

APRIL 22nd IS LAST DAY TO REGISTER!



# ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

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SAN FRANCISCO, CALIF.

March 15, 1948

## A. F. L. BLASTS POWER RULE

### Laborer, Employer Join to Secure More Ship Work

Thanks to an aggressive campaign waged by West Coast AFL metal trades unions, in which they are joined by shipyard management, it now appears that West Coast shipyards will get a fair allotment of ship work and be enabled to retain, in the interests of national defense, some of the job skills and yard facilities built up during the war years.

A joint labor-management committee early this month went to Washington to call to the attention of federal agencies and congressmen the dangerous slump in shipyard work, and it was announced this week that a sizeable amount of conversion work is to be allotted as a starter.

Efforts of the industry were backed by the State Legislature last week when it adopted a resolution urging the U. S. Maritime Commission to apportion enough work to support the industry.

"Pending development of a more definite program of new ship construction, the work of reconverting a number of troop transport vessels presently in the reserve fleets of the West Coast to standard cargo vessels is to be accelerated," said a statement issued by the joint committee this week.

Chairman of the committee is Tom Rotell, secretary of the AFL Pacific Coast Metal Trades Council, with one labor and one management representative from each of the four major port cities of the West Coast—Los Angeles, San Francisco, Portland, and Seattle.

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### Liquid Carbonic Is Struck in S.F.

After doing everything in its power to settle a wage dispute amicably at Liquid Carbonic Co. in San Francisco, Stationary Engineers Local 39 was forced to strike the firm on March 1, after complying with all advance requirements and securing strike sanction from the Labor Council and the Metal Trades Council.

The firm is standing on its wage offer which is considerably lower than the going rate for this type of work in San Francisco, and the acceptance of which the membership feels would be detrimental to the general wage structure and the union's position.

At press time the picket line was on, and the membership and the labor movement in general is backing it up 100 per cent.

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### Eastbay Freeway

Work is moving fast on sections of the Oakland freeway which by completion in '49 will carry 50,000 cars daily and run from Carquinez bridge to San Jose and there join the Bayshore freeway. Fifteen structures are being built between Oakland and San Leandro to eliminate cross traffic.

### Engineers Aid Eureka Labor-Owned Hospital



The above picture shows Osuf Wicks (left), superintendent of the Union Labor Hospital, accepting a check from Business Representative Otto E. Never of Local 3, as Mrs. Blanche Ontko, secretary of the New Hospital Drive Committee smiles approval. Eureka's labor-owned hospital is making a drive for \$1,900,000 to build a new 120-bed hospital. Brother Osuf Wicks is a member of Local 1040, Carpenters, and was a director of the hospital for 24 years before being appointed superintendent. He served as a director without pay. Donations are asked from locals and individual members of organized labor throughout the U. S. and its territories.

### Sudden death of Kevin Walsh, a shock; "he worked for all"

The sudden death, on February 26th, of Brother Kevin Walsh, secretary of the State Conference of Engineers, came as a shock to his family and many friends and has brought mourning to a wide acquaintance of brother engineers in California who knew and respected his diligent work and most sincere ideals in behalf of the organized labor movement.

Brother Walsh underwent an operation for hernia in a San Francisco hospital in January. He returned to his home and appeared to be well on the way to recovery but two weeks later suffered an attack known as an embolism, a form of blood clot, following a telephone conversation which unduly excited him. He was returned to the hospital and was due to be sent home again when death came.

He began his association with old Local 64 of the Stationary Engineers in 1935. In 1937 he was named assistant business agent and served for two years before accepting a position as engineer with the City and County of San Francisco.

In 1940-41 he was president of Local 64, and later was named president of the California Conference of Engineers.

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KEVIN A. WALSH  
Secretary, State Conference of Engineers

### Jobs, Industries Hit By Serious Shortage

Power, the life-blood of industry and jobs, is so limited in Northern California that industrial growth has been checked and thousands of workers have been forced to take a 20-percent cut in work and wages.

Members of our unions are vitally concerned because the work of the Engineer is closely associated with electric power, and layoffs from the current reductions have already affected many members of Locals 3 and 39.

Locals 3 and 39 are joining with the State Federation of Labor in strenuous protest against the situation, in which the privately-owned utility, P.G.&E., has allowed a shortage to develop.

### Strong Statement on Power by State A.F.L.

The following statement on the power shortage by C. J. Haggerty, secretary of the California State Federation of Labor, was presented to the Public Utilities Commission last Thursday by Barney Mayes, Federation research and publicity director:

The California State Federation of Labor believes in seeing this crisis in its true colors. Our power shortage has causes other than the failure of rain. And there are other remedies to be taken besides praying for rain. We object to the attempt by the Pacific Gas & Electric Company to blame labor and the Reclamation Bureau and almost anybody but themselves for this power shortage.

We object to leaving the responsibility for seeing us through this crisis in the hands of the very private utility that is more responsible than any other agency for our trouble. No agency outside the government itself should be in charge, and we ask this Public Utilities Commission to assume its responsibilities at once.

Our view grows out of long and

hard experience. We have always stood for full, integrated development of our water resources. From 1920 through the 1930's, the bitter opposition of the Pacific Gas and Electric to this development is a matter of public knowledge. Some of its expenditures to block developments are filed with your commission, and its methods, both open and concealed of accomplishing its purposes are recorded in the investigations of the California Legislature and the Federal Power Commission.

#### APPROPRIATIONS BLOCKED

The Pacific Gas and Electric tried to block the entire Central Valley Project at the start. Failing that, it has tried to block about every appropriation to carry it out.

The Pacific Gas and Electric has opposed the construction of the Antioch steam plant. James P. Black, president of the company, has many times opposed this before various congressional appropriations committees. In one of the hearings he stated:

"There is no need and no justification for any expenditure for transmission lines or switch yards beyond Shasta substation, 25 miles below Shasta Dam, where project power is now being delivered to the company under a contract executed in September, 1943."

Mr. Black complained about the bureau's refusal to extend this contract, which was negotiated between the Bureau of Reclamation and the Pacific Gas and Electric on September 23, 1943, and will expire on March 31, this year, and is the contract under which the bureau is now delivering Shasta power to the Pacific Gas and Electric.

This contract contains language to the effect that the bureau and the Pacific Gas and Electric agree to endeavor in every way to fulfill the conditions of the reclamation law with regard to giving preference to public agencies on power that is generated at Shasta. STIPULATION REFUTED

Mr. Black states today that no such stipulation is in that contract. Nevertheless, one article in that contract states as follows:

"During the term of this contract, and in order to meet the existing war emergency, the parties agree (without establishing

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### OFFICIAL NOTICE TO MEMBERS

ALL DUES ARE PAYABLE IN ADVANCE . . . Members whose dues are not paid for the first quarter of 1948 are delinquent after April 1st, 1948 and are subject to a \$5.00 delinquent fee. If not paid BEFORE April 10th, 1948, the member is automatically suspended and in order to reinstate must pay a \$20.00 reinstatement fee, plus dues and assessments. Dues are payable as follows:

Local 3	\$15.00 per quarter (at \$5.00 per month)
Local 3-A, 3-B, 3-C	12.00 per quarter (at \$4.00 per month)
Local 3-D, 3-E	3.00 per month — \$9.00 per quarter

IMPORTANT!!! All members should be familiar with the rules governing the Burial Expense Fund. Death benefits shall be paid to beneficiaries of members in good standing. . . . A member in good standing is a member who has his dues, and all other obligations, paid to the date of his death.

REGISTER! REGISTER! REGISTER!

If you've moved, if you've never registered, or if you didn't vote in the last general election, be sure that you register. Be sure that your friends register, and that members of your family register.

**TAFT-HARTLEY LAW UNCONSTITUTIONAL**

At last the courts are beginning to air their views on the Taft-Hartley law. While one of the lower courts upheld that part of the law which would prohibit unions from using union funds for political purposes, another court in a much stronger case brought by President Murray of the C. I. O. as a test case, ruled that the provision of that law which prohibits use of union funds for political purposes is unconstitutional.

There are other provisions of the Taft-Hartley law, such as the one that interferes with the right of workmen to strike, that are so clearly in violation of the freedoms laid down in the Bill of Rights that about the only explanation for such a law being adopted at all is that the big business interests responsible for its enactment are ready to junk our federal constitution whenever it stands in the way of their plans to destroy unions.

This slave law is so full of just such flagrant defiance of our supreme law of the land that it, like the Hot Cargo law, should be declared unconstitutional as a whole.

**HOW'S YOUR HEALTH, BROTHER?**

How are your teeth? Paid your income tax? Had your chest X-rayed? Got any money saved up?

Do you ever find yourself taking inventory like this now and then? Life gets more complex as civilization advances, but there always have been a few routine matters like these that every living person has to remember. It's part of the business of being alive instead of six feet under the ground.

As working partners in the best country on earth, however, there is one routine duty that many of us are inclined to regard lightly and pass over. It is a most simple task, one that doesn't cost a cent and takes very little effort. And yet it is one of the most important things we can do to justify our being alive and living in a country such as ours.

Millions of words have been written about it, but the negligence of this little duty goes on. There seems to be only one remedy, and that is to jam it into our simple heads once and for all that this matter goes on the list, that first list of matters to be attended to in order to stay alive, keep out of jail, and stay happy.

It doesn't come around very often, which is probably why we tend to neglect it. But you don't neglect income taxes, do you? You pay your automobile fees, don't you?

There's no penalty for neglecting this duty, except that one of these fine days you might wake up and find you've lost the privileges that go with it, and then realize, for the first time, just what it means.

Sometime, ask a Vet who's been overseas what he thinks about it.

Meanwhile, here's where we put our plug in: April 22 is the last day to register for the June 1 California Primaries, with later dates for Nevada and Utah. Make sure you, the wife, and friends are registered.

This is the most important time in the history of Democracy for the people in it to take part in it.

**Report of last meeting**

The meeting was called to order at 8:05 p.m., President Clancy presiding. Roll call showed all officers present. There were approximately 175 members present.

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

A synopsis of the Executive Board minutes of March 3 read and the acts and recommendations of the Board were by motion approved as read.

A letter of thanks was received from the Union Labor Hospital, Eureka, California, for contribution. Received and filed.

A letter was received from the Pile Drivers, Bridge, Wharf and Dock Builders, Local No. 34, regarding the municipal wharf at Santa Cruz and requesting that none of our members go to Santa Cruz on their vacations. Received and filed.

Cards of thanks were received from Mrs. Newsome and family; Mrs. A. B. Stribling and daughter; the family of Tony Madrid; the Harper family; Mrs. Mae Giaccone and family; Mrs. C. J. Walker and family; and Mrs. Helen Karstedt. Received and filed.

The following members were reported ill: Geo. H. Benadom, Frank Bonacich, J. P. Bunch, Irvin Cavanaugh, Frank W. Chapin, Kay E. Clement, N. G. Cole, Howard S. Cottrill, William P. Dessert, Antonio Erola, Victor D. Fahrni, Wan. H. Gibson, Howard Grimm, Mark Guilfoyle, Louis Hansen, Henry Harding, Paul H. Hodges, Fred V. Holmes, Geo. Hoffman, John H. Johnston, J. W. Jones, Floyd Kinsey, Sam Phillips, Ray Poore, William E. Rupp, John Rusk, John Sausedo, Gustavo A. Schmitt, Lawrence C. Shetter, James Shippey, Peter Simon, Hollis A. Stevenson, Martin Shirik, Roy F. Thornton, Warren M. Vaughn, J. W. Watters, Albert White, Stanley A. Wol.

The following members were reported deceased: Clyde Camper, Paul A. Kimble, Lyle Shotwell and Chas. J. Walker.

The Trustees gave their report which was received as read. The Business Agents gave their usual reports which were received as given.

A resolution was read regarding the erection of an Engineers' Office Building on the Valencia Street lot, as the first reading. It was regularly moved and seconded that the resolution be adopted as the first reading. Carried unanimously.

Mr. Lawrence W. Allen from the California Committee for California Bill of Rights Initiative Constitutional Amendment, Inc. addressed the meeting in regard to the California Bill of Rights, leaving copies of the proposition for the membership.

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

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

**Shasta, Keswick Dam Work Helps Redding Area**

By E. A. HESTER

Representative, Local 3

**Redding** — According to the reports from the Bureau of Reclamation, and if money can be made available, we are to have a lot of new work on the Shasta and Keswick Dam. There is a little over three million dollars of road and developing work left to be done at Keswick Dam.

Work will start soon on the installation of the flood gates at Shasta Dam. When the gates are installed and in operation, this will allow two million more acre feet of water behind Shasta Dam.

Work has been exceptionally slow in this district in the past month. More of the logging camps have shut down during this period for repairs, and in some instances due to the heavy snow.

**HIGHWAY JOBS**

Ball & Son will soon resume work on the highway project out of Weaverville. And by the time they finish there, there will be another six-mile addition on the same project.

I also expect to see Kliensmid back very soon, on a federal road job in Hayfork.

Federickson Brothers are in full swing on their 299 Highway job out of Schilling—two shovels and about 12 Cats. Brother Al Kingwell, superintendent of this project, can well be satisfied with this organization that he has. Because, everything is working perfectly.

It has been sort of hit and miss with Federickson and Watson job at Hornbrook due to the fact that there has been a little rain and snow.

James I. Barnes Company has completed its work on the Sacramento River bridge—seven piers and two abutments. All equipment has now been moved out except the dragline.

**LOOKING FOR GOLD**

Brother Guy Slack of the Thomson Divide Mining Company reports that they have shut down the P&H dragline and boat, at Minersville. Brother Slack is moving his crew to Nevada, about 60 miles northeast of Cedarville, where they will be doing a lot of prospecting. He hopes to find a lot of gold in them thar hills, and in this we wish him lots of luck.

Bids will be reopened March 25 on the highway project between Fall River Mills and Dana. A distance of about six miles is involved in this project. Bids made on the work last year were rejected.

George Stacey of Tulalake was successful bidder on another drainage project near Tulalake. Due to weather conditions, things are quiet in this region but George expects to have his draglines and Cats in operation before very long. The same situation applies to Bob Roberts and his three draglines operating out of Alturas.

**GAIN IN LOGGING**

Good word comes from Brother Finley, whose operating jammer loads logs in Trinity County. Brother Curran is doing the Cat work. Also Brother McAlexander, of Hayfork, reports that good progress is being made in his district. Brother Cantrell reports that everything is going good in his logging camp. And the writers report that we are making good progress in all of the logging camps in northern California.

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**39 Wins NLRB Vote**

Stationary Engineers Local 39 has filed 70 elections with NLRB to date, with about 120 expected in all. Thus far 33 elections have been held; the score: 33 won, none lost.

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Salt Lake City area has prospects for good employment with many new industries and expansions started or planned for this growing district.

**Veterans' information**

By JOSEPH RILEY

Business Representative, Local 3

Veterans Administration costs were reduced \$1 billion for the current term, notwithstanding, the total number of Vets continues to grow. Over 7 1/2 billion was spent by the V. A. during the 1946-47 fiscal year for readjustment benefits such as education, on the job training and unemployment allowances.

This is good news to the taxpayers, as long as necessary services are not curtailed and vital benefits reduced.

While members of Congress "moan" about the "tremendous cost" of V. A. in these comparatively early postwar years, few, it is felt, take into consideration the fact that with the exception of compensation and pension payments the most costly V. A. benefits such as education, on job training, and unemployment allowances are not permanent benefits and are limited to each Vet according to his length of service.

Readjustment allowances and unemployment compensation are not payable after July 15, 1949. Other costly benefits will reach similar deadline by July 25, 1956, when all education and job-training under either the G.I. Bill of Rights or Public Law 16 must be completed.

Thus it has been concluded, despite the "wails" of "mounting Vet costs" and "where will it end?" V.A. costs are dropping sharply and fast and despite the month to month jump in the total number of Vets will continue to drop appreciably.

**FEDERAL VET CLAIMS COURT OF APPEALS**

Establishment of a Federal Veterans Claims Court as a court of appeals from Veterans Administration decisions should be urged by every Vet organization.

A resolution was drafted and adopted recently at a national Vet

convention, covering this subject thoroughly. This body would give the Veteran a final court of equity where many injustices could be righted.

As it stands today, a Veteran whose claim for government benefits is turned down by the Vets Administration has no appeal other than the Board of Appeals of the V.A. itself.

It is believed that many inequitable decisions have been held that would not be acceptable to a civic court unhampered by V.A. regulations or influences.

A Veterans claims' court would be in the position to review claims of this type and should have the authority to reverse the V.A. where the law and the evidence justified such action.

The acceptance of this resolution undoubtedly would cause V.A. officials to render fairer and more favorable decisions in regard to compensation and other benefits.

This type of legislation should be discussed and acted upon at our regular Veterans meetings.

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**STATE VETS BOARD ACTION**

Some 15,000 Vets will continue to pay the low rate of three per cent interest a year on state home and farm loans. Under the law the rate may be redetermined periodically within a range of 2 1/2 to 4 per cent in accordance with the cost of money and other factors.

Funds for the purchase of Veterans farms and homes are obtained through self-liquidating state bond issues which have been voted by the people of the state on six separate occasions for a total of \$210 million.

Qualified veterans of California of any war may obtain up to \$7,500 for purchase of a home or up to \$13,500 for a farm. This amount can be repaid in low monthly installments, usually over a 20-year period.

For full information, contact the State Department of Veterans Affairs at San Francisco, Sacramento, Oakland, San Jose or Fresno.

**MORE MONEY FOR VETS**

Congress finally passed higher pay ceilings for on-job training, raising them to \$210 a month for veterans with no dependents, \$270 for those with one dependent, and \$290 for those with two or more. This is on the combined income of the Veteran.

Increased allowances for Veterans in school were also authorized in a bill recently signed, but they go only to full-time students. The new subsistence payments are \$75 a month for singles, \$105 for one dependent, and \$120 for more than one dependent. They are effective April 1 and will be paid in checks mailed on or after May 1.

**PROTEST CHISELING BUILDERS**

Thousands of ex-GI's have filed complaints asserting they have been cheated in one way or another on homes purchased under the GI loan plan. The Department of Justice said reports of chiseling have come in from all parts of the country, most of them from Los Angeles, Baltimore, New York, New Orleans, Miami, Dallas and Chicago.

Some contractors left a full room out of houses they built. One man cut the width of each house in a row by one foot so he could get more houses in a block.

Major complaints were that the charge for the home exceeded the limit set by the Federal Housing Authority and that the houses did not follow the agreed specifications. Where willful violations of the rules are turned up, they will be handed to U.S. District Attorneys for action.

**Council Protests Grader Purchase**

The Solano County Central Labor Council made a vigorous protest against the purchase of a motor road grader from the Berglund Tractor Company of Napa by the City of Vallejo. The Berglund Company has been on the official "We Do Not Patronize" list of the Council for several years.

Copies of the Council's protest through Secretary Lowell Nelson were sent to Mayor Demon, Councilmen Murphy, Kilby and Dalwigk and City Manager Sam Vickers. The copy to Vickers was a formal gesture only since Mr. Vickers sponsored the purchase, according to the Council observer at the February 4 meeting of that body.

Mr. George Dalwigk was the only councilman to catch the significance of Vickers' proposal. He opposed the purchase.

Brother Nelson, in his letter of protest, pointed out that "the Berglund Tractor Company does not operate under union conditions and we object to the City of Vallejo assisting them to conduct a non-union establishment. We note that Councilman Dalwigk recognized this position and protested by voting against the transaction."

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**"Voice of Labor Is Voice of Democracy"**

"Now, more than ever, the voice of organized labor has become the voice of democracy," said R. C. Kirkpatrick, director of labor relations for the Federal Works Agency, in a letter to AFL Engineers in Los Angeles commending their establishment of a monthly union paper. "Today the practices and principles of collective bargaining have become an integral part of our business and industrial structure," he said further. "Today 50,000 union contracts protect the living standards of millions of workers."

# PLENTY OF RAIN IN REDWOOD EMPIRE—BUSY SPRING SEASON FORESEEN ON DOCKS, HIGHWAYS

By OTTO E. NEVER  
Business Representative, Local 3

**Eureka**—We can report progress in the Redwood Empire. Our rainfall is up to normal and any inconveniences we have will come from the furriners across the mountains.

There is a good deal of activity at Crescent City with a new dock in the offing and possibly two. Basalt expects to start about May 1st and Congressman Lea has assured everyone that the \$6,000,000 additional for the jetty will be available immediately. Underground Construction Co. was successful bidders on a structural steel arch bridge and .17 of a mile approach at the South Fork of the Smith River, 12 miles northeast of Crescent City.

The road from Highway 101 to Requa has not been let yet. There have been no other jobs in Del Norte County. Brother Scotty Jenkins of Crescent City said that if a cat job doesn't break soon he is going to take a job as night superintendent at a wayward girls' reformatory—if it's only for the experience.

## DOCKS AT TRINIDAD?

There is talk of a steamer dock at Trinidad; nothing definite, yet, however. Tom Hull is about done with his sewer job at Arcata.

We have had some success in organizing the equipment operators at mills in this town and we are waiting for a NLRB election to decide the matter.

Coast Pacific Lumber Co. took over the old C. B. & I. Co. dock and intends using it as an exclusive dock for themselves. This has put the other independent operators in a bad spot as there is no public dock in Humboldt Bay. We have discussed this problem with some of the independents and they have agreed to sign an agreement with us for operators on Ross carriers and fork lifts if a location is secured. They are trying to get the Pacific Lumber Co. dock at Fields Landing.

## READY FOR SPRING

Mercer Fraser keeps busy and puts on a few temporary operators

and oilers from time to time. Burman Bros. and Louis Conner are overhauling their equipment and expect to be plenty busy this season. Councilman Ed Johnson keeps his crew busy doing something. In fact, he strains himself so far that he has to use a truck to ride around in; he can't afford a new car. Or is it just politics? Well, anyway, his gang is always busy.

We have several small operators, most of them G.I.'s, doing small rock and dirt jobs and they are also busy.

Farralones Fisheries closed down their plant about February 15th, evidently for keeps. Eureka Ice Co. signed a new wage agreement with us at a 12c increase. Associated Dredge Jupiter is operating again and expects to be busy for a couple of months.

The strike is still on in the Redwoods with no change in sight.

## NEW JOBS AHEAD

Phoenix Construction Co. still keeps a maintenance crew busy at Piercy but expects to get under way again about April 15. C. M. Syar was low bidder on the resurfacing job of about 4 miles at Rattlesnake Summit. McEwin keeps his rigs busy around Willits or in the woods.

Nothing new on the Willits-Fort Bragg road job. Pomeroy has moved one rig in on the bridge job at Fort Bragg. We haven't heard anything as to when the job will start to roll. The same applies to the bridge at Weitchpec.

We should have plenty of work in this territory by April 15. At present our out-of-work list is down to eleven. Any member wishing to work in this area should drop us a card and we will be glad to contact them.

Next meeting at Eureka will be April 10, at 7:30 p.m. in the Labor Temple, 840 E street.

# Nevada Highway Jobs Expanding, Pits Are Busy

By H. L. SPENCE  
Representative, Local 3

**Reno**—Silver State Construction Company, better known as Andy Drumm, has about finished with their land-leveling in Lower Balley and around Lovelock, Nevada. I think he will be starting with his crew of good Operating Engineers, also his good equipment, on two of his other jobs, namely, the Red House, Nevada, job, and the Gerlach Road job north of Pyramid Lake. That means that he will split up his Big Spread to start both jobs, and will probably get started on the detour on the Carson City, Nevada, job soon. It will be the latter part of April or maybe in May, with weather permitting, before he moves in on the White Pine County job. He may start to set up a camp on the White Pine County job, for Andy always sets up a good camp, and that takes quite a bit of time.

Most of Dodge Construction Company's men are back around Fallon, Nevada, levelling land repairing, etc. Brother W. (Tex) Rodgers was pushing trees down on one of Dodge's jobs, and a limb broke off, hit him and bruised him up a bit. He is okay now, but Tex tells me he will not even sit under a tree to eat his lunch any more.

## NEWS OF BROTHERS

Brother Gordon (Skinny) Young was married while he was down south in Las Vegas. Skinny is going to settle down now. Lots of luck to you Skinny.

Brother George Eckman is back with Dodge; he is on the North West. The outfit looks lots better with George around with a pleasant smiles for everyone. I think the gang was glad to see George return to the outfit. I know that I was.

Quite often I see Brother J. G. Harrison going from job to job in his repair truck, trying to keep Brother Bud Jacobsen's rig in shape so Bud can do a good job for Dodge.

I think Dodge Construction Company is anxious to get started on their job at Wells, Nevada, so they can get those god old electric Le Tourneau pulls in action; that's when Mr. Vern Wilson, the super, is happy, when they are all running at once.

I know that Mr. Lew Peck is anxious to get back out to the Hot Plant on the Emigrant Pass job on Highway 40.

## RENO SEWER JOB

George Miller has three rigs and a tractor, and what have you? on the Big Sewer job in Reno. He is off to a good start. Believe me, that Mr. Ted Tiedgen, the super, really knows how to put in those sewer lines and, of course, he has a wonderful crew of Operating Engineers to help him along when the going gets tough, for instance, such fellows as Brother Howard Johnson on the shovel, and his oiler, Fred Miller, and Brother Tom Dean on another shovel, and his oiler, Calvin Scolari; several others are in there pitching also, some are Brothers Frank McVitty, Al Amer and C. W. Edington, and George Miller, himself, is right on the job to see that everything is on the up and up. Of course, Brother Joel Peterson, Brother Albert Parlenti, his oiler, and Joe Ytunaspe keep up the small jobs and roustabout work around Reno.

John Powers Company has so much work that they had to rent Barney Stoutenburg's Link Belt to catch up on some of it. They will start their Wadsworth Pipe Line job some time in April.

Smith-Petersen's crew down at the Gravel Plant is very happy since they received the raise in pay of 15 cents across the board.

Brother Chris Petersen is really putting out the gravel out at their Sparks pit. Brothers Orvis Eickbush, C. W. Eickbush, Louis Avansino and Bob Vulgamore are on the gravel plant, and Brother Jim Dalano on the old P & H sidewinder, loading out gravel and repairing.

Earl Games has a lot of work around Reno. Brother Earl Games,

# CONGRESS IGNORES PEOPLES' WISHES BY CUTS IN FOLSOM DAM AND SHIP CHANNEL FUNDS

By F. A. LAWRENCE and ED PARKS  
Business Representatives, Local 3

**Sacramento**—Last month we stuck our chins out and predicted good news from Congress for both the Deep Water Channel and the Folsom Dam. We weren't even half right for only a million dollars was recommended for the Dam and the Channel was overlooked entirely. The fact that the House Appropriation Committee took no action at all on the Channel

is our only ray of hope that something might still be forthcoming if the Senate takes a favorable view and requests the House committee to reconsider this matter.

The hearing before the Senate Committee will be held on the 12th of this month and Sacramento has another delegation in the East to appear before this body. It is amusing that the House Committee would ignore the mandate of the voters in this area who have shown a willingness to shoulder a large indebtedness in support of this project.

Now let's look at the Folsom Dam. What can be done with a million dollars on a sixty million dollar project? Well, let's consider the words of Colonel Gorlinski, head of the Sacramento district's Army Corps of Engineers, who says, "In order to build the dam we have to have room to work and with the first \$1,000,000 we will be able to obtain necessary rights of way and to provide necessary re-routing of roads which traverse the reservoir area."

How much work does this mean for Local 3? Your guess is as good as ours. However, we should not lose sight of the fact that at last Congress has decided to build the dam. It is possible that the Senate Committee will boost this appropriation somewhere in the neighborhood of the \$3,700,000 that the President requested and evidently recommended by the Army.

The present drought and power shortage we are experiencing should have some effect on this. Subsequent appropriation probably

Jr., is cleaning or digging the ditches on I. Christensen's job. Earl Jr. runs a close second to his uncle, Bill Games. Look out, Bill, this young fellow catches on fast.

Lawrence Semenza has quite a chore to do, oiling for Bill.

Brother J. C. Caton has been off work for a few days; he thought he wrenched his back but I think he is just a bit tired . . . maybe.

Brother Leslie Jackson has been having a lot of trouble with his eyes; it seems as if he had an infection in them and may lose the sight of one eye. We hope not, Leslie; we are pulling for you and wish you all the luck in the world.

Brother H. L. Williams and his new Missus have moved to Reno from San Francisco, and plan on making Reno their home. Brother Williams worked out of the Reno office several months ago and liked it here so well that he came back to really stay a while this time.

The cigar stores in Reno are doing a land office business lately. Why? Well, because the Operating Engineers, Local 3, has a number of new mascots. The proud fathers that are passing out the cigars are: Brothers Delbert Hudson, Vincent Schalk, LeRoy Lawler, and Jay Logan.

The Reno office received a letter from Brother Fred Martin. Believe it or not, he is in Guam. We were about ready to get a posse out to look for him, for we thought perhaps one of the new electric pulls had run away with him.

Brother William (Little Bill) Landrum is still in Guam. All of his Buddies that have been out of work all winter keep coming into the office inquiring if we know when he is coming back to Reno. I wonder why . . . ?

Brother I. N. (Ike) Williams, who was injured on Isbell's job at Pioche is back on the job again; he is far from being in good shape yet, but he is on the payroll. He does a little puttering around on the job. He is a plucky man. Keep up the good work, Ike. We wish you lots of luck.

will be much larger to push construction as rapidly as possible.

## POWER CUT, JOBS CUT

Very little work has been let in this area in the past month and we still have a large "out of work list". We hope that this condition will not last a great deal longer. The power shortage has had considerable to do with this for a great many of the industries in this area have been curtailed or shut down entirely with considerable unemployment the result.

Clyde Wood of Hollywood was awarded the road job at Mosquito Ridge and should be moving in soon. A levee job of some proportion will be up for bid on the 17th. We hope these two jobs will afford some relief to the members out of work in this area. Now if the state will only turn loose with some of the work it has planned in this district, we may be able to change the tone of our report in the next issue.

## NEWS OF THE BROTHERS

We have just learned that Brother Farrell Edwards' wife is in the sanitarium at Weimer. Sorry to hear that, but we wish her the best of luck towards a fast recovery.

Brother E. C. Pittman is back stay. He says it is a very nice place from Okinawa after a ten months to be from.

Brother Ralph Catt has gone into the restaurant business out in Gardenland, at the corner of American Way and El Camino. His place is called Catt's Citchen. If any of you brothers want a good snack, just drop in and Ralph will fix it.

Brother L. L. Schneider has gone into the truck and auto repair business in this fair city. His place of business is located at 4510 Erie Ave. in Sacramento.

We just heard that Brother Fred Salas likes it in Venezuela. He has gone to that country to operate a "dragline" for the government.

Conduit Construction Co. of Oakland has started their job at Davis with Brother E. R. Wintz working for them.

Another of our brothers, Cyril H. Bastiaen is on his own. He is operating the West Gate Sandblasting Co. at Rte. 1, Box 986, in West Sacramento.

It has been rumored that Brother John Hartman is opening up a new real estate development to be called Hartman's Acres. Hoping to interest engineers as property buyers, he is selling lots at a sacrifice to any member of Local 3.

Two of the brothers earned a "Gold Year Button." This is the button he gets for paying a year's dues in advance. They are Brothers Don Lambert and Wm. Evans.

Pursey's garage is owned by one of our brothers. His place is located on the old Marysville road in Gardenland. He also has a portable welding outfit.

Brother Kenneth "Key" Carning, one of our oldest members and a grand fellow, was in the other day to say hello to the gang up here.

We have received word that Brother Wm. Moreland has been at the Mercy Hospital. We hope you are getting better, Bill.

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## A Month for Babies

It was baby month for Engineers, judging from the reports, which show baby boys and baby girls coming to the homes of Stationary and Operating Engineers by the dozens in the past four weeks. Congratulations to all, and may all the boys become Engineers!

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In the 1½ months following the start of the special session of Congress, the price of butter in Washington rose from .88 a pound to a new high of \$1.05 a pound.

# TECH

Engineers  
Architects  
Draftsmen

By J. D. VANDERLAAN,

Business Representative, Technical Engineers Division No. 3-E

The members employed at the Pacific Manufacturing Company in Santa Clara, California, voted 100% (17 to 0) in favor of authorizing Local No. 3 to write a Union Shop Agreement with the company. This is the first election that has been

held since the Technical Engineers became part of Local 3, and the results should be a good answer to those who thought Draftsmen might not vote for a union of Operating Engineers.

Negotiations have been entered into for a number of the members in several different industries. However, no definite conclusions have been reached as yet, but it will be reported as soon as progress is made.

Field work is beginning to pick up and the business agents of Local 3 are doing a lot to assist in organization. Many new members have been signed up since February 1st and the organization is definitely growing.

All 3-E members are urged again to attend the Local 3 meetings which are held the first Saturday of every month at the Building Trades Temple, 14th and Guerrero Streets, San Francisco. (The next meeting will be April 3rd, 1948.)

## PROFESSIONAL ENGINEERS LICENSE

Members' attention is directed to legislation which was passed by the State Legislature, effective Sept. 19, 1947, pertaining to the "Registration of Professional Engineers in the branches of Chemical, Electrical, Mechanical, Mining and Petroleum Engineering."

"Professional Engineer" will mean any person engaged in the professional practice of rendering service, etc., requiring education,

training, and experience in engineering sciences.

"Only persons registered under the provisions of this chapter shall be entitled to take and use the title of "Professional Engineer" and according to registration with the Board of Titles of "Civil Engineer" (or Structural, Chemical, Electrical, Mining or Petroleum Engineer.)"

A grandfather clause is included which states that almost anyone can get a certificate of registration in their particular field of endeavor until June 30, 1948. However, it may be much more difficult after that time since it will be necessary to pass the examinations. Those already possessing a Registered Civil Engineers License will be automatically blanketed in as a professional engineer.

EMPLOYERS ARE ALREADY BEGINNING TO REQUIRE THESE PROFESSIONAL ENGINEERS' LICENSES FROM APPLICANTS. If this trend continues, registration may be compulsory for all the higher grades of engineering positions.

Any member interested in this can secure further information by writing to me at the Union office or applications and information may be obtained from Pecos H. Calahan, Executive Secretary, 529 Business & Professional Bldg., Sacramento 14, California.

REMEMBER . . . The deadline is JUNE 30th, 1948!

## BUILDING, HIGHWAY WORK PICK UP CONSIDERABLY IN SANTA CRUZ, SAN JOSE, MONTEREY

By M. G. MURPHY

Business Representative, Local 3

**San Jose**—I am happy to report, brothers, that the work situation in this territory has picked up considerably since my last report. We do have a few unemployed but the number is much less than at this time last month. This is due largely to the fact that all local contractors are running to capacity. Many of the contractors have acquired new work and others have

started on work which was held up throughout the months which should have been Winter and rain—but no rain. The Union Paving have started operations on their South First Street job. J. C. Bate-man and Piazza Company have started operations on their new work which was let to them some months ago. A. J. Raisch, Ted Reed and Earl W. Heple have employed more men in the last 30 days. Pacific Pipeline, E. T. Haas and Hester & McGuire are also operating within the city on underground construction for the telephone and gas companies.

### SANTA CRUZ

N. M. Ball Sons were the lucky bidder on the second section of the Rob Roy-Santa Cruz job. Ball Sons bid \$1,093,000. The latest information that I have received is that Sam Matoon will be the superintendent. (That means less headaches for business agents.) No doubt this job will get under way within a couple of weeks' time. Earl Heple is still working on the first section of this job. From information that I have gathered he will be there for many months yet to come on the erection of the steel on his numerous bridges. . . . Yes, the pickets still remain on the municipal wharf. As I said last month, vacation time is practically here and we would love to see you think of some other town (other than Santa Cruz) in which to spend it, if the picket remains on the Municipal Wharf. Thank you!

### WATSONVILLE

W. Bird, Stockton contractor, was low bidder on the Pajaro River project which runs through this town. The bid was in the neighborhood of \$400,000. I understand Brother Barney Bell is to be the superintendent on this project and they hope to get started about March 15th. . . . Tyson & Watters of Sacramento (as I mentioned in my last issue) have double-shifted their job on the fair grounds but I understand this will only be temporary.

Brother Bob Crawford and Brother Jack Edwards are the "pushers" on this project. They expect to complete it in about two months. . . . I am sorry to have to report that L. C. Karsted, prominent and successful contractor of this city for many years, saw reason recently to take his own life by firing a .38 calibre bullet into his brain. Larry is survived by his widow, Helen, who intends for the time being at least, to carry on the business.

### MONTEREY

United States Naval Public Works program looks promising for the future. On January 13 the Senate Bill authorized the Naval Department to proceed with the construction of the long-proposed post graduate school for this district. There is approximately \$2,000,000 to be spent here within the near future. There is considerable activity in this little locality at present—mostly in schools, subdivisions, theatres and pipelines. Ferguson Bros. of Oakland are constructing a waterline, sewerline and a good sized reservoir at Big Sur (which is about 30 miles South of Monterey). Moore & Roberts of Oakland have the telephone job in this town which is in the neighborhood of \$300,000. Calabrese & Martin have a clearing job of approximately 50 acres which will keep them busy for quite some time. Monterey Sand, Practo and Lapis are running to capacity. Monterey Sand at present have two shifts. . . . For the information of the brothers in the Monterey district, any time you want to know when I will be in town, just contact Brother S. M. Thomas, representative for the Laborer's Union—phone Monterey 6744 or 2-0215. Brother

Thomas has been very cooperative with us and a great contributing factor in maintaining union conditions in this locality.

### SALINAS

E. J. Donahue, contractor, who purchased much of the Dotanville Construction Company's equipment on their retirement, is employing five or six of our brothers (and hopes to employ more, shortly) on his numerous jobs in and around Salinas. . . . Granite Construction as usual always have plenty to do in this locality, also. As you know, they have yards in Salinas, Monterey, Watsonville and Santa Cruz and sometimes you find them as far North as Gilroy and Morgan Hill.

### KING CITY

I just recently received information from fairly reliable sources that the State is going to call for bids of the proposed rerouting of 101 in this district which when completed will by-pass the town of King City. There is also a four lane job to come up from Soledad both North and South, which will ultimately result in a four lane highway connecting Salinas and Paso Robles. I believe I mentioned this project several months ago in one of my articles. It is still indefinite as to when bids will be called on this work.

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## NLRB Splits Over Inspectors' Eligibility

Washington.—The NLRB split 3-2 in deciding that inspectors are eligible to vote with production and maintenance workers in a collective bargaining election, even under the Taft-Hartley law. The ruling came in an election order to the Evanston, Ill., plant of Clayton Mark & Company, steel tubing makers.

NLRB Chairman Paul M. Herzog was joined by board members John M. Houston and Abe Murdock in the majority decision, while James J. Reynolds, Jr. and J. Copeland Gray filed a dissent. Both Reynolds and Gray have long backgrounds as company men.

The majority held that the Taft-Hartley law "as passed, only directs the board to take particular action in representation cases with respect to three types of persons: supervisors, professional employees and plant guards. It is silent with respect to inspectors."

The NLRB conceded, though, that in some cases inspectors may be placed in separate voting and bargaining units, as has been done under the unamended Wagner Act.

Reynolds and Gray claimed inspectors are "representatives of management," and "should not be subject to the control and discipline of the same union which controls production employees."

Inspectors had been included in a bargaining unit with other workers at the same plant in 1944, the NLRB pointed out, without objection by the company. The board turned down company pleas that inspectors are "professional employees" or that they are in the same class as plant guards.

There is one nice thing about bores—they don't talk about other people.

The Dun & Bradstreet index, representing the sum of the price per pound average of 31 food commodities, hit an all-time high of \$7.28 on January 13. A year ago it was \$6.23.

Following a strike in 1927 for the 10-hour day, Philadelphia building trades workers got together in the Mechanics Union of Trades Association.

## Roads, Sewers, Building Keep Northbay Busy

By H. O. FOSS

Representative, Local 3

**San Rafael**—Parish Brothers, Benicia, have started the underpass and road work on Highway 40, near the Carquinez bridge, Vallejo, with Brothers Mike Saporatti as Superintendent and E. E. Frost as pusher.

It is recommended that all who visit this project and visit the Parish Brothers office, where they are greeted by Helen Sylver, wear "Hollywood-dark glasses" as the "rocks" flashing on her hand are really blinding, reaching over to Brother Clarence Farnquist, the Hot Plant and Quarry Superintendent. We believe and hope something materializes here.

The Western Pipe and Steel Company have a \$75,000 contract for the erection of a tank in the vicinity of Mill Valley for the Marin Municipal Water District. Brothers (the firm) Guggell and Bartlette are doing the excavating for the foundation.

### MILL VALLEY SEWER

We understand that Mill Valley will vote on a bond issue June 1st of approximately \$982,000 for a sewage disposal system.

Our baby AGC member, Bobo of Ignacio, has recently purchased a half yard Bay City and goes scratching around in the vicinity with Brother George Ley at the controls.

At the Basalt Quarry, McNears Point, Brothers Cordum, Valentine and Pat Donahue, nut buster doing a little work and standing by for eventualities that may develop with this company. In all probability this crew will go to Crescent City to finish their project when the weather will permit.

It is with deep regret that we report the very sudden passing of John C. Spaletta, prominent contractor of Santa Rosa.

Art Siri is again in the construction stage of his Quarry on Petaluma Hill Road with Brothers William Brown and Sam Marzell figuring out the ground work.

### NOVARRO BRIDGE

On the Johnston Rock Company at the Novarro Bridge job, Brother Woodward is foreman and Brother Dady is master mechanic, relieving Brother George Jones who is reported very ill. Brother Ray Shackelford has been added to the crew, too. Brother Harry Goshong is now on the driver. There are several pieces of equipment on this job and they are all making good progress.

Brother Woodridge of Vallejo, who was badly broken up last August, advises he will have the cast off his leg the latter part of the month and will attempt return to the cats about June 1st.

Mr. A. G. Raish at the present time with little activity but sharpening their pencils for future bids, however, lost of activity in their new yard at Black Point getting it into shape.

E. E. Lowell, Post Office Box 148, Vallejo, advises he has brought his cats down out of the woods, and he has some 7's and 8's for sale, equipped with logging winches; also two 12 Motor Patrols and a Trenching Machine.

Brother E. C. Rosenberry, master mechanic for Lowell, has decided to return to Idaho for good potatoes and good farming, with Brother Rader taking over his duties.

### WIFE PASSES AWAY

Brother C. C. Gladrow writes in from West Virginia with the very sad news of his wife passing away, and he himself not very well but expecting to return to California this coming June.

Brother "Stuttering" Ray Davis is still parked on a good drag line job at Hamilton Field, we noticed on our last visit there, and we expect it will be a long time before we can get him out of there.

Harold Smith, popular contractor of St. Helena, has pinched off a \$60,000 job between Middleton and Lower Lake, and we expect Harold will be lining up out there very shortly.

We are sorry to report that Brother W. F. Largent suffered

## NORTH VALLEY AWAITS SPRING, TUNNEL, SEWER JOBS STARTED, POWER CUT STOPS GOLD DREDGE

By WILLIAM C. WAACK and LES COLLETT

Business Representatives, Local 3

**Marysville**—Wixson and Crowe have a contract to drive the two adits for Dixon and Arundel's 24,000-ft. tunnel in Feather River Canyon, but so far, they have been held up for a camp and equipment.

M. & K. have a large crew on cats, shovels, etc., and have had a double and triple shift on for only a few days.

Connolly is almost ready to get going full blast on their 17,000 ft. tunnel and three shifts are still employed on the smallest tunnel with Bill Pucetti as master mechanic.

Big Al Erickson of the firm of Erickson, Phillips and Weisburg, is getting started on the first of eleven bridges in the vicinity of Willows with one clamshell and one steam piledriver.

H. Earl Parker has started a small levee job near Knights Landing, but has not started his large job north of Marysville on the Feather River. Parker also has six jeeps, four cats, one dragline and one grease truck on a large land-leveling job near Princeton.

### DAM AND TUNNEL JOB

M. & K. were the successful bidders on the dam and 4000 feet of tunnel for the P. G. & E. in Feather River Canyon but the work

painful third degree burns last week at the Marin Equipment Company, Greenbrae, and will probably be incapacitated for some time.

### OFF TO ARABIA

Brother Howard L. (Swede) Nelson from Nevada taking on a little work out of this office, but mostly taking shots—headed for the Bechtel Arabian project.

Brother Ed Sage, formerly chief nut buster with Carson & Balk and Harms Brothers, recently put out his sign for general automobile service repair and welding in Vallejo at the Mohawk Station, Alabama Street and Napa Road. All Brother members of Local 3 dropping in for service are guaranteed "service-at-its-best" as well as a discount on gasoline purchases.

### DROP IN

The firm of Stout-Merced still unfinished at Lake County, as is the Morrison-Knudsen Company, just waiting for the weather to decide to "weather-or-not".

We are advised that C. M. Syar is low bidder on a \$110,000 plus job between Laytonville and Garberville on Highway 101. He snared Brother John W. Teter, who is back with him as master mechanic.

The City of Napa expects to vote on a million dollar outfall sewer and treating plant in the very near future.

### BIG HOSPITAL JOB

Brother J. R. Reeves of Sacramento with Claude Young's rigs are on the Moore and Roberts job at Imola, excavating and grading for this \$2,000,000 addition to the Hospital. Brother William R. Herzog is on the first rig coming on at this writing, with others to follow.

Congratulations to Mr. and Mrs. Raymond Whitley. . . . Christine Virginia Whitley arrived February 29, 1948.

Brother O. L. Asher is slowly recovering from a prolonged illness. Brother Asher has been with Hutchinson, Greenbrae, for the past 300 years, (think there is one too many zeros on that) with everyone "impatiently" awaiting his return to the company.

Brother Giolitti of the firm of the same name, who was seriously injured in a cat accident about six months ago, is, we are glad to report, recovering and stirring about slowly.

Huntington Brothers, Point Reyes, are moving equipment in on the Arnell School site, San Carlos, for about a six-week stay. (They expect, we hear, that the "big wind" will be blowing in for a visit very shortly.)

It is with deep regret that we announce the death of Brother Alfred Straub, who drowned while fishing in Tomales Bay. Our sincere sympathy to his family.

days, due to the fact that they will not start for about 30 to 40 must build more camps to house the men. Work has not started on them yet. The job is about \$8,000,000.

Dixon and Arundel, who have the 22,000 foot tunnel are waiting on Wixson and Crowe to finish their adits so they can get started. They will start bringing in equipment soon.

Rice Bros. continue to keep no little amount of engineers busy as usual.

With good weather, McGilvrey will be starting their highway job at Live Oak soon.

Harold Ainger has another rig and is busy doing land leveling near Willows. We understand the mechanics, Brother Del Switzer is going on a 30 day vacation. We sure do envy him.

### BRIDGE, SEWERS

Johnson Western Co. are just about through on their Butte City bridge piers and Judson Pacific Murphy will be starting the structural steel soon.

The city of Yuba City will have a \$550,000 sewer bond issue on the April ballot.

McQuire and Hester are still going on their sewer job at Willows. Richter Bros. have kept their men busy all winter with two mechanics in the shop regularly.

The employees of T. E. Connolly and M. and K. have plenty of the milk of human kindness. They bought \$53.00 worth of milk and staple groceries for the striking workers of the Di Giorgio farms, thanks to the exerts of Brother O. C. Hutchinson, compressor man, and Brother Paul Collett, shovel operator. They report the Teamsters men, Blacksmiths and Laborers and Electricians, in fact, all crafts, employed there helped out.

The woods around this district have all shut down, but most of them report they will start up some time in April. All woods information will be appreciated by this office.

### ARE YOU REGISTERED

We, of the Marysville office, ask that all members register and vote. Ask your families and friends to do likewise for labor has many issues confronting it and any vote counts. We ask you to remember that. Bad officials are selected by good citizens who don't vote.

### GOLD DREDGES HIT BY POWER CUT

P. G. & E. started affecting their slowdown program on March 4th. Dredge 7 of Natomas was the first rig shut down on this account. Some of the men were terminated, but many were absorbed into other company activities. Your representative advises against quitting for two reasons: one that this shutdown may be a temporary condition, the other that quitting your job forfeits your pro-rated vacation pay for those who are eligible. Those terminated or laid off who were granted last July 1 vacation pay are entitled to their pro-rata.

Considerable confusion over our Yuba-Natomas meetings prevailed over the month ending February and starting March. Through an error of this office, notices of the Yuba Consolidated meeting were sent to the Natomas committeemen. As a result your representative stayed in Marysville anticipating a meeting while the Natomas-Capitol crews showed up in force. There is a first for everything. This won't happen again.

Negotiations will be started on the Natomas contract by the time this goes to press, it is hoped. Mr. Smith of Natomas has stated that the union will arrange a meeting, the time to be mutually agreed on. The Yuba-Capitol agreement terminates on May 10, 1948.

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ARE YOU REGISTERED TO VOTE?

# Stockton Local 3 News Roundup

By ED DORAN, RENNY BURROUGHS  
Business Representatives, Local 3

**Stockton**—What happened to the cat work? Dragline operators, heavy duty mechanics, and oilers are all doing fairly well in getting strung out on our spring work. A few pull and cobra men have gone to work, but no cats. We have not had a dozer or cat job since January 1, 1948. Several of our big cat

spreads have gone to Bakersfield and Tulare Lake and land levelling is at a new low and many cats are available for rent.

A real blow to our dirt men was the setting back of the opening date for bids on the section of canal between Everest and M. K.'s jobs below Tracy. This is a 6,000,000 yard job that would have given our cat skimmers a nice stripping job. Bids for this job will be opened March 23 at our present information. The only other cat job anticipated in this area is the half million dollar job between Sonora and Oakdale (realigning of the highway) which is getting a lot of attention from many contractors who are interested in bidding the job.

Baxter and Montgomery are one of the few spreads that are still going strong in this area. Out near Galt, we had a nice visit with Charlie Wall, Glen Hamilton and Floyd Hicks on two pulls and a push cat. Joe Baxter was on the job and he was elbow deep in a pull transmission. Their other job on the Mokolumne river, leveling tomato ground, is progressing nicely with Brothers Jack Wingate and J. R. Harding on the cats. Over on Buck Howard's ranch, the remaining member of the spread, Ira Hendricks, has just finished up some clover ground.

Lee Bond and Ed Rushing are talking about moving their spread to Bakersfield, in the near future after a good winter around Manteca.

**FREEWAY JOB**

The M. J. B.-Lord & Bishop freeway job is progressing. K. Henry Linkert, Bevanda's pusher, tells us that the dirt is up to grade from the south end of the job to the railroad tracks. The four pulls, three cats and two blades are now working just south of Main street. Brothers Van Landingham and Dughi have just finished cleaning up the scrap concrete on the right of way with a truck crane and clam bucket.

Brothers Hap Arbuthnot and Jim Roberts are scheduled to take out the old M. J. B. Northwest with the new Murphy diesel engine in it on March 8 to start excavating on the job.

Lord and Bishop crew is working on the pedestrian underpass on East Miner Ave. and on the cross road at the east end of Charter Way. It was good to see Brothers Leon Ermatinger, Charley Yates, Jimmy Morrisson, George Abbot, H. O. Herbert, Bill Herbert and Hiram Huff all on the job. H. O. and Bill are on the pile driver and Hiram is oiling on a George Casey Co. drilling rig operated by Brother Dewey Schreiber.

**SCHOOL, HOSPITAL**

The state hospital and junior college jobs require little help from the Engineers. Superintendent Beebe of Mayson Construction Co. has about eight days of crane work left on both jobs covering a period of about 60 days so that it is just a day now and then. The tile contractor on these jobs has a new type of rig to raise his tile to the roof. It looks like a baled hay loader and we claim jurisdiction over it, although it only works half days here and it is hard to furnish operators for this type of equipment. It looks practical and may get into widespread use. We are looking forward to John Bevanda's \$56,000 street job in the junior college as a good small job in the near future.

Karl Harmeling's cats are tied up but Brothers Lloyd Herring is beating unemployment checks on R. E. McCarty's loader excavating foundations around town. Karl recently got a small \$7,000 sewer job here in the Alpine subdivision area. McCarty keeps the two Wichmans, Cleve and Burnell, George Johnson, and Bill Woodruff busy on basements and delta work on his Bay Cities.

Stockton construction out at the

new Lincoln subdivision at 5 Mile House got a tough one. A \$10,000 sewer job. It will cost them at least that on account of quicksand and caving. They don't have to worry about backfilling; it is just a case of getting the pipe in before the backfill caves in on it. Brothers Jack Stampen and Kenny Barns took a yard and a half rig of Biasotti's out to help Brother Tom Davies keep the ditch baled out and Earl Todd and the other pump operators are getting a lot of hours. This job has seriously held up Stockton's moving in on their Modesto sewer job.

Biasotti is rapidly completing their Roberts Island levee job with Brothers Dee Parish and Paul Hamby on the cats and Mike Fredericks and Warren Mantz on the dragline. Superintendent, Al Regalia has Brothers Leonard Becker on the Kochring over widening Mormon Canal and is desperately trying to dispose of 60,000 or so yards of the finest fill dirt we have seen, from this job.

**SEWER JOB**

Out at Barrett and Hilp's job work is going smoothly with occasional pours upsetting an otherwise steady schedule. The sheet-piling on the sewer outlet has been driven and most of the work ahead is structure. An interesting fact developed on this job. Stab and Municipal works have a 40-hour week limit. Men worked a \$10 a day penalty unless it is emergency work.

Fred J. Early has had a tough job on their north sewer plant right up against a levee. Digging 30 feet deep into quicksand which has begun to boil. Brother Verne Holmes, Teichert's steady, is doing some fancy clam work. Leonard Norton on the loader was running around in quicksand up to the top of his D's tracks when we saw him last.

Brother Ray Otto with Harry Welsh oiling has been raising light poles out at Oak Park baseball field and roof trusses at Flotill Cannery with Jack O'Briens truck crane.

**PAVING WORK**

Harry Bartill, oldtime local 3 roller man, has been helping Brother Russell Vote put in driveways and service stations. Russell keeps work lined out ahead of him and is always ready to put a brother to work.

Over at S. M. McGaw's plant the Engineers are very happy about the new automatic feed for their hot plant. Brother Eutsler, Crawford and Combs really put on a year round basis over there. The paving gang has just laid another nice slab out at United Concrete's new yard.

Brother Joe Busch, Teichert's roller man, is the most noticed man of their crew right now. Joe was out working in the cemetery some time ago fixing up the driveways and we'll bet that Brother Joe didn't take it out in trade. He's an oldtime Engineer and really a rugged one. Most of his work this year has been on driveways, service stations, etc.

Rick Rivora and Bill Meneree, with Brother Charley Warner operating still continues to grow in the loan and building materials business. They have grabbed off some nice orders lately. Such as the junior college business.

Claude Wood's operation in Lodi is still slow. Fred Cooper is doing some plain and fancy welding for their new crusher out at the Clements plant. This additional crusher will put another brother to work helping George Adler, present plant operator.

**PIPELINE JOB**

P. and J. Artuckovitch have moved two 80 hoses in on their Eastbay pipeline job at Kettleman road with Brothers Ray Demity and Jim Gregory up and oilers Jim Addoway and Fritz Weigard. These

brothers are really chewing into it with a truck crane unloading pipe just behind them. Work out to unfold on this job fast with most of the crew moving from the Oakland job, no doubt.

Starting from the same point and going east, United Concrete Pipe expects to start their big 108-inch, wide-cut, ladder-type, trencher right away on their section of this job. Soon, according to Harold Pope, regional engineer for the company, they will also have an 18-foot diameter wheel trencher on the job. As they complete the cat work on their Stockton plant they intend to move Brothers Mac Fink and Carroll Airrola with their S's to Clements where a big 6-foot ripper has got to tear into the bedrock. Blasting will be out because of the adjacent present water line 25 feet to the north.

At the Stockton plant job Brother John Cramer has Jack Alexander and Red Spurlock hoisting batch plant steel to Virgil Armstrong and Rudy Lozano and Brothers Don Stoner, Bill Arnold and Carrol Airrola on pulls moving fill dirt out of a pit over to the railroad tracks. This pull work will last about ten days. Brothers Joe Chamberlain and Ray Aikens are setting up the plant equipment as mechanics.

**MODESTO SITUATION**

South in Modesto the gravel plants are working a strictly 40-hour week, and competition is bitter. Joe Ruddy's new plant on the Tuolumne should be producing in about 30 days. Standard Materials are lining up their hot plant for another year's production and making some major improvements. Work is going smoothly here with Brother Johnny Marks proudly bragging on a new baby girl and Brother Art Greener taking a labor foreman's job to avoid the pounding of equipment, due to a siege of diabetes which he has just got under control. The last trip down found Superintendent Reynolds and some of the brothers out at the Fisherman's Club on the river. They claimed they were putting in a job out there but how could they forget their bait and lines? Brothers-Louis King and Sie Kosich were hard at work in town, however.

Victor Brown is establishing a small business in the Modesto area ably abetted by Brother Ray Baker, an old time Merchant Marine buddy, Vic tells us. These two brothers have loaders and trucks.

Also in this area, Brothers Hap Flowers, a new comer to the Engineers Union, is operating a blade, loader truck, set up oiling form roads and doing subdivision and excavation work.

Lenreit Co. still is working on their Modesto sewer job with Art Teidken and C. E. Duncan Ruddy's dragline. The dragline has been in the shop twice lately and it has held up completion of the job, according to Brother Ted Porter.

**WORK IN PITS**

Johnson Brothers Sand Plant is considering an expansion of facilities with the possibility that they will install a sand pump, according to Brother "Mil" Johnson. These two brothers, "Mil" and Harris seem to be expanding conservatively on a good plaster sand deposit.

Frank Marks and sons are stockpiling for Merced county now, having finished their annual quotas in their own pits. Brothers Jack Thomas, Jake Smith, C. J. Matlock, Amador Dominguez and O. L. Pipkin were all going strong the day we visited them, although their weather was pretty rough and their hilltops snow covered.

Diatomaceous Earth at Newman is closed for the winter and we hope Spirby and Mireault are out getting plenty of orders for another season's work.

Over on the Canal Everist is keeping a few men on finishing up with many of the old gang cleared to M. K. to begin their paving job soon. Bud Hall and staff will run the paving for M. K.

H. Lauritzer of Antioch is subbing some of the pile driving on the wasteway railroad crossing from Maurer Co. Maurer continues in steady operation with prospects of about six months more work. John Delphia has unpacked two of his

cats from mothballs to go to work on M. K.'s section of the canal on a little dozing and carry all job.

Up at Jackson we had a short beef with the Electricians who claimed that they would operate the overhead cranes on the power house, but we changed their minds. Work continues steadily on all the P. G. and E. work with completion just around the corner.

Two of our Stockton contractors are expanding. Over at Gordon Capps shop the other day we visited with Brother Francis Welsh and Brother Harvey Leabo of the Bacon Co. and admired a fleet of six dump trucks, Gordon has just bought. Also his new wagon drill is a real surplus bargain. Frank Oldham has just bought a new yard and a half dragline to pair up with his one half yard Insley and plans to keep Brother Al Stockdale busy in the excavation business. He may add two more units will get out of the trucking business to a certain extent, he says.

**SHIPYARD DEVELOPS**

Our shipyard, The Walter T. Johnson Co., continues to develop. They have their full requirement of operators and oilers at this date but are not yet strung out with their equipment where they want it. Therefore they are running their steam crane on the magnet two shifts for a couple of weeks until they can get another magnet unit for their Northwest truck crane. The latest brothers to go to work there are Fred Adams, Laurence Chapman, Dave McRae and John McEmmons.

The power shortage has shut down the Gold Hill dredge on the Mokolumne at Clements. This company has never signed up with the Engineers and we hope this will be the end of their operation in this territory. They are spoiling some of the finest local farming country around here.

**NEWS OF BROTHERS**

Smiles are the order in the Stockton office. Dispatcher Ross Stevens' new boy gives him a big send off every a. m. Mrs. Stevens is doing fine. Also the grins are evident on a cat out at United Concrete where Brother Mac Frink is handing out the cigars on a new daughter.

Brother Burnell Wichman took on a bus the other a. m. and now sadly suffers a broken nose and bandages on his handsome countenance.

Brother Ed Doran is hunting all over town for ties to wear at the convention in Chicago next month. "Doran from California" is noted for his neckwear at these meetings, so if you brothers have the tie that will stop them dead at 100 yards send it up to him in Stockton, please.

Willie Byron is taking over a Westley gas station in the center of town. Drop in and see him, brothers.

Brother Ray Whitley on P.C.A. Cobras at Tracy has just brought forward a new queen for the Napa Valley prune festival. A daughter, Christine, born February 29. It's a wonder Brother Ray didn't fix it up for Xmas day.

## STAY CLEAR OF POWER LINES!

By THOS. SOULE, Chief Engineer, Industrial Indemnity.

Eighty men electrocuted and over a hundred men seriously injured in the past five years in California! This sad accident record was made because of human failure. Some one carelessly or thoughtlessly allowed a crane, mobile equipment or some other object to come into contact with a high voltage wire.

Cranes and derricks are not the only offenders so far as contacting power lines is concerned. Well rigs and pile drivers have a bad record—not only through contacts from the rigs themselves, but also when steel cables were drawn taut against power lines.

Portable orchard sprayers, mobile oil well rigs and equipment, pavement laying machines, hay balers—all these and many other types of commonly used equipment are potential sources of instant death.

The following list of typical electrocutions show that their death record is not confined to any one industry.

**TYPICAL TRAGEDIES**

Four men were electrocuted during the last season while working in walnut orchards; a rancher was killed while driving a harvester under a power line. One cement worker contacted a high tension line with a wet plank; another brought a tie wire in contact with 4000 volts while building a concrete form. A house mover's assistant was killed while raising up a power line.

The important lesson to be learned from this listing of deaths is that in every case electrocution could have been avoided, had the California Safety Laws been obeyed. Under the State law it is a misdemeanor to operate or move any equipment or structure within six feet of a high voltage overhead conductor.

The California State law also requires that any crane, derrick, power shovel, drilling rig, hay loader, hay stacker, pile driver or similar apparatus, any part of which is capable of vertical, lateral, or swinging motion, must have posted in plain view of the operator a durable warning sign legible at 12 feet, reading:

**"UNLAWFUL TO OPERATE THIS EQUIPMENT WITHIN SIX FEET OF HIGH VOLTAGE LINES"**

Not only is there danger to persons in vicinity of equipment that has contacted power lines, but on

contact, the lines usually arc, then part and fall. If they touch either fence wiring, telephone lines, or other conducting materials, these in turn become charged and themselves become potential killers.

Within the past few months a workman was killed when charged telephone wires dropped upon the tractor against which he was leaning.

Let's safeguard lives by keeping away from power lines. To take chances with overhead wires not only endangers our own lives but also the lives of all those working around us; yes, lives of those who may even be miles away from the scene of the accidental contact.

### Housing Lack, Prices Bring Births Down

Washington.—The housing shortage and high prices were branded as "a type of involuntary birth control" by Executive Secretary Ray H. Everett of the Social Hygiene Society. Everett, who has counseled thousands of couples on marriage problems, told a church audience here that the American birth rate is declining, largely for economic reasons.

A kiss is a peculiar proposition. Of no use to one, yet absolute bliss to two. The small boy gets it for nothing, the young man has to lie for it, and the old man has to buy it; the baby's right, the lover's privilege, and the hypocrite's mask. To a young girl, faith; to a married woman, hope, and to an old maid, charity.

Mr. Binks was busily engaged with a spade in the mud beside his car when a stranger hailed him.

"Stuck in the mud?" he asked. "Oh, no," exclaimed Mr. Binks cheerily, "my engine died and I'm digging a grave for it."

# NEWS FROM THE SAN FRANCISCO OFFICE

By F. E. Vandewark, Glenn Dobyns, Pat Clancy and Chet Elliott, Business Representatives, Local 3

**San Francisco**—Conditions of employment in this area have not improved over the last report of the news. There is still a large number of the brothers on the unemployed list and the prospects for an immediate relief of this situation is not evident at the present time. Although there is an enormous amount of work prepared on Engineers estimates and also a

large number of jobs have been awarded — work has not commenced on any of them yet. Contracts for track removal, street widening and paving, sewer lines and treatment plants totaling \$2,500,000 are expected to be let by the city of San Francisco this year, thereby providing additional employment for our members.

Eaton and Smith were awarded the contract by the city for the track removal and replacement of the inner tracks on Market street from 5th street to Valencia.

An error in the bids on the North Beach sewer treatment plant will necessitate the recalling for bids by the Public Works Dept. as the first bids exceed the Engineers estimate.

M & K Corp. have just about finished their job on the Sunset

Pipe Line for the water supply of the City Water Dept. Only one rig is left on the job.

### NEW POWER HOUSE

Stone and Webster's job for the P. G. & E. on Evans Avenue on the construction of a new standby power house is a beehive of activity. A large amount of brothers are steadily employed running cats, tigger hoists, cranes and air compressors. This job will continue for months, which is welcome news for those employed there.

Barrett & Hilp has several jobs in progress about town. The Western Crown Cork building job is rapidly nearing completion; there is some activity in the Evans Ave.

The people you figure are men of steel may just be solid brass.

on O'Farrell street, is progressing smoothly, with two engineers employed there.

Monson Bros. job on the Telephone building on McCoppin street is still in progress with a material hoist in operation, plus a small compressor.

MacDonald, Young and Nelson job for the P. G. & E. on a new standby power plant at 8th and Mission streets is under full swing with two hoists in operation, also air compressors.

### HOUSING, STREETS

Standard Building Co. still have their cats busy preparing new ground for additional housing in the Sunset District. Bob Terry is foreman over the dirt work.

Chas. Harney Co. manages to keep all of the brothers busy on several jobs, the widening of 7th street, street paving in the Sunset District, a large number of the boys are busy in the shop under the able direction of Master Mechanic Geo. Janes.

Armco is about to start their tunnel job for the Telephone Co. This is not a big job although it will furnish employment for four or five engineers. The job is 1400 feet in length and of small bore.

All of the operators working for the junk yards are busy at the present time and since the completion of the new contract the new wage rate has put into effect.

Most of the track crane operators and the steel erectors have all of their track cranes busy on all type of work, including digging holes for tanks for new service stations, cargo handling on the waterfront, and steel erection. skeleton crew in the shop and a few operators in the field.

Bids have been advertised for the new runways at the San Francisco

Ship repair work on the waterfront has not changed a great deal over the period of the last several months, although occasionally we do receive a call for an additional operator.

### MISSION ROCK JOB

A lot of preliminary work is necessary to prepare this job for actual construction work, which should begin in about three weeks.

Frederickson & Watson are still busy on their Hunters Point dirt moving job. All the brothers are still busy and feeling no effect from the power shortage. However, other industries in this area are beginning to feel the result of the power shortage and some of them are already reducing their operations by 20%.

### PENINSULA DISTRICT

Work in this area is gradually increasing although no large jobs have been started. There are many small jobs operating.

The Ken Royce Company have moved onto their large real estate development job at San Mateo. This project promises to be one of the largest of its kind, and later will employ several engineers.

The Macco Construction Company have a large dirt moving job for the Crocker estate at Brisbane, and have postponed the starting of this work from time to time, but from the latest report the work will begin any day now.

At Colma the Henry Doelger Company, after almost two years of continuous operation, have temporarily shut down except for a Airport and will be opened some time in April. This is a project of large dimensions and will employ many engineers.

The local contractors in the district are all busy on street and public utility work.

## Report From Sacramento

(Continued from Page 7)

\$327.50 per month wage scale, plus a night premium. Brother Howard didn't say much, but you can tell by his looks that he is happy about this increase.

Brother Tony Guidera, employed at the Medico-Dental Building, is always running around trying to satisfy doctors. If you can satisfy the doctors, you are doing a good job. I haven't heard any complaint.

We'll drop down the alley now to Brother Thomas Gwin, chief engineer at the Senator Hotel. Every now and then Brother Gwin comes up with a sad problem, and he is right on the ball to call the "grievance man", as he terms the business agent, and we always seem to satisfy him.

We have on the sick list Brother Richard Burkhardt, who has not reported back to work at the Crystal Dairy as yet.

Brother Ernest Hisey, chief engineer at the Home Milk Dairy, has bought out a cleaning plant—the New Method Cleaners — and Brother Davis Pack has taken over duties as chief engineer at the Home Milk Dairy.

In this issue we are printing a picture of the Bercut-Richards equipment in their plant, and coming back to the same old plug I put in at our last meeting, remember to ask for the Bercut-Richards Sacramento brand products when you are shopping. Pass this information along to your wife and friends.

Our April meeting will be on Tuesday, the 13th, 1948. We are always happy to see a big gathering of engineers at our meetings. Please attend.

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## Report From Oakland

(Continued from Page 7)

Industry wanted to exclude the Chief engineers from any rights under the contract, but after the question was put up to the Chiefs for a vote, the companies agreed to go along with the contract as before, for the vote of the Chief engineers was unanimously in favor of being covered by the contract.

Eight National Labor Board elections have now been held in this area, and the results were favorable to the members of the engineers Union.

Our last meeting was well attended and all the Brothers present, including the business representative, must have been on a beef steak diet, as all were in good shape for arguments. Hope we have more interesting meetings, with more visiting brothers present from the other branches of Local 39.

Several of the Brothers have been on the sick list and one of the brothers, who has not been an active member for the past ten years. Brother Bonney, died during this last month.

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## For Good Health, Learn to Relax

In the rush and hubub of daily existence there is one health rule of paramount importance that is too frequently overlooked.

The Metropolitan Life Insurance Co., in its pamphlet listing good health habits, advises that everyone should take some time out every day for doing the things he likes — walking, visiting, reading, playing games, or pursuing a hobby.

Although this rule is of particular importance to persons past 40 or 45 it is a good idea to establish the habit of relaxing occasionally early in life. If you do, then later on when you come to feel the need for taking it easy, you won't be one of those unfortunates who can't let down because he is "too busy" or "doesn't know what to do."

Try to resist the temptation to worry, fret, fume or fly off the handle. Instead, come to friendly terms with life, adjust yourself cheerfully to the things you cannot change.

## News About the Brothers

C. S. McCormick, Ken Norris, sons of our members and Sherman Harris, son of our member Chas. Harris, all were married this past month. McCormick went to Mexico, Texas and down to Florida showing his new bride off. Sherman went to Las Vegas to tie the knot, and Ken, we do not know.

Craig Chisholm took off for San Salvador, driving down through Mexico and then back. Frankie Ellis brought back his transfer from Portland, currently working for his father's company.

Slim Sneed is home from Erne-wientok, also Nick Nelson. Chas. Allen is in from Okinawa, Cecil Todd from Guam, also Wm. Salter, Ivan Jones plus James Jordan. Operations closing down.

A. S. Hamm, back from Venezuela with Henry Curb going to Arabia. Skip Paulsen, Andy Conway, Red Russell and McCaffey in Greece. Roy Marcotte on his way to Afghanistan.

Roy Chance went to Arizona to take care of his daughter. Frank Meacham reporting all is well on Okinawa as far as his company is

concerned.

Dee Steiwer and his Mrs. are in Salem, Oregon, necessitated by his mother being ill since their return from Guam.

Chas. Galloway, the erstwhile shovel runner, left for Lynwood, Calif. to go into the headache business or purveyor of distilled spirits.

Albert McDonald reports from Guam that Omar Beason is on his way home and the members there are doing okay.

George Gentry says job may fold at Pat Callahan changed companies. J. C. Randall on his second hitch must have plenty of that green stuff on coming home.

We regret to report the death of Brother Lyle Shotwell in Notre Dame Hospital, February 20. Our condolences to the family and friends.

Work in the Pacific Island area is at a standstill. Alaska jobs will not break until around July 1st, according to the last reports from Seattle. Arabia and other parts of the middle east are taking a few men.

## Builders Condemn Day-Labor Used on State's Projects

Use of day-labor on state construction projects was condemned by the California State Builders' Exchange, Ltd., at its semi-annual meeting held two weeks ago in Fresno. Every effort will be made by the Exchange to have the state alter present practices and favor the private construction industry. A resolution adopted called for an "early return . . . to the established system of competitive bidding by private interests on all public work".

Action of the Exchange coincides with efforts of Engineers Local 3 to get smaller cities of Northern California to pay the prevailing wage scale on work done under city jurisdiction. At Santa Cruz, pickets have patrolled the municipal wharf where the city has done work with crews paid far less than the scale. At Eureka, Local 3 secured assurance from the city council of a full review on a policy of letting all construc-

## Registration A 'Must' on Union Agenda

(Release from State Fed. of Labor)

San Francisco.—All unions are requested to place on their agenda the question of registering their membership. This point should be a regular part of the agenda of each meeting until the time for registration expires.

It is also strongly urged that the unions contact their members, by mail if necessary, urging them to register, as a double check on them, to fulfil this important obligation.

This point must be driven home time and time again, until the unions achieve a reputable showing of registration of their membership.

City Banker (visiting the farm) "I suppose that's the hired man?" Farmer (who had visited banks): "No that's the first vice-president in charge of cows."

tion work out on competitive bids instead of trying to do it with city crews.

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# What's doing in the Oakland office

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

**Oakland**—As we start our report this month, conditions remain unchanged, as far as the out-of-work list is concerned. Work has picked up some but the back log of unemployed remains about the same. This, no doubt, is due to the number of brothers who come to the Bay Area seeking work during the winter months. However, with spring breaking early, many of these fellows will be going back to jobs further inland, and while there are no major projects scheduled for the immediate future we are

hopeful that some of the smaller contracts will absorb a number of the members who are still unemployed.

## GETTING AROUND THE JOBS

Excavation work on the P. & J. Artukovich job in Contra Costa county has been completed and two of the back hoes have been moved into Stockton territory. The newly installed well point system at Bixler Station is now in operation, de-watering in preparation for further work.

Herrick Iron Works has the contract for additions to the sugar refinery at Alvarado. C. C. Moore and Company have the job of installing boilers in this plant.

Work on dismantling 35 whirleys in old Yard No. 2 is being handled by the California Erectors. The company is having considerable difficulty obtaining electricity and plans on installing generators to furnish their own juice. This portion of the old Kaiser plant is taking on a barren appearance as the cranes are removed and the ways are torn up; but as industries continue to come into this area, building on a permanent basis is progressing rapidly. In this connection it was recently announced that Gar Wood Industry, Inc., will establish an assembly and distribution plant at the former plate shop on 4th Street and Wright Avenue. According to Fred D. Parr, President of the Parr-Richmond Terminal, who made the announcement, the company will occupy six and one-half acres of land and have 122,000 square feet of building. The plant will be the West Coast center for assembly and distribution of Gar Wood products, which include hoists, winches, dozers, scrapers and various other truck and tractor equipment.

The McGeehon Brothers, James and William, have several jobs around Saranap, consisting primarily of driveway and road work. These boys have both been members of Local 3 for some time, but are comparatively new at this end of the game. However, they are going strong, and are well equipped to handle the work, having a nice fleet of trucks, rollers, blades and cats.

McGuire and Hester are keeping several of the Brothers busy on their two sewer jobs—one in downtown Oakland and the other in Berkeley. They also have a small job in progress at the Army Port which has afforded a few one-day stands for a couple of the boys.

During the past month we have signed agreements with the members of the Northern California Chapter, Institute of Scrap Iron and Steel, Baxter Pole Yard and Howard Terminals, and in each case have been successful in securing some increases in wages for the members. However, in conformance with the Taft-Hartley Bill it will be necessary to conduct an election with the employees of each of these organizations. This is to establish their preference for a union shop and to prove their desire to retain Local 3 as bargaining agent. Incidentally, as the year progresses, members will find themselves called on with increasing frequency to participate in these various plant or firm elections. It is imperative that each of us vote when so requested, so that our organization may be retained as bargaining agent. We urge that all members participate in these elections for a failure to vote is a vote against the union. In the near future you will all be receiving cards through the mail, and you are earnestly requested to sign and return these at once.

Manuel Smith is still doing considerable work on a sewer contract out at Saranap.

Moore Dry Dock has finished setting iron on their bridge job at Avon and at present they are driving a few remaining rivets.

Martin Brothers hot plant at Concord is running full blast at this writing. This company furnishes considerable material for the Concord and Walnut Creek area and expects to keep busy for some time.

Parrish Brothers are getting a start on their canal job between Lafayette and Martinez. There is a trimmer and finishing machine on the job and some of the old hands are being called back. However, all the cats and the N. W. 80 have been transferred to the road job near Vallejo. This job, which is just getting started, is under the jurisdiction of Brother Foss.

M. K. and Hasier are handling the concrete work on the Delta Mendota Canal at Tracy, with Brother Bud Hall acting as superintendent over paving. John Delphia is sub-contracting the cat work. Drilling for the piling on the huge pumping plant is now in operation. The rig being used was specially constructed for this work, is mounted on a D-8 Cat and drills holes to a depth of 40 feet.

### FREEWAY MOVES AHEAD

With work on the East Oakland section of the Oakland-San Jose Freeway progressing on schedule, it is expected that this portion of the road will be completed by 1949. Virtually finished at this time is the \$1,832,732 Fifth Avenue Overpass, which elevates traffic over the Southern Pacific and Western Pacific tracks, the Lake Merritt Canal and Fifth Avenue. There were many construction problems on this job, with one of the main bugaboos being unstable foundation conditions. While the ground appeared to be firm, the soft-bay mud was not far below the surface and proved to be very poor foundation material, necessitating the setting of every footing on piles.

It was also necessary to allow for shifting as well as the unstable base and as many as 65 piles were placed beneath one of the continuous concrete footings, with maximum pile loading being 21 tons. At the west end of the structure, mud extends nearly to the surface and backfilling with gravel was necessary before operations could continue. The ground is so soft at some points that piles had to be driven to a depth of 85 feet, and often the first drop of the hammer would sink the pile as much as 35 feet. A two and one-half yard Link Belt crane with 110 foot boom and free swinging leads was used for driving, and on the marshy surface near the Lake Merritt Canal it was necessary to build a timber wharf supported on 20-foot piling to hold the machinery. Cofferdams of 30-foot steel sheet piling were used in construction of footing in this area.

Stolte, Inc., Duncanson-Harrelson had the joint contract for the job, with sub-contracts being handled by Soule Steel, Ransome Company, Russell-Gerrick and the Del Monte Electric Company. One of fifteen structures planned to eliminate cross traffic between downtown Oakland and San Leandro, it is expected at some later date that this road will handle 50,000 vehicles daily. The completed freeway will eventually extend from the Carquinez Bridge to San Jose, where it

Brother Sam Cain, who has been wintering on a job for Cleverdon, has just left for a return engagement in Alaska. Sam was up there most of last summer and from the way he praised the place we are not surprised to hear that he has gone back.

Travel between California and far points seems to be holding up quite well, with a steady stream of brethren a'comin and a'goin. Latest returnee is Brother Bob Le Moine, who spent six months in Saudi Arabia, operating a shovel and then a 54B driving piles in the desert. He says that Brothers Van Strickland and Charlie Spoon will be coming along soon. According to him, Charlie should have bales of photos, as he keeps his kodak busy at all hours, and has literally snapped his way through Arabia. Heard through the grapevine that Brother Perry Bonham, who has been over there for a spell is getting along fine after a siege of flu which confined him to the hospital. Brother John Tingen no more than got his gear unpacked following his return from a 15-month stay on Okinawa, than he was shoving off again—this time for Greece. In the same outfit was Brother "Curley" Larsen, who along with Johnny is going over in a supervisory capacity... Pleasant trip fellows!

We regret to report that on Thursday, February 12th, Brother Charles J. Walker was fatally injured while working on the canal job at Tracy. Known by many in the Oakland area, Brother Walker was well liked by all and his fellow members join us in extending sincere condolences to his wife and family.

Brother Mack C. Lake, Jr., of Walnut Creek, has one D-8, a D-6 and a welding machine in operation at the present time. This equipment is available for rental service by calling Walnut Creek 4770.

Brother Fred Conrad, who, about a year ago, left for the East after telling us that it was highly improbable that he'd ever be back again, showed up at the window the other day—breathin' deep and enjoying the balmy weather. He says that he and the Mrs. really had a wonderful time, visiting friends and seeing the country—BUT—that was before the snows came! Seems it rather cramped his style to have to start shoveling everytime he wanted to go outside the door, and so he came back to California, where a snow shovel and long handled drawers are not considered standard winter equipment.

Several of the Brothers have been on the inactive list due to illness during the past month. Brother M. E. Lodge, welder on the S. U. H. B. job, has been hospitalized and is nursing a broken foot. Brother Dave Maginnis, who also had a long siege in the hospital, is

will join the Bayshore Freeway from San Francisco.

The Rock Sand and Gravel Industry seems to be about the only thing that is keeping busy. Most of the companies are either doing new building or making improvements to their old facilities, and at the same time producing material to capacity. P.C.A. has started on a new site at Centerville, which will take the place of the Niles plant, which has just about exhausted the source of material at that point. Hayward Building Material has set up a portable plant on Alameda Creek between Niles and Centerville, where they expect to do considerable more development work in the near future.

The Pacific States Steel Corporation is working on additions to their Niles plant, which will embody all the latest features of steel production when completed. At present the ground work and foundations are approximately 50 percent complete.

## NEWS ABOUT THE BROTHERS

up and around again following a serious operation. Then there is Brother Clifford Prince, who bid farewell to a very troublesome appendix on February 4th. The parting took place at Permanente Hospital and Cliff says he feels 100 per

cent better since the operation. To the many friends of Brother W. C. (Doc) Merrill, we regret to report that his long illness ended in death on March 9th, at the Oak Knoll Naval Hospital. We extend our heartfelt sympathy to his wife and family.

## DREDGE NEWS

Suction dredge work has practically come to a standstill. The last dredge we had working, Johnson Western's "Alamitos", finished the Redwood City job on March 2, and most of the men were laid off. The Olympian Dredging Company hasn't gotten started on their Stockton job. However, they have been working a number of our members laying pipelines and getting the dredge ready to go. I understand that they are having difficulty at present on account of the power shortage. I heard that there was to have been a meeting on March 12th to determine wheth-

er or not they can go ahead. Unless they are allowed to continue with the work we will not have a single suction dredge pumping. There are a few clamshell dredges working but they only require a small crew. The Coos Bay job, which we expected to relieve the unemployment situation here to some extent is fouled up somewhere and it is uncertain when it will start. However, the San Francisco Bridge Company, who was low bidder on the job, is keeping approximately 25 of our members working, repairing equipment at the Richmond yard.

## Brothers pay tribute to the ideals and work of Bro. Walsh

(Continued from Page 1)

ference of Engineers, serving for a year and then becoming secretary, which post he held until his passing. He served as a member of the School Committee, the City Engineers' Committee, and was a delegate to the Central Labor Council.

"His death brings great sorrow to the hundreds who knew and worked with him, and it will be impossible to find another as sincere and capable as Brother Walsh," said Brother Pat Clancy, president of Local 3 and of the State Conference.

"The untimely passing of Brother Walsh was a severe shock to his family and many friends and a great loss to the labor movement," said Brother Claude Fitch. "At all times he was ready and willing to serve the union in any capacity, and the only reward ever asked by him was the privilege of having a constructive part in the union's activities and to be of help to his fellow workers."

The following resolution was adopted by Local 39:

### BROTHER KEVIN A. WALSH STATIONARY LOCAL 39

With deep regret, we, the officers and members of Stationary Local No. 39, International Union of Operating Engineers, of San Francisco, California, report the passing of our respected and beloved brother and past president, Kevin A. Walsh. Therefore be it

RESOLVED, That the officers and members extend to his family our heartfelt sympathy in their hour of bereavement; and be it further

RESOLVED, That our Charter be draped for a period of 30 days, that a copy of this resolution be sent to the family of our departed brother, a copy sent to our official Journal for publication and a copy be spread on the minutes of Local No. 39.

### BROTHER PAYS TRIBUTE

By Brother John J. van Hoff  
A fitting epitaph for our late and deeply mourned brother, Kevin A. Walsh, would be: "He worked for the good of all."

He had ideals and he did something about those ideals. In his various union capacities he had ever been a definite force on the side of right. He did not believe in gain for just some special group, but in greatest benefits for one and all.

### WILL BE MISSED

He will be sadly missed from his posts as delegate to the San Francisco Labor Council, the Metal Trades Council, the Municipal A. F. of L. Council, and the Union Label Section of the Political Branch of the A. F. of L. He was also secretary of the Municipal En-

gineers Committee, and one of a committee of three for the establishment of a school for operating engineers.

In addition to these offices, he gave unstintingly of his time and thought as planner, booster, then secretary-treasurer of the California State Conference of Operating Engineers. It was largely due to his earnest endeavors that all Engineers' locals joined the State Conference, with a total representation of 25,000.

Kevin Walsh was not a paid official of the union, and received no recompense for any of his efforts; only as secretary-treasurer of the California State Conference did he receive a small gratuity. His payment he considered sufficient when a forward step was taken in the direction of his ideal—One for All, and All for One.

Many times he was critical of some policy of the union, or some move made by those in office; but it was always honest, constructive criticism. He would listen to opposing arguments, thoughtfully digest them, then do his best to prove it if some theory were against the good of the membership as a whole.

For years the 40-hour week with two weeks vacation was one of his goals—not for just a few en-

(Continued on Page 10)

★ ★ ★

Work is underway on the big tunnel jobs on PG&E's Feather River Canyon power project, with the tempo to step up within the next month on this multi-million dollar job.

★ ★ ★

At least one gold dredge has been shut down in the Marysville area as a result of the power shortage, with others due to stop work.

★ ★ ★

Work resumed on Friant Kern canal, but shortage of funds has cut hiring to about half of the previous figures.

★ ★ ★

Street, track, and sewer jobs totaling \$2½ million to be done in San Francisco this year.

★ ★ ★

Work due to pick up at Shasta and Keswick dams, with much road, developing and installation work to be done.

★ ★ ★

Old Mother Hubbard went to the cupboard

For something to quench her thirst.

When she got there, the cupboard was bare,

Her old man had been there first.

★ ★ ★

To eliminate the teacher shortage, a million new teachers must be trained by 1950 and 1960, the U. S. Bureau of Labor Statistics estimates.

# Round-up of the news from Utah

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

**SPECIAL NOTICE:** To all members working or living in the area served by the Ogden Office:—The Ogden office will be closed and all records, etc., formerly maintained in that office will be maintained in the Salt Lake City office, which is located in the Labor Temple, 151 South Second East, Salt Lake City—Telephone 3-3706. If you are living or working in the area

formerly served by the Ogden office, please pay dues, register for employment or direct any inquiries, etc., to the Salt Lake City office. The office maintained in Provo at the Labor Temple, 165 West 1st North, telephone 630, will continue open for service to the members.

**REMEMBER:** From now on the Local Union will maintain only two offices in Utah as outlined above.

## REPORT ON NEGOTIATIONS WITH THE A.G.C.

Two meetings have been held with the A.G.C. Labor Committee since our last report. These meetings are so important that we thought we should report them in full, including those representing the contractors, so that each and every member may be completely informed. Furthermore, we feel that the representatives of the contractors will be as significant to each member as they were to us.

The first meeting was held Thursday, Feb. 19, 1948, at 10:00 a. m. in the offices of the A. G. C. Present representing the A. G. C. was Mr. Geo. Putnum, of the Utah Construction Co., Mr. Gilbert Wheelwright, of the Wheelwright Construction Co., Mr. W. J. Nelson, of the Olaf Nelson Construction Co., Mr. V. C. Mendenhall, of the V. C. Mendenhall Construction Co., and Mr. Allan Mecham, manager of the Intermountain Branch of the A. G. C. Representing our local was Business Representatives Casebolt, Clark and Van Winkle.

If you remember in our last report we reported that at our last meeting with the A. G. C. Labor Committee we were promised, in

return for a delay until after the A. G. C. convention, two things: The first a definite written proposal and, two, definite information, including the names of the firms which the A. G. C. Labor Committee represented. We received neither of these and while we have heard that a definite written proposal has been made to some of the other trades, none was tendered to us and as to second matter we received only vague promises that the Labor Committee felt "that all members would sign any agreement arrived at."

A great deal of time was spent going over the speech of Denham, the General Counsel of the National Labor Relations Board, at the Dallas convention of the A. G. C. During these conversations (negotiations would be too strong a word) your representatives offered a proposal which we feel would be within the Taft-Hartley Act and which briefly would make the union the contractors agent in the procurement of workmen for each project. The A. G. C. Committee seemed to feel that our proposal had merit and agreed to hold meetings of the A. G. C. membership to consider it.

The next meeting was held Tuesday, March 2, 1948, at 10:00 a. m. in the offices of the A. G. C. Present for the A. G. C. was the following: Mr. Paul Thorn, of the A. O. Thorn and Sons Construction Co., Mr. Pat Gibbons, of Gibbons and Reed Co., Mr. Ellis Barker of the Ellis Barker Construction Co., Mr. V. C. Mendenhall of the V. C. Mendenhall Construction Co., Mr.

Gilbert Wheelwright of the Wheelwright Construction Co., Mr. Deal Mendenhall of the Deal Mendenhall Construction Co., Mr. Phillip Crandall of the Grant Construction Co., Mr. Bert Strong of the Strong Construction Co., Mr. Verl Whiting of Whiting and Haymond Co., Mr. W. J. Nelson of the Olaf Nelson Construction Co., Mr. Blake Palfreyman of the Palfreyman Construction Co. and Mr. Allan Mecham, manager of the branch.

Representing your union was Business Representatives Casebolt, Clark and Van Winkle. Also present was Brother Fred Radomske, Business Representative of Local Union No. 285, Idaho.

At this meeting the contractors committee informed us that it had held two membership meetings, one in Springville and one in Salt Lake City, at which our proposal to deal through an instrumentality of a letter of agency, from the contractors was discussed. More time was asked by the contractors to consider this plan with the understanding that, if no loopholes existed, it would receive favorable consideration. On the matter as to who the contractors' committee represented, the answers were as vague as before.

## ON THE SLIGHTLY INTERESTING QUESTION OF WAGES

At this meeting the matter of wages was raised and the contractors were informed that Local 285 of Idaho, Local 236 of Wyoming and Local Union No. 3 had decided that the wage scales in the three states of Utah, Idaho and Wyoming would have to be uniformly stabilized. This would mean a raise of approximately 25c per hour, however, some classifications would, under this plan, be raised more and some less. (Copies of these proposed wage scales are in your offices.) The matter of effective date was left open for negotiation as there are some very serious problems in Utah that will have great influence upon this question.

The contractors were told, however, in no uncertain terms, that our members are determined to effect this stabilization this year as they consider such stabilization nothing more or less than simple justice. They were also informed that while Labor, especially Labor in Utah recognizes the great dangers of inflation that Labor in Utah is determined not to do all the sacrificing to combat inflation! That the butcher, the baker, the candlestick maker, etc., would also have to make some sacrifices, something that they hadn't as yet shown any disposition to do despite highly publicized breaks in the commodity market, a break that shows every appearance of being illusory as far as the consumer is concerned.

## TAFT-HARTLEY, THE CONTRACTORS BUG-A-BOO

This year's main argument of the contractors against everything is mainly the Taft-Hartley Act, that vague monstrosity of legislation which no one seems to know what it means, including its authors. The contractors were informed that nothing in this Act prevented an employer from hiring from whatever source he wished and nothing to prevent an individual from working for whatever employer he wished. And that from now on our members were going to work for employers that have reached an understanding with their union, regardless of what form that understanding may take. The contractors were also informed that our Union was willing to write an agreement or reach an understanding that conforms to the Taft-Hartley Act, however, we feel that, to date, at least, we are as competent as any others, pending official rulings, of which there are none affecting construction at this writing, to say what does and does not conform to the Act.

## UNION SECURITY ELECTIONS

Some time in the future, perhaps before reading this, you will receive through the mail a letter containing a stamped, self-addressed postal card. The letter will explain that the card is to be filled out, signed, and mailed, and this

is being done for the purpose of holding union security elections in conformity with the Taft-Hartley Act.

Upon receiving this letter, please immediately fill out the card, sign it and mail it. The sooner you do the sooner some of the nuisance red tape of the Taft-Hartley Act can be gotten over and the sooner we can get to important things, such as wages, hours and working conditions.

Signing and mailing of this card does not constitute a vote! It constitutes simply an authorization for a vote sometime in the future, it having not, as yet, been decided, in Utah, how these elections will be conducted. When the time comes for such elections we must be prepared. Failure of each and every member to do their part may set this area back for years! So if you have any regard for your wage scales, your working conditions or the welfare of your family or yourself, you will not only see that your own card is filled out and mailed in but you will appoint yourself a committee of one to see that every member you contact does likewise.

## BUSINESS MANAGER SWANSON AND PRES. CLANCY PAY VISIT

Business Manager Swanson and President Clancy paid a short visit to Utah the first week of this month. Purpose of this visit was to confer with your officials and to generally investigate the present condition of your local union in Utah. Before leaving he expressed himself as generally satisfied and pledged the entire strength of the local union to effect a satisfactory working agreement in the State of Utah this year. Expressing himself as dissatisfied with the run-around being given us by some employers he was emphatic in his determination that this must stop and a more cooperative attitude be shown on their part. "This type of employer," he stated, "would be the first to want us back if we were not here because of the chaotic competitive condition that would develop if it was not for the labor unions, a chaotic condition that would bankrupt many contractors." "And," he added, "we speak from past experience."

## NEWS ABOUT THE WORK

Newspapers in Utah are constantly and daily full of optimistic stories of industrial expansion which confidential sources of information lead us to believe are based on good solid facts. Yet these stories are often times misleading in that they give the impression that this work is now going on while, as a matter of fact, much of it is still in the future. Others are misleading in that they are exaggerated and give the impression that much more employment is going to be available than is actually the case. This some times leads the members to believe that they are being kept off of jobs, or that other members are being favored for jobs, where no jobs exist.

At present (first week in March) while some work has actually started, most of it is in the near future. Most of the road jobs are still held up by the weather (at this writing W. W. Clyde and Whiting and Haymond are calling back their old crews), however, the road contractors are all showing some signs of life and are either hauling out equipment or making inquiries about crews. All are seemingly a little concerned about whether or not there will be enough competent men to go around. Utah Construction Co. has started the excavation on the Standard Oil plant north of Salt Lake City and has a few men, mostly old hands, on the dyke, the gas line and at Dragerton.

Morrison-Knudsen has started at Dugway by calling for a few men, is building up a crew on the Provo Canyon pipeline, and is rapidly bringing the dirt work to a finish on the Ironton Plant. Its Las Vegas office has also made inquiries about crews for railroad work. Tolboe and Harlan Co. is evidently going to do the work on the Beehive coke ovens at Sunnyside. Other work is indicated in Carbon County for this spring and summer which indicates more work in that county than for

many years. Walsh Co. of Davenport, Iowa, was low bidder on \$3,000,000 job at Geneva. Its officials have been in to see us and we have every confidence that our relations will be cordial and harmonious. This company intends to start up immediately. Union shop elections were won at the A. O. Thorn and Sons Ready-Mixed Concrete plant and at the Utah Sand & Gravel and lost at the Waterfall plant in Ogden because our members failed to vote. Vote scheduled at the Utah Construction Co. Iron Mines at Iron Mountain and Iron Springs near Cedar City on March 19th.

## CLEARANCES TO THE JOBS

Your attention is drawn to the rule of your Union requiring being cleared to the job before going to work. Be fair to yourself and your Union! Don't take a chance on being replaced on the job and don't be a party to breaking down your own Union and your wage scales and working conditions. Remember there are contractors who would gladly help you do this! Don't let them! Make them recognize your Union because you know that your union is your best protection. Contractors are too busy protecting their own interests to pay much attention to your interests.

## PERSONAL NOTES

Henry Woodruff, beloved husband of Pat Woodruff, who worked in the Salt Lake City office for years and brother of Amy Cummock, secretary of the Salt Lake City office passed away on February 27th. We are sure that all our members join with your officials in extending to Pat and Amy and their families our deepest sympathy.

You will note a lack of personal notes this month. This could be for two reasons. Either we have forgotten them or you didn't turn any in and we'll bet we didn't forget. You can help make this column interesting. Turn in any personal items you know about the members. Remember our members are interested in what happens to each other and naturally look to this column for those little bits of information. So come on now, give us a hand, will you?

★ ★ ★

## Kevin Walsh Memorial

(Continued from Page Nine)

engineers in industrial plants, not only in San Francisco, but for all engineers throughout our state, and he knew it could only be brought about by the amalgamation of all small locals into one large local, to strengthen our cause through greater unity. To win this goal was a long and bitter struggle, with many a disappointing setback, but Kevin Walsh never stopped pitching for it. At least before he passed away on February 26, he had the satisfaction of seeing this almost completely realized.

## A SCHOOL FOR ENGINEERS

Above all, his most cherished wish was the establishment of a school for operating engineers—in the different branches of our local wherever feasible, but especially in San Francisco; and toward this achievement, in spite of pressure of demands on his time from many other quarters, he was a member of the committee of three, with the ultimate end in view that engineers, with their diversified and highly specialized knowledge, be brought to the status which is rightfully theirs, as craftsmen in industry. Such a school would also serve the purpose of creating more interest in the union, especially among the younger generation of engineers, who by their absence from meetings demonstrate their ignorance of the dignity they might attain by unity.

It would be a true gesture of appreciation if such a school would be established at an early date, and in tribute to our late brother's unselfishness and sincerity, that it be known as the "Kevin Walsh School for Operating Engineers."

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# Federation Stand On Power Crisis

(Continued from Page 1)

a permanent policy in respect to the distribution of power in the United States) that they will endeavor to carry out the provisions of the reclamation law providing that preference be given public agencies and cooperatives in the lease or sale of government power, by mutual agreement supplementary to the contract, if, as and when the occasion may require."

Mr. Black also states there is no provision of reclamation law which provides for this preference of treatment for public agencies. We wish to refer to Section 9(c) of the Reclamation Act of 1939, which states as follows:

"Any sale of electric power or lease of power privileges made by the secretary in connection with the operation of any project shall be for such period, not to exceed 40 years, and at such rate as in his judgment will produce power revenues at least sufficient to cover an appropriate share of the annual operations and maintenance costs, interest on an appropriate share of the construction investment at not less than three per cent per annum, and such other fixed charges as the secretary deems proper; provided further that in said sale or lease preference shall be given to municipalities and other public corporations or agencies, and also to cooperatives and other non-profit organizations financed in whole or in part by loans made pursuant to the Rural Electrification Act of 1936 and any amendments thereof."

The Pacific Gas and Electric raises a phony cry of "duplication" to block public transmission lines. If we read the New York Journal of Commerce rightly, as quoted Monday in The San Francisco News, the Pacific Gas and Electric regularly tells Congress not to build public lines, because it will come to your commission, raise money, build the lines itself, then collect from the California rate payers. It calls that procedure "duplication," and that is one reason why we are in trouble today.

### HORSE LAUGH DUE

Next time the Pacific Gas and Electric cries "duplication" to Congress in order to stop the development of public power in our state, we predict a horse laugh will go up in California that will be heard in Washington without the aid of an ear-trumpet.

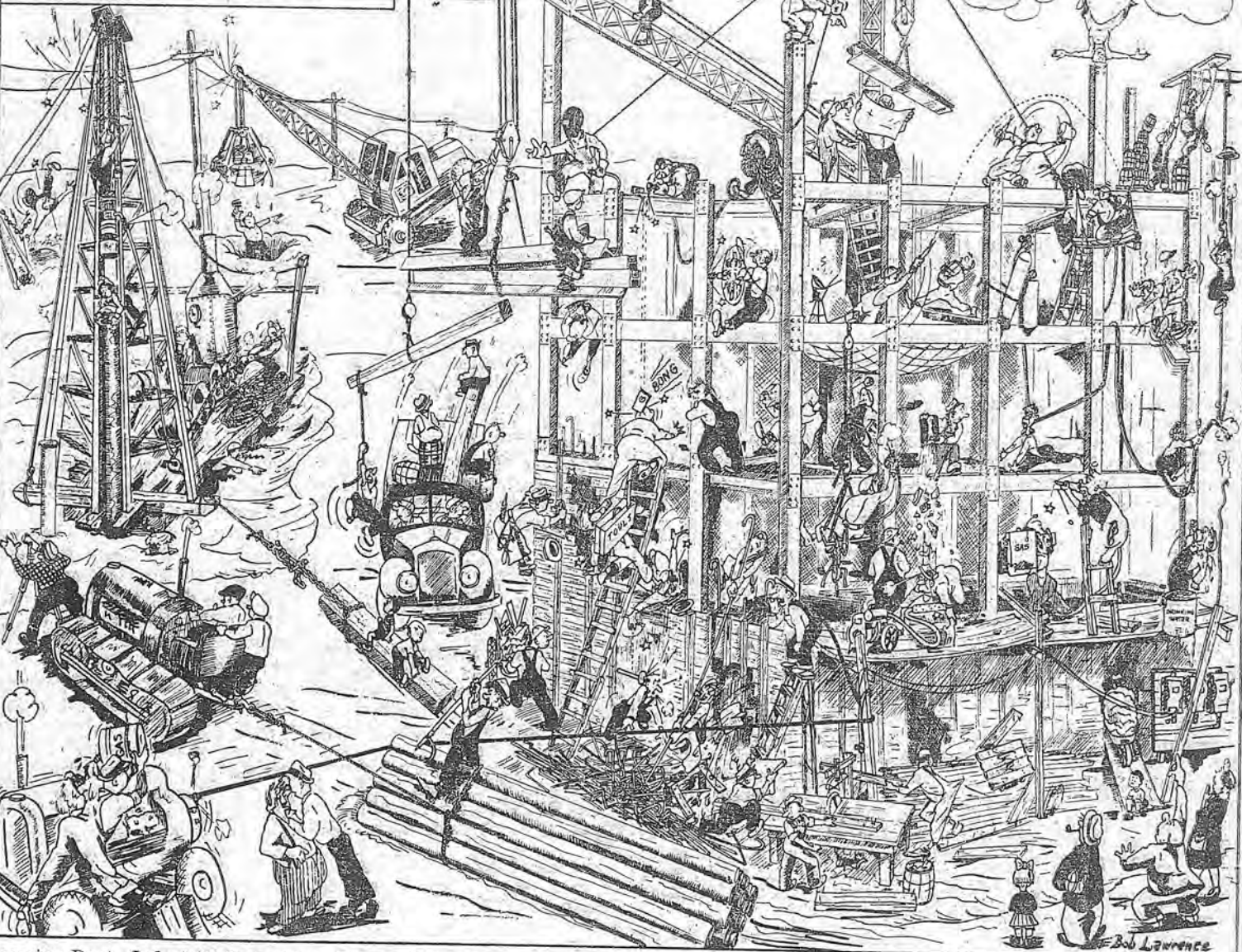
As recently as September 25, 1947, William G. B. Euler, vice-president and general manager of the Pacific Gas and Electric, was very optimistic about his company's ability to handle any emergency which might develop. At that time he stated as follows:

"Despite the combined difficulties of an exceptionally dry year, unprecedented demands for power, and war-caused delays in the company's expansion, Pacific Gas and Electric is meeting the challenge of serving dependable power in northern and central California. All regular customers are being served full power needs and we expect to continue maintaining such service. Furthermore, we are accepting orders and delivering service to all new applicants.

"To help assure adequate electricity for our regular customers we temporarily have curtailed service to three large 'surplus power users' who for 16 to 20 years have enjoyed the advantage of purchasing surplus power at rates less than half those paid by regular industrial customers. To obtain these low rates, surplus users' contracts provide that service shall be curtailed or suspended when surplus power is not available."

A month later, the Pacific Gas and Electric boldly asserted: "The Pacific Gas and Electric has kept pace with the growth and development in the 89,000 square miles it serves throughout northern and central California... now the Pacific Gas and Electric is preparing for still greater growth and development... So there will be adequate electricity and gas for the continued

WHAT VIOLATIONS OF SAFE RIGGING STANDARDS ARE SHOWN IN THIS PICTURE?



Engineering Dept., Industrial Indemnity. Fresno, Sacramento, San Francisco, Los Angeles. No. 84. Copyright 1948. Additional copies on request.

growth and prosperity of northern and central California."

The seriousness of the present situation, as far as labor is concerned, is evidenced by the unemployment that is being caused.

### UNEMPLOYMENT GROWS

The Metal Trades Council had 10,000 of its members laid off on March 8, and another 5,000 the next day.

If the proposed system of arbitrarily ordering reductions in the days factories may operate is enforced by the company, then 8,000 members of the Allied Printing Trades in San Francisco and 2,500 in Oakland will suffer loss of employment.

Close to 2,000 bottlers and brewery workers have already experienced forced unemployment. ing an extensive survey to ascertain exactly how many workers will be forced to quit work through no fault of their own. It is plain that such arbitrary regulation of power by a private company can work inequitably upon industry as well as upon the workers.

### THREE DEMANDS MADE

But all blame aside, the California State Federation of Labor desires to make certain specific proposals to meet the immediate situation. We ask:

1. That you order the Pacific Gas and Electric to transmit power generated by the taxpayers' money — which doesn't cost the company a cent — to transmit that power at cost and without extracting any profit from farmers, industry and householders. The people of northern California are entitled to learn from personal experience what really cheap public power means.

We believe that your commission has the authority to proceed on the above basis, and refer you to Deering's Acts—6336, Section 13, paragraphs b and c, Section 28, paragraph a et sequitur, and Sections 30, 31, 36, 60, 61, 64 and 65. It is our opinion that a study of these sections will clearly establish authority for the commission to act as suggested.

We ask:  
2. That you order the Pacific Gas and Electric, as a public utility of California, to comply with the federal reclamation-law which requires priority and preference in power distribution for public agencies, and that you insist the company shall end its defiance of Congress and of the people.  
3. That you terminate the arbitrary allocations of power by a private company pulling switches

when and where it pleases, and that instead, you assume full and immediate responsibility.

We want a public agency in charge which will recognize legal priorities of public agencies and establish proper preferences so that the farmers, laborers and industries shall not suffer, while favored consumers continue in their use of power, that cannot be justified before the public in the face of the present crisis.

In the East, a group of distinguished citizens is reviving the great principles of public conservation of resources laid down by Theodore Roosevelt and Gifford Pinchot, nearly 50 years ago. They say:

"We reaffirm the principles upheld by the highest courts for generations, that the utility business is essentially a public business, however owned, and that corporations authorized by the people to conduct this business for private profits must be subject to effective regulation as will assure adequate service on a legitimate cost basis."

The California State Federation of Labor demands that the Public Utilities Commission exercise its full authority under law, that it remove responsibility in this crisis from the hands of every company that helped to get us into it, and that from now on it give us a true conservation program in California.

## Congress Ignores Sacramento Needs

Congress has thus far allowed but \$1 million for Folsom Dam, a power and water project badly needed in the north-valley area general estimates for which indicate a cost of \$180 million. The first appropriation will merely secure rights of way. Wishes of the people of Sacramento-Yolo area in plans for a ship channel on Sacramento river have also been ignored by Congress, despite voter approval and local appropriations, though there was hope favorable action would be forthcoming from a Senate committee hearing which a Senate committee hearing held March 12, at which Col. Peter Feringa of the Army urged funds and called this a "vitally necessary project." Senators Knowland and Downey both endorsed the project at the hearing.

ARE YOU REGISTERED TO VOTE?

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# Daily Report of Awards For Construction

(Compiled by P. E. VANDEWARK)  
FEBRUARY 13, 1948

**Oakland, Calif.:** Contract awarded to Elmer J. Freshy, 1432 Kearny St., El Cerrito, \$213,752 for install. Sec. 11, North Interceptor Sewer, Cleveland & Buchanan in Albany to Second & Hearst Sts., in Berkeley, ALAMEDA COUNTY.

FEBRUARY 16, 1948

**Moffett Field, Calif.:** Contract awarded to Consolidated Steel Co., P. O. Box 6880, East Los Angeles, \$65,213 for const. free flight wind tunnel at Ames Aeronautics Lab.

**Ukiah, Calif.:** Contract awarded to Kenneth Whited, 5816 Mendocino Ave., Oakland, \$13,270 for const. two reinf. conc. bridges on the Talmage-Hopland Road, one over Crawford Creek and one over Parsons Creek, in Road Dist. 1.

**Santa Cruz, Calif.:** Contract awarded to Leo Cardwell, 530 Pacific Ave., Santa Cruz, \$5,460 for rem. 68 trees & exc. 3,000 c.y. material, Highland Ave., Logan Hts. Subdivision, Santa Cruz.

FEBRUARY 17, 1948

**Kingsburg, Calif.:** Contract awarded to Franceschi Const. Co., Box 528, Fresno, \$91,870 for const. sewage disposal plant for the city.

**Fresno, Calif.:** Contract awarded to Harris Const. Co., Box 109, Fresno, \$157,350 for const. classroom bldg. at the Benjamin Franklin School, Fresno School Dist., Fresno, Calif.

**Sacramento, Calif.:** Contract awarded to Parish Bros., 2nd & L Sts., Benicia, \$1,210,080 for 5.6 mi. grade & pave with conc. on untr. rock base & plant mix surf. on conc. base & exist. pave. & const. R.C. grade separation struc., betw. Vallejo Wye & 1/2 mi. N. of Rt. 208, SOLANO COUNTY.

**Oakland, Calif.:** Contract awarded to Wm. A. Smith Contr. Co., 2148 San Pablo, Berkeley, \$172,000 for relocating railroad tracks, adjoining & southerly of East Shore Freeway betw. 5th and 21st Ave., ALAMEDA COUNTY.

**San Francisco, Calif.:** Contract awarded to R. Flatland, 1000 Portola Drive, S. F., \$89,025 for traffic signal install. on State Hwy Rts. 2 & 68.

**San Jose, Calif.:** Contract awarded to E. A. Hathaway & Co., 1275 Glen Eyrie Ave., San Jose, (1) \$61,648 for const. of firehouse Engine No. 2, Sixth & Julian Sts., (2) \$53,566 for const. of firehouse Engine No. 5, Sixth & Taylor Sts.

**San Jose, Calif.:** Contract awarded to Earl W. Heple, 494 Delmas Ave., San Jose, \$67,753 for const. firehouse Engine No. 6, Minnesota St.

FEBRUARY 18, 1948

**Sacramento, Calif.:** Contract awarded to Huetting & Schromm, P. O. Box 798, Palo Alto, Calif., \$41,842 for 2 mi. landscape, drill well & furnish & install pump equip. betw. D St. bridge in Marysville and Live Oak Road, YUBA & SUTTER COUNTIES.

**San Francisco, Calif.:** Contract awarded to Arthur Wallgren, 500 DeHaro St., S. F., \$18,720 for relocate & reconst. miniature railway at Fleishhacker Playground.

FEBRUARY 19, 1948

**Monterey, Calif.:** Contract awarded to Granite Const. Co., Ltd., P. O. Box 900, Watsonville, \$31,500 for grade, surf., etc. Scott, Tyler & Washington Sts.

**Sunnyvale, Calif.:** Contract awarded to Wilfred H. May, 1801 Notre Dame, Belmont, \$330,236 for const. new reinf. conc. elementary school on Maude Ave.

**Mill Valley, Calif.:** Contract awarded to Vincent Maggiora, 7 Harrison St., Sausalito, \$5,417 for reconst. bridge, paving, curbs, gutters, etc. on Sunnyside Ave. betw. E. Blythdale & Miller Aves.

**Vallejo, Calif.:** Contract awarded to Stanley H. Koller, 1694 Pomona St., Crockett, \$17,782 for const. reinf. conc. water pipeline near Gordon Valley, SOLANO COUNTY.

**Sacramento, Calif.:** Contract awarded to Rand Const. Co., P. O. Box 1339, Bakersfield, \$337,020 for const. Isabella auxiliary dam, on the Kern River near Isabella, under Spec. 1323.

**Sacramento, Calif.:** Contract awarded to H. W. Robertson, Inc., 2917 T St., Sacramento, \$104,887 for const. warehouse for Division of Highways.

FEBRUARY 20, 1948

**Walnut Creek, Calif.:** Contract awarded to Stanley H. Koller, 1649 Pomona St., Crockett, \$195,455 for const. reinf. conc. main trunk sewer, Sec. IV.

**Reno, Nev.:** Contract awarded to Walker Boudwin Const. Co., 311 N. Park St., Reno, \$43,728 for remodel. State Bldg.

**Fresno, Calif.:** Contract awarded to A. C. King Const. Co., 1475 Pop-

lar St., Fresno, \$2,167 for const. curbs, walks, gutters, etc., south side of Brown Ave. betw. Clark & Thesta St.

**Reno, Nev.:** Contract awarded to Geo. E. Miller, 111 Morrill Ave., Reno, \$61,299 for const. outfall sewer of reinf. conc. & appurt. facilities incl. a force main betw. pump. plant & City of Reno sewage treatment works, WASHOE COUNTY.

**Oakland, Calif.:** Contract awarded to McGuire & Hester, 796 66th Ave., Oakland, \$5,880 for const. storm conduit in 13th St. betw. Oak & Jackson.

FEBRUARY 24, 1948

**Carson City, Nev.:** Contract awarded to Silver State Const. Co., Fallon, \$324,192 for 7.699 mi. grade, drain & surf. from 6.5 mi. north of Minden to Carson City, DOUGLAS & ORMSBY COUNTIES.

**Carson City, Nev.:** Contract awarded to Silver State Const. Co., Fallon, \$121,229 for 10.187 mi. grade, drain & roadmix surf. from north boundary Pyramid Lake Indian Reservation to 10 mi. northerly, WASHOE COUNTY.

**San Francisco, Calif.:** Contract awarded to Clyde W. Wood, Inc., Box 620, North Hollywood, \$448,361 for 4.680 mi. grade, surf., etc. Mesquito Ridge, Tahoe National Forest, PLACER COUNTY.

FEBRUARY 25, 1948

**San Francisco, Calif.:** Contract awarded to Eaton & Smith, 715 Ocean Ave., S. F., \$250,000 for reconst. car tracks on Market St., betw. Eddy St. & Valencia St., under Munic. Rwy. Contr. 292.

**Stockton, Calif.:** Contract awarded to S. M. McGaw Co., Elks Bldg., Stockton, \$12,747 for grade, surf., etc. portions of Chestnut, McCloud & other streets.

**Sacramento, Calif.:** Contract awarded to H. Earl Parker, 12th & F Sts., Marysville, \$18,650 for rent. equipmt. for exploratory work, San Joaquin River Basin, Inv. 499-O.

**San Francisco, Calif.:** Contract awarded to Morrison-Knudsen Co., Inc., 785 Market St., S. F., for const. two conc. type diversion dams, two intake strues. & 4,000 ft. of Rock Creek tunnel for the Cresta & Rock Creek Power plants. Both projects are located on the North Fork of the Feather River, BUTTE COUNTY.

**San Francisco, Calif.:** Contract awarded to Case Gunite Co., 850 E. Ocean Blvd., Long Beach, \$51,441 for gunite repair beams on Piers 30, 32 & 17.

**Sacramento, Calif.:** Contract awarded to H. Earl Parker, 12th & F Sts., Marysville, \$12,750 for renting equip. for exam. & samp. steam gravel near proposed dam, site in San Joaquin River, under Inv. 498-O.

**Oakland, Calif.:** Contract awarded to Bos Const. Co., 2515 Willow St., Emeryville, \$26,728 for const. reinf. conc. box culvert on County Road 7967, known as Lake Chabot Road, EDEN TOWNSHIP.

**San Francisco, Calif.:** Contract awarded to A. J. Hopper, 243 Langton, S. F., \$74,942 for reconst. roof on Pier 29.

**Fresno, Calif.:** Contract awarded to Kovick Bros. Const. Co., 145 W. Shields Ave., Fresno, \$20,867 for const. sewers in Belmont Center & portions lot 32 Salenger Tract.

FEBRUARY 26, 1948

**Modesto, Calif.:** Contract awarded to Standard Mats. Co., 1411 9th St., Modesto, \$24,136 for surf. L St. betw. Maze Blvd & 9th St (Rt. 110).

**Modesto, Calif.:** Contract awarded to Standard Mats. Co., 1411 9th St., Modesto, \$16,570 for widen J St. (Rt. 109) betw. 12th & 17th.

FEBRUARY 27, 1948

**Oakland, Calif.:** Contract awarded to Paris Bros., 2415 Oregon St., Berkeley, \$148,821 for const. reinf. conc. conduit in Dover St., 59th St., Telegraph Ave. & Alcatraz Ave., Oakland.

**San Francisco, Calif.:** Contract awarded to Western Pipe & Steel Co., 200 Bush St., S. F., for fabricate steel penstocks for Colgate powerhouse.

**San Francisco, Calif.:** Contract awarded to Herrick Iron Wks., 18th & Campbell Sts., Oakland, for furn. struc. steel for Cresta powerhouse.

**Sacramento, Calif.:** Contract awarded to P. J. Moore & Son and Harms Bros., 5261 Stockton Blvd., Sacramento, \$57,796 for 1.9 mi. grade & supply bitum. surf. treatment betw. 0.1 mi. west of Tulare-Fresno County line & 1 mi. east of Kings River, FRESNO & TULARE COUNTIES.

**Oakland, Calif.:** Contract awarded to Bos Const. Co., 2515 Willow St., Emeryville, \$26,728 for const.

reinf. conc. box culvert on County Rd. 7967, Lake Chabot Rd., Eden Township, ALAMEDA COUNTY.

**Nephi, Utah:** Contract awarded to Kenneth Thayne, 951 Princeton Ave., Salt Lake City, \$180,000 for const. sanit. sew. sys. & treatment plant.

**Oakland, Calif.:** Contract awarded to McGuire & Hester, 796 66th Ave., Oakland, \$886 for const. sewer in R/W, lots 6 to 11, Block T, Toler Heights Tract.

MARCH 2, 1948

**Sacramento, Calif.:** Contract awarded to Continental Drill Co., 523 W. 6th St., L. A., \$17,432 for core drilling at Isabella damsite, under Spec. 1329.

**San Francisco, Calif.:** Contract awarded to Martin Murphy, Rt. 2, Box 894, Oak Road, Walnut Creek, \$16,021 for lay 22-in. steel main in Geary St. betw. Masonic & Lyon Sts., under WD 475.

**Madera, Calif.:** Contract awarded to Tyson & Watters, P. O. Box 1914, Sacramento, \$35,286 for grade & roadwork at 21st Agriculture Dist.

**St. George, Utah:** Contract awarded to Thatcher Const. Co., Ogden, Utah, \$85,140 for reservoir & pipelines.

**San Francisco, Calif.:** Contract awarded to Fred T. Fahey, 1874 25th Ave., S. F., \$8,159 for laying 8-in. cast iron mains in Barneveld Ave. & Loomis St., betw. Jerrold & Oakdale Aves.

**San Francisco, Calif.:** Contract awarded to E. T. Haas, 391 Sutter St., S. F., \$8,755 for rehabilitation Sunol Dist. System, under WD 472.

**Redding, Calif.:** Contract awarded to J. P. Brennan, Zeis Bldg., Redding, \$127,855 for const. conc. swimming pool, change house, accessories & appurtenances in Benton St., Redding.

**Manteca, Calif.:** Contract awarded to M. A. Little, 1 Grand Ave., S. F., \$166,000 for grammar school bldg., Manteca.

**Reno, Nev.:** Contract awarded to Walker Boudwin Co., 311 N. Park St., Reno, \$360,399 for const. Veterans Memorial schl. bldg., Russell Mills, 309 N. Virginia St., Arch.

MARCH 3, 1948

**Sacramento, Calif.:** Contract awarded to Harold Smith, P. O. Box 232, St. Helena, \$66,935 for 0.5 mi. grade, place imported base material and apply seal coat and const. reinf. conc. bridge at Coyote Creek, 6 mi. north of Middletown, LAKE COUNTY.

**Santa Rosa, Calif.:** Contract awarded to Peter Onsrud, 2008 Fulton Rd., Santa Rosa, \$4,522 for asph. pave on north side of 5th St. betw. Orchard & King Sts.

**San Francisco, Calif.:** Contract awarded to M. J. Lynch, 2251 Revere Ave., S. F., \$21,299 for reconst. facilities at Douglass Playground.

**Redding, Calif.:** Contract awarded to B. W. Harlan, P. O. Box 899, Redding, \$17,800 for move quonset huts from Camp Parks to Redding.

MARCH 3, 1948

**Tracy, Calif.:** Contract awarded to Stolte, Inc., 8451 San Leandro St., Oakland, \$2,552,302 for const. steel & conc. discharge pipes for Tracy Pumping Plant, 9 mi. northwest of Tracy, ALAMEDA COUNTY.

**Sacramento, Calif.:** Contract awarded to McGillivray Const. Co., P. O. Box 873, Sacramento, \$10,772 for asph. conc. surf. on 53rd St. betw. 9th and 14th Aves.

**Sacramento, Calif.:** Contract awarded as follows: (1) A. Tiechart & Son, Inc., 1846 37th St., Sacramento, \$59,522 for grade, drain & surf. in Arden Park Vista, Wright & Kinbrough Tract 7; (2) A. Tiechart & Son, Inc., Sacramento, \$19,932 for grade, drain & surf. Arden Park Vista, Wright & Kinbrough Tract 6.

**Sacramento, Calif.:** Contract awarded to F. P. Basler, 2090 Broadway, S. F., \$20,550 for renting dragline, pumps, trucks & dozers to examine gravel & dredge tailings in Sacramento River Basin under Invit. 500-O.

MARCH 5, 1948

**Walnut Creek, Calif.:** Contract awarded to MacDonald, Young & Nelson, 127 Montgomery St., S. F., \$559,000 for const. sewage treatment plant.

**San Leandro, Calif.:** Contract awarded to McGuire & Hester, 796 66th Ave., Oakland, \$53,925 for const. sewers in W. Ave. 1325.

**San Francisco, Calif.:** Contract awarded to W. W. Bird, 414 W. Miner Ave., Stockton, \$352,939 for const. Pajaro River levees, from mouth to mile 12 & on Corralitos Creek from Pajaro to Crk. Mi. 1, near Watsonville, SANTA CRUZ COUNTY.

## Canal Resumed, Dam Jobs Open In Valley Area

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

**Fresno—A. Tiechart and Sons have started their Mariposa Dam job with Adolph Bower as superintendent, Bro. Chas. Homan as foreman. They**

expect to have six cats and four pulls and some Eucs on the job; will have one and possibly two shovels.

Harms Bros. are making good progress on the highway job between Fresno and Madera. This company will hire approximately 25 operators when they get in full swing.

N. M. Ball Co. have completed all grading on their highway job at Kingsburg and will start within the next two weeks with paving.

Gunner Corp. have completed their work at Poplar and don't expect to do any bidding for the next sixty days, however, there is a possibility they may put their jeeps and tractors to land levelling.

**RESUME CANAL WORK**  
The contractors on the Friant-Kern Canal have resumed work on a curtailed basis. This due to a shortage of funds and which must stretch until the next fiscal year.

Of the 467 men who were laid off when the job shut down in November, we have cleared approximately 200 men back to work. The job will proceed on a 40-hour basis until after June.

Piombo Bros. will be done on their Pine Flat Dam job this week, completing the south abutment to the dam.

H. Earl Parker Co. have started on the north abutment and we have approximately 18 engineers on the job; Slimp Alt is superintendent. The same company is running a spread of 10 cats on land levelling for W. Erickson, who is operating his own spread of 10 rigs. These boys on land levelling are really getting in the hours. We have approximately 150 men working in the district on this work.

Morrison-Knudsen Co. are making good progress on the Pine Flat Bypass road project. With approximately 16 engineers on the job at the present time. They expect more equipment in soon. Everett Christman is superintendent; Brother John Christman shifting.

Sharp & Fellows still working the Piedra quarry on a rock ballast job for Santa Fe Railroad. All the boys working in the rock industry in this area are extremely busy, and indications are for a good season ahead.

**CANALS ON, OFF**

Lewis & Queen are moving in a spread of 10 cats on M & K's canal contract and will finish the sub-contract of Geo. Patterson Co. This outfit expects to operate on a two-shift basis.

Bids were opened on March 4th for an additional 14-mile section of the Friant-Kern Canal, and a low bid of \$4,648,000 was submitted by Otto Ashbach & Sons of Minneapolis, Minn. This firm left one million two hundred thousand dollars on the table, and there is a possibility the bids will be rejected; in this event the job will have to be readvertised, which will delay starting work for approximately six weeks.

The next regular meeting will be held 8 p. m., Thursday, March 25, at 1035 Broadway, Fresno, Calif.

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The 8-hour day was won for the first time by union carpenters at the Charlestown, Mass., navy yard in 1847.

## Shows Proof of Better Roads at Less Labor Cost

(Note: The following article appeared in the March 1, 1948, Sacramento Bee in a column generally read as "Letters From the People." It is evident that the writer, "Construction Man" is a member of Local 3. The letter is well written and the facts are worthy of reprint.)

**"HIGHWAY BUILDING"**

Editor of The Bee—Sir: I read a United Press dispatch from Sacramento to the effect that "inflation hits road building in California." I do not think much of the one sided statements made by J. W. Corvin, assistant traffic engineer, and T. H. Dennis, maintenance engineer of the state division of highways. Yes, it costs considerably more to build a highway in 1948 than it did in 1920, but mostly because we are building altogether different types of highways and about 10 times stronger.

First, it did not take much of a foundation to carry the 1920 traffic—six inches of concrete or less or three inches of asphalt were sufficient. And that is the way the roads were built.

Second, the pavement of these roads was 20 feet wide or less, with a cheap and poor two or three foot shoulder.

Third, in 1920 our roads followed cow trails with the least resistance to build.

Fourth, there were no four lane divided highways.

Today the plans call for 48 feet of concrete at least eight inches thick, with eight foot shoulders on both sides, with six to eight inches of selected rock. Also we have overpasses, underpasses or cloverleaves. We do not follow cow trails. If a mountain is in the way we move it. Today we move 1,000,000 cubic yards of earth where in 1920 we only moved 1,000. So why shouldn't it cost more?

In 1920 I received \$6 per day to operate a 30 horsepower or a 60 horsepower tractor pulling a small iron wheel makeshift scraper. If I were careful and had good luck I could get two or three yards in it. And if I moved 120 cubic yards in eight hours I did well. This cost the contractor or state 5 cents per yard for labor.

Today I receive \$2.15 per hour or \$17.20 per day to operate a 95 or 100 horsepower tractor with a 14 to 30 yard scraper on rubber tires behind it. I move 1,500 to 2,000 cubic yards per eight hours at a cost of about .01 cent per yard for labor.

It looks as if these engineers want to alibi about something, because the first thing they do is scream to high heaven about high labor costs.

If we were building highways under the same specifications as we did in 1920 we could do it cheaper today with our high wages and modern equipment.

CONSTRUCTION MAN,  
Fairfield

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## Market Street Tracks

Work started this week on replacement of 6400 feet of inside car tracks on upper Market St. in San Francisco, a three-month, two-shift job from Eddy to Valencia, Eaton & Smith, contractors. This is the final link providing new tracks the full length of Market.

Work due to start soon on development of the big Navy school at Monterey.

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The art of flattery is telling a guy exactly what he thinks about himself.

## The Utah Construction Co. Engineers and Contractors

No. One Montgomery Street  
SAN FRANCISCO

57 EAST 4th SO. STREET  
Salt Lake City

FIRST SECURITY BANK BLDG.  
Ogden