GP Hits

• Issues In Major Talk

General President Hunter P. Wharton of the Operating Engineers engaged in 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 handicap, 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 pact between union international.

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 negotiation 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."

"Contractors 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

KEYNOTER AT 28TH CONVENTION of the International Union of Operating Engineers was Secretary of Labor Willard 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.

"Geared for Service." At left, Major Alfred Warton, 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.

NEW REGIONAL STAFF MEMBERS

The committee notes that a lot more members receive the official union magazine than ever before and that they average over 200,000 in number. Prior to 1964, 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 sets to the office of the General Secretary-Treasurer in urging every member to keep in his zip 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 address es cost the International an unnecessary expenditure of money to effect its return.

The Committee wishes to commend the General Secretary-Treasurer for the excellent good- out 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 interests of the engineer, both housing and portable and stationary. Coverage of material pertaining to the stationary field could well be increased in the view of the committee, if stationary local's submitted more articles and reports to the Magazine.

While we recognize particularly wishes to be reminded of accidental deaths of brothers and their members, the placing of asterisks after the names of the brothers who died by reason of accidents in their employment serves a purpose in alerting.
other tradesman is entrusted with machines costing upward into the hundreds of thousands of dollars, millions of dollars, or even millions and millions? We must not be made to jeopardize our position for the benefit of those who have责任心 than the rest of us.

"The Operating Engineers, under no condition, should consider a wage increase based on any condition which will result in a wage increase without consideration being also given to the increased productivity of the engineers over and above the average of other workers."

**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."

"We believe there must be a continuing effort to standardize the application of our jurisdictional agreements so that they will be the same in every locality."

"It is because of plain thiev­ery among the trades, disunited action, the law­lessness of building construction industry and organized labor are looked upon in a disdainful manner by some."

**CIVIL RIGHTS**

"On this matter, it has gone beyond a question of common sense and reason."

"It happens that government is leaching with both hands 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 to provide union members with the exposure of oppression. 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 resist is easy. Teaching them to be good members is difficult. They must be taught to know that unionism is a continuing process."

"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 local unions, nothing to retain them, failing to secure real union members. We must give our members all the facts all the time. An informed and educated mem­bership will be a productive membership."

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**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 at the film festival of the IUOE's 25-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 im­portant. It is in the spirit 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 industry and responsible management, the film shows the building of the Golden Gate Bridge, and a look at the control room where the engineers keep the great span balanced in the face of the wind and wave."

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 skilled 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, 1969
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 Von Elson
A.V.
Generation Gap Shows
Says Fordham Prexy

Father Leo McLaughlin, President of Fordham University, addressed the 29th 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 introduce, I take particular pleasure in remembering the definition of a president which I used to use when I was a dean. According to me, 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, and that gave me a lot of experience. And thus I am inclined to remember stories about deans in relation to presidents.

One of my favorite versions 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.

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

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 make you think what you will not of his 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 a ivory tower.

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

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

One principle — do not say the one principle — the 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 a right, and it is this belief 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 specific and philosophical implications; behind that statement there is a whole philosophy of man which holds that an individual's status, or his ability, is limited to 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 general 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 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 so by necessity to be so depersonalized that we may wonder if it is truly education.

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

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 make you think what you will not of his 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,

HEAD TABLE CONFERENCE as International Vice President and Business Manager Al Olen 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 Walter, Don Kincheloe, 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, Ninth 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.
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 clear 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 print 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.

BE IT THEREFORE 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.

The International Union of Operating Engineers has been strengthened by our policies of the United States, in its efforts to bring a just and honorable settlement to the Vietnam War. That position is clear and consistent.

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, who chaired the all-important Officers Reports, Local 3 President Paul Edgecombe was assigned to the Rules Committee and T. J. Stapleton, a member of the Law Committee.

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 existing prior to the establishment of our Federal Constitution. Tranquility that comes with the reasonable expectation that a citizen will be secure in his person and in his possessions—a tranquility that can be lost once the national 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 is no simple, certain and inexpensive solutions to the crime problem. 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. A person who has a low income, who is a school dropout, who lives in a blighted area of a large city and who believes that anyone who is close to him will be his enemy. This portrait 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 social action, rather than on detection and correction, is apt to pay the greatest dividend. As stated by the Crime Commission, “War on poverty, inadequate housing and unemployment is warring 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 monies 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 one-profit organizations to build new homes, especially to create one million public service jobs necessary to fulfill the unmet needs of this country. Also included is the construction program that would 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 continued support of the efforts of the International in that activity.

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 President and Business Manager of Local 3 Al Clem; Guy B. Slack, Executive Board; F. D. “Fran” Walker, Trustee; and Norris Casey, Guard and District Representative in Oakland.
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 thousands of the poor opportunities for education, training, jobs, social, legal and health services that has enabled them to escape from the misery and frustration of poverty, and has given hope and the promise of a better life to thousands of others, and

Whereas, the War on Poverty should be expanded 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 preempt 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.

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 1975 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 1957, 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 ensure 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 goal 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 to act swiftly and boldly to meet the Nation's housing and urban development needs.

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LOCAL 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 have work to go 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:

More 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,

/\ Dorothy Ellars

LOCAL LEGAL COUNSELLOR P. H. McCarthy and Recording-Corresponding Secretary Tom Stapleton, a member of the Convention Law Committee, discuss a few key legislative points with International Vice President and Business Manager Al Clem and Vice President Dale Marr.
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 19 states under MDTA, he said.

The Cabinet Officer lauded the union's efforts on behalf of the Nation's efforts to help Negroes and other minority groups. He noted that through the 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 1964. 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 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. Mainstream began in 1960 and the other two activities became operational only last summer.

LOCAL UNION NO. 3 DELEGATES to the 28th Convention of the International Union of Operating Engineers protest 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.

Mr. Wirtz has 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 115 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 apprentice positions available to 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. Whitton, for his efforts in helping develop the recent program authorized 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 1964. 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 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.

• Nearly 20,000 additional job opportunities have been provided for disadvantaged citizens under Operation Mainstream, New Careers and Special Impact. Mainstream began in 1960 and the other two activities became operational only last summer.

LOCAL 3 TREASURER AND Special Representative Dan 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

International Report Shows Steady Gain

NATIONAL JOINT BOARD FOR MAINTENANCE

Jurisdictional Disputes

The growth and prosperity of the General President's national contract has been accompanied by a steady increase in the jurisdictional disputes. This is not surprising since the National Joint Board has more than doubled in size in recent years and the local unions in jurisdictional disputes have increased. With the greater number of local unions, it is more difficult to reach a consensus on the proper method of handling jurisdictional disputes. The General President is working to resolve these issues and to establish a system that will work for the benefit of both the members and the operating engineers.

The General President has been discussing the issue with the representatives of the local unions and the Operating Engineers. He has suggested a new system that would involve the use of a third party to mediate the disputes. This system would be based on the principles of equity, fairness, and the resolution of disputes in a timely manner.

In addition, the General President has been working with the local unions to establish a system of resolution that would be fair to both parties. He has been discussing the issue with the representatives of the local unions and the Operating Engineers. He has suggested a new system that would involve the use of a third party to mediate the disputes. This system would be based on the principles of equity, fairness, and the resolution of disputes in a timely manner.

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Apprentice Openings In Hawaii

H & W Details Are Redefined

By HAROLD LEWIS, BERT WALLACE, S. A. ADAMS, KENNETH KAHOOHON, WALLACE LEAN and WALLACE WALLACE

HOURS WORKED ARE VITALLY IMPORTANT TO EACH MEMBER!

Your employee must make the correct contribution through hours worked into the negotiated trust. The hours reported for your year-by-year employee 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, your employee will be classified as Class A, B or C. Your classification will be determined by the number of hours worked. The number of hours will be determined by "Employment Credit." Three hundred (300) hours equals an "Employment Credit." Any employee who accumulates a total of 120 employment credits will be matched for employment by classification.

HOURS WORKED AFFECTS ELIGIBILITY FOR HEALTH AND WELFARE

The telephone of the Honolulu office is jumping off its lines and we are being asked, "What has happened to the medical?"

Effective March 1, 1968, the Hawaii Health and Welfare for Operating Engineers, Local 3, will be out of work. Your employee started contributing 18 cents per hour for Health and Welfare with the same effective dates as Local 3. Building construction also calls for the following classifications of work which will be handled after the initial signing and excavation is completed. Elevators, motormen, switchmen, fork lift, hand crane, batch plant operator, loader and operator and instrument men.

DREDGING

Hawaiian Dredging Co., Ltd., is still working three shifts on the one million cubic yard slip pile at Pt. Kam. They have completed approximately 15 per cent of the dredging and have reduced the cut in shifts because of the work load. The company has also hired more employees to carry the work load.

DREDGING

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 Lamolina-H-1 Freeway. A large part of the work is expected to be completed by the latter part of the year. Work on the Lamolina Highway, much of the highway is permanently in use and public. Hawaiian Dredging & Construction Co., Ltd., has the largest portion of the work load for this project. However, there are several reasons to be interested in this project.

Subdivisions are appearing in nearly every direction in Waipahu, Hatala Brothers, Ltd., along with Highway Construction Co., Ltd., have both reached their peak in the excavation of the Harvest View Estate. Waipahu's business 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 Waikele Golf Course. 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 received modest wage increases. Stewart E. Kashiwa is elected by the members of these companies as president of Ben Hayashi, Ltd., and Brother Feltlione Lagrono was elected by the employees of Urban Equipment, Inc. We sincerely feel that these brothers will be of great service to our organization.

Industrial Plants

Stewart Fred Ino of the O. 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.

Stewart Eugene Medeiris of State Title 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 Clemen said this week that we have received the announcement (February Edition) from National Wharf Co. Out of Hospital Prescription Drug Program for active members working under the California Health and Welfare Program.

Mr. Clemen 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 Union. However, he said the administration would continue to work for larger programs for these funds.

$5 Million Hotel Bid

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

POSING WITH A PAIR of million-to-one shots is Brother O. J. LeMaire of Marysville. The twin Appaloosas were born on Labor Day last year and are named "Comanche" and "Sioux." The dam of the colts and filly is named "Rosie." 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 1962 and is now a party chief for Baldwin Construction, breeds horses on his spread in Marysville.

He recently bred his filo 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 "Stout" 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 Corrine in San Francisco while still in the Marines. They have a fifteen-year-old son, David.

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

Jack and Corrine own another mare, "Berry Patch" 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, 1969

Mr. Al Clemen, 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, 1949. I have had a heart attack, resulting in the loss of my right leg. I feel I was most fortunate in being able to be associated with 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

By MIKE WAMACK
The Nuclear Energy Training Program continues to remain active in the United States as the instructors in this specialized field previously trained for this program now work for new employers. The picture in this field knows no bounds and when the present generation of workers retires, 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 before the age of 25.

The Committee is further of the opinion that pipeline contractors who have a shortage of trainees in this field of nuclear training and Local Unions should be allowed to make a present time to accept applicants. Inasmuch as the digging of canals and excavations in the future will be done by nuclear energy, the Committee suggests that classified below be included in Collective Bargaining Agreements now offered by the construction unions in the foreseeable future.

NATIONAL PIPELINE AGREEMENT

The National Pipeline Agreement is perhaps the largest business in the country and continues to grow and expand every year. Today the pipeline industry transmits millions of cubic feet of natural gas. The pipeline industry is better than 90% owned by the American people. The International Union of Operating Engineers has been a member of this great industry for over a half century. The pipeline industry has received 55% to 60% of the work dollar.

While at the last Convention in 1964, the growth of construction has been phenomenal with 75,000 miles of new pipeline being processed from natural gas. The pipeline industry is better than 90% owned by the American people. The International Union of Operating Engineers has been a member of this great industry for over a half century. The pipeline industry has received 55% to 60% of the work dollar.

The Committee recommends that the type of meeting held in Washington on December 15, 1966 between a representative of the United States Bureau of Public Roads and the Committee's feeling that a multi-state conference be held is a multi-state conference be held is a multi-state conference be held.

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$500 Million Desalting Nuclear Power

The problems affecting Civil Rights were the subject of a Resolution on May 8, 1961 on which the General Executive Board se-

terated the policy of the I.U.O.E. since its founding in 1906 that the concept of family belonging never been barred because of color, religion or national origin.

If we follow this policy, the Committee con-

60 CONVENTIONS

The Central Pension Fund of the AFL-CIO, through its Executive Engineers and Participating Employers, has continued to grow rapidly, both in participation and in value.

In December 1967 the fund expense was $157,889,000. The anticipated cash flow for 1968 is expected to be over 100 million dollars. Since 1962 the fund's investment in national and international pensions were increased by 146% for construction local union members and 28% for stationary local union members. A death benefit, which was previously granted and certain disability re-

The Committee feels that the General Pension Fund has been in capable hands of the Board of Trustees and with your support we can increase the value of our retirement funds.

The Board of Trustees is compos-

Our International Officers and General Office Staff continue to expand their efforts to increase participation on various commit-

RESEARCH

The Department of Research and Education has been forced to a reduction in staff and in the number of hours available to it by the closing of a new position under the title of Research Director. This position, as pro-

The office of the General Coun-

Several cases, the office of the General Council par-

The _(12)_ line nomina-

in which the General Council was supposed to con-

However, the Committee wishes to call to the attention of the dele-

tage of the International Union has been the subject of a major de-

and the Board of Trustees for their work and attainment in their work and the service rendered to the industry. We would like to express our appreciation to the Board of Trustees for their hard work and dedication.

The committee suggests that in view of the magnitude of the General Pension Fund, its size and its importance as a Committee to the members and to the General Union, the Committee feels that the subject of this subject deserve the full support of the General Union.

EDUCATION

This is a continuing activity and a highly essential function. Your efforts in this function involves itself in varied educational programs such as, "Labor Training" and "Labor History". By the latter was in a position of the assessment of the representation of the American Labor and representatives of the State and local unions, the purpose of which was to obtain the views and needs of the working men at the local level.

The Committee, without in-

In view of the emerging world situation, the Committee is making every effort to ensure that the members of the Committee are fully informed of the policies and programs of the General Union and the local unions.

The office of the General Coun-

It is specifically noted that five local unions have been assisted in the selection and installation of the General Council and his staff for the continued progress being made in the future.

The General Council is to be congratulated on the work and the efforts of the General Council and the local unions.

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THE ARMY CORPS OF ENGINEERS is asking bids to dredge about 30,000 cubic yards of bay mud and gravel in Suisun Bay. 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 Suisun 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 these by the time this goes to press. The "San Mateo" will be in there, doing the work—near Rin Vista. The Dredge 'Franciscan' still busy on Bay Farm Islands. Everybody happy.

SHELLMAKER DREDGE—"Gypsy" tied up at Black Pt. in their new slough—re-vamping the winning 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 "Delta" from Detra Dredging Company which they will use for a Tender.

Detra Dredging Company still working all around the Bay area. Haven't seen the Dredge "Mallard," owned by Leslie Salt. I hope to be able to find them one day. They get out in the boom when in these bays and pretty hard to get hold 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 "Beidel"—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 Belclaire Slough—this is part of the Redwood Shores job. This will be tied in with Mainland—they are expecting to move around 500,000 yards. They will probably be in the "Rogue" to do this. The "Pioneer" is still tied up at Pittsburg. The "7-B" is tied up at Foster City, and the job at Foster City was officially finished Friday, March 15th. The Dredge "Diamawah" will be put into dry dock in the near future.

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

Olypmian Dredging should be working by the time you read this—thec Hunters Pt. job with the "Hollard" around a month or so.

Associated Dredging—no jobs at the present time. Unemployment still going strong, haulage said for Trans-Bay—with a good chance of expanding.

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

The outlook for Dredging for the coming year looks good. We have a lot of work mag ging 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.

One 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 26th International Congress of the Operating Engineers.

Attention, Members: Please remember to re-register on the out-of-work list—"re-registration must be accomplished between the 7th and 85th day after the above indicated date."

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 come from seeking my own best interests and those of my neighbor?
3. Do I have clear, logical reasons for my actions? Or do I act emotion to cloud my judgment?
4. Am I sure that 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 predictions a cloak for aplathy, 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?

By A. O. HANSEN

Dredging

TECHNICAL 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 there, and that number is expected to hit 2000 some time this spring.

The refinery has been called a technological marvel, the most modern oil and gas plant ever conceived in this country. The refinery has a capacity of 1,300,000 barrels per day this spring as the massive $135 million Humble Oil & Refining Co. refinery is being reshaped into a technological marvel. The refinery has a capacity of 1,300,000 barrels per day this spring as the ref

AARON SMITH

WEDNESDAY, this day of about six 1967, significant issues in Solano County's emergency emerges as a major area for private industrial development. Solano County was October 3, 1966.

That's when ground was broken in the Benicia Industrial Park for the $135 million Humble Oil & Refining Co. refinery. 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 pushed toward an early 1969 completion.

And soon the work force is expected to grow to more than 3,000 men. The pace of activity is so great, in fact, that the physical appearance of the great complex dominated by a towering 465 foot smokestack is visibly changed from one moment to another.

Incidentally, the crude oil storage tanks measure 225 feet in diameter and 94 feet high. They each hold a giant plant of about 39 million gallons of crude oil, and are amongst the largest in the world.

Elsewhere around the Vallejo area we found that 1967 and the early part of 1968 in spite of the adverse weather conditions has been a busy year for Solano County civil engineering contractors. There were numerous contracts awarded, and a great variety of work performed.

In the Benicia area the Bridge was officially finished Friday, March 15th. The Dredge "Diamawah" will be put into dry dock in the near future.

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7 Steps to Action—

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By A. O. HANSEN

Dredging
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 on expiration of membership which his current does without losing his good standing status;
(2) To make more than 3 years continuous good standing as a qualification for Business Manager status expiring three years after for all other offices;
(3) To eliminate the present formality of a special meeting of the Board of Directors for the filing of a declaration of candidacy when, in addition, the International Union agreed with the Labor Department to submit to 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 International Union agreed to drop all future trials in all cases initiated except the one affecting Branch qualification. No re-run of elections would be required except in two cases and no new elections were held. Each Labor Department in elections already conducted where the former required good standing and declaration of candidacy were required. Complaints would be disposed of by the Board, prior to the basis of a stipulation of full compliance. Future complaints based on branch membership qualification would be held in abeyance until the implementation of this basis and then they would be disposed of by stipulation.

The net result of all this work by the office of the General Counsel, and the above-mentioned, election affected would not be challenged by the Secretary of Labor as having been conducted. It is to be avoided and no local union elections will be challenged by the Department of Labor under the supervision of the Department of Labor.

The national achievements have earned the office of the General Counsel, and particularly its execution by the Labor Department, the appreciative thanks of this Committee. In addition to the above, the General Counsel has obviously kept its eye on laws and regulations that pertain to the administration of our great International Union, particularly in the field of Situations, Rights and Duties and Right to Work Laws.

More recently the attempt on the part of the organized State of Alaska to make it a criminal offense for any national or international union to have more than 100 or more members who reside not only at all times one or more charters local unions in the State of Alaska, but that the State of Alaska affects Local 302 of Seattle, whose members service the new State of Alaska, the new organized State of Alaska is now being challenged in the United States District Court for the District of Alaska in Juneau.

The Committee wishes to point out the seriousness of this challenge by the State of Alaska to the constitution of our great International Union and its local unions.

If this attempt to be upheld, members of management would be deprived of a local union which would have the right to represent and service members in a state other than one in which it is chartered, if the number of our years will commence their higher education, should be considered as the vehicle for awarding a diploma of academic achievement. In that way the average student would be reached. Nevertheless, the Committee wishes to congratulate the International Union for creating the valuable scholarship funds for students and daughters of our members.

CONCLUSION OF REPORT OF THE GENERAL PRESIDENT

The Committee has purposely delayed the release of these specialized fields, not out of lack of recognition or gratitude but in hoping that the International Staff under the tutelage and guidance of our General President, Mr. Durkin, who has indelibly written into the history of that the nation a memorable four years of stewardship.

The fullness and excellence of the scholarship program of the International Union is a source of pride and satisfaction to your Committee whose membership is very benefitted by the Board.

In their judgment, our great International Union is in strong and capable hands.

Fordham

continued from page 3
benefit, but I believe that educators have a responsibility very beneficial. By the students of our members.

For several years the number of scholarships have been employed in the nume-
rous mining and milling has in-
teresting.

The introduction of co-
ordinated bargaining committees, comprised of International Union and its Local Unions in projecting a more favorable image of the International.

Too often the yeoman service, both in voluntary labor or volun-
tary contributions in local as well as on a nation-wide basis is little appreciated.

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 eco-

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 smoke in the cupper in-
dustry, the labor front has continued.

PUBLIC RELATIONS

In the field of public relations we have an impressive number of the media or the activities of the Operating Engineers through its Engineering and its Local Unions in projects.

It is the need of the moment and that American higher education is attempting to do the impossible.

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

The price which must be paid in this life is not one that has been paid before. It is high, which right now. It will probably be even higher in the future.

Somewhat fearful I would like to suggest to you that labor unions must make sure that their experience have been as always in line with the right of man.

The American labor unions did not demand favors or privileges. Leaders of the younger generation fought and died, not for privileges, but for rights. For thus the ulterior motive of the labor movement have shared a very deep concern for the dignity of the human person.

Both the unions and the univer-
sities have educated themselves to the world. In different ways, using different tools, labor unions and educational institutions have achieved goals which are to similar that they may almost be called achievements of labor and American universities.

The university has always been interested in the fact that every man has a right to higher education. American labor leaders have prepared, and they have suffered for their ideals and ideas which in very truth, have revolutionized the world.

One basis for the gap between the older generation and the younger generation is the fact that the older generation has fought a mighty battle to bring about those ideas which the younger generation accepts without question be-
gone with men of another gener-
Fordham

continued from page 13

men, vision of who gave of themselves, who in some cases gave their lives, 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 list of accomplishments which existed.

It is true that the revolutionaries of the past, who gave their very lives to bring about major changes was indeed truly revolutionary. It is equally true that the revolutionaries of today are not a revolution at all, but a revolution in the way of life.

In fact, the revolutionaries of today, as opposed to the men of vision who gave of themselves before, are the men in the American universities, and revolutionized the way to describe the changes which were indeed truly major.

Young and old must remember both sides; a revolution clearly lies behind us—a revolution lies ahead.

Thelocalized changes are being done in the Dollar Point Union. In excess of 100 Operators, Oilers, and Apprentice Operators on this job. The Robert L. Helms Construction Company of Reno, Nevada, is putting in and 39,125 feet of six-inch pipe. There will be approximately 100,000 feet of 18-inch pipe and 2,636 concrete work. Barnhill Pile Driving is doing all the pile driving.

Brothers from Creagan and D’Angelo from South Lake Tahoe are working this job. There is a journeyman trainee program. Surveyor apprenticeship and/or instrumentman apprenticeship applications may be obtained at the present Freeway west of Lake Tahoe. They are running a Link Belt—All Hydraulic Excavator. They started working this area in the fall of 1969. The project has about 12 Engineers working this project.

The Robert L. Helms Construction Company of Reno, Nevada, has a job rebloating sewers and storm drains for the 17th Street and 1st Street area. This job is being done for the Tahoe Public Utility District, Sever Assessment District Number Four. This job is being done in the Dollar Point area. The contract price on this job is $751,000.

Byars Construction Company of Reno, Nevada, has a job in the Dollar Point area. There is a project price of $60,000.

The Reno area was recently hit by winds recorded at Stead Air Force Base, which averaged 72 miles per hour, with damage to property above the million dollar mark. Some of the tractors are now in the process of clearing up the debris.

The change is the revolution in Nevada is looking very good with the worst of the winter weather now cleared out. Several of the Apprentices will be going back on their old jobs that they worked on for the past season.

We have started the program as usual and expect a few new applications.

Byars Construction Company of Reno, Nevada, has two jobs at the Lake Tahoe area. One job is being done for the Tahoe Public Utility District, Sever Assessment District Number Four. This job is being done in the Dollar Point area. The completion date will be October 15, 1968. They have said it is 12 per cent; some say he does), he pays $120 each year in charges he would "give away" $60, or $12 more than the usual cost is 18 per cent per year, simple interest. When it is owed on dollar-down mortgages the usual cost is 9 per cent; some would argue for 9 per cent. When that debt is owed to merchants, the cost is 12 per cent. Credit union leaders are satisfied with the magnificent accomplishment of the past, whether or not they will have any more changes which are going to come.

It is truly a new experiment for the younger men who exist. It is the major difference between the educators and the union leaders. For years and years leaders in the trade union movement have been aware that the present revolution which is going to affect the future will be valuable and visible only if we together maintain the change in the universities and for the labor unions.

It is still not enough.

Revolution is not the same thing as change. It is interesting to note that the changes must always be based upon the right of the educated men who are educated men.

We hope that the credit union movement is going to affect the future will be valuable and visible only if we together maintain the change in the universities and for the labor unions.

The tasks which lie ahead are incredible. The history of the university and the labor unions.

Long ago the labor unions accepted the challenge of today by following your own credit unions—eligible members and non-members. The average consumer installment debt of employed persons in the U.S. is slightly under $1,000; in Colorado, only $50.

The universities can meet the challenge of today by following your example, but you must still continue to give them that example.

The universities faced with major difficulties which may be considered as impossible tasks or major changes which are going to come.

Labor unions may face the same difficulties and challenges together.

I hope that the American universities and the American labor unions will meet those challenges together.
Behind Recognition came to Brother Victor M. Woodward for better late than never. Brother Woodward, who became a member of Local 3 after being mustered out of the Navy in 1946, has finally received two certificates of commendations in Redding, California. The certificates were presented to him by the Butte Valley Airfield Association in recognition of his work as a Brother Operating Engineer for the Seabees who were assigned to New Ireland. Brother Woodward was instrumental in establishing a record of continuous excellence in construction work, turning the tide in the face of heavy opposition from enemy forces. He was awarded a $129,842 contract for the paving of the Butte Valley Airport at Redding, under contract to be performed by the contractor. The project is being financed fifty-fifty by state and federal funds.

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. Brother Victor M. Woodward views this recognition as better late than never.

Brother 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. The commendations were presented to him in Redding, California, during a ceremony attended by members of Local 3 after being mustered out of the Navy in 1946. The Seabees, the United States Navy's construction unit, were deployed to various Pacific islands to build and maintain facilities for the Allied forces. Brother Woodward's service included work on such islands as New Georgia, Guadalcanal, Rendova, and the South Pacific. His contributions included the construction of airstrips, seaplane bases, and other facilities critical to the war effort.

The conferring of the medals and commendations was a fitting recognition of Brother Woodward's service and the contributions of the Seabees during World War II. The Oregon Seabees from Newport, Oregon, were among the many units that were key to the success of the Allied forces in the Pacific during the war. Their efforts helped to ensure the success of Allied operations in the Pacific Theater, and Brother Woodward's service is a testament to the bravery and dedication of the Seabees.

Siskiyou County Supervisors awarded a $229,842 contract for the 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 $50,000, thus bringing the project within the $315,000 bond. The project is being financed by the county, and the construction is expected to be completed within the year.

Members of Shasta County Planning Commission will consider 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 reviewed are public hearings and commission staff recommendation for specific zoning of the Mountain Gate area.

Dillingham Company hopes to keep between 8 and 10 operators busy once they get started. McIntosh and McKeen 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. Vinness 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 will make a big push.

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

Happy Camp Bridge Starts; Dwinnell Lake Is Hot Issue

By LAKE AUSTIN and LOU BARNES

Once again we want to thank the construction workers and their wives that turned out and gave 69 pints in the Annual Blood Drive in February. Brother and Healthy Sister Woodward views the 25 years after the fact. But as the fact, Woodward was named a Brother Operating Engineer Willie and Robert Woodward are still running up the number for the months donated in the Redding area.

The two commendations that come with the medals cite Brother Woodward for "loyal and unselfish 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 commendation prides Woodward and a buddy, Jack Ream, for "constructing trails in support of military operations that were forcing a beachhead at Laiana, New Georgia, in 1943."

Of the letters Woodward recalls that the Seabees worked with some three to four hundred soldiers punching trails toward the Japanese-controlled Mudumia Air Force and were under constant attack from snipers, air raids, and ambushes. "Once we pushed our duster up to the front lines so the tanks could get up to attack the enemy, they called us those damn crazy Seabees," said Woodward.

Local Union 7's Business Manager, Jack Kern, said the Seabees were assigned to New Caledonia where they helped build some 18 miles of highways, a 250,000 barrel tank farm, floating wharves, 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.

Woodward enlisted in the Navy while serving with the Seabees in the South Pacific during World War II. He was a member of Local 3 and was a member of the Seabees during their service in the South Pacific. His contributions included the construction of airstrips, seaplane bases, and other facilities critical to the war effort.

Woodward was instrumental in establishing a record of continuous excellence in construction work, turning the tide in the face of heavy opposition from enemy forces. He was awarded a $129,842 contract for the paving of the Butte Valley Airport at Redding, under contract to be performed by the contractor. The project is being financed fifty-fifty by state and federal funds.

The conferring of the medals and commendations was a fitting recognition of Brother Woodward's service and the contributions of the Seabees during World War II. The Oregon Seabees from Newport, Oregon, were among the many units that were key to the success of the Allied forces in the Pacific during the war. Their efforts helped to ensure the success of Allied operations in the Pacific Theater, and Brother Woodward's service is a testament to the bravery and dedication of the Seabees.

Siskiyou County Supervisors awarded a $229,842 contract for the 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 $315,000 bond. The project is being financed by the county, and the construction is expected to be completed within the year.

Fredrickson and Watson Company were low bidders on the 14.6 miles of freeway 99 south and have already started clearing with a small crew. The company has a sub on all the dirt work, L. A. Baxter Corporation from down south. Baxter will have 5 million yards to move in 200 working days. The company has moved in and are setting up shop. They will be a good job for several Brothers. They expect to have new trucks in a few weeks. The muck will go to within a few dozen feet of finish sub and Fredrickson & Watson Company will lay and do the paving.

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

Siskiyou 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. The 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 aerial, interlocking sewer collection system that would also serve Summit City and Mountain View has been proposed as one solution to Central Valley's sewer problem. District directors have sought a federal grant as a part of a proposed $82 million sewer system to be financed locally by formation of an assessment district. The Federal Government will provide up to 20 per cent of the cost of the trunk lines if the lines are considered to be major sewers. However, this is only one solution to the big problem of sewers for the Central Valley area.

Members of Shasta County Planning Commission will consider a tentative map for a municipal 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 reviewed are public hearings and commission staff recommendation for specific zoning of the Mountain Gate area.

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BLOOD DONOR CHAMPS in the Redding area are Brother Willie and Mrs. Vandanga. 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.
The state has received an apparent low bid of $18.3 million for a key, 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 $18,000,345 to construct the eight-inch segment from K Street south to Vallejo Way.

ENGINEERING FEAT

The major construction project entails the challenge of excavation work and piling the freeway with foot-long piles beneath a concrete pavement level. Estimating the job might entail the formidable engineering work and expertise of the Packages Company.

The plants in the area are run-highway to open during 1967. An expert who headed a team of engineers reported yesterday by the ear. Earlier estimates the job might entail the formidable engineering work and expertise of the Packages Company.

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Newport
Removes
Log Jam

"Like pulling a cork from a bottle," one high-ranking Vietnam­
ese 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, "NEW­
PORT," at the end of a 10,000
mile supply route to South Viet­
nam, 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 Com­
munist attack from the North, the
phenomenal requirements for lo­
gistic support staggered the imagi­
nation of the port authorities.

There were only two ports avail­
able 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 Washin­
gton 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 re­
ported. There was a prompt order
to proceed with construction of
ports with all stops "GO!"

The task immediately was as­
signed to the Naval Facilities En­
ingineering Command which is the
construction agent for the Depart­
ment of Defense in Southeast Asia
and is responsible for all contract
military construction in South
Vietnam.

The contractor in South Viet­
nam 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 han­
dling 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
—inbelievably, about 3,000 cubic
meters of sand a day were deliv­
ered 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.
The Navy has announced a recruiting drive to enlist over 2,000 qualified construction men as petty officers in Navy Construction Battalions by the end of June. This is the same news by which the Navy recruited the famous Seabees in World War II to a strength of 250,000 men. Since no prior military experience is required, this opportunity should be of great interest to many young men facing the draft who were not interested in the construction or building trades.

Those interested are required to provide replacement personnel for Seabees 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 by the base of their civilian construction experience. Although there are openings for all construction trades, equipment operators and construction mechanics are particularly needed. The majority of these positions require at least four years of service or prior construction experience.

Those interested can contact their nearest Recruiter, or by writing directly to us:

Seabees
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 unstinting and effective efforts, nineteen Seabee Battalions are now helping build a bulwark against Communism in Southeast Asia.

Today, we are again faced with a need for trained, dedicated American men to help their country by building with the finest men who have ever enlisted in the Seabees. I am sure that you 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 ask for your 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 petty officers and your local union? The attached release gives the essentials of the program and may prove useful to you for dissemination. These interested can get the full story from their nearest Navy Recruiter, or by writing directly to Seabees, Naval Facilities Engineering Command, Washington, D.C. 20390.

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

Sincerely yours,

C. W. Haubert

Navy Recruiter

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 2,000 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. Thumbsail requirements are:

Age: Not over 40 for most appointments
Training and/or Experience: Petty Officer 3rd Class—44 months

Petty Officer 2nd Class—48 months

Petty Officer 1st Class—7 years, including 3 years as journeyman

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

Type & Description of Duty

Engineering Aide

Engineer

Construction Electrician

Construction Technician

Builder

Equipment Operator

Steelworker

Utilitarian

Training

48

50

144

100

9

42

29

21

63

Cost by MOS Code

$3,000

$3,500

$5,000

$5,500

$6,000

$6,500

$7,000

$7,500

$8,000

$8,500

Interested parties should contact the nearest regular Navy recruiter.

The U.S. Navy is issuing a new call for Seabees under its "Direct Procurement Officer" program. Petty Officers and above are eligible.

The Direct Procurement program provides an outstanding opportunity for experienced construction 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 enlist under the Seabees with advanced rates.

Volunteers sign up at any Navy recruiting office for a Seabee 24-month tour of duty. At that time, they directly see Petty Officer ratings, based on their qualifications.

The current drive for skilled construction volunteers is the result of build-up in Seabees 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 water front facilities, and operate and maintain complex construction and transportation equipment.

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

A constructionman with 48 months training and experience (several years) 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 are rated as Chief Petty Officers.

All candidates must be under 40 years of age.

The Seabees volunteer by-passes the usual "boot camp" that a regular Navy volunteer undergoes. Instead the Seabees go 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 Petty Officer is given leave before reporting for duty to one of the Navy's three huge Construction Battalion Centers—at Gulfport (Miss), Davilville (Rhode Island), or Port Hueneme (California).

At the Construction Battalion Center, he receives further training and outfitting; then, deploys overseas for another six months of further training and outfitting; then deploys overseas for another six-months tour of duty.

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

Seabees specialties are:

Electrical

Electrician

Construction Electrician

Construction Mechanic

Equipment Operator

Engineer Aids

Survey (Surveyman-Draftsman)

Steelworker

Utilitarian

Qualified candidates are~

Sincerely yours,

C. W. Haubert

Navy Recruiter

Mr. Hunter P. Wharton

General President

International Union of Operating Engineers,

1125-17th Street, N. W.

Washington, D.C. 20036

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:

NDB 300-4

20 March 1968

Mr. Dale M. Wharton

Vice President and Safety Director

Operating Engineers Local Union No. 3

474 Valencia Street

San Francisco, California 94103

Dear Mr. Mott:

Perhaps you recall our meeting at Linfield College when we were getting our youngsters started there. Dulles 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 Seabees petty officer needs at this time are for equipment operators and construction mechanics, as you can see from the bulletin board file 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 yours,

W. F. Kopfler, II

Carp., CEC, USNR

District Seabees Program Officer

FUTURE OPERATING ENGINEER Dennis Schunn, son of Brother Roy Schunn of Larkspur, is congratulated by Cmdr. D. M. Strockey 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 Schunn 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.
The image contains a page from a document with a table and some text. The table seems to contain information about individuals, their addresses, and Social Security numbers. The text is not clearly visible due to the format and resolution of the image.
FOR SALE:

12,000
FOR SALE,
TWO VIEW LOTS.

pickup, 4 speed V / 8, pos. track .

or single pieces. Robert W. Reidlin,
pump and tool shed. Make 'cash offer.

on International 6 x 6-

Browning ,

w / trailer, price
offer. $250
2-3722. Reg.
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1968 plates. Full y equ ip ped.

erra Circle, Car so n City, Nevada .
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$2,500. 0-ClS
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TRENCHER

G.M.C.

Dt S a nta Cruz Yacht

Reg. 1963 Budger Expando trailer

635722 .

Phone 365-9843.

5.0-cyl
diesel, turbo, 4-speed,

34.3, 95-4550.

#6731 - 9670.

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$71 - 9670.

Crawford, P.O .

P.O.

Reg . #1194996. 2-1.

E. B. Loyd,

cheque & d an dy well. Beautiful Mt .

PC.

#711S4794.


GREAT BAY

1451 Oceanview Drive, Los Angeles, Calif .
901146.

1960 CHEV.

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Chevrolet, Reg. 

1200 'x 3000 ', Salt Lake City,

Army, Cali.

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991-5494, Elverta, Calif . Virgil

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The Bay Area Rapid Transit system reached another milestone yesterday when the first of three 1,000-foot tunnels beneath Broadway was punched through.

A 150-ton tunnel-boring machine has been chewing out the bore between 14th and 17th Streets 70 feet below the surface.

Suddenly a jack had steadily pushed the 'shield' northward and workers toiling around the clock installed steel tunnel walls as the ringsили 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 had slumped. The machine had boled through.

Now the shield will be lifted out of the tunnel with 240-ton Blackman mammoth crane and trundled back to 14th Street to be lowered into the earth at 9th Avenue on the inbound going two downtown BART stations.

The Bay Area Rapid Transit District moved a step closer to being ready for trackwork between Hayward and San Leandro when the earth was turned over.

Dravo Corporation of Bellevue, Washington, was the apparent low bidder at $3.7 million. The contract included the laying of rails between MacArthur Station at 40th and 4th streets in North Oakland's Fruitvale District and the BART Hayward repair yard south of Industrial Parkway.

Installation of the rails is due to begin late this year if the BART board awards the contract in the near future.

Test trains are scheduled to use the tracks for two months and actual passenger service is to begin in March, 1970.

In addition to the heavy construision as well as the home building industry in Southern Alameda County will be under way at a sustained high level, due to the present weather conditions. However, with weather conditions expected to be normal, a constant amount of dirt to be moved through this county.

For track work between Hayward and San Leandro, which will be the Transition Section, BART is moving ahead.

The shield will be placed in position over the trackway that will be completed at Blakemore Equipment Company, which was disappointed March 1, 1968.

R. H. "Dick" Gormer, former Vice-President of the Construction Equipment Division of Westphalburg Air Brake Co., is president of the new corporation, which will serve the States of California and Clark County, Nevada, with WABCO construction equipment and other leading equipment lines previously distributed by WABCO.

Three corporate posts at MDCO are being filled by former Western Bridge Company officials. The Weir, Vice-President, Southern California Division; Art Claus, President, Southern California Division and Ray O'Marah, Secretary-Treasurer. In January, Jesse Evard joins the company as Assistant Treasurer.

MDCO's corporate and Northern California Division headquarters will continue at 1944 Martina Street, San Leandro. The Southern California Division will be located at an 18,000 square foot facility at 1135 Baldwin Park Boulevard, Baldwin Park.

Complete physical plants including shops and yard and field offices will be maintained at each site. Field representation and field service staffs are being enlarged to cover the territory's large geographic area of distribution.

Shae Macao was low bidder for the construction of the east and west sections of Rapid Transit tunnel on El Cerrito Station at Broadmash Avenue. This section will be a six million dollar project and will start some time in April or May.

Shae Macao'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 have it completed around the second week in May.

The bids for two other BART projects are scheduled to be opened for the first part of April. The first one will be the Transit Section Fomation. This job will be about two miles long, with 25 to 30 percent of the tunnel steel will be efforts to start back fill and re-paving the street.

Three corporations are competing for a ferry terminal at San Francisco. The companies which must undergo much over the next month and several ships are due in this summer.

Ferr Terminal and Lumber Corporation are keeping their plans for construction and an increase in the load this summer.

William and Lane Company has been keeping about 25 to 30 percent of the SPAK construction and all related earth preparation and underground work while the contractor for the main job is being done by the American Bridge Company. If the north end of the trackway is in place they will start to back fill and re-paving the street.

Three corporations are competing for a ferry terminal at San Francisco. The companies which must undergo much over the next month and several ships are due in this summer.

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

A pre-job conference was just held for the new Pacific Bridge 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 contractor for the main job is being done by the American Bridge Company.

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The Jasper Construction Company of Santa Cruz has been awarded a $3,901,971 contract to build the new Clovis High School. It is estimated that construction will begin around March 1, 1968.

Peter Kiewit & Sons Interstate No. 5 job at Kettleman City started a swing shift on the 627 spread March 4, 1968. There are approximately 200 people on this job, and there have been very few days missed due to the weather.

Vinnell Corp., on Interstate No. 5 At Three Rocks is pushing right along with their finish operations. 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 Coul­

agings are starting up again after a long shut down. Let’s hope they are off and running until next winter.

L. D. Feshman 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 Sanca­

to in April 10 for a Federal Airports Authority Project 80 between Avenue 280 and State Highway 108 about ten miles south of Coulum. 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. Coulumns is 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.

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

Sequon Rock Plant in Porte­

ville has been able to keep ap­proximately 13 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 goodimeter 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 us have some bids before summer is over.

United Concretes 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.

**Happiness is a mini-crane!**

**Brother Markets New Backhoe Boom**

Gene Favretto, of Antioch, Cal­ifornia, a 37-year member of operating Engineers, Local No. 3, has developed a safe, efficient and versatile new crane boom. This boom is capable of handling any standard backhoe, lifts loads of up to four tons. The unit is a patented system of construction, and is being built and marketed by Marvin Enterprises, of Wood­land, California.

Favretto’s many years of oper­ating experience on lifting equip­ment has given him a valuable under­standing of the needs of the trade. He 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 breakdown.

The name Tac/Boom stands for “Telecroming and Compensating.” This “Horsepower on a Stick” is a patented compensating lifting that gives the lightweight 750-lb. boom the ability to lift heavy loads safely and without deflection of the boom. The boom moves 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 completely under power, within 6 in. of the headroom above it.

Tac/Boom is actually a new device that is easily and quickly made up of a 3-section package. Two to three weeks is all it takes to change the entire boom from a standard to a 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 permits the operator to move in any direc­tion without the load as the lead 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-Stein­ard Inc., an engineering, developing and manufacturing concern. “We have several projects in the development stage,” states Gene, “including some larger booms of four and five sections that will have a capacity of some 85 tons. These booms will re-act to 40 ft. and extend from 190 to 150 feet.”
REPORT OF THE GENERAL PENSION FUND PLAN

Notwithstanding the fact that the Report of the General Secretary-Treasurer must of necessity be published before which most documents are a day subject, the Committee wishes to inform the Delegates that this phase of a duties engendered a great deal of discussion and exchange of thought among the members.

The use of graphs, columns and the discretion of the dollar in the form of the graph, made the task of studying the report of the General Secretary-Treasurer, a comparatively easy task.

It presented interesting for one thing, and for another, proved that your International Union's activities show a change-with or without a whimper.

At the outset, the Committee noted that the International Union increased seven (7) million dollars in four (4) years. The expen-ses 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 the United States Tax Code. Increased personnel and services necessitated by the growth of our International Union. 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 Executive Board, and the Committee on Management.

The Committee finds that the increase in expenses is justified. The activities of the General Secretary-Treasurer, the General President, and the General Executive Board combined. The Committee finds that the General Treasurer, the General Executive Board, and the General President are out the line.

Net worth:
The chart under the heading of net worth shows a graph that the trend in the net worth of our International Union amounting to six (6) million dollars.

The Committee notes with approval the increase in net worth from 1967 to 1964. The increase in net worth was due to a good return on the union's investments which represent the good and prudent judgment of the General Secretary-Treasurer, the General Executive Board and the Committee on Management.

MEMBERSHIP GROWTH

While the increase in net worth was gratifying, the Committee was pleased to note that the increase in membership of 50,000 members. This is significant in many ways, particularly that the trend of the population is to recognize union membership as a valuable asset, both financially and politically.

The Committee is not unmindful of the fact that while government in a sense despicable or tyrannical, unions do not exist or if they do, they are merely a shadow. The best bargain against tyrannical government by the state is democratic unionism with large membership.

The Committee is pleased to re-commend the Delegates to our International Union Convention, who are highly skilled craftsmen handling the most expensive equipment in all the industries of the United States, that the situation is No. 12 in numerical strength among all the Unions of the United States. The phenomenal increase of 50,000 members means only one thing to the American Citizen and his administration is out there in the highways and by-ways organizing, organizing organization organization.

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 50,000 members, amounts to about $25 per member. Collectively, however, the members at any one time are covered over these benefits which range from $100 to $970 per member. The Committee is pleased to note that the office of the General Secretary-Treasurer with the concurrence of the General President and General Executive Board is one of the most adequate reserves.

The Committee finds that the general per capita tax is sound and that the present per capita tax is $1.400,000. The average claim for this period was $455.8, an increase of approximately $1.0.

STRIKE BENEFITS

Strike benefits totaled $773,575 to $1.029,590 during the proceedings of the convention. This increase is some evidence that our Local Unions are the result of their organizing and bargaining more vigorously that ever before and are trying to give the members what is right to them.

The Committee feels that the $13,000 per week strike benefit will not have the effect of encouraging strikes and will not have the effect of increasing expenses incurred under this fund.

NEWELL J. CARMAN, General Secretary-Treasurer of the GOLD, referred to "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 re-elected Secretary-Treasurer at the convention.

Per Capita Tax increase in the Great 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 the preceding report of General Secretary-Treasurer for a job well done and unanimously voted to commend the General Secretary-Treasurer, Carman J. Carman, for the work and the undertakings under his jurisdiction.

REPORT OF THE BOARD OF TRUSTEES

The Board of Trustees submitted its report covering the year's period from Jan., 1964 to December 31, 1967.

Trustee meetings are held semi-annually as required by the Constitution.

During the semi-annual audit in 1967, Mr. S. Whelan died in Washington. To fill this vacancy the General Executive Board re-elected Janus Carman, Local 50 of New York, N.Y.

The Board now consists of P. F. Wages, Local 701, Pottsville, Oregon, Chairman, Rowland G. Hill, Local 703, Toronto, Canada, James Corrigan, Local 30, New York, N.Y.

The Board presented schedules for per centage of audits as follows:

1. Summary Cash Statement
2. Statement of Cash Revenues
3. Statement of Cash Disbursements
5. Capital Stock owned December 31, 1967

The report included the statement of audits as follows:

1. Summary Cash Statement
2. Statement of Cash Revenues
3. Statement of Cash Disbursements
5. Capital Stock owned December 31, 1967

EXECUTIVE SECRETARY William Dunn of the Associated General Contractors of America spoke on the need for better communication among 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, Mr. A. Whitworth, General Secretary-Treasurer, Newell J. Carman, the General Executive Board and the Board of Trustees has enabled our Union to increase our reserves by over four million dollars and an increase of annual income close to two million dollars.

The Committee commends the Board of Trustees and assures the Delegates that by their report, the financial affairs of our organization are in capable hands.

We are indebted to our report the Statement of Audit by the Eric C. Jansso & Co., Certified Public Accountants.

REPORT OF THE GENERAL PENSION FUND PLAN

Your Committee is certain that it 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 years of faithful service paid to the Plan since January 1, 1940.

Through wise and prudent investment of the funds, the statement of contributions, income and expenses shows a healthy picture.

Your Committee is cognizant of the constantly increasing costs of living and we rest assured that the continued welfare program of the pension 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 BENEFICIARY FUNDS

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 Beneficiary Fund.

FIRST DAY SPEAKER was Dr. John T. Dunlop, Director of Economics at Harvard University who spoke on the need for better communication between national leaders, local unions and their members and the construction industry and the country at large.
MYSTERY PICTURE above was furnished "Engineering News" by Brothers George Baker and George San Porto with only the scatty 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 NEELY, JOHN THORNTON, TOM HILLS, WAYNE LASSITER, DEL HOYT and ROY DERNOS.

Between late winter or the early spring storms, a few of the members on the Prowo 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 Manager. The crusher has been moved in and is crushing aggregate sub­base. 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 ribbon-tined dozers are being used in the pit loading 61-tongers in about 40 seconds. This has relieved the unemploy­ment situation greatly in the Cedar City area. Dennis Sweeney has been appointed Steward and Gary Williams Safety Commit­tee Chairman on this project.

The dispatch office in Ogden has started to show signs of ac­tivity as new projects get under way.

Fife Construction presently has a full crew employed on the real­ignment 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 congestion now experienced on the nar­row, winding highway. The Og­den river channel will have to be changed on this project. There are presently six struc­tures getting under way on Inter­state 15 in the Ogden area. Prime contractors working on these structures are M. Morrin and Sons and Fielding Construction. Sub­contractors involved are Ray­mond Concrete Pile Division, Leech Earth Boring, Fife Con­struction, E. K. Fuller Excavat­ing, Jack B. Parsons Construction, and Vie Baker Crane Rental.

William Chastain has started the Cisco I-70 job and at the pres­ent time we have about 12 engi­neers employed there.

Morrison - Knudsen Construc­tion have been going through win­ter, but have started a few engi­neers on swing shift. This job, 20 miles west of Green River, Utah, Interstate 70, will open up some of the most scenic views in cen­tral Utah. This is primarily a rock job. At present there are approxi­mately 50 engineers employed on the project.

Cox Brothers picked up three contracts during the past month, one from Green River to Wood­side, one from Hatchville to Po­ison Springs, another from Poison Springs to Tryakte Junction. Writing and Haymond have the closing contract from Tryakte Junction to Lake Powell.

Strong Construction Company are in the last stage of their job in Boulder Basin. They should be completed with the oil in May of this year.

Vinsell Company have their job on I-70 about 95 per cent completed. As soon as the gravel is regraded and laid it will be finished—probably in May.

Strong Company at Coo ville has been going full blast on Inter­state 80 and they have about 23 of the brothers working. They have lost a few days due to snow­storms, 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 con­struction in the Salt Lake area is going very well and employment in this department will also im­prove with the weather.

Due to all of our new benefits, such as dental and medical, it is making it much easier for us to rehire members who have gone deficient.

It has been a rough road to or­ganize 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 high­way. The structure is designed to conduct the salt water from Gen­eral 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 lower the salt water to the point where 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 haul­age units. They increased the ca­pacity of each unit by replacing the trailers which are double the capacity of the previous trailers. They have three haulage units with 34 tons under each. The haul at present is 28 miles per round trip. The units are loaded by a belt loader, fed by two 12Xs. Brother Grant Haslam is grade foreman, and Brothers Parker, Haynes, Petty, and Hutchinson are operating blades on the haul roads and fill. Brothers Jack Bon and Bob Anderson are at the end of each lane operating the rubber tined dozer. A good me­chanical force, with Larry White, Terry Hill, Coll Crenan and Duke Sullivan is keeping the equip­ment operating. Brother Duke Sullivan is stewarded on the job.

Engineers News