



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 11—No. 4

SAN FRANCISCO, CALIFORNIA

APRIL, 1953



THIS MADE IT OFFICIAL: Governor Earl Warren of California (left) is shown here presenting Edward P. Park, former Local 3 Sacramento office manager, with the document officially designating him California State Labor Commissioner and Director of Labor Law Enforcement.

Ed Park Sworn in as Labor Commissioner

Edward P. Park, long time member of Operating Engineers Local Union 3 and for the past six years an official of the local, was sworn in Friday, March 27, in ceremonies at the state capitol in Sacramento, as California State Labor Commissioner and Chief of the Division of Labor Law Enforcement.

Brother Park was appointed by Gov. Earl Warren to succeed Lloyd A. Mashburn, who was recently named U.S. Under Secretary of Labor.

He immediately took up his new duties, which include directing the activities of a state-wide force of 33 deputies and a legal and clerical staff in enforcement of provisions of the state labor code as it applies to his division.

Headquarters of the Labor Commissioner are in San Francisco but his activities entail frequent trips to other parts of the state.

Brother Park joined Local 59 of the Operating Engineers, later consolidated into Local 3, on May 10, 1937. He worked as an equipment

operator, and heavy duty mechanic.

In 1946 he became a business representative, assigned to the Oakland area. Shortly afterward he was transferred to Sacramento, eventually becoming manager of the Sacramento district, comprising Sacramento, Solano, Yolo, Placer, El Dorado and Nevada counties.

He has also held elective office in Local 3, being elected conductor of the union in 1949 and serving since 1951 as a member of Local 3 Executive Board.

Brother Park has been active and well known in the labor movement generally. Over the years he represented Local 3 in various labor councils and civic charitable organizations.

He has been vice president of the California State Building & Construction Trades Council, president of the Tri-County Building Trades Council (El Dorado, Nevada and Placer Counties) and a member of the board of directors of the Sacramento Labor Center.

He was also a Local 3 delegate to the Sacramento-Yolo Building & Construction Trades Council and previously had sat in the Alameda County and Contra Costa County Building Trades Councils.

He has been prominent as a labor representative in such civic activities as the Heart Fund and United Crusade campaigns in Sacramento, and during sessions of the California State Legislature served

(Continued on Page 10)

Conference Acts on Isbell Stalemate

Concerted action for a settlement of Operating Engineers wage negotiations with the Isbell Construction Co. was a highlight of the meeting of the executive board of the Western States Conference of Operating Engineers held March 21 and 22 in Reno, Nev.

Operating Engineers locals in three states—California, Nevada and Arizona—have opened their contracts with the Isbell firm and have thus far been unable to reach amicable settlements.

The giant construction firm which contracts for such big mining companies as Anaconda, Kennecott and American Smelting & Refining Co. has operations in Washington and New Mexico, in addition to the states mentioned above.

The conference unanimously adopted a resolution asking the Isbell management to meet with a committee representing the conference at the earliest possible moment.

The conference executive board declared:

"Unequal wages and conditions of Operating Engineers employed by the Isbell Co. are working a hardship on these people and their families with today's soaring living costs, and it is difficult to understand why this one firm refuses to

(Continued on Page 11)

Express Thanks To Governor

Appreciation of the officers and members of Operating Engineers Local 3 for Gov. Earl Warren's action in appointing Brother Edward P. Park as California State Labor Commissioner was expressed to the Governor in the following letter:

April 7, 1953

Honorable Earl Warren
Governor of the State
of California
Capitol Building
Sacramento, California

Dear Governor Warren:
At the last Regular Meeting of this Union, held on April 4, 1953, I was instructed by unanimous vote of the membership present to extend to you our appreciation of your action in the appointment of our member, Edward Park, as State Labor Commissioner.

We who know him best are of the opinion that your choice was a wise one and feel that he will serve the people of the State of California in a manner that will vindicate your judgment.

While we regret the loss of his services as an Officer of this Union, we are happy in the knowledge that he will be in a position to serve a greater number of people of the great State of California.

Again expressing the thanks of this Organization, and with best wishes and kindest regards, I am

Respectfully yours,
C. F. MATHEWS
Recording Secretary.

Fail to Reach Agreement with AGC on Welfare

For the information of the membership employed in the building construction industry in Northern California by companies affiliated with the Associated General Contractors, our Local 3 negotiators met again with the AGC Friday morning, April 10, regarding the health and welfare plan. No agreement was reached at this meeting.

We again submitted our proposal and requested that we receive an answer within five days.

If no agreement is reached within that time, Local 3 must resort either to court or strike action.

However, as this issue of ENGINEERS NEWS goes to press great progress can be reported in signing up independent contractors in the construction industry in Northern California in the Local 3 Health and Welfare plan.

At the last report, out of the 257 independent contractors in the 46 Northern California counties with which Local 3 has contracts, 96 per cent of the contractors have signed subscribers agreements and are now paying into the Health and Welfare Fund.

As a result of this truly marvelous cooperation by the vast majority of the independent contractors a substantial portion of the Local 3 membership in the construction industry is now receiving Health and Welfare coverage, effective April 1.

to determine their derense status.

"In addition to the above, we are presently engaged in an economic struggle which has resulted in all A.G.C. contractor-employers locking out our members in Local 302's jurisdiction in western Washington.

"Therefore, we are unable to accept any transfers, withdrawals or applications until all of our members who desire to work in Alaska are employed. All men

(Continued on Page 10)

No Openings In Alaska At This Time

For the time being, there are no work opportunities for Operating Engineers in Alaska.

That was the word relayed this month by Recording-Corresponding Secretary C. F. Mathews to all Local 3 offices following receipt of the following letter from Jack McDonald, business manager of Operating Engineers Local 302, Seattle:

"Every year at this time we are swamped with requests seeking information relative to the work opportunities in the Territory of Alaska. I am, therefore, submitting the facts for your information and I would greatly appreciate your publicizing same to your membership.

"It was contemplated by everyone concerned that Alaska would provide ample employment for this season. However, a recent ruling of this administration is to the effect that all new jobs up for bid or jobs awarded will be frozen until a determination is made to prove they are essential for defense.

"Jobs less than 20 per cent completed on February 10, 1953, will be subject to review, and a determination will be made on all projects falling in this category

Seattle Wins 10c For Welfare, Other Gains

The strike by the members of Operating Engineers Local Union 302, Seattle, Wash., and the accompanying lockout by the Mountain-Pacific chapter of the Associated General Contractors has ended in agreement bringing major gains to the I.U.O.E. membership in the State of Washington.

The three-week dispute came to an end Friday evening, April 3, when a membership meeting of Local 302 approved an offer of settlement and voted to return to work the following Monday morning.

The membership of Operating Engineers Local 612, Tacoma, Wash., also affected by the dispute, voted to accept the settlement at their meeting Saturday night, April 4, and went back to work at the same time.

Among the principal benefits gained was a 10c contribution for each compensable hour to a health and welfare fund. This is not just for hours worked, but for call-in time payments or any other compensation.

Also won was a 7c per hour across-the-board increase effective Jan. 1, 1954, and travel time allowances on the following mileage scale: under 25 miles, \$1 a day; 25 to 35 miles, \$2.50 a day; over 35 miles, \$4 a day.

Adjustments in many classifications to eliminate inequities were also included in the settlement.

Representing Local 302 in the contract negotiations were Jack McDonald, local union manager, and Russell Conlon and Louis Bertram, business representatives. Acting for Local 612 were W. E. Westwood, manager, and Charles West, business representative.

They were assisted by Intl. Vice Pres. John J. McDonald and Asst. Dist. Rep. James Estap.

IN MEMORIAM

Wigginton, Geo. G., no address
March 21, 1953.

More, Homer, San Pablo,
Calif., March 12, 1953.

Cline, John F., Ely, Nevada,
March 3, 1953

Schreen, Gus, San Francisco,
Calif., March 25, 1953

Benson, Jerry, Rio Vista, Calif.,
March 27, 1953

Goble, H. H., Kennewick,
Wash., March 20, 1953.

The Old Family Doctor Wouldn't Act Like This!

By VICTOR S. SWANSON
Local Union Manager

This is an age that isn't kind to old ideas and old symbols, and one of the things that's taking the greatest beating is the respected image of the old family doctor.

The saddest part of it is that it is the medical profession itself that is killing off this beloved image—along with whatever reality lay behind it.

You know the picture . . . the faithful old family physician, dedicating his whole existence to the healing of the sick, ready to dash out at any hour, in any weather for a bedside emergency or to bring a new life into the world, giving to the penniless as well as to the rich the best of his skill and devotion . . . and all the rest of it.

The men who speak for organized medicine today would like us to believe they are still carrying on that tradition of high-minded, unselfish practice of the healing arts. But they are doing things that would have bewildered that old family doctor.

Take, for example, what is happening in California.

The California State Legislature is in session, and several of the Legislators have introduced proposals to liberalize benefits under the state Disability Insurance Law.

Presently, workers who become ill qualify after one week for disability payments up to \$30 a week and for up to 12 days of hospitalization allowance at \$8 a day.

The cost of this insurance is paid by the working people themselves, by a 1 per cent wage deduction for the state plan or the same amount paid to one of the many private insurance plans which they can choose instead.

Everybody knows that the benefits were set too low. A huge surplus has piled up in the Disability Insurance Fund, and this surplus is growing larger and larger.

Several of the Legislators have recognized that the \$8 daily hospital allowance ought to be raised. You can't get a hospital bed for \$8 a day. In most places even a bed in a ward costs as much as \$15 a day or more.

State Sen. Hugh M. Burns of Fresno has a bill in to allow hospital benefits of \$15 for a maximum of 15 days. Assemblyman George Collins of San Francisco proposes a maximum of 31 days at \$12 a day. The California AFL is sponsoring a bill by Assemblyman William Berry of San Francisco for a maximum of 12 days at \$10 a day.

Our old family doctor would cheer for any or all of these bills as a step toward helping sick people to get needed hospital care. But the California Medical Association isn't cheering—instead, its lobbyist at Sacramento, one Ben Reed, has indicated the CMA will oppose these bills.

Mr. Reed is quoted as saying the hospital bills are a "foot in the door" toward compulsory health insurance, also that the doctors are wary about their effect on the private insurance plans.

This last, of course, is the truer explanation. The state disability law allows operation of private insurance plans only if they provide equal or greater benefits. If the state raises its hospital allowance schedule the insurance plans must follow suit, which would cut-down somewhat on their profits.

It's easy to see why the insurance companies don't like that idea. But when the spokesmen for the doctors step into a situation like this one, and on the side of less, rather than more, care for the sick, something is wrong.

Some years ago the medical association itself paid for a survey in California to find out what people think about the medical profession. They hushed up the results, but it is known that the survey showed people were losing confidence in the integrity of the medical profession.

The medical bigwigs were reported at that time to be worried about this loss of confidence and determined to do something about it. But if they continue to do things like standing in the way of added hospital benefits for working people, the doctors' prestige will go down and down.

Many of the farther-seeing doctors are beginning to feel that the bigwig spokesmen for "organized medicine" are the medical profession's worst enemies. Some have banded together in a group called the Committee for the Nation's Health to counteract some of the propaganda and lobbying activities of the American Medical Association and its regional branches.

In recent months several especially honest and brave doctors have spoken out, charging that many unnecessary operations are performed just to get more money out of the patients; that many doctors engage in fee-splitting; that doctors generally are refusing to respond to night-time emergency calls, or refusing to treat patients when they aren't sure of collecting their fees immediately.

We do not intend to reflect discredit on an entire profession. We believe that most of our doctors are sincere and devoted to their calling. But we think it is time they curbed the arrogant spokesmen for their medical societies and ordered them, if not to help, at least not to hinder the people's efforts to get more and better medical care.

EQUIPMENT MOVING IN AT EUREKA

By A. R. McCAFFREY
Business Representative

Rain and snow are still delaying most of the major construction work in the Eureka area.

Kenworthy & Patterson moved in on their job at Weitchpec this week with one dozer. The rest of their equipment will be up here in a short time.

C. V. Kenworthy's job at Berry Summit is starting to show a little activity. They started out three dozers last Monday on pioneer work. They also have their truck crane working on culverts. Bro. Mickey O'Callahan is still raising hell with the stumps on the clearing when it isn't snowing.

Mercer Fraser Co. will be going full blast on their freeway job at Arcata next week. In the meantime they will be working on various jobs around the area.

Frederickson Bros. freeway job at Scotia will start rolling again about April 15. In the meantime they will be busy on a highway job on Highway 101 above Crescent City. They also have a subdivision job at Fortuna to complete.

Bosch & Cummings are busy on the Dolly Varden road at Redwood Summit, doing repair work. They are also putting in a new yard at Arcata.

A & E. Readimix at Arcata are rolling right along. They are branching out to Crescent City where they are erecting a new plant.

After a quiet winter, Fred Korthase of Crescent City is starting to move on various jobs around Crescent City.

Bro. A. A. Boehl of Requa is the proud owner of a new Link-Belt Speeder. Looks like he will be plenty busy this season.

Fred J. Maurer & Son have kept their crew busy all winter overhauling equipment and on various jobs around the area. They have two highway jobs to complete—one at Arcata, the other at Shively Bluffs—as soon as the weather permits.

Associated Engineers moved in this week to complete their water pipeline job in Eureka. Expected to hit quicksand, but so far they have had good digging.

Barrett & Hilp are making good progress on the new hospital in Eureka.

Burman & Sons have completed their overhauling and are getting ready to roll.

C. S. Phillips are coming right along on their school jobs in Eureka and Arcata. When they aren't using their equipment on their own work they are renting it out; doing all right.

No activity on the PG&E project yet at Buhne Point, although the PG&E is moving in their inspectors. It shouldn't be long now.

John Petersen has added two new cats to his spread. Took delivery last week.

Bro. J. L. Conner has two cats up on Dolly Varden Road. He is still busy repairing his equipment in the shop.

If the weather gives us half a break, everything will be rolling by the time you read this, I hope.

Play it safe—follow safety regulations. Report all job injuries.

ENGINEERS' NEWS
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Route 1, Box 2650.
Sacramento, 20,
Feb. 24, 1953, Cal.

We want to tell you how much we appreciated the blood that was given to Mr. Prather in December. He went thru a very serious operation in the U.C. Hospital on Dec. 17, and we feel sure the blood saved his life. We were in a bad fix financially, and it certainly was a God send to us in that way also. I am sure if the brothers could have seen Mr. Prather after the operation, and before the blood transfusions, they would all be glad and happy to donate to the blood bank. It is a wonderful feeling to know that when it is needed so badly it is there for the asking. And it could happen to any of us or our loved ones. Thanks again, from the bottom of our hearts. Sincerely and gratefully
Eugene & Sylvia Prather.

FROM THE HEART: Above is a reproduction of the grateful message from Sylvia and Eugene Prather giving thanks for the blood from the Local 3 Blood Bank which helped Brother Prather pull through a serious operation.

ANOTHER GRATEFUL FAMILY THANKS THE BLOOD BANK

"We feel sure the blood saved his life."

The words above are part of a letter of thanks written to Operating Engineers Local 3 by a grateful husband and wife, acknowledging a gift of blood from the Local 3 Blood Bank

which helped save the life of a brother who underwent a critical operation.

The letter, signed by Brother Eugene Prather and his wife, Sylvia, now residing in Sacramento, tells its own story:

Route 1, Box 2650,
Sacramento 20, Calif.,
Feb. 24, 1953.

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We went thru a very serious operation in the U.C. Hospital on December 17, and we feel sure the blood saved his life. We were in a bad fix financially, and it certainly was a God send to us in that way also.

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It is a wonderful feeling to know that when it is needed so badly it is there for the asking. And it could happen to any of our loved ones.

Thanks again, from the bottom of our hearts.

Sincerely and gratefully,
EUGENE & SYLVIA PRATHER.

Remember that the office of Local 3 nearest to you will be glad to give you information, to help make an appointment and often to arrange transportation. If you've intended to make a blood donation and have put it off, don't delay. Our blood bank reserves are low. Your donation is needed now. Give it now.

Financial Data Required by Labor-Management Relations Act, 1947, to Be Furnished Members of Local Unions	
OPERATING ENGINEERS LOCAL UNION No. 3 of the INTERNATIONAL UNION OF OPERATING ENGINEERS	
RECEIPTS	
January 1, 1952 to December 31, 1952	
Dues and Fees	\$1,033,992.75
Interest, U.S. Defense Bonds	5,875.00
Rents	52,174.50
Engineers News	2,950.50
Books and Buttons	41.00
Good Standing Fund	3,787.50
Burial Expense Fund	29,733.90
Defense Fund	45,485.00
Reimbursements	9,500.08
Miscellaneous	23,369.90
	\$1,207,916.13
DISBURSEMENTS	
January 1, 1952 to December 31, 1952	
Salaries	\$ 387,250.63
Officers and Business Representatives Expense (48 B.A.)	125,034.71
Office Expense, District 14	
Offices	63,781.14
Audit and Legal Fees	9,555.40
Blue Cross Hospital Plan	1,970.65
Books and Buttons	6,116.76
Building Operations	38,400.43
Burial Expense Fund	29,733.90
Capital Expenditures	119,203.80
Defense Fund	45,485.00
Dues and Fees, Refunded, Transferred, etc.	7,215.37
Employee Disability Fund	960.00
Employee Insurance Trust Fund	9,131.06
Engineers News	10,210.31
Good Standing Fund	3,787.50
Insurance	2,442.20
Miscellaneous	82,017.10
Per Capita, International	215,000.85
Per Capita, Local Councils	17,504.23
Tax, Excise	827.04
Tax, Federal O.A.B.	7,880.06
Tax, Calif. S.U.I.	5,097.27
Tax, Nevada Unemployment	108.82
Tax, Utah Unemployment	179.01
Tax, Federal Withholding	56,172.13
Tax, T.H. Unemployment	8.78
Transportation	14,248.13
	\$1,259,122.28
Less Payroll Deductions:	
Federal Withholding	\$ 56,172.13
Federal O.A.B.	4,001.09
Calif. S.D.I.	1,984.68
Employee Ins. Trust Fund	1,979.56
Employee Disability Fund	460.00
Blue Cross Hospital Plan	1,901.95
S. F. Restaurant, Meals	79.80
	\$ 66,579.21
Net Disbursements 1952	\$1,192,543.07
BALANCE SHEET as of December 31, 1952	
ASSETS	
Cash:	
Office Funds	\$ 1,800.00
On Deposit	225.00
Commercial Bank Account	71,082.18
Savings Bank Account	134,984.43
Good Standing Fund	2,597.07
	\$1,612,790.94
LIABILITIES	
Burial Expense Fund	23,358.89
Defense Fund	90,591.82
Pension Reserve Fund	40,506.54
U.S. Defense Bonds, Series G.	\$ 365,145.93
Real Estate	275,000.00
Transportation Equipment	849,922.52
Office Furniture and Equip.	84,997.18
	37,725.31
	\$1,612,790.94

Know Your Union

Local 3 Full Participant In Area Labor Bodies

No matter how complete an account was written about the structure and functions of Operating Engineers Local Union 3, it still would not give a full picture of what our union is unless it showed how it relates to the rest of the labor movement around us and how it relates to the communities in which we live.

Previous articles in this series have told about the beginnings and growth of Local 3; the workings of democracy in its meetings, election procedures; the way its funds are handled and safeguarded, etc.

It is important to realize, along with all of this, that Local 3 is a fully participating part—in fact a key part—of the labor movement in all of its areas and that our union derives strength from these associations at the same time that it lends its strength and influence to the labor movement as a whole.

Local 3 belongs to three state AFL union federations and to another 48 local and regional central labor bodies, building trades councils and union label and labor political groupings in the states of California, Nevada and Utah and in the Territory of Hawaii.

Our union not only supports these organizations with its active participation and its per capita contributions, but it also contributes to the leadership of these groups.

A partial list of Local 3 members holding such positions of responsibility in the labor movement at large would include:

Brother Victor S. Swanson who is a vice president of the California State Federation of Labor and president of the Western States Federation of Operating Engineers.

Brother Clarence F. Mathews, secretary of the Union Labor Party, San Francisco.

Brother Otto Never, president, California State Building Trades Council.

Brother H. T. Petersen, president, Fresno, Madera and Kings Counties Building Trades Council.

Brother H. L. Spence, president, Northern Nevada Building Trades Council.

Brother J. K. Waiwaiole, secretary-treasurer, Honolulu Building Trades Council.

Brother T. D. Bryson, member of the Political Committee, Alameda County Building Trades Council.

Brother Russell Swanson, member Law & Legislative Committee, San Francisco Building Trades Council.

This is necessarily an incomplete listing. Many other brothers in Local 3 hold or at various times have held similar positions of responsibility in other labor organizations.

These are not just personal honors for the brothers involved, they are important assets of our union as a whole, indicative of the prestige of Local 3 and the closeness of its ties with the labor movement as a whole.

In similar fashion, our union makes a contribution to good government and to the welfare of the general public through some of its members who serve in state, county and city government.

Among these are Brother Frank Lawrence, California State Industrial Accident Commissioner; Bro. Edward P. Park, California State Labor Commissioner; Bro. Victor S. Swanson, member of the San Francisco Public Utilities Commission, and others.

Others of our members are active in Civil Defense, in charitable, civic and fraternal organizations. And in all these activities they are serving our union and the labor movement, achieving recognition and representation for the working people who are the backbone of our communities.

Each of us knows about the participation of Local 3 in the organizations and activities of his own area. But we don't have the total picture of Local 3's role in its entire jurisdiction.

To make that full picture clear, we present a list of all of the labor

bodies with which Local 3 is presently affiliated:

Alameda County Bldg. Trades Council.
Alameda County Voters' League.
Alameda County Central Labor Council.
Bay Cities Metal Trades Council.
California State Building Trades Council.
Western States Conference of Operating Engineers.

California State Federation of Labor.
California Labor League for Political Education.
California Valleys Union Card & Label League.

Contra Costa Building Trades Council.
Fresno-Madera-Kings Counties Building Trades Council.

Fresno Central Labor Council.
Humboldt County Bldg. Trades Council.
Marin County Central Labor Council.
Marin County Building Trades Council.
Mendocino County Central Labor Council.
Mendocino County Labor League for Political Education.

Monterey County Bldg. Trades Council.
Napa County Building Trades Council.
Northeastern Building Trades Council.
Pacific Coast Dist. Metal Trades Council.
Petaluma Central Labor Council.
Sacramento-Yolo Counties Building Trades Council.

Sacramento Labor Council.
San Francisco Building Trades Council.
San Francisco Labor Council.
San Joaquin County Building Trades Council.

San Joaquin County Central Labor Council.
San Mateo County Bldg. Trades Council.
Santa Clara County Bldg. Trades Council.
Santa Clara County Central Labor Council.

Solano County Bldg. Trades Council.
Sonoma County Bldg. Trades Council.
Stanislaus-Merced-Tuolumne-Mariposa Counties Building Trades Council.
Tri-Counties Building Trades Council.
Tulare-Kings Counties Building Trades Council.

San Francisco Union Label Section.
San Francisco Union Labor Party
Yuba-Sutter Counties Building Trades Council.

UTAH
Building Trades Council.
Salt Lake City Building Trades Council.
Salt Lake City Federation of Labor.
Utah City Central Labor Council.
Utah Metal Trades Council.
Utah State Federation of Labor.

NEVADA
Nevada State Federation of Labor.
Northern Nevada Bldg. Trades Council.
White Pine County Central Labor Union.

HONOLULU
Honolulu Building Trades Council.
Hawaii Metal Trades Council.
Hawaii Central Labor Council.

Public Relations—

Progress Made In Health and Welfare Signups

By P. E. VANDEWARK and HARRY METZ
Business Representatives

A number of current wage negotiations, which are still in an inconclusive stage, and the activities connected with setting up of health and welfare plans for various portions of our membership have occupied the Public Relations Dept. during the past month.

Reported on elsewhere in this issue of Engineers' News are the very satisfying results of the current drive to sign up independent contractors in the construction industry in California for the Local 3 health and welfare plan which was coordinated through the Public Relations Dept. in cooperation with the business representatives in the various offices.

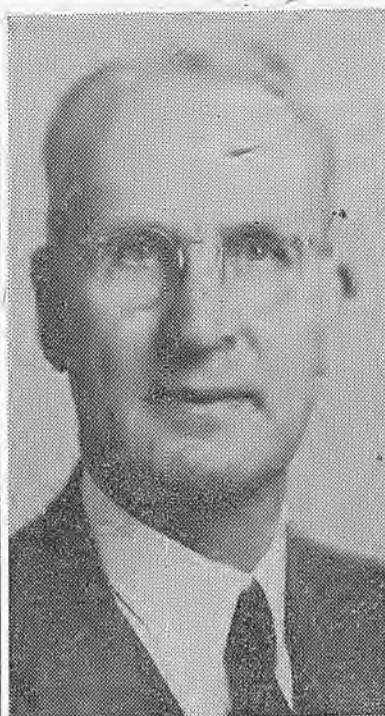
Anaconda Contract

A first contract with the Anaconda Copper Mining Co. covering employees at the Yerington, Nev. copper mine and ore reduction plant has been negotiated, accepted by the membership and signed by Local 3 and three other crafts joined in the Nevada Industrial Council.

The Council, which won representation rights in an NLRB election, embraces the Operating Engineers, Teamsters, Laborers, and Electricians.

The contract is effective as of last January 1 and runs for one year.

Bus. Rep. H. L. Spence assisted the Public Relations Dept. in handling the Operating Engineers' end in these negotiations.



AVERY C. MOORE

A. C. Moore, State Senate Candidate, Winning Support

Bidding for the votes of California's 26th Senatorial District in the forthcoming special election will be a man with an unusual and varied background of experience.

He is Avery C. Moore, candidate to fill the vacancy in the California State Senate created by the death of the late State Sen. Jesse Mayo. The district comprises Calaveras, Tuolumne and Mariposa counties. The special election will be held June 9.

Mr. Moore, a resident of Sonora, is the son of the late Andrew Moore, a pioneer of the Mother Lode country. He has been a miner, printer, editor and shipyard worker. He spent part of his early years in Idaho and Montana as a miner and as editor of weekly and labor newspapers. At 25 he was Democratic floor leader in the Idaho House of Representatives.

After returning to California he was a campaign committeeman for Al Smith for President, and in 1934 was a pre-primary candidate for Governor of California.

He has a union background as former member of the Boise Typographical Union and Butte Miners Union and was active in the old age pension movement.

Brother C. L. Casebolt, business

STOCKTON WEATHER NICE, BUT WORK STILL SLACK

By ED. DORAN, WALTER TALBOT, M. W. GRIFFING and C. L. CASEBOLT, Business Representatives

In spite of the nice weather we have been enjoying here, work in this area is progressing rather slowly.

Construction work has not picked up enough to cut down our out-of-work list. Land levelling also is in a slack period with very little prospects for employment until barley is harvested. The few clearances that have been issued from this office are for jobs of short duration as new construction work, up to this time, has not been let.

Some of the brothers have been beating the unemployment checks with two- and three-day jobs and occasionally a week or two.

Lord & Bishop brought most of their crew with them, but they did hire one operator, Bro. Hugh Van Landingham.

Bro. Merle Laughlin was cleared to Stockton Construction Co.

Brothers Harold Hamrick, operator, and Howard McClary, oiler, put in a short hitch for the Four Companies.

Nomellini Construction Co. put Brothers Chris Friis, Doyle Sievers, Bert Williams and John Berggren to work last week.

Claude Wood Co. have several brothers working on the Murphy Dam at the rock plant in Clements and at their shop in Lodi.

Louis Biasotti & Son also have several brothers working on their job at Sharpe General Depot, Tracy Annex, and a little street work out at the State Hospital.

Brother Walter Mills cleared to Pittsburgh & DeMoines Steel Co. to run a boom cat.

Golden Gate Realty have Brothers Jack Abel and Hiram Huff on the Ford loaders and Brothers Floyd Ashlock and Kenneth Bird on the trenching machine.

Bro. Bill Murphy, superintendent for Gordon Capps, is keeping several members working both out at the Port of Stockton and at their

Building Outlook Good

Reports from eastern states indicate that the residential construction boom will continue for some time. In 37 eastern states, there was 20 per cent more activity in the first two months of this year than in the same period of 1952.

representative for Local 3 in Modesto, is one of the many union people in the 26th District actively promoting Mr. Moore's candidacy.

Report of Last Meeting

The meeting was called to order at 8:00 p.m., President Clancy presiding. Roll call showed all officers present.

A synopsis of the Regular Meeting Minutes of March 7 was read and by motion approved as read.

A synopsis of the Executive Board Minutes of March 18 and of April 1 read, and the acts and recommendations of the Board were by motion approved as read.

Cards of thanks were received from the Welling family; the Hamilton family and Kathryn Quinn. Received and filed.

The following Brothers were reported ill: Arthur Azevedo, Herman Beitz, Bud Boyce, Bernard Budde, C. W. Cardwell, Franck C. Cowan, Wm. G. Campbell, Owen Cramer, Harry J. Cahill, Chas. Edwards, James D. Farrell, John M. Ferriera, Frank Gillespie, John Gosmeyer, Roe H. Gibbs, Clifford Gray, Alva Grayson, Max Hilliard, Mat Hoffman, C. F. Hall, James H. III, Geo. Icks, George Jones, Maury C. Jackson, Ray Kepley, Robert L. Luff, Henry C. Luth, Deryl Ling, Claude Logan, Andrew Larsen, Benj. F. McNeil, Charles C. McKelvey, Veto E. McCarty, Ralph Methvin, Dennis Miller, John Meier, H. J. Paston, Book Perkins, Travis H. Proctor, Chas. Phenis, Stephen E. Rand, Martin R. Radtke, Thomas E. Rabb, Athel Robertson, Calvin F. Relyea, A. J. Ray, Herb Sales, Archie B. Suer, Milton Solt, Leo L. Self, E. J. Sudmeier, Clyde Smothermon, Jack F. Stephens, J. O. Standley, Sr., Earnel H. Thomsen, Henry Thompson, Orland E. Thorn, W. R. Tate, Noel B. Thurber, Earl B. Upton, John E. Vezzoso, Jack Van Zant, Oren K. Wilson, Jason I. Young.

The following Brothers were reported deceased: Eugene N. Berger, George C. Wigginton, Homer Moore, John F. Cline, Gus Schreen, Jerry Benson. The membership stood one minute in silence in respect to our deceased Brothers.

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

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

Brother Ed Park, recently appointed State Labor Commissioner, was introduced by President Clancy. Brother Park's remarks were well received by the membership.

Brothers Frank Lawrence, Industrial Accident Commissioner, and Otto Never, President, California State Building Trades Council, gave short talks. Their remarks were well received by the membership.

It was regularly moved and seconded that the Secretary be instructed to write Governor Warren, thanking him for the appointment of Brother Ed Park as State Labor Commissioner. Carried unanimously.

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

C. F. MATHEWS,
Recording Secretary

housing project job in the Mayfair Addition.

Lauritzen Co. brought a pile-driver up to Lord & Bishop's job for the new port warehouse and called Bro. H. M. Brown to fire.

The Owl Construction Co., that was shut down because of unfair hiring practices, has resumed operations with the following brothers being re-cleared through the Stockton office: D. A. Chandler, Ronald McDonald, W. T. Brown, Ed. Walker and Alva Thurman.

This and a few odd jobs around town is all the Stockton office had to offer the brothers this past month. We have big plans for the future with freeways near here and the Tri-dam project to be let by the time this paper is published, but do not expect much work to commence before the first of May.

The new Building Trades office for Tuolumne county has been opened in the Flanders Building on the west side of Main St., in Jamestown, Calif.

The Operating Engineers and the Laborers will also have offices in Jamestown in this building, when conditions warrant.

Much credit for locating offices in Jamestown should go to the Jamestown Business Club—president, G. Nelson, secretary-treasurer, Ned Foster, with G. Graham and Frank Davis. It was their hard work and persistence that convinced us to locate there. We gladly accepted their invitation to move to Jamestown and believe it will prove very enjoyable and will try to reciprocate when the time should come in the future.

Up at Sugar Pine Harvey Hoefler has opened up a 320-acre subdivision with Sam Kerns in charge.

This job is 100 per cent union. The engineering and surveying is being done by Lyman A. Alexander. Mr. Alexander will move to Tuolumne County in the near future and will open offices in that locality. This union is very happy to have Mr. Alexander locate there. Brothers, please remember he is the only Union Surveyor in this neighborhood and should have the support of all union men.

The grading and roads are being done by Karl Williams who is a member of Local 3, and uses only union men. You fellows should look this spot over, they have or will have 50 new houses up shortly. The swimming pool and golf links should be completed by the time the first snow flies this coming winter.

We have been successful in negotiating an agreement with the Sonora Marble Aggregates the past few weeks that includes a health and welfare plan. Also incorporated in the program are six (6) paid holidays, as are found in other similar agreements. This plant produces some of the finest marble aggregates for terrazzo work to be found anywhere in the United States.

The Kaiser Magnesium plant is back in production after having had the Foundry Building burn to the ground Thursday, April 2 at noon.

The crews and management are to be congratulated for their close cooperation and on the manner in which each individual showed a personal interest in getting the ingot line rolling again. Thank you, everyone.

Bro. Cleo Menefield was painfully burned about the arms and body and at this writing his condition, as reported by the Dameron Hospital, is "fair."

Brothers—we need blood for this kind of an emergency. Please, if you possibly can, won't you contribute a pint of blood to the Operating Engineers Blood Bank?

One of our beloved brothers, Bernell Y. Wichman, was killed in his automobile at a grade crossing Friday evening, April 3rd, 1953, DEUS VOBISCUM.

Clearances Indicate Busy Year Ahead at Marysville

By LES COLLETT and C. R. VAN WINKLE
Business Representatives

The work clearances out of this office the past month are indicative of good work to come in the next few months and forecast a busy season which is O.K. with us, for our goal is to see every brother on a good payroll.

The H. Earl Parker Co. are hard at work on the Paradise High School job, but we can say that Bro. Bill Hemstreet on the shovel has his work cut out for him in those boulders as do the cat and pull skimmers. We have a shovel crew, two cats, two pulls, a compressor operator and a mechanic on this job which is good for about two months yet.

Rice Bros. have two or three small crews scattered around the area, with Walt Boatwright and his gang at Beale Air Force Base; Bert Bington and his crew on the Oroville Wye job doing the preliminary work; Bro. Small on the Yuba City Highway 20 job and Bro. John Zerkovich and his crew running the gravel plant at Hallwood full blast.

This gravel plant is unique in that the fellows have a nice hot-water heater and an enclosed shower. They don't have to get in their cars with dirty clothes or faces. Good conditions, we call it.

McMath Surveying Co. of Yuba City keep a few men on landleveling jobs around the area. The J. H. Shaver Co. have a six man crew in Sutter Basin on landleveling also, with Bro. Alabam Simpson on the push cat. The Emsco Co. has a bunch of compressors on the grain elevator at Knights Landing and the G. W. Thomas crane for MacDonald Engineering Co.

Archie Till and the Smith Bros. have a few cats on the rock piles at Hammon with Norval Smith in charge.

We have completed negotiations with Richter Bros. of Oroville for Health and Welfare, also with New York Machine Shop of Oroville and Altermatt & Creasey at Beale Air Force Base.

Stolte-M. & K. Co., Inc., still have a force of 11 of our brothers on Beale Air Force Base with Bro. Chuck Lee looking after the excavation. Richter Bros. have a crew of 32 members on the Oroville-Chico Wye job and are trying to get the sub base in shape so the state can let the paving contract which will be a \$600,000 job—one of the largest paving contracts in this area in a long while.

M.G.M. Co. has a backhoe crew on the Cal. Water job in Oroville with Bros. Haley and Lebrun, pilot and co-pilot respectively. However, Bro. Lebrun's father is seriously ill and Bro. B. E. Lawyer is filling in for him at present. Richter Bros. have their gravel plant set up near their shop in Oroville doing some work for Butte County.

Butte Creek Rock Co. has had a crane crew on the Thelamito School job. This same company also has their plant in Chico going full blast. Kaiser Sand & Gravel in Oroville keep going steady day after day. We are working on an agreement between Kemen Gravel and Ready-Mix Co. of Paradise with joint negotiations with Teamsters Local 137. By next week this should be consummated.

Lefevre & Bing are doing O.K. on the westside test tunnel for the Oroville damsite, three shifts on this small bore. The Fred Cannon Co. of Los Angeles are doing the diamond drilling on this job and Bro. Noah Chilcoat is the helper. The M. & K. Co., Inc. tunnel job at Stirling City has about 900 feet to go before holing through. The Utah Const. Co. have about three more weeks on their tunnel lining job at Greenville and are trying to land another job in that vicinity for the W. P. Railroad Co.

Jobs awarded and jobs to be awarded: Chapek, Denville, Gallino & Kohler, awarded school addition, Biggs, Calif. Elementary School, \$99,600. Harry Mitchell, Oroville, awarded \$15,000 contract for small courtroom, Butte County Courthouse, Oroville. 44th District Fair Association of Colusa, awarded \$39,300 Home Economics Building to Modern Builders, Chico. The trouble with the above jobs is that not too many Engineers will have worked on them.

Midwest Contracting Co. will

have a Water District System, rehabilitation job for \$12,000 at Beale Air Force Base. The State of California has called for bids on two bridges in Plumas County on Secondary Road 1061—estimate will be \$285,000. Also bids have been called for re-decking the Sacramento River Bridge between Chico and Orland with \$185,000 available for this job.

NEWS OF THE BROTHERS

Bro. Francis "Okie" Hammond, mucker operator, flew out of here to the Canadian Aluminum Co. job in Canada for M. & K. Co., Inc., and promised to write and tell of the country. He said the fishing was reported so good, you had to hide the bait. This completes the construction report for Marysville for this month.

YUBA CONSOLIDATED

NOTICE OF REGULAR MEETING OF THIS UNIT: Your attention is called to the next regular meeting of this unit which will be held **Wednesday, May 13, 1953**, in the Teamsters hall, 321 E Street, Marysville. The first meeting, for night workers, will be convened at **10 a.m.**, and the second meeting, for day workers, will open at **7 p.m.** May we again emphasize the importance at this time of the year of attending the meetings.

Meetings with the company on the new agreement for the coming year will undoubtedly have been held by the next meeting of your unit and you owe it to yourself to attend the meetings and keep yourself correctly informed of the progress of the negotiations.

Recently there have been a few grievances, some of which have been adjusted satisfactorily and some of which, referring to vacations and classifications mainly, have proven troublesome. These last two items may require our attention during the negotiations in order to work out a more satisfactory arrangement.

May we request the membership to carry their membership cards on the job with them so that your representative may check them when he is on the job?

ATTENTION: At the last meeting of your unit it was voted to support the Peach Bowl Boys Club. This was to be done by voluntary donations of \$1.00 or more each year. For your information, your representatives now have receipt books to cover such donations and each member desiring to donate is requested to contact the business representative or to make his donation at the office.

PERSONAL NOTES

Bro. Louis Roseberry, derrick operator on Dredge 21, reported that his wife has been hospitalized recently. He stated that cancer was feared but a check-up proved that this fear was unfounded. We are gratified to hear that the danger of cancer proved unfounded and express the hope that Mrs. Roseberry may have a speedy recovery. Bro. James Foster, Dredge 21, had the misfortune to suffer a broken foot recently on the job. According to Bro. Foster, he will be laid up quite a while. We hope that his recovery proves quicker than anticipated and that he suffers no permanent after effects.

NATOMAS COMPANY

NOTICE OF REGULAR MEETING: The next meeting of your unit will be held **Tuesday, May 5, 1953**, in the hall at Natoma. For the night men, as usual, there will be a meeting at **10 a.m.** For the day men the meeting will convene at **7 p.m.**

Several meetings have been held with the company on the agreement for the coming year. These meetings could best be described as exploratory and nothing, to date,

Bill Waack's Body Found

After 101 days of waiting, the body of Brother William C. Waack was recovered from the waters of the Feather River approximately one-half mile from where he was drowned in a tragic accident last December.

Discovery of the body was made accidentally by two fishermen. Prolonged search activity by local authorities and by members of Local 3 had previously been unavailing.

Funeral services were held Friday afternoon, April 10, at the Suhr Mortuary in San Francisco.

has been agreed upon, although the company has taken several proposals of the union under advisement. The meetings to date have been cordial. We should have a very interesting and important report to make to our next regular meeting as announced above and it is to be hoped that every member will find it convenient to be present as there may be decisions of importance to be made.

IMPORTANT NOTICE: Please carry your membership book on the job with you so that your representative can check them when he contacts you. **Also if your membership book is not stamped up to date, or if there are stamps missing, please mail them to the Marysville office so that we may check them against our records.** The address is: Operating Engineers Local Union No. 3, Post Office Box 1189, Marysville, Calif. **Your book will be returned immediately. ALSO** when you receive through the mail your dues stamp and button, and if the stamp is not in the card, please look in the bottom of the envelope before throwing it away as sometimes the stamps fall out of the little card we insert them into. **THANK YOU.**

PERSONAL NOTES:

Jerry Maderos, son of Bro. and Mrs. Augustine Maderos, was recently home on leave from Long Beach where he is stationed on the Minesweeper U.S.S. Murrelet. Jerry enlisted in October and expects his ship to be sent to Korean waters next month.

GLADDING, McBEAN

NOTICE OF REGULAR MEETING: JOINT BOARD, Tuesday, May 5, 1953, 4:15 p.m., Lincoln Industrial Council Office, Lincoln. **General membership meeting, Tuesday, May 12, 1953, 4:15 p.m., City Hall, Lincoln.** The membership of the Joint Board and the general membership are urged to attend the above meetings as there are many very important matters to discuss and decide.

Tuesday, March 24, 1953, there occurred at the plant of the company one of the first of what, we hope will become a very important series of meetings with the company. This was a joint meeting between the Joint Board and the Management of the plant. **A Labor-Management meeting!** At these meetings, matters of mutual concern, grievances, etc., will be discussed, in an atmosphere of mutual trust and confidence we are sure, and we look forward to considerable betterment of conditions for our membership through these meetings. Full and complete reports of these meetings will be made at each general membership meeting. **Be sure to attend!**

The membership is requested to carry their membership books with them on the job so that your representative may check them when he contacts you. Your attention is also called to what we said about stamps slipping down into the bottom of the envelope under the Natomas Company report. If your stamp is missing, don't throw the envelope away until you look into it for the missing stamp. It may have fallen out of the card and be in the bottom of the envelope.

The office of the Lincoln Industrial Council, Lincoln, will, until further notice, be open each Monday and Friday afternoon from 12 noon to 5:30 p.m. Between 1 p.m. and 3 p.m. the representative may, if business is slack, be at the plant, but one of the two representatives will be in the office between 12 noon and 1 p.m. and 3 p.m. and 5:30 p.m. If you have any question about your membership you may bring your book in on one of those two days and it will receive prompt attention.

WORK SITUATION REMAINS THE SAME IN SAN JOSE VICINITY

By M. G. ("Mickey") MURPHY and A. J. ("Buck") HOPE
Business Representatives

Our present situation, brothers, is just about the same as last month. We have managed to reduce the out-of-work list some, but not to an envious extent; not as much as we had expected for this time of the year. At present we have about 75 men on the list and we do not see any immediate relief for the situation, as there are no major jobs pending in the district other than sub-division and freeways which are now under construction.

Our two freeways have a full complement of operators and it looks like it will be some time before there will be any increase in their payrolls. However, Fredrickson & Watson have moved their competent and efficient concrete crew in from Oakland to do their paving which they expect to complete in about two months and then will come to another great lull.

Granite Construction Co., who have the last 8 miles of the above mentioned project, have started on a two-shift basis with the cats, rollers and blades on the roadway; on the fill have put the shovel and quarry on a three-shift basis. They are looking forward to accomplishing as much as possible while the sun shines. At present we have about 40 Engineers employed on this job.

Raymond Pile have moved one of their rigs in and are fully occupied on their sub job, however, they expect completion in about three weeks.

The latest information that we have on the Ford plant is that ground-breaking ceremonies will begin on or about May 15. At present test borings are being made and it is hoped we will have more interesting authentic information for you in the next writing.

Activity has come to a halt on some of the work at Moffett Field due to the strike situation with the Iron Association and the Iron Workers Union and Machinists, necessitating the laying off of a number of our operators. We sincerely hope this will soon be clarified.

In the near future we expect to hear of bids being called for about three huge underground jobs in and around Sunnyvale and Mt. View. There is another in the crystal ball to come up very shortly from the new Ford plant to the Main Trunk Sewer Line of San Jose District 8. This we expect within the next two weeks.

Bebek & Dorsa will soon have their new Automatic Cedar Rapids hot plant in operation and will be taking orders for business. Kummer & Bosque have started their ready-mix concrete pouring out of their new Noble plant at 10th and Bayshore, and are expecting a nice volume of business in the near future.

Our local Airport improvement program has just about come to an end. However Leo Piazza, who has that job will just move over to another subdivision and continue on. Same thing applies to all of our local contractors, (and there are seven or eight of them who handle street jobs and subdivisions) have about four or five projects of this type in the backlog and are in no hurry to accept more.

In the last 10 or 12 days we have signed up approximately 25 independent contractors (firms not belonging to the AGC) on the Welfare Plan. **At this time we wish to remind you brothers, who may be working for one of these firms, be sure that you have filled out one of the yellow cards which were given to you, or if you have forgotten or mislaid them please contact this office.**

SOUTHERN TERRITORY

There have been a few jobs let around Santa Cruz. Granite Construction Co. was awarded the road resurfacing contract on San Andreas Road, between Monterey Bay Academy and Manresa Ranch. This is about 2.3 miles in length. Ted Bond, of Fresno, was low bidder on resurfacing about 6 miles of road north of Watsonville. Material for this contract and the

above mentioned one will come from the Central Supply Co. in Aromas.

Leo Cardwell has started his job on High street for the city of Santa Cruz, having been held up due to controversy over the right-of-way.

Wendall Batt has several jobs started in this area. At present time the sand plants are very quiet. Los Gatos Construction Co. have moved their D.W. 10's back to Niles for the P.C.A.

MONTEREY-FORT ORD

Stolte was awarded the contract for building 18 classrooms at Fort Ord. Granite Construction Co. are sub-contractors for the dirt which will be around 100,000 yards. They will also supply the concrete for this job. Granite has also started black-topping all parking areas for the motor pool, and Stolte have nearly completed their buildings on this project.

The Navy School job at Monterey is making good progress. Haas & Haney and Dinwiddie are the contractors on this job. George Case has completed his contract on this project which consisted of putting the casings in for the foundations. Brother Calabrese's rigs are still in the Haas & Haney subdivision.

Condick Co. of Berkeley, was the low bidder on a reinforced concrete bridge and approaches at Little Sur River on State Rt. 1, about 20 miles south of Monterey.

H. H. Anderson of Hayward, was the low bidder on redecking Buck Creek Bridge on State Rt. 1.

SALINAS

Donald Engineering Co. have completed their job for Spreckel's sugar refinery, during which they were pouring concrete 24 hours a day for about two weeks. Keeble & Caputo were the low bidders on the freeway extension in Salinas. Brother John Matus will be the superintendent on this job. They are still working six days a week, 10 hours a day to complete their original job on the freeway. Bro. Matus informed us that Mr. Keeble expects to get three new D.W. 20's for this job. Granite Construction Co. were the low bidders on 3.2 miles of road north of San Lucas, this job will start in a week or 10 days.

Phil Vincenz has all of his rigs leveling land in and around King City. Harrison Construction Co. have moved their rigs from San Ardo to Hollister for the oil fields. The bridge job and approaches at Hollister is to be let April 1.

Ed Keeble was awarded the contract for resurfacing the streets for the city of Gonzales. E. T. Haas has just completed the Water Line contract for this city.

PERSONALS

Thanks to Brothers Wm. Richardson and Vic Corsiglia for informing us that they had procured employment through another office. Same to Brother Joe Bowling, who informed us that he is heading for Arabia. Brother Woodie Goodman, in from Arabia, with Bechtel, left again March 15th. Woodie says that he has met many of the "old gang" over there. We enjoyed receiving a nice long letter from Brother D. A. Paris, who has been in Chile for the past three years. He expects to be home around Christmas, and says that he enjoys receiving the Engineers News.

Dick Denson stopped by this morning to tell us that he is leaving for Manila, to work for Guy F. Atkinson.

\$2.57 Average Wage

The national average union pay scale in the building trades was \$2.57 last July 1, according to the U.S. Bureau of Labor Statistics.

What's Doing in the Oakland Area

WEATHER IS NOT THE SOLE CAUSE OF JOB LAG

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

It begins to look like some of the conclusions we have reached relative to the work situation in the East Bay have been confirmed. It appears that the change of Administration has altered the picture substantially, and apparently not for the good.

We had been hoping that our large out-of-work list was due to the weather, but since the weather has continued to be extremely favorable, we are forced to conclude that there must be some other cause.

We are, of course, not implying that any of our members are to blame for the present situation, as we have not as yet talked to a single member who voted for the new candidates in the last election. From our talks with employers, we are led to believe that there will be more work in the future, but at present jobs are coming in very slowly, and those orders we do receive are usually for very short periods of time.

During the past three weeks there has been a considerable shuffling around of men; some returning to old employers and some leaving the area. We strongly advise anyone from other parts of the state, who may be intending to come to the Bay Area, against doing so, as we can see no appreciable increase in the work load for at least the next two months.

GETTING AROUND THE JOBS

Chicago Bridge and Iron Co.'s tank job for the Texas Oil Co. in Richmond is one of the larger jobs to get under way during the past month. The largest tank to be built will be 128 feet in diameter; there will be two tanks 120 feet in diameter, one tank 109 feet, 10 tanks 80 feet, and 12 small tanks 12 feet in diameter.

Bro. George Parker is operating the boom cat on this project, and Les Davis is on the boom-truck. Rosendahl Corp. has their 20-ton Bay Cities crane on this job, setting steel for the tanks, with Bro. Oscar Wiegelt doing the operating, and Ray Jenkinson, the oiling.

Two large storage warehouses and a loading dock will also be constructed at this site. The contract for the construction of a wharf was awarded to Duncanson & Harrelson. A. D. Schader Co. is building a spur track for rail facilities. Quite a number of Local 3 men will be kept busy on these projects in the months to come.

John H. McCosker is doing the excavating work on the East Bay Municipal Utility District job, at Pt. Richmond, where a 12 million gallon storage tank, the largest tank of its kind in the world, is to be built. There are approximately 110,000 yards of dirt to be moved.

The Local 3 men on this job are Bro. Doc Noble, foreman, Claude Feley, Joe Matta, Bon Acre, Roy Epps on loaders; Jack Flynn on the shovel, with Nead Winingham, oiling; Ed Alexander, Virgil Weldon, Mike De Servi and Joe Everedge on the dozers; Earl Hart on the blade, and John King, the mechanic, and Les Atkins, the greaser. There will be two months' work on this project.

Independent Iron Works have now started the steel erection on the State Health Building in Berkeley, where there are 19,000 tons of steel to be placed on this building which will be eight stories high. Bro. John Colburn is operating a Lorain truck crane for Independent, with Jim Nugent as his oiler, and Jerry Marion is on a Koering truck crane, with Louis Dano as his oiler.

K. L. Lincoln Co. have the excavating for the building sites for the new homes to be built at Cameo Estates, Concord. Bros. Earl Sanko and L. S. McKown are operating cats on this job. Excavating and grading of the streets will be handled by Boucher & Moura, who have Bros. Glen Dayton, Joe Moura and John Murray on their payroll. The installation of the pipe for these additional units will be handled by Lee Construction Co.

Work was begun during the past month on McGuire & Hester's water line job along Harrison Street, Oakland, where 4500 feet

of 12-inch pipe will be installed. Five members of Local 3 are on this job, which will take 60 days to complete.

McGuire & Hester recently purchased a new Lorain 1-yard crane, and a new H.D. 5 Loader, which are being used on various jobs in the field. A new 60-foot-long grease pit has been added to their East Oakland shop. They also have a new pump department at the shop, with Bro. E. L. Osborn in charge of this department. A total of 43 members of Local 3 are on McGuire & Hester's payroll on their various projects in the East Bay area.

Underground Construction Co. have 800 feet of telephone conduit wire to lower four feet deeper on Redwood Road, Castro Valley. Bro. John Madrid, on the trencher, and J. T. Rice, his oiler, will be employed on this job for the coming 30 days.

Sierra Pipe-Line Construction Co. have 6100 feet of 12-inch cast iron water line to install on Redwood Road and Heyer Ave., Castro Valley. McClean Bros. of Concord are doing the trenching work for Sierra Pipe-Line Co., and Stahl & Shattuck have their swing crane on this job, setting pipe. The water line is being installed to give the homes in the vicinity more water pressure, which has been greatly needed, and also to provide the fire hydrants of the area with greater water pressure.

Jibson Brothers of Niles have a pocket full of contracts and the right kind of crew to get the work done. Jay, Bill and Calvin have the dust flying on the Lincoln Manor Tract in Livermore. These brothers have the necessary equipment for excavating and paving, and the know-how, so shouldn't have any trouble on their three subdivision jobs at Mission San Jose, Livermore and Centerville.

Wilfred McElvain is doing the excavating and paving of streets on the East Avenue Estates Tract at Livermore. Brother McElvain is very justifiably proud of his two talented daughters, namely Helen, aged 14, and Veronica, aged 9, who have performed as acrobats on a number of outstanding television programs.

The underground work and most of the structures have been completed on the Fresh-Water Treat-

DREDGE NEWS

There have been some improvements in dredging work during the past month. There are only a few members on the out-of-work list at the present time.

The San Francisco Bridge Co. has put their dredge the Hinds to work at the Alameda Naval Air Base. It is reported that they will probably work there for a period of 10 days and then go to Vallejo, where they will do a job for the Mare Island Navy Yard. When the job at Mare Island is completed they will return to Alameda for the completion of that job. This company still has several members employed at their Belaire yard getting the dredge Wilathi converted to a steam turbine.

The Leslie Salt Co. is going strong on new development work, both in the South Bay at Napa. They have their dredge Edwards back on the job after a general overhaul and new paint job. The Edwards is building levees off Belmont. Their dredge, the Mallard, is working on South Slough, between Vallejo and Napa. Leslie Salt Co. also has the Liberty on lease from Associated Dredging Co., the Solano on lease from Ed Lippstru, and the Belmont on lease from the Standard Dredging Co.

Simpson Brothers have their dredge California on levee work, closing the breaks around Prospect Island.

Olympian Dredging Co. has the dredge Golden Gate on the Richmond-San Rafael job, but they plan to replace the Golden Gate with the Holland, as soon as a shorter boom is installed and other necessary repairs are made to the Holland.

Hydraulic Dredging Co. is still having trouble with the submerged pipeline on the Emeryville job. It seems that they just get it repaired and start pumping when another break develops.

We received a letter recently from one of the boys who went to Idaho with Associated Dredging Co. He reports that the work there is progressing satisfactorily, but that he finds the weather pretty cold and quite a change from sunny California.

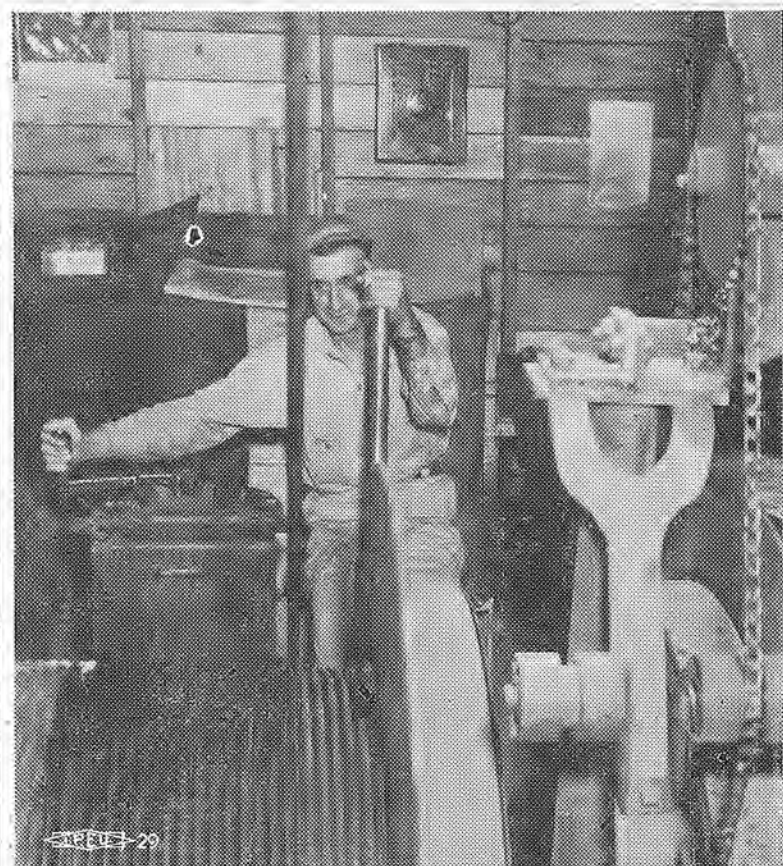
Associated Dredging Co. does not as yet have the Sucker in shape to go on the Emeryville Freeway job, but they expect to have it ready in the near future.

ment Plant being built by Freethy Construction Co. for the East Bay Municipal Utility District in Lafayette. Bros. Bob Collins and Frank Marasco on Lorain Crawlers, and Jim Matheson, and Roy Silva on Northwests will have another month's work at this location, doing the grading and landscaping which will complete the job.

Oliver Rousseau and Rainier Construction Co., now known as Wildwood Associates, are starting work on a new subdivision in Concord. One hundred thirty-nine units will be erected at this tract. Murphy & Bryon are the civil engineers on this subdivision, and Martin Bros., who have the contract for destroying the beautiful orchard, will also do the excavating and paving of the streets for the new subdivision. Approximately 15 engineers will be employed on this project throughout the summer months.

A half-million dollar contract for two state highway projects was awarded during the past month to Gallagher & Burke. The first of these jobs is the realignment and widening of the Danville-Walnut Creek Highway. The other is the repairing and paving of the shoulders on Arnold Industrial Highway. Bro. Larry Ashford is the superintendent; Herman Vollsted is foreman, and Manuel Brazil is on the blade. We anticipate clearing a substantial number of engineers and oilers to this project in the near future.

It is gratifying to note that the Danville-Concord contractors mentioned below are taking such an active interest in the welfare of the Disabled Veteran. A wooded area



SNUG WINTER BERTH: Pictured above is Bro. William J. Ave-ningo Sr., swing shift hoist operator on the Wildcat Shaft of the Guy F. Atkinson relining job on the water supply tunnel from the San Pablo dam to the El Cerrito filter plant in the Oakland area. This relining job which began last October and is near completion afforded winter work for quite a number of Local 3 men. The union has enjoyed good relations with the company and appreciates their cooperation.

News About the Brothers—

Travelers Come and Go; Movies For Shut-ins is Brother's Hobby

During the month of March Bro. John Tingen left for Naha, Okinawa, where he will be equipment superintendent for the Shimizu Construction Co., a Japanese firm. Bro. Tingen, who has signed up for a three year hitch this time, must really like the islands for he has already spent a total of six years there.

A traveler who returned during the past month is Bro. Bruce Gibson, back from 19 months spent in French Morocco, where he was employed by Atlas Construction Co. as assistant equipment superintendent on their airport job. Bro. Gibson, who has been a member of Local 3 for the past 11 years, has spent five of these years in foreign employment. He found the weather in French Morocco very similar to the Bay Area and a decided improvement over Arabia, where he had previously worked.

It is of interest to note that three of these airbases in French Morocco, on which a number of Local 3 men have worked during the past three years, are now in use. Bro. Gibson has just about decided to remain at home for a while and see how it seems to work in his own locality.

Congratulations are now in order for Bro. Joe Beauchemin who married Lenore Herron, a lovely brunette from Kalispell, Montana, on March 7 in Reno, Nevada. Joe married Lenore after having known her for only four months, and after seeing her picture we can understand why he wasn't taking any chances of her getting away.

Bro. Carter Nelson stopped by the office recently, before taking off for Texas, where he will visit with his father and mother for three weeks.

Bro. Roger Landrum started out his vacation by getting up at 3 a. m. one morning, and going out in a friend's boat on a deep sea fishing expedition. The water seemed pretty rough to them, and so they contacted boats farther out to sea, by means of their two-way radio, and were advised to turn back. Bro. Landrum decided to spend the remainder of his vacation quietly at home.

One of the well-known members of Local 3, namely Bro. Gus Blomseth, stopped by to bid us all goodbye before departing for Keni, Alaska, where he will be employed by Pomeroy as superintendent over all construction equipment on their Naval Base job.

Bro. Blomseth is familiar to many of the members, as for the past two years he was superintendent on Pomeroy's job for Columbia Steel in Pittsburg. Bro. Blomseth is looking forward to doing a lot of hunting and fishing in Alaska, and hopes that his family will be able to join him in Alaska at a later date.

Also in to bid us "so-long" for a while was Bro. Tom Butterfield, who reported for duty with the United States Army on April 6.

It was good to see Bro. Glen Descans up and around again after his recent hospitalization at the Concord Hospital, where he underwent major surgery. Bro. Richard Agnew, the oiler who was so severely burned in February, was also in the office recently, and we are glad to know that he is now able to get around on his own power.

Bro. Fred Wooley is an engineer with a very interesting hobby. Fred has a very complete library of moving pictures, and will go into the homes of shut-ins and show his films, without a charge of any kind. Bro. Wooley can be reached by telephone at LA. 2-8194.

located in the Danville hills has been transformed into a recreation center for these disabled veterans. Souza & Laurence, contractors, have donated their time and equipment to develop this beautiful spot. The Henry J. Kaiser Co. has furnished all the rock for the sub-base. Martin Bros. of Concord have furnished the paving machine and crew for laying the hot stuff, and Pacific Coast Aggregates have donated all of the black top material. (Continued on Page 10)

Utah News Roundup

By MERLIN BOWMAN, JAY NEELEY, CHARLES COCKAYNE, GEORGE FARRELL and GLEN FULLMER, Business Representatives

Work Slow to Start, But Activity Finally Begins

The Utah report for this issue is a little more cheerful than it was last month with our out-of-work list gradually diminishing. Work has been very slow to start this spring in spite of the good weather we have been enjoying; but it finally looks as though things have started.

Gibbons & Reed have finished with their pulls at North Salt Lake and have moved their new Model 6 Northwest and a fleet of trucks to complete the farther end of the project.

They are working two shifts with Brothers Ira Whitney and Ran Nelson on one shift and Hap Workman and Bill Brighton on the other. Swede Hansen on the 70 Northwest is driving pile and pouring the concrete on the bridge. This job has been a life-saver to many of the brothers, starting early and keeping quite a few men going until things really opened up.

Utah Construction Co. work in this area is slower now than this representative ever remembers. They worked all winter on several projects, keeping many of the men busy until spring arrived, and then practically stopped. The Murray slag pile crew is still working and Brother Earl Madsen has one 80 Northwest dragline at Garfield digging another Grand Canyon for Stauffer Chemical Company.

We still have plenty of promises of work coming up. Standard Oil will have a shutdown starting April 13, 1953, and should take quite a number of men on a two shift basis for a while. Bechtel Corp. and Utah Construction Co. with several other companies all participating, should help us considerably.

Strong Co. was low bidder on the big job at Silver Creek and expect to start within 10 days.

Lyman & Wilson landlevelers at Fort Duchesne have started and expect to use nine machines on a two 10-hour shift basis.

Bill Ross was low bidder on the City Creek water purification job. This should start soon, and there are plenty more sewer and water works jobs to start this summer.

So all-in-all we should all be working full swing by the time fishing rolls around again. That's the way it usually works out. Ah, well, who wants to go fishing anyway.....?

NORTHERN AREA

Work in the Northern Area is beginning to look very good for this season. A considerable number of our members have gone back to work and we have tentative orders for several more.

These small storms have been just enough to keep several of our jobs from starting and have kept everyone on edge, and everyone is anxious to get back to work.

The list of proposed new state road jobs scheduled for the fiscal year 1953 in the Northern Area helps make our work picture a little brighter.

By the time this article is out we should know who has the contract on the job that was let April 7, on the Echo Junction to Emory road.

The eight mile section, between Emory and Castle Rock, connecting the new overpass and eliminating two dangerous underpasses is estimated at \$800,000 and is to be done this year.

The Plymouth revision in Box Elder county is scheduled for 1953 and will connect with the new road just completed by Parsons & Fife.

The amount of \$350,000 has been appropriated to make Beck Street and Victory Road a divided four-lane highway to the Salt Lake-Davis County line.

The 6.6 mile section from Five Points to the Ogden Hot Springs is estimated at \$500,000 and scheduled for 1953.

Realigning, surfacing and grading on the How's Corner to Deweyville road, connecting the new bridge over the Bear River, is estimated at \$300,000 and should also be a good job this year.

There is also a 4.2 mile section on the Chalk Creek road east of Coalville ready for surfacing and grading.

W. W. Clyde was awarded the contract on the surfacing of the Lagoon-Layton road and expects to keep two crushers and hot plants busy most of the summer. Bill Clyde has most of his crew busy on the excavating and grading on the Layton section.

Strong Co. is busy completing the balance of their work at Layton in preparation to moving to other work they have contracted.

L. T. Johnson is crushing material for the Roy road and has about two weeks more work.

Gibbons & Reed is mixing some material for the state at their hot plant in Ogden and expects to get started on the street and driveway work soon.

Halladay & Houtz have kept two rigs busy most of the winter on sewer and waterworks.

Hilton & Carr expect to move on the Emory overpass about the middle of April. This company has kept several operators busy all winter on small jobs and overhauling equipment.

Utah Crane & Rigging Co. has a crew at the cement plant at Devils Slide working on some repairs.

Parsons & Fife are crushing the material for the Brigham-to-Mantau road. This company also has a small crew working on the Richmond-to-Smithfield road and have moved three operators back to the 2nd Street Depot work.

Please keep in touch with the local office and be sure your address and phone number is correct.

SOUTHERN UTAH

Work in southern Utah is increasing steadily but is not yet the way we would like to see it. For some unknown reason, everybody seems to be waiting for somebody else.

W. W. Clyde Co. probably is employing more people than any other company in the southern area at this writing. This firm has five jobs going or about to start throughout the south.

The job in Spanish Fork Canyon is moving along good despite a few days of stormy weather.

It will take most of the summer to complete the work left on the Helper and Monticello jobs last fall. These jobs are oil and base course and some stockpile. They should keep a few members busy most of the summer.

L. T. Johnson Construction Co. got 11 miles of realignment and oil through Devils Canyon north of Blanding. This company is just as cooperative with organized labor as they have to be, no more. Reason for this has never been quite clear to us. We have had some of his jobs 100 per cent union, but it doesn't make much difference how good a job the brothers do for him, he is always looking for scabs.

The clay mines at Eureka are still plugging along. This job has been going for about three years now and is 100 per cent union. The contractor is Wells Cargo, from Reno, Nevada. Brothers Mathews and Hill are the operators on the

SCHEDULE OF MEETINGS FOR CONSTRUCTION, LANG CO., SAND & GRAVEL, IRON ORE MINES, VITRO CHEMICAL CO., AND KENNECOTT COPPER

Friday, April 24, 8:00 P.M.: Iron Mines members, El Escalante Hotel, Cedar City.

Tuesday, April 28, 1:30 & 3:00 P.M.: Kennecott Copper Corp., Bingham. Vitro Chemical Company: All called meetings.

Lang Company: All called meetings.

Friday, May 8, 8:00 P.M.: Sand, Gravel & Construction members, Labor Temple, 161 West 1st North, Provo.

Thursday, May 14, 8:00 P.M.: Sand, Gravel & Construction members, Engineers Hall, 1969 South Main, Salt Lake City.

Friday, May 15, 8:00 P.M.: Sand, Gravel & Construction members, Labor Temple, Ogden.

SCHEDULE OF STATE ROAD MEETINGS

Salt Lake City: Will be called.

Thursday, April 27, 8:00 P.M.: El Escalante Hotel, Cedar City.

Friday, May 7, 8:00 P.M.: Cache County Court House, Logan.

Thursday, May 14, 8:00 P.M.: Price Municipal Building, Price.

NEWS FROM THE MINES AND SHOPS

NEW MINE PROMOTION PLAN

CEDAR CITY IRON MINES

As a result of the recent action of the Iron Springs mine, we have met several times with the company officials and have reached an understanding regarding promotion in the mines which should lead to smoother operations there. Matters which had built up to a point of considerable discontent were discussed and resolved.

We want to bring to your attention the following information: We wanted a bidding system inaugurated for the purpose of filling open jobs. The company objected because of the immediate need to fill openings and the scattered condition of the operations. The idea of applications for changes was substituted and agreed upon. It is our opinion the substitution will serve the purpose just as well.

We know you have been advised of this procedure, but we just want to help you impress it in your minds. If you have any wish to take advantage of any openings which may come up, go to Ollie Hoe and indicate in writing to him the opening or openings you may feel qualified for and wish to fill. By indicating, say, about three choices—first preference, second, and third—you will not be apt to be run around in the event a chance to advance comes along.

You must keep in mind the fact that you will not be considered for any opening unless you have made application in the foregoing manner, so take care of the matter right away. We think it is a good idea to give your steward a copy of your application at the same time you make it to the company.

Choice of jobs will be first taken care of in the unit where the

vacancy occurs, then opened to the applicants on file from the rest of the mine, as follows: If a vacancy is in the Engineers' unit, applications will first be considered for Engineers. When they have been taken care of, vacancies left in the unit will then be filled from the Teamsters and Laborers if anyone has applied from those units. If not, the company can hire someone from outside.

We hope we have given you a clear picture, and we will do all we can to explain further at the next meeting, to be held Friday, April 24.

KENNECOTT COPPER CORP.

At a regular monthly meeting held Thursday, March 26, at Bingham Canyon, Utah, the following brothers were elected stewards and accepted responsibility to represent you on the job in various departments of the mine for the year commencing April 1, 1953.

Angledozer Dept., Owen Allmendinger, to succeed himself; **Shovel Dept.**, C. J. (Red) Robison and Everett Hibbard, who succeed Ray Gammell and Robert R. (Pat) Pierce; **Crane Dept.**, Robert Pollard, succeeding Carl Hatfield; and **Pump Dept.**, Alma Moulton, to succeed himself.

We would like to advise that when you have grievances on your job, if you can't reach an understanding about them with the foreman in that manner, the contract provides that you may ask your steward to come into the picture to help get the matter settled.

We have found that the majority of cases can be settled at that point when the foregoing procedure is followed, and also advise that you obtain a copy of the agreement from your steward so that you may read and familiarize yourself with the grievance procedure as outlined therein.

VITRO CHEMICAL

Brother members working for the Vitro Chemical Co, your union and the company have finally come to an agreement on a three-cent-per-hour raise retroactive to Jan. 1, 1953, and with a blanket raise of five cents per hour effective July 1, 1953. The termination date for this agreement will be March 31, 1954.

We would like to thank our brother members who were on the negotiating committee for their assistance in these negotiations. We also would like to thank Brother Richard Losser for his cooperation and assistance to our union as steward on this job.

As you all know, Brother Losser is resigning as steward at this writing. Brother Ray Ormond is taking over the duties as your new steward. We wish to thank all members for their fine cooperation and patience in these negotiations.

SAND, GRAVEL AND SHOPS

As you all know, we are nearing the end of our present agreement. Good attendance at your next reg-

S. F. WORK AT STEADY, SLOW LEVEL

By PAT CLANCY and PAUL EDGEcombe
Business Representatives

Considering the fact that there have been no new jobs starting that required the presence of operators, work in San Francisco has maintained a steady level this past month.

Cahill Construction has started work on the Giannini School. This will be a large building job, but since it is only a two-story concrete building, it will not involve too many of our men.

The Presidio Housing Project, which is being constructed by Bakers Beach Builders, had a major setback recently due to a fire which caused approximately \$250,000 to \$300,000 damage. Twenty-four complete apartment units were a total loss and four more were damaged.

Barrett & Hilp have completed all the hoist work on the Dept. of Employment building at Turk and Franklin Sts.

The State College building is almost finished, the work being done by Carrico & Gautier, contractors.

Work at the Lake Merced pumping station is progressing as scheduled. They have a few more lengths of pipe to place under water before completion. Rothchild, Raffin & Weirich are the contractors.

Upon completion, the U. C. Hospital, it is said, will be one of the most modernly equipped hospitals in the area. Several operators have been steadily employed here for some time. Brother Cliff McCormick's elevator is about the busiest in town.

Government engineers are running some tests on the piling at Fort Funston, site of the proposed Veterans Hospital. There is nothing definite to report on this project yet. No appropriations for building have been made to date.

Fay Improvement is putting in the main sewers at Country Club Acres. Brother Jack McManus is running the hoe and Brother Francis Fiddler is doing the oiling.

Track removal and street repair jobs on Eddy and Clement streets are progressing. There hasn't been any delay on these jobs because of weather.

STATE ROAD NEWS

Our efforts to have a job security bill passed by the recent legislature were of no avail; and as a result of same, in our last meeting in Salt Lake it was decided to start immediately to obtain the necessary signatures from the public by petition so that we may have the matter on the ballot for referendum vote in the 1954 election.

This is going to take a tremendous effort, but success in the endeavor will be worth the effort.

We intend to hold a general meeting soon in Salt Lake City for the entire State Road maintenance employee group, at which time we hope you will send at least a committee from each district to represent your feelings in the matter of the plan which we expect to have formulated by that time.

We will advise you on the date of meeting and give you other information at a later date. Action of the Salt Lake meeting has been endorsed in other areas.

The last word on the wage increase from the Commission is that they are trying to work out a plan of a little better equity in some jobs and expect to get it done early this month.

ular meetings is very important, in order that you may instruct your representative as to your demands so that we may sit down with your companies and negotiate in an intelligent manner. Brothers, it is very important that you describe your needs and wants on your particular job.

WHYS AND WHEREFORES OF COYOTE DAM SITE EXPLAINED

By GLENN L. DOBYNS, Business Representative

Carr & Rocca Construction Co. have finished driving the concrete pilings for the bridge at Monte Rio. By the end of this week they will be ready to pour the concrete on the bridge proper.

Bro. D. F. Bird is operating the truck crane and Bro. Hubert Higgins is taking care of the pumps and compressors.

Rapp Construction Company of Santa Rosa have been busy the past few weeks over in the Sonoma area. Just this last week they have been able to move back on the housing project they had started before winter set in.

They also have the contract for addition to the Sonoma Valley Union High School.

Transocean Engineering Corp. of Hayward was given a \$245,547 contract to construct a bridge and approaches across North Fork of the Navarro River, 17 miles northwest of Boonville, on Highway 128. They have a dragline moved in on the site.

END OF A RELIC

A relic of the boisterous and prosperous "dog-hole days" has gone the way of all obsolescence. The loading chute at Noyo Point—since 1887 a landmark for sailors and landlubbers alike—has been torn down.

The gaunt wooden structure held an affectionate place in the hearts of homeward-bound fishermen. To hard-bitten, profit-seeking lumber schooner skippers it meant a faster method of loading even though the vessel had to fight boiling surf and many a deckhand was killed by logs traveling down the loading cable.

Coastal ships putting into the narrow openings in the Mendocino coast—called "dog holes"—soon found a tough rival, however, when railroad builders laid their tracks to Fort Bragg. Eventually railroads squeezed the coastal craft out altogether. The chutes stood unused.

Previously to the chute the split-tie makers loaded the ties on wagons then took them to Noyo where the ties were loaded on "lighters" and floated by the tide and guided to the small ships by means of wire cables.

Since this method was slow and cumbersome, it was decided a wire loading chute would expedite their operation.

The first wire chute was a crude and dangerous rig.

The ties, and later lumber, were placed in a sling fastened to a traveler on the wire cable. The wire cable was attached to the schooner.

The loaded sling would travel along the taut cable until it hit the lumber schooner and the load would drop to the deck. There was no method to control the falling lumber.

By 1889 when the steamer "Noyo" put into the harbor the wire chute had been perfected and was working. There was more control over the sling and the load was lowered close to the deck or even into the hold.

LOW DOWN ON COYOTE DAM

The why and wherefore of Coyote Dam, which may be under way by 1955:

Building up of false hopes, of course, is not beneficial, but if survey work continues at the present rate and if the county gets its appropriation and state help, the dam will be built.

It has been emphasized that the Bureau of Reclamation would have no part in the Coyote Valley project, that the only federal agency involved is the Army Engineers, and the engineers are involved only in flood control matters.

Some important questions have been asked relative to the Russian River Coyote Dam project: Why locate the first reservoir in Coyote Valley near Ukiah rather than on Dry Creek or any other tributary? After exhaustive investigation it was found that the Coyote Valley reservoir site was by far the best for several reasons.

The necessary waters and flood control provisions could be provided at the least cost per unit foot as against any other reservoir site.

The upstream site would give maximum protection against flood loss as against any downstream reservoir.

The upstream reservoir site

would give maximum protection to water users as against a site downstream.

The upstream site would do the least damage to fish spawning areas (high fish ladders are not workable) and at the same time provide high value lake fishing and recreation adjacent to Ukiah. Other sites considered would entail very expensive highway, rail and utility relocation.

In cases where the reservoirs have been studied they would have sufficient content to combine both flood control and water conservation features. Exception to this would be the Dry Creek reservoir which is higher in cost per unit of water stored and gives comparatively little flood control and water conservation benefit in the Russian River watershed as a whole.

The comprehensive plan for the project is based upon satisfying the maximum expected needs of all areas in the watershed under all probable conditions, including severe dry cycles. Initially it is planned to construct the Coyote Valley Reservoir to a capacity of 122,000 acre-feet.

At this capacity, the dependable annual yield from the reservoir is estimated at 24,000 acre-feet over and above that required to supply existing demands below the reservoir, to meet ultimate irrigation demands in Potter Valley, and to maintain 200 cubic feet per second in the recreational areas.

When the demand in the Russian River basin as a whole increases sufficiently, the reservoir can be raised to its ultimate capacity of 199,000 acre-feet, which would increase the dependable annual yield from 24,000 to 101,000 acre-feet over and above the needs previously mentioned.

If conditions at the time indicate that construction of the Dry Creek Reservoir would be more desirable to the people of the valley as a whole, that reservoir could be built as the second step of reservoir construction, producing an annual yield of 66,000 acre-feet. Increasing the storage at Coyote Reservoir could then be regarded as the final step in the achievement of the comprehensive plan.

NEW HOTELS IN HAWAII

By J. K. WAIWAILOE, Business Representative

Approximately \$12,000,000 is earmarked for hotel construction for the next two years on the beach at Waikiki.

Likens-Foster has sublet its excavation work on the Damon Estate Housing Project to John F. Nichols Construction Co. and V. O. Burkhalter Equipment Co. The two subs are also using men and equipment from Okada Construction Co. in landscaping, roadways, drains and sewers.

Contractors Mid-Pac is extending its land construction operations further west. They have an air field and personnel housing project at Subic Bay, Manila, P.I. This job, however, is under J. H. Pomeroy & Bechtel's supervision, the mainland partners connected with Contractors Mid-Pac.

At present much dredging is being done, with the hydraulic dredges Norfolk and McClellan pumping and filling required material for the air trip. Bro. Eugene Aiau, leverman, who has just returned from Subic Bay, informs this office that Brother Melancon is the new skipper for the Norfolk.

The dredge W. F. Dillingham, now at Kwajalein is scheduled to leave for Japan this month, according to Brother Ben Wun, assistant chief engineer, who visited the office prior to returning to

REDDING WILL NEED ENGINEERS

By E. A. HESTER, Business Representative

Gazing into the crystal ball, the situation is looking bigger and better all the time.

Morrison & Knutson have started excavating for the power house at Pit 4. Old "Long Tom" Wagner has taken on the job of operating the Northwest 80, with Cecil Adkins as his lubricating engineer. Brother Bert Lynch is the master mechanic, and he has with him Brother Wiley Allen.

Johnnie Alameda, A. G. Cantrell, R. K. Swanson and Ronald Abare are operating the cats; Cliff Gresham is the greaser. Brother Glenn Darling started on this project but struck out in the third inning. Field Marshal "Hard-way" John Armitage, the people's choice, is in general command on this project.

Up at Montague, Harms Bros. of Sacramento have resumed work on their road job. Brother Ray Hennessy is in command. Brother W. Tregembo is in charge of the plant, and Joe J. Rogers is the heavy duty repairman. Wally Bosenko is looking after the crusher.

Brother E. Boyett is feeding this plant with a D-8 and Brothers H. Jessie and H. E. Dutcher are on the dragline. Brothers C. A. Kisse and D. C. Jepson are the lube men. Things are going good, and the crews will be increasing in another 10 or 15 days.

Adolph Bowers of A. Tiechert & Son is in town looking up at the blue skies and concentrating on just when he will resume work on his big freeway job. We expect to see a lot of activity here within the next few days. If they are lucky the project is expected to be finished late this year.

In our last report we stated that Fredericks & Watson had a 10-acre pond to build for Shasta Plywood. Correction: this is a 21-acre pond, and Brother Bob Kirtz and his gang have started the preliminary work. Brother Joe Mencebo looks from here as though he will be the commander in the field. Brother Marvin Hall, another of Bob's foremen, is marking time with a blade out there at present. Brothers V. M. Woodard and Low Shannon are wrestling the DW-20s around. Oscar Berghagen, "Gypo" Dohle, Claude Warner and Glenn Darling are out there too. Brothers Bob Kerr and Richard Dia-

Kwajalein after a much needed 20 day's rest. He and other members will take the dredge to Japan.

From Okinawa, Brother Jim McCandless informs us that both the dredges Raymond and Gulf Stream encountered much damage to their ladders when live bombs still in the Naha harbor exploded.

Mrs. Kilauano was in the office the other day with news that her husband, Tom, has extended his contract a second time with Byrne Organization, Inc., in Turkey, to help with the completion of that project before being assigned to Spain.

Brother Ernest Chee, back from Ceylon, India, can't stay put long enough. After only 35 days in town, he hired out to Kwajalein for Mid-Pac.

Brother Harold Lewis, back from around San Rafael way, is sporting a big 10 gallon hat, high heeled boots and in Levis these days. You guessed it. He is a rancher now and rides a horse instead of the electric tournapull, super c's and cats out on the Waianae range.

Robbed You of \$50

Price profiteering last year cost you and each member of your family \$50, U.S. Dept. of Commerce figures show. Total cost of price increases to the nation was \$8 billion.

Field Surveying Report—

Dispute With AGC Arbitrated; Activity in Santa Clara County

By AL BOARDMAN, Business Representative

We are proud to report that Brother Bill Minahan has been placed in charge of the Sacramento office of Local 3, succeeding Brother Ed Park who was appointed California State Labor Commissioner.

He has done an outstanding job in organizing in the valley and rightly deserves to be rewarded. We will miss him as a full-time Tech Engineer organizer, but feel that he can give us added strength in his new capacity.

Arbitration hearings were concluded on Monday, April 6, between the AGC and Operating Engineers Local 3. The issue at stake was the interpretation of the special provisions clause as to field survey parties in the collective bargaining agreement.

Mr. A. O. Olsen of the firm of DeLeuw, Cather & Co., consulting engineers, is acting as the fifth man on the arbitration board. The hearings extended over a month's time and exhaustive testimony was read into the record. Concluding arguments will be presented in writing by both sides and Mr. Olsen

mond are doing a little shovel and crane work for the same outfit.

Brother Dale Clifford has come up to take over as general superintendent of the George R. Patterson job at Harrison Gulch. He brought with him as his blade man, L. E. Schumacher, and F. W. Riffenberg will be the lubricating engineer on this project. C. V. Dump and Tom Cecil are standing by. The job will start by the time this is in print.

Bids on the freeway between Redding and Project City will be opened April 15. This is a large job. Also, another federal job on the Klamath River at Horsecreek. The engineers are laying out another big project on Highway 299 north of Redding, near Le Moines.

The out-of-work list is already nearly exhausted, and in the very near future we are going to need a lot of engineers that we do not have in this district at the present time. The work situation is increasing very rapidly—especially the need for catskinners.

will hand down a decision in the near future.

Santa Clara county is the center of much home-building activity with many new tracts being laid out. Center of activity seems to be in the Mt. View-Sunnyvale area, the Southern Pacific Co. having purchased a large industrial area in Sunnyvale.

George Nolte, whose engineering firm is established in Palo Alto, is opening an office in Santa Clara county. Mr. Nolte has just returned from an extended tour of duty with the U. S. Navy and we welcome him back into the engineering field.

George Bestor, land surveyor, of Carmel, Calif., has been doing the preliminary work on a large home development near the Starlight Motel in Marin county. He is also handling much of the survey work on Fort Ord. The Bestor firm is 100 per cent union and lives up to union agreements established in the Bay Area.

Notice has been received from the Civil Service Commission of San Mateo county of open competitive and promotional examination for Junior Highway Engineer with a monthly salary range of \$351 to \$439, and Assistant Highway Engineer, \$415 to \$519. Closing date for filing is June 8, 1953.

The next meeting of the Tech Engineers will be April 24, 1953, 8 p.m., at 474 Valencia St., San Francisco.

Work Stoppages

Man-days lost in California because of work stoppages in 1952 were higher than for any year since 1946.

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SALES

RENTALS

AGREEMENT SIGNED WITH ANACONDA IN YERINGTON

By H. L. ("Curley") SPENCE and J. W. ("Bill") BARR
Business Representatives

The agreement with Anaconda Copper Mining Co. at their Yerington, Nev., operation has finally been agreed upon and signed by the four unions composing the Nevada Industrial Council, namely Operating Engineers Local Union 3, Electrical Workers Union 401, Teamsters Local Union 533, and the Hodcarriers & Laborers Local Union 169.

The brothers are very well satisfied with their agreement. However, it will be reopened, come next Sept. 1, for another raise in pay. Of course, that's what most of the brothers are interested in. The wage scale at present could be better than it is. Shovel runners are receiving \$2.19 per hour and cat and blade operators are getting \$1.87 per hour. However, there are compensations, such as very nice housing for a more than reasonable rent, vacations, and of course the knowledge that the job will be there for years.

Brothers Fred Polish and Kenneth Bean are on the Joint Board of the Nevada Industrial Council and mighty fine negotiators they are, too. Brothers Ray Williams and Joe Lechner are on the Grievance Committee for the Engineers and, believe me, they are a couple of real "grievers." Anytime you fellows on the Anaconda Copper Mining Co. job have a grievance, just go see Joe and Ray. I'm sure it will be taken care of in fast time and good shape.

The Legrange Const. Co., better known as Brother John DeLagrange, is really coming to the front. He has lots of work starting. He has Brother Zane Hunt on the Bucyrus shovel and Brother Jack "Cadillac" Kennedy as oiler. Now that's a real crew. Brother Ralph "Slim" Cubberness is operating Johnnie's Bay City dragline, with Brother Berl Johnson oiling for him. What a crew—they clean more ditches than four men can, for they are a couple of dragline experts. Brother B. C. "Joe" Belus and Brother J. W. Harcourt are doing a good job repairing the Link Belt and doing other small repair jobs around Johnnie's shop and yard.

Isbell Const. Co. is finally off to a good start on their four-lane highway job from the California state line east to Verdi, Nevada. Brother George Conley is the grade foreman, and a good one he is, keeping everything rolling in fine shape. Brother B. L. "Bud" Clem is on the Northwest shovel, Brother W. R. "Skinner Bill" Sherwin on the fill dozing rock into place. Brothers Melvin Lee and Bill Ponton are on the Pioneer dozers. Brothers I. J. "Tobe" Tobler and H. H. Sanford are the Northwest crew in the gravel pit. Brother Aldo Mariotti is on the dozer pushing big ones away from the grizzly. He's getting to be quite the dozer boy. Brothers Lloyd "Blackie" Richards and Ray Barber have a Northwest backhoe digging the culverts on the fills. And then of course, there is the prize dozer man on the stockpile, Brother Victor Lambert. It was unfortunate, but Brother Bud Jacobsen saw fit to leave the Isbell Const. Co. The company lost a good operator. Sorta hated to see him leave as I thought Bud had a home with Isbell. However, Bud will make the grade 'most anywhere he goes for he is a real operator.

Now out at the Isbell East Second Street hot plant, gravel plant and yard, where Brother Bill Boeagle has the say of the operation, things have begun to go along in a big way. When Bill says "Frog" everyone begins to hop! Brothers Herman Petersen and Peter C. Finn have the hot plant steaming. Brother Carl Hector is feeding the plant. Brother Ronald Hoover on the Barber Green spreader and Brother James G. Johnson is back at his old trick of patching the streets around the Biggest Little City in the World, Reno, Nevada. Brother Howard Johnston, the equipment super for George Miller Co., has all of the Miller men working in or around Reno. Howard has Brothers Ernest Gentry and John Livingston jumping sideways in the shop in order to keep everything rolling. Howard keeps

Brother George Grifall, the foreman, on his toes in order to keep all the jobs going.

We see Brother Roy Nielson is back in Reno. Guess he wore out his welcome down in Hawthorne, Nevada, or maybe it was too tough for Roy down there. He had to come home and go back on the gravy train. Brother Calvin Scolari and his oiler, Brother Vincent Puccinello, are doing a lot of work around town. However, "Cal" has a lot of trouble with oiler Puccinello. You see, he is one of those day-dreaming oilers—just goes off in space. Now, Brother Frank Gerhard and his oiler, Brother Louis Hanson, are a different shovel crew. They really get in and dig and get the job done.

Out at the Kaiser Aluminum & Chemical Corp., there has been an outstanding brother by the name of J. L. Bell added to the Grievance Committee. Now there is a real Grievance Committee: Brothers R. Bottom, E. J. "Red" Kelley, and Bell. So now if you brothers have any real grievance, personal or otherwise, just tell these three brothers, and your troubles are over. There is also an alternate member, Brother L. W. Mason. However, Brother Mason is called in only in extreme emergency.

We don't really expect any grievance at the Kaiser plant, but just in case, the committee is there to take care of things. But with a good mill super like Walt Johnson, he should take care of any of the dear brothers' griefs in short order, for he is just the boy who knows how to handle that among grieving brothers.

The Peter Kiewit & Sons job at the Fallon Air Base has begun to show more signs of life with Old Man Winter out of the picture. We cleared a few of the brothers to the job already, Brother J. Warren Whitehead on the blade, Brothers Roy Clevenger and Bill Thurston running the pumps, and Brother Raymond King on a cat. Of course, Brother J. H. Brown, shop foreman, and Brothers Toby Connors and Vero Hunsaker have been there all winter taking care of small details like the repair work, loading out equipment, running pump and so on.

Drumm & Dodge are moving in on their million-dollar highway job north of Wells, Nevada. This is the largest highway job that has ever been let in the Great Silver State of Nevada, a distance of 289/10 miles. It should be a good job for some of the brothers. Drumm is still mighty busy up at Denio on Highway 8A. Sent Brothers Leslie Jones and Geo. Thomsen up to run a couple of cats and Brother Tom Plummer took over some of the blade work, along with the regular Drumm men like Brother Al Montrose.

It is with sincere regret that we have to tell the brothers that Brother John Cline was killed at Ely. We've lost a fine union member and a good friend.

Guess that just about winds up things for this month, see you next.

No Openings In Alaska

(Continued from Page One) going to work in the Territory of Alaska must clear through the Seattle office of this local union.

"I have attempted to give you a true picture of the work opportunities for Alaska and western Washington solely to protect your members from any inconvenience or incurring unnecessary expenses. Should the prospects, as I have outlined, change, providing work opportunities for your members, I will contact you."

MUCH REAL ESTATE ACTIVITY ON PENINSULA

By CHET ELLIOTT
Business Representative

A great deal of activity in the real estate development field is now evident in the coast area. The Finsen & Ostadt Co., also known as Sterling Builders, have acquired property at Pedro Valley to accommodate the building of 3,000 homes.

This work will provide employment for many engineers as a great portion of the land is low ground and requires filling to meet the specifications, and with the street work and utilities this will develop into a huge construction project.

The Public Utilities Commission of the City of San Francisco during the past month awarded two pipeline jobs to local contractors. Lowrie Paving Co. of San Francisco was the successful bidder on all the underground work at San Francisco Airport, and M&K Corp. was awarded the contract for a 60-inch pipeline extending from Burlingame to Lomita Park.

Combined cost of these jobs will be approximately \$1½ million, and they will employ many members of Local 3 through the rest of this year.

Brothers Hutchings, Smith, Hall and Chatfield and industriously at work on the land cleaning and underground work for contractor Joseph Brady on the new Sterling Builders subdivision at Woodside. This firm, with a large crew of Operating Engineers, is very active on street work and underground construction on real estate development work at the former site of the Belmont Airport.

Williams & Burrows Co. of San Mateo was successful in obtaining the contract for construction of the new \$2-million Capuchino high school building. Lowrie Paving Co. has subcontracted the excavation and grading on this project. Several engineers are now employed on the job.

In San Mateo, the Allied Trucking Co. has a large fill job in operation for Newbridge Realty Co. This work seems to be progressing very well under supervision of owner-manager Brother Charles Berger, with the assistance of operators Brothers Jones, Pitts, Gino, Welt, and others.

Rock plants in this area, including California Aggregates, Rockaway Quarry, Skyline Materials, Pacific Coast Aggregates, Whipple Road Quarry and several others, are operating at full capacity and provide work for many engineers.

All local contractors in this area are busy on the many street grading and paving jobs throughout the district. Although there have been no large new construction projects started recently, the many small jobs employ a large number of Local 3 members.

To be democratic, a union needs an active, interested membership.

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Oakland: Getting Around The Jobs

(Continued from Page Five)

The Oakland city election will be held April 21. We would like to take this opportunity to urge all of you to make a real effort to go to the polls and cast your ballot. Following are the endorsements of the AFL Voters' League of Alameda County:

- Mayor: Clifford E. Rishell.
- City Council, District 2: Frank J. Youell.
- City Council, District 4: No endorsement of Florence Fletcher, incumbent.
- City Council, District 6: Albert H. Braga.
- City Council, District 7: Richard Hilkken.
- City Auditor: David V. Rosen.
- School Director No. 1: No Recommendation.
- School District No. 2: Charles W. Fisher.
- School Director No. 3: William W. Hoffman.
- School Director No. 4: Marjorie M. Hirschler.
- Propositions: No. 1, Yes. No. 2, Yes. No. 3, Yes. No. 4, Yes. No. 5, Yes. No. 6, Yes. No. 7, No. No. 8, No. No. 9, Yes. Proposal A: Yes.

Thomas & Sullivan have the prime contract for lining the fresh water reservoir at Walnut Creek, a \$208,000 contract. Sam McCormac Co. has the subcontract to complete the finish grade. Bro. Geo. Freeland is grade foreman, with Marvin "Red" Collins as shovel operator, and Gilbert Miranda as oiler. Bro. Burl Trull is on the blade, we hope! The last we heard, the blade Burl was operating turned over, and he bailed out without a parachute.

Park Sworn In As Labor Commissioner

(Continued from Page One) as Local 3's legislative representative.

A native of California, born in Coalinga 41 years ago, Bro. Park is married. In addition to his wife, Ruby, the family comprises three sons, William, Donald and Dennis.

Interviewed in San Francisco as he undertook his new duties, Bro. Park expressed his gratitude to the Governor for his appointment and his resolve to perform creditably in his official position.

"I am very grateful to Governor Warren for this opportunity to serve the people of the State of California," he declared.

"This state has one of the most advanced labor codes in the nation, and it is a privilege as well as a responsibility to have a hand in making it function. I intend to do everything in my power to justify the confidence in me shown by the Governor.

"It is good to know that my appointment in some measure is a recognition of the International Union of Operating Engineers and of Local 3. I am proud to be a member of Local 3, and I intend to retain that membership always."

The state's building dollar is worth only about 35 cents of the pre-war construction dollar, California Gov. Earl Warren declared recently.

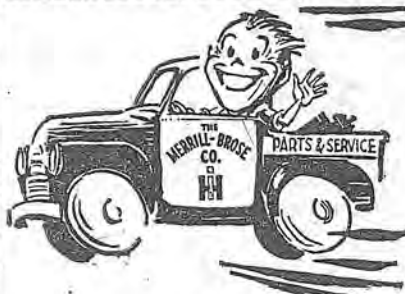
Bro. Lu Jones is operating a cat on this job.

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Daily report of awards for construction

(Compiled by P. E. Vandewark)

MARCH 5, 1953

SAN FRANCISCO, contract was awarded to C. J. Collins, 2166 Market St., S.F., \$6,830 for const. out-fall storm water line improvements, Sharp Park Golf Course.

MARCH 6, 1953

SAN MATEO, contract awarded to L. C. Smith Co., 225 - 19th Ave., San Mateo, \$5,880 for playground paving at San Mateo Knolls School.

SAN FRANCISCO, contract was awarded to Pacific Gas & Electric Co. jointly to Claude C. Wood, Lodi, Calif., and Rothchild, Raffin Weirick, San Francisco, at approximately \$1,000,000. Two earth-fill dams will be built on the hill above the new site to create a forebay reservoir of 53 ac. ft. capacity on the Utica ditch. One dam to be 52 ft. high and 310 ft. long, the other 30 ft. high and 400 ft. long. A third earth-fill dam will be built downstream from the new plant and will be 32 ft. high and 250 ft. long.

SAN FRANCISCO, contract was awarded to Ukropina-Polich-Kral, Box 105, San Gabriel, Calif., for const. diversion tunnel and power tunnel stubs, Cherry River Project, TUOLUMNE CO., contract originally awarded to R. A. Bell at \$747,750 on Nov. 6, 1951.

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., P. O. Box 1113, Sacramento, \$364,708 for const. the Eastern Approach Project on "J" St., from 56th to 58th, et al.

SACRAMENTO, contract awarded to Huettig, Schromm & Bennett, P. O. Box 798, Palo Alto, \$16,485 for 5.2 mi. prep. & plant roadside areas betw. Chualar & Spence underpass, MONTEREY CO.

SAN FRANCISCO, contract was awarded to M. J. Lynch, 2251 Revere Ave., San Francisco, \$127,744 for const. of Southeast Collecting Sewers, Sec. C-2 Islais Creek Northshore Sanitary Sewer.

RENO, NEV., contract awarded to Nomellini Const. Co., 939 Maringo Road, Stockton, \$665,186 for const. 2 story reinf. conc. laboratory bldg., for Bureau of Mines at Univ. of Nev.

REDDING, contract awarded to J. H. Trisdale, Inc., P. O. Box 779, Redding, \$659,581 for 7.88 mi. grade etc. & const. bridge betw. U. S. B. R. "Power House Road" at a pt. ¼ mi. W. of right abutment of Shasta Dam, extend N.W. in SHASTA CO.

WALNUT CREEK, contract was awarded to John H. McCosker, 757 Pierce St., Albany, \$11,671 for const. vitrified sanitary sewer in Local Improvement Dist. No. 27, Orinda.

MARCH 10, 1953

TRACY, contract awarded (general) to Floyd G. Borchardt, Rt. 2, Box 959, Stockton, \$74,943 for construction furniture factory bldg., at Deuel Vocational Institute.

DALY CITY, contract awarded to E. T. Haas, Box 95, Belmont, \$15,845 for const. Alexander St. water main.

SAN FRANCISCO, contract was awarded to M & K Corp., Financial Center Bldg., S. F., \$935,912 (Sch2) for const. Sunset Supply Line, Burlingame-Millbrae Sec. & portions of Millbrae-Baden Sec. SAN MATEO CO.

SAN FRANCISCO, contract was awarded to W. Lenkeit & Western Plumbing & Heating, 2351 - 24th Ave., S. F., \$167,691 for lay 30" steel mains from Broadway & Montgomery to Columbus & Bay.

SAN FRANCISCO, contract was awarded to Morrison-Knudsen Co., Inc., P. O. Box 450, Boise, Idaho, for excavate powerhouse site at Pit No. 4 powerhouse project on the Pit River, SHASTA COUNTY.

SACRAMENTO, contract awarded to Williams & Burrows & Carl N. Swenson, Box 558, San Jose, \$25,470 for const. sewage pump. sta. at HQ Bldg., Dept. of Motor Vehicl., Sacramento.

FAIRFIELD, contract awarded to Watkin & Sibbald, 6 Bridge St., San Anselmo, \$40,874 for grade, drain, sprinkler sys. & turf football field & track at Armijo High School.

MARCH 13, 1953

PALO ALTO, contract awarded to John Coffee, 3195 Roos Road, Palo Alto, \$67,780 for grade, pave., & sewer const. at Ray Lyman Wilbur Jr. High School.

MARCH 16, 1953

OAKLAND, contract awarded to Kevry Const. Inc., 655 Peralta Ave. San Leandro, \$62,516 for inst. cast & steel water mains in Oakland.

MARCH 17, 1953

PORT CHICAGO, contract was awarded to F. Wills, RD 38, Antioch, \$23,460 for pave lumber handling areas, U. S. Nav. Magazine, Port Chicago.

TRACY, contract awarded to the Coast Pipeline Const. Co., 580 Bragato Rd., Belmont, \$305,487 (Sched. 1): and to Kevry Const. Inc., 655 Peralta Ave., San Leandro, \$71,375 (Sched. 2) for const. earthwork, conc. pipelines & structures.

SACRAMENTO, contract awarded to Chas. S. Moore, 2045 Redbush Terrace, San Jose, \$25,780 for remove & replace exist. bridge with field assembled pipe arch & grade & plantmix surf. on cr. run base for 50 ft., at Burlingame Creek (Sanchez Creek), in Burlingame, SA NMATEO CO.

SAN FRANCISCO, contract was awarded to Fred T. Fairey, 1874 - 25th Ave., San Francisco, \$7,350 for laying 4", 6" and 8" mains in Duncan St. & Sunnyvale Ave.

MARCH 18, 1953

CASTRO VALLEY, contract was awarded to Manuel Enos, 1900 101st Avenue, Oakland, \$12,816 for reconstr. sanitary sewers, etc., on Heyer Ave., in Castro Valley.

SAN RAFAEL, contract awarded to John Delphia, P. O. Box 313, Patterson, \$1,439,530 for const. Big Carson Dam on Lagunitas Creek, N.W. of Alpine Dam, aprox. 9 mi. W. of Fairfax, MARIN CO.

SAN RAFAEL, sub-contracts awarded as follows by John Delphia, P. O. Box 313, Patterson, on Big Carson Dam Project:

(1) To Jeffries Bros., 2327 Gaynor Ave., Richmond, for drilling & grouting.

(2) To Engineers Limited Pipeline Co., 2128 San Pablo Ave., El Cerrito, for pipe work.

(3) To Truscon Steel Div., Republic Steel Corp., 604 Mission St., S. F., for steel plating.

(4) To E. A. Forde, P. O. Box 306, San Anselmo, for concrete and buildings.

MARCH 19, 1953

CARSON CITY, Nevada, contract awarded to Dodge Const. Inc., and Silver State Const. Co., Fallon, Nev. (joint venture), \$1,268,294 for 28.926 mi. grade, surf., etc., on PH sys. betw. 9 mi. N. of Wells & 38 mi. N. of Wells, in ELKO CO.

SAN FRANCISCO, contract was awarded (general) to Ira H. Larsen Co., 60 South Park, San Francisco, \$494,113 for const. Burnett Elemen. School.

MARCH 20, 1953

EL CERRITO, contract awarded to Edwin J. Tobin, 1000 Carleton St., Berkeley, \$68,470 for const. sanitary sewers in Assessment Dist. No. 12.

RENO, NEVADA, contract awarded to Haas & Haynie, 275 Pine St., S. F., \$1,000,000 for const. 4-story reinf. conc. & struc. steel, 450-car capacity garage at 1st St. & Truckee River Lane.

SACRAMENTO, contract awarded to Brighton Sand & Gravel Co., P. O. Box 2604, Sacramento, \$92,929 for imprv. Franklin Blvd., (Florin Rd. to 1 mi. N. of Franklin Rd.)

MARCH 23, 1953

SAN BRUNO, contract awarded

Conference Acts on Isbell Stalemate

(Continued from Page One)

meet standard wages and conditions prevailing in the industry and recognized by the Isbell firm in many of its own operations."

It was pointed out that while Isbell has been stalling, the large mining firms for which it does contract work have granted wage increases and other improvements to the workers they employ directly.

The Western States Conference, which represents 51,800 Operating Engineers' members in 11 Western states, will hold its next full meeting at Portland, Ore., June 13-14. It was voted to invite General President William E. Maloney and Gen. Sec.-Treas. Charles B. Gramling to the meeting.

to Williams & Burrows, Inc., 18 W. Orange Ave., South San Francisco, \$2,009,470 for const. one admin. bldg., one shop bldg., one classroom bldg., one boys' gym, one Little Theatre, etc., at Capuchino High School Unit No. 4.

MARCH 24, 1953

SAN FRANCISCO, contract was awarded to Chas. L. Harney, 575 Berry St., San Francisco, \$477,201 for track removal on Folsom St., Precita Ave., Army St. & 26th St.

SACRAMENTO, contract awarded to The Hutchinson Co., 7360 Schmidt Lane, El Cerrito, \$6,438 for const. emergency bank protection at 2 sites along San Joaquin River at Medford Island, in SAN JOAQUIN CO.

SACRAMENTO, contract awarded to Edwin J. Mackey, 720 How Ave., Sacramento, \$226,078 for const. 30 classroom additions for Sacramento Elementary School.

PALO ALTO, contract awarded to L. C. Smith Co., 225 - 19th Ave., San Mateo, \$232,204 for grade, surf. on N. California Ave., etc., Palo Alto Proj. No. 52-10.

PALO ALTO, contract awarded to L. C. Smith Co., 225 - 19th Ave., San Mateo, for \$5,451 for clear, widen, grade, const. base pavement surface, curbs, gutters, on Embarcadero Rd. betw. Middlefield Rd. & a pt. approx. 150' from Newell Rd.

SAN JOSE, contract awarded to A. J. Raisch Paving Co., 900 W. San Carlos, San Jose, \$116,799 for street repair on various streets in San Jose.

HAMILTON AFB, contract was awarded to H. L. Harp & T. G. Shannon, Box 194, San Bruno, \$34,946 for inst. 1100 ft. 60" reinf. conc. drain culverts in Zone 11 at Hamilton Air Force Base.

TREASURE ISLAND, contract awarded to Rosendahl Corp., 11941 Wilshire Blvd., Los Angeles, \$32,800 for const. steam lines & loop to various bldgs. at U. S. Naval Station.

CARSON CITY, Nevada, contract awarded to Dodge Const. Inc., and Silver State Const. Co., Fallon, Nevada, \$1,268 for 28.986 mi. grade, surf., etc., on PH system betw. 9 mi. N. of Wells, ELKO CO.

MARCH 25, 1953

MATHER FIELD, A.F.B., contract awarded to John C. Schreck, 2536 - 27th St., Sacramento, \$70,948 for const. maintenance docks at Mather Air Force Base.

OAKLAND, contract awarded to R. C. Lewis Const. Co., 1815 Telegraph Ave., Oakland, \$10,164 for const. alterations to basement of Administration Bldg. at 1025-2nd Ave., Oakland.

SACRAMENTO, contract awarded to Granite Const. Co., Ltd., Box 900, Watsonville, \$17,704 for 2.3 mi. plantmix surf. on San Andreas Rd. betw. Monterey Bay Academy & Manresa Beach in SANTA CRUZ CO.

SACRAMENTO, contract awarded to L. C. Smith Co., 225 - 19th Av., San Mateo, \$34,959 for const. traffic signal sys., hwy. lighting & channelization, at intersec. of Bayshore Hwy. with Embarcadero Rd., in SANTA CLARA CO.

MARCH 26, 1953

SALT LAKE CITY, contract was awarded to Young & Smith Const. Co., 204 Beason Bldg., Salt Lake City, Utah, \$45,761 for 0.216 mi. const. gravel surf. road & one concrete bridge over 20' span, on S.R. No. 35 on North Fork of Duchesne River, DUCHESNE CO.

SALT LAKE CITY, Utah, contracts awarded as follows:

(1) DAVIS CO. (S-166) (4) & F1236 (3) to W. W. Clyde Co., Springville, Utah, \$516,146 for 6.670 mi. const. 3" roadmixed bitum. surf. & 3" plantmix bitum. surf. road, on S. R. No. 110 betw. end of 2d North St., in Kaysville, E'ly to U. S. 89 & on U. S. 91 betw. Lagoon & Layton.

(2) IRON CO: To W. W. Clyde & Co., Box 231, Springville, Utah, \$94,894 for 3.878 mi. const. gravel surf. road on S. R. 20 from Garfield Co. line NW 3.9 mi.

(3) WASATCH & SUMMIT COS. To Strong Co., N. Main St., Springfield, Utah, \$743,167 for 5.741 mi. const. 3" plantmix bitum. surf. road on U. S. 40 betw. Silver Creek Jct. & Wasatch County line.

(4) BOX ELDER CO.: To Parson & Fife Const. Co., 620 E. 5th So., Brigham City, Utah, for const.

gravel & cover material stockpile 7 mi. N. of Brigham City, on U. S. 89.

SACRAMENTO, contracts were awarded as follows:

(1) GLENN CO. — To A. A. Edmondson, 701 Arroyo Ave., San Fernando, \$57,743 for const. reinf. conc. slab bridge & 0.3 mi. grade & surf. appr., at Big Butte Creek Overflow 6 mi. E. of Butte City.

(2) SAN MATEO CO.: To Allied Painters & Decorators, 5744 E. 14th St., Oakland, \$18,842 for clean & painting steel bridge over Bayshore Freeway at Peninsular Ave., in City of San Mateo.

SACRAMENTO, contract awarded to L. C. Smith, 225 - 19th Ave., San Mateo, \$28,517 for const. full traf. act. sig. sys. & hwy. lgt., & channelization in city of San Mateo betw. Lindberg St. & 0.1 mi. E. of S. Norfolk St., SAN MATEO CO.

PORTERVILLE, contract awarded to Henry C. Soto Corp., 13000 S. Avalon Blvd., Los Angeles, \$25,666, for grounds improvements at Porterville State Home.

FRESNO, contract awarded to Stewart & Nuss, Inc., P. O. Box 886, Fresno, \$6,222 for resurf. playground of John Muir School.

STOCKTON, contracts awarded as follows for const. streets, curbs, gutters, storm sewers & water system in Morada Manor Assessment Dist.

Sched. 1—Streets, curbs, gutters, storm sewers: To A. Teichert & Son, Inc., P. O. Box 1118, Stockton \$27,300.

Sched. 2—Domestic Water distrib. system: To S. M. McGaw, 307 Elks Bldg., Stockton, \$7,983.

Sched. 3 — Pump, foundation & panel, R. Goold & Son, P. O. Box 190, Stockton, \$2,519.

Sched. 4—Well: To Clark Well

Digging Co., 2024 E. Charter Way, Stockton, \$2,802.

FOLSOM, contract awarded to H. Earl Parker, 12th & F Sts., Marysville, \$322,000 for clear reservoir, Folsom Proj. on American River, EL DORADO, PLACER & SACRAMENTO COUNTIES.

OAKLAND, contract awarded to Kevry Const. Co., Inc., 655 Peralta Ave., San Leandro, (Sch. 1) \$46,463 for install cast iron & steel water mains in Oakland.

Sch. 2—To Engrs. Ltd. Pipeline Co., 2128 San Pablo Ave., El Cerrito, \$13,395.

RICHMOND, contract awarded (general) to C. Overaa & Co., 520 16th St., Richmond, \$213,131 for Forestry Products Lab. at Richmond Field Station, S. 47th St. & Hoffman Blvd.

BERKELEY, contract awarded to Parker, Steffan & Pierce, 135 S. Park, S.F., (general) \$873,800 for const. School of Public Health on Berkeley Campus, a 3 & 6-story reinforced concrete building.

BERKELEY, contract awarded (general) to Swinerton & Walberg, 1723 Webster St., Oakland, \$509,000 for const. Chemical Lab. Bldg. 70, Radiation lab.

SALT LAKE CITY, Utah, contract awarded to Wilkinson Bros. Const. Co., Morgan, Utah, \$8,925 for 3.596 mi. const. channel & roadway protection on U. S. 30-S, betw. Jct. of US 89 & US30-S & ¼ mi. E. of WEBER & MORGAN COUNTIES.

APRIL 1, 1953

SALT LAKE CITY, Utah, contract awarded to Russell Dean, Geary, Coalville, Utah, \$1,506 for const. rock-fill dam across channel of Chalk Creek & A reinf. conc. headgate structure with steel gate in Coalville, SUMMIT CO.

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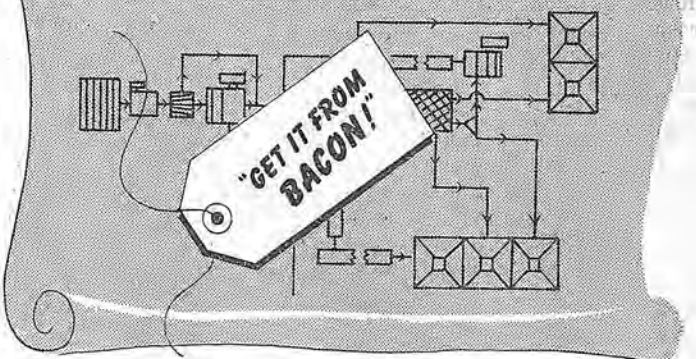
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BAY BARRIERS COULD PROVIDE Lots of Water, Lots of Jobs

New interest and impetus were being given this month to one of the greatest and potentially one of the most beneficial engineering and construction projects in history—the San Francisco Bay water barrier project.

The long-debated project took a new lease on life following two important developments:

1. Preliminary action in the California State Senate to appropriate \$500,000 for a two-year study of the practicability of constructing salt water barriers.

2. Unveiling of a revised engineering plan which simplifies the project, yet spreads its benefits even wider and eliminates features which in the past caused opposition by various communities and interests.

If and when the water barrier project is accomplished, it will save some 33 million acre-feet of fresh water from the Sacramento and San Joaquin rivers which now spills into San Francisco Bay and out into the ocean.

This wasted water is as much as all the water now used in California for domestic, agricultural, and industrial purposes.

In addition to their basic interest in such a project as citizens and water users, construction industry workers—and particularly Operating Engineers—can find another basis of interest: the project would create an untold number of man-hours of work, mainly in earth moving and dredging for the barrier fill, in a vast canal-digging operation, and in the concrete construction involved in the locks, spillways, canals, etc.

The new engineering plan for the development, known as the "Cal-Water Project," is much modified from the "Reber Plan" and other earlier barrier proposals. It was unveiled by the California Water, Transit and Defense Project, Inc., a non-profit corporation comprised of outstanding engineers and civic leaders.

It is described by Gen. Philip G. Bruton, U.S. Army Engineers (ret.), one of the Cal-Water directors, as simply "a dike, a ditch, and a pump." The basic parts of the project include:

1. A transbay barrier (the dike), equipped with locks, spillway, and fish ladders, from Richmond to Marin County, to conserve fresh river water and keep out salt bay and ocean waters.

2. A pumping plant (the pump), situated near Port Chicago, Contra Costa County, to lift the fresh water to an elevation of 500 feet and divert it southward into a hillside contour canal system.

3. A West Coast canal system (the ditch), extending southward back of Oakland, through Santa Clara, Monterey and other counties to Los Angeles, with a branch cutting through near Pacheco Pass into the San Joaquin Valley and reaching southward as far as Taft and Bakersfield.

Outstanding features and benefits of the Cal-Water Project as listed by its sponsors include:

An ample supply of water would be obtained from the presently-wasted river water for a California population of more than 30 million—three times the state's present population.

After meeting all requirements of northern and central California agricultural and industrial water users, the project would deliver between six million and eight million acre-feet of fresh water yearly, with a 1,250-foot lift, to southern California.

From one to two million acres of desert and marginal land would be brought under cultivation, with creation of many millions of dollars of added land values and much added tax revenue.

"Dry year" water shortages would be permanently overcome and the threat to agriculture due to "invasion" of the bay salt water as far as the Delta region and into the Mendota canal would be permanently ended.

An additional 60,000 acres of salt marsh land in the south arm of San Francisco Bay could be reclaimed through construction of levees, as in the delta region.

The idea of a salt water barrier is, of course, an old one. Records show it was suggested as far back as the 1860s and has been up for

discussion periodically ever since.

But as the years went by and as California's water problems—both salt and fresh—began to be more serious, there gradually developed an ever more determined and larger group of supporters.

Backbone of this support came from people in the rural areas, always the most concerned with water problems. The farmers saw the salt water encroaching farther and farther up-river as flood control and irrigation dams cut down the fresh water flow to the ocean.

They saw the water table sinking due to heavy pumping of underground water for irrigation—to the point where wells ran dry or the cost of lifting the water was too great.

Joining these forces were the "city folk" who saw industries turn away from many communities because there wasn't enough water for their operations (it requires 270 tons of water, for example, to produce one ton of finished steel); also those within the Bay Area itself who felt that the causeways or dikes would provide cheaper, wider, more quake-proof or bomb-proof bay crossings than the bridges, and additionally would permit the railroads to cross the bay.

In the early 1940s the barrier support crystallized behind the "Reber Plan," named after energetic John Reber. There were certain features of Reber's plan, however, which aroused powerful opposition.

The Reber Plan included a canal to cut the city of Richmond in half and a wide strip of filled-in land in front of Oakland which would cut that city off from the bay. Result: powerful opposition from these cities.

It called for a second fresh water lake in the southern part of San Francisco Bay, created by a solid southern dike. This brought opposition from salt manufacturing interests in the south bay, from the Navy which worried about access to its installations, from Redwood City and San Jose which would lose their seaports, etc.

Finally, the Reber Plan emphasized the bay crossing features and placed itself in opposition to the building of any more bridge crossings. This brought opposition from those interested in a second bay bridge and in the San Rafael-Richmond bridge.

The revised Cal-Water plan, endorsed by many of the original Reber enthusiasts, has rid itself of these controversial features.

It would leave a salt water channel in the south bay.

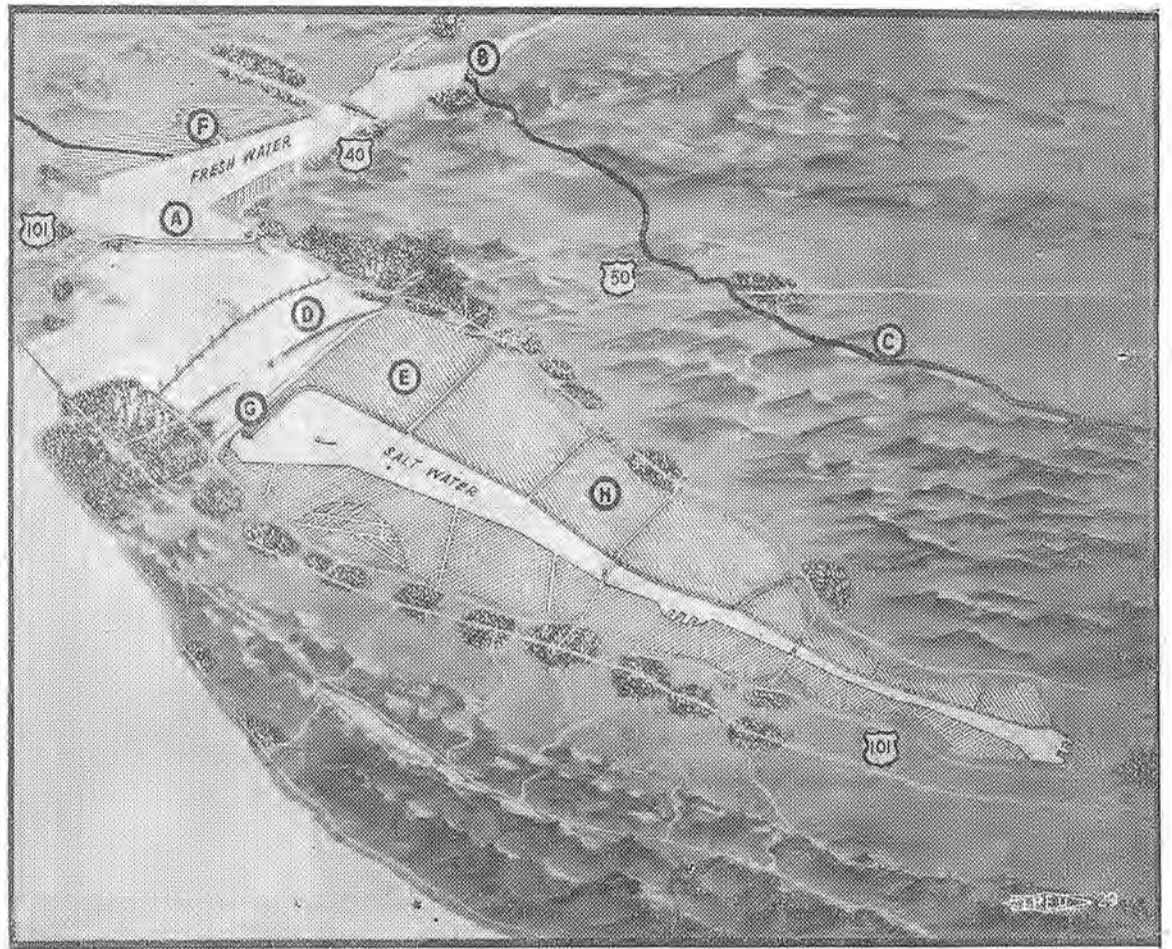
The north barrier ship locks will by-pass Richmond.

The water diversion canal will go far back of Oakland and leave that city's water frontage untouched.

The bridge linking Richmond and San Rafael has already been started, and while the idea of placing roadways and train or monorail tracks on top of the wide causeways when they are built will still suggest itself, the Cal-Water sponsors are talking about the project mainly in terms of its water benefits.

Possible opposition from those who are against big federal construction projects is forestalled by provisions that the project would be built, owned and operated entirely by the state and various county and municipal subdivisions.

And a new turn in the water crisis of the Los Angeles area is likely to produce added support



A BIRD'S EYE VIEW of how San Francisco Bay would look after construction of the proposed water barriers project. Shown are (a) the barrier and fresh water lake in the north Bay, (c) the proposed West Coast canal which would carry surplus water as far as Los Angeles, (d) the proposed Army street crossing and (g) the Candlestick-San Leandro causeway; also a reas of land that could be reclaimed in the south Bay.

from that section. The State of California is already working on plans to bring water from the Feather River to Los Angeles. This would entail lifting the water 3,300 feet to get it over the intervening mountains. With each foot of lift added, the cost of water at its eventual destination is increased.

But the Cal-Water Project's surplus water could be sent to Los Angeles with an estimated lift of only 1,250 feet—almost 400 feet less than the present lift of Los Angeles aqueduct water—and this feature of the project is winning many adherents in the southern part of the state.

The sponsors point to other fea-

tures which they say would benefit almost everyone. Among these would be creation of vast new recreation areas for tourists and residents around the big northern fresh water lake and the chain of fresh water reservoirs along the length of the canals in the foothills.

Is the project too difficult or too big? The sponsors answer that every feature of the proposed development has been constructed and tested in various projects in this and other countries. It has all proved practical, and the construction know-how is already there.

As to cost, using U.S. Govern-

ment figures as yardsticks, the project sponsors come to an estimate of \$489 million as total cost for building the main north bay barrier, the pumping facilities, the locks, spillways, etc., and the canal system all the way to Los Angeles.

That is a lot of money, but they point out it is less than the combined published cost estimates of the parallel bay bridge, the proposed southern crossing, and the Richmond-San Rafael bridge, total cost of which, with their approaches, adds up to \$674 million.

Officers and directors of California Water, Transit and Defense Project, Inc. include several engineers with impressive background.

Fresno Has Small Jobs, Hopes for Big Ones

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

We have been able to clear quite a few men in the past month on small incidental jobs within the area, to local contractors working on subdivisions, small road jobs, sewage, etc.

However, the general conditions as reported last month are pretty much prevailing in the district. Unless we receive

a surprise on mountain dam construction by Southern California Edison and PG&E, the activities in this district will be confined to the small jobs, mainly road construction.

Guy F. Atkinson Co. has started work on their Tulare Freeway job. It will be some time, however, before subgrade is completed and paving operations start. Rice Bros. are laying hot stuff on a secondary road job out of Farmersville, east of Visalia.

Gordon Ball is completing a small paving job in the Porterville area and Fred Oliphant has completed his job on the Springville road.

United Concrete Pipe soon will put on a double shift in their concrete pipe yard at Tulare for the manufacture of pipe for their current contract in the Earlimart-Delano district.

Colton Concrete Conduit Co. has practically completed operations in the area unless they are fortunate enough to submit low bids on additional Bureau of Reclamation work coming up before the end of the fiscal year.

Ted Baum Co. is keeping their spread busy at the present time on the Dickerson Ave. resurfacing job. This outfit soon will move out of the district to the Monterey area and of course expect to take the regular members with them.

There is a pickup in subdivision work generally in the Fresno area,

divided pretty much between Petroleum Sales Co., California Fresno Asphalt Co., Fresno Paving Co. and Gene Richards Paving. Stewart & Nuss's construction crew have been relatively busy within the area laying hot stuff on small paving jobs.

The various rock plants within the district, including Pacific Coast Aggregates, Herndon Rock Products, Gene Richards, Central Rock & Sand Co., Anderson Rock Co., Howard Wolfe, River Rock Co., Merced Sand & Gravel, and Valley Aggregates Co., are all busy on current orders and stockpiling for future orders.

Volpa Bros. are working on various small jobs in the area, keeping approximately 10 of the boys busy.

Eaton & Smith Co. finally has moved in a shovel to chew away some hard granite on Highway 180. Smiling Brother George White is pulling the levers. This same outfit has about seven other pieces of rolling equipment on other grading activity.

Sharp & Fellows and Ted Page are on the clean-up work on their Kings Canyon road job. We have been informed that Oilfield Truck & Materials Co. will do the paving. Activity on Pine Flat Dam is at a minimum; however the brothers still on the payroll can expect to be around for some time to come.

We have it by the grapevine that an anticipated \$6½-million

extension of Castle Field Air Base has been cancelled or postponed indefinitely. Still working on the Air Base are T. C. Bateson Co., Barrett & Hilp, Standard Materials, Van Volkenburgh, and Concrete Supply Co. furnishing asphalt for the perimeter road.

Ukropina and Associates have begun construction on their Highway 99 job between Delhi and Livingston. This job will take up the slack for several of the brothers who had been employed by this same firm. Ken Cornell is master-minding the job, with Ray Austin as grade foreman.

H. Earl Parker is doing the finishing work on their current contract with the Bureau of Reclamation on the first phase of the Madera distribution system.

Stolte and Pacific have holed in on section two of this same project and are at present using quite a few of the brothers. We have been informed by the District that the third section of the project will come up for bids this month.

Landlevelling is slow, but most of the local outfits are still operating. McGouran and Macal have a big slice of ground east of Berenda and expect to complete within four weeks. This same outfit will move to Castle Field Air Base for excavation work at the new hangar site.

That generally covers the report for this month, trusting that the current administration in Washington will see fit to acknowledge the necessity of additional construction in this area.

If we have enough members in attendance for a meeting there will be one on April 23, 1953, at 8 p.m.