



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

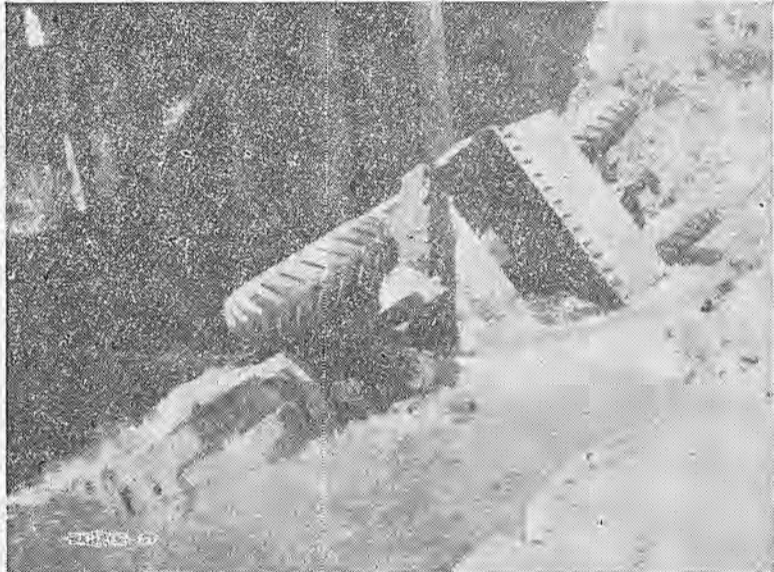
VOL. FOUR, No. 4

SAN FRANCISCO, CALIF.



June 21, 1946

'Life of An Engineer'



This is what happened when "Cowboy" Carroll Airola turned out of the way to let a bridge pass him. Brother Airola wasn't injured but he doesn't work there any more. (One of Ed Doran's boys.)

INTERNATIONAL OFFICIALS OF ENGINEERS ON PACIFIC COAST TOUR; VISIT BOARD MEETING

Locals of the Pacific Coast area were honored last week to have as their guests William E. Maloney, General President, and Frank Fitzgerald, General Secretary-Treasurer, of the International Union of Operating Engineers.

Our international officials arrived in San Francisco Monday, June 10, on an inspection tour of the coast area. Before reaching San Francisco they spent a few days in Seattle attending board meetings. While in S. F. they attended Local 3's executive board meeting Tuesday evening, June 11, then left the following Wednesday for Los Angeles.

Owing to the enormous amount of work they were scheduled to do with limited time, it was impossible to call a special meeting to give everyone an opportunity to meet with them at this time. However, General President Maloney agreed to make every effort to be at one of our meetings in the near future.

Your union is now back home in Grant bldg.

Attention of all members of Local 3 is called to the fact that headquarters have been moved back to the Grant Building, fourth floor, 1095 Market Street, San Francisco. In July, 1943, the U. S. Navy needed space in this building and Local 3 moved out to give Uncle Sam No. 1 "priority," but with the emergency over we are back in again.

Local 3's headquarters is modern, well-equipped and in a position to give members maximum service. The dispatcher's office is in Room 411, and dues payments may be made there also.

Please forward all mail to the new address—Grant Building, 1095 Market St., San Francisco. The old telephone number is retained—HE mlock 1568.

Veterans Respond to On-the-Job Training

Washington, D.C. One fourth of the veterans taking advantage of the government educational and training laws are participating in on-the-job training programs, the Veterans Administration announced.

At the end of April, 170,000 were taking job training, about 1-6 of whom were disabled men. A half million were in college or school. Only one veteran out of every 100 has already used his loan privilege to get a loan for a home, farm or business, the VA said.

THE VIGILANTES

VISTA, CALIF.—Vigilante tactics of the Associated Farmers have made their reappearance. When pickets of Local 630, Teamsters, appeared at the Vista avocado packing plant of the Calavo Growers Asso., almost 200 farmers from surrounding communities suddenly descended on them and threatened to tar and feather them.

Local signs agreement with Assoc. Contractors

Financial acceptance of the new wage agreement for Engineers 3 with signatures affixed June 7 by representatives of the union and of the Northern and Central California Chapters of the Associated General Contractors of America, is announced by Victor S. Swanson, Local Union Manager. An explanatory statement follows:

"During the month of May and June your Negotiating Committee met almost continuously with the Negotiating Committee of the Northern and Central Chapters of the Associated General Contractors of America.

"Both committees finally arrived at a unanimous understanding agreement and on Friday, June 7, this agreement was finally signed by the secretaries of both Chapters and Local No. 3. The agreement now must be approved by our International, the Building Trades Department and finally by the Wage Adjustment Board in Washington, D. C. At the Washington hearing our International will be represented and Local No. 3 will also be present. The Association joined with Local No. 3 requesting an early hearing before the Wage Adjustment Board and we there-

fore believe it will come before the Board some time during this month. As soon as this Board has approved it, the agreement will be printed in its entirety in the Engineers News.

"I wish to call all our members' attention to this one fact—that no contractor will be allowed to pay the new wage scale as provided for in the agreement before he has the approval by the Wage Adjustment Board. The agreement provided that the new wage scale shall go into effect on June tenth on all jobs where bids were opened after April first and on August fifteenth on all jobs where bids were opened before April first. This was agreed to by both the Associations and Local No. 3. However, the Wage Adjustment Board has the power to set the effective date and until the hearing has been held in Washington, nobody can say what will

be the effective date but we believe they will approve the dates set in the agreement.

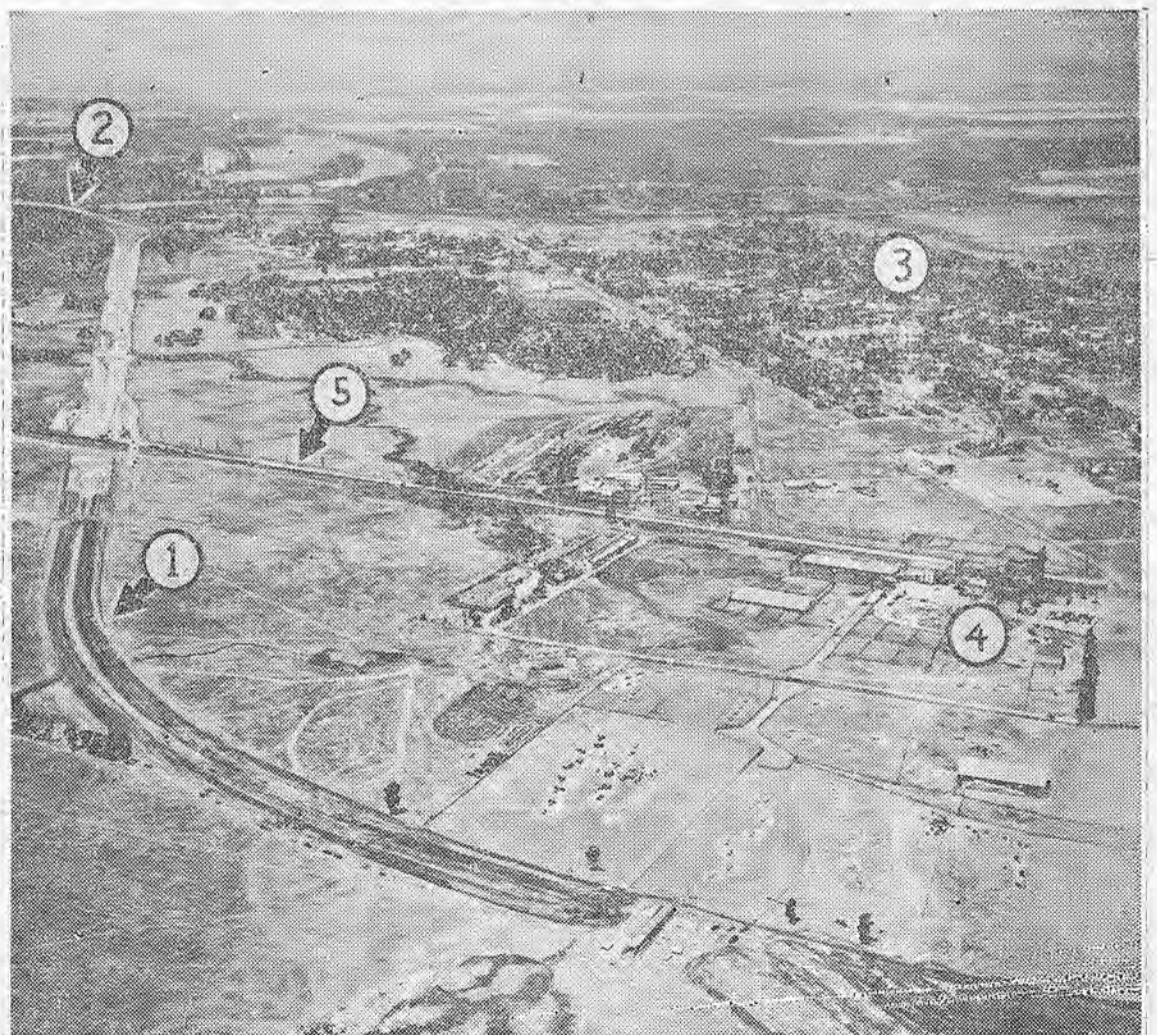
"I trust this information will be understandable to all so there will be no confusion as to the starting date of the new wage scale to apply on construction work in Northern California."

—VICTOR S. SWANSON,
Local Union Manager.
* * *

Power of Unions

FAYETTEVILLE, TENN.—Example of what unionism can mean to southern workers is shown in case of dress factory that came from Cleveland, hired girls at 25c an hour. Then the Int. Ladies Garment Workers Union got busy. Year and a half ago L. N. Gross Co. signed union contract. Result? Average for shop is 89c an hour or \$35.60 for a 40-hour week. Who says it doesn't pay to belong to a union?

Route of freeway for Sacramento



This air photo by Robert Handsaker, The Bee photographer, shows the route of the freeway now under construction bypassing North Sacramento. Its relation to familiar landmarks is shown by the designated structure. 1—The freeway. 2—The viaduct crossing the lowlands between the Sixteenth Street Bridge and North Sacramento. 3—North Sacramento. 4—The Swanston Packing Company. 5—The Southern Pacific tracks which will be underpassed by the new highway.—(Picture, Courtesy of Sacramento Bee.)

Report of last meeting

Meeting called to order at 8:10 p.m., President Clancy presiding. Roll call showed Guard Schattgen absent. There were approximately 190 members present.

Synopsis of the Regular Meeting Minutes of May 4 read and adopted as read.

Synopsis of the Executive Board Meeting Minutes of June 1 read and the acts and recommendations of the Board approved as read, with exception of the action dealing with new building in Oakland, which was laid over to New Business.

Communication from Will Rogers Jr. for United States Senator, letter of thanks for support. Received and filed.

From the American Veterans Committee letter of thanks for cooperation. Received and filed.

Cards of thanks from Bessie Vennigerholtz, Mrs. W. H. York and family, and daughter Lowelene York. Received and filed.

The following Brothers were reported ill: S. Erskine, Lee Bryan, Lew Chamberlain, Arnold E. Johnson, Bert English, Chas. Ellis, Torrie Clementsen, Geo. O. Schults, Thomas B. Moore, Wallace Dalleska, Wm. McNichol, John M. Gaffney, James A. Stark, R. L. Sorensen, Rosie R. Mick, Joe Kovac, L. R. John, Leonard G. Kendall, Harold Westerby, Jesse Leamaster, Travis Stover, S. P. Pruitt.

The following Brothers were reported deceased: John K. Steele, Dimond Alfred, Loy E. York, Geo. M. Rudolph and Roy Bowles.

Brother George Forsey was reported injured and in the French Hospital.

A resolution was read regarding the trading of the property in Oakland for a new building on Webster Street, between 14th and 15th Streets. The Resolution was unanimously adopted as the first reading.

The tentative Agreement between the Associated General Contractors of America and Local No. 3 was read. Considerable discussion followed, it being explained that there was some controversy over foremen in the agreement and further, that the committee expected the agreement to be signed not later than Friday. A motion was passed in regard to the Agreement wherein it gave instructions to the Negotiating Committee in regard to the signing of the Agreement.

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

The Business Agents Reports were accepted as submitted. There being no further business to come before the meeting, it adjourned.

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

Those versatile engineers sail, fly, ride broncs

Probably no western union can compare with the record of AFL Operating Engineers 3 for the versatility and wide range of abilities of its members. A check of member activities shows them engaged in such varying interests as: candidates for public office, seaman, engineer, champion bronc rider, and labor relations officer.

The members were just as versatile during the war, in which they pushed Japs around with bulldozers, flew bombers and fighters and sweated out Jap prison camps as civilian internees.

Here is a recent check on some of the peacetime pursuits found in this union of 11,000 members scattered over three states:

At least three are running for public office, Jack Perkins for supervisor in Eldorado County, Clarence Simpson for sheriff of Sutter County, and Walker F. Bowman for constable in the Marysville Township.

Engineers who are always successful in politics are James Quinn and George Reilly, both successful candidates for re-election to the California State Board of Equalization.

Pat Furnish of Eureka has gone to sea as an engineer on the purse seiner Van See into Alaska waters until fall.

Carrol Airola is a hit as an announcer for the Valley Rodeo Association at Stockton. He has taken many prizes as a bronc rider, and this ability comes, no doubt, from riding catskinners with flat rollers, in the opinion of Local 3's Stockton agent, Ed Doran.

Several members are returning by air from Saudi Arabia, trouble spot of the post-war world. They went out a year or two by boat, and fly back in about 50 hours. A. M. Russell, ending 2 years on the Bechtel-McCone job in Arabia, flew back, stopped over in Paris, was impressed with the terrific inflation there. He picked up his family in Calgary, Canada, and will live in Oakland.

C. W. Stapleton visited Local 3's Salt Lake City office to discuss past and future employment practices of the Bureau of Reclamation, for which he is chief labor relations officer. Yes, he was an Operating Engineer for years.

The Missed Cues

In August, 1945, Jack Benny, Ingrid Bergman and I were driving in a limousine to Stuttgart, Germany. It was about 10:30 at night, and we had just finished giving a show. Suddenly we heard a shot, and at the same time I felt an impact against my back which knocked me to the floor of the car. Thinking I'd been hit, I shouted to Jack and Ingrid to duck down because there were probably snipers in the vicinity.

It was not, as it turned out, a sniper, but one of our own sentries who fired at us after our car had passed him without obeying his signal to stop. No one in the car, including the Army driver, had seen the sentry nor heard any signal whatsoever.

Our identity was established, and we were finally allowed to proceed. Ten minutes later, a black cat darted across our path.

"Look," said Jack bitterly, pointing at the cat, "now he tells us!"

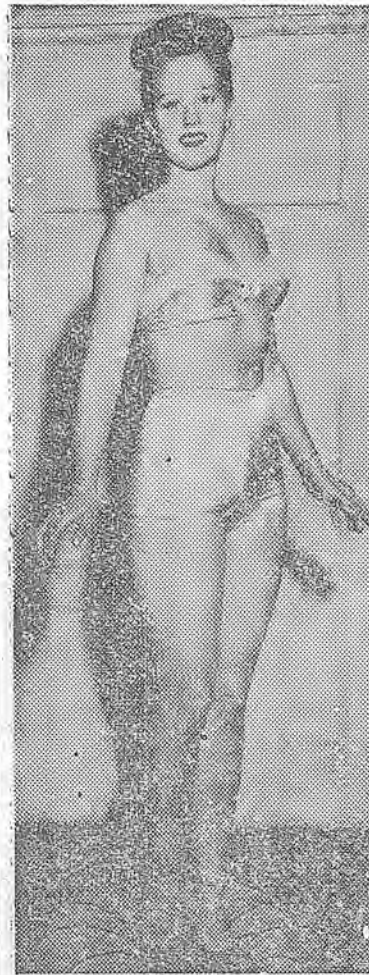
WRONG COMBINATION

GOITIE: "I bought two rabbits, and two years later I still had two rabbits."

MOITILE: "How'd that happen?"

GOITIE: "Well, how was I to know they were brothers?"

Very Solid Stuff



If you look closely you'll agree with the artists who selected Taylor Allen as Miss Venus, 1946, because of her "perfectly molded" form. (Federated Pictures)

America's Choice

"This is not just a time for fancy phrases that make the eagle scream. It is time for action at the ballot box by voters who understand a few simple basic facts. The unceasing force of economic action, if not checked by the proper political action, leads inevitably to reaction with all its costs in human misery. Then, unless vigorous, enlightened political action provides a remedy through the full use of the ballot box, we shall certainly be faced with ultimate revolution and the destruction of our free institutions."—HENRY A. WALLACE

One Way to Do It

Marshal Joseph Stalin was recently taken to task for his new attitude toward the Poles, Lithuanians, Finns and Rumanians, all among his former enemies.

"Why do you try to make friends of them?" asked an ambitious associate in the Kremlin. "You should try to destroy everyone of them who has been against you."

"Am I not destroying my enemies," Stalin laughingly replied, "when I make them my friends?"

COMPLETELY SUNK

The prisoner became very worried when he saw twelve women in the jury box.

"Do I have to be tried by a jury of women?" he asked his attorney. And when the lawyer nodded, he said:

"If I can't fool my wife, how can I fool twelve strange women? I plead guilty."

Closed shop is signed in Yuba gold operation

By OTTO E. NEVER
Business Representative

Redding—On May 22nd, Local No. 3 signed a contract for a closed shop and an increase in pay with Yuba Consolidated Gold Fields and Capitol Dredging Co.

The Callahan dredge is still shut down but work has started on the lengthening of the ladder. Organizing of the dredges at French Gulch and Junction City has started and the latter should have a signed majority by June 15th. We have also started to organize the Gold Hill boats, particularly at Clements.

Meeting at Folsom

We will hold a meeting at Yuba and Capitol as soon as the retroactive pay is paid. Natomas has only two holdouts and one should be in by our next meeting which is set for 10 a.m. and 8 p.m. at the Eagles Hall, June 11th at Folsom.

The Natomas Company has been very reluctant to cooperate up till this time, but we hope to see a change for the better after the June 11th meeting.

Hike in Gold Price

Your representative met with Congressman Clair Engle recently and it appears that we can look for a definite increase in the price of gold in the very near future. The dredge industry is the lowest paid industry in the fold of Local No. 3 and every effort is being made by Local No. 3 to make a change for the better.

Doodlebug Didoes

The Doodlebug Association turned down our contract, so we will now sign each individual operator for a higher scale. We once read of a system in China where the bereaved relatives hire professional criers and weepers during the funeral. Well, if they ever need any professional advice or assistance, they should call on the Doodlebug Association, as they can cry more than any group in the world.

A few doodlebug boats are starting up but they are having trouble getting equipment and hiring operators. We will start visiting these boats again after June 15th.

I'll be around to see all members on board in the next 30 days beginning June 12th.

THE OBVIOUS MORAL

The teacher was of the progressive school that teaches by object-lessons rather than mere words. She set before the class a glass of water and a glass of gin and dropped a little worm in each. The worm in the gin promptly died but that in the water looked comfortable. "Now, children, what does that prove?" she asked.

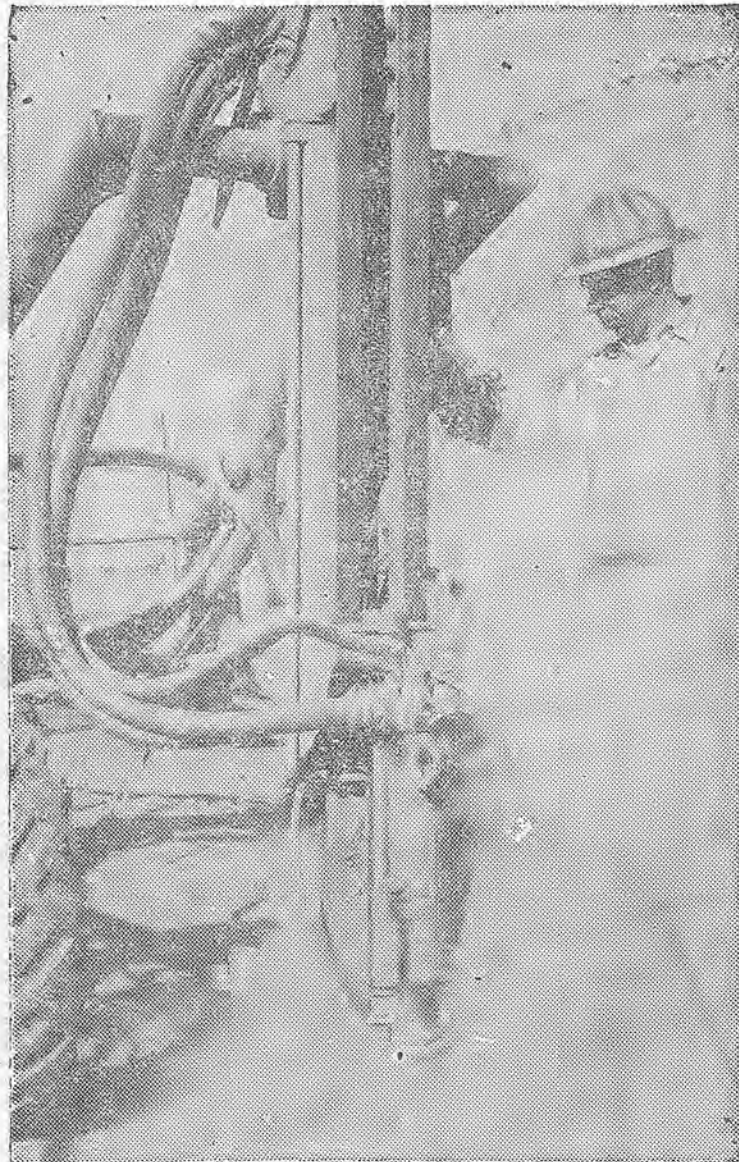
Respectable Tommy, aged 10, said: "That we ought never to drink water, only gin, and we'll never get worms."

'Beauties' of Inflation

Pollyannas are busy explaining that inflation might not be so bad, after all. Among the consequences which we can reasonably expect are these:

An increased impact of the sales tax, already a grievous burden on low incomes, which will rise with prices; a rash of demands for wage increases, with strikes ensuing, a consumer scramble for goods, aggravated by inventory hoarding, both influences redoubling upward pressure on prices; increased costs of local and state government, leading inevitably to higher taxes; pressure for higher streetcar and bus fares, accompanied by a slow-down in the improvement of service; further rises in the cost of house-building which may knock out low-cost homes for veterans altogether; mounting educational costs which will surely force many students to quit school; depleted values of veterans' GI "rights," including their mustering-out pay, educational grants and business loans; declining real values of everybody's war bonds.

Such are some of the foreseeable effects of a general break in the price line. They are not pretty. They would not be confined to any one sector or economic group, but would spread in ever-widening circles throughout our national life.—CHICAGO SUN.



A member of Operating Engineers 3 operates a drill wagon on one section of the Friant-Kern canal in the giant Central Valleys project now forging ahead thru, shaping the framework of a greater California. This photograph by courtesy of the San Francisco News.

Sacramento has temporary let-down, but lots of big jobs in prospect, report

By FRANK A. LAWRENCE
Business Representative

Sacramento—At this writing work has slowed down somewhat in these parts but as new jobs are scheduled to get under way soon and more contracts are being awarded, this condition is only temporary.

E. H. Parker's Road Job at Pollock Pines has opened up and 25 of our men are employed there. Brothers Ed Alt and Ray Mayfield are doing the shifting. Brother Jack Munselle is the Master Mechanic. There is still considerable clearing to do and our men are now on the logging cats. More cats are expected in as soon as this phase of the work is completed.

At Shingle Springs the Utah Construction Company's job is well under way with Brothers Red Halass and A. Holbrook doing the bossing. They have moved some cobras in on this job and the dirt is really flying.

Teichert on Levees

A. Teichert & Company are working on their levee construction and pumping plant job at Brytes Bend on the Sacramento River. Six operators are on the job at the present time. This company is doing several other small street jobs around town and the streets and sewers at Wright & Kimbrough's Arden Park Tract. Teichert has been awarded the contract for repairing a total of 7.3 miles of U.S. 40 and State Highway 99 in Yolo County at \$71,525.

The Guy Atkinson Company job on the North Sacramento Freeway is slowing down with the cat and carryall spread on the swing shift laid off. Earl Janett has replaced Ed Skeel as General Superintendent and Hub Booth replacing Charles Harris as Superintendent of Equipment. The following members are shifters: R. F. Spann, Bill Covington, Charles Harris, and Otto Van Gorder. Frank Ryan is the Master Mechanic and Earl Holliday is the Superintendent of Lubrication.

Jack Breen, with Brother Vic Bonner in charge, is doing a small job at Strawberry in Nevada County.

The J. R. Reeves Company is still moving clay at Lincoln. Brother Bud Spring in charge of this job.

A few of our members are keeping busy working for L. G. Lentz but most of their jobs have slowed down at the present time.

The Continental Can and Campbell Soup jobs with Austin Company are still in progress. Some trouble was encountered with Gilbert Adams on the Campbell Soup job which was straightened out by removing a non-union member and reinstating a former member after a half-day shut down.

Two Shifts on Road

Fredrickson Brothers are still running two shifts on the road job at Dixon with Brothers Ray Austin and Frank Butler shifting. This company was awarded a contract in amount of \$149,536.25 for resurfacing 14 miles of U.S. 99W between Cache Creek and Dunnigan. Work on this job will get under way in the near future.

Ed Curtis has started his land leveling job at Sutter Basin and has four Jeeps working at present with more to come. Five thousand acres are to be leveled and it will be a union job.

The E. W. Elliott Construction Company job at Meyers Grade has started and by the time of this release it is expected that they will be going on shifts. H. L. King, the General Super, met with the Sacramento Business Representatives and made arrangements for running a Union Job.

Joe Viccini is keeping four of our members busy on his logging road job at Riverton and is also doing various small jobs in the Placerville area.

A Union Agreement was signed between the Auburn Lime Products Company Quarry and Local 3

on May 11, 1946. Members received \$.65 per hour increase.

Lime Quarry Starts

The E. B. Bishop Sugar Lime Quarry at Auburn is now in production and paying the Building Trades scale.

The other Quarries are operating about the same with the exception of the Cutter Plant at Fair Oaks and the trouble there will be straightened out in the next few days.

We are very happy to report that the city equipment operators are all signed up with Local 3, and we have been able to increase their pay from 18 to 33 per cent and are negotiating with city officials to place them all on monthly rates and under the same rates.

Negotiations are under way to sign up the Auburn Lumber Company as they have bought some new equipment. We are also negotiating an agreement with the Sacramento Brick Company to take jurisdiction of operators on their equipment.

Get Highway Job

Fredrickson & Watson Construction Company at \$614,492.50 submitted low bid on the State Highway job at Auburn. It is expected that work will be under way by the time this is in print.

Harms Brothers at \$38,405, submitted low bid for a net length of 6.1 miles of repair resurfacing in Sacramento and Yolo Counties.

J. P. Breen at \$29,295, submitted low bid for the applying of seal-coat for a net distance of about 34.9 miles at various locations in Butte, Colusa, Sacramento, Glenn, Sutter and Yolo Counties.

McGillivray Construction Company at \$13,683.93 was awarded the contract by the City of Sacramento for improvement of streets, avenues and ways in Swanston Park Unit No. 3.

M. A. Jenkins, at \$79,740, submitted low bid to the State Division of Highways for construction of a reinforced concrete slab bridge and 0.24 mile of grading approaches and applying bituminous surface treatment at Tule Canal, about six miles east of Woodland.

Parker Awarded Job

H. Earl Parker, at \$438,057, was the low bidder on the levee job from Isleton to Walnut Grove. This job will provide a good deal of work for our members.

Bids will be opened June 19th for repairing of the State Highway at various locations in Placer, Nevada and Yuba Counties for a distance of about 35.2 miles.

Half Million Project

Listed under proposed work by the City of Sacramento is the widening of the Twelfth Street Subway, under the B Street Levee. The plan under consideration calls for the widening of the subway to four lanes at an approximate cost of \$500,000.

In a recent survey of work at the upper end of El Dorado County we found considerable equipment of some of the smaller contractors and expect to be able to report on all of these jobs around the Lake by the next issue.

The U. S. Metal Reserve is ex-

Nevada highway projects to use many engineers

By H. L. SPENCE
Business Representative

Reno—There has been \$4,851,531 appropriated for highways in the state of Nevada for the fiscal year of 1947.

The bids on four highway jobs will be opened on June 4, one is the job that bids were rejected on, that Silver States Const. Co. was low bidder on, thirty-one (31) miles north of Winnemucca, at Highway Junction 95 and 8A to Sod House, a distance of 15 miles. The other three jobs are as follows:

In White Pine County, bids on construction of approximately 17.6 miles of highway from McGill to Magnuson's Ranch are invited from contractors.

Slightly more than ten miles of highway will be built in Lander County from a point about nine miles east of Battle Mountain to about .8 mile west of the Eureka-Lander County line.

The secondary road project on which bids are asked is a section of road approximately 12 miles long, from Elko toward Lamoille on the highway between the two towns.

Tieslau Low Bidder

A. A. Tieslau Co. of Berkeley, Calif., was low bidder on the Dalzell Canyon road near Wellington, but the job has not been awarded as yet.

Dodge Construction Co. is really moving the muck on the road job down at Wellington, Nevada, with quite a few of the dear brothers on the job. They have a permanent Trailer Court for themselves up in the orchard in back of the hotel.

Silver States Construction Co. is still leveling land out at Lovelock, Nevada. The brothers call it the dust bowl. They are building a 6-mile detour on their job between Humboldt House and Mill City on Highway 40. I suppose they will start to move dirt on the job real soon.

Road Nears Finish

Utah Construction Company's road job up at Doyle, Calif., is nearing the finish line, as far as the dirt is concerned, but Isbell Construction Company's hot plant is set up on the job ready to put down the hot stuff, as they subbed the hot stuff from Utah Construction Company.

Isbell Construction Co. is doing quite a lot of local work from their plant on East Second Street. The brothers call it beautifying the streets and allies of the Biggest Little City in the World.

Teamsters Co-operate

The International Brotherhood of Teamsters, Chauffeurs and Helpers have given the jurisdiction of White Pine County in Nevada to the Reno Teamsters Local No. 355, which means the Isbell Construction Co. stripping job at Kimberly, Nevada, comes under the Reno local. This makes it lot better for Local No. 3 and myself. For I and Brother Anderson and Brother Shelly, the Teamsters business agents, work together on all the jobs around here. However, the stripping job at Kimberly runs along very smoothly, as I have reported numerous times. They are a very peaceful bunch of fellows, including the afternoon heavy duty repairman gang.

Barney Stoutenburg has moved his office, shop and equipment in to Carson City, Nevada. He has a real nice setup. Lots of luck to you, Barney, and all the dear brothers working for you.

Russell Olsen has two Blades and a shovel on his job up near Lake Tahoe. There is quite a lot of

Despite strike, Redwood Empire developments are looking up, says report

By OTTO E. NEVER
Business Representative

Eureka—There is much activity in the Redwood Empire in spite of the Redwood strike.

The M & K Co. is still rushing work on the California-Oregon Power Company transmission line from the state line to Crescent City. The work should be completed by July 1st. We are having jurisdictional trouble over this job with the I.B.E.W.

Basalt Rock are putting on a full crew on the inner harbor job at Crescent City. As soon as they have completed the road to Whaler's rock, more equipment will be put on.

There are quite a few gypo contractors running wild in this town of Crescent City.

New Harbor Work

There are prospects of another \$750,000.00 in new contracts on the harbor and jetty which will be let shortly. We are also in receipt of news that as soon as the harbor and jetty work is completed the Navy intends to use Crescent City as a destroyer base.

We neglected to mention in the last issue of the News that a former member, Del Shields, was drowned off Pebble Beach on April 21st while crab fishing. Some of the brothers may remember him when he worked on the Crescent City Airport. Del was a commercial fisherman and it appears his boat was overloaded and capsized.

Railing of Redwood City is slow in getting started on his four miles of resurfacing beginning two miles south of Crescent City.

We have a couple of gypo truck crane operators working around Klamath and sniping at the working rules whenever possible. It is strange how some so-called brothers howl about working conditions when operating for someone else, but when they become so-called contractors, they feel they are immune from any restrictions.

There are a couple of small bridge jobs coming up for bid near Klamath.

Further south, Mercer, Fraser has about 4 miles of resurfacing to do between Patrick's Point and Big Lagoon.

Arcata Airport

The Arcata Airport has taken on a new lease of life as a scientific fog-dispelling station. Last reports have it that a million dollars a year will be spent for five years. Work will be done under the direction of the University of California. Brothers Edwards, Threadgill and Poe are on the job. Work is not civil service. Rumor has it that this may be changed and the work given to private contractors.

Mercer, Frasers' hot plant and crusher are running again and Tom Coy is in charge.

Hull on Dam Job

Brother Tom Hull has a dam job for the County near Kneeland and should keep busy all summer. We hope Tom makes some real money on this job. With all his noise, he treats the brothers that work for him like he wants them to treat him. He is certainly a credit to Local No. 3.

Fred Maurer and Son were successful bidders on a small job at Friant Dam, and low bidders on jobs at Tracy and in Lake County. We expect to see some of the brothers leave here to go on the different jobs with Maurer.

Mercer, Fraser's concrete plant and shop are busy again and all shop employees are members of Local 3.

Farralone Fisheries and the ice plant are plenty busy so that the members of Local 3 find little time for fishing.

Spoke to Brother Al Mongrain a few days ago. He has been quite ill with arthritis but is able to be about now, but still a long ways from being well. He is living in

Medford, Oregon, and hopes to get back on light work shortly.

Roy Bowles Passes

We regret to report the death of Roy Bowles on May 15th at the General Hospital here. Brother Bowles was employed by J. L. Conner Jr.

Brother C. E. Johnson, former superintendent and assistant superintendent for Mercer, Fraser and Ralph Bell of Marysville, has gone in for himself and has landed a couple of jobs around the county. One is a bridge job on Salt River.

C. B. & I. Co. is still on deck with Brother Harley Helm and Herb Joppas shipping the last Navy equipment. Rumor has it that a local company will be formed to take over most of the old yard site for a veneer mill.

Mercer, Fraser Co. has finished the old contract on the Beatrice flats and are starting on the resurfacing from Loleta to Fields Landing.

As to the redwood strike, it seems to be in a stalemate with much hope but little action.

Bids for hiway work to supply jobs in Redding

By E. A. HESTER
Business Representative

Redding—J. P. Brennan, of Redding, was low bidder for construction of the new Redding Municipal Sewage Disposal Plant. His bid was \$205,023.00.

E. B. Bishop, of Orland, was low bidder on 29 miles of highway improvement in Modoc County, with a bid of \$409,490.54. The work is situated between Engleville and Lake City, Calif. The job has started.

The Pacific Coast Engineering Company of Alameda, California, was awarded a contract by the Bureau of Reclamation to furnish two hydro-electric gate hoists for use at Shasta Dam. Their bid was \$81,250.00.

Utah Gets Highway

The Utah Construction Company was low bidder on the new highway between Dorris and Hatfield. I understand that their bid was well over \$400,000.00.

The Phoenix Construction Company was low bidder on the Cottonwood and Ball's Ferry Road at \$205,000.00.

The Western Pipe and Steel Company of San Francisco, were low bidders on installation of penstocks at Shasta Dam, with a bid of \$718,480.00. This company already has the contract for fabricating the penstocks.

Starts Drainage Job

George Stacy has started his drainage job at Tulelake, California. Slate and Company of Albany, Oregon, have also started their work at Tulelake. When the job is under way, there will be five draglines working and on three shifts.

The Pacific Bridge Company of San Francisco were the low bidders on the No. 44 Highway-Sacramento Bridge job. Their bid was \$737,546.00.

There has been well over 2 mil-

(Continued on Page 4)

Lots of work in San Jose; million-buck dam project for flood control talked

By M. G. MURPHY
Business Representative

San Jose—It is my understanding that at the present time the Federal Government has researchers in the field making a final survey of the Guadalupe River system with the prospect of helping to finance a 25,000-acre-foot-or-larger reservoir for water conservation and flood control on the Los Gatos Creek. If built, the Los Gatos Creek Dam will cost around \$1,000,000 and will completely flood the present community of Alma. It will also necessitate the rerouting of several miles of the Los Gatos-Santa Cruz Highway.

Other measures which are being studied are straightening and reinforcing of stream beds in the Guadalupe River system. Here's hoping this work goes through as it will mean jobs for many of our members.

Work Now Plentiful

Work here, at the present time, is quite plentiful, however, due to the broad highway program, the numerous housing projects and private building. We may possibly have a little surplus in operators when the N. M. Ball Company complete the excavation on the Freeway but no doubt most of these brothers will be just transferred to other jobs as many of them are "Old Timers." The company has two 80's operating double-shifted with Brothers J. Schaffer, Roy Kingery, G. E. Bothwell and Frank Gorman at the controls and they are fast getting rid of the muck being shoveled over the grade to them by several of our competent "Dozer" men. N. M. Ball are now working on the last large cut and no doubt will be finished by the time this comes off the press. After this comes the finished sub grade and miles of concrete. Oh, yes, forgot to mention Brother "Bud" Harper who is oiling shovel on one shift. Bud still retains the same old grin as he had when he oiled for me many, many years ago.

Excavation Ending

Frederickson & Watson are nearing completion on the excavation of their Santa Clara overpass and underpass . . . Earl W. Heple has completed the pile driving on his underpass and overpass job and is preparing to pour concrete. Brothers Gene Helstrom, Paris, Cummings and Claude Barnes all have had a hand in the construction of this job. There is quite a little activity around San Jose and in whichever direction you may look, you see construction operations—large and small and on many of them you see a sign reading "Earl W. Heple, Contractor."

A job of considerable size to be let around July 1st, is the widening of W. San Carlos Street between Bascom Ave. and Race Street and of Race Street between San Carlos and Park Avenue. The widening of these streets has been a necessity for some time and I'm glad to see that they're at last going to do it.

Dedicate Runway

Moffett Field will soon be celebrating the dedication of its new 75-foot runway as Frederickson & Watson have about completed their contract. We expect to have some men available for the other districts as soon as this job is complete, probably within the next two or three weeks.

Sunnyvale, Mountain View and Palo Alto areas are showing much activity with many small jobs under construction, too numerous to mention.

News from Salinas

A. Teichert Company are progressing nicely on their 101 Highway job. (Brothers, I believe the difficulty regarding 7 and 7½ hours on double shift has been corrected.) We do not expect the completion of this job until late in the fall . . . Granite Construction are showing the same activity on their 101 job.

They do not expect to complete this work for another couple of months. Mr. Bill Cowan, the superintendent, further informed me that they will have their ready-mix concrete plant in action very shortly . . . Chicago Bridge and Iron are erecting another monument in the form of a water tank in that end of town, also.

Natividad—Permanente Quarry operating under the supervision of Brother Cecil Moser is forcing a great transposition in the landscape in that community with the assistance of Brothers Francis Bell Ritchie, Olson, Jimmy Murphy and Bud Price.

Moss Landing - Permanente — Have little to report here. Everything seems to be well and at long last the company has started the operation of their brick plant.

Monterey Quiet

Monterey is not too active. Nevertheless, there is light construction, but nothing of consequence to the engineers. However, we do expect considerable naval construction in and around that locality and particularly near the Del Monte Hotel as most of you no doubt have read in the newspapers, the Navy is in hopes of procuring this hotel and properties and transforming it into a naval training center. On June 18th, there is also a state highway job to be let in that locality. The job is between Del Monte Junction and Seaside Junction. It is about three miles in length and is to be graded and paved with concrete.

Aromas Quarry have finally started their new plant on the lower level which is on the same level as the Southern Pacific Railroad. Many of the old runners who used to work in this quarry years ago will see a vast change.

So far, I have received no information on the Santa Cruz-Rob Roy Junction job, the Santa Cruz-Davenport job and nothing on the Davenport to San Mateo county line job.

Redding

(Continued from Page 3)
lion dollars worth of material bids awarded in the last three months for the completion of Keswick Dam and Shasta Dam. We think a lot of activity should start out there very soon.

Hiway Jobs Coming

There will be about five more good-sized highway and bridge jobs let in this District during the month of June.

We are making very good progress in the Gold Mining Industry. Brother Never and I have recently visited several mines in this District and have had very good luck in signing the men.

Marvin G. Hall has just turned in his Service Withdrawal Card and is now living in Summit City.

Mrs. Jessie White, our former secretary for this office, has resigned and gone to Ely, Nevada, to be with her husband, Jack White.

EYE FOR BUSINESS

BISHOP: "And why, my little man, do you say your prayers at night?"

LITTLE BOY: "To get the cheap rate."

Fresno walkout tangles local's work situation

By H. T. PETERSEN
Business Representative

Fresno Probably the highlight of this month's report was the replacing of pickets by the Fresno County Building and Construction Trades Council on the Peter Kiewit, Geo. Pollack, Bechtel Bros. & McCone, and McEwen jobs on the Friant Kern Canal and on the Marshall Hanrahan Company job on the highway.

These contractors are all members of the Associated General Contractors. These jobs were shut down for a period of 3 days and meetings were arranged by the U.S. Conciliation Service to bring about a continuation of negotiations between the AGC and the Building Trades Council, however, in this case Local 3 was in a position of being penalized by the fact that negotiations on our own agreement were being held up pending continuation of work. It became necessary for Brothers Swanson and Clancy to come to Fresno on this matter with a view to getting the opinions of the members who had been working on these projects.

Vote at Meeting

A meeting of Local 3 members was scheduled for Thursday, May 23rd, for the purpose of taking a vote on returning to work. However, at conferences held during that day with the AGC and the Building Trades Council it was agreed that the jobs would proceed as of Friday morning and that negotiations would resume. At this date practically all the issues involved have been adjusted to the satisfaction of the council, with a letter of stipulation to be submitted by the AGC.

The meeting held on Thursday evening was well attended and Brothers Swanson and Clancy explained the progress that had been made in the negotiations for the new agreement. The tentative wage scales were presented and met with the approval of all members present.

Bureau Wage Hearing

The Bureau of Reclamation held a wage predetermination hearing at Friant, at which your representative was present, and presented the new tentative scales for approval. Assurances were given that as soon as the wage adjustment board case number is received full consideration will be given to the new wage rates.

Await Projects

We are still waiting for the Morrison Knudsen Company and the Arizona Nevada Construction to get started on their contract and word is that they will start in the near future, however, the Kiewit Company and Bechtel Bros McCone Co. are progressing very satisfactorily with a minimum amount of complaints from these jobs. Marshall Hanrahan Co. have started paving on their Freeway job and the Gunner Corp. at Merced are getting ready to start their earthwork.

We still have a small out of work list, however, the members have been catching up on many small jobs in the area. There is a demand for blade operators which we cannot fill.

Next regular meeting will be held Thursday evening, June 27th at 8 p.m.

TIMELY WARNING

Having overslept on his wedding morn, the professor hastened to the station, only to find the train had gone.

Half frantic, he rushed into the telegraph office and sent the following telegram:

"Delayed. Don't marry 'til I arrive."

River levee work, dredge operations providing lot of work for Local 3 men

By WM. C. WAACK
Business Representative

Marysville—Pushed and pulled back up the Sacramento River to Meridian after overseas duty throughout the war, the dredge Monarch and her crew are now enlarging and strengthening the east levees and is slowly digging her way down the river to Knights Landing. During the war, the Army Engineers took this clamshell dredge to the South Seas and Hawaii. She has now been restored to her owners, the Olympian Dredging Company. The interesting point in her river journey is that several spots in the upper reaches were too shoal for navigation. At the time the dredge was to reach shallow spots, she was aided by water from Shasta Dam which was released and so timed as to create a raise increasing the depth of the river to a minimum of 5 feet, the draft of the dredge, so the Monarch is now digging her way out.

Archie Harsh and George Passmore are running the Fredrickson and Watson job at Greenville, far up the Feather River Canyon. Twenty-three members of Local 3 are on this job. Some of the ruggedest pioneer and sloping was being performed by Brothers Hurlbut and Little. The sloping on one cut, Hurlbut coming down with a D-8 and Little on a preventer braking him, a 1½ cable between Hurlbut and a drop. This was a shot fit for a hair-raising movie.

Begin Crescent Job

Teichert and Sons have started their job, also up the canyon at Crescent Mills. The aggregate plant is located at Taylorsville, 6 miles back in the hills. Both of these jobs will last the summer and for those brothers that go for fishing, these jobs are it.

The State Board of Reclamation has located the lines of the new levee, Northeast of Gridley. This job will be one of the largest levee jobs let on the river. It will pass through the rock piles of the gold dredge operations which means excavation to bedrock, then the new structure. Lack of suitable borrow means a long haul for levee material. A guess at the cost should be close to a million dollars.

Earl Parker, our Marysville dirt mover, almost missed the big Walnut Grove levee job, \$450,000. It seems that Cliff Anderson, his chief of staff, is trying to negotiate a raise for himself, Earl claims that the difference between Cliff's present scale and what he is trying to negotiate for himself was all the margin the job would stand. How about a card in Local No. 3, Cliff? Maybe we could assist in negotiations.

Sets Up Rock Plant

Lester Rice is setting up a portable rock plant as well as a hot plant at Durham. He has 6.9 miles from the Oroville Y to Chico. This firm was also low bidder on the approaches to the bridge, both the Marysville and Yuba City sides, about \$600,000. Should be started in 30 days, a good job for this district.

Clarence Baker is going full speed ahead, purchasing two more cats. He has twelve rigs in operation at the present. He is sending eight rigs down to Stockton to W. D. Newby. Brother Doran should renew his old associations with Baker on this job.

Hammonton is the Yuba Consolidated town east of Marysville, in the heart of the gold-dredging operations. They have all together everything a self sustaining community requires, store, garage, meeting halls and schools, the finest ball club in the Foothill league, four out of five games, and if you think that members of Local No. 3 get too slow to play a fast game of ball, come out to Hammonton. The umpire even carries our card and in calling his decisions there is sometimes a question, but always right. Sometimes good umpires can win a game.

Gold Dredge Overhauled

Yuba Consolidated Dredge 20 is down for an overhaul. This is the largest gold dredge in the world. Superintendent Charlie Deever, Dredge-Master Powell and Winchman Charlie McFarland answered a lot of questions the day I went aboard. And about those rifles that collect the gold, the screen separating them from the operating end of the dredge is so small and strong and secure that you can't even get your finger through, let alone, well, fall in. More about the details of this mammoth rig in the next report. All Yuba Stewards, check your crew as to membership. All hands should be signed up immediately. Phone Marysville 1860 for supplies should you run short or drop a line to 321 E Street. Better still, come in yourself for one of those sessions.

Sacramento

(Continued from Page 3)

pected to get started loading out their Chromé Piles and Local No. 3 expects to be able to place more operators there to give Brother Ed Hickman a hand.

Organizing Work

Considerable time has been spent and we will continue with organization work with Capitol Tractor & Equipment Company, Weaver Tractor Company, and Sutton & Morft Company. Any member can help with this work by notifying this office if non-union mechanics from the above companies are sent out on your work.

A number of our members are on the Sick List at the present time. Brother J. W. Lemaster, who was reported in the hospital in our last issue, is recovering satisfactorily and able to be around a little. Delbert W. Fox, who sustained an ankle injury on the Campbell Soup job in April, is now up and around but not able to be back at work as yet.

O. B. McMullen is recuperating after a siege in the Woodland Hospital. J. E. Grable has been on the sick list for some little time but is much improved at this writing. Harold E. Fitzgerald is seriously ill.

Don't forget that for your convenience the Sacramento Office is open on Wednesday evenings from 7 until 9 o'clock. The Business Agents will be on hand to help you with your problems at that time.

Nevada

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building going on up around the Lake this year but not many of the Engineers involved.

Robert McKee's job out at the Vet's Hospital is really shaping up. It looks like a real job, because the Enigneers Local 3 has some real good men on the job.

Dear Brother Banks got such a longing for construction work he closed his restaurant business in Eureka, Nevada, and went back to work at the old game.

Projects continue pickup in North Bay area; road, street work employ many

By H. O. FOSS
Business Representative

San Rafael—Piombo Brothers are making good progress on their job of grading and street work for the Housing Project on Strawberry Point and have been advised that they have another project at Santa Venetia. It has been reported that Biasotti and Henry are about finished at Larkspur-Corte Madera unless there are some extensions given out.

McGuire & Hester on the big Mill Valley sewer project have run into some difficulties in the soil structure but are going right along.

Ike Ely of the old firm of Brown-Ely has established a firm of his own, doing paving and runways and seems to be getting along fine.

Eddie Ford, who has been somewhat dormant, seems to be getting under way with his usual crew on various small projects in this vicinity.

Brothers Huffstutter and Down, recently established contractors in the excavating business advise me that they have taken delivery of another new dozer.

Ongaro Gets Dozer

J. J. Ongaro has purchased a new dozer "6" and seems to have plenty of work.

Johnson and Nelson, known as the Square-Head Construction Co., have purchased two new "7s" with long contracts ahead of them.

Bro. Fred Jensen keeps his shovel in continuous operation and Brother Ted Peoples is the operator.

Brother Van Solder keeps his loader busy in the Mill Valley district and expects delivery of a new one in the near future.

Contractor Bartlett keeps a couple of our boys busy in the same type of work.

Out Pt. Reyes way we find Pt. Reyes Gravel Company, joint-owner Brother M. C. Phillips, keeping busy with several of our members on the job.

Huntingtons Busy

Brothers Fred and Luce Huntington still out in this district keeping their equipment busy. The Basalt Rock, Inc., at McNear's Pt. getting near the end of their contract at the Alameda Naval Air Base, have slowed down considerably. On this project we are very sorry to report the serious injury of Brother Dick Keeman who was their cat operator. It seems the brake slipped on

the rig parked on the hill running over Dick and breaking both legs. He is now being confined in Room 202 in the Cottage Hospital, San Rafael, and I am sure he would like to see any brothers passing by.

On the joint venture of Harms and Raish, Highway 101 from Ignacio to Petaluma, the work seems to be behind schedule but several members are employed.

On Ben Gerwick's Yard in Petaluma, a new Gantry is now being installed and we look to considerable expansion.

Contractor Moretti seems to be pretty busy in the vicinity of Petaluma with several of our members.

The Hein Brothers Quarry at this point now have their hot plant in operation. Guerin Brothers at Pt. Arena are getting pretty well strung out on their realignment and bridge job at Pt. Arena.

All Busy in Vallejo

In the Vallejo District all the contractors are busy. Tony Syar recently got a good-sized hot plant job in the vicinity of Willits and is expecting to get under way while this is at press.

Ball and Parker on the Rector Dam are working two shifts overnight with a large crew and I understand are now back on schedule and really pouring earth back into this dam. Parish Brothers at Benicia have now moved over in the Martinez territory on their earth dam job there.

Biasotti & Son are making fine progress on their road realignment job at Rodmond Narrows above Lakeport in Lake County, and will probably be pulling some of their equipment to their Niles Canyon job in the near future.

Clayton Davies is foreman on Bechtel McCone's job at Santa Rosa.

Brother Scarbally Addington, recent shovel runner for the Basalt

Dredger News

By T. D. BRYSON
Business Representative

San Francisco—There has not been very much change in the Dredge situation since last month. A few jobs have started and the same old conditions prevail. I have a lot of difficulty getting deckhands and leveemen. I am going to again urge all 3C members to register in the San Francisco office as soon as you get out of work. In the past two or three weeks I have been forced to take in new members in order to fill the jobs and I know that there are plenty of members to fill these jobs if we could only locate them at the proper time.

The new scale for Dredgemen is now before the Wage Adjustment Board in Washington and we hope for speedy approval as we are still compelled to put the old rate on all clearances until we get notification of the Board's approval. However, the agreement provides that the new rate be retroactive to June 1, 1946. We are now negotiating a new agreement with the Pacific Portland Cement Company. Had practically reached an agreement, when the company asked for eleven days time to make a survey of conditions in regard to dock to dredge and dredge to dock time, which is one of the points at issue in the negotiations. I feel that this will be straightened out in a few days, probably before this reaches the members.

San Pedro to M. I.

The San Francisco Bridge has sent their dredge San Pedro back to Mare Island, which they thought was for one week's work, but now I learn that the Navy has made enough money available to run till July 1, when they will be able to

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Quarry at Napa, has discovered a pumice pit in his back yard which he is developing with a few members of Local No. 3, finding a ready market for the product in the Sacramento area. We hope Brother Addington will have a successful venture.

Stockton concentrates on land-leveling operators; reports headway in drive

By ED DORAN
Business Representative

Stockton—Ho hum! Here we go again. This report is, I repeat, about the worst job I have encountered as a business representative.

Just a short report on the land leveling situation. Since last month's issue of the Engineers News, there has not been one call from a member of the Engineers Union that are leveling land for a non-union land-leveling contractor.

This, I think, would indicate the members are satisfied with the working conditions and wages, however lousy they may be. This will not stop us, however, from trying to organize these contractors. Until the present time, we are having very good results in signing the land-levelers to our agreement. I think about here we should print a copy of this agreement for your information.

Hubert Everest Jr. was low bidder on the canal job west of Patterson, but the job has not been awarded yet. M. J. Ruddy of Modesto is going to do the "cat" work and Everest is going to move in a couple of Monigans and eight or ten draglines. If and when the contract is awarded, the job will start immediately thereafter. This job consists of 4,000,000 yards of dirt and will continue for about a year.

Bechtel Bros. and McCone pipeline job has 7 Boom Cats, 2 Dozers, 8 welding machines, 1 Bob Tail D-4 and 2 Trenching Machines. This job started in the Fresno area, and when it leaves the San Joaquin county line, it will move into the Oakland district and terminate somewhere around Antioch. This job has been under progress since December of last year. There are 29 engineers on this job.

The M. J. B. Construction Company job between Mossdale Bridge and Tracy is still going along at a fast clip with Brother Bob Russell added to the staff of foremen. Brother Russell has charge of the finish grade.

R. E. McCarty is doing a lot of excavating work around Stockton for buildings and parking lots.

S. M. McCaw is always doing something around town. At present, he is grading, paving and installing water lines to the different housing districts within the city limits of Stockton.

New Phone Basement

Al Biasotti Company is digging a basement in Stockton for the new telephone building. He has just received a new Koering shovel. Brother Leonard Martinelli is operating it. The shop is full of H. D. Mechanics, and Brother Al Hill is snapping the whip in the shop.

The house-moving is just about completed. Brother Grant Chapman is the superintendent of this work. Brother Al Regolia is superintendent of other work in this area.

News About Brothers

Brother "Rip" Edwards has left Stockton to go to Upper Lake as grade foreman for Biasotti.

Rice Bros. have set up a Cement Batching Plant in Modesto in conjunction with the rock plant at Riverbank. Brother Jack Stampen is pushing this spread. Joe Muratore is master mechanic for Rice Bros.

M. J. Ruddy was awarded a highway resurfacing job between Byron Crossing and Grant Line Road—this is either side of Tracy—and the work is to start immediately.

Cranes Kept Busy

The McCarty Company has two cranes working in their housing jobs. This looks like it will be a long job as it is temporary, having been moved from the Bay Area and re-assembled here.

Brother "Ike" Haley has a service station half a mile north of Manteca on Highway 99. Any of you brothers going by might stop and fill up. Ike has tires and accessories. Whether it's gas or fog lights, Brother Haley has them.

★ ★ ★

THE REAL PROBLEM

SWEET YOUNG THING (to milkman who has just pulled up to the curb): "Do you have the time?" MILKMAN: "Yes, but who'll hold my horse?"

News from the San Francisco office

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

San Francisco—At Hunters Point American Bridge Company has finally started full production and is now setting steel, with a number of the brothers employed there. Erbenraut and Summers have two large building jobs which include two building material hoists and two crawler rigs. Richards Reinforcing Steel Company are still busy placing reinforcing rod and are keeping one truck crane busy at it.

Peter Kiewit Company also have a large building job near the new Mission Rock. Gerwick-Morrison-Twaits job is practically completed, with only a small number of members left employed. Eaton and Smith are still doing street grading and hot stuff. Macnson has a large amount of public utility work to perform now and has one trenching machine in operation.

Apparel City Job

On the Apparel City project on Oakdale Avenue the general contractors are Rothchild, Hass and Harney. Most of the work has been sublet to Macnson for the piledriv-

ing, also Healy-Tibbetts. Shanmac has two hoes busy on the job doing the trenching work, the fill work is practically completed, Harney having moved most of the fill in from the old Calvary Cemetery on Geary Street. Judson Pacific Murphy Corporation have several small steel erection jobs in progress about town. Cleveland Wrecking Company has started in wrecking the old building on the corner of Ninth and Market in order that an annex may be started by Cahill Bros. for the Western Furniture Mart Building.

This is a large job and will require quite a few engineers. On the Matson Building at Main and Market, MacGowan is still driving the piling and the piers are so thick on this job that it looks like a forest rather than a foundation for a building. In the financial district around Montgomery, Sansome and Battery Streets, there is a large number of remodeling and rebuilding jobs which are keeping a number of brothers busy operating elevator and material hoists and compressors and occasionally some steel erection. Healy-Tibbetts are getting into position to start on their Mission Rock job and the fill material will be barged in from

Brisbane. This job will require a number of men including deckhands, shovel runners and cat skimmers. Charles Harney Company has a large number of rigs working on the Calvary Cemetery including two large shovels, trenching machines and cats. He is also doing considerable street excavation work out on the avenues in the Sunset District. Piombo Bros. have several rigs busy on the Laguna Honda reservoir job off Seventh Avenue.

Ship Repair Normal

The ship repair yards at Bethlehem, United Engineering and General Engineering are coasting along on an even keel with no new hires or layoffs, although the repair work is not at all promising at this time. Most of the yards are operating on a five-day basis with very little overtime.

I regret to report that Brother Emery Brady, who has been a member here for several years and had spent the last two and one-half years overseas fighting the Japs, came home and went to work as an oiler for American Bridge at Hunters Point but, after suffering all the hardship of the war, it was his tragic misfortune to be crushed to death by a dump truck while he

was attending a compressor. We extend condolences to his bereaved family.

Roy L. Haack, who has been employed by the State Harbor Commission for the past few years as a foreman, passed away very quietly in his sleep on June 4th.

Brother Willis Van Vlack, who was confined to the San Francisco Hospital, wishes to extend his thanks to those brothers who donated their blood for transfusions and undoubtedly saved his life. He is now at home and well on the way to recovery.

From San Mateo:

Local No. 3 is enjoying prosperous times in this locality, opportunity for employment is greater than ever.

At the San Francisco Airport Macco M. & K. have started and have quite a number of our members employed but will not be in full operation for three to six weeks.

The Guy F. Atkinson Co. were the low bidders on the first unit of the Bayshore Freeway. The bids for the second unit on this freeway will be opened on June 12th.

Track Job On

The Tanforan race track job is in full swing with Earl Hepple of San Jose and Murray Co. of Stockton doing the wrecking of the buildings and the grading for the new track.

At the Port of Redwood the R. J. Dunlap Co. have established a distribution depot for war surplus building materials for the building of veterans homes, about twenty of our worthy brothers employed there.

The Stolte Co. are busy on a large housing unit at Belmont.

The Emerald Lake golf course is being transformed into a housing project, Sandgrath Bros. of Mountain View are doing the grading.

Keeble and Brown have moved into South San Francisco with several tournapulls and are making an earth fill to reclaim land for industrial sites.

Macco Construction Co. are running their quarry and asphalt plant furnishing the materials for the haul road at the airport job. The quarries along the coast are also busy.

The entire district is very active at present and will be more so later on.

What's doing in the Oakland office

By Al Clem, Joe Riley and Joe Walther, Business Representatives

Oakland—Port Manager Arthur H. Abel announced recently that he had been authorized by the Board of Port Commissioners to purchase 2500 cubic yards of material for filling in the airport property adjacent to the wharf at the Port of Oakland. The property has been leased to the Pacific Airmotive Corporation for construction of its motor testing building.

The Army will give up its \$165 a month lease on the barge mooring area west of Albers Milling Company in June and it will be used by the port for the mooring of vessels.

The Navy advised the Port Commission that it was canceling its lease on certain areas at the Ninth Avenue Terminal. This will mean a \$6000 monthly reduction in port revenues, Abel said. The Navy, however, requested a renewal of its lease on the Ninth Avenue Pier for the fiscal year ending June 30, 1947.

Renewal of two other leases on port property was approved by the commission. The Pacific Dry Dock and Repair Company will retain its lease on property at the foot of 14th Avenue for the next year at a

rental of \$300 monthly. Smith Lumber Company will pay \$5000 a year for the five acres it leases for the next year.

42nd Ave. Freeway

Action to acquire the first parcel of property preparatory to construction of the new 42nd Avenue Freeway as a major artery linking with the Oakland-San Jose East Shore Highway was taken recently by the City Council of Oakland.

The council appropriated \$9850 out of the special gas tax street improvement fund for the acquisition of the parcel at 4142 East Fourteenth Street.

Godfrey W. Blyth, assistant city right-of-way agent, explained that steps were taken at this time to purchase the land inasmuch as the property owners had planned to make improvements.

The City Council already has designated 42nd Avenue as a street of major importance so that it might qualify for state aid under the city's gas tax apportionment.

City Engineer Walter N. Frickstad explained that the freeway development will require the acquisition of considerable property.

Underpasses would be constructed for the 42nd Avenue Freeway

on East Fourteenth Street, East Twelfth Street and San Leandro Street.

Powerful Angler



Brother Dave Hanny, a member of the Operating Engineers since

1937, is not only a good cat skinner but also a very good fisherman, as the above picture will attest.

Dave, who is employed by M & K at Fairfield, recently took first place in the Brown Trout Open Division of the 35th Annual Field and Stream Prize Fishing Contest with this beauty, a 24 pounder pulled out of Regulator Lake.

Thanks Members

Dear Sirs and Brothers:

I wish to avail myself of the opportunity to express through the columns of the Engineers News my appreciation to each and every one of you for the support and confidence given me in the primary election Tuesday, June 4th.

Regardless of the fact that I received more votes than any other candidate for Justice of the Peace in this township, the real battle will be in the general election in November; and I earnestly request your continued support until the last ballot is cast.

Fraternally yours,

CARL DAVIS.

"G. I. Insurance"

Any member of the armed forces of World War Number Two, who has let his National Service Life Insurance policy lapse can renew this policy at the present time, without taking a physical examination, by merely paying two premiums, one for the month of lapse and one for the current month. It is important, however, that this be done before January 1, 1947, as it will become necessary after that date to have a physical examination before the policy can again be placed in force.

The monthly rates for this insurance are very reasonable. For example, at 35 years of age, the monthly premium for \$10,000 coverage is \$7.60, which is extremely low when compared with the average premium on this size policy.

Veterans organizations are urging all members to give this matter serious consideration before the deadline date.

For further information consult the Veterans Administration in your district. In Oakland, their offices are located at 1305 Franklin Street, and the telephone number is TWinoaks 5674.

Word from the jobs

Standard of California recently announced plans for modernization of its Richmond refinery wharf at an estimated cost of \$4,370,000.

Virtually all units of the present "Long Wharf" will be reconstructed and many will be replaced. Provided for are a truck causeway, enlargement of the pier to increase docking space from the present three deep water berths to five, and reconstruction of the repair dock, office buildings, machine shop and warehouse.

The mile-long causeway, which will permit elimination of the present narrow gauge electric railway, will provide two wide truck lanes, and will be of reinforced concrete with asphalt surface from short to loading facilities.

Contract for the causeway has been let to Swinerton and Walberg Company and Ben C. Gorwick.

There are 11 engineers working on the Parrish Bros. dam job out of Martinez. There will be about 6 months work out there. Brother Mike Saporeti is foreman and Brother Jess Burch is job steward.

The N. M. Ball housing project job at Danville is coming along in good shape. Brother Andy Webster is foreman and there are 3 cats in operation.

Brother Roy Johnson is operating the scoopmobile for the Teigland Construction Company at Walnut Creek where a concrete building is being constructed.

Brother Bill Stewart has 3 rollers working on various small jobs in the Walnut Creek area.

Gets Road Job

The J. R. Armstrong Construction Company of Albany has been awarded the contract on an \$80,000 road job between Albany Hill and the Carquinez Bridge. This job, which will consist of repairing shoulders and straightening curves, was scheduled to start about June 10th and will take between 3 and 4 months to complete.

Parker, Steffans and Pearce have been awarded the contract for construction of the State Farm Insurance Company building at

Center and Milvia Streets in Berkeley. The building will be a modern loft type structure six stories high and will cost one million dollars. Arris Knapp have the contract for excavation and have just about completed work on the full basement. There will be approximately 400 concrete piles in the foundation and this work will be done by the Raymond Concrete Pile Company.

There are 6 cats and 2 blades in operation on the De Vilbiss housing project job near Concord. Brother Lyle Poshard is foreman on this job which should be completed in about three weeks.

The Pacific Coast Engineering Company of Alameda has been awarded the contract for supplying two hydraulic hoists and accessory equipment for the 602 foot Shasta Dam, at a cost of \$71,984.

Heringer and Company of Rio Vista are employing 14 members in that area doing agricultural drainage work.

Fisher Brothers, who are also engaged in this type of work in Rio Vista, have several engineers on their payroll at the present time.

AFL on CIO Job!

The CIO is improving parking conditions around their office on Grand Avenue in Oakland by leveling the adjoining vacant lot with the assistance of AFL engineers. The job is being handled by J. H. Fitzmaurice with Brothers Bob Kessel and Phil Perrin operating the blade and roller. These fellows commented recently that, "This is what you can call a real 100% Union job!"

Underground Construction Company is employing five members on their job in Hayward, where they are running conduit for the Telephone Company.

Pacific Steel Pact

During the past month an agreement was signed with the Pacific States Steel Company which will result in a wage increase for some of the members employed by that organization. The plant, which is operating on a three-shift basis, is fairly busy at the present time due

to the heavy demand for steel.

The Will-Burr Equipment of Berkeley are employing several heavy duty mechanics and welders at their shop.

On June 2nd a meeting of the members employed in the Rock, Sand and Gravel Industry was held in Pleasanton. A great deal of interest was shown and the attendance was very gratifying. The Gravel Plants are all running on a two-shift basis and are busier than they have been for some time in the past.

Brother G. R. Gentry has just embarked on his second trip to Australia. The first visit, made during the war, is directly responsible for this second and more pleasant occasion. A member of the 19th Construction Battalion, he was stationed with the First Marine Corps Division in Sidney throughout the summer of 1943, and at this time he became acquainted with Judy Perry, whom he is now returning to marry. The trip, on which he has just started, will take about three weeks, and he says the ceremony will take place as soon as he arrives. They will return to Oakland to make their home and we take this opportunity to wish them a great deal of happiness and to extend a hearty welcome to the future Mrs. Gentry.

Want Some Trout?

How'd you like to stand outside your front door and catch a limit of trout within a half hour? That's what Brother Robert F. Dunn is able to do; but then he does have a slight advantage over the most of us, as his home is located on the Klamath River. The place—very easy to find—is located just four miles below Highway 99 where it crosses the river north of Yreka, and he extends an invitation to all his friends to stop by whenever they are up that way.

Brother J. L. Bagley, who received a broken arm while working on the Fairfield-Suisun Airport last

The major part of the excavation has been completed at the Army Airbase at Fairfield. Stolte has taken out most of their equipment which they are sending down to San Simeon.

The contract for installing the service lines on the Swinerton and Walberg housing project job at Antioch has been awarded to McGuire and Hester, who, at the present time, are employing three engineers on the work.

Warehouse Contract

Bechtel Brothers, McCone have the contract for the large ware-

house being built by the John Breuner Company at 64th and Hollis Streets, Emeryville. A. J. McCosker, who is doing the excavation work, has equipment on the job at the present time and is working four engineers.

The State Department of Public Works announced recently that bids were to be advertised for construction of 2.6 miles of highway on the Willow Pass Road, near Concord. Relocation and reduction of grades on this main arterial between Pittsburg and the Eastbay will result in time saving for both industrial and military users of the highway.

News about the brothers:

Opens Shoe Store

Brother Charles L. Clark is opening a modern shoe store in San Lorenzo Village within the next month. He will carry a full line of shoes for each member of the family, and an exclusive feature will be a mezzanine devoted entirely to the footwear needs of the youngsters.

Brother Leland Sanchez, an employee of the Water Company for the past several years, recently took a vacation trip to Mexico. Due to traveling conditions, Brother Sanchez had an extremely difficult time getting back to this country, and when he arrived, experienced further difficulty in getting back on the job. Through the splendid cooperation of the other members working on the job, however, Brother Sanchez is once again back in his former position.

The Signal Oil Station located at Bancroft Way and San Pablo Avenue in Berkeley is being operated by Brother Cliff Weaver who formerly operated pile driver for George Renner.

Brother James Bridges, formerly employed in Kaiser's Yards in Richmond, has just returned to civilian life after 16 months in the Merchant Marine.

Brother R. B. McDonald is running a steam donkey on the Parker, Steffans and Pearce building job in Berkeley.

October, expects to get a release from the doctor and be ready for work within the next couple of weeks. Brother Bagley has had a pretty tough time of it, having had to undergo surgery for this injury five months after the accident occurred; but he hopes now to be able to get back on the job in the near future.

During the past month Brother Doyle Hallum has gone into the contracting business. Recently released from the Army and with many years experience as an engineer behind him, Doyle will specialize in asphalt and concrete paving and will operate from 5512A Beaudry Street, Emeryville.

Brother Woodrow Bird, who has been working in this area for some time, is returning to his former home in Abilene, Texas, where he plans on going into stock farming.

Edgar Vest Hurt

Brother Edgar Vest is confined to Permanente Hospital, Oakland, where he is being treated for a serious eye injury. An employee of the Peterson Tractor and Equipment of Hayward, he was injured in an accident on the job.

Another member on the sick list recently, Brother Robert Lehto, has been in Mary's Help Hospital in San Francisco recovering from a severe case of blood poisoning.

Round-up of the news from Utah

By C. L. Casebolt, Salt Lake; T. L. Clark, Salt Lake; C. R. Van Winkle, Provo—Bus. Representatives

Salt Lake—As this is prepared the hot news is from Geneva Steel. An election was held there to determine the bargaining agency Wednesday, June 5, 1946. The contending unions were the A. F. of L., the C.I.O. and the Machinists Union. The results showed the C.I.O., 245 votes, the A. F. of L. 154 votes, the Machinists, 98 votes and no-union, 4 votes. A run-off election was indicated and was set for Thursday, June 13, 1946. This will be held before this reaches the light of day. Indications are that the Machinists will support the A. F. of L. in the run-off.

The delay in printing the new agreements has finally been broken and they are now in the hands of the contractors. A number of individual contractors have been contacted in Salt Lake City, Ogden and Provo and indications are that no trouble will be had in getting them signed.

Approval of the new wage scale should be received before this goes to press. Notice was received from the Wage Adjustment Board, dated May 15, that the usual fourteen-day period was being granted to receive protests. This period was up May 29th, and approval is usually received soon after, unless protests are received. Our information from a check with the various contractors, is that no protests were made.

Gravel Co. Balks

The attitude of the Utah Sand and Gravel Co. could only be described as recalcitrant. After several meetings negotiations were broken off because of the company's stubborn refusal to negotiate on any point except the "Union Shop" and its refusal to consider anything else but an open shop agreement. No negotiations of any importance were permitted by the company on any other points. Because of this attitude, at a meeting held of the employees Sunday, May 26, they voted unanimously to strike, if the U. S. Conciliation Service could not affect a settlement. Mr. Don Godwin, of the U. S. Conciliation Service, is assigned to the case and is making an effort to get the two parties together. At this writing no information has been received as to his success or failure.

The Utah Copper has notified us that, under the terms of our agreement with that company, they desire to reopen the agreement. Similar notice, we are informed, has been sent to the other A. F. of L. crafts who have agreements with that firm. In turn your union has notified the company of our desire to reopen the agreement and a number of changes were demanded. Negotiations have commenced with the company and were proceeding satisfactorily until the usual delaying tactics of this company were met.

Take Strike Vote

At a recent meeting of the members employed by the Utah Copper Co. the entire story was unfolded to them and a strike vote taken. The vote was unanimous to strike if a satisfactory agreement cannot be reached and, under the Smith-Connally Act, the Secretary of Labor, the National Labor Relations Board and the Wage Stabilization Board notified. Indications at present are that settlement of the entire question of reopening of the copper mine may be a protracted one unless the company's present attitude takes a sudden change for the better.

A very serious need exists today in Utah for a training program to

train our present and future membership in the operation of heavy equipment. In saying this we realize that among our present membership we have some of the best operators and mechanics in the country, but the game is changing and some members don't have the necessary experience to meet the changing conditions, and some system must be worked out to train our membership to meet these changes. At the request of the contractors, we submitted to them a rough plan for an apprenticeship and training program. The A.G.C. appointed a committee consisting of Ed Clyde, of the W. W. Clyde Co., Chairman; Paul Thorn, of the A. O. Thorn Co.; Deal Mendenhall, of the Deal Mendenhall Construction Co.; Bert Strong, of the Strong Construction Co., and Mel Haymond, of Whiting and Haymond.

One meeting has been held with this committee to date and some progress was made, although it appeared to us that the contractors, so far, at least, showed a great lack of unity among themselves and should get together and decide just what they want to accomplish and how they feel this can be accomplished. Such a program, with the proper safeguards to protect our present gains and membership, could not fail to work out for the best interest of the industry.

Membership Rules

There is one thing that we want to draw to the attention of the membership and that is the rules governing the membership when working in the jurisdiction of another local union. The Constitution of the International provides, that you are subject to the rules and regulations of that local union and that you are subject to discipline by that local union, that is, charges may be preferred against you by that local union, and you may be tried, and if found guilty, fined, suspended or expelled or both.

In going to the jurisdiction of another local union to work you should take your transfer with you, if this is to be for a lengthy period, or be prepared to work under a permit subject to the rules governing the issuance of permits. According to the International Constitution the minimum charge for a permit on construction is \$2.00 per week. The local unions, however, can charge more, and you are subject to replacement at the expiration of your permits. To be eligible to work on a job your current month's dues must be kept paid up in your home local union.

The cost of a transfer, after six months' membership, is \$1.00 and to be eligible to request a transfer you must have the current month's dues paid. Local unions receiving transfers have the right to reject transfers, although as a rule they seldom do. In transferring into a local union all local assessments (such as our "sick and death assessment") must be paid. In transferring out of Local 3 you lose your "sick and death fund" benefits, and to transfer back you must again pay a "sick and death assessment," unless you transfer back under 90 days.

Personal Notes

We wish to take this means of extending our heartfelt sympathy to Brother and Mrs. George O. Middelstadt, of Riverton, on the death of their only son by drowning in a canal in that city. . . . The Ogden Building and Construction Trades Council is planning on holding part of their meetings in Logan. This should greatly help the work in the Logan area. . . . Brother J. R. (Joe) Hicks, whom many of you remember, has taken his withdrawal and is now operating a fishing camp at Little Halfmoon Lake, 12 miles east of Pinedale, Wyo. Brother Joe is a licensed

outfitter and guide for fishing parties, hunting parties and pack trips. If you are interested in a good hunting or fishing trip contact Brother Hicks at Pinedale, Wyo. . . . Brother Walter C. English, formerly with the Utah Copper Co., has been reported opening up a saw mill in Idaho. Sorry, builders, we haven't heard what part of Idaho. . . . Brother J. F. Ollivier, who has been with the Bureau of Reclamation for some months, has taken out a withdrawal card and is to enter the general hardware business in Big Piney, Wyo. He will handle a complete line of hardware, fishing tackle and farm machinery and will also have the agency for the Kaiser-Fraser line of cars. Good luck in your new venture, Joe. . . . Brother M. D. Fisher informs us he is leaving for Jenkins, Kentucky. He will act as a foreman for Western Contractors, Inc., who have a large contract in that vicinity. . . . Brother Ralph Peay of Provo is the owner and operator of a Tourist Camp and Trailer Park at 58 W. 3rd S., Provo. This is on highways 91, 89 and 50. We run this because some of boys going through this area pulling trailers have had a little trouble finding a place to park their trailers in Provo. . . . Brother C. R. Bridget, steward on the Warren Co. job, is back on the job after a short lay-off. Brother "Rich" has done an outstanding job as steward on that job and we're glad to see him back. . . . Brother John T. Hurst, who worked for U.P.M. at Geneva and then a number of months for the Geneva Steel Co. was run into in Panquitch, Utah. He is operating a variety store.

News About Jobs

Not many contracts have been let in the north to date, although there is a lot of road jobs in the making. . . . Gibbons and Reed were only bidders on the Riverdale Overpass, Ogden, approximate bid \$430,000 and will be awarded the contract, according to information received. . . . Waterfall Constr. Co. is working two shifts in his shop in Ogden. . . . Wheelwright Constr. Co. is adding a hot plant and gravel plant to its present plant in Ogden. This company has several small jobs going around Ogden. . . . The Farmers Coop. is proceeding according to schedule. They are finishing up the excavation and the pour has proceeded far enough so they can discontinue the well points. . . . The cement bins at Devils Slide are making good progress. . . . In Salt Lake City, Gibbons and Reed are tearing up the last 15 miles of street car tracks, which is keeping several of the boys busy. They also have the job of paving First South from curb to curb. They were also low bidders on a \$700,000 road job just south of Thermopolis, Wyo. . . . The M & K Corp., which incidentally is not Morrison and Knudsen, are keeping several of the members busy on their housing projects at the Airbase and the U. of U.

Olaf Nelson's job on 21st South is not running as smoothly as expected, which necessitates considerable negotiations with this company. We expect to have it cleaned up in the near future, though. . . . W. W. Clyde's work at Magna is proceeding nicely. He has a new rush job of grading, graveling and oiling at the Toole Ordnance Depot. . . . Most of Morrison-Knudsen's work is in Wyoming this year. However, the company informs us it is still hoping to get considerable railroad work in this State. . . . Utah Constr. Co. railroad job between Magna and Bingham is getting off to a good start. The company informs us that it plans

on adding more equipment and another shift, which ought to help things out considerably. The fabrication of the steel pipe for the Salt Lake Aqueduct at its 21st South Shop is off to a good start. The welding is being done by the Southwestern Welding Co. under a sub-contract but the U. C. Co. is doing the rest of the work. Every man under our jurisdiction at its shop is now a member.

The Utah Concrete Pipe Co. is going along with our organization and keeping a number of members busy. . . . Most of the basements you see being dug, and other small jobs you see going on in and around Salt Lake City are being done by contractors employing our members. Among these are Theo Woods, Byron Ewell, Barney Todd, Chris J. Hansen, Chytraus Constr. Co., Cushing, Leo Tuft, etc. If you see any of these jobs going on report them to the office and we'll check into them. . . . Vincent-Petersen expects to start their housing project in Vernal in the near future. This consists of 125 houses. The company is 100 per cent union and puts a union clause in its sub-contracts. . . . Pacific Bridge Company's job at Park City is getting along nicely. Present plans are to put the plant in operation July 15, at which time the company informs us it will need additional operators.

Deal Mendenhall was low bidder on the Bonanza Mine Road job, approximate bid, \$171,000. He is moving his equipment out there and getting ready to start. This will be a camp job. . . . Warren Co. has started on its new contract with the Bureau of Reclamation on the Salt Lake Aqueduct. This company expects to add to its crew. The Welco Sales and Service Co. will do the welding on the steel pipe. . . . Enoch Smith and Sons was awarded a sewer contract by Orem City recently. . . . The J. B. and R. E. Walker Co. is just about washed up on its Bureau of Reclamation job. . . . The Bureau of Reclamation force account crew is scattered all over the country at this time. This work will be somewhat slower this summer. . . . V. C. Mendenhall was low bidder on the Bureau of Roads Fruitland road job. . . . Rumor has it that a road job will be let in Daniels Canyon in the very near future. . . . Ray Leavitt, Chairman of the State Road Commission, tells that 7 or 8 miles of four-lane highway may be let in Utah County soon, and, in addition, an attempt is being made to persuade the U. S. Bureau of Roads to improve Highway 91 between Provo and Lehi. . . . Provo is to have about 500 housing units assigned to it by the F.H.A. These units will probably be erected in subdivisions. Other units will be assigned to other parts of the county.

F.P.H.A. has approved the veterans housing project at B.Y.U. . . . The Grant Constr. Co., headed by Joe Grant, formerly of Strong and Grant, was low bidder on the Huntington Canyon Road. This contract calls for grading, graveling and oiling and runs approximately \$130,000. This company has bought the old A. O. Thorn shop in Springville and has got in several new pieces of equipment. . . . W. W. Clyde Co. has several members back on Scofield Dam finishing up. This company is moving back on its Helper job which was held up on account of lack of materials. Its job at the St. George airport is about washed up. . . . Strong Co. expects to double shift its Scipio job right away. It has got in several new pieces of equipment lately. . . . Intrusion-Prepakt Co., which was found replacing concrete structure on the U. P. R. R. was signed up recently and its

crew organized. . . . Reports have it that the iron mine, operated by the U. C. Co., at Iron Springs will reopen soon. This mine supplies iron ore to Kaiser. . . . Reynolds job on the St. George-Veyo road hasn't started up yet. The company informs us that it will move its present crew down from Ogden. . . . Wheelwright Constr. Company's job at Veyo will start as soon as it gets notice to proceed, according to the company. The job will be double shifted and will require additional men. . . . The rest of the work in the State consists of scattered small jobs. Many of the smaller cities are prepared to let or are letting, various small jobs, most of which are being taken by contractors under union agreements.

Special Notice!

It has been customary in the past to keep the Provo office open on Friday evenings from 6 p.m. to 8 p.m. Due to the fact that the membership is scattered on jobs throughout the State and that many members now use the mails to conduct their business with the office and no longer come into the office on Friday evenings, it has been thought advisable to close the office on this night, except on meeting nights. You are therefore notified that on and after Friday, June 28, 1946, the Provo office will only be open on the second Friday of each month. In case of emergency or need after office hours, you may contact the Business Representative at his home, 340 W. 1st N., phone 716-W, or the office secretary at her home, phone 218.

Be Sure to Attend the Meetings!

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Dredger News

(Continued from page 5)
use the new appropriation for the 1946-47 fiscal year. This may develop into quite a long job. They have also been awarded a contract for an additional 100,000 yards on the Moss Landing job which will keep the Beaver busy for some time.

Suisun Dredging

The Associated Dredging Company is keeping busy with the Dredge Sucker on the Suisun Channel, and the Curlew and Liberty (Clams) building levees and the No. 1 working near Antioch.

The Case Construction Company also have their Dredge Alamitos on the Suisun Channel job.

Dutra has both the Mailard and the Edwards busy in the vicinity of Redwood City.

The Pacific Portland Cement Company has now started two shifts on their Dredge Texas with the Golden Gate standing by in case of a breakdown. This is made necessary in order to keep the mill running at capacity.

The Olympian Dredging Company has the Monarch working near Meridian where they are strengthening levees on the Sacramento River. The Golden Gate is loading barges at the Encinal Terminal, Alameda.

Finish Hunters Pt.

The Papoose finished their clean-up job at Hunters Point and are standing by, presumably awaiting the outcome of the new contract at Hunters Point. Bids are to be opened on June 12. Approximately 1,700,000 yards of dredging is involved in this contract.

The Case American Construction Company have just about finished with their job at the Alameda Naval Air Base and are looking around for another good sized job to set in on with the Dredge Olympia.

Have just learned that the Case Construction Company submitted the low bid on the Hunters Point job.

Daily report of awards for construction jobs

May 14, 1946

SAN FRANCISCO, Calif., contract awarded to Wm. McIntosh & Son, \$2691, for construction of remote control radio station at Christmas Tree Point, Twin Peaks, S.F.

May 15, 1946

SACRAMENTO, Calif., contract awarded to McGillivray Const. Company, \$13,683, for improvement of Streets, Avenues, Ways, etc., for Swanston Park, Unit 3, Sacramento, Calif.

SAN FRANCISCO, Calif., contract awarded to Healy-Tibbitts Const. Company, \$79,468, for R. C. Sewer in Army Street from San Bruno Ave. to Potrero Street, S.F.

SAN FRANCISCO, Calif., contract awarded to Eaton & Smith, \$15,834, for paving, sewer's, etc., on Persia Ave. from Mission Street to Ocean Ave., S.F.

May 16, 1946

SHARP PARK, Calif., contract awarded to C. W. Stevens, \$14,146, for construction of a water distribution system to Rockaway Beach in the district.

SAN FRANCISCO, Calif., contract awarded to Chas. L. Harney, \$106 sq. ft. for asphalt concrete surfacing on roadway at Balboa Park.

May 17, 1946

SACRAMENTO, Calif., contract awarded to Piombo Bros. & Co., \$121,694, for 1 mile grade & imp. base, Slick Rock Creek, 5.6 miles south of Pt. Arena, Mendocino County.

SACRAMENTO, Calif., contract awarded to Lester L. Rice, \$104,971, for 11.8 miles repair exist. surfacing, etc., between Oroville Wye & Nelson, between Durham R.P. crossing & Chico & between Big Chico Creek & 6th in Chico, Butte.

FRESNO, Calif., contract awarded to Griffith Company, \$19,980, for const. traffic deflectors between 1.6 miles & 1.25 miles south of Grapevine Station, Kern County.

REDDING, California, contract awarded to C. C. Gildersleeve for construction of bridge across Hayford Creek about 58 miles west of Red Bluff, Trinity County.

May 20, 1946

SACRAMENTO, Calif., contract awarded to Case Construction Company, \$164,966, for dredging of Suisun Channel.

May 21, 1946

VACAVILLE, Calif., contract awarded to Fredrickson Bros., for construction of switchyard foundations and drainage channel at Vaca-Dixon Substation, near Vacaville, Calif.

RED BLUFF, Calif., contract awarded to M & K Corp., \$24,332, for 16 family units, Red Bluff, Calif.

May 22, 1946

PITTSBURG, Calif., contract awarded to J. H. Pomeroy & Co., \$5,000,000 for all construction work in connection with the construction of a new sheet & tin plate plant at Columbia Steel Plant, Pittsburg, Calif.

PITTSBURG, Calif., contract awarded to American Bridge Company, \$3,000,000 for construction superstructures for new sheet & tin mills, Pittsburg, Calif.

SALT LAKE CITY, Utah, contract awarded to Deal Mendenhall

Construction Company, \$171,699, for 21,956 miles crushed rock or crushed gravel surfacing road, S.R. 45, between Bonanza & U.S. 40, Uintah County, Utah.

SALINAS, Calif., contract awarded to Granite Const. Co., \$6995, for grading & paving of Municipal Parking lot, W. Alisal & Lincoln Ave., Salinas.

May 23, 1946

FRESNO, Calif., contract awarded to Pacific Pipeline Const. Company, \$71,287, for const. of sewer system in Fresno Portals, Fresno.

OAKLAND, Calif., contract awarded to S. C. Giles, \$45,292, for furnishing 550 precast concrete bents delivered on East Bay Aqueduct right-of-way.

May 24, 1946

SACRAMENTO, Calif., contract awarded to E. B. Bishop, Orland, & D. Gerald Bing, \$409,590, for 29.5 miles grade, plantmix, surfacing on new subgrade & existing surface & seal coat, between Eagleville & 4 miles north of Lake City in Modoc County.

SACRAMENTO, Calif., contract awarded to A. Teichert & Son, \$71,525, for 7.3 miles repair with plantmix surfacing & crusher run base, between 1 mile east of Davis & Swingle, & between 2.25 miles north of Arcade Station & Junction Rt. 6, Yolo County.

SACRAMENTO, Calif., contract awarded to Fredrickson Bros., with plantmix surface & crusher \$149,535, for 14 miles repaired run base & imported borrow on shoulders, between Cache Creek & Dunnigan in Yolo County, Calif.

SACRAMENTO, Calif., contract awarded to J. R. Armstrong, \$79,688, for 10.5 miles repair shoulders with cr. run base, plantmix surface between El Cerrito Hill Overhead in Albany & Carquinez Bridge, in Alameda & Contra Costa Counties.

SAN FRANCISCO, Calif., contract awarded to Chas. L. Harney, \$5044, for asphalt concrete paving, etc., 41st Ave., Pacheco to Quinta, 42nd Ave., Pacheco to Quintara & Pacheco Street, 31st to 42nd Ave.

STOCKTON, Calif., contract awarded to S. M. McGaw Company, 9.4c per sq. ft., for asphalt paving of the Weber School playgrounds, Stockton, Calif.

May 27, 1946

LOMITA PARK, Calif., contract awarded to Freethy-Folgelberg, \$23,070, for const. Capuchino Interceptor sewer, Elm Street. Interceptor sewer & trunk main in the district.

SAN MATEO, Calif., contract awarded to B. Miles Thomas, \$10,637, for improvement of School yard, Baywood School, San Mateo.

May 28, 1946

SACRAMENTO, Calif., contract awarded to Griffith Company, \$90,532, for 10.4 miles repair with plantmix surface between Famoso & Cecil Ave., in Delano.

SAN FRANCISCO, Calif., contract awarded to Ship Salvage Co., \$24,444 for removal and disposal of wreck of Tug USS Tamaroa, S.F. Bay.

May 29, 1946

SACRAMENTO, Calif., contract awarded to Guy F. Atkinson Co., \$627,781, for 2.2 miles grade & concrete paving on cr. run base on Bayshore Freeway from Broadway in Burlingame to State Street in San Mateo.

SACRAMENTO, Calif., contract awarded to Utah Const. Company, \$522,675, for 15.6 miles grade & gravel & cem. tr. bases, between Rt. 72, 3 miles north of Dorris & 4 miles west of Hatfield.

SACRAMENTO, Calif., contract awarded to Gunner Corp., \$62,350, for 3.2 miles repair between Atwater & 2 miles north, Merced County, Calif.

REDDING, Calif., contract awarded to Morgan Const. Co., \$10,662, for 7.8 miles seal coat, between 0.3 miles east of Lakeview Junction & 1 mile west of Cedar Mt. Station, Modoc County.

SAN FRANCISCO, Calif., contract awarded to Eaton & Smith, \$182,233, for extension of Clipper Street, Douglas to Portola Drive, S.F.

STOCKTON, California, contract awarded to Bati Rocca, \$4827, for const. cattlepass about 9 miles north of Angels Camp, Calaveras County, Calif.

May 31, 1946

NAPA, Calif., contract awarded to E. A. Forde, \$28,872, for asphalt surfacing on 4.1 miles of road in Conn & Ciles Canyon, 3 miles in Howell Mt. & 3.5 miles in Wooden Valley, Napa County, California.

SAN BRUNO, Calif., contract awarded to C. L. Harney, \$3110, for water supply pipeline, San Bruno.

NAPA, Calif., bonds carried by voters of Napa, at an election, \$1,750,000 to finance construction of a 30-in. water pipeline from Conn Dam to Napa, Calif.

June 3, 1946

EUREKA, Calif., contract awarded to Edward Johnson, \$9847, for reconstruction of Salt River Bridge, Wadlington Road, Humboldt County, Calif.

SAN FRANCISCO, Calif., contract awarded to Fay Improvement Company, \$350, for paving, etc., No. half of Belasco Ave., between Castillo Street & 40 feet east, S.F.

SAN FRANCISCO, Calif., contract awarded to Rosenberg Bros. Grading Company, \$595, for slide removal east side of Bayshore Blvd., between Hester Ave. & 3rd Street.

June 4, 1946

SAN FRANCISCO, Calif., contract awarded to A. A. Tieslau, \$238,624, for 8.289 miles grades, surfacing, etc., Dalzell Canyon, Tiyabe National Forest in Lyon County, Nevada.

SAN MATEO, Calif., contract awarded to L. C. Smith, \$270,168, for grading, conc. & asphalt paving, curbs, gutters, sidewalks, storm sewers, etc., in San Mateo Knolls, San Mateo, Calif.

SOUTH SAN FRANCISCO, Calif., contract awarded to Calif. Paving Company and E. Barbetini, \$263,791, for grading, paving, curbs, sidewalks sewers etc. in Rancho Buri-Buri Subdivision So. San Francisco.

FRIANT, Calif., contract awarded to Fred J. Maurer & Son, \$265,515, for const. of Friant-Kern Canal stilling basin, Cottonwood Creek Bridge, Friant Dam landscape area improvements, Friant Division, Friant, Calif.

June 6, 1946

OAKLAND, Calif., contract awarded to Tate Pipe Linings, Inc., \$50,460, for cleaning & lining of

water mains in Alameda County, Calif.

OAKLAND, Calif., contract awarded to Independent Const. Company, for repair of asphalt & bituminous pavements for the fiscal year.

SALINAS, Calif., contract awarded to Granite Construction Co., \$1977, for construction of an entrance & pipeline from Alisal St. to the Emergency housing project at Salinas Airport, Salinas, Calif.

OAKLAND, Calif., contract awarded to Empire Foundry Co., for furnishing castings materials for the fiscal year for the city.

OAKLAND, Calif., contract awarded to Heafey-Moore Company for furnishing crusher run base, drain stone, etc. for the fiscal year for the city.

OAKLAND, Calif., contract awarded to California Pottery Company for furnishing sulphur silica compound for the city for the fiscal year.

OAKLAND, Calif., contract awarded to Calif. Corrugated Culvert Company for furnishing corr. iron pipe for the city for the fiscal year.

June 7, 1946

OAKLAND, Calif., contract awarded to J. G. Grattan for drilling test holes on 12th Street Dam, Oakland, Calif.

SAN FRANCISCO, Calif., contract awarded to MacDonald, Young & Nelson, \$60,000, for extension to Mountain View Substation, foundations for structures at Ames and building and foundations for Monte Vista Substation.

SALT LAKE CITY, Utah, contract awarded to Howard P. Foley Co., \$6529, for construction of VHF radio range station. Second contract awarded to Howard P. Foley Co. for construction of VHF radio range station at Ogden, Utah.

June 5, 1946

VALLEJO, Calif., contract awarded to E. E. Lowell, \$11,080, for asphalt concrete paving, etc. on portions of Ohio Street, Louisiana & Colusa Streets, Vallejo, Calif.

SALT LAKE CITY, Utah, contract awarded to L. A. Young Construction Company, Richfield, Utah, \$68,646, for 5.537 miles road-mix bituminous surfaced road between Monroe & Joseph on State Rt. 118 in Sevier County, Utah.

CASTROVILLE, Calif., contract awarded to San Francisco Bridge Company, \$275 by. for approximately 100,000 cy. dredging & disposal of materials in Moss Landing Lagoon, Monterey Bay, Calif.

STOCKTON, Calif., contract awarded to Stockton Const. Co., \$7677, for construction of wading pool & swimming pool in recreational area at Lottie Grunsky School, Stockton, Calif.

June 10, 1946

CARSON CITY, Nevada, contract awarded to Dodge Const. Company, \$313,511, for 10.325 miles grade surfacing from 9.3 miles east of Battle Mountain to 0.8 miles west of Lander-Eureka County Line.

CARSON CITY, Nevada, contract awarded to Silver State Const. Company, \$165,558, for 14,941 miles grade surface, etc. Junction U.S. 95, 31 miles north of Winnemucca to Sod House.

CARSON CITY, Nevada, contract awarded to Sumsion & Glenn,

\$270,970, for 18.667 miles grade surfacing, etc., from McGill to Magnuson's Ranch, Rte. 2.

SACRAMENTO, Calif., contract awarded to A.S. Jones, \$158,786, for 7.6 miles repair between Dublin & Mission San Jose & between Alvarado & San Leandro.

SACRAMENTO, Calif., contract awarded to Frank B. Marks & Son, \$82,421, for 3 miles repair with rock base & plantmix surface between San Joaquin River & Madera County line.

SACRAMENTO, Calif., contract awarded to Oilfields Trucking Company, \$206,123, for 10.8 miles grade & plantmix surface between Cottonwood & Anderson.

SAN FRANCISCO, Calif., contract awarded to Leo Epp, \$383,214, for construction of 289 family units, San Francisco.

SAN MATEO, Calif., contract awarded to Shumaker & Evans, \$32,200 for construction of 112 family units, San Mateo, Calif.

SAN FRANCISCO, Calif., contract awarded to Shumaker & Evans, \$72,450, for construction of 252 family units, San Francisco, Calif.

CORNING, Calif., contract awarded to M & K Corp., \$18,297, for construction of 16 family units at Corning, Calif.

June 11, 1946

STOCKTON, Calif., contract awarded to Stockton Const. Company, \$898, for construction of streets, curbs, sidewalks & parking areas in Arbor Park Veterans' Housing Project, Stockton.

SACRAMENTO, Calif., contract awarded to H. Earl Parker, \$438,057, for construction of levee, Iseton Bridge to Walnut Grove, California.

SAN FRANCISCO, Calif., contract awarded to A. A. Tieslau & Son, \$238,624, for 8.289 miles grade surface, etc. Dalzell Canyon, Tiyabe National Forest in Lyon County.

STOCKTON, Calif., contract awarded to A. E. Downer, \$5255, for construction of sanitary sewer & gas & water mains in Arbor Park Veterans' Housing Project, Stockton, Calif.

OAKLAND, Calif., contract awarded to Case Const. Company, \$5260, for 72-in. linings in ex. concrete arch culvert south of 29th Street & E. of Broadway, Oakland.

SAN FRANCISCO, Calif., contract awarded to Fred D. Kyle, \$177,730, for construction 500-ft. bridge over North Fork of Middle Fork of American River, Tahoe National Forest in Placer County, Calif.

SAN FRANCISCO, Calif., contract awarded to Fay Improvement, \$30,562, for repairs to surfacing, etc., at Argonne, Bay View, Margaret S. Hayward, Potrero Hill, Bernal, Michelangelo, Angelo J. Rossi & Sunser Playgrounds, San Francisco.

SALT LAKE CITY, Utah, contract awarded to Grant Const. Company, \$121,219, for 3.481 miles 2-in. roadmix surfacing & concrete bridge, between Huntington & Forest Boundary in Emery County, Utah.

CAMBY, Calif., contract awarded to M & K Corp., \$30,040, for construction of 20 family units at Camby, Modoc County, Calif.