MANAGER'S MEMO

Pension Plan Soars To $200...

By AL CLEM
SAN FRANCISCO — Another milestone was reached Jan. 9 when your Pension Trustees met to review Pension activities and approved an increase in benefits to a maximum of $200 a month, or $8 a month for each year of pension credits.

The new rate becomes effective April 1.

Figures designate wage, fringe and welfare increases since 1960 autonomy.

... Insurance Policy Added

(In isolated instances where employer contributions are less than stipulated in construction agreements, maximum benefits will be proportionately adjusted.)

In just six years, benefits have increased almost 200 per cent.

Employees first made contributions to the plan January 1, 1958, with first benefits paid in January, 1960.

The maximum at that time was $60 a month or $2.40 for each year of pension credits.

Since then, more than 1,000 retired Brothers have received $5 million in benefits.

This is an outstanding achievement. Old timers receiving benefits truly deserve them. Through their efforts our Union has continued to grow and secure new gains at the bargaining table.

These gains will continue to benefit our members who will be

See PENSION on Page 2.
Pension Plan Soars To $200

Continued from Front Page
able to enjoy a leisure life with dignity.

Benefits are guaranteed for three years. Members with normal 36-month guarantees will collect at least $7,200.

Increased life spans will mean increased pension benefits. For instance, if a retiree has 25 years pension credits and he receives benefits for 15 years, his annuity will be $24,000.

If he lives to age 85, the total will reach $45,000.

The Jan. 9 meeting was a pre-retirement insur­ance plan meeting to provide benefits to those who have not retired but may in the future.

For members who are vested (10 years' future service credits and 35 years of age) or members with 25 years, irrespective of age, who are active with 10 years' future credits irrespective of age; the plan remains in effect until the pension is drawn at age 65 times the 36-month guarantee.

For those who are members in the top classification with 10 years' future service credits and who continue to work hard and meet the qualifications, their benefits are not restricted to the estate.

The 36-month guarantee, or times the 36-month guarantee.

Top classification with 10 years' future service credits is not restricted to the estate. For instance, if the member was able to enjoy the benefit for 10 years, the member's estate was able to collect a multiple of the member's benefit.

But more than just safety on the job was accomplished.

The Executive Board also made its mark by approving the sale of our property in Redding to the Highway Department and a new building on a new site.

Office in Hawaii also moved to a new site, providing improved parking facilities, and two more offices were opened to better serve the members and the interests of the organization.

More radios

Mobile radio units were expanded in New Orleans, Nevada, and Utah.

The "Sounds of the 60s" continued in various locations throughout the United States.

The "Sounds of the 70s" continued as a special meeting in commemoration of the event.

In 1960, the Tech Engineers Apprenticeship Standards and Operating Engineers Apprenticeship Standards were established to establish rigorous training programs.

Rigorous training programs were established to include Sacramento and El Dorado County.

In 1974, the Bureau of Apprenticeship and Training in California was added to cover those in the California region.

In 1975, the program was expanded to include Sacramento and El Dorado County.

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In 1991, the program was expanded to include Sacramento, El Dorado, and Alameda counties.

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In 1993, the program was expanded to include Sacramento, El Dorado, and Alameda counties.

In 1994, the program was expanded to include Sacramento, El Dorado, and Alameda counties.

In 1995, the program was expanded to include Sacramento, El Dorado, and Alameda counties.

In 1996, the program was expanded to include Sacramento, El Dorado, and Alameda counties.

In 1997, the program was expanded to include Sacramento, El Dorado, and Alameda counties.
An Investment In Man's Destiny

TOMORROW’S LEADERS

By RUSS SWANSON and ASTRER WHITAKER

SANTA ROSA—A man once said that the youth of today are the leaders of tomorrow and anything a man can do to shape a youth's future is in reality shaping the destiny of mankind.

Although a lot of people talk about this, it is just considered so much chatter, there are those who feel the future of youth lies in the hands of today's adults.

HE'S RESPONSIBLE

Take Brother Paul Garret, for instance. He has a deep-seated sense of responsibility when it comes to this generation and he spends a considerable number of hours working for their development and well-being.

Brother Paul is a member of the Executive Board, Sonoma-Mendocino Council of the Boy Scouts of America and is Scout Master of Troop 27.

He has been employed as a foreman for Dan Dowd for many years, which has taught him something about a rare commodity called leadership.

SEVERAL WEEKENDS

Brother Paul has spent many weekends over the years working on a Boy Scout camp near Navarro, California. The work done will provide summer months of activity for some 700 Scouts in the Redwood country over the summer.

Others who have assisted in developing the camp are L. Muzelkin, Floyd Graham, Charles Camnitt, Dean Garant and Dan Sanders.

At present the Navarro camp-site is built on 43 acres and is considered one of the outstanding camps in Region 12. It has been in operation over the past 5 years.

WEST STATES

Region 12 includes five western states and Havenus.

Facilities at the camp include a 200-foot mess hall, a hospital with a full-time medical person, a five-building administration center, a five-room house for a full-time caretaker, a maintenance building and three storage buildings.

The boys sleep in additions, which are three-sided buildings with open front.

Sanitary facilities include four showers and toilets.

An earth-filled dam, built by Operating Engineers, provides water for the camp. It is the only earth-filled dam,1000 feet in length, and an outstanding example for others to follow.

SPORTS MECCA

Scouts participate in boating, swimming, canoeing, rowing, and other water sports. They are also instructed in hiking, camping and first aid techniques.

The most important phase of instruction given these youngsters, according to Brother Paul, is character building.

Dan Dowd Company, among other firms, has donated time and much of the equipment which has made development of this area possible.

It is a project in which those Engineers and companies who have participated can be justly proud. It should set an outstanding example for other Engineers and companies to follow.

WHAT'S IMPORTANT?

After all is said and done, what is the most important stock can today's generation invest in than in today's youth?

Getting back to lucrative matters, the biggest conversation item remains the northern Mendocino Forest Camp.

How To Buy

By SIDNEY MARCULUS

After being hit with a cost-of-living jump of almost four per cent in 1965—biggest in the Korean War—you can expect another lesser rise in 1967.

We expect this year's increase will be near three per cent, if military expenses don't rise. You'll pay more for food, but the rise won't be as staggering as one of the five per cent that led to the increases in costs and picket lines. You also can expect to pay more for hospital and medical care, shoes, men's clothing, furniture, heating oil, and automobiles.

This past year's rise was bigger than expected or necessary, and brutal in its impact because workers' income in many cases failed to keep pace through much of the year.

One of several forces that have slowed sluggish living costs is the rise in interest rates. This action, claimed needed to fight inflation, failed in that purpose. We got both inflation and higher interest rates on mortgages, car and other loans.

Food is the No. 1 problem because it takes the biggest cut of your budget. The 1966 increase in food prices boosted the average expenditure to $2.60 a day, or a minimum of $52 a week for a family of four with school-age children, not counting soap, paper goods and other non-food supermarket purchases.

Continuing high prices will remain in meat, milk and bread. Pork will be at an expensive low last but will cost more in 1967. Lower prices are expected for eggs—a moderate-cost substitute for easy meat. Big supplies of poultry will also be available.

Medical costs went up seven and a half per cent last year and almost 35 per cent since 1957-58—the biggest jump of any item.

Medical costs are going to the ratepayers for 1967. Hospital representatives are predicting increases ranging from 12 to 30 per cent.

These sharp increases in cost of group medical care through non-profit co-op and union facilities.

Most open have gone up about 85 per cent per car this year. But care are not willing as well as manufacturers expected—not surprising in view of higher costs of food and other basic necessities. Car manufacturers are being asked, however, to keep these increases to a bare minimum.

Inflation is keeping car prices high, car manufacturers have opened the way for an increase in the price of cars.

Take advantage of the important January clearance to fill in family want. There are substantial savings under any circumstances. Shoppers have gone up more than any other clothing item, as manufacturers try to clear out large military orders to boost civilian prices more than justified by increases in labor and material costs.

In fact, hide prices went down while shoe prices rose 7 per cent.

Surveys Have A Proud Heritage

How To Buy
Halt Accident’

By FRAN WALKER
SAN LEANDRO - No one knows when disaster will strike and halt a life or cripple a limb. But precautions have been taken at Peterson Tractor Co. in San Leandro. The company has set up a program whereby representatives from the Revenue shop, used equipment shop, welding shop, engine exchange shop and rebuild shop participate in a committee-directed drive to halt accidents.

Management in the program is represented by the foreman of each shop. The committee works directly with and reports to the shop managers, presenting safety irregularities. The reports are made in writing on forms supplied by the Operating Engineers Local No. 3.

To keep the employees informed of what has happened, and the new methods and practices established, "toolbox" meetings are held each week, preferably on Monday mornings. Safety deficiencies are discussed and ways of correcting them are investigated.

Company officials have made it a point to install safety equipment. They realize that it isn’t just the big, readily noticeable hazards that contribute to accidents. The little, hardly noticed irregularity also causes accidents, often more devastating than does the obvious hazard.

...
Marin County's Civic Center, a landmark with "personality," is receiving an added feature with construction of the new Hall of Justice. The flowing lines originally created by the late world famed Frank Lloyd Wright are retained in the eleven million dollar addition. Plans exist for a cultural center to be added later.

The Expansion Has Personality'

By WAYNE (LUCKY) SPINKLE

SAN RAFAEL — One of the most attractive and unique designs in civic structures anywhere in the United States is receiving an addition, which will be just as attractive and unique as the original structure.

The Marin County Civic Center, designed by world noted architect Frank Lloyd Wright, is receiving a Hall of Justice, a facility much needed — to take care of the growing population across the Golden Gate Bridge.

The new addition will blend in readily with the Master Plan, laid out by Mr. Wright before his death. The same attractive and flowing lines will be incorporated for appearance and function.

COMPLETE FACILITY

The design of the new structure, according to the architects, Taliesin Associated Architects of the Frank Lloyd Wright Foundation, allows Marin County to build a complete facility, be fully occupied initially, but capable of future expansion with no major modifications.

The original design connected four gently rolling hills with graceful spacious buildings sprouting in great arches over entrance roadways.

CONTINUES CHARACTERS

The Hall of Justice continues in these characteristics. The features of inner courts covered with skylights extending through one or more floors has carried through the original design of the Administration Building.

The new building bridges two hills and presents two additional arched drive-through entrances. The entrance are to arranged that the County offices and Courts will be separated from all traffic and access to the jail.

The jail is located on the upper level at the north end. Its function will not be readily identified on the exterior.

GUARD-CONTROLLED

A guard-controlled lobby and visitor elevator will serve the facility.

The designs of the courts for many years has been based primarily upon tradition rather than on logical interpretation of functional relationships of various components comprising litigation activity. Varied judicial procedure must be accommodated within the courts.

Until this time, national planning of courts, regretably, has been repetition of antiquated, illogical design, according to the architects.

Unnecessarily large courtrooms have been, and are being built for hypothetical and actually nonexistent spectators. This concept wastes taxpayers' money.

DAILY ACTIVITY

Planning aims of the court facilities to develop sufficient space to accommodate day-to-day activity and satisfy the occasional peak-occupant loads without building each courtroom sufficiently large to handle peak loads. Expansion of court facilities is planned for the ultimate needs of 1990, which is preceded at 18 courts and one hearing room on the main floor, and a traffic court adjacent to the Municipal Court on another floor.

FEWER SHELVES

It is the architects opinion that in future years the necessary programming possible with data processing techniques will reduce shelf requirements for storage of valuable legal data necessary to our judicial system.

Considering the potentiality of microfilm storage, it is foreseeable that space demands of the Law Library may be reduced. The Law Library is accessible from the public corridor and from the corridor restricted to members of the legal profession.

Jail facilities have been planned in close cooperation with the Marin County Sheriff and with the Department of Corrections.

PROBLEM SOLVED

The main problem, visual isolation and separation of visitor and official traffic, has been solved by provision of separate traffic entrances and controlled jail lobbies.

Although Mr. Wright was not in favor of detention facilities in a civic center complex, his master plan was skillfully arranged to overcome the disadvantages connected with the seemingly unsympathetic combination of a jail with civic, cultural and recreational facilities.

The jail is designed to handle a male-female population of 100, One of the arches for traffic access takes form at the Marin County's Civic Auditorium, where the Hall of Justice is presently being built.

Original design by world renowned Frank Lloyd Wright is shown in Administration building, Marin Civic Center. Flowing lines as expressed by the famous architect continues in Hall of Justice, being built.

Marin Airport 'Grows Up'

SAN RAFAEL—Marin County Aviation Commission members are hoping to solicit bids for nearly $5 million in improvements to the County Airport in Novato in March.

The plans followed an announcement by the Federal Aviation Agency that it was allocating $1,215,000 toward improvements, which will include land acquisition, paving of taxi-ways, runways and access roads, County Airport Director Arthur J. Koutsis said the FAA must approve plans and specifications for improvements before bids can be asked.

The news of improvements on the airport is welcome news for pilots in Marin County. Many aviators have traveled to Petaluma to be able to use a surfaced runway. Many aviation-minded persons were discouraged with not having an airport sufficient to handle the high performance late model aircraft without the threat of inflicting damage to the complicated systems from rocks and debris prevalent on sod and dirt runways.

The improvements will provide further incentive for pilots from other areas to visit Marin County. A modern and adequate airport in Marin has been necessary for a long time.

Further economic benefits may only come from providing today's aviation element with adequate facilities.

The project is also welcomed news for Operating Engineers, who will be called upon to perform much of the work.

By JOHN DE LA CRUZ, Engineer

SAN RAFAEL — The plans followed an announcement by the Federal Aviation Agency that it was allocating $1,215,000 toward improvements, which will include land acquisition, paving of taxi-ways, runways and access roads, County Airport Director Arthur J. Koutsis said that the FAA must approve plans and specifications for improvements before bids can be asked.

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Fresno Waits Drain Job

By CLAUDE ODOM, LAKE AUSTIN, and JEREMY BLAIR

FRESNO—State and federal of­ficials have agreed on a plan to drain the controversial $108 million San Joaquin Master Drain. Work is expected to begin in 1967.

The agreement, 18 months in the making, was reached after a decision by state and federal officials that it would be unnece­ssary costly for both to build parallel drainage canals.

The agreement calls for the federal government to share money on a 60-40 basis for drainage of 9,000 acres west of Dos Amigos and 6,000 acres east of Grasslands Resources, who said the drain is unnecessary. He said proposed contracts for Freeway 41, which will carry 40,000 cars per week expanding to three times that flow at the end of the century, will be gouging away carry away unbridled irrigation water which could rich in soil and much of the crop land. To date no serious opposition to the drain has yet been heard. Members of the San Joaquin Valley County and the Antioch Bridge Bay area residents and others are strongly opposed to the drain which they see as a sewer which would further pollute the bay.

Some Disagree

Some local residents disagree, including D. Donald Meixner, State Department of Water Resources, who said the drain is designed to carry only agricultural water.

The drain could discharge for 10 years without further damage, he said, by already polluted Bay water.

Meixner said although it is possi­ble the drain could carry some municipal sewage, the Bay area image may be economically un­favorable.

He said proposed contracts for draining require water to be pure enough to be used as irrigation water. Sewage disposal agencies must also have a facility available to put the water to use. Freeway 41, he said, will be turned down the agency’s water on a partial day basis.

SAFETY DEVICES

Other safety devices, according to Meixner, include two rec­orders in Merced County where water can be held and checked. If it is improper, it will be held in the reservoir.

Bay area residents want the water to be dumped directly into the Bay, although many residents who live on areas with a large ex­panse of peat to dump the water.

Selection of the reservoir sites and location of drainage canals have also caused controversy.

“There in the valley,” Meixner said, “there are no people who the drain but on the other fellow’s prop­erty.”

3,000 ACRES

The reservoir near Dos Palos in Merced County will cover more than 3,200 acres and hold about 34,000 acres-feet of water. The other, east of Grasslands Resources, will be constructed for off-season use as a wildlife habitat. It will cover 6,000 acres and has an average of 6,000 acres-feet.

More controversy is likely when taxing for payment of the project is decided. Every taxpayer in this valley may pay, based on the theory every taxpayer has a stake in maintaining a healthy farm economy.

A COMBINATION

Another possibility is that only those farmers who use the drain will pay. Telepale believes a combination of the two possibilities will be uti­lized for payment.

The Department of Water Resources sought to get the decision-making powers going to 1960. Meixner said legislation was intro­duced but no hearings were held. The Department of Water Resources, department’s valley division di­rector, said legislation will be pro­posed again by the department.

Meanwhile, the department is continuing to negotiate agreements with agencies for use of the drain.

The department does not like to have the construction of any water project until it has enough agree­ments signed to cover the costs. Freeway 41 has a pumping station at its end and is a north-south traffi­c carrier through the Bay area.

The other, east of Grasslands Resources near Dos Amigos, has an average of 6,000 acres-feet and is the only one that is being considered. It will be completed late in 1970.

In other developments, an army of men and machines have begun a $11 million-a-mile man made river on the west side of the San Joaquin Valley.

FORD

Another four years will be re­quired to complete the river, run­ning from the San Luis Reservoir to the Tehachapi Moun­tains.

The river will carry 13,000 second-feet of water at its upper end and will deliver four million-acre-feet to Kern County and the Tehachapi pumping plant at its lower end.

The joint-federal-state project, linking major irrigation projects, is being dug in hoped fashion be­cause of problems of soil instability and the need for pre­floating. The canal pigs and pigs, sticking to exacting contour levels.

PORTION CUT

The end of the Bureau of Re­clamation portion has been cut to a 50-foot bottom width and a 31-foot depth.

While this canal work is going on, the Westlands Water District is gearing up to take the water that will serve 550,000 acres of Western Valley farmlands.

When the entire project is linked sometime in 1971, it will include several recreation areas including Kettleman City, where hunting, fishing and water sports will be developed, and a larger area at Buena Vista.

NEAR COMPLETION

On the Sun Lakes project, many phases are nearing completion, and the first water flow slated for about March 1.

At this time, the generating station for construction of Freeway 41 as a major north-south traffic carrier through the Bay area, the Metropolitan Freeway, and a portion of the proposed Freeway 180 between Highways 49 and 41. Freeway 41 will re­place Blackstone Avenue at the major arterial, and will extend from Freeway 99 south to Dos Amigos River. Freeway 180 at this stage will angle southerly from the Freeway 41 intersection to intersect Freeway 99 two miles south of Dos Palos, California.

Costs of construction and right-of-way acquisition is estimated at $48.5 million for Freeway 41, with $13.2 million slated for Freeway 180.

LIMIT

Completion of Freeway 180 be­tween North Brawley Avenue at Highway 41 and Highway 99 and the extension of 180 between 41 and the Sierra is in the indefinite future.

Freeway 41 will be designed to carry 100,000 cars a day, now carrying an average of 44,000 cars a day, far more than any other traffic route in the six counties area.

In other developments, an army of men and machines have begun a $11 million-a-mile man made river on the west side of the San Joaquin Valley.

By TYKE WELLER, TOM SAPP, and JAIME VILLANUEVA

AGANA — Contracts with a number of firms on this South Pacific Island have been concluded with the Operating Engineers Local Union No. 3.

Ambos Incorporated, wholesalers of liquor and beer, signed a three-year contract, covering nine employees.

The contract provides for higher wages, paid vacations, health and welfare benefits, sick leave and arbitration clauses.

The agreement was the cul­mination of negotiations started in May when employees voted in favor of Unions representation.

Other companies which have joined the ranks of organized firms are Ace Auto Body and Fender Repair, U.S. Post Control Company of Maite, Ricky’s Auto Company, Guam Chrysler Motor Sales and Allen Sekt Motor Company.

The contract with Sekt was reached after a hard earned count had been conducted. Company officials were convinced after the count that a majority of employed desired Union representation, and the contract was reached with­out any disputes arising.

Sekt said, “The Union came in here by mutual consent. Both Labor and Management wel­comed the Union and we are very happy to be able to call a Union agreement without any long ar­guing.”

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NANCY FAWCETT... we'll be flexible

When a Fawcett (Nancy) and a Sparkle (Sparks), take together, things could expect to become a bit gangly and bump, but work was not quite the case in San Rafael recently when these two met at a Stewart meeting.

Mrs. Fawcett, California Employment Security supervisor, addressed the group at the initiation of Jim Jennings, steward coordinator.

Luckily there was the business agent for the area.

Mrs. Fawcett told the group that a worker temporarily laid off because of weather or other unforeseeable condition, and who has filed for unemployment insurance, will not lose these benefits if he is called back to work for a day.

She said if the worker does not exceed in earnings the amount authorized weekly as a benefit, he would be eligible for partial payment.

If a person is called back to work for a day when he is receiving unemployment insurance, and his earnings do not exceed 25% of the benefit, he will continue to be paid," she told the group.

She further stated that disqualification from two to 10 weeks could result from a worker's refusal to report the job.

Misunderstandings have also cropped up over rules stating a person must be available for and seeking work if he is to gain unemployment insurance.

"If an Operating Engineer appears on the Union's out-of-work list, he is considered to be seeking work.

"The Department should be informed of this fact. It could be the determining factor on whether or not a claim is authorized," Mrs. Fawcett explained.

What if a person quits or is fired?

"If a worker quits without good reason, and there aren't really many good reasons, he would be considered to be another job and may not be eligible at least $335 (on a $50 per week benefit) and then be laid off before he would be eligible for benefits," she said.

Steward Coordinator Jim Jennings takes time to discuss unemployment payment with Stewards in San Rafael during a recent meeting.

Large Projects On Wane, But Stockton Still Has Jobs

BY WALTER TALBOT, AL McNAMARA AND JERRY ALGEGOOD

STOCKTON — The California Aqueduct and West Side Freeway, large projects in any man's language, made it possible for this district to achieve above average placement of Operating Engineers during 1966. It is hoped such contracts will continue.

The aqueduct will soon be in the finishing stages, but our members will be proud of the job they have done. The West Side Freeway will continue to offer opportunities. It is expected that additional contracts will be let in the near future. The city of Stockton and the state have reached an accord on the Cross Town Freeway and the channel bridge, to be constructed in the vicinity of the Port of Stockton.

The hassle over construction of the freeway and the bridge has been going on for a year and a half, affecting the letting of bids for proposed work. The Central Town Freeway will be part of Interstate 5, and will come under the sanctions of the Division of Highways.

Colleges and Stephens Brothers, who build and repair boats, claimed that proposals were being blocked for the bridge that runs across the channel would affect their business, as ships on the water, which they make repairs could not clear the bridge, and the loss of business would result.

The company felt it would have to relocate west of the proposed bridge in order to continue in business.

There has been some skepticism concerning work on this project. There have been a number of contractor, low bidder, and government contractors, which took a severe beating during the year. Any boost in this activity would be an improvement from 1966.

"We're looking at a virtual standoff as most sources of contracts have shot down for the winter or have reduced forces appreciably. However, J. B. (Jack) Brickson and Watson Company continues to operate at peak output on its section of Interstate 580. Holt Brothers, who run a shop, have increased crew sizes to meet demands on government contracts. Ynezval Corporation was low bidder on a 14.5-mile stretch of the Hitch Helly project. The company has begun excavation for the new pipeline, which is laid because of pipe production and weather.

Owl Constructors and Fred J. Early Jr. Company, each have small contracts at the Spreckels Sugar Company plant in Manteca. Bohlin and Golickson, local contractor, was low bidder at $3.5 million for the new School of Agriculture at the University of Pacific.

The Grove-Shafter project, which will call for a variety of elevated structures, will be approximately two miles in length. The project should be high because of the structures involved, its new ribbon will run to Lake Fresno.

The Altamont Pass Freeway will involve a heavy volume of earth-moving. Several cuts and fills through the pass will be necessary before other types of construction can be accomplished.

There has been, and still remains, some skepticism concerning work on this project. The plans have been on an on-going, off-off again basis for so long one can be sure it will never be done. This year, however, hopes remain high that it will.

Proven, plans call for bids to be asked on next year, and in time for the upcoming construction season.

In the Livermore area, crews will be working on the completion of the Del Valle Dam. The dam project should provide excellent job possibilities for several Engineers.

The dam will be of dual purpose function, to provide both storage and recreation facilities for sports-minded residents and visitors.

With the relaxation of the interest rate, hopes are for an increase in subdivision construction, which took a severe beating during the year.

Any boost in this activity would be an improvement from 1966.
Shutdown? Not On Highway 5

BY TOM ECK, ED DUBOS and LOG BARNES

REDDING - The winter weather generally has a habit of shutting down much of the work in the jurisdiction of Local 3, but it has not caused any serious delay of construction of Interstate Highway 5 near Yreka, where crews are working two 10-hour shifts.

The project, under contract to Roy L. Hoosick, has not lost time due to weather.

The major segment of the project lies in a so-called "banana belt" and in an area where rock elimination compacts problems caused by moisture.

CANBY LAKES

Hoosick must complete the south-bound lanes before work can begin on north-bound lanes.

The company is hopeful of gelting the job done with the least possible delay, and to time to provide ample improved highway for springtime and summer tourists.

Hoosick has tried to begin work at Grenada, but rains halted immediate plans. Some sunny and windy weather will have to appear before work can get underway here.

Ponder City Construction and Equipment Company, Inc. is still progressing on the $9 million interstate transmission line, strong over 97 miles of trail.

RIGS MOVED

Ray Kizer and Bob Heinitz have moved in equipment with hopes of beginning construction of the $1.5 million steel bridge.

The company is hopeful of getting the job done within the least possible delay, and to time to provide ample improved highway for springtime and summer tourists.

Kizer working for Kizer and Heinitz will have to return to Canby for finishing and cleanup.

K. S. Mittry Construction Company will construct the structures for Kizer and Heinitz. Mittry also has structures of its own to build at Haypress Creek, Middle Tie Creek and Irving Creek.

CHANGE BASE

The W. H. O'Hair Company is moving its base of operations from Mt. Shasta to the reservoir areas of Box Canyon where it will be involved in construction work.

Snehvad, The Dravo Corporation is trying to lay pipe in spite of wet conditions. Frederickson and Company had work shut down on the $7.5 million Interstate Highway north of Redding. Inclement weather will add to its toll where crews were operating.

The company also has contracted to build an 88 million cubic yard slurry plant.

Bids reportedly will be opened Feb. 15 for the next segment of Interstate Highway 5 near O'Brien.

The Engineers Estimate is $85.5 million.

Bids on the Box Canyon Dam are expected to be called for either April or May, with completion scheduled for 1970.

By HAROLD HUSTON, W. R. WEEKS, W. L. METZ and ROB WAGNON

MARYSVILLE-Gov. Edmund G. Brown sloshed over the construction site of the new Oroville Dam recently for a final inspection of "the greatest material exhibit of what we've done for the past eight years."

Brown, who left office recently, spent almost an entire day looking at the project from the top of the embankment to the depths of the tunnel where the power plant will be built.

Brown said it was his closest look at the dam which was begun under his administration, after years of sectional bickering between northern and southern California over division of the water.

TOOK CONTROLS

The contractor took the controls of a diesel engine for an eight-minute ride to the pit where gravel is obtained for use in the huge earth-fill dam. "This is the most fun I've had since I've been governor," Brown told Operating Engineer Sam Everitt.

"Do they pay you for doing this or do you do it for fun?" the governor asked.

Everitt stood behind Brown and operated the brake when necessary.

The party, which included Water Resources Director William E. Warner, watched the equipment which spins gravel from the train, two cars at a time, onto a conveyer belt. The governor rode the back of a bridge truck near the 500-foot-long man made cave where the electricity generating turbines will be installed.

APPROVED BOND

In 1960, the voters approved a $1.75 billion bond issue to pay for the project. Brown said he had once considered putting the matter before the voters on a piecemeal basis, beginning with a $500 million issue, but he said he was now "absolutely convinced that if he hadn't gone for the whole thing, we wouldn't have gotten the bond issue passed."

At the conclusion of the tour, Brown unveiled a plaque noting that the first concrete placed in the core block contained sand and gravel from each of the state's 58 counties. A few hours earlier, rock from Brown's back yard was added to the dam structure.

A stone from the conclusion was also added to the steady stream of gravel being piled onto the dam.

HATCHERY PROGRESS

In other news, work on the mammoth fish hatchery, a $32 million project, is ahead of schedule. The hatchery is located on the Feather River across from Oroville.

Limited operations are slated to get underway in July with the full operations scheduled for October.

OFFICIALS SAY 16 MILLION FISH WILL BE HATCHED ANNUALLY AT THIS SITE

Visitors to underground chamber at the Feather River Hatchery will get a fish-eye view of the salmon and steelhead leaping up to the hatchery. Six windows will provide the view for visitors.

The hatchery is regarded by state officials to be the most modern and one of the largest in the United States. Its half mile of spawning channels and mile of rearing ponds are expected to be the birthplace for 16 million salmon and steelhead annually.

It will feature visitor facilities, including an underground viewing chamber designed to handle 5,000 visitors daily.

350,000 EXPECTED

During the first year of operation, almost 250,000 persons are expected to visit the facility.

Placement forms for the concrete which will house the underground chamber are now being erected. From the chamber, vis­itors will be able to view salmon and steelhead as they leap up the 2,000-foot ladder to spawn.

Also under construction is the one-mile pipeline, 54 inches in diameter that will carry water at the rate of 100 cubic feet per second from the dam to the hatchery. That water and the water being circulated through the project will be pumped through a large aerator to be processed for greater quality.

The operation center, where fish will be sorted and sized and where all the work and hatchling will take place, is also presently under construction.

EGGS "MILKED"

Electricity will be allowed to spawn naturally in the spawning channels. Steelhead will be allowed to spawn naturally in the river channel. Eggs will be hatched in special incubators and the fry will be released into the rearing ponds with salmon fry.

Some portion of the salmons will also be spawned in this manner.

When the salmon die after spawning, they will be pulverized and the meal frozen for use as food in the hatchery.

While the hatchery is being constructed fish are being taken out of the river and placed in fish ladder and released back into the stream above Oroville Dam. More than 500 salmons were counted in the ladder during September. Use of the holding tank will be halted this month.

TRANSPORT STEELHEAD

In the spring, the steelhead will be taken out of the fish ladder and transported to Nimbus Hatchery for hatching. The fry will then be returned to Oroville in July when operation of the hatchery gets underway.

In west side news, recent wet weather has earned a news release referring to the hatchery project, but operations should begin in full swing in the spring. C. K. Brown, a state fish hatchery employee and operating engineer, said the bridge with Merrill Dobbie is scheduled to construct the approach. To date, only one 18-foot bridge has been brought in.

DIRT MOVED

Most of the dirt has been moved on Gordon Ball's freeway job at Arbuckle, is down for the winter, but work is to run through 1967.

One project still underway is the housing project at Beale Air Force Base. Prime contractor P. D. Rich expects to complete the facility in the spring.

NEW PACTS

Business representatives in the Marysville District have kept themselves busy during December negotiating new contracts. Many contracts have been ratified and it is hoped others will be within days.

The Job Stewards and Safety Committeemen have done an outstanding job in reporting contract violations and unsafe conditions that exist from time to time. Full support of all these activities by the Business Representatives will continue during 1967 as it was during 1966.

Recently your Local Unit installed a telephone line to Oro­ville for the conveniences of the Brothers in that area. Brothers will pay for the office by dialing 313-1888.
APPRENTICESHIP CORNER

Pass On That Knowledge

By DANNY 0. DEES

There is no substitute for experience, and those men who have reached journeyman status have an obligation to pass on their experience to those just starting in the industry.

All journeymen have a stake in the Apprentice-ship program. The industry is depending on those with experience to train those who have none. Every man, no matter what his background, is continually learning on the way up, both through observation and instruction. Journeymen can shape their leadership abilities by properly instructing the Apprentices assigned him.

In practice, the Apprenticeship training is in two parts. Related instruction in the classroom plays its part in preparing the trainee with the knowledge and background to become a skilled operator. But the training on the job, provided by the employer, involves the journeyman, and is most important in the Apprenticeship over-all training. The Apprentice can only learn the skills if the journeyman is willing to train him. It has been proven that a good journeyman is the product of a good journeyman instructor.

Classes of related experience are constantly being improved both in the material being taught and in the instructors who give it.

Instructors and journeymen must cooperate in order to guide and guide the Apprentice to become a skilled, safe-working individual.

Since the rains have come, I have had an opportunity to talk with many Apprentices in Northern California and have come to know many of them better, especially those who have been working to remote areas and on night shifts.

The Operating Engineers can be proud of the attendance record established by these young men, a great group of individuals.

Their progress has been inspiring to those in charge of the program.

In stockton, much talk continues to circulate concerning construction of Don Pedro Dam, with contracts rumored pending shortly. If our information is correct, the job opportunities will open up, and our people will have a chance to work on a fairly long-term project.

In Nevada, construction has slowed to a crawl. We hope to have some Apprentices working on the new road-making machine at Incline Village at Lake Tahoe soon. The operators are there just waiting for temperatures to stabilize at 30 degrees or lower in order to achieve guaranteed results.

This operation will assure good skiing for a longer period of time.

The correspondence course started late in 1966 has proved to be invaluable help to Apprentices in our areas, especially those in remote areas.
NORTH SEGMENT OF THE CRYSTAL SPRINGS BYPASS TUNNEL IS PROGRESSING SMOOTHLY. ALIGNMENT IS BEING PROTECTED BY A LASER BEAM. THE TWO SEGMENTS WILL BE JOINED IN THE FUTURE.

By BILL RANEY, MIKE KAYNICK, and GEORGE BAKER

SAND MATTEO—San Franciscans will not have to worry about water shortages in the winter months when the new Crystal Springs Bypass Tunnel is completed and in operation in 1968. The system, now under construction, will divert water flow from the Sierra and Yosemite to San Francisco without a storage interval, at least the same as the water program was initiated.

No such concern has been voiced recently when water levels in the three reservoirs became low during winter months, when runoff in the Sierra and Yosemite was low.

TOO MUCH WATER

During the spring, the reservoirs could not handle the amount of runoff generated in these areas, and the Districts were forced to give water to agricultural users to prevent flooding of the reservoirs. The system now under construction will send water directly to the city when the runoff is low, keeping the reservoirs at peak levels at all times.

At present, crews are digging the tunnel in two directions, with the two segments scheduled to meet late in 1967 or early in 1968. Completion of the project is scheduled for 1968.

CONCRETE LINED

The tunnel will be 17,351 feet long when complete, and will be entirely concrete lined, providing a finished diameter of nine feet. Support will be provided by a steel horseshoe steel plate on three-foot centers. At the north end, two shafts, 80 and 100 feet deep have been dug. When the two segments are joined, gates will be installed to control the water flow.

The Crystal Springs Bypass Tunnel will tie in with the now completed tunnel completed earlier by A. Treichert and Sons.

A new bypass tunnel is being constructed by Gates and Fox- Ball-Gronite. Alignment of the two segments is assured by use of a laser beam. Both segments are presently at the 700-foot stage, with work going smoothly. Only one problem has been evident during the construction time.

When the Scott wheel (pole) was first used, a guard was installed around the wheel. During the night, the material being drilled would harden much the same as concrete, and the guard was removed in place. The guard has since been removed, according to Don Dieffenbach, company purchasing agent, and the problem solved. Door installed that no safety hazard has been created by removing the shield.

In other news, the huge two-mile linear accelerator at Stanford is still under construction.

All of us are looking forward to a prosperous 1967. We were disappointed in 1966 when the "Rainy Money" problems caused a slowdown in the building construction phase of our industry.

With the new year upon us, it appears things will soon open. Plans have been approved for for further developments at Redwood Shores and on Foster City, which will relieve the problems somewhat. But consider in further development on the Junipero Serra Freeway, the San Mateo Creek Bridge and the new Hayward Bridge, all under construction.

The State Division of Highways are expecting bids on several projects early in 1967, so things look considerably brighter.

The Water Temple in San Mateo County was erected to remind its visitors of the priceless nature of water, which is essential for life.

MEETINGS

All Meetings at 8 P.M., except:

7:30 P.M. except:

1967—Schedule of Meetings Dates

SATURDAY, January 14, 1967
SATURDAY, February 4, 1967
OAKLAND—Wednesday, February 15, 1967
FEBRUARY
SAN JOSE—Wednesday, February 1
Sacramento—Thursday, February 2
San Francisco—Thursday, February 3

Bibliography

By BOB SKIDDEL, LYNN MOORE, ROBERT LONG, HARLEY DAVIDSON, and RALPH WILSON

SAN JOSE—Commercial building in the area lost very little time because of the recent wet weather as projects such as the Hilton Building Mountain View, being done by Henry C. Beck, a bank building under construction by R. H. Bicke, and construction on various buildings, including additions to the Hoover Library at Stanford, will be moved by Howard J. White, Lookheed's addition under construction bar to a SW. These jobs are in Palo Alto.

Construction is in making progress on a tract at Moffett Field and Charlie Parkes is continuing operations on the towers in San Jose.

Faring and grading jobs have been reprimanded since winter has again made its appearance, with L. C. Smith again working on the Capital Expressway, Thursday day and the Fijiado Building. Crews are excavating on a building site, and streets at Stanford, Page Mill Road, Junipero Serra and other smaller jobs.

Earle House has made a comeback, and one that is well worth the construction industry.

Work has begun on a $1.8 million subdivision consisting of 46 homes and a Drive near Hollenbeck Avenue in Sunnyvale. Earle expects to have the major portion of the work done by May 1966.

A new contract has been awarded for the Bay Bridge.

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In a basic policy run-down, Atkinson-McKay is doing well on the 1,800 acre village project, and the company has moved into the market in 1967.

In the bidding arena, Dillingham Construction Company was awarded the contract for the City Tunnel at about 85 million. Young Company, McKee-Vickery, and Jordan were all in the running.

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**State Loses Juicy Plum—A.P.A. Prefers Illinois Town**

By AARON SMITH

VALLEJO—Some 150 persons turned out in the middle of December to watch the dedication ceremony for the $6.8 million overpass on the Napa River.

Senator Luther Gibson, Vallejo, one of the first to cross the new span, delivered the dedication address. He said the overpass has finally become a reality after many years of hard work by interested parties.

The old span had been considered an extreme hazard to motorists because of its narrow lanes. Sen. Gibson also stated he was happy to report that a new road would be built, and sooner than many had expected.

He said details have not yet been worked out, but the new road would be parallel to the current roadway, providing additional lanes for heavy traffic. Conversion from freeway standards is expected to take place at a later date.

In another place, a new San Francisco Point Freeway is under construction for designing and constructing four lanes at an estimated cost of $10.8 million, beginning in 1971.

At Sen. Gibson indicated in his address that the new construction will be the Napa River Bridge.

The contract is slated to be let to the lowest bidder. It will be an 80-foot bridge with two 10-foot spans, beginning in 1971.

At Sten Gonzales, Inc., a new bridge has been awarded to the Napa River Bridge. The contract is slated to be let to the lowest bidder. It will be a 100-foot bridge with two 10-foot spans, beginning in 1971.

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'Stubborn' 2,500 Foot Pipeline Awaits Touchy Trip To Sea

By RAY COOPER and LEONARD YORK

EUREKA — The problems of pulling a 2,500-foot pipe into the sea has caused considerable headaches for Holley Tiberio Construction Company.

The pipeline, constructed for Crown Simpson Pulp Mill, weighs about 700 pounds in the foot. The metal pipe is lined with concrete and the inside lined with coal tar. Outside diameter is 36 inches.

In first attempts to put the pipe in sea, crews lined up sections in four lines. The sections of 800 to 600 feet were welded together, and pulled out to sea. Each time a section was pulled out, it would be welded, then the pull started again.

At the time, currents were strong, resulting in a broken pipe, which cost the contractor considerable lost time and money. It was necessary to build a pier to where the break in the pipe occurred, but attempts to rework the pipe were fruitless.

The current pipeline is shorter by one foot than the first, and will be completely assembled before the pull is made.

The length runs from the beach to the railroad tracks and rests on rubber tired rollers.

The contractor will now wait until the north and wile currents are calm before an attempt to pull the pipe into the sea will be made.

Estimates are that when the pipeline is in operation it will displace approximately 3 million gallons of water daily.

The salvage Chief, a tug from Portland, Oregon, will be used to make the pull. This tug, when unshored, can pull up to 200 tons with its stern winch.

Engineers have expressed confidence that the pull will be successful. The final placement will be 2,500 feet from the beach.

In the forecast for 1967, things at this time are encouraging.

Robert L. Meyers, associate highway engineer, informs us that several unadvertised projects will probably start early this year.

He said such things as sign improvements on U.S. 101 near Fortuna, estimated at $20,000 will be bid by January, realignment of 1.1 miles near Klamath, estimated at $74.5 million will come up for bid this month.

Also on the deck are the Collier Tunnel and adjacent roadway rest areas to cost $30,000 which will come up for bids in March. The tunnel is located north of Crescent City.

In Ran Dell, a $35,000 channelization project will likely be bid in April, as well as a slide removal job seven miles south of Myers Plat. This job will cost some $100,000.

In May bids will be called for grading, surfacing and construction of structures between Cabrillo and Benbow, estimated at $3,000.00.

In addition, the Forest Service has informed us that several roads have been let, with work to begin as soon as weather permits. Much work is expected in campgrounds and parks in Humboldt and Del Norte Counties.

Grassy Flat campground will have improved roads. A new campground will be constructed near Orick. It will be called Redwood Beach Park.

Other parks will be improved so our leisure hours can be spent in more pleasant surroundings.

New pipeline being constructed near Samos for water outlet for pulp mill will be completely built and pulled to sea where it will be laid.
By KEITH BURRIS

STANFORD—For centuries man has been fascinated with and challenged by the powers of nature, and exploring the makeup of matter.

Many years passed in which man was convinced that the atom was the smallest possible entity of matter.

Not so, Man, through his ingenious experiments discovered that in "peeling the onion" even smaller particles exist, some so small they have not been discovered yet.

**ATOM SPLITTING**

Research into the effects of splitting atoms and parts of atoms is being perpetuated at Stanford University, where the world's largest most expensive "peashooter" in the world has been built.

As you drive down Sandy Hill Road in Palo Alto, you will see a long, long strip of concrete which houses a most expensive copper tube.

That two-mile long tube cost the government $114 million. But what you see as you drive by is the above-ground structure which houses the support equipment. The actual accelerator lies 25 feet underground.

**EXACT ALIGNMENT**

In the underground housing, containing the pipe through which electrons are "shot," is a most exacting means of keeping alignment. The pipe is kept within ±0.00337 inches of an inch the entire two miles.

Alignment is done by means of a laser beam.

Electrons zip down the tube at approximately the speed of light, coming out the end like rockets from a "switchyard" where they are "pumped" into various buildings by powerful magnets.

**PLATE SERIES**

Inside the four-inch diameter tube is a series of plates containing 78-inch diameter apertures, through which the electrons travel.

Electrical power for propelling the electrons is provided through 240 klystron tubes, set every 20 feet. These klystrons are housed in the structure within 600 feet of Sandy Hill Road.

Every 10 feet, six million watts of power are turned into direct current as the electron accelerator tube, driving the electrons, is introduced at the head end by a tumbling filament the size of a flashlight bulb. The electrons are fired at targets the size of paper coffee cups for study. The facility can generate 20 billion electron volts.

**TOO SMALL**

Since the particles are too small to be seen, and have a life span of one billionth of a second, their "tracks" are studied, and as they strike other particles secondary effect are produced, providing more meat for study.

Obviously, with the size and life span of the electron, no one is going to see one with his physical eye. Scientists at Stanford say they are not sure what practical applications will be made of their findings, because they do not know what these findings will be, but to be sure, they do expect to be surprised.

**EARLY SURPRISES**

But surprises and unknown quantities existed before the tube was built.

Scientists knew what they needed when the structure was designed, but the problem of how to build it remained.

Critical alignment and strength of the two miles had to be considered.

It was apparent it would be impossible to build a rigid structure this long with stringent linearity requirements so the accelerator was built in 40-foot-long modules.

**FLEX COUPLING**

In each of the modules, the copper tube would be connected with flexible couplings adjustable with worm screw jacks, permitting alignment both laterally and vertically.

To keep these jacks from being adjusted too often, it would be necessary to build an extremely straight housing strong enough to retain its straightness.

Contractors were given initial alignment specifications which permitted no point of the tube to be more than four inches above or two inches below a theoretical reference line, and one which would not sag during or after completion.

**25 FEET**

The concrete housing would also be strong enough to withstand 25 feet of earth compacted above it. Then construction began.

When a portion of the floor passed over the valley floor, over-excavation was necessary, creating a massmade hill of select fill material, which was allowed to settle under its own weight.

The final fill brought the ground level back to the top of the massmade hill for construction of the klystron gallery.

In many places ground level was high requiring a deep cut to be made. The housing was built in the bottom of the cut and covered with 25 feet of earth.

**CONCRETE BOX**

The accelerator housing is a 10,000-foot-long concrete box with one- and half-foot thick walls and two-foot thick floor and ceiling slabs.

Embedded in the concrete is 4,000 tons of reinforcing steel. The housing contains no expansion joints.

The first big problem in construction was shrinkage cracking inherent in curing concrete. It was necessary to reduce the shrinkage factor by using high quality limestone aggregates. Poured concrete was maintained at between 60 and 65 degrees. Often on hot days, ice was added to the mix. A 20-ton ice plant was installed for that purpose.

**SPRAY NOZZLES**

After the forms were stripped away, spray nozzles were placed on the sides, and for 14 days, they fog-sprayed the curing concrete.

After curing, a porous backfill of pea gravel was laid along both sides to ensure proper drainage. Then began the job of placing layer after layer of earth around the sides, each layer compacted to bedrock density.

When the 25-foot fill was completed, cracks in the concrete were filled with epoxy grouting.

The 2-Mile Tube's Strictly For Research

**A SHOOTER FOR CANCER**

CHICAGO—Researchers at the University of Chicago say experiments with radioactive chromium wire have been successful in treating cancer.

Six years ago a patient with a life expectancy of six months was treated with the radioactive wire, according to Dr. Melvin Grien, who led the experiments at the Argonne Cancer Research Hospital at the university.

"Today, that patient is leaden normal life," Dr. Grien said. As he explained the wire was cut into short lengths and inserted in cancerous tissue to retard or destroy the growth by radiation.

The wire was produced by the U.S. Bureau of Mines at its research center at Aliquippa, Pennsylvania. Grien said his staff cut the wires into 1/8-inch lengths and impregnated the pieces in an atomic pile to convert some of the chromium into an isotope called chromium-51.

**THANKS FOR THE KINDNESS**

Dear Friends:

I wish to extend my heartfelt thanks to all of you associated with the Operating Engineers for your thoughtfulness and kind consideration to myself and my family during the recent misfortune which fell upon our home.

The death of my husband, Jake Avery, was a shock to all those who knew him and I am sure that he would have been pleased to know that his legacy did not go unwaivered.

I sincerely appreciate the Bible which was given to me in memory of Jake's association with the Union and its fellow workers. This is something that I will be able to cherish for years to come. Thank you one and all.

Most sincerely,

Mrs. Jake Avery

**WITHSTAND 80°**

The grouting will withstand the 80 degree temperatures generated by the machine, thus enhancing the structural integrity of the housing.

In all, some 20 permanent buildings have been constructed for administration and service to the Stanford Linear Accelerator Center, with additional construction planned for the future.

So keep your eyes peeled as you view this $114 million peashooter nestled in the hills behind Stanford University. It continues to grow.

Construction was done by Aetna-Blume and Atkinson, joint ventures.
OBITUARIES

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* Death as a result of an industrial accident.

C. D. "Slim" Aldredge dropped into the Parc-Richmond Terminal Co. yard to see his old friend Homer Moore. His purpose of the visit was to seek advice concerning a good fishing hole on Clear Lake. That was in 1948. Slim had been laid off his job and was prone to taking a few days off.

The late Brother Moore, then, foreman asked Slim if he wanted a job. The company needed a crane operator familiar with running a clam.

Slim decided that since he had just been laid off, and really had nothing to do, he would take the day and a half job.

John Cox called the Oakland Office seeking a dispatch for Slim.

At Local 3's present business manager was district representative in Oakland, and asked the dispatch assigning Slim to operate the whirley with a clam.

"I'm still here. That day and a half job turned out to be the longest day and a half I've ever seen," Slim smiled.

Since he went to work in 1948, he has moved steadily up the ladder, and today is foreman of the Parc-Richmond operation.

"This has been an interesting job. Since I've been here I've learned to weld, rig and a lot of other things. The company has never made an attempt to lay me off, and I've enjoyed every minute of the work," he said.

Since the early phase of Slim's association with Parc-Richmond, the company has moved into scrap iron. Initially, the company was working with petroleum coke, rock salt, iron ore, haunze, etc., and shipped a lot of equipment.

'The work just kept piling up, and I just stayed. That dispatch Al Clem signed for me is the only one I've had in 18 years, and I still have it among my possessions," he said.

BUILD IT YOURSELF RIG

D. W. McKinney, Paradise, California and Brother King Walters, a disabled and retired Operating Engineer, have become inventors.

Their product—a Junior Shovel, which is just the thing for the growing family, is one of the most fascinating and educational toys to come along in many months.

The toy is a "build it yourself" project. It is operated on the same principle as the big rigs, but for children.

At the old site on E. W. he sees his hands and feet to operate the shovel. It rotates 360 degrees and the dipper is tripped by hand.

The shovel is an excellent coordination-builder, and at the same time, teaches the youngster a little about the romance of becoming an Operating Engineer.

The shovel will be featured in the February issue of House Beautiful Magazine under U.S. Patent 3176692.

For further information, contact D. W. McKinney, 450 Castle Dr., Paradise, Calif.

The young Operating Engineer can now become proficient in the operation of big shovels. This toy is an excellent body-builder.

Rites Launch

BART Station In Oakland

OAKLAND—Groundbreaking ceremonies were held Jan. 6 for the first subway station in the $1 billion Bay Area Rapid Transit System.

The station will be built between 19th and 20th Streets on Oakland’s Broadway.

BART President Adrien J. Falt, San Francisco, who has had several large projects with that city’s officials concerning the high priced project, said the start of the station "is proof of the understanding and cooperation we have received from the City of Oakland."

The station will be constructed during the next two years, and “no time since sons of our friends try to help us instead of throwing up obstacles to try to delay us.”

None of the San Francisco officials who have expressed divergent opinions concerning BART designs were present at the groundbreaking.

Former U.S. Senator William F. Knowland conducted the ceremony.

An added attraction was tall and pretty Miss Oakland, Barbara Jean Harris, a sophomore drama student at Chabot College, who kissed to place her palm print in a square of wet cement.

Senator Knowland said the hand print will be placed in "Our subway museum."

Mayor John Reading cut a string that released about 500 red, white and blue balloons which floated into the sky.

Miss Oakland, BART Vice President George Silvauman and other special guests at the ceremony then took turns at breaking up Brunei to begin the $14 million station.

Mayor Reading was optimistic about the early completion, which has caused a great deal of consternation and squabbling during the past few months.

He said his city held differing views about the project than those who feel "BART is going to be a calamity. I think we are fortunate that most of us feel otherwise."

The new station will be one of two to be built on Broadway where more than $45 million will be invested.
Tourism By Airplane

Gets Big Utah Push

SALT LAKE CITY—The Utah Aeronautics Commission, under the direction of Bobby V. Walker, director, has been moving ahead to improve aviation facilities in many of Utah’s recreational areas.

Mr. Walker said that in 1966, more than $1 million was spent to improve several airports, and that $140,000 would be spent in 1967 on improvements and new airports.

Of prime interest are new airports at Manila near Flaming Gorge and 315 Highway in Cache County near Canyonlands National Park.

We have long felt that tourism by air is a major consideration for Utah, because of the tremendous stretches of scenery and recreation available in the state,” Mr. Walker said.

He said the installation at Manila will be just one mile from the reservoir, which boasts some of the best fishing in the entire country.

He said local planners have toyed with the idea of building condominiums there, and it appears they will be built this year.

Other projects for 1967 include the development of Tooele, Escalante, Bryce Canyon, Heber Valley (where a new airport is being built, including an 18-hole golf course), Tremonton, Carbon County, Hurricane, Delta, Logan, Ogden, and Cedar City and Ogden.

Most of these projects are for new airports and lighting improvements.

Mr. Walker said for those who wish to fly into the state, he has purchased six 1960 four-door sedans which will be placed at some of the airports as courtesy cars. All that will be asked from visiting pilots is a donation to maintain the cars and required maintenance on them.

This system will eliminate the problem of transportation for pilots visiting many of Utah’s areas.

During 1968, the Utah Owners and Pilots Association placed courtesy cars at Bryce Canyon and Punishot for use by visiting pilots. Now, Utah’s transportation will be available at several locations, creating a much more inviting invitation for pilots to visit the scenic areas in Utah.

Utah will also have a state-owned 10,000-foot Skyline system including a weather observation station at Pooen. The system will provide greater safety for pilots flying across many of Utah’s remote areas.

Charged Air Can Increase Growth

BECKLEY—Dr. Suds Ke-

tak and Paul C. Andrushe,

research scientists at the University of California’s Aeron Laboratory here, have discovered that air charged up to 1000 to 5000 times normal levels significantly increased the growth rate of plants and insects.

They reported at a recent meeting of the International Society of Bionetics at Rutgers University that size and rate exposed to air with a high positive charge suffered marked elongation.

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Oakland
Leisure Life Calls
San Mateo Employe

Raymond R. Hall, a 33-year member of Labor, retired from the San Mateo County Roads Department in September.

He was originally a member of Local 1414, but came into Local 3, Operating Engineers when the apparent advantages in wages and fringe benefits were shown.

He has been a member of the Operating Engineers Local No. 3 for 20 years.

"I've seen a lot of changes in my time. I saw the advent of the diesel and many other advances. I remember the old 60 gas Cats, and the surplus heavy equipment being used after the depression. We didn't have new equipment as Engineers have today," Brother Hall said.

He said he began as a civil service employee. "In our outfit, we didn't know if we had a job past quitting time."

Brother Hall plans to go to work as a heavy duty mechanic in private industry so he can be eligible to collect his pension into which he has been paying.

Stewards Meetings

ALL MEETINGS AT 8:00 P.M.

Dist. 3—Stockton, Tues., Jan. 17, Engineers Hall, Stockton.
Dist. 9—San Jose, Tues., Jan. 24, 117 Pajaro St., Salinas.
Dist. 6—Oroville, Tues., Jan. 31, Prospector's Village.
Dist. 2—Oakland, Thurs., Feb. 2, 1444 Webster St., Oakland.
Dist. 1A—San Rafael, Thurs., Feb. 9, 701 Mission St., San Rafael.
Dist. 7—Redding, Fri., Feb. 17, Oper. Eng. Hall, 100 Lake Blvd.

Old Timers’ Corner

In Canada, Built Roads

First so-called "bulldozer" in Canada was more of a "Muledozer." A slab was pulled by the mule and when it was loaded, the operator lifted it and dumped the lead. Crews built roads, not highways.

Old timer Don E. Malhiot, now residing in San Jose, came to California from Canada, where he began his career as an Operating Engineer.

"We didn't build highways in Canada in the early days, just roads, and we didn't have the equipment Engineers have today, either.

"The first so-called bulldozer was more of a mule or horse-drawn slab used as a blade, and when we got loaded up, we just lifted the blade and dumped the load," he said.

Brother Malhiot came into California in 1928, where he became a member of Local 45. He became a machinist. The company he worked for had no machinery as we know it today, so Brother Don was pushed into the service of putting together the first rig.

"There was no one to operate the rig once it was completed, so I operated it. That was a long ago," he said.

Before he came to California, he spent three years in Mexico operating a Russo-Hobbsy, the first machine in Mexico. The company has since become Russo Bucyrus.

In 1939, Brother Don came into Local 3 when the Local amalgamated. He has been a member since.

He said during the early days, there were very few Operating Engineers outside San Francisco. During those years, organizing was done in small meeting, and not on company time.

Gain came through patient bargaining and waiting, but they came.

He said he recalls being sent to a job for half a day under the assumption he would get paid for a full day, but he only got $4. It took him three months to get the rest.

He said there was a lot of dispute about which locals would use which kind of equipment. The Operating Engineers won over the others and still have control of the crazes on the waterfront.

Moving?

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