

# Progress Keys 28th IUOE Meet

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## GP Hits Issues In Major Talk

General President Hunter P. Wharton of the Operating Engineers touched on a wide range of issues of topical interest in his address before the International Union's 28th general convention in Bal Harbour, Fla., this week.

He told the delegates that national agreements have been both an advantage and headache, that wage increases for Operating Engineers should not be limited to average rises in the productivity of other building trades, that civil rights rules and regulations have gone "beyond all bounds of common sense and reason," and that jurisdictional disputes among the trades are giving the industry a bad name and can best be solved by pacts between union internationals.

Excerpts from his remarks follow:

### NATIONAL AGREEMENTS

"National agreements have been both an asset and a liability. They have taken the union into areas otherwise non-union. They have performed a great service in forcing a fair settlement where negotiating would otherwise have broken down with local contractors.

"But they also have been a source of constant trouble. This is because of the conditions that many local unions impose upon the national contractors which they are unable to secure in their local contracts with the local contractors associations. This makes for many problems of enforcement.

"The attempt to impose conditions beyond those provided for in the local union agreement, with work stoppages to secure such demands, have caused these national agreements to lose favor among the contractors and the owners, with the result that many projects that would otherwise have been built union are now in the non-union category. Likewise, many contractors formerly union are now non-union and rarely ever return to the fold."

### PRODUCTIVITY

"We are constantly confronted by what so many people say about increased wages without increased productivity. We of the Operating Engineers must not allow our wage increases to be based on an average productivity increase of all other building trades or other employee groups. We are in a unique position due to change in construction methods. What

see WHARTON page 2

"Serving the men who move the earth!"

## ENGINEERS NEWS

PUBLISHED TO PROMOTE THE GENERAL WELFARE OF ALL ENGINEERS AND THEIR FAMILIES

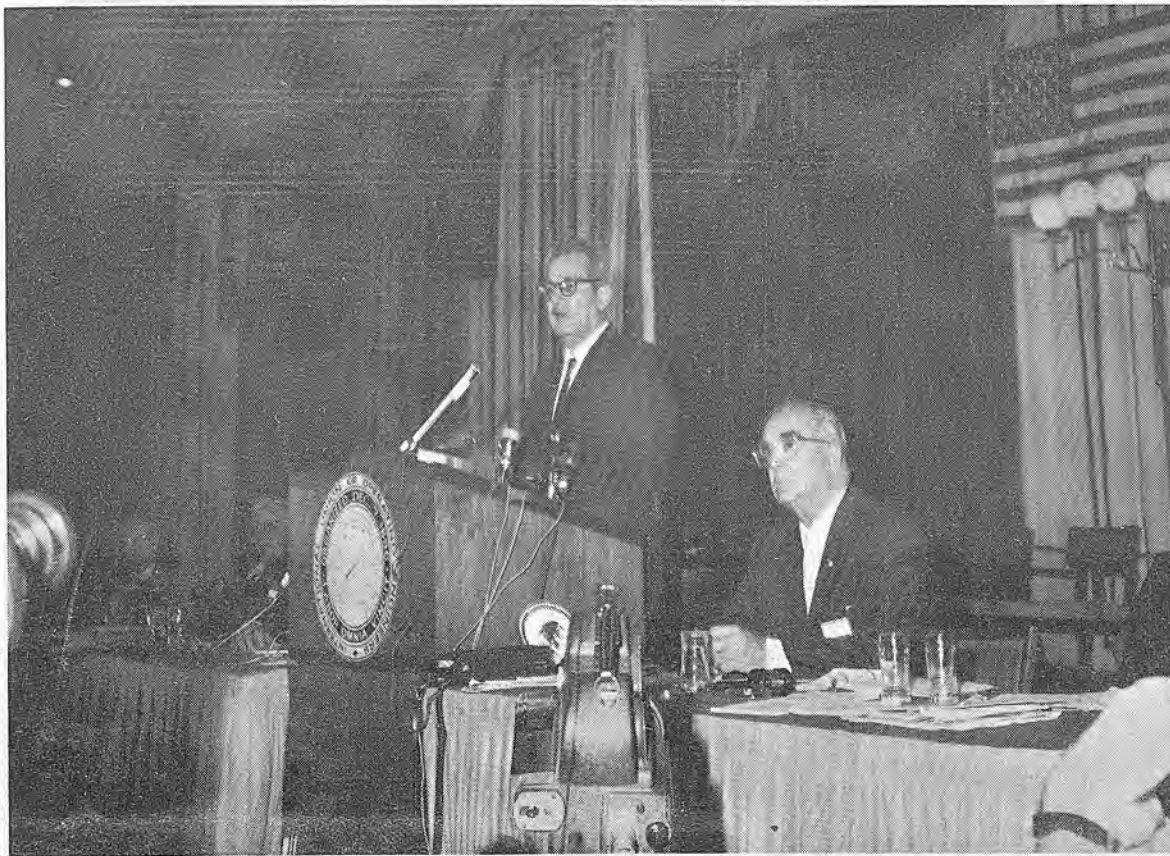


Vol. 27—No. 4

SAN FRANCISCO, CALIFORNIA

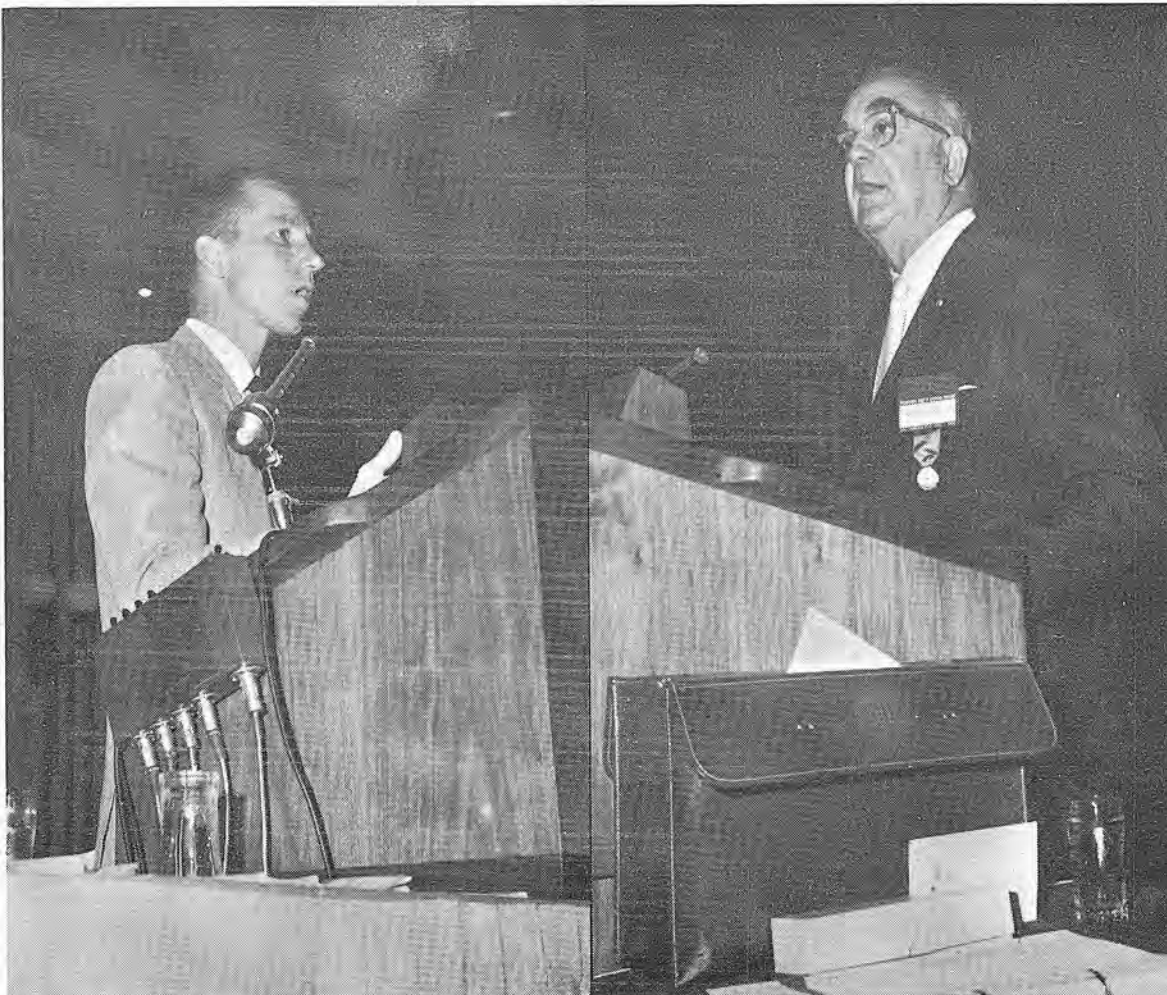


April, 1968



KEYNOTER AT 28TH CONVENTION of the International Union of Operating Engineers was Secretary of Labor Williard Wirtz. Although delayed until the fourth day of the convention, Secretary Wirtz gave a rousing speech, pointing out the outstanding cooperation given the Department of Labor by the IUOE in the some 20 projects they are working

on together. He singled out such unique programs as Local 3's Santa Rosa pre-apprenticeship training program and the Jacobs Creek program in Tennessee. He cited the IUOE for assisting the Department of Labor in providing another chance for some 3,700 disadvantaged and hard-core unemployed.



INTERNATIONAL GENERAL PRESIDENT Hunter P. Wharton (top right) set the theme of the 28th Convention of the International Union in his opening address on the first day. The General President brought the delegates, representing some 350,000 members, up to date on the progress of the International and reassessed the theme,

"Geared for Service." At left, Major Alfred Worden, USAF and NASA, speaks to the convention. The astronaut, now in training for future manned space flights, told the delegates of the training and planning that is going into America's space program.

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## Clem Cites Gains In IU Report

International Vice President and Business Manager of Local No. 3, Al Clem, and International Vice President, Business Manager and President of Local Union No. 15, New York, Thomas Maguire, Co-Chaired the Officers Report to the 28th Convention of the International Union of Operating Engineers in Bal Harbour, Florida.

Excerpts from that report to the delegates representing 370,000 members of the IUOE included the following:

### NEW REGIONAL STAFF MEMBERS

The intervening years since the last convention in 1964 witnessed many changes in the members of the Regional Staff. Increases in numbers are noted in the staffs supervising the oil and chemical industry as well as in the newly developed areas of Field or Technical Engineers engaged in survey work. Two Assistants to the General President left the scene with the retirement of Paul Askew because of ill health and the passing of Thomas Lydon.

The death of Brother Lydon came all too soon for his worth in the Jurisdiction Department, where he was Assistant, looked extremely promising.

### THE INTERNATIONAL OPERATING ENGINEERS

The Committee notes that a lot more members receive the official union magazine than ever before and they average over 260,000 in number. Prior to 1960, the average number amounted to only 50,000. However, the magazine should be received by each and every member and to this end, the Committee joins with the office of the General Secretary-Treasurer in urging every member to send in his zip code number. Without the zip code number the International will not mail the magazine, for the Post Office Department refuses to accept it. Also, improper or wrong addresses cost the International Union an unnecessary expenditure of money to effect its return.

The Committee wishes to commend the General Secretary-Treasurer for the excellent product his office is turning out in the form of a vastly improved magazine. This is evident in the superior type of article or reading matter which pertains to the interest of the engineer, both hoisting and portable and stationary. Coverage of material pertaining to the stationary field could well be increased in the view of the committee, if stationary locals submitted more articles and reports to the Magazine.

While no one particularly wishes to be reminded of accidental deaths, especially of brother members, the placing of asterisks after the names of the brothers who died by reason of accidental means serves a purpose in alert-

see REPORT page 8





## Collectively Speaking with Al Clem

You will note that this issue of the *Engineers News* will arrive at a later date in the month in which you ordinarily receive your paper. This is due to the fact that we want to give you the full report of the Twenty-Eighth International Union of Operating Engineers Convention held in Miami, Florida the first week in April.

The convention was a very successful one and I think I would be derelict in my duty if I did not report to you on the activities of the delegation that you, the members of Local 3, selected to represent you on this occasion. All 57 delegates attended every session and not only made many friends with representatives from other Local Unions but conducted themselves as gentlemen and engineers.

When we talk about conventions, a certain few people have the idea that a convention is a fun thing but this convention of the engineers was a working convention.

There were many interesting speakers in attendance including J. E. Jass, Vice President of the Caterpillar Tractor Company from Peoria, Illinois; one of the astronauts, Major Worden, who related some of his experiences while training for future manned space flights, and Willard Wirtz, Secretary of Labor, and many other notable dignitaries.

As you know the convention of our International is held at 4-year intervals and it is here that the suggested changes in the constitution are reviewed and voted on by the delegates assembled. To those of you who may not be familiar with the convention proceedings, the officers of your International constitute the General President, General Secretary-Treasurer, 10 Vice-Presidents including the Executive Vice-President and 3 Trustees.

We are happy to report to you that all the officers were nominated and re-elected without opposition with the exception of the 10th Vice-President, where a good friend of Local 3, Gene Reardon from Local 825 retired. Brother Reardon nominated in his stead Pete Weber, President and Business Manager of his Local 825 to his post. Brother Weber was elected without opposition.

Joe Seymour, Business Manager of Local 12, who is our representative in District 2 of the Pension Board which constitutes California, Hawaii, Nevada, Utah, Arizona, New Mexico and the Pacific Ocean Islands, was re-elected to that post with no opposition.

I was privileged to serve as Co-Chairman of the Committee on Officers Reports with Brother Tom Maguire of Local 15 in New York. There were 21 other brothers on this committee. I deemed it a pleasure and an honor to serve as Co-Chairman on the committee for the committee was certainly made up of outstanding engineers from all parts of the United States. They were selected by the General President, Hunter P. Wharton, and I have been informed that all the committees which he selected were the same high calibre of engineers. No doubt this was the predominant reason the convention was run so smoothly and was such a successful one.

During the past month I spent some time in Washington in connection with the Anaconda strike and settlement. I am happy to report that the copper strikes in Utah and Nevada finally drew to a close and the brothers are back to work at this time. While this was a long drawn out strike, the settlement reached was a favorable one and we think those brothers who were willing to stay on the street for so long to secure their wishes should be given a vote of thanks. As you know for each economic gain that is secured for any member of the Union affects all.

We have recently filed a Petition for Certification Election seeking to represent the employees of the Masdelco Company in Guam. Upon appeal by the representatives of the company, the petition had been forwarded to Washington for determination by the full board. We were able to secure a determination from the board with the help of some of our good Congressmen and Senators from the State of California. We are now filing a petition seeking certification by the Navy.

These people certainly need representation in Guam as the living conditions are most deplorable.

I need not tell you about the work picture at the present time, however, there are bids being let on several jobs throughout the jurisdiction of Local 3 and we hope that with weather permitting that many of the brothers will be back to work.

Our negotiations in some of the smaller plants and mines are keeping us busy as well as some exploratory talks for bargaining with the Associated General Contractors of America for the forthcoming agreement.

## Wharton

continued from page 1

other tradesman is entrusted with machines costing upward into the hundreds of thousands of dollars and in some instances millions? We must not be made to jeopardize our position for the benefit of those who have become less productive.

"The Operating Engineers, under no condition, should consider a wage increase based on an average productivity increase without consideration being also given to the increased production of the Engineers over and above the average of other workmen."

### JURISDICTION

"Agreements between international unions, policed by periodic reviews, appear to be the most satisfying solution and it is to this end that we are devoting our efforts."

"It is essential that there must be a continuing effort to standardize the application of our jurisdictional grants so that they will be the same in every locality."

"It is because of plain thievery among the trades, disguised as jurisdiction, that the construction industry and organized labor are looked upon in a disdainful manner by some."

### CIVIL RIGHTS

"On this matter, it has gone beyond all bounds of common sense and reason."

"It happens that government is loaded with individuals who have little to do except sit around and develop rules and regulations that provide the opportunity to use the big club on the building trades unions."

"We now find the most destructive forces today are those that attack the building industry and building trades unions under the guise of civil rights and equal opportunity."

"The policy of the International Union of Operating Engineers is one of non-discrimination. Many of the oldest members of our international union—both in age and in membership—are from the so-called minority groups."

### UNION EDUCATION

"Teaching new members to revolt is easy. Teaching them to be good members is difficult. They must be taught to know that unionism is a continuing matter."

"The colleges say they are not providing enough Ph.D.'s. Likewise, our unions are failing to produce union members. Our actions have been more at securing members for our unions, doing little to retain them, failing to produce real union members. We must give our members all the facts all the time. An enlightened membership will be a productive membership."

### ENGINEERS NEWS

Published monthly by Local Union No. 3 of the International Union of Operating Engineers, 474 Valencia St., San Francisco, Calif. 94101. Second class postage paid at San Francisco, Calif.

## Washington News Desk

From the International Union of Operating Engineers



The International Union of Operating Engineers is about to receive some highly favorable attention world-wide.

General President Hunter P. Wharton granted the request made by the United States Information Agency and presented it with five prints of the IUOE's 23-minute color movie, "The Builder."

USIA wrote:

"On behalf of the United States Information Agency, we thank you and your union for the generous gift."

"As our labor advisor, Joseph Glazer, told you, this film will be used by our overseas post to show how a major American union co-operates with the Government's Anti-Poverty Program to help disadvantaged young men train for good jobs."

"This film shows democracy at work in the best sense of the phrase."

"Your training program, as depicted in the film, is most impressive. It is an aspect of America that is worth telling around the world. Your union is to be congratulated for putting on film the story of this important job training program."

"The Builders" is a fast-moving review of the way the IUOE operates and how it became 350,000 members strong. After a look at the day-to-day operations of the Washington headquarters staff, the film flashes back to the turn of the century with a sequence of still pictures outlining the social conditions at the time of the organization's founding.

In rapid succession, the picture spells out the hardships and discrimination that marked the early growth and then moves up to the present, explaining the numerous retraining programs conducted by local unions under the Manpower Development and Training Act.

The last portion of the film, which was made on location in Tennessee, New York, Connecticut and the District of Columbia, deals with the special training program conducted by the Operating Engineers for Job Corps trainees and shows how these trainees are dispatched to jobs in the construction industry after their pre-apprenticeship studies are completed.

This marks the second time that the IUOE film has received unusual attention. A recent issue of the *Engineering News-Record* devoted a full page describing how "A Union Helps the Disadvantaged."

March 22, 1968  
2770 Bohemian Hwy.  
Occidental, Calif.

Mr. Al Clem

Dear Sir and Brother:

Am sorry I am late with my thanks for the 25 year emblem and scroll that was mailed to me, also the Local No. 3 calendar.

Owing to ill health I was unable to attend the meeting, and would have liked very much to be there.

Thank you again for past favors and am happy to be a member of Local No. 3.

Sincerely and fraternally,  
Earl Van Etten.  
A.V.

## ENGINEERS NEWS

PUBLISHED TO PROMOTE THE GENERAL WELFARE OF ALL ENGINEERS AND THEIR FAMILIES



Published each month by Local Union No. 3 of the International Union of Operating Engineers (No. California, No. Nevada, Utah, Hawaii, Guam.)—Subscription price \$2.50 per year. Office: 474 Valencia St., San Francisco, Calif. 94103. Advertising Rates Available on Request.

AL CLEM..... International Vice President  
Business Manager and Editor  
PAUL EDGECOMBE..... President  
DALE MARR..... Vice-President  
T. J. STAPLETON..... Recording-Corresponding Secretary  
A. J. HOPE..... Financial Secretary  
DON KINCHLOE..... Treasurer  
KEN ERWIN..... Managing Editor



# Generation Gap Shows Says Fordham Prexy

Father Leo McLaughlin, President of Fordham University, addressed the 28th Convention of the International Union of Operating Engineers. It was one of the highlights of the 4-day meeting, as he addressed himself to some of the key educational and sociological problems that face the Union and the nation. His remarks were as follows:

"Ladies and gentlemen, whenever I hear a university president introduced, I take particular pleasure in remembering the definition of a president which I used to use when I was a dean. According to this definition—which I don't like to use so much any more—a dean was defined as a man who was too dumb to teach and too smart to be president.

An assistant dean used to be defined as a mouse training to be a rat.

I was a dean for over 12 years, so that gave me a lot of experience.

And thus I am inclined to remember stories about deans in relation to presidents.

One of my favorites used to be—and note that I used the past tense—was the following: The role of the faculty is to think and not to speak; and the role of the president is to speak and not to think.

The role of the dean is to keep the faculty from speaking and the president from thinking.



FORDHAM UNIVERSITY President, Father Leo McLaughlin addresses the Convention at the opening day session. Father McLaughlin cited American Labor for its great contribution to social progress in the nation and said that though the younger generation seems to take for granted the hard-won victories of the older leaders, it is the nature of the young to underestimate what has been done and to see only what needs to be done.

In the midst of all these stories, the only thing which seems to be absolutely sure is that the main task of a university president is to knock you-know-what out of the obvious.

Thus in fulfilling my role today, I can truthfully say that I am indeed honored to have been invited to speak to you. . . .

Since I have been involved for almost my entire life in higher education, I would like to speak to you about the role of higher education in the American experience,

and then I shall try to compare that role of higher education and the role of labor unions in the American experience.

There are many, many American colleges and universities. While all of them are similar in a few ways, they differ in many, many ways. . . . Proper higher American education was not born in a vacuum, and it did not grow in an ivory tower.

American education flourished and was truly itself only when it kept its roots deep in the needs of the people.

All of this comes very close to expressing a philosophy of education which is exclusively American.

One principle—I do not say the one principle—one principle which distinguishes American higher education from higher education in most other parts of the world may be stated as follows:

"All men and women who have the ability and the motivation have a right to higher education."

It is important to note that it is not a question of privilege that we are speaking of a right.

And one essential part of the American dream is the belief in that right, and it is this dream and this belief which distinguishes American higher education from higher education in most other countries.

American education, as a result, has suffered disadvantages as well as advantages in trying to live up to this dream.

One disadvantage springs from the rather theoretical difficulty that if education is to be truly higher, then only a small percentage of the population can profit from it.

Behind that statement there are profound philosophical implications; behind that statement there is a whole philosophy of man which holds that an individual is set into a particular class by birth, by wealth, or by heredity, and depending upon the class into which a man is born, he has or he does not have the ability and the right to a higher education.

In polite circles the philosophy would not be stated so bluntly. In gentler phrases we would be told that men are born with different talents, and that some people simply do not have enough talent to be able to profit from a higher education.

But people who have followed that philosophy have all too often made the judgment on the basis of a class situation which, in fact, have nothing, and never had anything, to do with talent.

Unfortunately, these philosophical difficulties are not the only difficulties which face higher American education today.

In the practical order the difficulties are far more real. Universities throughout the country are trying to overcome the fact that when you try to educate young people in very large numbers, education becomes or is likely to become so depersonalized that we may wonder if it is truly education.

The problem of numbers is not a new problem in American education.

see FORDHAM page 13



HEAD TABLE CONFERENCE as International Vice President and Business Manager Al Clem discusses a point in the proceedings with International Vice President and Business Manager of

Local No. 15, New York, Thomas Maguire. Other Local 3 delegates in the picture include Fran Walker, Don Kinchloe, Harold Lewis, Dale Marr, Buck Hope and Red Ivy.



OLD PRO A. J. "BUCK" HOPE, Financial Secretary and District Representative, takes the mike to second the nomination of J. C. Turner for Second International Vice President of the IUOE on behalf of Local 3.



VICE PRESIDENT AND SAFETY DIRECTOR of Local Union 3, Dale Marr, seconds the nomination of the IUOE's newest executive member, Tenth Vice President Peter Weber, Business Manager and President of Local 825, Newark, New Jersey.



CONVENTION NOTABLES pose for photographer George Baker, Local Union No. 3 delegate, during a lull in the convention proceedings. Shown left to right are: Newell J. Carman, General Secretary;

Dick Nolan, Executive Vice President; Russ Conlon, Seventh Vice President; and General President Hunter P. Wharton.





LOCAL 3 DELEGATES to the 28th Convention of the International Union of Operating Engineers in work session include (l. to r.) President Paul Edgecombe, Vice President Dale Marr, Aster Whitaker, District Representative in Utah, and Tom Stapleton, Recording-Corresponding Secretary.

#### RESOLUTION No. 21

Submitted for the General Executive Board by N. J. Carman, General Secretary-Treasurer.

### CRIME AND JUVENILE DELINQUENCY

Crime in America, particularly so-called crime in the streets, has become the increasing concern of all who believe that a citizen of this great country is entitled to the domestic tranquility envisioned by the authors of our Federal Constitution—a tranquility that comes with the reasonable expectation that a citizen will be secure in his person and in his possessions—a tranquility that tells him he need not expect the natural consequences of an evening's stroll down a city street will be an assault, a mugging, a holdup, a murder or some other violent criminal act.

The report of the National Crime Commission, appointed by the President in July 1965 provides the disturbing information that one-third of Americans feel unsafe walking alone at night in the neighborhoods where they live, forty-three percent said they stayed off the streets at night altogether, thirty-five percent said they no longer speak to strangers. Twenty percent said they wanted to move. Also disturbing are statistics showing that males 15 to 24 years old are the group most likely to have a high crime rate. Indeed 15 and 16 year olds have the highest arrest rate in the United States and this group comprises an ever-expanding percentage of the population.

There are no simple, certain and inexpensive solutions to the crime problems. While worthwhile improvements can be made in our police, court and correctional procedures, that is not the complete answer. The report of the Crime Commission's Task Force on Assessment draws a picture of the type of person who is most likely to commit a crime. He is a person who has a low income, who is uneducated, who comes from a broken family, who lives in a slum area of a central city and who believes rightly or wrongly that the police are his enemies. This picture suggests that job creation and family-maintenance programs are a most effective anti-crime strategy. This suggestion is sound, for it emphasizes the point that money spent on preventive social action, rather than on detection and correction, is apt to pay the greatest dividend. As stated by the Crime Commission, "Warning on poverty, inadequate housing and unemployment is warning on crime."

BE IT THEREFORE RESOLVED, that (1) The International Union go on record as expressing the belief that every step should be taken to convince our legislators, federal and state, and city officials, that public moneys must be allocated in adequate amounts to provide increased opportunities to secure decent physical surroundings for all our citizens and as expressing the belief that private resources should be mobilized for the same task.

(2) The International Union gives full support to the efforts being made by the organized trade union movement in the fields of job creation and the bringing about of better housing. Included are the efforts of organized labor to secure congressional action to provide funds necessary to help local, state and federal government agencies and non-profit organizations to bear the cost of creating one million public service jobs necessary to fulfill the unmet needs of this country. Also included is a construction program that will provide a satisfactory number of new dwelling units each year for at least the next ten years, supplemented by a massive effort to rehabilitate substandard housing that is worthy of rehabilitation. Naturally, we endorse the efforts of the labor movement in job training, especially the training of the disadvantaged poor, with special emphasis on young members of minority groups, and pledge continuation and acceleration of the efforts of the International in that activity.

#### RESOLUTION No. 17

Submitted for the General Executive Board by N. J. Carman, General Secretary-Treasurer.

### THE WAR IN VIETNAM

Throughout the past decade, organized labor has taken a principal and consistent position on the critical and different problem posed by the war in Vietnam. That position is clearcut and easy to state: Realizing that the fate of freedom in Asia is at stake, labor has supported the Governmental policy pursued without deviation by President Johnson, President Kennedy and President Eisenhower. This stand has been taken because organized labor approves of this Nation's commitment to help the South Vietnamese defend themselves against the external aggression waged by Hanoi with the help of Peiping and Moscow. Moreover, organized labor has recognized duplication of effort that this commitment requires our military efforts to defeat the communist aggressors in conjunction with our tireless diplomatic efforts to achieve a just peace through negotiation. In taking its stand, organized labor has recognized that the moral standing of the policy of the United States has been strengthened by our Government's patient and skillful persistence in fostering a popular and stable government composed of genuinely democratic anti-communist forces, and encouraging land reform, other urgently needed social reforms, and an end to corruption and other malpractices. Moreover, organized labor has done more than simply support our Government. It has carried out its own aid program in cooperation with the Vietnamese Confederation of Labor.

THEREFORE, BE IT RESOLVED, that at the present troubled time, when it is of the essence that the unshakable will and solidarity of the American people be made manifest, the International Union of Operating Engineers hereby takes the opportunity afforded by this Convention to make it known that this Union, without reservation, joins in organized labor's support of the Administration in its efforts to bring a just and honorable peace to the people of Vietnam.

### Delegates Play Key Roles

Local Union No. 3 Delegates to the 28th Convention of the International Union of Operating Engineers worked on several important committees. International Vice President and Business Manager Al Clem co-chaired the all important Officers Report. Local 3 President Paul Edgecombe was assigned to the Rules Committee and T. J. Stapleton was a member of the Law Committee.

### Like "Avis"



BUSINESS MANAGER Joe Seymour of Local 12, Los Angeles, the second largest union in the International, seconds the nomination of International Vice President and Business Manager Al Clem, for Ninth Vice President. Seymour pointed out that Local 3 is the "Hertz" of the International and that Local 12—like "Avis"—keeps copying Clem in order to keep up.



LOCAL 3 DELEGATES confer on the floor during the 28th Convention of the International Union of Operating Engineers at Bal Harbour, Florida. Shown left to right are: International Vice Presi-

dent and Business Manager of Local 3 Al Clem; Guy B. Slack, Executive Board; F. O. "Fran" Walker, Trustee; and Norris Casey, Guard and District Representative in Oakland.



On the record!

# IUOE Resolutions Set Stage For Policy Aid

**RESOLUTION No. 24**

Submitted for the General Executive Board by N. J. Carman, General Secretary-Treasurer.

**WAR ON POVERTY**

Whereas, the first three years of operation of the anti-poverty program under the direction of the Office of Economic Opportunity has opened up for thousands of the poor opportunities for education, training, jobs, social, legal and health services that have enabled them to escape from the misery and frustration of poverty, and has given hope and the promise of a better life to still thousands of others, and

Whereas, the War on Poverty should be expended if it is to be brought to ultimate victory, with proven programs expanded and new programs to be developed to meet unmet needs.

NOW, THEREFORE, BE IT RESOLVED, that the President and the Congress are urged to expand the War on Poverty under the Office of Economic Opportunity and that the funding of OEO programs should be substantially increased to meet the unmet demand for positive skill-oriented programs to help the poor, and

BE IT FURTHER RESOLVED, that local unions apply their best efforts to assist, wherever possible, in the successful development and implementation of such programs.

**RESOLUTION No. 11**

Submitted for the General Executive Board by N. J. Carman, General Secretary-Treasurer.

**SAFETY AND HEALTH**

Whereas, 54,500 workers were killed and 5,300,000 were injured in accidents in 1967, and

Whereas, an unknown number suffered crippling and sometimes fatal diseases from the effects of chemical and other environmental exposures each year, and

Whereas, the safety and health of our members is of vital concern to this organization, therefore

BE IT RESOLVED, that this 28th Convention of the International Union of Operating Engineers request the government of the United States and Canada to promulgate and support legislation designed to protect the health of workers and prevent accidents, and to promote research and developments to increase our knowledge in this field so that more effective counter-measures may be taken, and

BE IT FURTHER RESOLVED, that each constituent Local Union of this International Union be urged to have a Standing Committee on Safety and Health charged with the responsibility for conducting safety and health programs for their members and in concert with their employers and their community.



BROTHER TOM STAPLETON, Local 3 delegate and the union's Recording-Corresponding Secretary cited the outstanding attributes of Newell J. Carman in seconding his nomination for the office of General Secretary-Treasurer.



HEALTH & WELFARE EXPERT and Local 3 delegate Jim Jennings seconds the nomination of Tommy Maguire for Fifth Vice President of the IUOE.

**RESOLUTION No. 20**

Submitted for the General Executive Board by N. J. Carman, General Secretary-Treasurer.

**HOUSING AND URBAN DEVELOPMENT**

The already decayed center cities of the United States are decaying further at the present time. They are ghettos of despair where millions of Americans are trapped by poverty, racial discrimination or both. Outside these centers the urban environment is often characterized by suburban sprawl; haphazard, ill-planned, unsightly developments with inadequate public facilities, few recreational or cultural opportunities and no provisions for mass transit.

The full dimensions of this problem can only be understood after it is realized that the population of the United States passed 200,000,000 last year and that by 1985 it is expected to reach 250,000,000. And in that year, 8 out of 10 Americans will be living in urban metropolitan areas.

There are no panaceas with which to meet these problems. What is needed is the will to press forward with determination in the fields of housing and urban renewal in order to meet the crisis in our cities. The will to succeed in this vital endeavor can be adequately demonstrated only by the allocation of massive governmental resources to the task, for most of the necessary programs have already been formulated and it is now too late in the day for mere words or more commission reports. These basic programs are contained in the Housing Act of 1937, as amended; the Rent Supplement Program; and the Model Cities Program, which cuts across income lines and contemplates a comprehensive attack on urban problems as a whole. The vision underlying these programs is sound and has the support of the International Union of Operating Engineers. The past difficulties in implementing these programs is directly traceable to inadequate funding. These difficulties must be overcome now.

The International Union of Operating Engineers as a union active in the building and construction field recognizes that its obligation to the effort to build a better urban environment is not limited to supporting legislative programs, and that it is incumbent upon it to also cooperate in the endeavor to improve the state of the construction art. To further this end, the IUOE pledges itself to work diligently in the future, as it has in the past, to insure that technological advances within its jurisdiction will be utilized to the fullest feasible extent.

THEREFORE, BE IT RESOLVED, that the International Union of Operating Engineers supports increased appropriations that will enable the Federal Government to act swiftly and boldly to meet the Nation's housing and urban development needs;

That the IUOE supports both the comprehensive national housing goals set by the AFL-CIO at its latest convention and that convention's call for a minimum of two billion dollars from the Federal Government in additional grants-in-aid to finance the construction of public facilities such as water supply resources, sewage systems, mass transportation systems and other urgently needed facilities.

Finally, that the IUOE take special cognizance of the Report by the Battelle Memorial Institute to the AFL-CIO Building Trades Department, which states that the Operating Engineers will encounter the greatest need for increased skills by 1975 of any building trades union due to technological advances, and that this Union will work to insure that its members receive the requisite training which will enable them to play their part in building a better urban environment throughout this country.



CO-CHAIRMAN making the Officers' Report to the 28th International Convention of IUOE was Local 3's Business Manager and International Vice President, Al Clem. The report detailed the progress of the International in the past four years and projected plans for the future.



PAUSE THAT REFRESHES brings together Local 3 delegates, left to right, Bud Dalton, Ray Cooper, Al Hansen, Curley Spence and A. J. "Buck" Hope.





LOCAL 12 BUSINESS MANAGER Joe Seymour and International Vice President and Business Manager Al Clem discuss a point in the proceedings at the 28th Convention of the International Union of Operating Engineers. Seymour was named to Pension Board.

## Returning Veterans Will Need Job Help

At scattered points around the globe, young men and women in the Armed Forces are protecting the freedom and security so vital to each of us. They are serving us faithfully.

Over the next year, more than three-quarters of a million of these young Americans will be released from military service. We must serve their needs just as well as they have served ours.

For the majority of these veterans, finding a job quickly will take priority over everything else. Most of them will find work with little difficulty.

Still others—because of the new G.I. Bill—will be furthering their education.

But a sizeable share of these young veterans won't be as fortunate. They won't be going to school and acquiring a job will be futile—without help.

To smooth their transition to civilian life, President Johnson has launched a highly-personalized program to provide returning veterans with maximum employment assistance.

This program makes extremely good sense because it involves each veteran receiving a *personal* phone call or visit from a representative of one of the Nation's 2,200 public employment service offices.

Through this contact, the individual job needs of each veteran will be determined. Then, he will be offered assistance in finding work, counseling and testing or referral to training or any other service deemed appropriate to help him get a job as promptly as possible.

Returning veterans have many pluses. They are clearly a major source of manpower in America. More than 80 percent of them have at least a high school education and many of them learned job skills in the service that are in urgent demand throughout our economy.

Let's not fail these young people who have done so much for us. To let them down would be to let ourselves down. As President Johnson said, "This personalized employment assistance will serve the dual purpose of helping to fulfill our obligation to those young men and women who have served us so well while at the same time meeting a national need."

This well-conceived program demands the full support of this and every community in the country.

South San Francisco, California  
November 12, 1967

Dear Mr. Clem:

Mere words cannot express my thanks to the many friends and co-workers of the Operating Engineers for their kindness in the recent death of my dearly beloved husband, Charles "Bud" Ellars.

Thank you very much for the beautiful white Bible.

Sincerely yours,  
/s/ Dorothy Ellars



BROTHER HAROLD HUSTON puts Local 3 on the record as unanimously in support of the nomination of Leo Bachinski for Third Vice President of the International Union of Operating Engineers.



LOCAL 3 DELEGATE Fran Walker seconds the nomination of Dick Nolan as Fourth Vice President of the IUOE. Trustee Walker cited Nolan's outstanding contributions while serving as the IUOE's Executive Vice President.



BROTHER WALTER TALBOT from Stockton seconds the nomination of First Vice President John F. Brady.



OUR MAN IN SAN MATEO, Local 3 delegate, Bill Raney, seconds the nomination of Dale Burchett as Eighth Vice President of the IUOE.



LOCAL 3'S LEGAL COUNSELLOR P. H. McCarthy and Recording-Corresponding Secretary Tom Stapleton, a member of the Convention Law Com-

mittee, discuss a few key legislative points with International Vice President and Business Manager Al Clem and Vice President Dale Marr.





LOCAL UNION NO. 3 DELEGATES to the 28th Convention of the International Union of Operating Engineers pose with the General President, General Secretary-Treasurer and the Executive Vice President for the official convention photographer. Except for this picture, other photos in this special edition were shot by Local 3's own George Baker.

*Helping them help themselves!*

# Secretary Cities IUOE For Service to the Nation

WASHINGTON—The International Union of Operating Engineers, AFL-CIO, has made significant contributions toward helping to eliminate poverty in the U.S., Labor Secretary Willard Wirtz has declared.

He said that since 1964 the union has provided on-the-job training opportunities for about 3,700 unemployed and underemployed persons under the Manpower Development and Training Act (MDTA).

The labor organization has provided these opportunities in 17 on-the-job training (OJT) programs in 10 states under MDTA, he said.

The Cabinet Officer lauded the union's efforts on behalf of the Nation's disadvantaged in a speech before the 28th convention of the Operating Engineers in Bal Harbour, Florida.

Mr. Wirtz had special praise for the organization's recent actions to provide OJT apprenticeship-entry opportunities for members of minority groups. He singled out a project in Northern California that included 112 Negroes and another for Job Corps enrollees in Jacob Creek, Tennessee, which was comprised mainly of Negroes.

In addition, he said the union's formal apprenticeship program, launched six years ago, has steadily increased the number of apprenticeship openings for Negroes and members of other minority groups. He noted that several journeymen from minority groups have already moved into supervisory positions since the beginning of the program.

Mr. Wirtz also commended the union's president, Hunter P. Wharton, for his efforts in helping develop the recent program announced by the AFL-CIO Building and Construction Trades Department to insure affirmative action by its member unions to recruit and train Negroes in the various construction crafts.

Pointing to the historic progress made in the Nation's efforts to

achieve full equality, the Secretary said that more than 3 million Americans have been assisted in recent years under MDTA, the Economic Opportunity Act of 1964 and other massive training programs.

Under MDTA alone, he said, more than 907,000 men and women have been enrolled in institutional, on-the-job and coupled training programs since the law was enacted in 1962. More than 503,000 of those enrolled have completed training in a range of occupations as broad and varied as the American work scene.

In addition, more than 1.5 million job and work-experience opportunities have been opened up for the disadvantaged—a great many of them Negroes—through 4 programs administered by the Labor Department under the anti-poverty law, Secretary Wirtz noted.

These programs, he said, are the Neighborhood Youth Corps, Operation Mainstream, New Careers and Special Impact.

Under the Neighborhood Youth Corps, 1,571,707 young people have received paid work experience which has enabled hundreds of thousands of them to move up from poverty, Mr. Wirtz said.

Since the first NYC project got underway in January 1965, the program's benefits have been impressive, he said.

● 532,973 in-school youth aged 14 to 21 have been given

part-time jobs so that they may earn money necessary to continue their education.

● 278,279 out-of-school youth aged 16 and over have been given valuable work experience to prepare for permanent jobs.

● 760,455 youths have been given summer job opportunities, which have provided needed work-experience and the opportunity to earn money necessary to return to school.

Nearly 20,000 additional job opportunities have been provided for disadvantaged citizens under Operation Mainstream, New Careers and Special Impact. Mainstream began in 1966 and the other two activities became operational only last summer.



LOCAL 3 PRESIDENT Paul Edgecombe takes the mike to nominate Business Manager Al Clem for Ninth Vice President during the 28th Convention of the International Union of Operating Engineers. Twenty-six of the major locals seconded the nomination of Clem and praised the progress of Local 3 under his guidance.



LOCAL 3 TREASURER AND Special Representative, Don Kinchloe, seconds the nomination of Bill Gray for Seventh Vice President.



LOCAL 3's DELEGATE from Hawaii, Harold Lewis, seconds the nomination of Russ Conlon for Sixth Vice President of the IUOE.



# International Report Shows Steady Gain

continued from page

ing the surviving brothers of the constant need for safety.

The magazine covers are attractively designed, printed and colored and point up a message or story which the magazine is making for that particular month.

The August number issued just prior to Labor Day has been acknowledged as the best publication on accident prevention. This lofty purpose and its timing is another credit in the cap of our General President in this important field and again your Committee takes this opportunity of tipping its hat in a salute to him for a job well done.

## UNION INDUSTRIES SHOW

The Committee feels that the exposure which the International Union receives in participating in the Union Industry Shows around the country is all to the good, for it demonstrates the type of good publicity a labor union can use today and the Committee recommends the continued participation in future Union Industry Shows.

## INTERNATIONAL HEADQUARTERS

Visiting the nation's capital becomes a prouder event when one sees the beautiful structure that houses the International Headquarters. The selection of the site seems almost providential, for the land values in the general area have boomed consistently. The cost of operation has been greatly lessened by reason of the rents received from the other trades who are tenants in the building and the use of the First Floor Auditorium for organizational meetings has made for good public relations. The General President for his good judgment in handling the operation of our headquarters building receives the praise of your Committee.

## NATIONAL JOINT BOARD FOR SETTLEMENT OF JURISDICTIONAL DISPUTES

The National Joint Board for settlement of Jurisdictional Disputes which was established in 1948 was updated by some revisions which became effective on April 1, 1965, following the witnessing of the signing of the new document by President Johnson at the White House on February 2, 1965.

Since its inception the International Union has been represented on the Board by having among its members the General President or his Assistant.

The National Joint Board as revised has reduced its membership from 8 to 4. More prompt communication between the Board and the Local Unions involved in jurisdictional disputes is provided for. The selection of a broader and more flexible criteria upon which to base job decisions is granted in the Board's discretion. A special Appeals Board is also set up to hear appeals in the discretion of said Appeals Board.

In reviewing the work of the Board and the splendid contribution rendered by the General President over the years as a member and now by his assistant, the Committee is of the opinion that delay in obtaining decisions sometimes works to the benefit of the Operating Engineer. On the other hand, some local unions complain that the job is almost completed by the time the decision comes down and its value has been diluted for the offending

trade, whether he be the electrician, pipefitter or laborer would be completing the work. In those instances, the local union should communicate with the assistant to the General President, who is a member of the Board and bring him up-to-date on the importance of a prompt decision and be guided by his advice.

Of course, if the case is one where a prompt decision would benefit the local union the latter should not delay itself, but should rush the facts and reasons for claiming the work in a written argument or brief to the office of the Assistant to the General President.

The Committee also is of the view that the decision, when rendered, should be broad enough to prevent the offending trade from repeating the act complained of, two blocks from the job under construction or across the street. Under these circumstances, limiting the decision to the particular job may prove to be a folly in judicial gymnastics. Some trades, such as the lineman, not being parties to the National Board by stipulation, refuse to abide by decisions against them. The lineman thus escapes the judgment of the Board and continues his objectionable practice. This gap could be plugged by local unions assisting in giving the necessary information promptly to the International Union.

The Committee recommends strongly that the International Union emphasize the necessity for Local Unions to include in their collective bargaining agreements with employers the clause stipulating the referral of disputes to the Joint Board. In this way the offending trade or employer will feel the strong hand of the Board in upholding the claims of the Operating Engineers.

With the onset of automation, many of our jobs would be stolen away were it not for the constant safeguarding of our jurisdiction by our General President acting through his Assistant who sits on the National Joint Board as a member. A great deal of progress has been solely due to the constant vigilance of our International Representative member, but he cannot do the job alone. Each Local Union must assist him by sending helpful and meaningful material, photographs, graphs and briefs in the form of reasonable arguments promptly and without delay.

The Committee is pleased to commend the General President and his Assistant and staff for the intelligent, prompt and competent handling of a problem which has been correctly described as the life blood of our organization, namely "jurisdiction."

## OPERATION AND MAINTENANCE AGREEMENTS

The Committee notes with gratification that the International Office has been successful in negotiating more contracts for in-plant maintenance through agreements with the owner or the contractor engaged by the owner. The conditions must first be approved by the local union in the area before the International Office negotiates a contract maintenance agreement.

The constant encroachment of certain industrial unions in this field of contract maintenance is not limited to maintenance work, for once they get a foothold these industrial unions attempt to do

construction work, particularly in the oil fields of Texas.

The conditions necessarily included in all contract maintenance agreements act as brakes in preventing employers from violating building and construction standards of existing agreements. If the contractor signs a contract maintenance agreement the same will apply to one plant only and does not authorize the contractor to switch around to other plants. If he has additional plants, the contractor must have a separate agreement for each plant from the various National and International Unions. He must maintain a certain number of men at all times so that the work will be a continuous operation. Finally he must submit a progress report and manpower report at monthly meetings in Washington.

An impressive list of the many maintenance agreements appear on Pages 22, 23, 24 and 25 of the General President's report and the list is growing. The Committee has only approval for the expansion of work areas made available by the General President's efforts in seeking out and holding onto new methods of work in the fields of maintenance repair and renovation in the large chemical, industrial and manufacturing plants of the Country.

## DAVIS BACON ACT—WAGE APPEALS BOARD—FRINGE BENEFIT BILL

The Davis Bacon Act was enacted on March 3, 1931, to prohibit payment of substandard wages to laborers and mechanics for the performance of work on federal government construction contracts within the United States, its possessions and the District of Columbia.

As amended and now in effect, the Act places a floor under wages payable to laborers and mechanics on government contracts over \$2000 for the actual construction, alteration or repair of a public building or public work, or work financed in part or in whole from federal funds. Wages under the Act shall not be less than the minimum wage specified in a wage determination made by the Secretary of Labor, based upon wages prevailing for corresponding work on similar projects in the area.

Attempts to weaken the purposes of the Act were made in 1962 when the Associated General Contractors of America tried to put the Davis-Bacon predetermination under judicial review. This would have delayed and hogged the wages determined by the Secretary of Labor until long after the job was completed and would have been a long and costly process. In addition different courts would have come to different conclusions and there would be no uniformity for like work.

Fortunately this move was not successful. The Secretary of Labor instituted an internal wage appeals board to which the contractor or labor organization may appeal to correct erroneous determinations. To date the International Union has been successful in every case and this batting average is another proof that the General President and his staff are in the home-run league. The Committee again pauses to offer its congratulations and feelings of admiration for the quiet way in which the General President has been bringing home the "bacon" under the Davis-Bacon Act.

The law was broadened in 1964 to include fringe benefits such as pension, health and welfare and vacation benefits and they are included in the predetermination figure which the contractor must pay, provided they are prevailing in the area. This takes away the advantage which the non-union contractor enjoyed in bidding on work against a union contractor, for the non-union employer never felt obligated to pay fringe benefits. It should be added that extra compensation in wages and fringe benefits based on a Special Project Stabilization agreement must be included in every construction contract, otherwise subject to the Davis-Bacon Act, for work to be performed at Cape Kennedy, Patrick Air Force Base.

To give added service to the Local Unions involved, the General President increased the Washington Staff by bringing in additional help to assist in handling and processing the Davis-Bacon claims and appeal work and for this the General President is to be commended.

## SERVICE CONTRACT LAW (McNamara-O'Hara Law)

The Service Contract Act of 1965 applies generally to government contracts, the principle purpose of which is to furnish services in the United States through the use of service employees. Contractors performing work under such contracts are required to observe minimum standards of compensation for employees employed in contract work. On contracts in excess of \$2500, compensation in accordance with that prevailing in the local area and safe and sanitary conditions are required for service employees. The International Office regards the law as a good liaison with the Wage and Hour Division of the U.S. Department of Labor and urges Local Unions to forward their agreements in order that the International office can keep this government office supplied with up-to-date contracts and thus the rate prevailing in the locality can be readily ascertained.

## NATIONAL AGREEMENTS

National Agreements since their use by the International Office in 1914 have become an asset for the reason that work will be done under union conditions in an area where no union exists or where adverse conditions exist. Unfortunately it has come to the attention of the International Office that in some instances Local Unions will impose conditions on the National Contractor which they could not hope to get from the local contractor.

This has caused the National Agreement to lose favor with the contractor and makes him distrustful of the Local Union. The results have been the loss of union built projects by these same contractors who go non-union and rarely turn to the union as a source of labor.

The Committee is sympathetic to the side of the International Union and urges the delegates to take heed to the maxim by informing their Local Unions back home: "Don't kill the goose that lays the golden egg."

## ACCIDENT PREVENTION

**Establishment of the Department of Safety and Accident Prevention**  
The observance of safety practices by an employer has been held by the U.S. Supreme Court to be one of the conditions of em-

ployment and more recently the National Labor Relations Board has held in a decision that was approved by the U.S. Court of Appeals that a public utility employer was under a duty to bargain with the union with respect to safe work practices.

In the case of our International Union, your Committee gladly concedes that the safe work practices have been bargained for by the General President more than any other single person in the building and construction field, in the field of travel, at home everywhere.

To top this great movement the General President has now established a new Safety Department whose director will report directly to him. Allied with this new department is a safety policy and program established along battle line attacks on the enemy of life and limb—the accident that can be prevented.

The Committee in reviewing this gigantic undertaking has only praise and thanks for the General President and his visionary program. The Committee sees the need for a Director of Safety as much if not more so, than a director of any other department of the International, for if a brother is killed or maimed all the other services have lost their meaning.

The General President in his address to the various Conferences as reported in the February 1965 issue of the International Operating Engineer noted that Local Unions in some cases were appointing full time Safety Directors and urged other local Unions who were able to do so to take similar action.

On the job safety programs, as relate to the Stationary Engineer employed in Hospitals, Hotels, Schools, Offices and Factories as well as the areas of public assemblage are especially vital. Fire inspection programs, carried out in conjunction with the responsible Fire Fighting Personnel and the Engineer, are essential.

Established procedures of securing operating equipment such as fans used in heating and ventilation, compressors, refrigeration and air conditioning machinery, etc., are essential in the event of fire.

These and other functions come quite naturally to the Stationary Engineers who have the basic training in these and other safety and accident prevention areas.

The safety of members and the prevention of accidents is a condition of employment that can be bargained for. Its importance is more far reaching than jurisdiction, policing a job, or good wages or conditions and hence your Committee goes along all the way in complimenting the General President in establishing the Department of Safety and urging similar action in the Local Union and Regional Conference Areas.

## LICENSING REGULATIONS

As an adjunct to improved safety conditions of work has been the constant fight of the International Union to obtain licensing laws to regulate the operation of hazardous equipment. In some states like New York, a state wide licensing law has been promulgated, with safety to the operator and the public among the objectives. The failure, however, of Local Unions in some areas to provide data has made it difficult for the General Office to push for safe licensing regulations both in

see REPORT page 10



# Apprentice Openings In Hawaii H&W Details Are Redefined

By HAROLD LEWIS, BERT NAKANO, WILFRED BROWN, KENNETH KAHOONEI, WALLACE LEAN and JOE REINERT

## HOURS WORKED ARE VITALLY IMPORTANT TO EACH MEMBER!

Your employer must make the correct contributions for each hour you work into the negotiated trusts. The hours reported for you by your employer will be recorded and will determine your eligibility for medical, pension, vacation, employment, etc.

## HOURS WORKED AFFECTS EMPLOYMENT

Under the new hiring regulations of the Master Agreement for the State of Hawaii, each member will be classified as Class A, B or C. Your classification will be determined by "Employment Credit." Three hundred fifty (350) hours equals an "Employment Credit." You will be dispatched for employment by classification.

## HOURS WORKED AFFECTS ELIGIBILITY FOR HEALTH AND WELFARE

The telephones of the Honolulu office are jumping off its lines with both members and wives asking "What has happened to the medical?"

Effective March 1, 1968, the Hawaii brothers will be covered under the Hawaii Health & Welfare for Operating Engineers. Effective March 4, 1968, your employer started contributing 18 cents per hour into the Hawaii Health & Welfare for Operating Engineers.

Your hours worked will be the determining factor of your eligibility for the Hawaii Health & Welfare for Operating Engineers. From September, 1967, through January 31, 1968, if your employer had contributed and reported your hours worked, and you had accumulated a total of 360 hours or more, you are eligible for Health and Welfare benefits as of March 1, 1968. Hours in excess accumulated up to a maximum of 720 hours will be banked in your reserve for future eligibility for Health & Welfare benefits. Members will continue to be eligible for benefits as long as there is at least 120 hours of work credit in their reserve account. A member's eligibility will terminate at the end of the month in which the work credits in his reserve account falls below 120 hours.

Presently the Health & Welfare benefits are being printed in booklet form and the medical billing forms are also being printed. You may check your eligibility with either the Hawaii Medical Service Association or the Union office. If eligible, you may inform your physician that you are covered under the HAWAII HEALTH & WELFARE FOR OPERATING ENGINEERS.

## APPRENTICESHIP TRAINING

The employers in Hawaii are showing a great deal of interest in the Apprenticeship program. Applicants are being placed immediately for work when they qualify for the program. Presently we have no waiting list of applicants and have job openings for

young men who want to learn the construction trade.

Starting March 15th, we will be accepting applications for the Apprenticeship program on the Island of Hawaii. For information, you may contact the Operating Engineers Hilo office at 213 Lycurgus Building, Hilo, Hawaii, phone Hilo 4316.

## HIGH RISE BUILDING CONSTRUCTION

High rise buildings continue to sprout in Hawaii. From the Tantalus lookout, a person could count twenty-three tower cranes and the end is not in sight. High rise is here and has left its impression in Hawaii. Last month, two tower cranes came down and during the same month three tower cranes went up with one or more scheduled to be put up. This is very good news for our brothers who work in the building construction industry. To mention a few of the brothers, John Popovich, Danny Keliipuleole, Edward Ancheta, David Namuo and Wallace Miyashiro.

If you have any experience operating a Linden Crane, please register with the employment dispatch office of Local 3. Building construction also calls for the following classifications of work which are utilized after the initial piling and excavation is completed: Elevators, material hoist, truck operator, forklift, handi-crane, batch plant operator, loader operator and instrument man.

## DREDGING

Hawaiian Dredging & Construction Co., Ltd., is still working three shifts on the one million yard dredging stock pile at Ft. Kam. They have completed approximately 15 per cent of the job after being faced with difficulties such as breakdowns. The dredge L. S. Dillingham has been towed back to Pier 41 for more major repairs and is expected to be down for approximately a week. This is the second time the L. S. Dillingham has had a breakdown since the job had started.

Meanwhile out at Hawaii Kai, Kobatake-Kuwaye Joint Venture is working two shifts due to the complaints from residents in the area. This cut in shifts is affecting the production of the dredge.

## CONSTRUCTION

Waipahu on the Island of Oahu is no longer a sleepy town, but a fast growing community with a promising future. The construction work is presently centered near the Waipahu Junction. J. A. Thompson & Son, Inc., together with Hawaiian Dredging & Construction Co., Ltd., are both engaged in the construction of the Lunalilo H-1 Freeway. A large portion of the work is expected to be completed by the latter part of the year. Since work began on the Lunalilo Highway, much of the highway is permanently in use by the general public. Hawaiian Dredging & Construction Co., Ltd., has the largest portion of the work to complete. However, there are several sections to be let out on bids.

Subdivisions are appearing in nearly every direction in Waipahu. Haitsuka Brothers, Ltd., along with Highway Construction Co., Ltd., have both reached their peak in the excavation of the Harbor View Estate. Waipahu's busi-

ness districts have also been improved to some degree.

The largest bridge project on the Island of Oahu is being erected by Hawaiian Dredging & Construction Co., Ltd., in the Waialeale Gulch area. There should be a large number of operators working in this area for a long time.

The employees of Ben Hayashi, Ltd., and Urban Equipment, Inc., have elected stewards. Brother Edward Kaai was elected by the employees of Ben Hayashi, Ltd., and Brother Feliciano Lagronio was elected by the employees of Urban Equipment, Inc. We sincerely feel that these brothers will be of great service to our organization.

## ASPHALT PAVING INDUSTRY

Hawaiian Bitumuls & Paving Co., Ltd., has set up its Safety Committee. Brothers William Ko, Richard Kapiko, Richard Toma and Fred Shiroma serve on this Safety Committee. They are scheduled to hold regular monthly meetings, conduct safety inspections and make recommendations to management on matters pertaining to safety. Through the efforts of this Safety Committee, fluorescent orange safety caps can be recognized as a Hawaiian Bitumuls & Paving Co., Ltd., trademark.

## INDUSTRIAL PLANTS

Steward Fred Ito of Theo H. Davies Co., Ltd., Tractor & Implement Department, informs us that the work load of the shop has picked up tremendously. The company is planning to start two shifts in the very near future.

Steward Eugene Medeiros of State Tile has also indicated that the company has gone into two shifts because of the work load. The company has also hired more employees to carry the work load.

## Important Announcement

Business Manager and International Vice President Al Clem said this week that some confusion has resulted from the announcement (February Edition *Engineers News*) of an Out of Hospital Prescription Drug Program for active members working under the California Health and Welfare Program.

Mr. Clem emphasized that although the new program covers all pensioners on the rolls and all active members working under the California Health and Welfare Program, it *does not* cover members working under the Nevada Construction and Industrial Health and Welfare Fund, Hawaii Health and Welfare Fund or the Operating Engineers Trust Fund in Utah. However, he said the administration would continue to work hard to obtain similar programs for these funds.

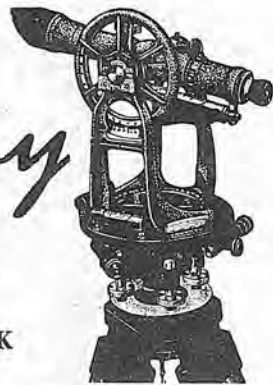
## \$6 Million Hotel Bid

A hotel at the corner of Powell and Market Streets that will be 27 stories steel with concrete parking levels will get started here late this fall. The project, now in the drawing stage, will total some 350,000 square feet.



*surky notes*

By MIKE WOMACK



POSING WITH A PAIR of million-to-one shots is Brother O. J. Jack LeMaire of Marysville. The twin Appaloosas were born on Labor Day of last year and are named "Comanche" and "Sioux." The dam of the colt and filly, "Queenie" can be seen in the background. "Yuba Red Wind" was the sire of the healthy pair.

## Labor Day Twins

# Longshot Pays Off Big For Yuba Tech Brother

A 19-year-old Pinto mare has made Brother O. J. LeMaire one of the most unique breeders in Yuba County. LeMaire, who has been an Operating Engineer since 1952 and is now a party chief for Baldwin Construction, breeds horses on his spread in Marysville.

He recently bred his Pinto mare "Queenie" to an Appaloosa stud named "Yuba Red Wind" and the million to one result of this union set of twins, filly and colt, born on Labor Day on last year.

The pair have been named "Sioux" and "Comanche" and already show signs of being well-marked Appaloosas.

A Marine Corps veteran, Brother LeMaire was born in Vermillion Parish, Louisiana and met his wife Corinne in San Francisco while still in the Marines. They have a fifteen-year-old son, David.

Proof that it's a small world; back in 1958 when I worked for Morris & Knudsen on Beale Air Force Base, Jack was my party chief. He has worked missile sites and many other construction projects in California since.

Jack and Corinne own another mare, "Berry Patches" who is a fully registered Appaloosa and is currently in foal to the same "Yuba Red Wind." Brother LeMaire doesn't think that lightning will strike twice but—who knows?

March 20, 1968

Mr. Al Clem, Business Manager and International Vice-President  
474 Valencia Street  
San Francisco, California 94101

Dear Sir and Brother:

This letter is in regards to the help and the benefits you were so instrumental in my getting.

I have been an Engineer since November 2, 1942. I have had a heart attack, resulting in the loss of my right leg. I feel I was most fortunate in belonging to the Operating Engineers, Local Number 3. I have my pension through the Union and now I am told we also have Health and Welfare for pensioners.

I write this letter to show my sincere appreciation and to thank you for all the good you and the Union have done for me.

Respectfully,  
Samuel E. Carroll  
106 East "B" Street  
Box 69  
Sparks, Nevada 89431



# Officers Report Covers Many Broad Areas

continued from page 9  
the field of the Stationary and Hoisting and Portable man. The Committee concurs with the General President and joins in the plea for Local Unions to submit data from their area to initiate legislation or regulation to regulate operation of hazardous equipment.

## NUCLEAR ENERGY TRAINING

The Nuclear Energy Training Program continues to remain active and the Committee notes that the instructors in this specialized field previously trained for this program have continued their efforts. The picture in this field knows no bounds and when the program is re-instituted in other areas, the International can call on these instructors who have already done a good job in Local 2. The Committee recommends that the International Union continue to foster the establishment of special primary training and skill improvement schools for new members and those of the future.

The Committee is further of the opinion that there exists a shortage of trainees in this field of nuclear training and Local Unions have no schools at the present time to accept applicants. Inasmuch as the digging of canals and excavations in the future may well be done by nuclear energy, the Committee suggests that clauses covering such classifications be inserted in Collective Bargaining Agreements now to offset claims by other trades in the foreseeable future.

## NATIONAL PIPELINE AGREEMENT

The pipeline industry is perhaps the largest business in the country and continues to grow and expand every year. Today the pipeline industry transmits sulphur, ammonia, coal, oil and gas including the rare gases that are processed from natural gas. The pipeline contractor is better than 95% organized by the International Union of Operating Engineers and the Operating Engineer receives 55% to 60% of the work dollar.

Since the last Convention in 1964, the growth of construction has been phenomenal with 75,000 miles of pipeline constructed under the terms and conditions of the National Pipeline Agreement and the Canadian Pipeline Agreement. In addition 5,000 miles of cross-country underground cable has been laid. This adds up to over 1,500 jobs in the United States alone, which has come into practically every hoisting and portable Local Union in the United States.

At present there are 487,500 miles of pipelines in addition to 500,000 miles of pipeline used only for gas distribution. By moving a gallon of gasoline from Houston to New York, a distance of 1,530 miles at a cost of less than 1 cent, pipelines have proven themselves the most economic form of overland transportation.

Although wages in the pipeline industry have not reached those in the building agreements, they are ahead of the wages in some areas of Highway Agreements. The negotiation and signing of the Pipeline Agreement have brought the Pension Plan into areas where it was unheard of. It has put more engineers to work than any other agreement. The Central Pension Fund by its reciprocity and mobility features

plays a big part in the National Pipeline Agreements and since 1965 there is a 32% increase in wages with proportionate improvements in Pension Coverage.

Pre-contract Conferences are now in effect through the efforts of our General Office whose intention is to continue to improve the Agreement again this year.

## GAS DISTRIBUTION

The transmission of natural gas and the rare gases processed from it continues to grow at amazing speeds. City wide distribution calls for low pressure while cross country transmission requires high pressure. The business of gas distribution is highly competitive, with the plumber and the laborer receiving a share of the work with the engineer.

Generally, utility companies do the work themselves or use contractors in highly unionized areas. The gas distribution agreements turn out to be better than Heavy and Highway Agreements in some areas. There are, however, some gray areas where the welders out of Oklahoma City make substandard agreements which the operating engineer won't go along with.

While there are comparatively few gas distribution agreements inasmuch as the work is mostly done by inplant crews, the Committee is of the opinion that when more homes are built, more gas is transmitted and distributed to these homes. The Committee urges that the Local Union should be active and diligent in trying to get this work despite the fact that negotiations in 6 states are progressing toward agreement. Similarly, in the pumping stations, a great number of jobs have gone to the Stationary Engineer.

## NON-DESTRUCTIVE TESTING

Closely allied with gas distribution is the field of non-destructive testing which the International Office has been in the process of organizing since 1965. In May, 1966, with the aid of the Executive Vice President, the International Office was successful in organizing five companies. No sooner had this organizational work been completed than the plumber filed unfair labor practices against four of the companies and petitioned for an election.

While these proceedings were being processed, the International Office, instead of standing still, organized other companies. Finally the N.L.R.B. awarded the victory to Local 2 in East St. Louis, which was certified as the representative of the employees of these companies.

The Committee is informed that the victory of Stationary Local 2 was shared by all the hoisting and portable locals who lent their assistance to the program.

The members who are embraced in this unit covered by Local 2 test metals in the pipelines and use the X-Ray, the gamma Ray, magna flux or sonic testing methods with non-destructive type devices to inspect welding on oil and gas transmission lines for defects. The use of Stationary Local 2 as the base for inspectors overcame the conflict-of-interest obstacle in having their members inspect the work performed by the hoisting and portable local union. There are over 600 persons employed by the four companies who employ 80% of the men in the industry. The potential number of testing jobs

is believed to go as high as 12,000.

The Committee has interviewed the persons immediately involved in this successful achievement including the Business Manager of Local 2 and the International Representative directly in charge as well as others and has been informed that without the help and cooperation given by the General President, this victory would be only a dream. The Committee is proud to extend its full commendation to the General President in achieving a victory that may prove a landmark in this pioneer field of non-destructive testing in the great and growing industry of Pipeline Gas Distribution and Transmission.

## NATIONAL JOINT HEAVY AND HIGHWAY CONSTRUCTION COMMITTEE

The National Joint Heavy and Highway Construction Committee was originally created in 1954 but because of technical difficulties, lay dormant for 10 years.

Following our Convention in April 1964, the Committee was reactivated on September 1, 1964, with the following affiliates of the AFL-CIO as members—The Operating Engineers, The Carpenters, The Cement Masons, The Brick Masons and the Laborers International Union. A policy of full co-operation of these unions was worked out with the Teamsters International. The General President appointed a National Committee, and Area and State Committees were begun. There were some 14 or 15 contractors who negotiated Heavy Work and Project Agreements of the multi-million dollar class including the AMISTAD DAM between the United States and Mexico, involving Local 953 of New Mexico. Several other dams in Alabama, Louisiana, Texas, Montana, Iowa, Virginia and Georgia were undertaken.

Although the contractors who participated in these agreements obtained more than 90% of the projects, the Committee was informed that the negotiations of highway contracts in these areas have not met with like success. The Committee views with concern that the failure to obtain a greater share of highway work under union conditions as disappointing. The fact that over 95% of the highway work in Texas is non-union built is viewed as alarming in this day and age.

On the other side of the picture, the Committee has praise for the National Joint Heavy and Highway Construction Committee in bringing about the production of 1600 jobs for our people in the States of Arkansas and Oklahoma while others got jobs in the Building Trades.

The Committee noted that many years ago highway construction in upper New York State was a frail baby while today highway construction in upper New York State is a strong and robust child. Concentrating on highway work jointly with the Laborer and Teamster in the southwest area, the Committee feels, will bring about the changes in the great states located in this area and deliver the jobs that union built highways are capable of.

## CONSTRUCTION INDUSTRY JOINT CONFERENCE

The Construction Industry Joint Conference has for its prime pur-

pose the updating of construction methods and the changes in equipment that go with them. Included in these meetings are the representatives of the various construction unions at the national level along with employer and contractor groups. Occasionally government representatives sit in to discuss problems in connection with apprenticeship committees and the reporting of information to the Equal Employment Opportunity Commission.

The development of Housing and Urban Development programs continues with the result that in November 1967 over 60 Cities were selected for Model City planning grants.

In Beaumont, Texas representatives of the International Union meet with contractors every three months and good has come out of it. Likewise, representative of the International meet with Secretary of Labor Wirtz to iron out problems before they reach difficult stages. Our General President, who is a member of the Government Procurement Committee, the Administrative Committee and Steering Committee, takes a very active part in matters of policy and your Committee knows that our International Union's presence is well represented at these Conferences, and for which the Committee extends its gratification.

## SERVICE CONTRACTS

In 1965 the 89th Congress provided new protection for workers employed by contractors performing services for the federal government such as janitors, maintenance men, laundry workers or in other services.

The Service Contracts Act requires an employer with contracts of \$2500 or more to pay wages and fringe benefits that are at least equal to those paid or provided to other workers doing similar work in the locality.

The law also provides for wage coverage under the Fair Labor Standards Act. While the monetary scale provided is basically not applicable to our economic problems any changes will eventually be reflected in our over-all picture.

## LEGISLATIVE ACTIVITIES

The International Union of Operating Engineers has continued its policy of active participation in legislative matters.

The Committee urges the delegates to personally study the multitude of bills affecting Medical-Social Security-Right to Vote-Civil Service and accompanying photos at page 50-58 as evidence of the Legislation that the International has been active in. The Committee makes special note that Local Unions should become more aware of their voice in Washington. The Building Trades Department Legislative Conference continues to hold its annual conferences and its delegates grow each year. President Johnson addressed the Conference in 1967 and again last week. An opportunity to meet the Senators and Congressmen is given to the delegates and enables the latter to bring home the message of labor to the Congress on bills affecting its interest.

The concurring or non-concurring of their duly elected political representatives on issues affecting their livelihood, centers mostly on the interest shown by their constituents. The Committee commends the International for its intelligent approach and participation as an educational group in

securing passage and non-passage of bills concerning not only for our members but the entire population. Many facets making up the composite picture of a worker's life have been covered by the International interest. We sincerely feel that this particular phase merits even more coverage but we point out that the participation at the "grass roots" level is desperately in need of cultivation.

## STATIONARY LOCAL UNIONS

Never in the history of the International has the problems of the Stationary Branch been given as much consideration from a financial as well as time consuming planning by the International Staff under the guidance of the General President and the General Executive Board.

It is impossible to cover the problems of either the Stationary nor the Hoisting and Portable segments of our International within the time limits of this convention.

Tremendous efforts have been put forth and emphasis has been placed on organizing and building of strong local unions. The results of the stress placed on the amalgamation of small locals or the merging of a smaller local into a larger local has generated new respect and affirmative union activities. One State with twenty chartered locals whose jurisdiction covered only one-half the geographical area of the State had less than 3,000 members. As a result of the efforts of the International, amalgamation and reassignment of jurisdiction to cover the State, the emergence of three locals to cover the State is in process of completion.

The International has subsidized locals in their efforts in organizing and furthering the ultimate goals of established policy.

Another important consideration given to the Local Unions has been the help extended by International Staff personnel assigned to them from either the Washington Office on a temporary basis or on a full field operational basis.

A new innovation has been the introduction of a full time general staff representative in Washington thoroughly familiar and cognizant of the problems of the Stationary Branch.

The Committee recommends that the type of meeting held in Washington on December 15, 1966 between a representative group of local business managers and an International Committee be held at least twice a year. It was the Committee's feeling that a more solidified approach and clear thinking pattern can be established and maintained if this suggestion is formulated.

## UTILITIES DEPARTMENT

The establishment of a Utilities Department with Oil and Chemical each an entity, staffed by competent experienced specialists is another example of the foresight of the General President.

Considerable spadework was necessary to demonstrate the advantages that accompany collective effort. With the introduction of the tie-in program, in which the entire electric energy supply system in the nation will soon become one gigantic network, frustrating difficulties in collective bargaining have faced this new department. Notwithstanding tremendous strides have been made and the wages and fringed benefits compare favorably with outside industries.

see REPORT page 11



# \$500 Million Desalting, Nuclear Power Noted

continued from page 10

tries. While the Oil and Chemical Department is recognized as a single entity in reality, they are two separate and distinct divisions. Each division has particular problems but both have great potential and could develop into a major factor within the framework of our International.

## \$500-MILLION DESALTING DEAL SIGNED

With the tremendous scientific advances becoming commonplace in our daily routine, we feel that the application of nuclear power in establishing the worlds largest combination desalting and electric power plant on an island off-shore from Huntington Beach, Calif. is worthy of comment.

This is a joint project between the federal government and a California water district. The two nuclear power plants of the facility are to generate about 1,800 megawatts of electricity and its distillation plant to turn out 150-million gallons of pure water. Our International has been highly successful in their efforts to organize in this highly specialized field.

The importance of providing power and water to the population is high on the priority list of government projects and affords a new field of operation.

The Committee suggests the delegates familiarize themselves with the interesting details of the Bolsa Island Plant to be built on artificially created island 2,800 feet off-shore Bolsa Chica, California.

## JURISDICTION STATIONARY

The recognition of "Jurisdiction" as the life-line of existence by the General President has caused tremendous efforts to be made to protect the Stationary Local Unions. Hoisting and Portable Local Unions are urged to lend every possible support.

Encroachment by many other Internationals on the jurisdiction of the Stationary Engineers has been curtailed in some degree by the enactment of former Article XXI of the AFL-CIO Constitution. The problem of jurisdiction, regardless of legislation, is of prime importance and as a Committee we can only indicate to the delegates that this brief reference to the subject does not in any way reflect the serious thinking that the Committee feels this subject deserves.

## CONVENTIONS

The Committee was duly impressed with the activities of the International participating in numerous conventions. This activity is covered thoroughly and presented in an interesting manner by the General President.

However, the Committee wishes to call to the attention of the delegates an event, without precedent, honoring our International. For the first time in the history of the labor movement, our General President was elected to the Office of Vice President and a member of the Executive Council of the AFL-CIO.

The Committee suggests that in view of the magnificent image our General President has projected, within and without the labor movement, a standing ovation is in order and richly deserved.

The International Union has continued its policy and participation in the Metal Trades Department, the Maritime Trades Department, Building and Construction Trades Department, Union

Label and Service Trades Department and the A.F.L.-C.I.O.

An interesting side-light, in no small part encouraged by our participation within the family of labor, is the National Assistance Pact with the American Federation of Technical Engineers. Our International assumed jurisdiction of the field party engineers in the construction industry, and a number of branch charters have been issued to Hoisting and Portable Local unions in this field.

## FOREIGN TRIPS

Foreign trips as an aid in broadening the views of world industry and democracy have been recognized from the days of Marco Polo and the voyage of Commodore Perry who opened up the hidden life of Japan to the eyes of western democracy during the last century. Labor through the World Conference of the International Federation of Free Trade Unions has likewise appreciated this means in broadening its high minded principles by sending representatives to foreign countries. The General President was selected by President Meany to attend such conference in Amsterdam, Holland and other officers and representatives visited Geneva, Switzerland, Japan, England, Germany and Vietnam.

Usually requests are made of the General President that he or members of his staff visit foreign countries as representatives of American Labor. In order to broaden the staff's knowledge the General President has assigned this commission to a member of the staff in all cases but one. These trips were made along with other representatives of America Labor and representatives of the State Department with the purpose of meeting with foreign labor representatives and sharing in each's views.

Labor as a force for democracy was thus assured of a nutritious food that would strengthen it against the enemies of democracy and labor, enslaved in the communist bloc under the Soviet and Far East Asian rule.

It goes without saying that the good name of the International Union of Operating Engineers and its image was spread throughout the world by our emissaries on these foreign trips. The Committee approves of the policy undertaken by the International Union and recommends its continuance.

## STAFF ASSIGNMENTS

The delegates to the last convention in an action prompted by the heavy load which the General President was carrying, created a new position under the title of Executive Vice President, as provided by Article VII, Section 1 of the Constitution. Brother Richard H. Nolan was selected for this job and the amount of work and travel that has been consumed in working out his assignments has been extraordinary.

At the outset Brother Nolan assumed the responsibilities of the Department of Organization along with his other duties of assisting in the work of the office of the General President. Several other Committee Chairmanships were assigned to him because of his vast knowledge and experience in the trade of the operating engineer, and because of the facility he possesses in great measure, to bring back assignments neatly wrapped and packaged by way of completion.

In May 1966 the Executive Vice President assisted the International Office in organizing the initial five companies in the new field of non-destructive testing in the gas distribution industry. He is always available for problems assigned to him by the General President and for this reason he has been assigned to Regional Conferences, Local Union meetings, public affairs, dinners and functions where he represents the International Union and acts as special envoy of the General President in meetings with other trades on the national and international level.

The Committee is delighted to acknowledge the services of the former co-chairman of this Officers' Report Committee with pride and admiration, and highly recommends the General President in his selection of so able a man as Executive Vice President Nolan, whose abilities have been displayed so often for all to admire.

## RECOGNITION OF STAFF CAPABILITIES

Perhaps one of the least publicized services but certainly of prime importance, has been the request upon our International to utilize the knowledge and capabilities of the International Staff.

The participation of our General President and his wise selection of personnel on committees, advisory counsel, within and without labor's own activities, has placed our representatives in varied and remote areas of the world.

The Committee, without indicating the individuals representing our International throughout the globe, commends the International on the recognition given the staff because of their special training and capabilities.

## CENTRAL PENSION FUND

The Central Pension Fund of the International Union of Operating Engineers and Participating Employers, has continued to grow rapidly, both in participation and in value.

On December 31, 1967 the fund equity totaled \$22,156,200.00 and the anticipated cash flow for 1968 is in excess of ten million dollars.

Since the last convention, the pension benefits were increased 14% for construction local union members and 28% for stationary local union members. A death benefit provision was also introduced and certain disability requirements were eased to extend coverage to more fund participants.

The Committee feels that the management of the Central Pension Fund has been in capable hands and the Board of Trustees is commended.

The Board of Trustees is cognizant of problems still existing; but in view of their past performance, the Committee feels that this will be solved to the advantage of the members.

## RESEARCH

The Department of Research and Education has been faced with the monumental task of staying abreast of the changing times and conditions.

The Committee calls special attention to the fact it is absolutely essential that all the local unions submit copies of current contract agreements and survey data sheets to the Department. It is noted that the Stationary Local Unions appear to be lax in supplying this

material. We trust that by calling special attention to the matter this apparent laxity will be obviated and all groups will comply in supplying this vital information.

The compilation of required bargaining data is at best a tedious and time consuming job and we are sure that any aid that can be supplied to the Local Unions by the Research and Education Department, will ultimately benefit all concerned.

## CIVIL RIGHTS

The problems affecting Civil Rights were the subject of a Resolution on May 8, 1961 on which the General Executive Board reiterated the policy of the I.U.O.E. since its founding in 1896 that the full enjoyment of membership has never been barred because of color, religion or national origin.

The General President affirms this policy. The Committee concurs in the views expressed by the General President on this important subject.

## EDUCATION

This is a continuing activity and a highly essential function. Your Research and Education Department involves itself in varied educational programs such as, Harvard Trade Union Program (a total of 20 full-time representatives attended this 13 weeks course in the last four years). Continuous Total Training (geared primarily to aid in insuring that our members keep their earning capacity at its highest point). Preparatory Training for Disadvantaged Youth. (The experiences to date in working with disadvantaged youth under the various programs have been good for them, good for our Union and good for our Nation). Apprenticeship (Great strides have been taken in this crucial area of training. We call your attention to the fact that 19 registered apprentice charters have been issued since the 1964 Convention).

Our study and review clearly indicates that a great deal has been done and we commend the General President and his staff for the continued progress being made in this area.

## INTERNATIONAL AUDITOR

The General President is to be commended for extending services of the International Auditor to various local unions upon request. It is specifically noted that five local unions have been assisted in the selection and installation of National Cash Register Posting Machines and at least 30 local unions have availed themselves of other services which include audits, special examinations and revision of their accounting systems.

## COMMITTEE PARTICIPATION

Our International Officers and General Office Staff continue to expand upon their activities and participation on various committees which are, in many instances, vital to the continued welfare of our total membership. Many of the staff are assigned to various committees whose work is involved with matters dealing with Local Unions and International Unions. In addition, we note that the General President, his fellow officers and staff are also participating members on no less than fifty (50) committees involving labor, government and community activities.

The importance of their participation can best be judged by

looking at the committees, i.e. AFL-CIO Executive Council, Building and Construction Trades Executive Council, Metal Trades Department Executive Council, Maritime Trades Department Executive Council, National Safety Council Board of Trustees, United States Department of Labor, etc. The list is long and impressive.

## OFFICE OF THE GENERAL COUNSEL

The office of the General Counsel has been called upon during the past four years to render legal advice and prudent judgment more often than ever before in the history of our International Union. The cause of this of course, is the tremendous influx of new laws and regulations, both federal, state and local that have engulfed the Labor Movement.

Starting with the passage of the Landrum-Griffin Law in 1959, the peak of the cases to be tested under this law reached the courts during the past four year periods. Notably among these causes were those coming under the so-called 'Bill of Rights' section of this law. Many local unions were sued by members, claiming their rights to be nominated or be elected were interfered with. Although the policy of the International Union is to give a fair shake to every member, more often than not, some of these are the mavericks who break out of the herd and wander aimlessly about, seeking to recklessly destroy every good pasture.

Some of the questions tested in the Courts had their origin of course, from the language governing the election procedure which was claimed to violate the provisions of the Bill of Rights.

Chief among these alleged violations were the rules of eligibility pertaining to "continuous good standing" the filing of "declarations of candidacy" to be nominated and the right of branch members to be nominated and be elected to office or participate in the electoral process.

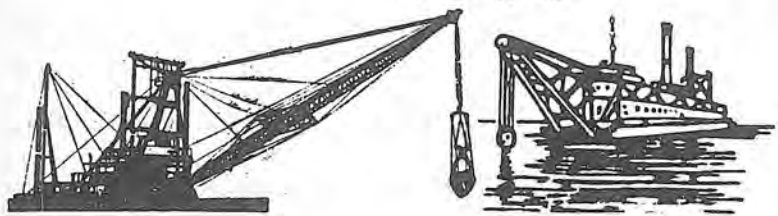
In several of these cases, the office of the General Counsel participated, either indirectly by consultation or directly by the filing of a brief or presentation of oral argument before the federal Court of Appeals. In the twelve (12) law suits commenced by the Secretary of Labor throughout the nation, the legality of the provisions of the International Constitution were vigorously defended by counsel for the local union, aided and assisted by the office of General Counsel. The latter was in a position of seeing the score-board from a central place and thus proved of immeasurable help in helping marshal the facts and points of law with counsel for local unions across the Country.

Sifted from this mass of litigation in those cases in which the Secretary of Labor had not clearly won, were problems which would again be the basis of further and costly litigation. To avoid these time-consuming and expensive trials, meetings with the Secretary of Labor were arranged with the General President, the Executive Vice President and the General Counsel in attendance. From these meetings, an accord, agreeable to both the International Union and the Department of Labor was reached, under which certain provisions of the Constitution were amended to cover the election procedure in the local union.

see REPORT page 13



## Dredging



By AL HANSEN

THE ARMY CORPS OF ENGINEERS is asking bids to dredge about 30,000 cubic yards of bay mud near its terminal in Sausalito.

Bids will be opened at 2 p.m. April 18 in the corps office at 100 McAllister Street in San Francisco. The work is to be completed in about 30 days.

It will be the first dredging in the Sausalito area in five years, the corps said.

Bidders may inspect plans at 110 Belvedere Street in San Rafael or the corps office in San Francisco.

Attention: Retired Members: Would you be interested in a caretaker's job which pays \$125.00 per week—must live on premises? Must be there on weekends (married couple). If you are interested, contact me, or our San Rafael office.

UTAH DREDGING moving into 3 mile slough—should be working there by the time this goes to press. The "San Mateo" will be in there, doing the work—near Rio Vista. The Dredge "Franciscan" still very busy on Bay Farm Islands. Everybody happy!

SHELLMAKER DREDGE—"Gypsy" tied up at Black Pt. in their new yard—revamping the winding gear and making quite a few changes on the Dredge which should be very beneficial to the members, as far as operation goes. The company also purchased the Tug "Delta" from Dutra Dredging Company which they will use for a Tender.

Dutra Dredging Company still working all around the Bay area.

Haven't seen the Dredge "Mallard" around, owned by Leslie Salt. I hope to be able to find them one day. They get out in the boon docks in these levees and pretty hard to get ahold of—but heard they are working pretty steady!

Western Pacific Dredging have started their new job at Stockton and coming right along—should be there for a few months or so.

Dredge "Reidel"—also Western Pacific's—moving right along on their job at Corte Madera Creek—should be there another month.

Hydraulic Dredging Company—we are pretty sure that the job at Belmont Slough—this is part of the Redwood Shores job. This will be tied in with Marineland—they are expecting to move around 500,000 yards. They will probably bring in the "Rogue" to do this. The "Papoose" is still tied up at Pittsburg. The "D-R-2" is tied up at Foster City, and the job at Foster City was officially finished Friday, March 15th. The Dredge "Diamawash" will be put into dry dock in the very near future.

California Dredge #4 still working around the piers in S.F. Harbor—everybody very busy.

Olympian Dredging should be working by the time you read this—their Hunters Pt. job with the "Holland" around a month or so of work.

Associated Dredging—no jobs at the present time.

United Sand & Gravel still going strong, hauling sand for Trans-Bay—with a good crew of dredgers.

Trans-Bay Dredge "Thelma" also still going strong with their crew in S.F. Bay. Right now, they are working off the Ferry Bldg. and the "Tuney" is still working in conjunction with the "Sandpiper" unloading sand for the Tube.

The outlook for Dredging for the coming year looks good. We have a lot of contracts coming up and going on the assumption that the money is appropriated for these jobs, things look very good for all the dredgers and everybody should be working.

On behalf of our Business Manager and International Vice-President Al Clem, and Local 3 Officers—on the green ticket which you members overwhelmingly put your confidence in us, thank you for your votes to the 28th International Convention of the Operating Engineers.

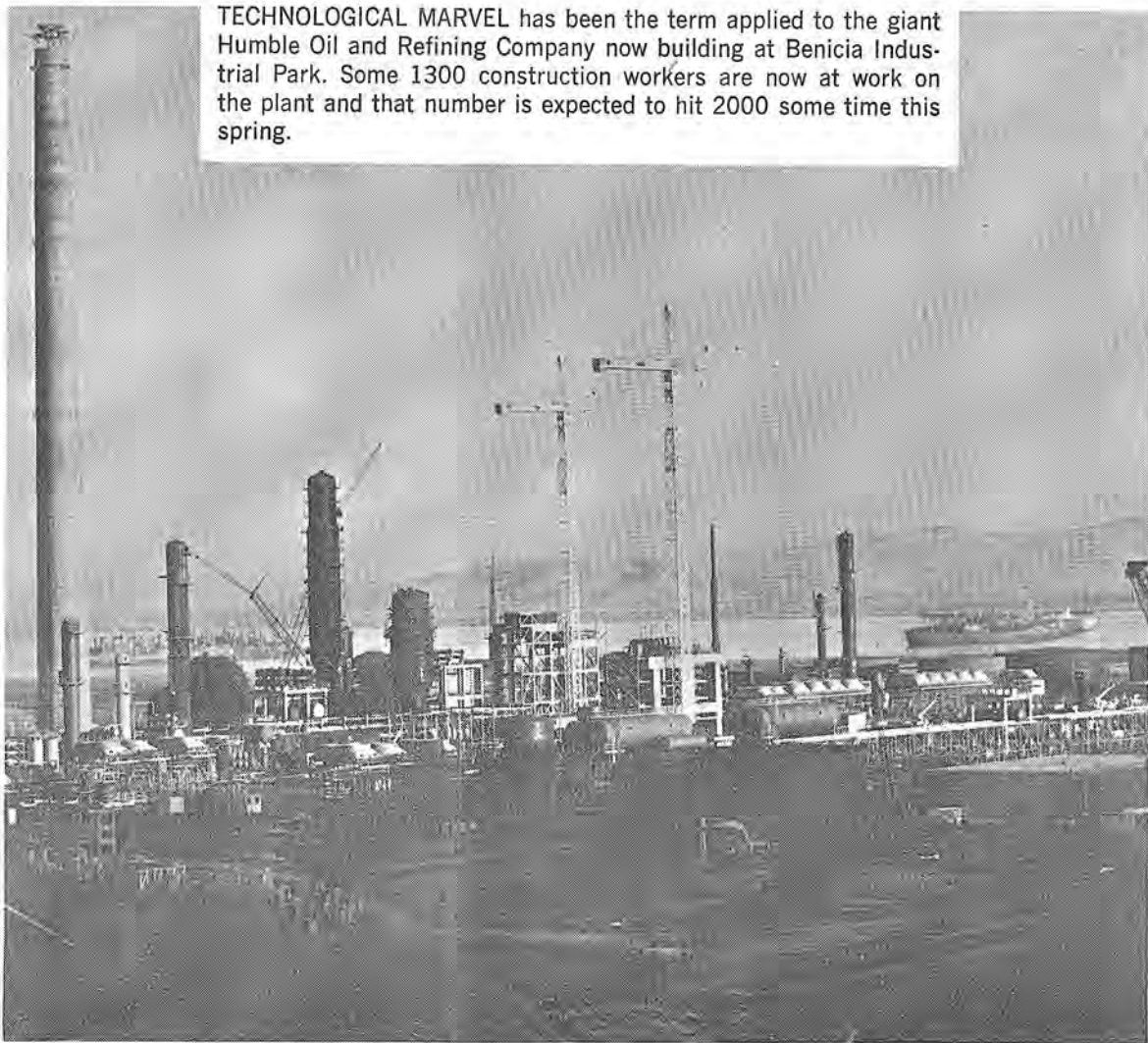
Attention, Members: Please remember to re-register on the out-of-work list—"Re-registration must be accomplished between the 76th and 85th day after the above indicated date."

### 7 Steps to Action—

Do you consider yourself to be a prudent person? Asking these questions may help you find an answer:

1. Do I learn from past experience and mistakes, both my own and those of others?
2. Do I put first things first? Or do I allow carelessness or pleasure to divert me from seeking my own best interests and those of my neighbor?
3. Do I have clear, logical reasons for my actions? Or do I allow emotion to cloud my judgment?
4. Do I recognize my own inadequacy and willingly learn from those wiser than myself?
5. Am I decisive? Do I act when I am reasonably sure I am right?
6. Do I carefully gauge the consequences of my actions? Or do I blindly blunder ahead?
7. Do I make false prudence a cloak for apathy, timidity or refusal to sacrifice my own comfort to protect the God-given rights of others? Or do I realize that true prudence often involves courage and self-denial?

TECHNOLOGICAL MARVEL has been the term applied to the giant Humble Oil and Refining Company now building at Benicia Industrial Park. Some 1300 construction workers are now at work on the plant and that number is expected to hit 2000 some time this spring.



# Work Force At Humble Oil Will Hit 2000 Very Soon

By AARON SMITH

BENICIA—One of the most significant dates in Solano County's emergence as a major area for private industrial development was October 3, 1966.

That's when ground was broken in the Benicia Industrial Park for the \$135 million Humble Oil & Refining Co. The refinery has been called a technological marvel and the most modern petroleum products plant of its kind ever conceived in this country.

Approximately 1,300 construction workers, some of them operating scores of pieces of heavy mechanical equipment, are swarming over the 400 acre site each day this spring as the massive project is being rushed toward an early 1969 completion.

And soon the work force is expected to grow to more than 2,000 men. The pace of activity is so great, in fact, that the physical appearance of the great complex dominated by a towering 465 foot mainstack is visibly changed from one sunset to another.

Incidentally, the crude oil storage tanks measure 225 feet in diameter and are 64 feet high. They each have a capacity of about 19 million gallons of crude oil, and are among the largest in the world.

Elsewhere around the Vallejo area we find that 1967 and the early part of 1968 in spite of the adverse weather conditions has been a busy year for Solano County insofar as highway construction is concerned. There were numerous contracts awarded, and several others completed, and the overall planning and design program for the improvements of highway deficiencies with the present state highway system in Solano County continues to progress satisfactorily. The status of the various projects is as follows:

### ROUTE 12

The California Highway Commission at its Feb. 15 meeting in Palm Springs adopted a freeway routing for Route 12 in Solano

County between Interstate 80 southwest of Fairfield and Scandia Road 6.4 miles easterly. The adopted routing leaves Interstate 80 just west of Hale Ranch Road about 1.7 miles southwest of the existing Route 12 interchange and proceeds northeasterly to pass generally along the southern border of Fairfield and the northern border of Suisun City to just south of the existing highway where it turns easterly paralleling the highway to Scandia Road.

The choice of the alignment identified as Alternate B was adopted primarily because this routing is the lowest in cost and provides the highest twenty-year user benefits. In addition it affords the simplest and most desirable interchange alignment at its connection of a four lane freeway with right of way provisions as required for expansion. The estimated costs of the project is right at 9.5 million. Construction of this project will depend upon the availability of future state funds.

### ROUTE 37

Discussions are under way by the City, County, and State Division of Highways regarding the possibility of four-lane construction between Route 37 and Collins Station in Napa County.

Construction on the superstructure of the \$4 million Napa River Bridge between Vallejo and Mare Island was completed in December 1966. A second contract for the construction of 1.8 miles of bridge approaches was completed in November 1967. The construction cost of this project was \$1,600,000.00, and the bridge was the recipient of the Excellence of Engineering Award presented by the Portland Cement Association to the Vallejo Chamber of Commerce and the Division of Highways on the 5th day of February this year.

Contract was awarded on August 29, 1967, for the construction of the fixed span bridge across Sonoma Creek about 8 miles west of Vallejo near the Sonoma-

Solano County line.

Actual construction was scheduled to be done in three phases. Phase one, consisting of the installation of sand drains, has been completed; and work has begun on phase two, which is the construction of the substructure for the bridge. Phase three will not begin until the settling of the approaches has been accomplished and the substructure completed. The work on phase three consists of the construction of the superstructure itself and the completion of the bridge approaches. It is estimated that work on this 1.7 million project is about 25 per cent complete at this time.

Construction timing appears to be indefinite for converting the remaining two lane section of Route 37 from Sonoma Creek to Interstate 80. Since financing is indefinite on this \$12 million project, consideration is also being given to an interim safety project to provide shoulders.

### INTERSTATE 80

A \$7,600,000.00 construction project was awarded the Guy F. Atkinson Construction Company in October 1967. Since October, however, Atkinson has put on some 27 brother engineers and work has progressed nicely in spite of the adverse weather conditions. Rain in this particular area hampers the construction work on the 4.8 mile expressway system because the over burden for the most part consists of highly mineralized earth containing large amounts of sulfur and aluminum. This, combined with the extreme slickness of the impervious shale and clay stratas beneath, lends itself to the creation of dangerous landslides. But brothers be patient, because as soon as we get a little dust in the area we will be going full swing again, especially with C. R. Fedrick moving into the area on the new pipeline job from Suisun to Benicia, and the new 2.3 million petroleum coke plant to kick off in the next 30 days at Benicia.



# COPE, EPEC Need Membership Support

continued from page 11

These changes, found to be reasonable by both sides were as follows:

(1) To relax the present continuous good standing requirement by providing a 30 day grace period within which a member may pay his current dues without losing his good standing status;

(2) To require no more than 3 years continuous good standing as a qualification for Business Manager candidacy and no more than 1 year for all other offices;

(3) To eliminate the prerequisite to candidacy for local union office of the filing of a declaration of candidacy.

In addition, the International Union agreed with the Labor Department to abide by the decision of the court of last resort in the litigation involving Branch membership qualification, at the same time continuing with a view of resolving the problem amicably.

The Secretary of Labor agreed to drop all future trials in all cases initiated except the one affecting Branch membership qualification. No re-run of elections would be required except in two cases and no new cases would be filed by the Labor Department in elections already conducted where the former rule of good standing and declaration of candidacy were required. Complaints would be disposed of without court trials, solely on the basis of a stipulation of future compliance. Future complaints based on Branch membership qualification would be held in abeyance pending ultimate settlement of this issue and then they would be disposed of by stipulation.

The net result of all this work by the office of the General Counsel was to insure that local union election affected would not be challenged by the Secretary of Labor; that costly litigation would be avoided and no local union election would have to be re-run under the supervision of the Department of Labor.

These monumental achievements have earned the office of the General Counsel, and particularly its head, J. Albert Woll, Esq., the appreciative thanks of this Committee. In addition to the above, the office of the General Counsel has kept its eye on laws and regulations that pertain to the administration of our great International Union, particularly in the field of Situs Picketing Bill, Civil Rights and Right to Work Laws.

More recently the attempt on the part of the newly organized State of Alaska to make it a criminal offense for any national or international labor organization with 100 or more members who reside or work in Alaska, not to have at all times one or more chartered local unions in the State of Alaska was made. This of course affects Local 302 of Seattle, whose members service the new State of Alaska. This clearly unconstitutional law is now being challenged in the United States District Court for the District of Alaska at Juneau.

The Committee wishes to point up the seriousness of this challenge by the State of Alaska to the constitutional integrity of the International Union and its local unions. If this attack was to be upheld, neither the International Union or a local union would have the right to represent and service members in a state other than the one in which it is chartered, if the number exceeds 100 or more. The Interna-

tional Union will vigorously defend its position for the motives of this law are clearly illegal and violative of due process in its attempt to undermine the national labor policy and destroy national and international unions and urges Local Unions to be alert to this menace.

The successful reversal of the large judgment against the International Union and the Local Union obtained by 30 members in the State District Court of Borger, Texas, was due in large measure to the legal skill and guidance of the General Counsel.

The establishment of the office of House Counsel and the selection of Gerald F. Treanor, Esq., as Counsel by the late General President Joseph J. Delaney was a move that has proved of immeasurable value to the International Union as well as the Local Union. Day to day problems of a legal nature are posed by members of the Headquarters and Field Staff and are answered by Mr. Treanor. These include assistance and advice of a wide variety and may relate to jurisdiction under Section 10 (k) of the Taft-Hartley Law or an amendment to the National Agreement or an interpretation under the National Pipe Line Agreement.

Likewise, help and assistance is frequently requested and rendered to local unions and their representatives and counsel by the House Counsel. The latter sits in with the General Counsel at meetings of the General Executive Board, particularly when the latter is hearing appeals from local union trials and decisions.

In conclusion, the Committee wishes to congratulate both the General Counsel and House Counsel and commend them for their excellent service to the International Union and local unions involved.

## SCIENTIFIC, PROFESSIONAL AND CULTURED EMPLOYEES COUNCIL—S.P.A.C.E.

The AFL-CIO has seen the need for organizing the white collar worker by forming a new council, covering Scientific, Professional and Cultural Employees. Seventeen (17) unions including the I.U.O.E. furnished 75 delegates at the founding convention in Washington in which our International Union is represented on the Executive Board. The Committee believes this is a wise and prudent move and concurs in the action of the International Union in organizing white collar workers, who will ultimately participate in its functions in the scientific phases of the future. Our organization is ably represented by our General Secretary-Treasurer N. J. Carman, who is on the Executive Board.

## FIRST AID TRAINING

While craft unions, such as the International Union of Operating Engineers have fostered apprentice training, retraining and skill improvement schools to enable its members to quickly and competently repair complex machinery and equipment, it has, until recently, paid no attention to the repair of the injury suffered by the human body caused by accident and illness.

Today the Operating Engineers alone have more than 20,000 members who have completed standard ten (10) hour courses in First Aid technique and training. This knowledge and skill will alleviate the pain and suffering and in some

cases save the life of a brother engineer or other victims of accidents, on and off the job and in the home, until professional medical or surgical help arrives. The statistics have proven this training to be very beneficial.

The Committee regards this activity as extremely worth while and recommends to the General President its extension in every possible way.

## REGIONAL CONFERENCES

The Committee recommends the continuation of regional conferences and the participation by International Officers and representatives whenever feasible, with their heavy schedule. The identical reasoning that the individual you cannot understand is really the individual you do not know. By association and affiliation with the conference covering a particular area, any local can gain valuable assistance and insight of problems within his geographical conference boundaries as well as the thinking of the International. The Committee commends the policy of the International in supporting the Conference whose principal purpose is to function for the best interest of their respective affiliated local unions.

## NON-FERROUS MINES AND MILLS

For several years the number of our members employed in the non-ferrous mining and milling has increased.

With the introduction of co-ordinated bargaining committees, comprised of International Unions having members in the industry, more benefits based on company wide bargaining have been attained.

It is wise to remember however, the tremendous pressure from the rest of the industry as well as the government but even after eight months of strike in the copper industry a united labor front has not been broken.

## PUBLIC RELATIONS

In the field of public relations we have not taken advantage of the media nor the activities of the International Union of Operating Engineers and its Local Unions in projecting a more favorable image of Labor.

Too often the yeomen service, both in voluntary labor or voluntary contributions in local as well as on a nation-wide basis is little noticed.

It is not the philosophy of the House of Labor to seek gratitude but it is important that Labor in taking its proper place in the economic and social sphere be judged on a true evaluation of Labor aims.

## C.O.P.E. AND E.P.E.C.

The International Union has continued to support the AFL-CIO political educational aim.

After serious deliberation the General Executive Board established a fund in which the membership of the International Union could participate on a strictly voluntary basis of individual contributions.

Several laws have limited the participation of the International as well as Local Unions in the political field. However, this approach in full compliance of all regulations will insure our membership that their wishes and interests will be molded into a solidified educational force to be acknowledged in the national political field.

## U.S.S. SAMUEL GOMPERS

In July, 1964 as a guest of the Navy Department, a group of Washington Based International Officers attended the keel laying ceremonies at Bremerton, Washington, Puget Sound Navy Yard.

President Johnson announced that the new type destroyer would be named after the first AFL President, "Samuel Gompers" on July 1, 1967. The U.S.S. Gompers joined the ranks of the U.S. Navy as (AD-37) under the command of Captain Harry Risch, Jr.

On behalf of the I.U.O.E. the General President presented a color television set for the crew's quarters.

## GENERAL EXECUTIVE BOARD MEETINGS

The Constitution provides that all the powers of the General Convention when in session shall, when the same is not in session, pass to and vest in the General Executive Board. Under the powers thus conferred, the General Executive Board performs its duties twelve (12) months a year in all sections of the Country.

The General Executive Board has at all times sought to communicate and relate to the membership. Its members attend conference meetings, visit construction sites and examine new types of equipment.

The Board acts as an appeal tribunal in connection with trials coming from Local Union. In this connection, the Committee believes that if the Board, from time to time, heard appeals in sessions open to the members of the union, the educational and informational benefits might cause many grievances to be adjusted at the local level. In some cases the charges may be shown to be ill-advised as in others, the Local Union may be inclined to be more moderate in their goals. In any event it would show the greater need of preparing the cases, supported by facts, testimony and proof necessary to sustain an appeal.

The Committee desires to congratulate the General Executive Board on the wisdom and judgment exercised in appointing the calibre of replacements to the vacancies caused by the recent death and retirements of members formerly on the Board.

## JOSEPH J. DELANEY SCHOLARSHIP

The sons and daughters of members of our International Union, both in the United States and Canada have been eligible since 1962 for scholarships valued at \$1500 a year for 4 years in the United States and \$1000 a year for 4 years in the Dominion of Canada.

The selections are made by the National Merit Scholarship Corporation, a non-profit organization and with such selections, the International Union has nothing to do whatever. The Committee, of course, continues to be gratified for this wonderful, worth-while activity which the International Union has undertaken in the name of the late great General President Delaney.

The Committee feels, however, that awards of scholarships for the sons and daughters of members who are less than geniuses should be considered for the reason that the extra bright child with a high I.Q. can gain admittance to the College of his choice with little difficulty.

Perhaps moving in the field of the Junior College, where the bulk

of our youth will commence their higher education, should be considered as the vehicle for awarding the Joseph J. Delaney Scholarship. In that way the average student would be reached. Nevertheless, the Committee again wishes to congratulate the International Union for creating the valuable opportunity to deserving sons and daughters of our members.

## CONCLUSION OF REPORT OF THE GENERAL PRESIDENT

The Committee has purposely deleted specific names in many specialized fields, not out of lack of recognition nor gratitude but in humble acknowledgment that the International Staff under the tutelage and guidance of our General President Hunter P. Wharton has indelibly written into the history of our International a memorable four years of stewardship.

The fullness and excellence of the report of the General President is a source of pride and satisfaction to your Committee whose members voted unanimously that in their judgment, our great International Union is in strong and capable hands.

## Fordham

continued from page 3

tion, but I believe that educators did not face this problem until the students themselves revolted against being reduced to mere numbers on IBM cards.

At long last this problem, because of the students, is seen as major. It may well be that in fact it is impossible to educate so many, and that American higher education is attempting to achieve the impossible.

It is typically American to think that the impossible takes just a little longer.

The price which must be paid in effort, in time, and in money has been high in the past. It is high right now. It will probably be even higher in the future.

Somewhat fearfully I would like to suggest to you that labor unions in the American experience have also been unique in always stressing the right of man.

The American labor unions did not demand favors or privileges. Leaders of the trade union movement fought and died, not for privileges, but for rights. Thus the university and the labor unions have shared a very deep concern for the dignity of the human person.

Both the unions and the universities have educated themselves to helping men as individual members of society. In different ways, using different tools, labor unions and the universities have attempted to achieve goals which are so similar that they may almost be called identical.

The American university has prospered and has suffered because of its dedication to the idea that every man has a right to higher education.

American labor leaders have prospered, and they have suffered in making real the great social ideals and ideas which in very truth, have revolutionized the American way of life.

One basis for the gap between the generations is the fact that the older generation has fought a mighty battle to bring about those things which the younger generation accepts without question began with men of another generation.

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# Fordham

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tion, men of vision who gave of themselves, who in some cases gave their very lives to bring about the advantages of today, which younger Americans think always existed.

It would be impossible as well as useless to describe in detail the part which men in American labor played in bringing about the child labor laws, the minimum wage law, the eight-hour day, and the five-day week. Unless you know what the conditions were in the past, it is difficult to appreciate what these changes accomplished—and the list of accomplishments goes on and on. Social Security and old age benefits, medical care, on-the-job accident benefits, pension and welfare benefits, job security and unemployment insurance were all brought about because men in the labor unions fought and died to right the wrongs which existed in our America.

The American Labor Unions have indeed brought about magnificent changes. The younger generation must not look lightly upon the things which have been done, but it is the nature of the younger generation to underestimate what has been done, and to see only the need to do more.

It is important for the older generation—of which I am glad to say I am one—I am tired, but unlike the men in the labor union, not tired from having accomplished so much as the older men in the labor union have a right to be, tired as all of us must be by the present rapidity of change, and yet all of us in this older generation must remember that the trade union movement revolutionized American life, and revolutionized is the way to describe it, because the changes were indeed truly major.

Young and old must remember both sides; a revolution clearly lies behind us—a revolution lies ahead. This revolution will also take place in the American universities, and

unlike the unions, in the past American education has tended to resist change.

As a rule, intellectuals would rather think than act, they would rather debate than fight—but American educators are today facing a new situation. They no longer have any choice as to whether or not they will change. Changes are going to happen in American education, and the American educator can accept changes as a new and exciting experience or he can reject change and be left behind.

Truly the only vital question facing American educators today is whether or not they will have any control over the changes which are going to come.

It is truly a new experience for American educators, and here is the major difference between the educators and the union leaders. For years and years leaders in the trade union movement have been actively involved in bringing about major changes in the American way of life. Change is nothing new to them. Change has been a way of life for them.

In very fact, the revolutionaries in this century in this country have been the leaders of the labor unions, and thus we might find a major difference between American educators and American union leaders.

Inexperienced, the educators cannot fully realize the trouble which lies ahead. The labor union leaders knew the troubles of the past. They knew the trouble of the present, and they can clearly understand the trouble of the present revolution which is going to continue into the future. Thus the educators are less tempted to say that there has been enough change.

The labor union delegates cannot rest upon the magnificence of the past, but for all of us, young and old, it is hard to understand that the revolution has not ended. There isn't much danger of educators being satisfied with the past because so little has been accomplished.

Change has been resisted by the

educators. Labor leaders can indeed be excused if they aren't satisfied with the magnificent accomplishments of the past. . . .

Whether we know it or not, there is a revolution going on. For the educators there is an excitement and a challenge about participating once in a revolution, and the excitement comes in great measure from ignorance.

It is a strange situation indeed, because American educators must learn from American labor that there are tremendous dangers in being part of a revolution.

American educators must understand when labor leaders say or are tempted to say that labor has done enough, and I say to you that American labor unions have done more than enough, but it is still possible that more than enough is still not enough.

I started by saying that the role of the university president is to knock you-know-what out of the obvious, and it seems to me to be completely obvious when I say that the universities of today must learn and gain courage from the labor unions.

I would hope that we could march together because there is a goal worthy of the university and of the labor unions if in the midst of all the change we cling to the fact that the changes must always be based upon the right of the individual.

Revolution is not the same thing as anarchy, and, therefore, we must always remember that change is real only if something remains unchanged, and the changes of the future will be valuable and viable only if we together maintain the rights of the individual, and that basic unchanged reality can be and must be the same for the university and for the labor unions.

The tasks which lie ahead are indeed impossible both for the university and the labor unions.

Long ago the labor unions accomplished the impossible. The universities can meet the challenge of today by following your example, but you must still con-

tinue to give them that example.

The universities are faced with major difficulties which may be considered as impossible tasks or magnificent challenges.

Labor unions may face the same difficulties and challenges from the

position of strength which is your long tradition of hard won victories.

I hope that the American universities and the American labor unions will meet those challenges together.



BROTHERS WORKING on Milvia Street to Berkeley Station tunnel of BART are (l. to r.) Noel Stuart, Instrumentman; Mike Moore, Party Chief, and Chuck Anderson, Heading Engineer. Brother Anderson was recently promoted to fifth step apprentice of the journeyman trainee program. Surveyor apprenticeship and/or journeyman trainee apprenticeship applications may be obtained at the union hall in the area of your legal residence on the "late night" between the hours of 6 and 7 p.m.

## All The Pretty Money... Our Members Give Away!

Every member of a credit union who does his financing and borrowing outside "gives away" \$60 a year, more or less. Every eligible non-member of a credit union "gives away" \$60 a year, more or less.

That's \$600 a year for every 10 such persons; \$6,000 a year for every 100 such persons; \$60,000 a year for every 1000 . . .

Such are the losses suffered each year by people who do not get their personal credit from their own credit unions—eligible members and non-members.

The figures are arbitrary, but conservative. Here is their basis:

- The average consumer installment debt of employed persons in the U.S. is slightly under \$1000; in Canada, slightly over.
- When that debt is owed to merchants the usual cost is 18 per cent per year, simple interest. When it is owed on new cars it is about 10 per cent and up (considering the loading). When it is owed on used cars it is anything you care to name. When it is owed to small loan houses the range may be 12 per cent to 42 per cent—legal. When it is owed on dollar-down deals it is unimaginable.
- What is the spread—on the average—between these rates and the credit union maximum of 12 per cent? Hundreds of experienced credit union managers have said it is 12 per cent; some argue for 6 per cent.\*

Taking those figures, then, every \$100 which a person in a credit union field of service gets somewhere else, in cash or credit, costs him \$6—or \$12—more than it needs to. Sometimes more, sometimes less, but there's the mass figure.

And every \$1000 this average person owes (which the economists say he does), he pays \$60 to \$120 each year in charges he shouldn't have to pay.

. . . and if there are only 100 such persons in a credit union's field of service, members or non-members, who are falling for the merchant's dotted line or the fancy finance deal, that's \$6,000 to \$12,000 that might be devoted to better causes.

The imaginary perfect credit union would be an amalgam of all of these persons, together with

those who already know where their best interests lie, and who already get their credit "at home" for 12 per cent or less.

In this imaginary perfect credit union that \$6,000 to \$12,000 per 100 persons per year is not lost to them. It stays in their pockets and their checking accounts and their credit union shares.

(Or they might squander it in other even less desirable ways, but that is their business. Credit union service can go only so far.)

But IF these now lost sheep WERE brought into the credit union fold, what would happen to the credit union?

Well, for each 100 such average users of credit, \$100,000 or thereabouts would be required in personal loans, \$11,000 or so would be added to the gross income of the credit union, perhaps \$6 or \$7 thousand would be added to net, and dividends would be paid to attract more savings.



MARK of a real operator is evident on the forehead of "Comanche," one-half of a million-to-one shot that paid off recently for a Brother Engineer. For details and story see page 9.

## Apprenticeship Looking Up

# High Winds Hit Reno Hard

By GAIL BISHOP, JOE HAMERNICK, MONT PARKER and BUD JACOBSEN

The mountain peaks are still burdened with heavy winter snow, but the dust is starting to roll up from the earth moving machines in the valleys. Industrial Construction Company at Mill City, west of Winnemucca, Nevada is in full swing with about 15 Engineers on this job.

Charles T. Parker was the low bidder on seven miles of Interstate 80, four miles west of Wells, Nevada. This is a \$3,487,519 job, and should put a number of Engineers to work.

The Reno area was recently hit by winds recorded at Stead Air Force Base in excess of 100 miles per hour, with damage to property above the million dollar mark. City Crews and Local Contractors are now in the process of cleaning up the debris.

The Apprentice Program in Nevada is looking very good with the work picture picking up to some extent. Several of the Apprentices will be going back to their old jobs that were shut down for the winter season.

We have started the program as of March 7, 1968, and expect a few new Applications.

Byars Construction Company of

Reno, Nevada have two jobs at the Lake Tahoe area. One job is being done for the Tahoe Public Utility District, Sewer Assessment District Number Four. This job is being done in the Dollar Point area. The starting date was June 15, 1967, and the completion date will be October 15, 1968. They have 7,765 feet of four-inch pipe to put in and 39,125 feet of six-inch pipe. The Technical Engineers are all Good Brothers who work for Murray & McCormack from Tahoe City and the Highlands. The contract price for this job is \$721,000.

The other job that Byars Construction Company of Reno, Nevada have at Lake Tahoe is in the Round Hill area for the Douglas County Sewer Assessment District. This job started December 19, 1967, and will be completed April 15, 1968. They have 2,072 feet of 18-inch pipe and 2,636 feet of 24-inch pipe. The money on this job is \$148,324. The Technical Engineering was done by the Good Brothers from Creagan & DiAngelo from South Lake Tahoe. These two jobs will keep about 12 Engineers working this winter.

The Robert L. Helms Construction Company of Reno, Nevada have a job relocating sewers

and storm drains for the 17th Street underpass in Sparks, Nevada. The job started in December 1967, and will be finished in 1969. The bid was \$1,300,000. There will be approximately 60 Operators, Oilers, and Apprentices on this job at it's peak. Brother Ted Delavago, Operator and Brother Frank Barnard, Oiler are running a Link Belt—All Hydraulic—5000 Backhoe. Brother A. J. McDonald is on a 175A Michigan Loader. Brother Carl Wegren, Foreman. Maxwell Construction Company, is doing all the concrete work. Barnhill Pile Driving Company from Fremont, California is doing all the pile driving.

Industrial Construction Company of Reno, Nevada is just about finished with five miles of four-lane Freeway. They started the job in October of 1966 and will be finished in July of 1968. They moved nine million yards of material. One fill was 120 feet high at the peak of the job. There were 50 Operators on this job. This piece of road will connect the present Freeway west of Reno, Nevada to Keystone Boulevard in Reno. The Superintendent was Brother R. Williams. Glenn Kritner was the State Resident Engineer. The contract price for this job is \$3,200,000.





**BELATED RECOGNITION** came to Brother Victor M. Woodward for service during World War II when the Navy awarded him three medals and two commendations for the Bronze Star twenty-five years after the fact. Brother Woodward was cited for heroic service as a member of the Seabees during work under fire on various South Pacific islands. Brother Woodward displays his medals while District Representative Lake Austin looks over the commendations that accompanied them.

### Better late than . . .

## Five Decorations For World War II Service

By LAKE AUSTIN

A Brother Operating Engineer in Redding, California has finally been named a *Seabees Hero* some 25 years after the fact. But as Victor M. Woodward views it—"better late than never."

Woodward, who became a member of Local 3 after being mustered out of the Navy in 1946, recently received three medals and two certificates of commendations that entitle him to wear two Bronze Stars.

Injured while serving with the Seabees in the South Pacific during World War II, Brother Woodward has a 10% service disability and was more than a little surprised to be on the receiving end of war-time decorations this late in the game.

"I guess they were a little slow in getting around to processing my papers," said Woodward. "I hope this doesn't mean they are getting ready to ask me to sign up again."

Woodward enlisted in the Navy while working for Sperry Gyroscope Co. in New York. He is a native of Illinois. After a brief training period with the Navy Seabees, he was assigned to New Caledonia where he helped build some 18 miles of highways; a 250,000 barrel tank farm; floating wharfs; a naval supply dump, warehouses, camps and many other projects that would make the island a stepping-stone for the American forces trying to regain a Pacific empire already overrun by Japanese forces.

Later Woodward went into the red-hot Solomon Islands serving under heavy fire as a bulldozer operator on such islands as New Georgia, Guadalcanal, Rendova and Laiana Beach.

"The Japanese were getting ready to blast us right out of our shoes when the battle of the Coral Sea, a great American Naval victory, turned the tide and all we had left to worry about was the gung-ho snipers and small units that continued to harass us," Woodward said.

The two commendations that came with the medals cite Brother Woodward for "loyal and untiring efforts and work which aided the 24th Naval Construction Battalion in establishing a record of consistent and excellent performance in construction work at Noumea, New Caledonia . . ." and the second one praises Woodward and a buddy, Jack Ream, for constructing trails "in support of infantry elements that were forcing a beachhead at Laiana, New Georgia," in 1943.

Of the latter Woodward recalls that the Seabees worked with some three to four hundred soldiers punching trails toward the Japanese-controlled Munda Air Base and were under constant attacks from snipers, air raids and ambushes.

"Once we pushed our dozer up to the front lines so the tanks could get up to attack the enemy, they called us 'those damn crazy Seabees.'"

Local Union 3's Business Manager and International Vice President Al Clem was then the business agent in Oakland, California when Brother Woodward got out of the service and the newly discharged Seabee talked to him about the possibility of getting into the union and getting a job.

"He told me the work picture was rough at the moment, but to leave my name, address and phone number and he would get in touch with me because he wanted to help every service man that he could," said Woodward.

Clem later called Woodward and dispatched him as an operator for J. Henry Harris, telling him if he could hold a job for him, he was a real operator.

"Clem believed in me then and I made the grade," said Woodward, "and words cannot express the appreciation I feel for the many things he has done for me and the union. All our members should be proud of the many gains Al Clem has made and continues to make for our union."

# Happy Camp Bridge Starts; Dwinnell Lake Is Hot Issue

By LAKE AUSTIN and LOU BARNES

Once again we want to thank the many Brothers and their wives that turned out and gave 66 pints in the Annual Blood Drive in February. For the Members who did not give on this particular night, remember you still can give by going to Mercy Hospital on the following dates:

Monday . . . 5 P.M. to 8 P.M.

Wednesday 12 Noon to 3 P.M.

Friday . . . 5 P.M. to 8 P.M.

and donate a pint in the name of Operating Engineers. Willie and his wife Ruby Vardanega are still runners-up for the number of pints donated in the Redding area.

J. Amuchastague  
Dennis Bartels  
Jim Balfour  
Twila Bristow  
Wilma Carson  
Leona Crandall  
John DeJong  
Robert Felsher  
Mabel Gaston  
Chas. Hardwick  
Clyde Husted  
Arthur Kokesh  
Jessie Lansdale  
Lorraine Marshall  
Wanda McConnell  
L. J. Michaels  
Claus Naumann  
Meredith Reagan  
Geo Smith  
Mike Stephens  
Leona Tiffany  
Robert Walker  
Larry Agnew  
Andy Belli  
Jean Blessing  
Wm. Brown  
John Cuilla  
Fred Crandall  
Fred Escherman  
Ward Fisher  
Don Griffith  
Lillian Harty  
Keith Jolley

Anna Krone  
Bill Lifquist  
Robert Marshall  
Ron McWilliam  
Ed Milligan  
Dean Noble  
Theron Riley  
Wm. Smith  
Marcella Staffan  
Ivan Tiffany  
Steven Ward  
Lou Barnes  
Ron Bennett  
Noel Blessing  
Ben Carvalho  
Drue Cuilla  
Jack Day  
Barbara Felsher  
Robert Forbes  
Jack Griner  
Charles Hill  
Gary Kimmel  
Ernest LaFond  
Don Lindberg  
Sid McBroome  
Frank Mello  
John Nash  
Richard Oney  
Connie Robinson  
Ken Stanko  
Jerry Thompson  
Ruby Vardanega  
Barney Word

Siskiyou County Supervisors awarded a \$129,842 contract for paving of the Butte Valley Airport to the ARB Construction Company of Crescent City. The contract specifies that the county can reduce the amount of work to be performed by the contractor by 20 per cent, thus bringing the project within the \$115,000 on hand for the job. The project is financed fifty-fifty by state and county funds.

Dwinnell Lake, 10 miles northwest of Weed where so many of the good Brothers fish, is expected to be the hottest issue before the Siskiyou County Board of Supervisors Tuesday. The subdivisions want to limit the public access to the 1,850 acre lake to foot traffic only. The supervisors are expected to award a contract for paving of the Butte Valley Airport at 10:00 A.M.

Fredrickson and Watson Company were low bidders on the 21.8 miles of freeway 99 north and have already started clearing with a small crew. The company have a sub on all the dirt—A. A. Baxter Corporation from down south. Baxter will have 5 million yards to move in 280 working days. The Company has moved in and are setting up shop—this will be a good job for several Brothers. They expect to have 13 new twin euclids for the muck. Baxter will go to within two tenths of finish sub and Fredrickson & Watson Company will lay the rock and do the paving.

Dillingham Construction Company have moved in on their bridge job below Happy Camp—they are now in the process of building a temporary bridge across the Klamath River and this is presenting a real problem with melting snow and the recent rains.

Enterprise pipe bids will be opened in early May on the

\$840,000 project that will bring new pipeline, a 3.5 million-gallon reservoir and two new wells to the Enterprise Public Utility District. This project is being financed by \$840,000 water bond issue approved by the voters in September. Construction of the pipe line will begin shortly after awarding a contract so as not to conflict with the county road improvement work planned along some of the same roads where the pipe line will be installed.

An areawide, interlocking sewer collection system that would also serve Summit City and Mountain Gate has been proposed as one solution to Central Valley's sewer problems. District directors have sought a federal grant as a part of a proposed \$2 million sewer system to be financed locally by formation of an assessment district. The Federal Government will provide up to 50 per cent of the cost of the trunk lines if the lines are considered interceptors. However, this is only one solution to the big problem of sewers for the Central Valley area.

Members of Shasta County Planning Commission will con-

sider a tentative map for the industrial park planned by the Economic Development Corporation of Shasta County. The site for the proposed development is north of Redding in the Twin View area. Among the zoning requests to be given public hearings are planning commission staff recommendation for specific zoning of the Mountain Gate area.

Dillingham Company hope to keep between 8 to 10 operators busy once they get started. McIntosh and McKnight have moved in the Crushing Plant to furnish the concrete rock for Dillingham on a sub bid—they will be working a 4 man crew for the season.

Vinnell Corporation have solved some of their problems on the Box Canyon Dam project but the snow and rain is still a factor in slowing them up. They are hopeful that the next 30 days of good weather they will make a big push.

Rivers-Wesco-Purtzer and Dutton canal job in Gerber is still holding out for good weather to dry up the canal. The syphon crew is just about the only ones going full capacity so far this winter.



**BLOOD DONOR CHAMPS** in the Redding area are Brother Willie and Mrs. Vardanega. They gave again this year in the annual drive that saw some 66 pints of blood donated in the name of Operating Engineers Local Union No. 3.



**PRE-DONATION INTERVIEW** is given Brother John DeJong during the annual blood drive in the Redding area. Brother DeJong was one of 66 Operating Engineers and their wives that gave to the annual drive.



# Sunken Freeway Bid To Gordon Ball

By DAVE REA, ART GAROFALO, AL DALTON and HERMAN EPPLER

The state has received an apparent low bid of \$16.2 million for a key, sunken 1.3-mile portion of the future Interstate 5 Freeway in Sacramento's West end.

Gordon H. Ball Enterprises and Ball Sons, of Danville, Contra Costa County, submitted the apparent lowest bid of six received with an offer of \$16,200,345 to construct the eight-lane segment from K Street south to Vallejo Way.

## ENGINEERING FEAT

The major construction project entails the formidable engineering challenge of excavation work and pinioning the freeway with 80-foot-long piles beneath a concrete boat section about 10 feet beneath ground level.

Water uplift pressures from the nearby Sacramento River were cited by engineers as a factor in earlier estimates the job might cost about \$18 million.

## HIGHEST OFFER

The highest of the six bids received yesterday by the State Division of Highways in a bid

procedure postponed to allow changes in specification following an "encouraging" report by an engineering consultant was an offer of \$17.6 million submitted by the Guy F. Atkinson Co. of South San Francisco.

Work on the project, which features a sweep of the freeway beneath the Capitol Mall, may begin in about one month. There will be no interruption of the mall traffic during the work period which will extend into 1971.

The second low bid was one for \$16,585,825 by Peter Kiewit Sons Co. of Concord. Third low was a bid of \$16,751,517 by Granite Construction Co. and the C. K. Moseman Construction Co. of Watsonville.

## HIGH COUNTRY

At this writing the ground is extremely wet here in the High Country. Most of the jobs are down until the weather clears.

M. L. Dubach has started his spread on Highway 880 several times and gets rained out after several days. Sutherland Construction Company has shut down at Western Lakes and has a small crew clearing at Todd Valley when the weather permits.

The plants in the area are run-

ning periodically and the mechanics are repairing and rebuilding. In general most of the companies mechanics are very busy getting ready for the summer rush.

The drilling crews on the Auburn-Dam site are working two shifts and Emil Anderson's crews in the tunnels and shaft are working two shifts. This company has five exploratory tunnels and a 150' shaft with two 500° drifts off the shaft to complete this summer.

## POLLOCK PINES AREA

The work on Highway 50 has slowed down the last month due to the inclement weather. Delzer Pipe Line Company is going to start a job when the weather permits in the Cameron Park area. They have been working on their equipment for the last four months. Also, TAB Construction Company was low bidder on a Pipe Line job in the same location. This should work some of our brothers into a good job.

Granite Construction Company has been working around the Fair Oaks area the biggest part of the Winter months. They have lost very little time.

A contract was awarded to Wunschel & Small of Carmichael for \$125,444.00 on Cold Springs

Road in Placerville for improvements to streets and easements for Angora Highlands Unit No. 2.

Vinnell Construction Co. has almost completed the rock work on the freeway job on Highway 50. They have been working most of the winter on the rock crew, but will start the scrapers when the weather permits.

Joe Vicini Company is working a skeleton crew in the shops in Placerville and also are working on a few small jobs. Joe and his crew are rebuilding a steam fire engine which takes a lot of their time in the shop. Joe said: "I don't mind paying the mechanics Union wages to build this machine up, because I get to blow the whistle and drive it in the parades."

## Freeway Wins Top PM Award

SACRAMENTO—One of California's major scenic highways, one that employed some 300 members of Operating Engineers Local Union No. 3 at various stages, has been named Parade Magazine's top award winner for 1967. The contest selects the most beautiful and functional new American highway opened in the past year. It is the first time the award has been given to an urban highway. The six expert judges reported they were particularly impressed by the lightness and airiness of Interstate 80 and commended its multiple use of space and the projected plans for the overhead airspace.

"The Sacramento Freeway best embodies the high principles of land use, planning, construction and design," the jury determined. They also cited the openness of Interstate 80 with local cross streets passing beneath it.

The route was nominated for the award by the Sacramento Metropolitan Chamber of Commerce, which will receive a \$500 bond. Almost 40 other entries from throughout the United States were submitted and judged.

Louis E. Christman of Yuba City, a senior design engineer in the Marysville District Office of the State Division of Highways, who headed a team of engineers designing the freeway, will receive a scroll citing the imagination and skill of the freeway design.

Presentation ceremonies will be held in Sacramento some time next month, when the State Department of Public Works will receive Parade's Scenic Highway Award Plaque.

State Director of Public Works Samuel B. Nelson expressed his gratitude to the state employees who were involved in the design and construction of the award-winning project. "In addition, the prime contractors on the job, Peter Kiewit Sons Company, and Stolte, Inc., are to be commended for the devotion to detail and the outstanding manner in which they complied with state plans."

Contest judges were Fred Farr, Federal Highway Administration and coordinator of the Highway Beautification program; James N. Kise, director of Urban Design Center for Urban America, Inc.; John Gibbons of the Automotive Safety Foundation, Charles Brady

of the American Automobile Association, Leo J. Ritter, senior editor of Engineering News-Record, and John J. Ryan of the New York State Department of Transportation, who represented the American Society of Landscape Architects.

This is the third award for California on Interstate 80 design. The section between Sacramento and the Nevada state line, part of which crosses the rugged Sierra, was given an award in 1966 for civil engineering achievement by the American Society of Civil Engineers. Later that same year the freeway was cited for outstanding contribution to the handsome development of California by a jury of architects and engineers serving as the Governor's Design Awards Committee.

Three other California highways have previously won recognition in the Parade Scenic Highway Contest. Highway 88 in Amador County won the top award plaque as the best designed scenic highway in 1965. Highway 108 received an honorable mention in 1964 and last year the MacArthur Freeway, Route 580 in Oakland, was given a special award.

State Highway Engineer John Legarra was particularly impressed by this year's selection of a metropolitan freeway as the winner of the coveted award. "Urban freeways present a number of design problems concerned with blending them into the areas through which they pass. I am especially pleased that these five distinguished judges felt we were successful in this instance."

When notified of Parade's most recent award, District Engineer W. L. Warren, whose highway district includes the Sacramento area, said, "It is most gratifying that the judges have cited a freeway on which our engineering staff has worked most diligently toward both function and pleasing appearance. I congratulate all those responsible for the freeway design."

## Oakland 'Turnkey' Start

East Oakland was the site of the groundbreaking ceremonies this month of the first in a series of new housing units that will be built by Runo Smith Co. and turned over to the Oakland Housing Authority upon completion. The low-rent units will range in size from three to five bedrooms and will average out at about \$17,900 per unit.

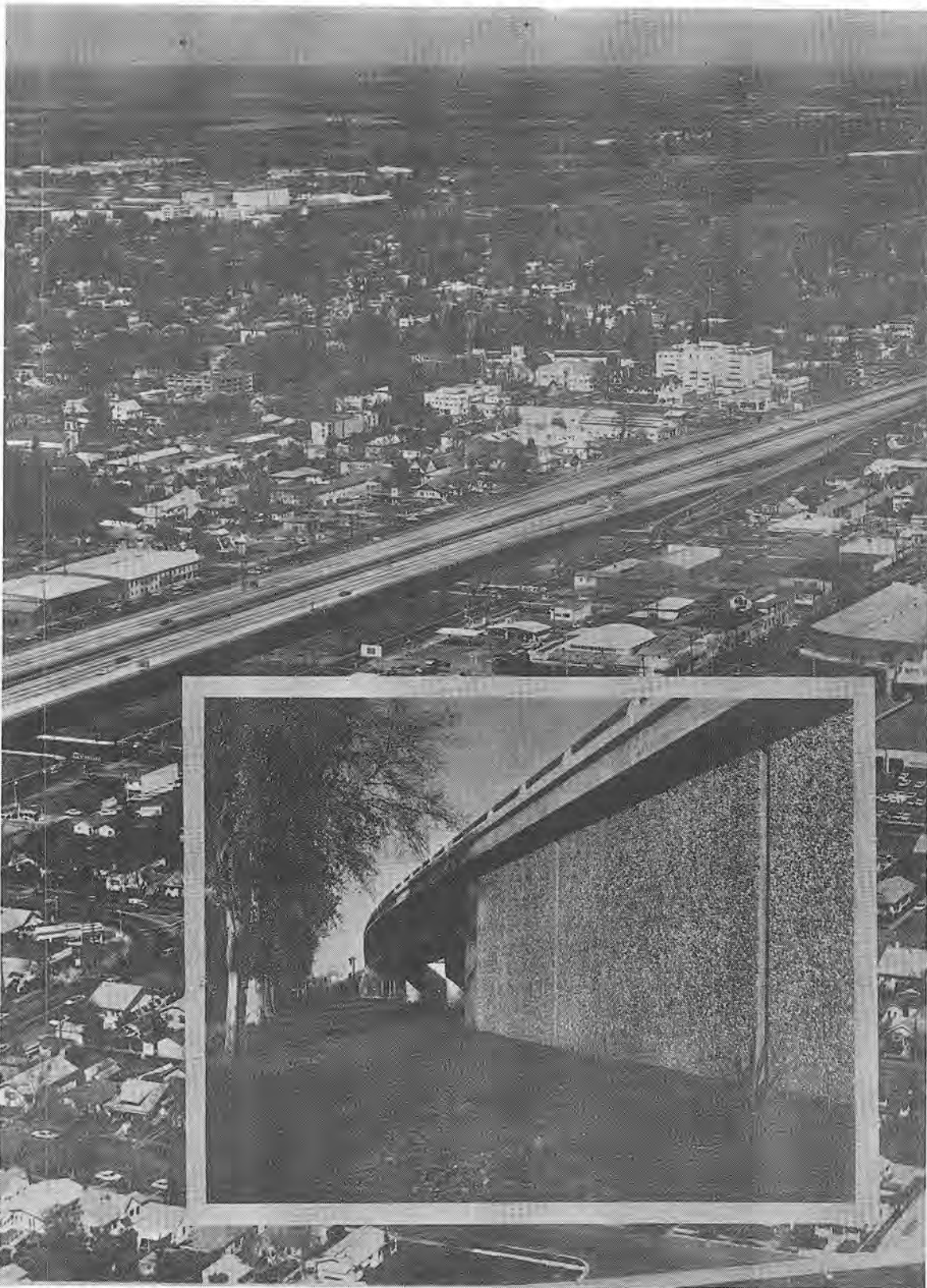
## All-Weather Building Meet Set in Washington

Year-round all-weather construction will be discussed at a two-day conference in Washington, D.C., next month.

In an effort to adjust the seasonal nature of construction, architects, engineers, contractors, material producers and others in the industry will meet at the Mayflower Hotel in a two-day session.

It has long been contended by a small segment of both labor and industry that seasonal layoffs are costly, disruptive and uneconomical.

**Support  
Your Labor  
Candidates**



SOME 300 BROTHERS worked on Interstate #80 named this month as the most beautiful and functional highway to open during 1967. An expert panel of judges were impressed by the lightness and airiness of the highway and com-

mended its use of space and overhead airspace. Parade Magazine will present the Scenic Highway Award Plaque to the State Department of Public Works this month.



# Newport Removes Log Jam

"Like pulling a cork from a bottle," one high-ranking Vietnamese official said as "NEWPORT," the newest "instant port" in the Saigon area, was opened and one of the greatest "log jams" of ships in history at last began to move.

"You can see the river again!"

On 10 July 1967, "NEWPORT," at the end of a 10,000 mile supply route to South Vietnam, was officially opened, bringing relief to the congested port of Saigon and permitting more rapid delivery of vital supplies to our fighting forces.

The demand for "instant ports" in Vietnam poses a challenge unique in maritime history.

In late 1965, when the fighting forces of the Free World began pouring into South Vietnam to keep pace with escalating Communist attack from the North, the phenomenal requirements for logistic support staggered the imagination of the port authorities.

There were only two ports available to handle all of this cargo—Cam Ranh Bay with three deep-draft berths and Saigon with six deep-draft berths—all literally overflowing with ships waiting to unload their cargo.

When word reached Washington that ships were waiting 30 to 40 days to unload, the Secretary of Defense flew to Saigon where he learned that the tie-up was even worse than had been reported. There was a prompt order to proceed with construction of ports with all stops "GO!"

The task immediately was assigned to the Naval Facilities Engineering Command which is the construction agent for the Department of Defense in Southeast Asia and is responsible for all contract military construction in South Vietnam.

The contractor in South Vietnam is a "joint venture" composed of four of the largest U. S. construction firms—Raymond International, Morrison-Knudsen, Brown and Root, and J. A. Jones, which are referred to as "RMK-BRJ" for short.

Contract construction proceeds under direction of officers of the Navy Civil Engineer Corps.

This blend of military-civilian "know how" immediately went to work.

With the teeming mass of ships clogging the river at Saigon, a site outside of the city was selected. It was decided that a rice paddy two miles north of the city could be converted to a storage and handling area and it was close to the Bien Hoa highway and bridge which would facilitate movement of cargo to the troops. Trucks would not have to thread their way through the narrow streets of downtown Saigon, which is one of the obstacles in handling of cargo arriving at Saigon port proper.

The site was approved, but since the river bottom was silt, it was infeasible to use dredged fill from the river and sand had to be brought to the site from other areas.

By March 1966, 25% of the fill for the 100-acre site was already in place, being brought in at the rate of 7,000 cubic meters per day—unbelievably, about 3,000 cubic meters of sand a day were delivered to the site by sampans.

See NEWPORT on Page 19



SEQUENCE OF PHOTOS ABOVE show "before," "in progress" and "in operation" of the Seabees famed "instant port"—NEWPORT. In the early stages of construction (top) some 3,000 cubic meters of sand a day was delivered to the site by sampans. By December (center) progress was well underway on the deep-draft wharf No. 1,

and in May of 1967 work was nearly completed on wharf No. 4 in the foreground. The Navy is currently asking Operating Engineers to assist them in an all-out recruiting program to expand the famed Seabees.



# Seabees Start Major Recruiting Drive

The Navy has announced a recruiting drive to enlist over 2600 qualified construction men as petty officers in Navy Construction Battalions by the end of June. This is the same means by which the Navy built up the famous Seabees in World War II to a strength of 250,000 men. Since no prior military service is required, this opportunity should be of great interest to young men facing the draft who are now employed in the construction or building trades.

The current enlistments are required to provide replacement personnel for Seabee Battalions in Southeast Asia. This recruiting drive will bring experienced construction men onto active duty in the Navy in all petty officer grades, including Chief Petty Officer, with the pay grades established on the basis of their civilian construction experience. Although there are openings for all construction trades, equipment operators and construction mechanics are particularly needed. The maximum age is 40, plus any prior military active duty time. Enlistments are for 30 months.

Construction experience requirements vary from 24 months for appointment as a petty officer third class to 11 years for enlistment as a Chief Petty Officer. Chief Petty Officer candidates must demonstrate at least 3 years of experience at a supervisory level, plus 7 years as a journeyman.

Men enlisted under this program will receive indoctrination training at the Construction Battalion Center, Gulfport, Mississippi. On completion of this school, assignments are made to Battalions home-ported at Davisville, Rhode Island; Gulfport, Mississippi; or Port Hueneme, California.

DEPARTMENT OF THE NAVY  
Naval Facilities Engineering Command  
Washington, D. C. 20390

Dear Mr. Wharton:

Two years ago our Navy Construction Battalions needed skilled men to help fulfill America's commitment to South Vietnam.

At that time I turned to you for help, and you gave it. Within six months, more than five thousand experienced men enlisted in the Seabees, an outstanding record. Largely due to your unselfish and effective efforts, nineteen Seabee Battalions are now helping build a bulwark against Communist aggression in Southeast Asia.

Today, we are again faced with a need for trained, dedicated Americans who wish to serve their country by building with the finest . . . the U. S. Navy Seabees. Many of the men who joined us in 1966 will soon complete their tour of duty and there is still a big job to be done.

We particularly need skilled heavy equipment operators; more than 1,600 in the next three months.

Again, I appeal to you for assistance. Again we are offering advanced rates and pay, up to Chief Petty Officer, for men with construction experience. Would you please pass the word of our need to your people, including your local unions? The attached release gives the essentials of the program and may prove useful to you for dissemination. Those interested can get the full story from their nearest Navy Recruiter, or by writing directly to us: Seabees, Naval Facilities Engineering Command, Washington, D. C. 20390.

I know America, the Navy and I can count on your support.

Sincerely,  
/s/ A. C. Husband  
A. C. Husband,  
Rear Admiral, CEC, USN  
Commander

Mr. Hunter P. Wharton  
General President,  
International Union of Operating Engineers,  
1125 - 17th Street, N. W.  
Washington, D. C. 20036

## Opportunity For Construction Men!

The Seabees need over 2600 additional skilled and experienced construction men before 30 June 1968. Petty Officer appointments are being made solely on the basis of civilian construction experience. No prior military experience is required. Thumbnail requirements are:

**Age:** Not over 40 for most appointments

**Training and/or Experience:**

- Petty Officer 3rd Class—24 months
- Petty Officer 2nd Class—48 months
- Petty Officer 1st Class—7 years, including 3 years as journeyman (1 year as sub-foreman)
- Chief Petty Officer—11 years, including 7 years as journeyman (3 years as a foreman)

**Enlistments:**

- 2 years (plus 6 months extension of enlistment)

**Ratings Needed:**

	Chief	1/C	2/C	3/C	Total
Engineering Aide	8	48	—	—	56
Construction Electrician	—	114	22	—	136
Construction Mechanic	13	100	184	360	657
Builder	—	9	86	—	95
Equipment Operator	42	120	420	1034	1616
Steelworker	—	29	—	—	29
Utilitiesman	—	21	56	—	77
Total	63	441	768	1394	2666

Interested parties should contact the nearest regular Navy recruiter.

The U. S. Navy is issuing a new call for Seabees under its "Direct Procurement Petty Officer" program: "Top Rates to Top Men!"

The Direct Procurement program provides an outstanding opportunity for skilled men to fulfill their military obligation while gaining increased experience in their trade.

Qualified volunteer civilian construction workers, regardless of race, creed, or national origin, can join the Seabees with advanced rates.

Volunteers sign up at any Navy recruiting office for a Seabee 30-month tour of duty. At that time, they directly are given Petty Officer ratings, based on their qualifications.

The current drive for skilled construction volunteers is the result of build-up in Seabee forces in Southeast Asia. In Vietnam, the famed Seabees are playing a critical role in support of the combat Marines. Seabee accomplishments are becoming legendary as they lay "instant" airstrips, build roads, drill wells, construct buildings and waterfront facilities, and operate and maintain complex construction and transportation equipment.

Any man who has been a civilian constructionman apprentice for 24 months, or has 24 months of experience, can enlist in the Seabees as a Petty Officer 3rd Class.

A constructionman with 48 months training and experience (normally, a journeyman) can be a Petty Officer 2nd Class.

A more senior worker can be a Petty Officer 1st Class, if he has seven years' experience—some of it at the Foreman or Master level.

Workers with still greater experience can be rated as Chief Petty Officers.

All candidates must be under 40 years of age.

The Seabee volunteer by-passes the usual "boot camp" that a regular Navy recruit attends. Instead the Seabee goes directly to the Construction Battalion Center at Gulfport, Mississippi. There, he attends a special school, where he learns about the Navy and his responsibilities as a Navy Petty Officer.

After a month at Gulfport, the new Seabee Petty Officer is given leave before reporting for duty to one of the Navy's three huge Construction Battalion Centers—at Gulfport (Mississippi), Davisville (Rhode Island), or Port Hueneme (California).

At the Construction Battalion Center, he receives further training and is assigned to a Construction Battalion. His Battalion spends about eight months on a construction job overseas; returns to its home base for six months of further training and outfitting; then, deploys overseas for another eight-months tour of duty.

A Seabee works in his construction specialty; he gets 30 days paid leave each year; and his opportunities for promotion are excellent!

SEABEE specialties are:

- BU Builder
- CE Construction Electrician
- CM Construction Mechanic
- EO Equipment Operator
- EA Engineer Aid (Surveyor-Draftsman)
- SW Steelworker
- UT Utilities Man



FUTURE OPERATING ENGINEER Dennis Schunk, son of Brother Ray Schunk of Larkspur, is congratulated by Cmdr. D. N. Shockey upon being promoted to Petty Officer Third Class. Dennis is currently serving with the U.S. Naval Mobile Construction Battalion Nine (Seabees) in Vietnam. Young Schunk was an All-Northern California linebacker and guard at Redwood City High School prior to his entry into the Navy. His father has been an active member of Operating Engineers Local Union No. 3 for twenty years as an all-around equipment operator, foreman and superintendent.

COMMANDANT, TWELFTH NAVAL DISTRICT  
and  
COMMANDER, U. S. NAVAL BASE, SAN FRANCISCO  
Federal Office Building  
50 Fulton Street  
San Francisco, California 94102

In reply refer to:  
ND12-31D:pt  
20 March 1968

Mr. Dale Marr  
Vice President and Safety Director  
Operating Engineers Local Union No. 3  
474 Valencia Street  
San Francisco, California 94103

Dear Mr. Marr:

Perhaps you recall our meeting at Linfield College when we were getting our youngsters started there. Dulcie is still most enthusiastic about Linfield, and I hope your son is also.

My purpose in writing now is to ask your assistance in publicizing to your members in Local Union No. 3 a new Navy Program for building up the active duty Seabees by direct enlistment of experienced construction men as petty officers. A similar program two years ago received outstanding support from your National Union and from Local No. 3. The majority of our Seabee petty officer needs at this time are for equipment operators and construction mechanics, as you can see from the bulletin board flier attached as enclosure (1).

We would greatly appreciate it if you could arrange to have the press release enclosed as enclosure (2) appear in your union newspaper or magazine, where it would be seen by a large proportion of your membership. I think the Direct Procurement Program is a good deal for men with construction equipment experience who want to get into the Navy. Even if they have had no prior military experience, this Program enables them to start in the Navy as a petty officer. For this reason, it should be of particular interest to men who may be facing induction, and have some construction experience and training.

I will be happy to provide any additional information or material that you can use, including additional copies of enclosure (1) for distribution to your apprenticeship classes—if you would like them.

Best personal regards,

Sincerely,  
W. F. Kopfler, II  
Capt., CEC, USNR  
District Seabee Program Officer



Obituaries

Name — City	Local Social Security No.	Register No.	Deceased
Abner, Henry .....	3A	574314	2/24/68
Ellen—Wife	SS # 432-16-0350		
Rt. 1, Box 4			
Weldon, Arkansas			
Adams, Leonard .....	3	1117429	2/14/68
Bernice—Wife	SS # 490-10-2667		
3235 - 63rd Ave.			
Oakland, Calif.			
Allen, Sherman .....	3A	588771	2/13/68
Johnnie Mae—Wife	SS # 440-01-7908		
217 E. 6th St.			
Stockton, Calif.			
Brooks, Emery .....	3	745161	2/14/68
Ada—Wife	SS # 483-07-8754		
Rt. 1, Box 39B			
Redwood Valley, Calif.			
DeLaPena, Arthur .....	3	800906	2/18/68
Thelma—Wife	SS # 545-28-2483		
390 Heidi Dr.			
Morgan Hills, Calif.			
Gassaway, Harland .....	3D	1265159	11/21/67
Lucille—Wife	SS # 567-01-6517		
4020 Trinity Court			
Santa Rosa, Calif.			
Holden, Charles .....	3	431805	2/11/68
Richard Hurley—Friend	SS # 469-01-4061		
1260 C St.			
Hayward, Calif.			
Huber, Merlin .....	3	1196355	2/16/68
Darlene—Wife	SS # 529-44-4155		
Box 43			
LaPoint, Utah			
Johnson, Woodrow .....	3E	779446	2/6/68
Betty—Wife	SS # 701-01-0787		
22676 - 7th St.			
Hayward, Calif.			
Kiras, Edmund, Jr. ....	3	459132	1/21/68
Vera—Wife	SS # 526-09-0270		
1520 Biggs Ave.			
Oroville, Calif.			
May, Robert .....	3	997203	2/25/68
Rheba—Wife	SS # 557-22-3170		
376 Pershing Dr.			
San Leandro, Calif.			
McVitty, Frank .....	3	356265	2/13/68
Mildred—Wife	SS # 529-03-6257		
555 E. Plumb Lane			
Reno, Nevada			
Mulligan, Ted .....	3A	738853	2/12/68
Cleo—Wife	SS # 499-03-2604		
73 Breaker Dr.			
Pittsburg, Calif.			
Nahinu, Daniel .....	H3A	1291297	1/31/68
Gail Sale—Niece	SS # 576-38-0749		
1421G Alokele St.			
Honolulu, Hawaii			
Ordway, Frank .....	3	531655	2/13/68
Cora—Wife	SS # 557-28-9645		
P. O. Box 232			
Diamond Springs, Calif.			
Seals, Guy .....	3	915646	2/8/68
Lois—Wife	SS # 523-16-2264		
145 No. 6th E.			
American Fork, Utah			
Skinner, O. J. ....	3	625903	2/29/68
Jacklyn—Wife	SS # 521-07-8953		
1027 W. Harding Way			
Stockton, Calif.			
Smith, George David ....	3	386357	2/3/68
Minnie—Wife	SS # 568-18-7752		
510 E. Washington St.			
Petaluma, Calif.			
Smith, Wayne F. ....	3A	982163	1/28/68
Eulalia—Wife	SS # 553-09-1712		
2241 Ralston Rd.			
Sacramento, Calif.			
Spawnhoven, Harold ....	3	572782	2/14/68
Margaret—Wife	SS # 572-14-6571		
5803 Filbert St.			
Orangevale, Calif.			
Thorne, Milton .....	3	477031	2/6/68
Victoria—Wife	SS # 565-01-3903		
5326 Ellery Pl.			
Hayward, Calif.			
Wallin, Hugo .....	3	361533	2/19/68
5742 W. Rocking Circle Dr.	SS # 494-10-4615		
Tucson, Arizona			
Weldon, Norman .....	3	899498	2/12/68
Mildred—Wife	SS # 554-02-3303		
3345 E. Fairmont			
Fresno, Calif.			
Wells, Charles .....	3C	494405	2/8/68
Dollie—Wife	SS # 555-05-1280		
1306 B Woolner Ave.			
Fairfield, Calif.			

Walker, Lewis .....	3	994115	12/20/67
Marina—Wife	SS # 555-28-2607		
60 Lorelei Lane			
Menlo Park, Calif.			
Wilson, George* .....	3	1251100	1/27/68
Lulu—Wife			
Box 875			
San Andreas, Calif.			
Howard, Kenneth .....	3	6188008	2/5/68
Dorothea—Wife	SS #		
2260 Main St.			
Escalon, Calif.			
Berg, C. H. ....	3	713980	3/21/68
Maynard Berg—Son	SS # 524-01-3744		
13109 So. Virginia St.			
Reno, Nevada			
Clark, Leland .....	3	630680	3/11/68
Charlotte—Wife	SS # 551-14-2555		
140 Thomas St.			
Fresno, Calif.			
Clayton, W. E. ....	3	581467	3/1/68
Madeline—Wife	SS # 558-07-6593		
5080 Clear Creek Rd.			
Placerville, Calif.			
Coke, Stuart .....	3	606474	3/7/68
546 No. Broadway			
Fresno, Calif.			
Cunningham, Ivol .....	3B	723823	3/1/68
Virginia Cunningham—	SS # 562-14-2604		
Daughter			
1244 - 6th Ave.			
San Francisco, Calif.			
Dahl, Arthur .....	3	883631	3/2/68
115 Brookside Pl.	SS # 559-07-7840		
Sonora, Calif.			
Hardy, Kenneth .....	3	569497	3/10/68
Dorothy—Wife	SS # 529-09-5000		
727 Bissell			
Richmond, Calif.			
Iwata, James .....	HB3	1203582	3/3/68
March M.—Wife	SS # 576-09-3182		
45665 Nawahine Loop			
Kaneohe, Hawaii			
Matsukawa, Takeshi .....	3D	1052437	2/27/68
Kiyomi—Wife	SS # 516-14-0304		
41 Hualili St.			
Hilo, Hawaii			
Muren, Joseph .....	3	425248	3/10/68
Alba—Wife	SS # 553-03-4804		
17734 Trenton Dr.			
Castro Valley, Calif.			
Papadaches, Michael ....	3B	702419	3/27/68
Sophia Zabelle—Sister	SS # 553-33-6961		
3280 Mission St.			
San Francisco, Calif.			
Powers, Charles .....	3	354413	3/21/68
Clara—Wife	SS # 520-01-4833		
7 Debra Way			
Oroville, Calif.			
Rogers, James .....	3D	983188	3/3/68
Billie—Wife	SS # 486-10-5816		
18 Linda Lane			
Grass Valley, Calif.			
Schmidt, Ralph .....	3	971445	3/6/68
Hazel—Wife	SS # 551-56-0836		
60154 Wilson Way			
Milpitas, Calif.			
Scott, Reginald .....	3	868744	3/4/68
Marjorie—Wife	SS # 558-18-5839		
37206 - 2nd St.			
Fremont, Calif.			
Stites, Samuel .....	3	563246	3/9/68
Audrey—Wife	SS # 532-20-7786		
Rt. 1, Box 481			
Bayside, Calif.			
Stokes, R. G. ....	3	845457	3/5/68
Cleo—Wife	SS # 557-22-9263		
635 N. "E" St.			
Stockton, Calif.			
Sweet, Guy F. ....	3A	608669	3/7/68
Agnes—Wife	SS # 550-14-4621		
218 Cedar St.			
Westwood, Calif.			
Thomas, Oscar .....	3D	1168927	3/25/68
Nellie—Wife	SS # 459-14-1228		
P. O. Box 39			
Knights Ferry, Calif.			
Vaughn, E. E. ....	3	496040	3/18/68
Erica—Wife	SS # 556-01-7528		
100 Driftwood Dr.			
No. Pittsburg, Calif.			
Vennewitz, Al .....	3	1091239	3/5/68
Bessie—Wife	SS # 556-09-7585		
Box 473			
El Granada, Calif.			
Walker, Bob L. ....	3	983149	3/7/68
Irene—Wife	SS # 520-30-3316		
1127 Rincon Ave.			
Livermore, Calif.			
Watts, Melvin .....	3	484725	3/19/68
Veda—Wife			
6408 So. Fig St.			
Fresno, Calif.			

Newport

Continued from Page 17

By July 1960, over 50% of the fill was in place and 500 of the 1144 piles required for the shallow draft portion had been driven into the river bottom to an average depth of 135 feet.

On the 22nd of October, the final portion of "Phase I" was completed. This included 1,300 lineal feet of concrete barge wharf, an LCU ramp area, and two LST ramps and slips.

By December, all of the fifteen 40-foot steel jacket sections for Wharf No. 1 were in place. Phase I of the deep-draft wharf project included four of the prefabricated steel warehouses. The concrete deck was poured for about 80% of the first wharf. The jacket sections were sitting on the river bottom and the piles were driven through and welded to the jacket sections.

These jacket sections were prefabricated at Poro Point in the Philippines and then barged across the South China Sea to Vietnam.

On 27 January 1967, the first 600-foot wharf and transit shed complex was completed and on 29 January, the first deep-draft ship arrived at Wharf No. 1.

On 1 April, the second 600-foot wharf was completed and by 1 June, Wharf No. 3 was in operation.

Then on 8 July 1967, three weeks ahead of schedule, Wharf No. 4 was completed.

For the entire project, the RMK-BRJ work force, which had at one time reached the 1,800 mark, had to excavate a total of two million cubic yards of earth, rock and sand, drive 107 miles of steel piles into the river bottom, and pour 18,000 cubic yards of concrete.

Today, "NEWPORT," with an unloading capacity of 6,000 tons per day, is able to accommodate simultaneously two LCMs at a ramp, seven barges at a concrete wharf, two LSTs at a slip, and four ocean-going vessels at four concrete wharves having a total length of 2,400 feet.

Other facilities completed at "NEWPORT" include eight transit sheds totalling 192,000 square feet, a 29,400 square foot repair and maintenance shop and a helicopter pad. Soon to be completed are a 1,500 KW powerhouse, a 700-man messhall, and a 30,000 square foot operations building.

Recently, General William Westmoreland, U. S. Military Commander in Vietnam, visited "NEWPORT" and remarked:

"A great measure of credit goes to the engineers, both military and civilian, who are building not only to support our military endeavor, but for tomorrow's needs for the Republic of Vietnam.

"Every stage in the buildup of our armed forces here has required a corresponding buildup of the facilities to support them. This has involved the construction of entire harbors to get the goods of war into this country, logistical depots to store them, and airfields and roads to use them.

"But we are not only building to help the Vietnamese people thwart aggression. Many of the harbors, hospitals, roads and support facilities we're building will last many years beyond the present conflict. When peace is restored, these facilities will be turned over to the Vietnamese.

"So, in a very real sense we're building for peace in Vietnam."



SWAP SHOP CORNER: Free Want Ads for Engineers

We get letters...

Danville, California  
February 28, 1968

Vice President and Business Manager  
Al Clem

Brother Clem:

Thanks for the 25 Year Pin, but most important, thanks for the Pension Plan. What a Godsend that I joined Local #3.

I want to thank everyone who had a hand in this.

James A. Jinkens  
452 Verona Avenue  
Danville, California 94526

March 19, 1968

Operating Engineers Local 3

Dear Sirs and Brothers:

Recently I went to the Bay area Union Health Center, S.F., for an optical test; after complete testing my eyes and my 4 year old glasses were found to be O.K.

I am very grateful to Local 3 for this, another milestone in the long journey of organized labor.

Thank you very much.

Sidney Stribling 1195177

FOR SALE

**18-FT. CONVERTIBLE CRUISER.** All alum. Texas Maid Tabita Boat w/70 h.p. motor & trailer. Also Marlin 35 rifle, 1 black female poodle, 1 guitar with amplifier, 1 Cushman Husky Motor Bike. Albert Ford, 3336 Sunny Rd., Stockton, Cal. 95206. Reg. No. 1042325. 1-1.

**WANTED:** To purchase antique European arms and armor. Also Japanese Samurai swords and armor. Collections or single pieces. Robert W. Reidlin, Sp. No. 14 No. 1, Box 66-A, Byron, Calif. Ph. 415-634-2488. Reg. No. 899363. 1-1.

**300 AMP. SHOP WELDER.** Reg. 3-phase Lincoln with leads. \$250. John D. Kelly, phone 323-4088. Reg. # 1076494. 1-1.

**FOR SALE, Welding and Machine Shop.** Complete line of welding and machine shop equipment. Stock of steel, bolts and nuts. Phone after 7 P.M. No calls on Sunday. Edward Stanton, Rt. 1—Box # 9, Dixon, Calif. Phone 916-678-2702. Reg. 1152779.

**'64 DODGE** crew cab, 4 door, 2 seated pickup, 4 speed V/8, pos. track. R&H. Excellent cond. D. Lane, Rt. 1, Box 4117, Redding, Calif. Phone 916-243-5764. Reg. 635722. 4-1.

**FOR SALE, 1963 Budger Expando** trailer house, open 16 x 40 feet. Turquoise kitchen, glassed tub, wall to wall carpeting living area and 2 bedrooms, glassed sliding door. Make cash offer. Excellent condition. Johnnie Woods, P.O. Box # 24, Lemnecove. Phone 597-2360. Reg. 643107.

**FOR SALE.** One mile south of Terminus Dam, by Hiway 198. Older home, needs repair, on one acre of land, two bedrooms, large living room, well, pump and tool shed. Make cash offer. Johnnie Woods, P. O. Box # 24, Lemnecove, Ph. 597-2360. Reg. 643107.

**FOR SALE — Hopto 360, 20' digging** depth, 5 buckets, spare parts. Mounted on International 6 x 6 — 12,000 miles, one owner. Robert Teverbaugh, 238 Paso Nogal, Pleasant Hill, Phone 685-3069. Reg. #766471. 2-1.

**BLADE GALLION, 1951** good shape \$2,000. **SCRAPER L-S Le Tourneau, 12** yd. \$500. Ludwig Betchart, 41223 Roberts Ave., Fremont 415/656-1149. Reg. #1030397. 2-1

**SEBASTOPOL 6 1/2 acres** fenced, good water, trees (fruit, oak, fir and bay), split level house, 8 rooms, 2 baths, double garage, work shop, tool shed—\$34,750—or 3 acres, \$8,500, or 3 1/2 acres with buildings \$26,250. Thomas S. Browning, San Rafael. 415/479-7582. Reg. #779347. 2-1.

**3 ACRE RANCH.** 1 acre permanent pasture with full sprinkler system. 2 bedroom house, garage & chicken house. Priced for quick sale. Write Byron Taggart, 3253 Erle Rd., Marysville. Or call Marysville 743-7226 for appts. Reg. #344-07-1996. 2-1.

**1961—1 1/2 TON DODGE.** 6—65,000 miles, 4 speed box heavy duty. Perfect Condition. '68 plates on truck. Phone after 4 p.m. 369-4390. All day Sun. One-half day Sat. Lena Lockett, 1903-11 Bayshore, Redwood City. 2-1.

**TWO C-22 transceiver Citizen Band** Radios, one base set, one—either base or mobile, w/mobile antenna. Price \$120. One Mich. 175A loader 2 1/2 yd. with legal cab top. Price \$6,500. Once Case 530 Comb. backhoe and loader, 1965 w/trailer, price \$5,500. Cecil Shelley, Rt. 1, Box 123 J, Yreka, Calif. Phone 916/842-3409. Reg. #1284794. 2-1.

**GENERAL ELEC.** Portable Gas Welder, 200 amp. 6 cy. Chrysler Engine 1-30 caterpillar tractor, side boom, make offer. 8x35 Royal house trailer, good shape \$790. Gordon S. Johnson, 4000 East Ave., Hayward. Reg. #267678. 2-1.

**WELDER, Lincoln 200 amp.** Air Cooled latest model. Onan motor, excellent cond. \$600. Ford 1 ton pickup, utility body boom winch vice. Cond. good \$250 w/torch and gauges. Bud Wells, 124 Hermosa, Oakland. 654-4591. Reg. #557433. 2-1.

**EVERETT TRENCHER** bucket line & frame for Ford tractor. Make offer. 1960—3/4 ton G.M.C. pick-up w/4 speed hydromatic. \$700. Gordon S. Johnson, 4000 East Ave., Hayward. Phone LU 2-3722. Reg. #267678. 2-1.

**TWO VIEW LOTS.** Approximately 65x92, on Lincoln Avenue in Oakland, with plans. View of Golden Gate and Bay Bridges. \$9,500 each. Phone: AL 2-3706 or 262-5775. Preston Avery, 5245 Shady Avenue, San Jose, California. Reg. #0928219. 2-1.

**MOBILE HOME** Transport Business, 1964 Dodge 8—1 1/2 ton. One owner—P U 1968 plates. Fully equipped. Can be seen at 1903 Bayshore, Redwood City, California. Phone 365-9843. Or 369-4390 after 4:00 p.m. Also tools for sale. Mrs. Harrell Lockett. Reg. #0335183. 2-1.

**"SHARE CROPPERS"**—have acre plots available for retired people with trailers. Plant crops and share the profit or pay small amount monthly and raise what you want. No restrictions, water free. M. A. Rothlisberger, 6 Sierra Circle, Carson City, Nevada. Reg. #1058490. 2-1.

**WILL BUY** nonferrous metals—copper, bronze, brass, aluminum, etc. Small or large lots. John J. Bernhardt, 719 So. Fremont St., San Mateo. Reg. #0892424. 342-4596. 2-1.

**PRINTING PRESS,** complete with various type face and size. Ready to use—\$300. John Myrick, 3046 Greenwood, Fremont. 94536. Phone 793-2755 after 5:30. Reg. #711827. 2-1.

**HOPTO 250** mounted on 1 1/2 ton Ford truck. Will sell or trade. Bill Yates, P.O. Box 1413, Colfax. Reg. #598051. 916/346-2300. 2-1.

**ONE YARD LOADER, H-D6,** with rip-ners. Good shape, but needs rails, \$2,500. O-C18 dozer and logging winch. Good shape. \$2,500. 1955 Cook Brothers 10-wheel flat bed truck. All majored, \$2,000 or make offer. 21 foot Chris-Craft Cabin Cruiser and Trailer with berth at Santa Cruz Yacht Harbor, \$2,250. August Suss, 145 Pippin Way, Santa Cruz, California. Reg. #657904. Phone 438-1173.

**OLD WHISKIES.** Want to buy or trade embossed "Sole Agent" type whiskies, or trade for same or bitters. Give type, quality, wants, price, etc. Wendell King, Route #1, Box 385, Eureka, California 95501. Reg. #1194996. 2-1.

**TWO ONE-ACRE LOTS** in New Washoe City, midway between Reno and Carson City. Corner lot with well and power. \$2,800. Adjoining lot, \$2,000. Low down, easy terms. Webster Godlevske, P.O. Box 207, Fernley, Nevada 89408. Phone 702/575-2253. Reg. #845399. 2-1.

**1956 INTERNATIONAL Metro** Converted into house car. Sleeps three, comfortable, gas refrigerator and stove. Must see to appreciate. \$1,995. Henry Hamilton, 6420 Escallonia Dr., Newark, California 94560. Reg. #1196348. 2-1.

**6 ACRES** in Georgetown—4 Acres apples, paved road, spring water, pressure system, garage—livable, lights, telephone, septic tank, pine trees, \$15,000. Terms. Phone 465-3369. Arlon Farmer, 3568 Mariposa Road, Stockton, California. Reg. #296727. 2-1.

**FOR SALE OR TRADE:** Transport Trailer, lightweight, beaver tailed, 25 ton legal capacity. 1961 Kenworth 3 axle tractor with Cat. 1673 engine, all aluminum. 1964 Fruehauf 27' steel, frameless and dump. Vern Davenport, 1303 Vista Grande, Millbrae, Calif. Phone 697-4117. Reg. #993919. 2-1.

**ONE TEN YEAR OLD** White Quarter Horse Mare. One Appaloosa yearling stud colt—can be registered. 1959—15 foot vacation trailer. Electric or butane. Sleeps five. 1956 Dodge weapons carrier, canvass top. Good tires. Just overhauled. Excellent condition. 1955 4-door Chevy. A-1 shape. James M. Conway, 6740 Irwin Avenue, Oroville, California 95965. Phone 534-1472. Reg. #1157763. 2-1.

**GOOD HOME** on 2 1/2 acres. Located 6 miles southeast of Lincoln, Placer County. Phone 645-2342. Dennis L. Cash, Route #1, Box 581. Reg. #347096. 2-1.

**WANTED:** Grease reel's auto. rewind. Ludwig Betchart, 41223 Roberts Ave., Fremont 94538. Phone 415/656-1149. 2-1.

**KENCRRAFT** Fiberglass, 165 Model, 30' travel trailer, completely self-contained, carpeted, excellent condition, \$3,500. Phone 916/644-3311. John Gordon, P.O. Box 545, Pollock Pines 95726. Reg. #1178100. 2-1.

**PANORAMIC VIEW,** level premium bldg. lot, beautiful setting, 100'x200' plus Study Guide. Encyclopaedia Bri-916/644-3311. John Gordon, P.O. Box 545, Pollock Pines 95726. Reg. #1178100. 2-1.

**1951 4 WHEEL DRIVE JEEP STATION WAGON,** '56 Chev. V-8 engine. 1967 Dodge pickup box. Leo Davis, 26643 River Rd., Newman, Cal. 95360. Reg. #324688. Phone 862-2282. 2-1.

**AKC COLLIE PUPS,** 9 females, 2 males, born Dec. 11, Championship Line, Farm Raised. \$35 to \$75. P.O. Box 65, Herald, Calif. 95638. Phone 209/748-2412. Reg. #1212511. Samuel A. West, P.O. Box 65, Herald. 2-1.

**14 FOOT ROCKHOLT** Fishing Boat & Trailer, good condition, with motor. Petaluma, Calif. Phone 763-4911. Reg. #994110. Frank Szomias, 101-10th St., Petaluma, Calif. 2-1.

**FOR SALE:** One month old 54 Volume Great Books of the Western World, plus Study Guide. Encyclopaedia Britannica. Take over payments—paid up until June. 823-4328. 2-1.

**1964 HONDA,** 305 Superhawk. \$325. E. S. Wayman, 205 Chapman Ave., S.S.F. 871-9670. 2-1.

**BOOM JIB 20 ft.** for model 150, P&H, easy to adapt to any rig. Make offer. Call or write B&R Crane Service, P.O. Box 806, Pleasanton, Calif. 415/846-5845. Or call or write Lon Eck, P.O. Box 27, Gasquet, Calif. 95543. 707/464-6284. 2-1.

**MOBILE HOME** 1966 Biltmore 2 Bdrm., 10' by 57' w/expanding liv. room, \$4,700. J. L. Hayes, 1500 Virginia Place, San Jose. 258-8164. 2-1.

**80 ACRES,** Sell 10-20-40. Near hunting & fishing. 2 ponds on property. Under irrigation. Plenty of water, 1/2 mile from school & store. Paved road to City. 2 big lakes nearby. E. B. Loyd, Rt. 3, Box 1615, Marysville, Cal. 95901. 2-1.

**3 BEDROOM HOUSE,** bathroom, den with fireplace, large living room, new roof, single garage. 220 wiring, \$1,000 for equity, assume payment. No. qualifying. Redding, Calif. 243-7896. 1010-3rd St., Jesse R. Carter. 2-1.

**CAT, 12 Motor Grader** with Hydraulic Side Shift, D-8 Cat, with angle dozer & logging winch. Playko Brush rake w/Multiple Applicator. Bucyrus Eric Model 15B Crawler Backhoe. Dale Allen, P.O. Box 523, 257-3829. Susanville, Calif. 96130. 2-1.

**1967 CASE 450 DIESEL CRAWLER,** w/6 way Hydraulic Dozer & Ripper, other extras. Machine has worked only 345 hours. Condition like new. John H. Schiedel, P.O. Box 826, Fair Oaks, Calif. 95628. Call after 6 p.m. 988-3744. 2-1.

**KENMORE AUTOMATIC** Washing Machine, \$40. General Electric Auto. Dishwasher, portable type. Mobile Maid, \$90. Boys Bicycle, \$15. Whirlpool Refrig., \$40. William Mulhair, 97 Southridge Way, Daly City 94014. 333-9006. 2-1.

**3 BEDROOM,** 2 bath home, wall to wall carpet, drapes, fireplace, 2 car garage, refrigeration cooling. Pay owner small down and take over f.h.a. loan. See at 22 Las Plumas Way, Oroville. Call 533-8659. A. V. Carpenter, 22 Las Plumas Way, Oroville 95965. 2-1.

**3 IRRIGATED ACRES,** Modern 3 bedroom, 2 bath home, double oversized garage. Small barn w/corral, loading chute & dandy well. Beautiful Mt. Shasta View, \$19,200. Phone 4621. Granada, Calif. 2-1.

**BLADE CAT 12,** 1900 Series, 3-T, oil clutch, sliding mold board. Excellent condition, \$6,000. Dan F. Heeney, 2068 Mento Drive, Fremont. 415—656-2818. Reg. # 482414. 3-1.

**EL CAMINO 1965,** deluxe cab, bucket seats, 4-speed, cover for bed, excellent condition, \$1,650. Dan F. Heeney, 2068 Mento Drive, Fremont. 415—656-2818. Reg. # 482414. 3-1.

**5 YD. CHEVY DUMP TRUCK,** 900-gal. International Water Truck. Back hoe and loader. Buckets—12" - 18" - 24" - 48". Scraper 2". Mud hen gas engine pump, 100 ft. suction hose, 100 ft. discharge hose, 17-ft. International Van. Loren E. French, P.O. 6437, Clearlake Highlands. Reg. # 623442. 3-1.

**1967 FAIRLANE 500 XL RANCHERO,** Cruise-O-Matic power steering, air, stereo tape. Assume payments, plus small equity. Contact David L. Johnson, 38167 Road 140, Yettem, Calif. 93670. Reg. # 1229853. 528-3696 or 732-6960. 3-1.

**1965 CHEV. 1 1/2-TON PICKUP,** Radio, heater, Bardon bumper, \$1,350 or will trade for property. Robert A. Crow, 6421 Lupine Court, Newark, 793-3239. Reg. # 811868. 3-1.

**NEW PARTS FOR DW 20,** 67C and 88E series. 50% off new price. Robert A. Crow, 6421 Lupine Court, Newark. 793-3239. Reg. # 811868. 3-1.

**HOUSE IN REDDING,** improvements include septic tank, water and electricity. 3938 Oasis Road in Buckeye District. \$4,500. Kirk McGowan, P.O. Box 656, Livermore, Calif. 94550. Reg. # 1076604. 3-1.

**BACKHOE CASE 530** Const. King, One-ton Ford truck zeman 2-axle trailer, \$6,500. 991-5494, Elverta, Calif. Virgil Moore. Reg. # 752821. 3-1.

**LOADER, TD9 Drott International** w/ bucket & dozer, \$1,850. Phone 209—826-0684. W. L. Maddox, Route 1, Box 1202, Los Banos, Calif. 93635. Reg. # 1043556. 3-1.

**2 HEATHKIT CITIZEN'S BAND** Transceivers. Model W-C B. 1. Total value approx. \$200. Will sell for \$100. E. Dean, 5492 Ruth Ave., Oakland. 532-1928. Reg. # 935609. 3-1.

**PLEASURE CRAFT,** 15-ft. aluminum insulated house trailer, butane stove, light, electric, ice box, sink. Sleeps 2 or 4, eating nook, lots of storage. No bath. Used very little. Awning with skirt available. New. Furnished. Joaquin Lemos, 721 Sunset Blvd., Hayward. 94541. Reg. # 490976. Phone 582-2199. 3-1.

**BUSINESS LOT,** Industrial Park, 1 1/4 acres plus 2 1/2-acre Rancho for home. Kingman, Arizona. \$25,000 for both. \$500 down, \$30 per month. Or \$2,300 cash. Write Miles H. Carney, 123 Codo St., Moss Beach, Calif. 94048. Reg. # 787999. 3-1.

**1960 CHEV. 12-yd. Dump Truck,** \$8,000. 1961 Int. AC 180 6-yd. Dump Truck, \$3,500. 1960 GMC 3/4-ton Pickup, \$760. 1961 Chev. 1/2-ton Pickup, \$700. 1959 Int. 1-ton Flat bed, \$800. Roller 1/2-ton, \$350. Roller 3/5-ton w/trailer, \$650. 1948 Reo 1 1/2-ton flat bed, \$250. Tilt Trailer, \$350. Develbiss Air Compressor, \$175. Ph. 415—335-7991. Richard Liebenberg, P.O. Box 926, Felton. Reg. # 1098560. 3-1.

**TRUCK CRANES,** Lorain 20-ton, 115-ft. boom, WAU upper, Int. lower. S # 11381. Bay City 25-ton, 95-ft. boom, WAU upper, Continental lower, hyd. outrigger. S # 2557. Both 11:20 rubber. Don Lambert, P.O. Box 401, Woodland. 95695. Reg. 313329. Phone Woodland 662-2093. 3-1.

**1965—10x46 1-Bdrm.** Frontier, \$800. Equity or take over payments of \$63.34, or will trade for larger trailer with expanding living room. Reg 1143073. Phone 209—463-6980, Stockton. 3-1.

**1967 STINGRAY,** 4-speed, AM-FM radio, 4-wheel disc brakes, 327 engine, 8,000 miles, \$3,950 or trade equity. Phone 368-6844, 111 Wisteria Way, Mill Valley. Reg. # 0987726. 3-1.

**1915 MODEL "T" FORD** Roadster, Wardford speedometer, all good brass, red body, black fenders, white undercarriage enamel. Ready for parade. Al Hakanson, 1695 Chaska Place, Reno, Nev. 89502. Reg. 1187207. 3-1.

**BUSINESS LOT—**And Trailer Lot in "Christmas Valley, Oregon." Ernest C. Hardin, 3415 Mayfair Boulevard, Fresno. 93703. Phone 209—268-6724. Reg. # 307297. 3-1.

**BACKHOE** with loader bucket on 1954 Jubilee Ford tractor. Clean and perfect running condition. Moving and must sell. \$1,995 or best cash offer, 209—826-0684. W. L. Maddox, Route # 1, Box 1202, Los Banos. 93635. Reg. # 1043556. 3-1.

**FOR SALE—10 acres** on County road near boat launching and recreation area on Oroville Dam. \$10,000. Phone 324-0485. Mr. Fred Jury. Reg. # 751281. 895 - 15th Avenue, Menlo Park. 3-1.

**CLEAR LAKE OAKS COTTAGE—**For sale. Ideal for summer home or retirement. Large living area with full fireplace; all electric modern kitchen; beautiful view overlooking lake; fully enclosed porch; two bedrooms. Owner will finance. Dn Kinchloe. Ph. 933-4811.

**CAT # 44,** Front Hyd. P.C.U. 2-spool valve, 37 GMP cartridge, surge tank. \$300. Flat truck bed, H.D. const., pressed steel channels, oak deck covered with 3/16" steel, 8 ft. x 14 ft. r. side 21 ft. long. Cab guard, rear roll, 4 cable boomers. Steel side stakes and pickets. \$350. P. Hantzsche, 4320 Paradise Drive, Tiburon. 94320. 435-4727. 3-1.

**FORD—292 engine** short block, has 500 careful miles. 1 set 3 2-barrel carburetors with 312 stormburg 97's on edelbrock aluminum manifold. Swinging pedals for hydraulic brake and clutch. Chrome nice for roadster with slave cylinder. 1964 Yamaha 55 cc, needs piston. Will sell all or part, cheap. Noel Wingfield, 3410 West Daisy Dr., Fresno 266-4302, Fresno. Reg. 798796. 3-1.

**TRADE 2** gentle saddle horses for Model A Ford sedan or coupe. Harry Syar, Rt. 1, Box 142, Fairfield, Calif. 94533. Reg. # 688955. 3-1.

**14" METAL LATHE** with 6" base. Old but in first-class shape. Call evenings 707—484-3267. Vacaville. Erwin Olivera. Reg. # 848296. 3-1.

**1966 PARAMOUNT MOBILE HOME—**20x55 2-bdrm., 2 bath. Furnished. Excellent condition. Frank Willis. Box E 114, Moss Beach, 728-3855. Reg. # 501146. 3-1.

**16"8 INBOARD RUNABOUT,** Excellent condition. Pontiac engine. Fully marined with reverse gear. Custom upholstery & paint. Complete w/trailer. 2893 Jordan Way, Pinole. Reg. 1121932. Melwyn B. D. Salee. 3-1.

**D2 5U SERIES,** 7 ft. dozer, 50 in. gauge, 16 in. pads, 300 hrs. since overhaul, engine and clutch. Extra rollers. Runs real good. 916/357-2591. Curt Flowers, Rt. 2, Box 5400, Anderson, Calif. Reg. No. 721140. 4-1.

**FORD TRACTOR (NA)** with overdrive. "A" frame with 2-in. Bar and five heavy Standards for lawn seedbed soil preparation. Attachments. Fine toothed cuttupator. Disc. Harrow-leveiler. H. W. Scheinin. Reg. No. 484646. 190/3 Carlton Ave. Castro Valley, Calif. Phone 532-4698. 4-1.

**WELDERS,** 2 Lincoims 300 Amps. Elec. driven. Excellent condition with leads \$350 each. Will trade for small trailer, car or pick-up. Al Blevins, Reg. No. 630673. 12872 N. Jacktone Rd., Lodi, California. Stockton 931-2605. 4-1.

**3 1/4 ACRES** level land on freeway 80. 5 miles north of Roseville. Ideal home sites. Near Sierra College on sewer line. Write to Dave Hanny, 2115 W. Hearn Ave., Santa Rosa, Calif. 95401. Reg. No. 284751. 4-1.

**FOR SALE** or trade, international Dump Truck, 3 axle, 10 wheeler. For sale, truck tires, 825x20, 900x20, 10-00x20, \$5 and up each. William Mulhair, 97 Southridge Way, Daly City 94014. Reg. No. 1157905. 4-1.

**A NICE** retirement home in the mountains at 111 East D Street in Tehachapi, Calif. A walk in deal, all furnished. 1 bedroom home, one block from downtown. Furnished apartment in back. Nice redwood fence, new refrigerator, new wall to wall carpets, built in laundry room with washer and dryer. New piano. Glassed in sleeping porch with 2 beds. Turn the cover down and be at home all for \$10,000. Noel Wingfield, 3410 West Daisy Drive, Fresno, Calif. 266-4302. Reg. No. 796798. 4-1.

**1956 VOLKSWAGEN** with 1961 Engine, fair condition. Trade for 1956 Ford Pickup or 1957 Chevrolet Pickup.. Engine, transmission and paint unimportant, Narrowed Chevrolet rear end with Oldsmobile axles. Machine work by Henry's. Will sit Anglia and Austin. Sell \$60.00 or trade for tools. Jim Bowman, Jr., 24900 Santa Claras St., Apt. 20, Hayward. Phone 415-785-2851. Reg. No. 1243036. 4-1.

**1960 1 LDORADO** Cadillac. Has bucket seats, all power. Copper tone color and white vinyl top. Good condition, \$795. Bobby G. Cooper, 29302 Avenue 13 1/2, Madera, Calif. 93637. Reg. No. 1056369. 4-1.

**CLEVELAND Trencher** No. 92. Good condition. Digs trenches up to 4 1/2 feet. 18 to 20 inches wide. Wheel type. Terms if desired. Write W. C. Hucksfeldt, P. O. Box 7, Nice, Calif., or call 274-4496. Reg. No. 603325. 1-4.

**JOHN DEERE 840** tractor and Hancock Scraper. 7 yards, in good running condition, \$4,750. Jesse E. Vannmeter, 408 Sonoma Lane, Rohnert Park, Calif. 94928. Phone 795-6251. Reg. No. 1163221. 4-1.

**24 ft. CABIN Cruiser,** Ford Interceptor 170 H.P., Jet propelled. Fisher Radio \$5. Plus Zieman 2 axle trailer, electric brakes, winch, std. automotive tires. Call for other details. Total price \$4,500. Boat separate \$4,000. D. E. "Pat" Patrick, 276-2291. Reg. No. 696733. 4-1.

**ONE AND ONE HALF** acre beautiful pine covered level, private paved road entrance, 4000 ft. elevation, near Sly Park Lake, El Dorado County. No assessments. Terms or trade. Phone 687-7324. Roscoe Pounds, 2050-31 Monument Blvd., Pleasant Hill, Calif. Reg. No. 367255. 94523. 4-1.

**2—14A DOZERS,** 1—WH yd. Ripper TD24 Dozer, Let. K30 Rip., 125 LeRoI Comp., Boom truck, 250 A. Lin. Weld. Everything \$35,000. Joshua Bassi, P.O. Box 732, Placerville, Calif. Phone 916-622-0723. Reg. No. 346961. 4-1.

**FURNISHED 2** bedroom home, San Leandro. Cash down \$1,000. Balance \$10,339.52. Payments \$100 per month. Fred G. Johnson, 14772 Saturn Dr., San Leandro, Calif. 483-2512, before 7:30 p.m. Reg. No. 1051308. 4-1.

**CUSTOM,** split level home. All electric modern. 3 bedrooms, 2 baths, large recreation room plus a hobby room. Outstanding fireplace \$33,000. H. C. Wayne. 815 Second Avenue, Pinole. 758-0527. Reg. No. 322432. 4-1.

**SEAMAN Pulvi-Mixer** with 471 Diesel \$5,500. Austin-Western Grade w/Dozer & snow plow \$5,000. Ford 9N Tractor w/rototiller, scraper, auger, cultivator, mover and rake \$950. Like new truck assemblies and spread for 847A Barber Green finisher \$500. Dictaphone & Transcriber \$100. Fred Hodgson. 916-991-3098. Elverta, Calif. Reg. No. 791480. 4-1.

**1965 NOMAD** self contained camping trailer. 18 ft. very good condition. New tires. Gas operated (propane or butane), refrigerator, stove and lights. Sleeps six adults. Call 235-0663. Shower and toilet facilities \$2,000. Wayne E. McBride, 861 15th St., Richmond 94801. Reg. No. 374915. 4-1.

**WANTED:** Fuel injection pump for Model A-1 Cummins Diesel Engine. T. R. Tenney, 2311 E. 3000 So., Salt Lake City,



# Prejob at Morris-Knudsen On Big Pittsburg Steel Mill

By NORRIS A. CASEY,  
GUY JONES, JERRY  
ALLGOOD, TOM CARTER,  
ALEX CELLINI and  
ROBERT MAYFIELD

The Bay Area Rapid Transit system reached another milestone yesterday as the first of three 1,000-foot tunnels beneath Broadway was punched through. Since December, a 65-ton tunneling machine has been chewing out the bore between 14th and 17th Streets 70 feet below the surface.

Hydraulic jacks had steadily pushed the "shield" northward and workmen toiling around the clock installed steel tunnel walls as the ringlike unit moved toward an open excavation where the bore ends.

Shortly before 11:30 a.m. the shield bumped the temporary wooden wall that kept the earth from caving in on the excavation and minutes later the wooden beams cracked. The machine had holed through.

Now the shield will be lifted out of the excavation area by a mammoth crane and trucked back to 14th Street to be lowered into the earth and begin on the second bore linking two downtown BART stations.

The Bay Area Rapid Transit District moved a step closer to becoming a railroad by opening bids for trackwork between Hayward and Oakland and the system's first line.

Dravo Corporation of Bellevue, Washington, was the apparent low bidder at \$8.7 million, which included the laying of rails between MacArthur Station at 40th and Grove streets in North Oakland to the BART Hayward repair yard south of Industrial Parkway.

Installation will begin late this year if the BART board awards the contract in the near future.

Test trains are scheduled to use the tracks in September, 1969, and actual passenger service is to begin in March, 1970.

The heavy highway construction as well as the home building industry in Southern Alameda County is virtually at a standstill due to the present weather conditions. However weather conditions permitting there is an enormous amount of dirt to be moved through this county.

A new, independent construction equipment distributorship—MDCO (Machinery Distribution Company)—has been formed in San Leandro to succeed Blakemore Equipment Company, which was dissolved March 1, 1968.

R. H. "Dick" Gorman, former Vice-President of Marketing for the Construction Equipment Division of Westinghouse Air Brake, is president of the new corporation, which will service the State of California and Clark County, Nevada, with WABCO construction equipment and other leading equipment lines previously distributed through Blakemore.

Three corporate posts at MDCO are being filled by former Blakemore personnel: Dennis Weir, Vice-President, Southern California Division; Art Clauss, Vice-President, Northern California Division and Ray O'Marah, Secretary-Treasurer. In addition, Jesse Evrard joins the new corporation as Assistant Treasurer.

MDCO's Corporate and Northern California Division headquarters will continue at 1944 Marina Boulevard in San Leandro. The Southern California Division will be located in an 18,000 square foot facility at 1155 Baldwin Park Boulevard, Baldwin Park. Complete physical plants including shops, yard and part stocks—will be maintained at each site. Field representation and field service

staffs are being enlarged to cover the expanded geographic area of distribution.

Shea Macco was low bidder for the underground station plus the cut and cover section of Rapid Transit work on Shattuck Avenue in Berkeley. This job will be about a six million dollar project and will start some time in April or May.

Shea Macco's present Rapid Transit job in Berkeley is moving right along. At this time they are about half way through the second tunnel and expect to hole through around the second week in May.

The bids for two other BART jobs are scheduled to be opened the first part of April. The first one will be the Transition Section from Berkeley to El Cerrito. The other is the overhead section from El Cerrito to Richmond.

Hass & Haynie's Rapid Transit Station on Shattuck Avenue is about 60 per cent completed. Most of the floor and wall sections have been poured and American Bridge Company is placing the overhead steel. After the steel is in place they will start to back fill and re-paving the street.

The scrap yards are starting to get busy. Nickolai Joffee Company at present is loading a 23,000 ton ship which means much overtime for the next month and several ships are due in this summer.

Parr Terminal and Lummus Corporation are keeping their crews busy and are expecting an increase in the work load this summer.

William and Lane Company has been keeping about 25 to 30 mechanics busy all winter in the production, Engine repair and Transmission shops. They will be increasing their work force this summer to take care of several new service and maintenance contracts.

Several big new jobs have been let during the past few weeks in Contra Costa County and should bolster the work situation tremendously as soon as these jobs are able to get into production.

A pre-job conference was just had with the Morrison-Knudsen Company concerning a big steel mill in the Pittsburg Area. This company will do all of the site preparation and all related earth and underground work while the new buildings themselves will be done by the American Bridge Company. This job is a multi-million dollar job but no exact figure was given.

Also a job was let in Walnut Creek by the Corp. of Engineers for Channel improvements and a cement lined sides and bottoms and other related work. This job was taken by Dan Caputo Company and this two-year job went for \$2,968,000.00 and should start as soon as the weather permits.

Approximately 12 miles of the rapid transit is almost back to full production now that the sun has come back out and Peter Kiewit, and Gordon Ball have recalled just about full crews.

Polich-Benedict and Price and Harris are being held up from starting their rapid transit stretch as BART seems to still be plagued with financial problems, but we sincerely hope this problem is alleviated as soon as possible.

## Personal Notes

### MARYSVILLE

Blood Bank donors recently have included Mrs. Iola J. Livermore, Frank H. Ferguson, Larry L. Kinne, John L. Barnard, Donald L. McMullen, Melvin J. Hagemann, Alton J. Gordon, Glenn F. Walle-vand and Raymond Dolce. Again we take this opportunity to thank all of the Brothers and their families and friends who have donated blood to your blood bank. The only way we can maintain a strong reserve of blood is through your continued support. The many families of our Brother Engineers who have used the blood are grateful to all of you.

Condolences to Brother C. E. Hammonds, whose wife passed away this past month.

### SAN RAFAEL

Our congratulations to Brother Larry Friberg on the birth of baby girl born Feb. 27th—7 lbs. 8 oz. Larry is employed by McPhail's.

### STOCKTON

Our deepest sympathies are extended to the families and friends of Brothers Arthur Dahl, O. J. Skinner and R. J. Stokes, who recently passed away.

Brothers Wilbert Sevier, Thomas Smith, M. L. McDaniel and Henry Linkert were hospitalized this past month.

Our thanks to Brother Ellis B. Hensley for his recent donation to the Engineers Blood Club.

### EUREKA

Our deepest sympathy to the widow and relatives of Brother Samuel Stites who was killed at Lookout, California, March 9, 1968.

### SAN JOSE

Nathan Davidson, son of William Harley Davidson, Business Representative, is recovering nicely from severe face, leg and arm burns received in a combat zone in Vietnam.

He is recovering in Oakland Naval Hospital from wounds received when the truck he was driving hit a landmine near the Demilitarized Zone. The mine turned the truck over, and it burst into flames. Nathan, who is with the Seabees, was treated and flown out of Vietnam when wounded and flown on to the U.S. Hospital in Japan and then on to Oakland Hospital.

At the time of the injury, Nathan had been working on a Heliport construction detail. He was first to have been flown to a military hospital in Houston but a change of plans brought him closer to home.

Our best wishes for a speedy recovery to Brothers Lloyd Havens and Jim Hamilton who are confined in local hospitals, and to Brother George Reynolds who is recuperating at home.

We were very pleased to see Brother Red Matzick has recovered sufficiently in order to come in and visit with us.

Brother Jack Douglass seems to be enjoying his retirement. Mr. and Mrs. Douglass have just returned from a two week vacation at Apple Valley.

We would like to take this opportunity to thank Brothers Bob Sando and Bill Dalton for their donations to the Blood Bank.

### FRESNO

We wish to extend our deepest sympathy to the families of the following: Stuart Coke, Melvin Watts, Leland Clark.

### SANTA ROSA

As we have had several members and their families ill this winter from various causes our blood bank is nearly depleted. We would greatly appreciate any donation from members or their families to bring our supply back up. This can be done by contacting our Santa Rosa office for further information. Russ Swanson, Bob Wagnon and our Executive Board member Garth Patterson would like to thank all the members for their enthusiastic interest and the casting of their ballots for the recent election of the convention delegates. Also we would like to thank the many Brothers who traveled to the last district meeting in Ukiah. As this is somewhat of an isolated area, many men had to drive quite far. The election of our grievance committee, Les Crane, Howard Seacord and L. S. Kitzmiller, with such a large response brings many thanks, as these fellows have done a fine job for us in the past. The grievance committee members are extending a hearty thank you.

Baby of the Month: Our sincere congratulations to Brother Ralph Bowman on the newest arrival at his home, Miss Lisa Rene Bowman (7 lbs. 11 ozs.).

We did have one blood donor to whom we are very grateful, Mrs. Twila Pederson. Thank you so much for your donation.

Until next month—Think safe—work safe, and be safe.

### SURVEYORS

Congratulations to Brother Randy Lepitian and wife Roxy on the birth of a new baby daughter, Kelly Lynn. Randy is a chain-man with Lepitian, Cronin and Cooper, so congratulations are also in order for new grandfather Gus Lepitian, one of the firm owners.

## JOB STEWARDS APPOINTED

January 1, 1968, Through March 8, 1968

Dist.	Name	Agent
1	Raymond Helmick	A. J. Hope
1	Richard Ige	A. J. Hope
1	Bernard Huijhee	A. J. Hope
1	Ward J. Webber	A. J. Hope
1B	Jack W. Standard	A. J. Hope
1C	Jack Van Landingham	Aaron Smith
1E	Agustin C. Lucero	Tom Sapp
1E	Antonio Quinene	Tom Sapp
1E	Jesus Santos Rios	Tom Sapp
1E	Douglas McKee	Tom Sapp
1E	John Goodman	Tom Sapp
1E	Jose C. Acfalle	Tom Sapp
2	Chuck Bent	Norris Casey
2	Bill R. Pollock	Norris Casey
2	Johnny Ramming	Norris Casey
2	J. G. Burns	Norris Casey
2	Pete Morris	Norris Casey
2	George Ward	Norris Casey
2	Floyd Long	Norris Casey
2	Kenneth Enos	Norris Casey
2	Martin W. Casey	Norris Casey
2	William V. Adams	Norris Casey
2	Danny Maniz	Norris Casey
2	Frank Morales	Norris Casey
2	Henry F. DeWeese	Norris Casey
3	A. J. Caton	W. M. Talbot
3	Pat Azevedo	W. M. Talbot
3	Larry Braden	Claude Odom
3	Thomas P. Bell	Claude Odom
3	Fred Woods	Claude Odom
3	James Watson	Claude Odom
3	Wm. Rings	Claude Odom
3	Sam Lowrey	Claude Odom
3	Romco Fiorini	Claude Odom
3	Fred Cowger	Claude Odom
3	Leon Avery	Claude Odom
3	Lawrence Kite	Claude Odom
3	R. J. Kelley, Jr.	Harold Huston
3	John A. Zumwalt	Harold Huston
3	Bernett Dockter	Dave Rea
3	Clyde J. Henry	Dave Rea
3	William Mendoza	Dave Rea
3	Leroy Daniels	Dave Rea

Dist.	Name	Agent
8	C. E. Woodside	Dave Rea
8	George G. Lane	Dave Rea
8	C. L. Cartmill	Dave Rea
8	Edwin F. Stoltenberg	Dave Rea
9	Eddie Estes	Robert Skidgel
11	Mickey Joe Yarbro	Gail Bishop
11	Pete Winkler	Gail Bishop
11	Charles A. Fletcher	Gail Bishop
11	John R. Evans	Gail Bishop
11	Carl L. Smith	Gail Bishop
11	Steven Snider	Gail Bishop
11	Pete E. Garijo	Gail Bishop
11	Larry Schroeder	Gail Bishop
11	Norris E. Chambers	Gail Bishop
11	Kenneth Wilson	Gail Bishop
12	Hal Memmott	Aster Whitaker
12	Lyle E. Taylor	Aster Whitaker
12	Ed Stewart	Aster Whitaker
12	Duke Sullivan	Aster Whitaker

Week Ending March 15, 1968

Dist.	Name	Agent
1	Guy S. Kadoun	A. J. Hope
1B	Elbert Evans	A. J. Hope
1D	Feliciano Lagronio	H. Lewis
1D	Edward N. Kaai	H. Lewis
2	Floyd Lane	N. Casey
5	Robert Duran	C. Odom
5	Bob Jackson	C. Odom
5	Dave Lophthien	C. Odom
5	Dick Cutshall	C. Odom
9	Richard Blaney	R. Skidgel
9	Louis G. Kuchta	R. Skidgel
12	Hal Memmott	A. Whitaker
12	Demoin Sorensen	A. Whitaker

Week Ending March 22, 1968

Dist.	Name	Agent
9	Charles B. Hunter	R. Skidgel
9	D. L. Allen	R. Skidgel
9	Kenneth Armstrong	R. Skidgel
9	Paul Casteel	R. Skidgel
9	Richard Gallegos	R. Skidgel

## SAFETY COMMITTEEMEN APPOINTED

January 1, 1968, Through March 8, 1968

Dist.	Name	Agent
1	Alvin B. Petrie	A. J. Hope
1	James O'Brien	A. J. Hope
1B	Dennis Harkness	A. J. Hope
1E	Pedro S. N. Rojas	Tom Sapp
2	William Wright	Norris Casey
3	Joe Gallow	W. M. Talbot
3	Bob Nichols	Claude Odom
3	Bill Dowling	Claude Odom
3	Sam C. Hale	Claude Odom
3	Joe Correia	Claude Odom
3	Les Williams	Claude Odom
3	Orville Blevins	Claude Odom
3	Orville Dogdon	Claude Odom
3	Ronald R. Perniciaro	Harold Huston
3	R. G. Hartwell	Harold Huston
3	Raymond N. Brett	Harold Huston

Dist.	Name	Agent
6	Edward Cooney	Harold Huston
7	Walt Payne	Lake Austin
11	Willie Fronterhouse	Gail Bishop
11	Ward H. Curtis	Gail Bishop
11	Roy E. Kaiser	Gail Bishop
12	Ned C. Ruesch	Aster Whitaker
12	Rupert E. Dzjuk	Aster Whitaker
12	G. William Kay	Aster Whitaker
12	Dick Stam	Aster Whitaker

Week Ending March 15, 1968

Dist.	Name	Agent
1B	Charles L. Needham	A. J. Hope
3	Robert Stoddard	W. M. Talbot
5	Lee Hettick	C. Odom
5	Norby Planagan	C. Odom
12	Gary Williams	A. Whitaker



# Hidden, Buchanan Dams For Chowchilla

By CLAUDE ODOM,  
KENNETH GREEN, and  
BILL RELERFORD

Agreement has been reached between the Bureau of Reclamation and the Chowchilla Water District on the terms of a repayment contract covering Buchanan Dam.

The Buchanan Dam is to be built on the Chowchilla River by the Army Corps of Engineers who also will build Hidden Dam on the Fresno River. In both cases, the Bureau of Reclamation is responsible for contracting with the water district for the use of the dams for irrigation storage.

The Chowchilla Water District and the Bureau of Reclamation had been unable to agree on the method of paying the cost of operation and maintenance of Buchanan Dam and this issue was resolved during the conference.

The agreement provides that the Chowchilla Water District will pay \$65,000.00 a year to the Bureau and this sum will include the cost of operation and maintenance.

New additions are still evident on the Fresno Mall. The Fresno City Council recently approved interim use of a large area at the north end of the downtown super block for surface parking pending specific development plans. The project will link existing public parking lots along Broadway and will add an additional 200 spaces. The estimated cost of the total project is about \$30,000. There has been no formal action that construction would start until after the Easter shopping season.

The Board of Supervisors has awarded a \$181,929 contract to Allied Paving Company of Fresno for widening of Shields Avenue between Chestnut and Cedar Avenue. The project will convert Shields Avenue to a four-lane divided road east of Cedar.

East Shaw Avenue between Chestnut and Clovis Avenue will be the subject of considerable switching of traffic, as Fresno Paving Co. has been awarded a \$330,000 contract for its widening and resurfacing.

A call for bids has been issued for the reconstruction of the main runway at the Fresno Air Terminal. Bids will be opened April 4 in City Hall. It is hoped the contract will be awarded in time for construction to start in early May. The job is expected to take about two months to complete and the contractor will be requested to work around the clock seven days a week, 24 hours a day.

A new \$700,000 apartment complex is under construction at this time on Clovis Avenue. Allied Paving is doing the preliminary pad preparation.

The State Division of Highways has called for opening of bids on April 17 to change 7½ miles of the

last two lane portion of Hiway 152 in Merced County to a four lane expressway. This is the last bottleneck of the highway that has been titled "Blood Alley" that links Hiway 99 to Interstate 5. The 7½ mile portion is from about one mile east of the Dos Palos Y to ½ mile west of the Madera County line. Estimated cost of the contract is \$2.36 million.

State Highway construction project recommendations for Hiway 33 through Kings and Fresno Counties are estimated to total \$4.56 million with Interstate 5 proposal set at \$100 million. The majority of Hiway 33 projects should be completed by 1969. The Interstate 5 plans call for completion in 1972.

Agreement has been reached between the Bureau of Reclamation and the Chowchilla Water District on the terms of a repayment contract covering Buchanan Dam. The dam is to be built on the Chowchilla River by the Army Corps of Engineers who also will build Hidden Dam on the Fresno River.

The Jasper Construction Company of Santa Cruz has been awarded a \$3,901,071 contract to build the new Clovis High School. It is estimated that construction will begin around April 1, 1968.

Peter Kiewit & Sons Interstate No. 5 job at Kettleman City started a swing shift on the 657 spread March 4, 1968. There are approximately 80 members on this job and there have been very few days missed due to the weather.

Vinnell Corp. on Interstate No. 5 at Three Rocks are pushing right along with their finish operation. This job should be completed in approximately 2 months and it has been a very good job for the Brothers.

The Owl Rock Plant at Coalinga are starting up again after a long shut down. Let's hope they are off and running until next winter.

L. D. Folsom Company has a few small jobs going and their rock plant has been on a part time basis. Work has been very slow but started picking up during April,

with the Pleasant Valley Pumping Plant and Canal being awarded on the 3rd and 5th.

Bids will be opened in Sacramento on April 10 for a Federal Aid Secondary Project on Road 68 between Avenue 280 and State Highway 198 about ten miles south of Goshen. The project is to be 2 miles in length and will consist of grading and paving with asphalt. The traveled portion is scheduled to be 24 feet in width. Shoulders will be four feet wide, giving a total paved width of 32 feet. There are 139,000 dollars available for the project.

Mel Martin, office engineer for the Bureau of Reclamation in Los Banos, confirmed that Huron without much doubt will be the first city to get municipal and industrial water from the San Luis Canal. Coalinga isn't due to get water until December 1969, 22 months away. Huron hopes to be able to turn on the faucet by July 15.

P.C.A. at Lemon Cove has been going strong all winter making material for the Hiway 65 Project

at Terra Bella. There are 10 brothers at this plant.

Fresno Pavings job on Hiway 65 from Terra Bella to south of Ducor have most of their dirt moved and have a sub base operation going. There are approximately 10 Operating Engineers on the job.

Sequoia Rock Plant in Porterville has been able to keep approximately 12 of the brothers busy through the winter. Let's hope their present work load will continue.

The state survey parties are working on the preliminary survey for the Mineral Rock Road. They are using a geodimeter to establish their control points across those deep canyons. This piece of equipment is a real boon to the construction industry. Let's hope the state will let out some bids before summer is over.

United Concrete have 10 brothers working at their South Tulare Plant. Production is fine. At the present time they are making pipe for the Hood Corp. job—Westland Water District.



WATCHING HIS BRAINCHILD at work is Brother Gene Favretto, an Operating Engineer, Local Union No. 3, for 27 years, an inventor of the Marvin Tac/Boom attachment for the standard Backhoe. Brother Paul Hawkins of Santa Rosa is the operator on the Kirkwood, Bly and Wood pipe job at Lodi, California. Brother Hawkins is

lifting 1000-lb. joints of 15-inch reinforced concrete pipe. New Tac/Boom will lift 50% more than standard Backhoe boom and allows maximum operator control at all times, a vital safety factor in close boom work.

## Happiness is a mini-crane!

# Brother Markets New Backhoe Boom

Gene Favretto, of Antioch, California, a 27-year member of Operating Engineers, Local No. 3, has developed a safe, efficient and versatile new crane boom. This new crane boom, when mounted on any standard Backhoe, lifts loads of up to four tons. The unit is named "The Marvin Tac/Boom" and is being built and marketed by Marvin Enterprises, of Woodland, California.

Favretto's many years of operating experience on lifting equipment first went into the development of the Tac/Boom, when seven years ago he built an experimental unit; the unit has been operating successfully for six

years. In addition to the first unit, four production units are in the field for testing and have been in use for two years. The oldest has 7,000 hours of operation without a failure.

The name Tac/Boom stands for "Telescoping and Compensating." This new boom employs a patented compensating topping lift that gives the lightweight 750-lb. boom the ability to lift heavy loads safely and without deflection of the boom. The boom telescopes quickly from 12 to 20 ft. and gives smooth pin-point control while raising or lowering the load, thus safeguarding the men working around the load. It is designed to

operate safely in tight quarters and with limited headroom. It operates comfortably under 8 ft. ceilings.

Tac/Boom is actually an accessory that is easily and quickly mounted on a standard Backhoe. Quick Couplers are installed on the Backhoe's hydraulic hoses and it is then possible to change from Backhoe to Tac/Boom and back again as needed. The change is completed in about 15 minutes. With Tac/Boom, the Backhoe operator has two valuable implements (Backhoe and Boom) available on the job, thus eliminating the hazard of trying to use the Backhoe as a crane.

The secret of the lightweight,

non-deflecting Tac/Boom is in its patented compensating system, which exerts pressure in the opposite direction as the load is lifted. The stress is directed to and absorbed through the compensating system. Result: No boom deflection.

Brother Favretto is currently the president of Antioch-Seaside Inc., an engineering, developing and manufacturing concern. "We have several projects in the development stages," states Gene, "including some larger booms of four and five sections that will have a capacity of some 55 tons. These booms will retract to 40 feet and extend from 130 to 150 feet."

## Do You Have Friends?

If you have friends who would be eligible to join the Credit Union, tell them about the benefits of being a member. Most of the places they save or borrow are run for a profit. Your Credit Union is operated for your benefit. There are no outside owners to apply business pressure. The advice you get at your Credit Union is experienced and impartial—and non-profit.



# Membership, Financial Growth Mark Report

## REPORT OF THE GENERAL SECRETARY-TREASURER

Notwithstanding the fact that the Report of the General Secretary-Treasurer must of necessity deal with figures, which in most documents are a dry subject, the Committee wishes to inform the Delegates that this phase of its duties engendered a great deal of discussion and exchange of thought among the members.

The use of graphs, columns and the dissection of the dollar in the form of the gear, made the task of studying the report of the General Secretary-Treasurer, a comparatively easy task.

It proved interesting for one thing, and for another, proved that your International Union's finances are in good shape—with or without a miniskirt.

At the outset, the Committee noted that the income to the union increased seven (7) million dollars in four (4) years. The expenses during the same period increased five (5) million, so that the approximate net gain was two (2) million dollars.

The increase in expenses was caused in part by the adjustment in salaries and in the increase in personnel and services necessitated by the growth of our International Union. Part of the increase in income was due to the good return on the union's investments which represent the good and prudent judgment of the General Secretary-Treasurer, the General President and the General Executive Board combined. The Committee finds that the good business practices of the General Secretary-Treasurer, concurred in by the General President and General Executive Board, leaves nothing to be desired insofar as the business and financial conduct of the International Union is concerned.

The International Union increased all Regional Offices throughout the Country and this required putting on additional help in the form of more representatives and employees. The Committee finds no fault with these steps and extends its approval wholeheartedly in giving to the Administration all the help it requires by way of personnel and equipment to keep our great International Union in the forefront of the American Labor Movement.

## INVESTMENT

The Committee notes that the International Union by the joint action of the General Secretary-Treasurer, the General President and the General Executive Board, continues the practice of investing only in Government Bonds and Securities. This, of course, has been the policy of the International Union for many decades and the Committee concurs in this judgment. While financial authorities recommend investments in common stock as a hedge against inflation, the Committee is satisfied to have the International Union ride along with the U. S. Government as a partner, with the knowledge that our nation's promises are the best hedge against any event.

## DEATH BENEFITS

Death benefits in the form of future or contingent payments require reserves to be set up to guarantee payment at a future date. The reserves set up to insure these benefits amounts to eight

(8) million dollars and projected over a group of 370,000 members, amounts to about \$25 per member. Collectively, however, the reserves are actuarially adequate to cover these benefits which range from \$100 to \$750 per member. The good investments made by the office of the General Secretary-Treasurer with the concurrence of the General President and General Executive Board is one of the bases for the adequate reserves. The Committee realizes that while the present per capita tax is sound and any increase might impose a burden on Local Unions, this is not to say that an increase in the future might not be warranted.

Death claims paid during the preceding four years ending December 31, 1967, totalled \$5,972,200 compared to \$3,540,050 for the preceding four year period. This represents an increase in claims of 69%. The average claim paid in the 1964 Convention report was \$335.93 while the average claim for this period was \$465.78, an increase of approximately \$135.

## STRIKE BENEFITS

Strike benefits totalled \$773,595 compared to \$100,026.50 during the preceding 4 years or an increase of \$673,568.50, or a 7 fold increase.

This increase is some evidence that our Local Unions are out there organizing and bargaining more vigorously than ever before and the International Union is backing them to the man. The Committee feels that the \$15.00 per week strike benefit will not have the effect of encouraging strikes and hence approves of the expenses incurred under this item.

## NET WORTH

The chart under the heading of net worth shows a good and healthy increase in the net worth of our International Union amounting to in round figures of \$3,842,405. The Committee is pleased to note the return of U. S. Government Bonds in the amount of \$1,400,000 held as collateral for the appeal bond in Borger, Texas, case which the International Union won and which is described in detail under the heading of the General Counsel.

## MEMBERSHIP GROWTH

While the increase in net worth was gratifying, the Committee was more pleased to note the increase in membership of 50,000 members. This is significant in many ways, notably that the trend of the population is to recognize union membership as a valuable asset, economically and politically.

The Committee is not unmindful of the fact that where governments are despotic or tyrannical, unions do not exist or if they do, they are merely a dream. The best hedge against tyrannical government by the state is democratic unions with large membership.

The Committee is pleased to remind the Delegates to our International Union Convention, who are highly skilled craftsmen handling the most expensive equipment, that the International Union is No. 12 in numerical strength among 130 International Unions. The phenomenal increase of 50,000 members means only one thing—your International President and his administration is out there in the highways and by-ways organizing! organizing! organizing! The increase in Branch Charters is some proof of this.



NEWELL J. CARMAN, General Secretary-Treasurer of the IUOE, reads the "call to Convention" on the opening day of the 28th Convention of the International Union of Operating Engineers in Bal Harbour, Florida. Carman was unanimously reelected General Secretary-Treasurer at the convention.

A partial increase of between 5,000 and 7,000 members represent the organizing efforts in the field of the line and grade men—the field engineers who do survey work and the Technical Engineers.

The Committee is pleased to note that the Stationary Engineer is organizing in the field of public and private employment, in hospitals and public works. The delegates already know of the new fields associated with nuclear energy and non-destructive testing which the stationary engineer is well equipped to do.

In the field of state and government employment great strides are taking place in organization. In New York State, a local union is organizing the employees of the Port of New York Authority which has jurisdiction over such facilities as LaGuardia Airport, Kennedy Airport, tunnels and bridges in and around metropolitan New York.

Efforts of the General President to organize utility works have met with good success.

## PER CAPITA TAX

The Per Capita Tax of \$1.50 is a remarkable thing for all the good it does. Prior to 1940 the tax was 75¢ and in 1940 it went to \$1.00. At the 1956 Convention an increase of 10 cents was voted and this 10 cents went to supplement the two and half (2½) million dollars that the International Union contributed to the General Pension Fund. In the 1964 Convention an additional 40¢ was voted, bringing the per capita tax to the present \$1.50. Of this 40 cents, 10 cents went to the General Pension Fund, 10 cents went to the Death Benefit Fund and 20 cents went to the International Union General Fund. In 1938, 5 cents of the per capita tax went to pay for the magazine, International Engineer. Today this publication is sent free by the International Union to every member.

The dues increase received by unions is about 10 times what the International Union received in

Per Capita Tax increase in the 1964 Convention so that at first blush the Per Capita Tax increase appears misleading.

The Committee is of the opinion that the increase in Per Capita Tax over a 28 year period commencing in 1940 are very modest.

## CONCLUSION

The Committee accepts unreservedly the report of General Secretary-Treasurer for a job well done and unanimously voted to commend the General Secretary-Treasurer, Newell J. Carman, for excellence in all of the undertakings under his jurisdiction.

## REPORT OF THE BOARD OF TRUSTEES

The Board of Trustees submitted its report covering the four year period from January 1, 1964, to December 31, 1967.

Trustee meetings are held semi-annually as required by the Constitution.

During the semi-annual audit in October, 1965, Chairman Edward S. Walsh died in Washington. To fill this vacancy the General Executive Board elected James Corrigan, Local 30 of New York, N. Y.

The Board now consists of P. R. Wages, Local 701, Portland, Oregon, Chairman, Rowland G. Hill, Local 793, Toronto, Canada, and James Corrigan, Local 30, New York, N. Y.

The Board presented schedules contained in its report as listed:

1. Summary Cash Statement
2. Statement of Cash Receipts
3. Statement of Cash Disbursements
4. Bonds owned December 31, 1967
5. Capital Stock owned December 31, 1967.

The report included the statement of audit by the Eric C. Jansson & Co., Certified Public Accountants, 815 Sixteenth Street, N.W., Washington, D.C., which reflects the thorough and efficient procedures of the International Office.



FIRST DAY SPEAKER was Dr. John T. Dunlop, Director of Economics at Harvard University. Dr. Dunlop scored the need for better communications between national leaders, local unions and their members and the construction industry and the country at large.

The sound fiscal policy of the International under the guidance of our General President Hunter P. Wharton, General Secretary-Treasurer Newell J. Carman, the General Executive Board and the Board of Trustees has enabled a further increase in investments of over four million dollars and an increase of annual interest close to three hundred thousand dollars.

The Committee commends the Board of Trustees and assures the delegates that by their report, the financial affairs of our organization are in qualified hands.

We are including in our report the Statement of Audit by the Eric G. Jansson & Co., Certified Public Accountants. (page 58)

## REPORT OF THE GENERAL PENSION FUND PLAN

Your Committee is certain that this plan has the total interest of all delegates assembled since it covers Employees of Local Unions.

The Board of Trustees of the General Pension Fund Plan are to be commended for the many needed and proper amendments made to the Plan since January 1, 1964.

Through wise and prudent investment of the funds, the statement of contributions, income and expenses show a healthy picture.

Your Committee is cognizant of the constantly increasing costs of living and we rest assured that the continued welfare of the plan participants will be safeguarded by the Board of Trustees and the General Executive Board.

## REPORT OF THE PENSION COMMITTEE OF THE INTERNATIONAL HEADQUARTERS PENSION AND BENEFICIARIES FUND

Study of the report submitted by the pension committee indicates that the plan is progressing on a sound basis with proper benefits being accorded the participants of the plan.

The Committee accepts the report of the Pension Committee of the International Headquarters Pension and Beneficiaries Fund.



EXECUTIVE SECRETARY William Dunn of the Associated General Contractors of America spoke to the Convention on the second day. Mr. Dunn spoke strongly on the need to cut a lot of the red tape that is deeply involving the government in the construction industry and the importance of the unions moving ahead in the many affirmative action programs they and management now have in progress.



# MEETINGS SCHEDULE

All Meetings at 8 P.M. except  
Honolulu, 6 P.M.

1968—Schedule of Meetings Dates

## SEMI-ANNUAL MEETINGS

San Francisco—Saturday, July 13

## DISTRICT MEETINGS

### APRIL

Eureka—Tuesday, April 16  
Redding—Wednesday, April 17  
Marysville—Thursday, April 18  
San Francisco—Wed., April 24  
Honolulu—Wednesday, April 24

### MAY

Watsonville—Thursday, May 2  
Sacramento—Tuesday, May 7  
Oakland—Thursday, May 9  
Stockton—Tuesday, May 14

### JUNE

Fresno—Tuesday, June 4  
Santa Rosa—Thursday, June 6  
Provo—Friday, June 7  
Reno—Saturday, June 8

### JULY

San Francisco—Wed., July 10  
Eureka—Tuesday, July 16  
Redding—Wednesday, July 17  
Oroville—Thursday, July 18  
Honolulu—Wednesday, July 24

## Meeting Place Addresses

Hawaii Technical School, 1175  
Manono St., Hilo.

Veterans Memorial Building,  
1351 Bennett Ave., Santa Rosa.

1958 W. North Temple, Salt  
Lake City.

Labor Temple, 16th and Capp,  
San Francisco.

YWCA Community Rm., 1040  
Richard Street, Honolulu.

Engineers Building, 2806 Broad-  
way, Eureka.

Musicians Building, 120 W.  
Taylor, Reno.

Engineers Building, 2626 N.  
California, Stockton.

Engineers Building, 100 Lake  
Blvd., Redding.

C. E. L. & T. Building, 2525  
Stockton Blvd., Stockton.

Labor Temple, 2315 Valdez  
St., Oakland.

Prospectors Village Motel, Oro-  
ville.

Engineers Building, 3121 Olive  
St., Fresno.

The Panciteria Far East Cafe,  
Marine Drive, Tamuning, Guam.

Labor Temple, 45 Santa Teresa  
Ave., San Jose.

## CREDIT UNION

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MYSTERY PICTURE above was furnished "Engineering News" by  
Brothers George Baker and George San Pertro with only the scanty  
information that photo was taken in the early twenties. If any of you

veteran members can identify the equipment and/or the job it  
would be a big help to your Local Union No. 3 historian. Just send  
your information to the attention of the "Engineers News."

# Cedar City Grade Job Full Bore

By ASTER WHITAKER, JAY  
NEELEY, JOHN THORNTON,  
TOM BILLS, WAYNE  
LASSITER, DEL HOYT  
and ROY DEROS

Between late winter or the  
early spring storms, a few of the  
members on the Provo list are  
being called back to work on last  
year's holdover jobs.

Helm's Construction is nearly  
completed with the crushing and  
they are calling back the Hot  
Plant and paving crews.

W. W. Clyde Company is back  
to two shifts at Salina Canyon  
with Hal Clyde as Project Man-  
ager. The crusher has been moved

in and is crushing aggregate sub-  
base. Most all the same crew has  
been called back that was on the  
job last year.

Nevada Rock and Sand has  
made good progress since they  
started at I-15 north of Cedar  
City. There are 30 Engineers  
working two shifts on the grade.  
Hough 500 rubber-tired dozers  
are being used in the pit loading  
641 scrapers in about 40 seconds.  
This has relieved the unemploy-  
ment situation greatly in the  
Cedar City area. Demoin Sorens-  
ens has been appointed Steward  
and Gary Williams Safety Com-  
mitteeman on this project.

The dispatch office in Ogden  
has started to show signs of ac-  
tivity as new projects get under  
way.

Fife Construction presently has  
a full crew employed on the re-  
alignment of 12th Street at the  
mouth of Ogden Canyon. This  
project involves the straightening  
and expansion to four lanes of  
one mile of highway and will help  
to eliminate much of the conges-  
tion now experienced on the nar-  
row, winding highway. The Og-  
den river channel will have to be  
changed on this project.

There are presently six struc-  
tures getting under way on Inter-  
state 15 in the Ogden area. Prime  
contractors working on these  
structures are M. Morrin and Sons  
and Pritchett Construction. Sub-  
contractors involved are Ray-  
mond Concrete Pile Division,  
Leech Earth Boring, Fife Con-  
struction, E. K. Fuller Excavat-  
ing, Jack B. Parsons Construction,  
and Vic Baker Crane Rental.

Wilbur Christensen has started  
the Cisco I-70 job and at the pres-  
ent time we have about 12 engi-  
neers employed there.

Morrison - Knudsen Construc-

tion have been going through win-  
ter, but have started a few engi-  
neers on swing shift. This job, 20  
miles west of Green River, Utah,  
Interstate 70, will open up some  
of the most scenic views in cen-  
tral Utah. This is primarily a rock  
job. At present there are approxi-  
mately 50 engineers employed on  
the project.

Cox Brothers picked up three  
contracts during the past month;  
one from Green River to Wood-  
side, one from Hanksville to Poi-  
son Springs, another from Poison  
Springs to Tryakte Junction.  
Whiting and Haymond have the  
connecting contract from Tryakte  
Junction to Lake Powell.

Strong Construction Company  
are in the last stages of their jobs  
in Bullfrog Basin. They should be  
completed with the oil in May of  
this year.

Vinnell Corporation have their  
job on I-70 about 95 per cent  
completed. As soon as the gravel  
is rescreened and laid it will be  
finished—probably in May.

Strong Company at Coalville  
has been going full blast on Inter-  
state 80 and they have about 23  
of the brothers working. They  
have lost a few days due to snow-  
storms, but when it stops snowing  
they clear it off and go back to  
work.

There are about 12 engineers  
working at the University of Utah  
and as the weather improves, so  
will the work. All building con-  
struction in the Salt Lake area is  
going very well and employment  
in this department will also im-  
prove with the weather.

Due to all of our new benefits,  
such as dental and medical, it is  
making it much easier for us to  
reinstate members who have gone  
delinquent.

It has been a rough road to or-

ganize due to the eight-month-old  
copper strike, but now that it is  
in the final stages of settling, we  
are in hopes of organizing full  
blast here in Utah.

The J. B. Parsons Company job  
at Wendover is virtually complete.  
A few of the brothers are still  
there completing a structure  
which runs under the new high-  
way. The structure is designed to  
conduct the salt water from Great  
Salt Lake to the potash and salt  
plants located south of the new  
highway. The structure is being  
built some 20 feet below the  
ground surface. The reason for  
this is that as the present lake  
level recedes, they will be able  
to get the water to the plants  
until the lake level is some 20  
feet below the present level,  
which could take considerable  
time.

Healy-Hess Company got  
started again at Knolls, Utah,  
after a six week layoff. During  
this time they changed the haul-  
age units. They increased the ca-  
pacity of each unit by replacing  
the trailers which are double the  
capacity of the previous trailers.  
They have three haulage units  
with 34 tires under each. The haul  
at present is 28 miles per round  
trip. The units are loaded by a  
belt loader, fed by two D-9s.  
Brother Grant Haslam is grade  
foreman, and Brothers Parker,  
Haynes, Petty, and Hutchinson  
are operating blades on the haul  
roads and fills. Brothers Jack  
Bona and Bob Anderson are at  
the end of each lane operating the  
rubber tired dozers. A good me-  
chanical force, with Larry White,  
Tiny Hill, Cal Craven and Duke  
Sullivan is keeping the equip-  
ment operating. Brother Duke  
Sullivan is steward on the grade  
end of the job. Brother Ed Stew-  
art is steward in the pit area.