counties)	2.27
Asphalt Plant Engineer	2.77
Box men or mixer box operator (concrete or asphalt plant)	2.44
Brakeman, Switchman and Deckhand	2.38
Fuller-Kenyon pump cement hog and similar types of equipment	2.82
Compressor Operator	2.38
Compressors (more than one)	2.71
Concrete Batch Plant Operator	2.77
Concrete Batch Plant Operator (Multiple Unit, four or more)	2.93
Concrete Mixers (up to one yard)	2.38
Concrete Mixers (over one yard)	2.71
Concrete Pump or Pump Crete Guns	2.71
Derricks (including Chicago Booms)	2.93
Drilling Machinery Engineers (not to apply to water liners, wagon drills, or jackhammers)	2.77
Dual Drum Mixer (apprentice engineer required)	2.82
Euclid Loaders and/or similar type of equipment (apprentice engineer required)	3.10
Fireman in Hot Plant	2.38
Fork lift or lumber stacker (on construction job site)	2.66
Handi-Crane (no oiler required)	2.82
Heavy Duty Repairman	2.77
Heavy Duty Repairman, Helper (7 Bay Counties—San Francisco, Alameda, Contra Costa, San Mateo, Santa Clara, Marin, Solano)	2.38
Heavy Duty Repairman Helper (All other Counties)	2.27
Heavy Duty Rotary Drill Rigs (such as quarry master, joy drills) (apprentice engineer required)	3.00
Highline Cableway	3.10
Highline Cableway Signal Man	2.75
Locomotives	2.49
Locomotives (steam or over 30 tons)	2.77
Material Hoist	2.66
Mechanical Finishers (concrete or asphalt) (airports, highway, street work)	2.77
Mixermobile	2.82
Motorman	2.49
Mucking Machine	2.90
Pavement breakers, Emsco Type and similar types of equipment	2.82
Portable crushers	2.77
Power blade loader	3.00
Power grader, power planer, motor patrol or any type power blade	2.93
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)	3.10
Power shovels and/or other excavating equipment with shovel-type controls (7 Bay Counties—San Francisco, Alameda, Contra	

(Continued on Page Two)

This is the Real Story—



Truth About the AGC Lockout; Malicious Slanders Exposed

Operating Engineers, Local Union No. 3, has just concluded—successfully—one of the most important struggles in its history, the fight for a fair and workable Health and Welfare Plan to embrace the entire construction industry.

During the course of that struggle there was much misinformation—and even some deliberate falsehood—spread about.

To set the record straight, Local Union Manager Victor S. Swanson has written a statement setting forth the facts, and it is herewith reproduced in full.



FOR THE INFORMATION OF ALL MEMBERS OF THE NORTHERN AND CENTRAL CALIFORNIA CHAPTERS OF THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA—AND ALL OTHERS WHO WISH TO KNOW THE FULL TRUTH IN REGARD TO THE RECENT LOCKOUT BY THE ASSOCIATED GENERAL CONTRACTORS:

In May, 1952, a Master Agreement was signed between the Northern and Central California Chapters of the Associated General Contractors of America, and the Operating Engineers, Local Union No. 3, which contained the following provision:

"SECTION NO. 24—HEALTH & WELFARE—A Sub-Committee of an equal number of Associated General Contractor members and Operating Engineers, Local Union No. 3 will work out a health and welfare plan under which contractors payments of seven and one-half (7½) cents per hour, for each and every hour worked by employees covered by this agreement, shall be paid into a fund starting February 1, 1953. The benefits of such plan shall become effective at the earliest practicable date after February 1, 1953, but not later than May 1, 1953. This Committee shall conscientiously go to work not later than September 1, 1952. This Committee shall provide a trust into which the payments shall be made."

It Took 5 Months To Get a Meeting

Although EVERY EFFORT was made by the Local Union Committee from September 1, 1952, to January 21, 1953, the Operating Engineers were not able to get the Associated General Contractors Committee to sit down to discuss and set up a Trust Fund into which the payments could be made.

Finally, on January 21, 1953, the first meeting was held between a Committee from the Associated General Contractors and the Operating Engineers, Local No. 3, at which the Welfare Trust Agreement was discussed.

Subsequently there were 25 meetings held, in all. At each and every meeting when the Welfare Fund was discussed the Committee from the Associated General Contractors INSISTED that the Union agree that a Mr. Segal & Co., a New York firm of insurance consultants retained by the A.G.C. solely on its own initiative and without consultation with the union, be paid \$4,500.00, and that this sum be charged to the Engineers Trust Fund for purported services performed by this company up to April 1, 1953; further, that this sum was to be payable to the Associated General Contractors.

AGC Sought to Burden Fund With Charges

The records show that SEGAL'S FEE WAS A MUST FROM WHICH DEMAND THE ASSOCIATED GENERAL CONTRACTORS WOULD NOT DEVIATE. . . . Also, that Segal & Co. demanded \$3,600 per year, plus \$750 for expenses, to be paid each year out of the Engineers Trust Fund. In addition to the above fees, the Associated General Contractors Committee insisted that two attorneys be paid a retainer fee of \$400 per month each from the Engineers Trust Fund, and that when the attorneys were required to do any work the additional fees should also come from the Trust Fund.

Their Committee insisted that both the Associated General Contractors and the union should have an absolute right to engage attorneys without the approval of the Board of

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Next Meeting September 12

Attention of all members is called to the action of the last regular meeting in postponing the next regular meeting to Saturday night, September 12.

This was done because the first Saturday in September is part of the Labor Day week-end.

Acknowledge Local 3's Gift Of Respirator

The gift of a Mulliken portable respirator—a breathing device for polio patients—by Operating Engineers Local Union No. 3 to the San Francisco County Hospital has been gratefully acknowledged by that institution.

Local 3 received the following letter from Dr. T. E. Albers, superintendent of the hospital:

CITY & COUNTY OF
SAN FRANCISCO
Department of Public Health
San Francisco Hospital

July 14, 1953

Local Union No. 3, IUOE
474 Valencia Street
San Francisco 3, Calif.

Gentlemen:

This will acknowledge with grateful appreciation your presentation to this institution of one Mulliken Portable Respirator.

This came at a very opportune time because we were required to lend our only portable respirator to a child patient who was transferred from this institution to private care.

Gratefully yours,
T. E. ALBERS, M.D.
Superintendent.



But It's Still Starvation Pay

Washington (LPA)—Florida sugar cane producers must pay field workers a minimum of 10 cents more an hour than last year to get subsidies under the Sugar Act, the Agriculture Department has announced.

Adult tractor drivers, and those who operate other mechanical equipment must get at least 70 cents an hour, and other adult workers 60 cents. Workers 14 to 16 must get at least three-fourths the adult rate, ranging from 45 cents to 52½ cents. Last year the rate was a flat 48 cents.



New California Wage Scales, Working Rules

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Costa, San Mateo, Santa Clara, Marin, Solano (over one yard)	3.21
Power shovels and/or other excavating equipment with shovel-type controls (All other Counties) (up to and including one yard)	2.93
Power shovels and/or other excavating equipment with shovel-type controls (All other Counties) (over one yard)	3.10
Pugmills (all) Woodsmixer type	2.82
Pumps	2.38
LeTourneau pulls (Jeeps, Terra Cobras, LaPlant Choate, and similar types of equipment)	2.93
Refrigeration Plant Operator	2.82
Rollers	2.77
Ross Carriers (on construction job site)	2.49
Scoopmobile (when used as a hoist)	2.66
Scoopmobile (when used as a loader)	2.82
Screed Man	2.38
Self-propelled elevating grade plane	2.82
Spreader Machines (Barber Green, Jaeger, etc.) (Engineer and screed man used in operation)	2.77
Soil Stabilizer Operator (P & H or equal)	3.10
Surface Heaters	2.77
Towermobile	2.66
Tractors	2.77
Tractor (boom)	2.93
Tractor (tandem)	3.10
Tractor-type shovel loader (scale not to apply when used as blade or bulldozer)	2.93
Trenching Machine	2.82
Truck Type loader	2.93
Truck crane	2.93
Chief of Party	3.07
Instrumentman	2.80
Head Chainman, Rodman, Grade Setter (not guinea chaser)	2.52
Rear Chainman	2.38

Employees working in tunnels, shafts, stopes or risers shall receive \$0.125 per hour over and above the regular rate.

When members of the Union are employed to service a specialty craft exclusively they shall receive the same working conditions as the specialty craft. The wages for the Operating Engineer shall be \$3.00 per hour on all hoisting equipment when servicing said specialty craft. Regular employees on the particular project and assigned to work with a specialty craft temporarily shall not be entitled to the above mentioned conditions, except for overtime, then the members of the Union so assigned shall receive double time if the specialty craft is receiving it.

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 (on specific unit of the job) 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 A.M. Once such starting time has been established it shall be maintained to completion of the job unless changed by mutual consent. Shift differentials shall apply whenever shifts are worked under the above conditions, including Saturdays, Sundays and Holidays.

4. When three (3) shifts are employed (on a specific unit of the job) 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. On three (3) shift operations, the first shift of the day and of the work week shall start at 8:00 A.M. Mondays and such work week shall end with closing of the third or graveyard shift at 8:00 A.M. Saturday. All work performed between the hours of 8:00 A.M. Saturday and 8:00 A.M. Monday shall be compensated for at the applicable overtime rate. Shift differentials shall apply whenever shifts are worked under the above conditions, including Saturdays, Sundays, and Holidays.

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 and all field survey work in all counties performed before a shift begins and after it ends, and for Saturday work.

6. (a) 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.

(b) 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. The above shall apply to men called out to work on the day shift when the project is on shift work basis, provided, however, should men on the second and/or third shifts be called out, then men on all shifts shall be compensated in accordance with Paragraph 3 or 4 of Section No. 20.

(c) In case an employee works on more than one classification or kind of work in any one day of shift, he shall receive the rate of the

Pipe, Highway Projects Boom Peninsula

By CHET ELLIOTT
Business Representative

During the month since the July issue of the *Engineers News*, The Piombo Construction Co. under the able supervision of Project Manager Phil Dunne have begun operation on the four million dollar Bayshore Freeway Project, near Belmont. Assisting Brother Dunne on the supervision of this job, are foreman Brothers Kerr, Piombo and Hawkins, who have operator Brothers Freeland, Anderson, Scarborough, Young, Cherry and Carse operating the shovels, cats and blades.

Brother Al Litton, the experienced general superintendent for Peter Sorenson Company of Redwood City, with assistance of foreman Brother George Singer and a crew of old-time engineers comprised of operators Miller, Frye, Mundell, Hoover and Day, and oilers Sorenson, Sharpe and Warner, were successful in getting their large pipeline construction job underway the first of this week.

This work consists of installing a 60-inch pipe line from Baden to Millbrae, where it connects with a similar line which has been under construction for some time.

Due to the nature of this work these engineers and many others will have steady employment for the remainder of this year.

After quite a lengthy delay on account of legal procedure the J. O. Archibald Co. of Redwood City are preparing to start a half million dollar grading and paving job awarded to them some months ago on Industrial Road, in San Carlos.

This work is scheduled to start in one or two days which consists of constructing a 100-foot wide boulevard through the entire industrial area. This company and their affiliate firm, the S.A.E. Construction Co., also have a highway job in progress at San Gregorio.

While visiting this project your representative contacted Superintendent Brother Ebright, Foreman Brother Eitner and operator Bros. Forcellini, Bagley, Leek, Syliva, Inman and Campostrini who all seemed to be happily engaged in their work.

The Portable Welding Service, located at Hillside Blvd. and Ches-

ter St. in Colma, and which is owned, managed and operated by Bro. Ed Wright, who has had 50 years' experience in welding and heavy duty repair business, some months ago erected and moved into his new shop and has been catering to his extensive clientele in this area along with the building of 30-ton rubber tired compactors for sale and for rent, is pleased to announce that he has acquired a portable track press for turning pins and bushings and can now give complete track service. Assisting Bro.

highest paid classification on which he has been employed for the full day or shift.

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 the 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. The employer agrees to furnish a safe and suitable storage place for tools.

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

16. Where it is necessary to operate during lunch period such machines as compressors, refrigeration plants, pumps, cement or pumpcrete guns and etc., the operator of such machine shall receive pay for the lunch period at the applicable overtime rate.

Report of Last Meeting

The meeting was called to order at 8:00 p.m., President Clancy presiding. Rollcall showed all officers present, with exception of Local Union Manager V. S. Swanson, who was excused by reason of being away on Union business.

A Synopsis of the Regular Meeting Minutes of July 11 was read, and by motion approved as read.

A Synopsis of the Executive Board Minutes of July 29 was read, and the acts and recommendations of the Board were by motion approved as read.

A letter was received from the Construction and General Laborers, Tunnel, and Aqueduct Workers, Local No. 324 of Contra Costa County, thanking the membership for the splendid cooperation received in their recent dispute with the Associated General Contractors. Received and filed.

Cards of thanks were received from Mrs. Glenn Blakeley and daughter Lynn; the Gibson family, and the Isbell family. Received and filed.

The following Brothers were reported ill: Raymond Agnew, Fred Adams, Milo S. Barringer, LeRoy Bryant, Bernard Budde, Harold K. Beaman, James E. Burke, Dwain Bowman, A. Julius Burke, Stanley Brown, James E. Burke, T. D. Cain, Cleo Caswell, Chas. Cartmill, Thomas F. Craig, V. Dirmeyer, Thomas Draper, Gaston DuBos, Alfred E. Fagundes, J. J. Finney, F. D. Garrison, Leland D. Hurd, John W. Hunsaker, Ira F. Hein, Lloyd T. Lancaster, Deryl E. Ling, Claud A. Logan, John McCracken, Henry Murphy, Jack I. Mayes, Geo. R. Miller, W. E. Morton, Ruey Moles, Joe Pedro, Wm. D. Pacheco, Dee C. Reynolds, Antone F. Rapoza, Wm. A. Savage, Edwin K. Sharp, G. R. Stevens, Vincent Selich, R. S. Seuberth, Dall Turner, Peter Teresi, Rolla Tanner, Robert Trowbridge, Ernest Vargas, Harry Wilson, Albert L. White and Ernest K. Wurth.

The following Brothers were reported deceased: Theodore M. Silver, Glenn Blakeley, Sidney McDowell, W. R. Greer, Lawson Russett, F. W. Arent, LeRoy J. LaBarge, B. T. Payne, Archie B. Suer, Oran B. Merritt, George LaVier. The membership stood one minute in silence in respect to our deceased Brothers.

TRIAL OF THEODORE EPPERSON

Brother Theodore Epperson, cited before the membership for trial for forgoing through a picket line and violation of the working rules, pleaded guilty. President Clancy placed a \$250.00 fine upon Brother Epperson.

TRIAL OF JOSEPH CORRIE

Brother Joseph Corrie, cited before the membership for trial for violation of the working rules, plead not guilty. After hearing the testimony, tellers were appointed, and ballots passed out, resulting in Brother Corrie being found guilty. President Clancy stated he would take the case under advisement until the next regular meeting.

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

The General Secretary-Treasurer's Report was read by President Clancy.

It was regularly moved and seconded that since Labor Day fell on September 6, that the next regular meeting be postponed until September 12. Carried unanimously.

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

Respectfully submitted,
C. F. MATHEWS, Recording Secretary

Wright in his expansion program and maintenance service are Bros. E. P. Anderson, C. A. Edwards and Ed Donald, who are all happy in doing a first class job.

Brother Ed Keeble, San Jose contractor, was the low bidder on the State Highway job today on Skyline Blvd., near Colma. This project extends from Alemayna Blvd. Extension to Edgemar Road, and consists of moving over 600,000 yards of earth and paving the road bed which will be a four-lane highway. Due to the perfect texture of the earth for Carryalls, this job will more than likely be a cat and carryall or rubber tired rig and carryall job which will provide employment for many engineers.

The Parkside Development Co. have resumed operation on the large fill job at the site of the former San Mateo airport. This project when completed will accommodate some three thousand homes. The L. C. Smith Co. of San Mateo have the contract for the earth moving, and foreman Bro. Schall with a large crew of engineers are industriously engaged in this work.

During the past month, the L. C. Smith Co. were successful bidders on several jobs throughout this area including the paving and grading between Route No. 68 and the S. P. railroad in San Mateo county.

Added to the many subdivision, highway, pipeline and building projects now in operation in this district, plans are under way for many more construction jobs. Some of these are: continuance of Bayshore Highway to the South County Line; building new highway from San Mateo bridge to Skyline Blvd. along 19th Ave.; improvements on El Camino Highway; reconstruction of highway from Edgmar to Thornton, and many others which will keep the worthy brothers employed for a long period of time.

Local 3 Members Help Win National Safety Award

By P. E. VANDEWARK

We are proud to have taken part in a safety program wherein Pacific Coast Aggregates at their Eliot plant, producing rock, sand and gravel, have won the highest award for safety issued by the U. S. Bureau of Mines for the year 1952.

Members of Operating Engineers Local 3 are the great majority of employees, 45 in fact. We extend our congratulations to the members of Local 3 and Pacific Coast Aggregates in establishing such an enviable record.

Following is the official citation for this achievement:

United States
Department of the Interior
Bureau of Mines
Washington 25, D. C.
June 23, 1953

Mr. A. K. Humphries, Pres.
Pacific Coast Aggregates, Inc.
400 Alabama Street
San Francisco 10, Calif.

Dear Mr. Humphries:

It is my great pleasure to inform you that your Eliot No. 104 plant has won the highest safety honors in the pit group of the 1952 Bureau of Mines Safety Competition for sand and gravel plants, and the "Rock Products" trophy in the large-sized plant group of the 1952 National Sand and Gravel Association Safety Competition. This recognition and award is made for the outstanding safety accomplishment of not a single lost-time injury to an employee during a total work-time of 161,664 man-hours at the plant during the year.

All employees and officials of your plant merit heartiest congratulations for the part each had in preventing accidents and establishing such an excellent safety record in this nation-wide competition. My best wishes for continuation of your success in promoting safety in the Sand and Gravel industry of this country.

Sincerely yours,

J. J. FORBES
Director.

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IN MEMORIAM

LAWSON RUSSETT
Oakland, Calif., July 10, 1953

S. L. (Sidney) McDOWELL
Oakland, Calif., July 11, 1953

GLENN BLAKLEY
Napa, Calif., July 13, 1953

F. W. ARENT
Sacramento, Cal., July 14, 1953

W. R. GREER
Seaside, Calif., July 15, 1953

LeROY J. LaBARGE
Oroville, Calif., July 16, 1953

ARCHIE BENJAMIN SUER
Napa, Calif., July 21, 1953

ORAN B. MERRITT
Stockton, Calif., July 25, 1953

GEO. LaVIER
Newark, Calif., July 28, 1953

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PULLED HIS LEG

A young married helper dropped into the plant's first aid room, and while there, decided to try for a little free advice.

"Doc," he said, "My little boy twisted his ankle and now he has to limp a bit. What would you do if it were you?"

"Why," answered the shrewd attendant, "I imagine I'd limp, too!"

REAL STORY OF THE DISPUTE WITH A.G.C.

(Continued from Page One)

Trustees, all to be charged to the Engineers Trust Fund.

This the Engineers would not be party to! The Union took the position that only such fees for consultants and attorneys as the Board of Trustees approved could be paid out of the Fund. Further, the Engineers Committee demanded that the Trust Agreement be set up with five members from the Associated General Contractors and five members of the Operating Engineers, Local Union No. 3, with EQUAL RIGHTS, and that they, the Board of Trustees, should have the power to set up and operate the Trust Fund without any interference from either the Associated General Contractors or the Local Union. This the Associated General Contractors fought!

We Refused to Allow Fund to Be Drained

The Union held steadfastly to this demand up to the meeting held July 16, 1953, and at each and every meeting the Engineers Committee stated that they would never consent to allowing any part of the Engineers Trust Fund to be DRAINED by the Associated General Contractors through the employment of attorneys or Segal & Co.! We insisted that the money in the Fund which was in effect the money of the members should be used for their benefit and stated that neither insurance consultants nor attorneys should have any right to this fund. Further, that only legitimate expenditures to carry on the Trust Fund AS APPROVED BY THE BOARD OF TRUSTEES should come from said Fund. The Committee from the Associated General Contractors disagreed, and the fight was on!

We challenge anyone to deny the above, since the records of all meetings held between the two groups will bear out the above statements.

During the time our meetings were being held a dispute developed between the Associated General Contractors and the Laborers' organization, and FOR THAT REASON the jobs of a large number of contracting firms, members of the Associated General Contractors, were picketed by the Laborers.

This continued for some time, but never once did the Engineers refuse to furnish men to the A.G.C. contractors who desired men. It is true that our members recognized authorized picket lines where they existed. However, a large number A.G.C. contractors, employing several hundreds of our members on jobs which were not picketed or where there were no Laborers involved, continued to work.

AGC Deliberately Locked Out Our Members

While Local No. 3 was still in the midst of negotiations, on June 18, 1953, the Associated General Contractors, Northern and Central California Chapters, sent the following telegram to its members:

"BECAUSE OF THE POSITION TAKEN BY THE LABORERS' UNION IN DECLARING THAT ITS MASTER AGREEMENTS WITH THE TWO A.G.C. CHAPTERS HAVE TERMINATED AND ARE NO LONGER IN EFFECT, AND THE STRIKE AND OTHER DISRUPTIVE ACTION TAKEN BY THE LABORER'S UNION AGAINST BOTH THE MULTIEMPLOYER BARGAINING UNIT AND ITS INDIVIDUAL MEMBERS, IT IS HEREBY DIRECTED THAT ALL EMPLOYERS WHO ARE A PART OF AND REPRESENTED BY THE A.G.C. CHAPTERS, FOR THEIR OWN PROTECTION AGAINST SUCH ACTION, ARE HEREBY CALLED UPON TO TERMINATE ALL JOB OPERATIONS EFFECTIVE WITH THE CLOSE OF WORK ON TUESDAY, JUNE 23rd, AND TO REMAIN SHUT DOWN UNTIL ALL EMPLOYERS IN THE BARGAINING UNIT CAN PROCEED WITH NORMAL OPERATIONS.

(signed) "J. R. MITSCH—DIRECTOR OF LABOR RELATIONS NORTHERN AND CENTRAL CALIFORNIA CHAPTERS THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA, INC.

Accordingly, on June 23rd, a large number of A.G.C. contractors DID LOCK OUR MEMBERS OUT, and on every job the Associated General Contractors was able to put enough pressure on, the contractors locked out our men through no fault of our own, whether Laborers were employed on the job or not. Our only "sin"—if it can be called that—was that we refused to allow the Associated General Contractors to drain the Engineers Trust Fund dry.

The entire construction industry was paralyzed for some time; apparently some of the finest and largest contracting firms in this country were satisfied to sacrifice without limit to compel Operating Engineers Local Union No. 3 to allow the A.G.C. to milk the Engineers Trust Fund with unnecessary insurance consultants and attorneys.

Individual Contractors Saw Justice of Local 3's Position

However, there is an end to everything, and within a few days a large number of A.G.C. members saw through the proposed raid on the Welfare Trust Fund and commenced to recognize the justice of Local No. 3's position. Having done so, they signed an agreement with Local No. 3 to pay into an Independent Trust Fund already established between the Independent Contractors and Local No. 3, and proceeded to carry on their work.

This made it possible for Local No. 3 to return a large number of its members to useful employment. Others had left to seek employment in other areas, so the unemployment problem was almost solved insofar as the Engineers were concerned.

Consequently, on July 14, 1953, the members of Local No. 3 refused to man jobs of members of the Associated General Contractors or any other contractor who refused to pay into a Trust Fund 10 cents per hour for all hours worked on and after July 6, 1953. During the three following days 32 additional contractors, members of the A.G.C., signed with Local No. 3 and resumed their operations.

Finally, on July 16, 1953, the negotiating committee of Local No. 3 and the Associated General Contractors met, and we were told by the Association that they no longer insisted that insurance consultants or attorneys picked by the A.G.C. have an absolute right to be paid from the Engineers Trust Fund; that they were satisfied now to allow the Board of Trustees to conduct the welfare operation without interference. THIS WAS EXACTLY WHAT THE ENGINEERS HAD REQUESTED IN THE FIRST MEETING HELD IN JANUARY 1953. The agreement, as a package deal, was accepted by both parties and signed, and our members were back to work July 17, 1953.

Whether the A.G.C. will live up to its agreement is still a question. Only time will tell whether the A.G.C. will attempt to sabotage the Health & Welfare Fund. We will stay on our guard!

We now ask the Association in all sincerity, WHY DID YOU PUT US ON THE STREET? Was it because the great majority of your members were not familiar with the issues involved? Certainly something was wrong—could it have been simply an attempt to assert the principle that wealth and power must forever rule?

All the Fighting Was Not Fair; Scurrilous Attacks Made

These are the facts as they are, and I will stand behind them. I know that during the LOCKOUT many scurrilous misstatements of fact were made. I realized, of course, that in a fight some people believe "all is fair," and we took these things in stride.

We read some paid advertisements in newspapers that contained the most infamous lies; the signers of these statements either knew they were falsehoods, or else they were miserably misinformed.

I quote from one paid advertisement in a newspaper which read, in part, as follows:

"THE ONLY BASIS OF DISAGREEMENT IS WHO WILL ADMINISTER A WELFARE PLAN . . . UNION NEGOTIATORS INSIST UPON A ONE-SIDED HANDLING OF THIS FUND. THEY WANT THE WELFARE FUND TO BE ADMINISTERED FOR THE BENEFIT OF THE UNION . . . NOT FOR THE BENEFIT OF THE WORKERS. (signed) RICE BROS.—ARCHIE TILL—H. EARL PARKER."

What a misstatement of fact! The truth of the matter was exactly the reverse, as the records will bear out.

I, personally, have the greatest respect for the large group of fine and outstanding contractors, members of the A.G.C. among whom I am privileged to consider many as my friends. But I am greatly discouraged and disappointed over the actions of certain gentlemen, members of the Associated General Contractors, who saw fit to make personal attacks on me and my family.

It was said openly and frequently by some that my son and I were staging a fight to get control of the Engineers Trust Fund for our personal benefit. Let me inform those gentlemen that my son, while he has a broker's license, has never been connected in any way with our Welfare Trust Funds—nor would he, under any circumstances, accept any part of them, even if it were offered!

As for myself, I have never accepted ONE CENT from any one of our four Welfare Trust Funds, and furthermore shall never accept one cent from any Trust Fund! I challenge anyone, now or at any time in the future, to contradict this!

Local No. 3 Now Has a Welfare Plan to Be Proud of

It has long been my hope, and my dream, to help in a small way to establish a Health and Welfare Trust Fund for all the members who contribute, honestly administered for the benefit of the members. As I see it, this is what Local No. 3 now has, if the A.G.C. does not sabotage it, and we are justly proud of our efforts and the results of this last fight!

I have written this with great care, since it was necessary that I deal in fact only, and that is just what I have done.

Were I a contractor or a businessman I would say, "Let us examine the record so that never again will such a blunder happen!" But since I am an elected representative of Local Union No. 3 I say only, "Thank God that Local No. 3 possessed the strength, and its elected officers the fortitude and wisdom, to fight to establish a Welfare Trust Fund for the Operating Engineers . . . a Welfare Plan that is not loaded with unnecessary costs and that will stand as an example to all organized labor in the future!"

In conclusion, may I say to those who deliberately or by irresponsibly repeating malicious lies sought to defame my honesty and integrity, YOU OWE ME AN APOLOGY. It remains to be seen whether you will be manly enough to come forward and make amends, or whether you will allow yourselves to be branded forever by your own actions as something less than a man!

VICTOR S. SWANSON
Local Union Manager.

ENGINEERS' NEWS

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What's Doing in the Oakland Area

Finally Hit the 'Jackpot'; Clear 514 During Month

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

At long last it looks like the engineers in this area have hit the "jackpot" insofar as the work is concerned. There is practically no one on the out-of-work list at this report period, and we sincerely hope that it continues this way for some time to come.

As we all know it is either a 'feast' or 'famine' in the construction industry, but we would far rather see conditions where all of the members are working than where we have so many on the out-of-work list.

We realize that it has been rather trying times for many of you fellows—for after the rains the good weather came, and then due to the Laborer's difficulty with some of the members of the A.G.C. there was a lockout by the employers. Next, due to the stalling tactics of the A.G.C., it became necessary for Local No. 3 to take such action as it is not accustomed to taking.

However, we believe that all in all it was the proper thing to do, for we are certainly in hopes that now we have a Welfare Plan for those members employed by contractors who are members of the A.G.C., equally as good as that plan in effect for the members who are employed by the independent contractors.

During the past month we cleared 514 men to the various jobs in the area. There is some overtime being worked by the contractors, so perhaps that will make up in some small measure for some of the days you Brothers have lost.

Getting Around The Jobs

GALLAGHER AND BURKE, have started another new project at Orinda Corners—20,000 yards of excavation for the new Catholic Church site. Brother Carl Hood is Foreman on the job; Brother Clarence Bruce is riding herd with a DW-10, and Brother Larry Mehaffey is operating the same kind of 'critter'. Brothers George Evans and M. B. McDaniels are Tractor Operators on this spread.

GALLAGHER AND BURKE'S Avon-Concord junction job; Martinez-Arnold Highway; Walnut-Creek-Danville; and the Holbrook Heights projects are in full swing at this time with many of Local No. 3 members at work.

The CARLES HUGHES CO. HOT Plant reopens after a lengthy legal battle with Walnut Creek Fathers.

This Plant has reopened under the name of 'Walnut Creek Asphalt Company' and is delivering 2,200 tons of Lee Immel's job on Oakland Avenue, Walnut Creek. Chris Immel is the Foreman on this job. Brother Bob Enge, Virgil Taylor and Clarence Porter are the operators.

The above Hot Plant is prepared to give service to contractors around the Walnut Creek area. The nearest plant mix available is at Kaiser's Radum Plant, Pleasanton, or P.C.A. Plant, Concord.

Six members of Local No. 3 are employed at this modern air-conditioned plant.

MARTIN BROS., Concord contractors have many new jobs in Contra Costa County. They have contracts to grade and pave streets at the following sub-divisions:—Gregory Gardens, Concord; Vine Hill Manor, Martinez; and the Wildwood Estates, Concord. Brother Jack Kruger is running the new 'Cat-No. 12' Blade, and Brother Oliver Atkins is operating the other 'Cat-No. 12' Blade.

ELMER J. FREETHY was awarded the contract to build a Prestressed Reservoir (5 M.G.), near Orinda Corners. They have 50,000 yards of excavation work to be done on this project, and

Robert Malloy has the sub-contract for this work. He is employing Roy Kemmitt, who is at this time sloping with a D-8 Dozer, and is doing a good job on the 1 to 1 slope; and Joe Motta who is operating the Carryall.

Elmer J. Freethy has other projects under way in this area and many Engineers have worked throughout this year.

The Pittsburg-Antioch freeway was opened to the public July 2nd. The contract was let February 1, 1952 to Peter Kiewit & Sons.

The cost of this four lane, divided highway was \$2,500,000.00. George Premo, Superintendent; and Jack Sneed, Master Repairman, handled the three top jobs on this project. Many Brothers were employed on this job and enjoyed good conditions for the past 1½-years.

BROTHER GLEN DAYTON is now in business for himself and operates from Danville. He has a C-12 license and good equipment. His company is equipped for handling paving and excavating. The spread consists of a No. 212 Cat Blade; D-6 Dozer and C'all, Sheepsfoot, Tamper, and Ripper; a Ford Scraper and Loader; and a Roller. The phone number is Vernon 7-7003, Danville. Good luck Glen.

M. MALFITANO & SON, INC. are starting their road contract south of Brentwood, on Walnut Avenue, between Camino Diablo and Marsh Creek Road. This job will keep many Brothers busy through the summer.

GALLAGHER AND BURKE were awarded the contract to place cement-treated base, widening, and resurfacing of the highway between the Monument and Martinez. The total length being 5.3 miles. This contract amounted to \$278,314.00. The above company has many projects under way in Contra Costa area.

A road contract was awarded to the JOHN A. CARSTENSEN CO. to resurface Hop Yard Road near Pleasanton. This job is just starting—more work for the members.

STANLEY H. KOHLER AND JAMES H. HILL COMPANY were awarded contracts to build seven new bridges in the Concord area.

BROTHER G. FERRABEE was awarded a contract to pave 15 school yards in the Concord area. In addition to these jobs the above company has many other commitments.

The P.G.&E. Steam Generating Plant, at Antioch, is almost finished. Just a few Engineers are left on this project at the present time. Many Brothers were transferred from this job to the new P.G.&E. Steam Generating Plant at Pittsburg.

The Bechtel Corp., Consolidated Western, and C. C. Moore Co., have the three major contracts on this project. Many Brothers are now on the payrolls of the above companies.

Eastern Contra Costa County and Eastern Alameda County are buzzing with activity — many streets, roads, bridges, sub-divisions refineries, electric plants, underground work, Army and Navy projects are now under way. Many small jobs have been let recently, so it looks like things should be good for some time to come.

P.C.A., Elliott Plant, received a safety award for the full year of

1952, covering 161,664 man-hours, without a loss by injury. The plaque was presented to the company by the Pitt & Quarry Magazine. The figures are run for the Mining Bureau, then the National Sand, and Gravel Association makes a thorough check of these figures and the awards made accordingly. There are three awards made accordingly. There are three awards—first, one from 20,000 to 50,000 man-hours; secondly, 50,000 to 100,000 man-hours; and third, 100,000 and over man-hours, with P.C.A. won. This, we believe, is an outstanding record.

ORINDA EXCAVATING AND PAVING CO. have started clearing and excavating on the Orinda High School site near Moraga. There are approximately 60,000 yards of dirt involved on this project. Bud Wells has his rigs going on this spread. Wayne Morris is the Superintendent for the Orinda Excavating and Paving Co., and we know many of the old timers will remember Wayne.

ROBERT R. MURDOCK is the general contractor on a new bridge to run across Wildcat Creek on Vale Rd., in Richmond. When this bridge is completed it will open a new road and give a two-way entrance to the new Richmond Hospital now being built by Parker-Steffens and Pierce. One entrance will be from Richmond, while the other will be from San Pablo. The piledriving and excavating work for this job is being handled by the Western Construction Co.

KEVRY CONSTRUCTION has started their large sewer job in San Pablo, on Road 20. This sewer line will be approximately three miles long and will anticipate about four months work. We have 12 Brothers employed on this job, with Brother Blackie Hunt as 'pusher'. Brother A. O. Penrose is handling the boring on this job; which will consist of boring holes under the railroad for this particular sewer job. Brother Freeman Haas has his crane busy on the crane and clam work.

The STONE & WEBSTER job at Standard Oil is progressing very well with Brother Ray Post as Foreman on this job. Brother Arnold Butterfield is running the crane, with Earl Moore employed as his oiler. Brothers Travis Price and Amos Cherryholmes are on the Handi-Cranes and Brother Roy Cameron on the compressors and welding machines.

LEE IMMEL has several large jobs going, with the one on the Sacramento Street Freeway, in Berkeley, near completion. When this street is finished it will give a through street from Berkeley to Oakland; running from Sacramento St., Berkeley to Market Street, in Oakland. The removal of the Santa Fe tracks on this job was handled by the Ransome Company.

Immel's job in North Richmond, putting in curbs and gutters, is just about completed; however, their big job on Cutting Blvd. is just getting under way. Brother Ray Ferdig is the Superintendent

Thanks, Brothers, for Your Help

We want to take this opportunity to thank the members in this area for the excellent cooperation they gave us during our recent difficulties with those employers who saw fit to go along with the policy as laid down by the A.G.C.

We realize that it worked certain hardships on many, but we want to commend those, who through their untiring efforts, kept the Oakland office notified of jobs that were going, whereby we were able to ascertain whether they should be working or not.

As long as we have this kind of spirit and cooperation in Local 3 we know that we have nothing to fear from a handful of contractors who are trying to dictate a policy that is detrimental to the membership of this organization.

on these jobs, while Brother Hans Enge is employed as master mechanic in the shop. We have at this time about fifty Brothers working for this contractor.

EUGENE ALVES has a \$78,000 job for the reconstruction, grading, and paving of a county road. The job will be on Heyer Avenue, between Redwood Road and Central, in Castro Valley. It is a forty hour a week job and they have seven Engineers employed on this project. This job will entail the widening of Heyer Avenue approximately six feet and is about a two months job.

—STOLTE has the job at Calaveras Dam Rd., which is a \$380,000.00 job. It is called the Alameda Creek Siphon No. 2, for the City of San Francisco. They are laying a steel pipe thirty feet long and 91 inches in diameter. The job is 3,000 feet long. It started May 27th, and will be completed some time in November. It is a forty hour week job. Superintendent on the job is Brother Bob Bradley. Shovel Operator, Brother Ernie Miller, with Brother Herman Crowe as oiler. Dozer operator is Brother Paulus Craig. They will have approximately eight employees before the job is completed.

The MCGUIRE AND HESTER job, located at Doyle Way, is Hayward, is a \$651,000.00 job, and goes to Oroloma District Place, San Lorenzo. It is five miles long and is called the Oroloma Sanitary District job. They are using pipe from 21 to 39 inches on this project. The job started July 20th, and will be completed January 30, 1954. The following Brothers are on the job: Carl Cole, supt.; Harold Vain, oiler; Al Foft, loader; Ralph Underwood, tr. Crane operator; William F. Dyar, oiler; Steve Mohawk, dozer. This is a forty hour a week job, and will have approximately fifteen to twenty employees when they get started, which will put McQuire and Hester employing about eighty Engineers by August of this year.

MCGUIRE & HESTER'S, \$100,000.00 storm drain job on the new freeway of Highway 50, Castro Valley, started July 15th. The job begins at Strobidge Avenue and ends at Foothill Blvd. There will be 10,000 feet of storm drain, with the pipe ranging from 12 to 42-

inches. This will be a forty hour a week job, but they will be working through the rain, for although this is approximately four months' work, it will be a year before completed, due to the off-and-on excavating and grading work to be done on the highway. The following Brothers are employed on this job: Floyd King is supt.; Guy Skuse, foreman; William Merrill foreman; Elmer Dunn, bay city hoe; Harry O'Burke, oiler; Barney Budde, truck crane; Edwin Johnson, oiler; Carl Booth, trencher; Jack York, oiler; Frank Snow, Hough Loader; Percy Hauck, Hough Loader; William Blaw, boom cat.

FREDRICKSON BROTHERS have 401,200 cubic yards of dirt to move on their Highway 50 job, from Crowe Canyon Rd. to Foothill Blvd. This is a \$1,200,000.00 job, and will last about eighteen months. This road will connect into the freeway. Employed on this project are the following: Foreman, Gordon Johnson, Woodrow Johnson, stake puncher; 'Pee Wee' Russell, dozer; Bill Bishop, mechanic; Ed Hart, blade operator; Robert Stratton, dozer; Hank Raling, NW 80 shovel; Elmer Burkett, oiler; S. C. Richardson, grease truck; Guy Conyers, grease truck; R. C. Isaacson, jeep; D. Beier, jeep; R. Laughlin, jeep; Tony Maniz, dozer; Kenneth Corbett, sheepsfoot; Jess L. Bohanan, sheepsfoot; W. W. Wildoner, ripper; J. Bagley C'all; Tim Atkinson, jeep; Foy Mayo, dozer; Joe James, Stake Puncher; E. M. McKinnon, master mechanic.

STAHL & SHATTUCK, located at 2979-A Street, in Hayward, have various work scattered in the district of Alameda and San Mateo County. The majority of their work consists of a 40-hour work week and quite steadily, as they also handle equipment rental. Brothers Ben Stahl, Charley Shattuck, who are owners and members are employing Bros. William Valente, mechanic; Pete Hayes, cat; Richard Farrell, dozer; James Hamilton, foreman; and Ray Farrell who is also a part owner and employed as superintendent.

They have a new rock crusher and are hoping to get an O.K. from the County so they can work this new pit which is located at Marsh Creek Road between Alvarado and Newark. They will have enough work to keep about 17 Engineers employed throughout the year.

BROTHER RAY SMITH, President of Bay Equipment Co. reports that business has started to pick up again after a considerable slowdown of about two months. Bay Equipment maintains quite a large rental fleet of air equipment, shovels, and cranes. They are also Northern California distributors for Manitowoc Shovels and Cranes; Bay Cites Shovel, and Cranes; Harris Four Wheel Drive Tractor Loaders and Clyde Hangi-Cranes. Brother's Dave Houck, Tom Aydelotte, and Cliff Johnson are permanent employees in Bay Equipment service operations, under the direction of Brother Al Gavillet, who is service manager. Al reports that service work has been consistently heavy all year. Brothers Dick Wilshusen and

(Continued on Page Seven)

'FREE RIDER'S CREED'

(Author Unknown)

The dues-paying union member is my shepherd;
I shall not want.
He provideth me with paid holidays and vacations.
So I may lie down in green pastures beside the still waters.
He restoreth my back pay;
He guideth my welfare without cost to me,
Even though I stray in the paths of unrighteousness -- for
my money's sake,
Yea, though I alibi and pay no dues from generation to
generation.
I fear no evil, for he pays my way and protecteth me.
The working conditions he provideth they comfort me.
He annointeth my head with the oil of seniority.
He solaces my soul with a contract that protecteth my
salary and provideth me with merit increases.
He fighteth my battles for pay raises and, even more,
he speaketh strongly for my rights.
Yea, my cup runneth over with gratitude.
Surely, his goodness and loving kindness shall follow me
all the days of my life -- free of cost.
And I shall dwell in the union house he hath built forever
and allow him to pay the bill
AMEN

Fresno Short of Welders, Mechanics and Blade Men

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

Employment conditions in the Fresno area have improved in the last two weeks in view of the renewal of our agreement with the AGC and also settlement of the Laborers' strike, and the outlook for the rest of the season is very bright. In fact, at the present time there is a shortage of mechanics, welders and blade operators.

There have been several new jobs set in the past month, as follows: Clement & Co. of Hayward submitted low bid to the Bureau of Public Roads for 14.8 miles grading and paving with oil mix in the Mammoth Sierra National Forest in Madera County, between Chiquita and Rock Creeks. This company will be moving in right away and expect to start within the next two weeks.

Granite Construction Co. have moved in on their job in Merced County for street paving, including curbs and gutters. This job will be good for more than one year and the company anticipates setting up a batch plant in town and a crushing, screening and hot plant on Bear Creek, just east of Merced.

M. J. B. Company have started operation on their storm drain system contract in Merced and will be busy there for the next four months.

Volpa Bros. were awarded two contracts — one by the city of Chowchilla for paving within the city limits of that town; the other by the State Highway Dept. on Highway 152, resurfacing and shoulder work. These jobs will keep this company busy for the rest of the season.

River Rock and Concrete Supply Co. in Merced have several jobs and do not anticipate a let-up for the balance of this year.

Union Iron Works of Los Angeles will start hanging steel on the hangar job at Castle Air Force Base. This job is good for approximately four months.

Stolte & Pacific Co. have about two months work left on their Reclamation job at Berenda and by that time anticipate bidding the next section of this canal.

H. Earl Parker have just about completed work on the first contract on the same project and have started to work on their second contract.

We have about completed negotiations with the Stewart & Nuss and Pacific Coast Aggregates for their distribution agreement and we expect these agreements will be retroactive to July 16th.

The general outlook in the gravel production industry is very good, and we anticipate most of the producers to be enlarging operations consistent with the construction work now in progress.

REPORT FROM SAN JOSE, SALINAS & WATSONVILLE

(Continued from Preceding Page) pressed with a considerable demand or request for strike sanctions. Some have not been granted, due to the fact it was deemed inadvisable.

I have had and am having some difficulty with the Salinas Freezer Storage plant, Salinas. The company feels that excessive time is being put in. It was all good and well as long as Brother Vosburgh served them gratuitously. Since Brother Vosburgh took over a plant in San Jose, his successor has found it necessary to put in a considerable amount of time to keep the old plant running. Who cares? The employer, and how!

Brother Phillip Moss is on the sick list and has been taken to San Francisco. We hope for a speedy recovery.

The cannery strike necessitated the idling of some of our engineers. We're glad that is settled.

Thanks to Brothers Leo Derby and Smith for their assistance in the Ice Industry negotiations at San Jose. This at request of Brother and Manager C. C. Fitch.

Please remember your meetings and attend.

ARMY BACK IN PACIFIC DREDGING

By J. K. WAIWAIOLÉ Business Representative

Bids will be called for Kalihi Tunnel bore in August. The single bore two-lane tunnel is estimated to cost between 3½ to 4 million dollars. Overall cost around 6 million dollars. Ching's Construction should complete its windward approach road to the tunnel some time in September.

Western Builders has just started its Peninsular homes job. Only one engineer needed now.

Nordic Construction was low bidder on the "Reef" hotel job for Mr. Kelly of the Edgewater Hotel units. This structure facing the ocean will cost a little over \$300,000.

Kalihi Valley homes being constructed by Hawaiian Dredging Co., Ltd., is now 90 per cent completed. Their dredging operations now move to Korea on a U.N. job. Assistant Engineer Ben Wun is still in Japan awaiting arrival of levermen from stateside, as Captain Rosabo is now in San Francisco recruiting men who have worked with him. Captain Rosabo has also requisitioned veteran Hawaiian dredging tug master Peter Wong and others to work with him.

Oda & Town Construction have just started the Barbers Pt. school job which will cost \$500,000.

Len's Construction is still processing for sub-contracting bids before they break ground on their Wherry housing project.

From Okinawa comes word that the Army Engineers will be back in the dredging business again come September 1st, by taking over dredging operations now being done by Pacific Dredging Co., Ltd., of Paramount, Calif.

Many of our men employed there now formerly worked for the U.S.E.D. in Hawaii at similar classifications. Old-timers would be Jim McCandless, leverman; Tom Wills, leverman; Frank Soares, leverman; Wallace Kunukau, leverman; Masao Yoneoka, formerly mate and deck captain, now yard superintendent; Peter Joaquin, formerly oiler fireman, now watch engineer; George Tong, tug operator, and Roy Hu, fireman and oiler.

★ ★ ★
No Depression Fear If Peace Comes, Meany Tells ICFTU
Stockholm.—The free world need not fear a depression when peace comes, AFL President George Meany told the third world congress of the International Confederation of Free Trade Unions.

The notion that present prosperity depends upon expenditures for military production is spread by Communist propagandists who hope to enlarge their domain if an economic collapse occurs, Meany declared.

In discussing his report on the "Economic and Social Tasks of Today," Meany told the delegates: **EXPANDED MARKETS**
"Let us assume for a moment that the enduring and endurable peace for which we all yearn and hope has finally been attained. We would then be in a better position to raise the standard of living and improve the working conditions of millions of our people. This would mean expanded domestic markets, an extension of the people's capacity to purchase as well as produce consumer goods.

"But there are also other means that can be employed for expanding economic activity in the democratic world. These are entirely peaceful in character. They are divested from all military undertakings. We must meet the basic needs of society the fulfillment of which has been slowed down or postponed by the requirements of rearmament.

"We refer to the task of meeting the vast housing needs, the construction of schools, hospitals and roads, the development of rural electrification, reforestation projects and the conquest of drought and flood by creating facilities for adequate storage of water.

Field Survey Report—

Membership Votes to Accept New Bay Counties Wage Scale

By AL BOARDMAN, Business Representative

At the regular meeting of the Technical Engineers Division of the Operating Engineers on July 24, 1953, in San Francisco, the membership voted to accept the new wage rates negotiated with the Bay Counties Civil Engineers and Land Surveyors Association, Inc. The new wage scales effective August 1, 1953, are as follows:

	Per Hour
Chief of Party.....	\$3.00
Senior Inspector	3.00
Instrument Man	2.725
Inspector	2.725
Field Assistant (Class I)	2.20
Field Assistant (Class II)	2.10
Apprentice (1st 3 mos.)	1.50
Apprentice (2nd 3 mos.)	1.75

(All other provisions stipulated under "Wage Scales" remain unchanged.)

A new section No. XXII—Welfare Fund, replaces the old provision and reads as follows:

The Employer agrees to contribute seven and one-half cents (7½c) per hour, effective August 1, 1953, for each hour worked, including overtime hours and for the equivalent hour of paid-vacation time to the Trustees of the Welfare Fund, such funds to be used in accordance with the terms of a separate Trust Agreement dated It is further agreed that the parties to the collective bargaining agreement shall select a Welfare Fund to which the Employers shall participate and make their contributions; the Employers shall be entitled to appoint one (1) Trustee to serve on the Board of Trustees which Board shall be composed of equal representation by employer and employees.

The Welfare Plan will be effective Sept. 1, 1953, and all claims thereafter will be paid for sickness

covered by the plan. Booklets are available at the present time describing benefits covered by this plan. Any member wishing one will receive same on request.

News from Local 12-D, the Los Angeles Technical Engineers division, shows progress to the extent of a 5% wage increase. New wage rates in the L.A. area are: Rodman-Chairman Apprentice, first three months \$1.70; second three months \$1.90; Rear Chairman \$2.09; Head Chairman \$2.33; Instrument Man \$2.59; Party Chief \$2.85. New vacation plan calls for 40 hours paid vacation after 1 year, 60 hours after three years, 80 hours after five years, and vacations to be pro-rata basis after the first year.

Meetings with the Santa Clara Civil Engineers & Land Surveyors Association show little progress but we expect better results in our Tuesday afternoon meeting.

PERSONALS

Friends of Bill Minahan will be glad to know that he is on the mend and expects to be back in the office in about a week. Howard Adams continues to improve and also hopes to be back on the job soon. Bro. George Devaney is in charge of the engineering on the new Ford plant for Pomeroy.

There will not be a Technical Engineers meeting in August, as your representative plans a vacation at that time. The next meeting will be Sept. 25, 1953, at 474 Valencia St., San Francisco, Calif., at 8:00 P.M.

Oakland Area News

(Continued from Page Five)

Louie Burrell are on Bay's Sales Staff, under the direction of Brother Charles Robinson, who is general sales manager. Brother Ray Smith states that if any of the Brothers desire any type of information, help, or assistance, on their Bay Cities, or Manitowoc machines, just let them know as their service force and sales force are always glad to help.

We would like to point out that all the employees of this Company are members of Local 3, from the operators to the salesman, and as you will note, even the President of the Company.

News About The Brothers

The Brothers who have registered on the out-of-work list without phone numbers, should contact your local office, also those men who have not removed their name should do so immediately.

Brother Bill Salsman, a Local No. 3-A man, had some tough luck while oiling on C. C. Moore's Manitowac. He fell off the rig and broke his foot. Bill will be out of circulation for some time.

Brother George Harrison was in the hall visiting this past week, and although he will be using crutches for awhile he is recuperating quite rapidly.

We wish to extend our sympathy to the family of Brother George LaVier who passed away this past week. George had been ill for some time with cancer.

Dredger News

Dredge work has slowed down considerably since the last report period. There are a few jobs let, but none have started as yet. A few jobs have been completed, which gives us some members on the out-of-work list.

The SAN FRANCISCO BRIDGE CO. has just about completed it's Point Molate job, and expect to finish about August 6th. They are pretty well finished on their Moss Landing job, with the Dredge 'Pronto.' There are some rumors that they expect to send the 'Pronto' down South for a job in Local No. 12 territory.

The ASSOCIATED DREDGING CO. has not started their San Mateo job as yet, they expect to use the Dredges 'Sucker' and 'Palo Alto' on the job, and are working a few men in their Sausalito yard getting the Dredges ready. There is some small clamshell work to be done before they move the Suction Dredges on the job.

The LESLIE SALT CO. is still using five small clamshell rigs on their salt development work in the Napa River and South Bay areas.

The OLYMPIAN DREDGING CO. was low bidder on the Sacramento job, but it probably will be several weeks before they get started. They are getting the dredge 'Palmer' ready and have put a few men to work in their Rio Vista yard. There is very little work being done by the large clamshell dredges, just an occasional small job. They are all tied up at this writing.

SIMPSON BROTHERS have put their clamshell rig to work for the Army Engineers doing maintenance levee work on the Sacramento River, near Meridian.

HEALEY TIBBETTS and PACIFIC BRIDGE CO. each have a clamshell Derrick loading barges at various locations around the Bay Area.

The IDEAL CEMENT CO. successors to PACIFIC PORTLAND CEMENT are busy with their two suction dredges loading shell for their Redwood City cement plant. We have just completed negotiations with them and got a 10 and 11-cent per hour wage increase for all our members working for them.

SACRAMENTO LACKS MEN IN SOME CLASSIFICATIONS

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

Happy days are here again! The demand for skilled help has increased considerably since our last report. In fact, this office has run out of certain classifications.

The Folsom Dam contractors are putting on more shifts. Savin Corp. is running their concrete pour around the clock, three 8-hour shifts. Atkinson is also on a three-shift basis on tunnel work. H. Earl Parker is progressing rapidly with the clearing and Mitchell Drilling is on the finish of their diamond drilling contract.

Winston-Johnson, contractors on the Nimbus Dam, are also going to shift work now. This company has many yards of concrete to pour on the project. Brother Curly Larson does the bossing.

McCullum & Cypher are doing the road overhaul between Folsom and Auburn and are at the finishing stages. Another three weeks should see this job sold.

U. P. K., with three jobs in progress at this time, picked up the balance of the Roseville freeway, which consists of seven miles of grading, etc. from Sacramento to Roseville. This job should be under way in the very near future. Stewart & Squire are doing the dirt work at Roseville for U. P. K., with Brother Oren Cobb doing the gaffing.

Gordon Ball moved into Davis on the Highway 40 access road. Brother D. F. McAdam is running this spread.

Fredrickson-Watson and M-K Corp. have started shift work at Sly Park Dam with practically all equipment on two shifts of nine hours each. Wixson & Crowe are well on the way to completion on their clearing contract at this dam. The Tri-Con Construction Co. has completed the administration buildings and also an access road on this project and has moved elsewhere. To date there are 100 engineers on this dam.

Joe Vicini has started his road alignment job at Grass Valley with Brother Emmett Allen in charge. This job runs five days, nine hours, and looks like about three months' work.

Thomas & Sullivan are finishing a job on Highway 49 near Auburn. Another two or three weeks ought to see this one sold. Herringer Bros. are well on the way with a pipeline and reservoir job at Foresthill. The brothers are working six days there.

John Mehren, with Brother Jim Kelly ramrodding, is well on the way with a road job at Nevada City. This job also will run through the summer.

Lee Stephens, who has the levee job in West Sacramento, is working two shifts at this time. They have a lot of work yet facing them.

The gravel plants in this area are all running at capacity now. P. C. A. at Fair Oaks has begun two shifts in order to keep up with the concrete pour at Nimbus Dam.

The smaller contractors mostly are working six days to catch up with the work that was tied up for a month. Looks like the brothers will have plenty of work in town for the balance of this year. J. E. Myhren keeps Brother Kissel busy on his earth boring machine. He does all types of boring, call HU 4-7434.

George A. Fuller is starting a job at Campbell Soup plant but we'll have more on this next month.

Brother Mel Newman dropped in to say hello. Brother Mel has been in the State of Washington with Hasler, D & H on a dam job. He claims the job is about completed and they are moving out the equipment. The crew up there includes Bros. Dick Keller, G. Keller, Don Goble, Bob Goble, George Coons, Jack Alexander, Bob Wood, H. Hamilton and Hugh Sutton. Congratulations to Brother and Mrs. Jack Boles, who have announced the birth of a son. Could be another future engineer!

HERE AND THERE WITH THE BROTHERS

LON BANKSON, portable welding, any type, light machine work, call HU 6-5291; GEORGE STEW-

ART looking for equipment; JERRY ALDRICH back to work; JERRY WALDE vacationing for 30 days; BILL SNIDER leveling spoil pile; FRED WILLIAMS paying dues; LEE ROBERTS getting a clearance; BOB WAGNON getting ready for coast deer season; JACK DUNDEE looking towards Santa Rosa; JOHN BLAIR inquiring; JOHN HYDE looking for a helper; TEX DURHAM watching the lights; SMOKEY BOEHM pushing rock; HAROLD JOHN at State College; W. VAN OSDEL changing; BILL MORSE mucking rock; ED HARRIS fixing brakes; CLYDE KEMP looking over the job; MARSHALL WHITE loading rock from heading; BILL YOCK trenching in the Elvas area; DON MORRIS welding golf wagon; RAY COCHRANE having gear trouble; DON ALBRECHT waving from a pick-up; NICK GAVRILKO likewise; HARRY WELCH drinking ice water; JIM CARGILL watching ice machine; CARL JOHN having tense moments; LEE YOUNG pumping wind for drills; BILL LAMOREAUX waiting to go on shift; PAT CALDWELL on a new cat; E. J. (WHITEY) RESH taking an afternoon nap; RED STEWART on a new job; ERNIE FLINT nut busting; "BLACKIE" BLACKBURN changing rigs; ART JONES pump operator; NORMAN HARRY pushcat; ED BRIDGES grade technician; CECIL JOHNSON draglining at Mather Field; IRWIN SILVERBERG feeding a plant; BOB KELLY on a DW-20; MIKE ROBERTSON braking.

Congratulations to Mr. and Mrs. Doug Butler, who recently announced their marriage. We all wish Doug and his wife the very best for a happy future.

Best wishes for a brighter future to Dewey Thurman, who is convalescing from pneumonia and should be back to work soon; to Al Bowling, who is recovering from an appendectomy; and, of course, to Bill Minahan, who sustained injuries in an automobile collision July 11 and is still in Mercy Hospital in Sacramento. The office staff and all of Bill's many friends wish him a speedy recovery.

Our deepest sympathy goes to Brother and Mrs. Wm. Gavrilko, whose son was drowned at Auburn during the past month.

BLOOD BANK

Many, many thanks to this month's donors to our Blood Bank: Donald E. Morris, Howard Green, Wm. S. Edwards, C. E. Hoffmeyer and Estel Hoffmeyer. Your sincere interest and cooperation in this Blood Bank should be an example to all who have not as yet donated a pint of blood. Thanks again!

Remember, this office is open every Thursday evening from 7 to 9 for your convenience.

FORTUNATE MEETING

"Please, I tell your fortune?"
"No, thanks, I've just had it told."
"But I tell you a better one!"

COME AGAIN . . . ?

A man got off a train one day, green in the face. A friend who met him asked him about what was wrong. "Train sickness," said the traveler. "I'm always deathly sick when I ride backwards on a train."

"Why didn't you ask the man sitting opposite you to change with you?" asked the friend.

"I thought of that," said the traveler, "but there wasn't anybody there."

MORE IMPORTANT, TOO!

1st Observer: "Look at that girl, pretty as a picture!"
2nd Observer: "Yeah, nice frame, too."

Construction Awards

(Continued from Preceding Page)

well at Mendocino State Hospital. EUREKA, contract awarded to Tom Hull, 930 Carson Street, Eureka, \$3,786 for inst. of sewage trunk lines on Madrone Avenue.

EUREKA, contract awarded to Mercer-Fraser Co., 2nd & Commercial Sts., Eureka, \$34,805 for resurfacing on "H" Street.

SACRAMENTO, contract awarded to Lentz Const. Co., 2416 Sutterville Road, Sacramento, \$163,844 for grade, pave, curbs & gutters at Arden Oaks Vista No. 2.

SAN FRANCISCO, contract awarded to Clements & Co., Box 328, Hayward, \$361,640 for 14.870 mi. grade, Proj. FDR 0400-A1, B3, C1, Mammoth Sierra National Forest, MADERA CO.

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$79,460 for 1.9 mi. border trenches to be excav. & backfilled & pltmix surf. placed on traveled way & shldr. 2.5 mi. E. of Tracy, betw. Banta Rd. & Grant Line Road in SAN JOAQUIN CO.

SANTA ROSA, contract awarded to Harold T. Treacy, 48 Sotelo Avenue, San Francisco, \$7,765 for const. water mains in Grace Addition, Subdivision No. 5.

SACRAMENTO, contract awarded to Olympian Dredging Co., 525 Market St., San Francisco, \$117,105 for maintenance dredging in Sacramento River, "M" St. Bridge to "Y" St. Bend, & American River to "I" St.

CARSON CITY, contract awarded to Gibbons & Reed Co., P.O. Box 1113, Salt Lake City, Utah, \$383,152 for 2.374 mi grade, surf., etc., por. of Primary Hwy. Sys. betw. 2.4 mi. W. & Major's Station, WHITE PINE COUNTY.

EUREKA, contract awarded to Tom Hull, 930 Carson St., Eureka, \$39,840 for const. Second Slough sanitary sewer line.

JULY 28, 1953

WILLITS, contract awarded to Arthur B. Siri, Inc., 1357 Cleveland Santa Rosa, \$29,910 for grade, const. subbase, import. base, bit. surf., and storm sewers.

FOLSOM, contract awarded to Brighton Sand & Gravel Co., P.O. Box 2604, Sacramento, \$18,333 for grade & pave adj. to Receiving Warehouse, Calif. State Prison.

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$102,141 for 10.8 mi. to be surf. w/pltmix surf. & 4 bridges to be widened, betw. Winters & Madison, YOLO COUNTY.

REDWOOD CITY, contract awarded to Bahr & Ledoyen, Inc., 3291-3rd St. Palo Alto, \$6,327 for pave at Selby Lane Element. School, Selby Lane, Atherton.

VISALIA, contract awarded to Wm. E. Thomas Const. Co., Box 3400, Sacramento, \$28,010 for const. two triple box culvert type bridges across Elk Bayou about 6 miles southeast of City of Tulare, TULARE COUNTY.

JULY 29, 1953

SANTA CRUZ, contract awarded to Johns Manville Sales Corp., 116 New Monterey St., San Francisco, (1) \$2,863; (2) \$2,925; for furn. 6" & 10" cement asbestos water pipe.

MENLO PARK, contract awarded to Sondgröth Bros., 318 Sierra Vista Avenue, Mountain View, \$3,437 for resurf. Cambridge Ave. betw. ElCamino Real & University Drive.

GILROY, contract awarded to Wm. Radtke & Son, Drawer J-1, Gilroy, \$11,298 for site improvements of Eliot School, Maple St., & Old Gilroy Road.

CONCORD, contract awarded to the following for yard paving at 15 schools within the District:

(1) To Winton Jones, P.O. Box 34, Walnut Creek, \$2,835 for Oak Park School.

(2) To G. Ferrabee, 2507 Woolsey St., Berkeley, \$73,483 for 14 Schools.

SAN FRANCISCO contract awarded to Pacific Pavements Co., Ltd., 85 Barstow St., S. F., \$18,046 for channelize West Portal Drive (Ulloa-15th).

SACRAMENTO, contract awarded to Macco Corp. & Morrison-Knudson Co., Inc., 14409 S. Paramount Blvd., Paramount, \$161,478 for 0.3 mi. reconst. embank & pl. slope protection along Smith River, betw. 22 mi. & 23.6 mi. NE of Crescent City, DEL NORTE CO.

awarded to Gibbons & Reed Co., P.O. Box 1113, Salt Lake City, Utah, \$383,152 for 2.374 mi. grade, surf., etc., por. of Primary Hwy. Sys. betw. 2.4 mi. W. & Major's Station, WHITE PINE COUNTY.

JULY 30, 1953

SALT LAKE CITY, UTAH, contracts awarded as follows for:
(1) SEVIER CO. — 8.089 mi. const. 3" plt mix bitum. surf. road & one 64.67' span conc. bridge on U.S. 89 betw. Salina & Vermillion: To L.A. Young Const. Richfield, Utah, \$513,751.

(2) BOX ELDER CO.—2.537 mi. const. 2 1/2" rdmix bitum. surf. road on SR 102 betw. Haw's Corner & Deweyville: To Young & Smith Const. Co., Beason Bldgs., Salt Lake City, Utah, \$247,656.

SANTA ROSA, contract awarded to Arthur B. Siri, Inc., 1357 Cleveland Avenue, Santa Rosa, \$35,769 for grade, pave & widening on 4th St., betw. "E" St. & Pierce St. about 0.37 mi. in length.

SACRAMENTO, contract awarded to Wm. S. & Bruce F. Rodgers, Box 509, Madera, \$24,438 for const. curbs & gutters in city of Susanville on Main Street, betw. Pine & Pacific, LASSEN COUNTY.

**O. C. JONES & SONS
GENERAL CONTRACTORS**
Cedar and 4th St. BERKELEY
Landscape 6-3424
Member A. G. C.

PARISH BROS.
General Contractors — Highway and Public Works
PHONE 330 P. O. BOX 6 BENICIA, CALIF.

GALLAGHER & BURK, INC.
GENERAL CONTRACTORS
344 High Street Oakland, Calif.
Office: ANdover 1-0466 — Quarry: TRinidad 2-2400

RANSOME COMPANY
Construction and Butane Engineers
Member of A.G.C.
4030 Hollis Street OLYmpic 2-3600 Emeryville 8, Calif.

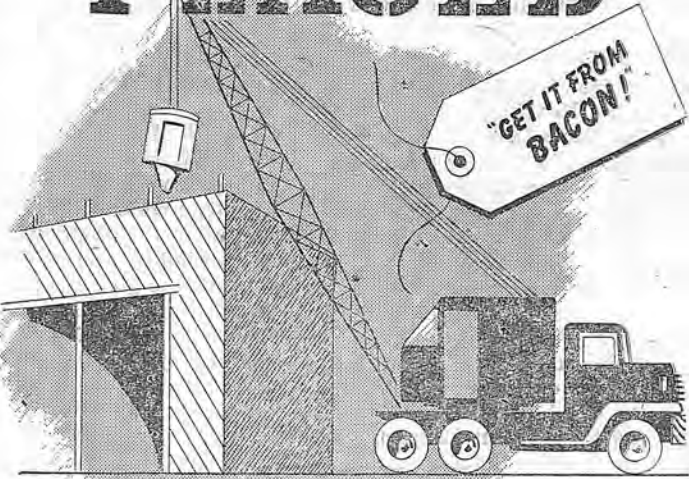


THE CAT DW20s ARE HOTTER THAN A FIRECRACKER!

YOU'LL LIKE 'EM!

SAN FRANCISCO	SAN LEANDRO
YUKon 6-6300	Sweetwood 6-5627
BRENTWOOD	HALF MOON BAY
Brentwood 105	Half Moon Bay 4442

PLACED



Put your work in place with equipment — the best from Erbco. You can place your confidence in the equipment and the service with which the Edward R. Bacon backs each sale.

GET IT FROM
EDWARD R. BACON COMPANY
CONSTRUCTION EQUIPMENT

Folsom at 17th Street, San Francisco 10, Calif. HEMlock 1-3700
Sacramento • Oakland • Fresno

All North Bay Humming; Travis Air Base Busiest

By FRANK LAWRENCE and H. O. FOSS, Business Representatives

Travis Airbase is about the busiest place in this area at the present time. Altermatt & Creasy of Santa Maria just started their job consisting of sanitary and storm sewers. Cost \$294,034.

Parish is well represented on the base, has enough work to last them for some time to come. Awarded \$12,768 for paving and street work, \$492,332 for runway extension. Harms will be in on joint venture on this job. Parish and Harms, another joint venture for street and road work, were awarded \$128,919, and another for paving and storm drains for \$128,589. These two companies have about 40 pieces of equipment working at the base.

Ed. Jarvis is knocking off his share of work at the base, has been expanding... several new pieces of equipment. Just awarded \$64,754 for replacement of gas mains. Goad & Son will construct the access railroad at the base, \$258,381. Nomellini moving dirt on this spread.

Coast Pipeline Contractors were awarded a contract from Vallejo Water District for water mains and have just received delivery of two new cranes to start the job.

V. Maggoria have finished and sold their interest in big disposal and sewer job at Sausalito. Picking up other jobs until they hit another big one.

Watkins & Sibbald, landscape and nursery supplies on 6 Bridge St., San Anselmo, working several members of Local 3 all over California. Request if you want supplies of this nature, drop in. Courteous treatment. Let 'em know you're a member of No. 3... maybe pays off.

Cunningham & Smith from Sonoma now strung out for the season. These boys have big new transport for hire. Haul anything anywhere.

Have held two meetings of three counties B.T. re: Monticello Dam. It is the desire of all parties to establish Solano County wage scales. We understand Peter Kiewit and Parish put their heads together and came up with the low bid on same, \$7,000,000 plus. Glad to see this joint venture, both companies very cooperative in past jobs in area. The bid to be awarded the latter part of August. This job will be handled through this office.

J. O. Archibald spread should be gone from fill job at Corte Madera as this goes to press, unless pick up something else in the county.

Espinosa spread still busy Corte Madera way with down hill haul... moves lots of dirt.

Bro. Brockhoff on levers driving few piles with Bigge rig on the Blackfield Housing job.

McCaffrey Brothers, Tom and Charlie, picked up D.W. 10 each to add to their spread... busy boys always.

Attention: all members T.A.B. vicinity... the Wishbone Cafe on Highway 40, Vacaville, sets a fine family table and lunches especially for No. 3 members; a good deal; investigate, a union house.

J. R. Armstrong again starting Valley Ford job. Bro. Ralph Knight is pusher. Los Gatos Const. Co. sub on grading. Bro. Miller in charge.

McGuire & Hester finishing on Blackfield Housing job sewer, etc., Tiburon way. Mel Lutz super on job. Peck doing the ordering. Bro. S. Orchard on Dozer. Bros. Barney Budde and Ed. Johnson on crane with Bro. James Fugitt, foreman.

Norcal spread down to normal ahead on filling; entire spread of 20's, cats, etc., for hire; fine equipment, top operators. Beautiful tract of new homes, selling like hamburgers.

Bro. Chas. Hover taking delivery of new 80 D... Bro. Freeland to wear it out... busy galivanting. Chas. bought nice piece of property for housing development with yacht harbors, etc., smart boy.

Ball & Simpson double shift on Petaluma job. Bro. Andy Webster super. Bros. Art Ostrom and Stanley pushing. Thelma, the gal on her toes, keeps the correct time for the operators. Mrs. Webster, that is.

Alto Bldr. finishing grading on project... De Velbiss venture... nice lookin' homes.

Construction Resumes in San Francisco

By PAT OLANCY and PAUL EDGEcombe
Business Representatives

Construction in San Francisco has taken an upward trend the past two weeks. Negotiations with the AGC are completed and most of our members are back on their jobs.

New building construction on a large basis hasn't developed yet, but all jobs that were in the process are continuing, including the U. C. hospital, Children's hospital, San Miguel school, Metropolitan building and Permanente hospital.

Clinton Construction is the general contractor at U. C. hospital and this job has advanced now to the position where the sub-contractors who are placing the terracotta tile over the outside of the building; Frank D. Smith, plasterer, the other. Consequently, with this situation several hoisting engineers are employed steadily.

Dinwiddie Construction has completed the bulk of their work at Children's hospital. While at San Miguel school M & K Corp. has a major portion of the concrete poured. Metropolitan Life Insurance building job is under alterations on the upper floors and Cahill Construction has a crew of engineers on this building.

Louis C. Dunn, at Permanente hospital, has two more floors to be poured on this job.

Dirt moving hasn't amounted to much in this area at the present time, although a few of the smaller dirt contractors have numerous jobs going on within the city.

Track removal and street repair work have been a major item for the past 6 or 8 months and will continue for some time hence.

Contracts were awarded this last week to Lowrie Paving Co. for track removal and street repair on Ellis street, from Market street to Divisadero street. Eaton & Smith received the award for reconstruction of tracks and pavement on Market street, from Third street to the Embarcadero. At the present time, Lowrie Paving is busy on Clay street and Eaton & Smith doing the same on Powell street.

Walter Lenkeit's pipeline job on Columbus is moving along fine, now that they have advanced through the hard rack.

The job opportunities at this time are much brighter and should continue for some time.

'Right to Work' Laws Fail to Pass

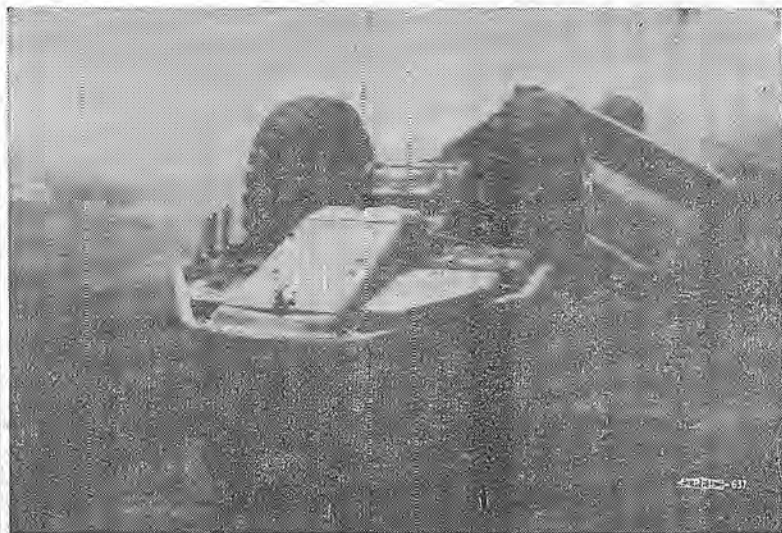
Since January 1, 1953, the phony "Right to Work" laws have been introduced in 11 states, mostly western. All 11 states refused to pass these union-busting laws.

For the moment the surge of anti-labor "Right to Work" laws seems to have been halted. This is in part due to the effective political education work of the unions. It is in part due to the increasing awareness of the American public that strong unions are as much a part of our free enterprise system as are the employers with whom they bargain.

Judson-Pacific-Murphy Corp. of Oakland, Calif., was the low bidder on the bridge to be built crossing the Klamath River at Happy Camp. There are several other projects under way on the Klamath River. We have a large bunch of engineers down there. Jess Hoops, the old-timer superintendent on the powerhouse project at Big Bend, Pitt No. 4, has started.

We regret to report that Brother M. E. Montgomery was seriously injured while working for J. H. Trisdale, Inc., at Shasta Dam. He will be laid up for a long time.

The out-of-work list is just about exhausted and we are in need of men in most all classifications.



Fallen Giant—DW-21 on Its Back

Here's what can happen to a DW-21. Don't jeopardize your life and the safety of others by an occurrence such as this. It shows what can happen to an operator who thinks he has the qualifications and finds out by sad experience that DW-21's can be easily turned over.

REDWOOD EMPIRE WORK AT ALL TIME HIGH LEVEL

By A. R. McCaffrey, Business Representative

We are happy to report that all the available engineers in the Redwood Empire are working. There is more work going on and slated for this year than there has been since I have been in this office.

Mercer-Fraser Co., alias Ralph Brown, has the bulk of the work, which runs into the millions. They have everybody and everything working overtime. If somebody told me he had the night watchman working a double shift, I wouldn't be surprised.

On their \$1,168,686 Freeway job at Arcata they have finished with their fill material and are now working on approaches and slides. Fred J. Maurer & Sons are also working some of their equipment on this project. On the Bridgeville job, Mercer-Fraser are setting up their hot plant and Brother Ray Gilbert is keeping the crusher a humming.

Over at Essex, they have their permanent installations—hot plant, crushers, screening plant, and at times three or four draglines loading out river-run gravel.

The following are some of their other jobs, either started or just getting started: Alliance Road, 1.4 miles grade and surface—\$50,453; Ryan Slough, resurface, \$32,635; construct rebankment and repair bridges between Arcata and county line on Highway 101, and east of Blue Lake, \$289,653; surfacing "H" street in Eureka, \$34,805. These jobs are besides all their other work which includes private work for the different mills around this area.

Humboldt Constructors, another local contracting firm, also have their hands full. They are rushing to completion their \$182,203 highway repair job at Shively Bluff. They also subbed some of the work on the Arcata Freeway from Mercer-Fraser. Over at Grizzly Creek they have two bridges and portions of highway to repair. Over at the State College at Arcata they have a \$65,000 grading and paving job. Up at Klamath, they have 1.8 miles grade and resurface job which they are now doing the clearing on. This job was let for \$179,985.

Burman & Sons also are now in high gear with cleaning up their Patrick Creek job and getting ready to start on their highway job at Crescent City which consists of grading and seal coat. They were also low bidders on the Bull Creek Flat job which consists of grading. Their bid was \$53,710.

Frederickson Bros. are pouring on the coal from Alton to Myers Flat. They have a hot plant and crusher set up at Alton, getting ready to surface their Freeway job at Scotia. At the present time they are getting their base rock ready on this job. They are also doing some work for the Pacific Lumber Co. at Scotia. Down at Myers Flat they have another hot plant set up and ready to go. Hallwood Sand & Gravel Co. of Marysville are doing the crushing on this job and they are doing all right. This job consists of 9.9 miles surfacing between Stephens Grove and Weott. Their bid was \$152,732 on this job. They also have 1.7 miles of surfacing between Pepper-

wood and Paradise Park—\$115,298.

Macco-M.K.'s jetty job at Crescent City is now rolling. They are working six 9-hour shifts on the rock while the shop is on a two-shift basis. Macco-M.K. was also awarded a \$161,478 State Highway job 22 miles northeast of Crescent City. This job consists of resloping and slope protection.

Kenworthy & Patterson's highway job at Weitchpec is still rolling five 10's and one 8-hour shift per week. For a while they were held back on account of the lack of stakes. That's been taken care of and everything is now going smooth.

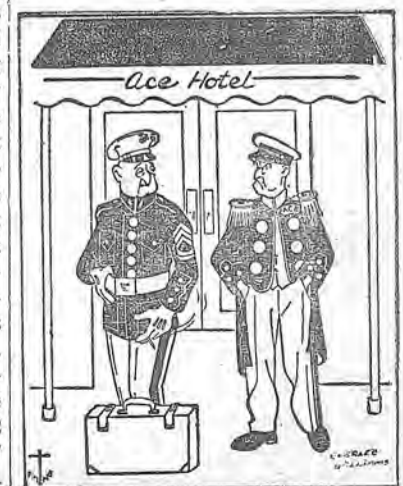
C. V. Kenworthy's highway job at Berry Summit is progressing rapidly. They now have the traffic going over part of the new right-of-way. This job is working six 10-hour shifts per week.

Brother Tom Hull is busier than a cat on a roof. He is now working on Fred J. Early, Jr.'s job at Fernbridge, driving piling. He is also working on a grit chamber for the city of Eureka; also a sewer pipe job for the city. Tom was just awarded another \$39,840 sewer job. Now he is going to start logging. He should be twins.

John Petersen has all his rigs busy on various jobs around the area. Most of his work has been up on Tompkins Hill for the Texaco Oil Co. Somebody must think there is oil in these hills. They are drilling for oil out on the Elk River Road; also over at Petrolea. They are also blasting along the coast.

The following contractors are also working in this area: Carr & Rocca, Gilbert Creek Bridge 18 miles north of Crescent City; Barrett & Hilp, St. Joseph Hospital in Eureka; Associated Engineers, water mains in Eureka; Manuel Smith, sewer at Ferndale; James H. McFarland, Bluff Creek bridge; Fred J. Early, Jr., Ferndale sewage treatment plant; A. C. Johnson, Hoopa school; Ausland & Dodson, Fort Dick school; L. H. Leonard, Eureka traffic signals; Bishop, Younger & Bradley, Eureka office buildings.

All of the local contractors are busy and it looks like they will keep busy till the rains come.



All contractors are going top gear with jobs that will not be finished this year... something to start on in '54.

Bros. Shaffer & Madsen, Sausalito way, now have three loaders and adding cat 6 two yards... other equipment that goes with it. More work ahead than can do this year. Good luck... keep goin'.

Parish Bros. have moved into their new shop at the rock quarry. The building is 40 by 120 with radiant floor heat. The boys can throw away the crutches this winter as they can sleep on warm floor under the equipment while the boss is not lookin'... won't be able to complain about rheumatism. Bro. Gene Wagner is shop super, with the following brothers as H. D. Mechanics: Jack Gray, Bob Bowers, Wes. Mitten, Wm. Anderson, Jack Brown and Russ Pyle.

Delphia on Carson Dam now working two 9-hour shifts, started July 27th, making rapid progress. Earl Bernard super on day shift and Bro. James Briggs on nights. Day Foreman Bro. J. J. Woods sharing honors with Bro. "Pop" Foster. Bros. Soden and Seymour on nights as foreman. M. Mech. Bro. Chas. Cox. Ted Hopkins, timekeeper. Bro. Dan Boone in charge of requests, complaints and general info. This spread keeping between 40 and 50 members busy.

Bros. S. Cervantes and Pozzi, Redi Mix in Novato... took a fast trip to Mexico over the 4th of July... reason, bullfight; result, Pozzi had the hide in his possession and Cervantes the "Tail of Honor."

Bro. Bill Russell, super for Raisch Co., took advantage of the labor situation last month and took a trip to New London, Conn., attended his son's graduation from U.S. Coast Guard Academy. Covered 11,000 miles. Now back at work... wandering around all projects.

Bro. Ray Watson been in the country too long... going to Peru... 200 miles south of Lima. A two-year stretch for Utah Const. as foreman in the mines. See ya in a couple of years, Ray.

Glad to see Bro. Ted Hicks back in the area... dropped in the office to say hello and we got his signature on that line... Ball Simpson job in Petaluma.

Dirt Flying In North Counties

By E. A. HESTER
Business Representative

Shasta, Tehama, Modoc, Lassen, and all the other northern counties started out after the shutdown in a big way. It reminds you of when you read about the gold rush days back in '49. Everything is humming and the muck is flying. More and more jobs are opening up every day.

The Pacific Gas & Electric Co. has announced plans for another hydroelectric project on the McCloud River near the upper end of Shasta Lake. The project is to be known as Pitt No. 7. Their estimates are \$16,250,000. We expect to see this project under way by the time the autumn leaves begin to fall.

Charles MacClosky Co. of 112 Market St., San Francisco, submitted the low bid on the bridge to be built across the Sacramento River at Dunsuir, Calif. His low bid was \$651,648. Work is expected to start on this project right away.

George Patterson was also the successful bidder on a good size highway project near Happy Camp.