Pension Will Hit Record $225 Wages, Fringes PACe 3's Growth

By KEN ERWIN

dramatic growth in pensions, wages and services in relationship to a minimum increase in dues was the subject of a final report by International Vice-President and Business Manager AI Clem to the 38,000 members of Operating Engineers Local Union No. 3, the largest local union in the world.

In making this report, Clem noted that since his and his fellow officers' stewardship in 1960, pensions had increased from $80 per month to $225 per month. "This has been accomplished with an increase in dues of only thirty-seven cents and a half cent (37¢) per month, or two and a half cents (2.5¢) per month per year since 1960," stated Clem. (See graph at left.)

Clem pointed out that the increase in pensions was "just the icing on the cake. Salary increases and service to members of Local 3 continues to equal, and often surpass, the standards set by international and local unions everywhere. Add to this the upgrading of our health and welfare program, before and after retiring, and you can see why the officers and members of Local 3 are justly proud of one of the most progressive unions to the nation," said Clem.

The union leader pointed out that a Crane Operator who was earning $4.43 an hour in 1960 was now earning $7.13, for an hourly increase of 60.38 percent, and that a Power-Blade Operator who was earning only $4.82 in 1960 and now earns $8.00 for an increase of 66.25 percent an hour. A Cat Skinner who earned $4.01 in 1960 was now able to pocket $5.76 per hour for a net gain of $1.75 per hour, an increase of 43.62 percent. Clem stated that when a member could only count on $3.36 per hour, could now make $4.62 per hour for an increase of $1.26 per hour.

Business Manager Clem stated that international President this year's growth in pensions, wages and services was due to "the outstanding contributions to, and stewardship of, his local union, as well as his unique contributions to labor management," said that Local No. 3 has also made "exceptional gains in the fringe benefit portion of its labor negotiations."

"In 1960 the total package on fringe benefits was some thirty-five cents (35¢) with ten cents (10¢) to health and welfare, ten cents (10¢) to pensions and fifteen cents (15¢) to vacation pay. In 1967 we could boast thirty-five cents (35¢) for health and welfare, two cents (2¢) for pensions and twenty-five cents (25¢) for vacation pay. A total of $1.02 for a gain of sixty-seven cents per hour in fringe benefits. (See graph on page 3.)

Mr. Clem pointed out that the fringe benefit increase which goes into effect on March 1 of 1968 will mean that prospective pensioners retiring on or after the effective date, from the top bargaining group, who have accumulated 25 years of pension credit at age sixty-five (65), will receive nine dollars ($9) per year of pension credit for a total of $225 per year. Existing pensioners will also be increased on March 1, 1968, however. The maximum benefit will be $8.50 per year of pensioned credit.

2.3 Million To Retirees

Some two million and three thousand dollars ($2,003,000.00) in pensions was paid to retirees on the rolls during the year 1967. This figure includes the amount paid to beneficiaries of retirees who died prior to the expiration of the three-year guarantee period.

Awards were also paid to beneficiaries of deceased members who had accomplished a minimum of ten years pension credit and had died prior to retirement.

International Vice President and Business Manager AI Clem said that week that beginning April 1, 1967, a pre-retirement death benefit provision was made a part of the Pension Plan. This new benefit now provides a monthly payment to the beneficiary of a participant in the Pension Plan who has a minimum of ten (10) years pension credit and has not incurred a break-in-service or is vested. The amount of this pre-retirement will be equal to the pension amount normally payable to the participant at age sixty-five (65) and guaranteed for a period of twenty-five (25) years. Payments are made monthly to the beneficiaries, stated Clem.

Mr. Clem also pointed out that "the beneficiary will be the designated beneficiary of a participant or, if no beneficiary is designated by the participant or a designated beneficiary pre-deceases the participant, the spouse, if living, or if the spouse is not then alive, or if the spouse then living thereafter dies, such payments may be made to any other person who is the object of natural bounty of the employee, or to his estate, as the Board of Trustees in its sole discretion may designate."

The Business Manager said that this was another step forward in providing pensions and benefit for members and their families.

New Fringe Benefit Center Offers One-Stop Service

International Vice President and Business Manager AI Clem has announced the completion of a new Fringe Benefit Service Center at the San Francisco Headquarters of Operating Engineers Local No. 3.

"This new Center will provide our members with one stop service and information on all their fringe benefits," stated Clem, "and save considerable running around for the members, Railroad Manager pointed out that members could pick up their vacation paychecks, find pertinent information on retirement and pensions, get assistance on questions of medical benefits for both themselves and dependents and any other service in the area of fringe participation.

The new Fringe Benefit Service Center is located on the ground floor of the Union Headquarters Building at 474 Valencia Street and boasts a newly appointed central service area as well as a conference room where members can consult with officers on any of their current problems.

Mr. Clem pointed out that with the constant improvement and enlargement of fringe benefits, the" system becomes a little more complex, and members need assistance in completing forms properly so that there will be no delay in processing their claims."

"As we go forward," said the Union leader, "there is a constant need for more efficient service to the rank and file members. The elected officers of Local 3 have learned by experience that a frequent upgrading in services is the best way to fulfill our responsibility to the membership."

The new center is under the direction of Jim Jennings and offers:

- Pension information
- Retirement plans
- Health and welfare
- Vacations
- Medical
- Dental
- Education
- Pension
- Social Security
- Tax
- Insurance
- Legal
- Housing
- Community

For Official Election Notice See Pages 8 & 9

Sample Ballot Appears on Page 6
Collectively Speaking
by Al Clem

As we enter the year of 1988, we see many problems facing the members of our Union.

The past few years, the construction industry has been experiencing the economic conditions particularly in Northern California, but as we reported to you in the last issue of the paper, many of these large projects have been completed, and due to the economic climate, we are facing a construction year that is not as good as we anticipated for the Engineers. We know that with the technological changes in the construction industry the work opportunities for the members of Local 3 should increase. However, without the volume of work to be started, we wonder if this will enable us to secure as many job opportunities for the members of our Union as we should have.

We sincerely hope that in the coming year we will see the war in Vietnam brought to a halt with an honorable settlement for our country. This, no doubt, would release billions of dollars to be spent in the construction industry at home, and would create jobs for the members. We are in a better environment where our families could enjoy a better way of life.

You will note in the front page of the paper that another milestone was reached in the progress of our Local Union whereby the pension was increased to a maximum of $325 per month for the members entitled to it.

I speak for all the officers and Executive Board Members when I say to you that we are extremely proud of the progress that our Union has been able to achieve in the last years.

This is the year in which we will see the major contract open for renegotiations, and I am confident that with close cooperation between the members and the officers of the Union, we will be able to secure an equitable contract when we go to the bargaining table for a good Union. This is one like Local 3, where we all work together towards a common goal.

I hope in the coming year that our Safety Program will save the lives of many of the members of our Union.

We read in the daily press and hear over the radio about the tremendous strides we will drive with more caution.

The lives of many of them members of our Union.

and also create a better environment where our brothers entitled to it.

for the members and also create a better environment where our brothers entitled to it.

In the coming year, we wish to see a stronger work program, and expect to be more effective than ever.

We are now in the midst of a new era, and we can see the future with greater hope in the coming year that our members will be able to secure the benefits due us when we go to the bargaining table for a good Union.

While union leaders are demanding a federal safety code with enforcement, we face the fact that there may not be a federal safety code. The laws in the states are not always followed, and we must be more vigilant in our own Union to ensure the safety of our members.

We read in the daily press and hear over the radio about the tremendous strides we will drive with more caution.

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We are now in the midst of a new era, and we can see the future with greater hope in the coming year that our members will be able to secure the benefits due us when we go to the bargaining table for a good Union.

At this time, we would like to express our appreciation to all our members, officers, and the hard work and dedication of our Union.

DEAR MR. CLEM:

I wish to express my appreciation to you and the Board of Trustees for my Pension Award. My thanks to you.

I also desire to thank Paul Edgcombe and the other officers of our Union who have been most helpful and suggestions that we can bring to the attention of government.

Sometimes it seems that we walk three steps, and leap back five. Such is the case with the current state administration and the industrial safety program.

Breaking a long tradition, the Reagan group has named a member of management as chief of the State Division of Industrial Safety, a position traditionally held by a union-represented employee.
3 Posts Record Growth

continued from page 1
"This is a far cry from the $60 per month of 1960," said Clem, "and comes a thousand percent closer to the real needs of the strike if he is to retain a just and reasonable share of the wages in an integrated marketplace."

The Business Manager also pointed out that during this period of accelerated growth, fringe benefits, pensions and wages, union officials had declined to increase by more than the bylaws and only experienced and alert leadership will be able to cope with the vast technology of automation; pursuit of improved annual wages, with a corresponding improvement in seasonal unemployment, better and less expensive medical and dental care, vastly improved safety and environmental conditions for the construction worker and gains that will be vital factors in shaping and guarding the future well-being of the American workingman.

Clem pledged himself, his fellow officers and the members of his staff to "explore every avenue of improvement, while hoping for a rainy day in, New Year of 1965."...

Fringe Benefit Center

continued from page 2

service from eight in the morning to five in the evening. Pamphlets and brochures on every phase of Health & Welfare, as well as retirement plans and pensions are available to the members.

At the present, the Fringe Benefit Center is staying very busy processing vacation paycheck vouchers.

"Of course," stated Clem, "this is another of our efforts to put all our services under one roof and afford the members easy access to all the services offered by their union. Since many of our members have little time in the busy work schedule to make more than a single visit, we would like it as easy as possible for them to take care of all their union business in one stop.

The phone number, hours of operation and location of the Fringe Benefit Center, time taken to explain its aim and obtain information on all fringe benefits has been greatly reduced.

By CLAUDE ODOM, KENNETH GREEN, BILL RELEFORD and DICK BELL

Winter arrived here with snow on the valley floor. Maybe this winter will be "normal" and we will not have a long, wet spring as we did last year.

The Business Agents would like to thank the Brothers for the good turnout we had at our last Credit Union and District Meetings.

Fresno County is second in the amount of money they will receive next year to improve the systems of Federal Aid Secondary Roads. Allocations announced by State Highway Engineer John Legarra shows Fresno will get $252,472. The amount of money allocated to a county is based on a formula involving rural population, area and rural mail routes. The Federal matching funds are derived from fuel taxes paid by California highway users into a trust fund established by Congress. Fresno will receive the maximum of $100,000 as allocated as the state's share of the FAS program. Madera County has been allocated $110,793, Madera County is allocated $183,315, Merced County is allotted $118,317 and Tulare has been allotted $336,034.

The State Division of Highways is calling for bids on Shaw Avenue in Fresno to widen it from two to four lanes of freeway. Bills will be opened in Sacramento January 24. Shaw Avenue will be widened between Chestnut Avenue and a point to the east near Clovis Avenue. Total cost of project is about $850,100. When the Shaw Avenue job is completed it will provide an uninterrupted four lane state highway between North Blackstone and Clovis Avenue. Construction on the project is to begin soon after the contract is awarded.

The first major reconstruction of the Fresno Air Terminal's main runway since it was built 26 years ago will begin in March. The job is expected to take an estimated one year and will involve expansion of the runway and improvements along the approach to it.

Winter will be here in the neighborhood of half a million dollars. The plant will employ 100 persons initially. The plant will be a small steel construction with tilt-up concrete and wall. The plant will be on the north side of the eastern campus for the western states.

A pre-job was held Dec. 11, at the Plant Corp., on their $4,500,000 pipeline job for the West Texas Water District. Permits pending, this job should get rolling good about the middle of January with approximately 20 of the Brothers on the payroll.

Leitz Co. Pipeline job out of Mendota is moving right along, although they have missed a few days due to the weather. There are nine Operating Engineers on the job.

The San Luis Canal is very near completion in our area. Peter Kievit & Sons on Reach #3 will be ready for water by December 22. This past month has been quite a struggle for the Brothers due to the weather.

Bull & Grout has sold reach 4, 5, 6 and 7 with the exception of a small amount of extra work for the Bureau of Reclamation. The Bue- reau says they will start filling the canal the 15th of December and they will have water down to the 3rd miles south of Ket- leman City.

Fred J. Early's pumping plant at Los Puntitip and Rodgers Hill have a big push on trying to meet their deadline. Some of the Brothers have been working 7 days a week. They will be testing the pumps sometime after January 15. The Rock, Sand and Gravel indus- try has slowed down to a crawl. Owl Rock has two brothers work- ing on maintenance at this time.

Fresno Pavings job at Terra Bella got off to a good start. They are very lucky to beat the rains. Fresno Pavings job at Terra Bella off to a good start. They are running four 875's with some first class high collar in the seats.

Karlo Carr of Vistahl and Port-erville Asphalt of Porterville have signed agreements with Local 3 and we welcome them into the fold.

Due to the heavy snow in the mountains, Canley Brothers and the Wm. Murphy outfit are shut down until spring.

Ted Wilkins has completed his bridge job at Springville. They were very lucky to beat the rains. Fresno Pavings job at Terra Bella off to a good start. They are running four 875's with some first class high collar in the seats.

Peter Kievit & Sons' freeway job on Interstate 5 is off and running. There are five scrapers on the job so far and more is expected in the near future. There is approx- imately 20 of the Brothers on the job.
Spanish Fork-Santaquin Road Finished

By ASTER WHITAKER, JAY NEELEY, TOM BILLS, WATIE LASSITER, JOHN THORNTON, ROY DEROIS and DELOS HOTT

Morrison-Knudsen Co., Inc., Boise, Idaho, holds the second largest contract in the history of the State of Utah, $5,571,655, for grading and surfacing of a section of Interstate I-80 from Echo Junction to Emery, Utah. The contractor encountered many problems in the construction of this highway in mountainous terrain which had not been anticipated, such as numerous rock slides which slipped onto the already constructed highway.

One hundred miles of four-lane divided highway from Santaquin to Ogden has been opened with the completion of a 14-mile section from Spanish Fork to Santaquin, which cost some $8.5 million dollars. The completion of this section eliminates the myriad of stops throughout the small towns dotted along the Wasatch Mountains. Prime contractors involved in the construction of this section were Cox Construction Company, Klerk Construction Company, Thorn Construction Company, Chadwick Construction Company, M. Morris and Sons, W. W. Clyde and LeGrand Johnson Construction Company.

The weather in Utah was exceptionally good all fall, however, snow has now covered most of the state.

Strong Construction Company was low bidder ($3,073,000) on the Echo Junction job near Coalville and have started piling and laying of some rip-rap. This is primarily a rock job.

S. S. Mullen Construction Company has shut down until spring. Jacobson Construction Company at the University of Utah are getting off to a good start and moving ahead on their section of Interstate 80 from Echo Junction to Emery, Utah. The bridge was designed by the Structures Division of the Utah State Department of Highways. The judges at the AISC 1967 competition selected the prize bridges in six categories and named eleven bridges for "Awards of Merit" for their beauty from a total of 144 entries received by the Institute in its annual Prize Bridges Competition.

The out-of-work list in the Ogden area continues to grow with the increasingly bad weather. However, many of the brothers are working.

Ribbons & Reed, Ashbury, Chadwick & Buchanan are going ahead with their joint venture project on the Solar Pond Complex being constructed for Lithium Corporation.

Ribbons & Reed are still working on their section of Interstate Highway near Snowville, Utah. Lava rock has been coming this contractor a great deal of trouble on this project.

The Weber College campus continues to expand in the Ogden area. There are presently four buildings being constructed and there are other projects in the making.

Building projects for the State of Utah involving both new construction and additions and remodeling are to be bid between now and next July, totaling approximately $32.3 million dollars. Some of the projects on the docket are a $4.4 million fine arts building and a $2.6 million behavioral science building at the University of Utah, located in Salt Lake City.
Convention Supports "LBJ All the Way!"  
Highlights Indicate Tough Job Ahead

RAL HARBOUR, Fla.—The AFL-CIO squared away for two years of hard and determined work as the leader of the nation's progressive forces, dedicated to continuing unity and determined to wage an all-out fight against the forces that threaten the AFL-CIO victories in the 1968 elections.

In a four-day convention climaxed by an enthusiastic demonstration of support for Pres. Johnson as he spoke to the nation from the platform of the AFL-CIO, 943 delegates gathered at the Convention Center in the Tampa-Bay area. Johnson Adopted a resolution supporting the new AFL-CIO President, the late William F. Schnitzler and the 27 month old son of the late President, John Schnitzler, Jr.

The convention made clear that the American trade union movement is in fine shape and this convention proved it. Noting the need for a major effort to achieve the programs adopted by the delegates, the convention reaffirmed that every level of the trade union movement, we'll get that kind of work done.

Redeemed for a seventh term as president of the AFL-CIO class of 1971 by Secretaries-Treasurer William F. Schnitzler and the 27 month old son of the late President, John Schnitzler, Jr.

At the convention, AFL-CIO Vice President Johnnie Johnson and the delegates announced the defeat of the right wing of the AFL-CIO, AFL, and the CIO, and called the people of the nation from the platform of the AFL-CIO to a new era of solidarity as we wage a major effort to achieve the programs adopted by the delegates.

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OPERATING ENGINEERS LOCAL UNION NO. 3
SAMPLE BALLOT


55 delegates are to be elected and 10 alternates are to be elected.

Vote by placing an X in the box opposite the names of the candidates of your choice.

Vote for no more than 55. If you vote for more your ballot is void.

☐ Jerry Allgood
Business Representative

☐ Joseph C. Ames
Executive Board

☐ Lake Austin
District Rep.

☐ Geo. W. Baker

☐ Buford J. Banks
Elevator Operator

☐ John E. Battenfield
"A" Operator

☐ Stan Bergman
"A" Operator

☐ Tom Billis
Bus. Agent

☐ Gail Bishop
District Representative

☐ Al Boardman
Industrial Accident Commissioner

☐ Ken Bowersmith
Grievance Committee

☐ Joseph M. Britt
A Operator

☐ B. R. "Renny" Burroughs
Caldron

☐ Elmer L. Bushong
A Operator

☐ Harry Butler
A Operator

☐ Norris A. Casey
Guard

☐ Larry Chapman
Grievance Committee

☐ Ray Cooper
District Representative

☐ Robert (Bob) Cowger
Birds Oper.

☐ P. L. "Les" Crane
A Operator

☐ A. V. "Bud" Dalton
B. A. Oper., Eng. Local 9

☐ John DeBruin
Executive Board Dist. 5

☐ John DeVine
Contractor

☐ Don C. Dillon
Executive Bd. Member

☐ Jerry Dowd
Infl. Representative

☐ Chester W. Dryden
Roller Oper.

☐ Jess E. Dryer
Retired

☐ Tom Eck
"A" Operator

☐ Daniel B. Ellis
Executive Board Dist. #11

☐ George Farrell
Ex. Board

☐ D. L. (Dusty) Flyn
A. Oper.

☐ Kenneth M. Green
Business Representative

☐ A. G. "Al" Hansen

☐ John L. Hinkle Sr.
A Operator

☐ Lester D. Hodge
A Operator

☐ A. J. Buck Hope
Financial Sec.

☐ Harold Huston
Auditor

☐ M. W. (Bill) Linnell
Ex. Board Member

☐ James "Red" Ivy
Cred. Union Treasurer

☐ Tim C. Jacques
A Operator

☐ J. B. Jim Jennings

☐ Guy Jones

☐ Ira Jones
"A" Operator

☐ Don Kachchio
Treasurer

☐ Harold Lewis
Trustee

☐ Chas. W. Lloyd
Boyle Operator

☐ William Lorenzen
Boyle Operator

☐ Robert A. Long
Business Agent

☐ Dale Marr
Vice President

☐ Ted N. Masen
Executive Board Member Dist. #2

☐ George Mack McFadden
Foreman

☐ Jim Mehegan

☐ Art W. Meyer
Retired

☐ Lonnie Michael
Cone Operator

☐ Joseph "Joe" Miller
International Representative

☐ W. V. Minahan
Business Representative

☐ L. Jay Neeley
Business Representative

☐ Enrie Nelson
Conductor

☐ Samuel Leon Nettles
A. Operator

☐ Claude Odom
District Rep.

☐ Garth A. Patterson
Ex. Bd. Member Dist. 10

☐ Al P. Perry
Auditor

☐ M. R. Robbins
A Operator

☐ Tee Zhee Sanders
A Operator

☐ Emil Settlar
Operator

☐ Charles Shafraian
A. Oper.

☐ Robert S. Skidgel
Dist. Rep. at Dist. #4

☐ Guy B. Slack
Executive Board

☐ Jack W. Slade
Executive Board Member

☐ Aaron Smith

☐ H. L. "Curley" Spence
Retired

☐ T. J. (Tom) Stapleton
Record Sec. Corresponding Secretary

☐ R. F. (Russ) Swanson
District Rep.

☐ Walter M. Talbot
Auditor

☐ Chester T. Teegarden
Groovedeer

☐ Bob Waggon

☐ F. O. "Fran" Walker
District Board Representative

☐ W. R. "Bill" Weeks
Business Representative

☐ Russell Jack Wheeler
Grave. Comms.

☐ Aster Whitaker
District Representative

☐ Marvin J. White
Grievance Committee

☐ William (Bill) Woodyard
Executive Board Sacramento

MARK YOUR BALLOT AND RETURN IT IN THE ENVELOPE MARKED “BALLOT.”

NOTE

The sample ballot set out above is subject to correction by the Election Committee by reason of the failure of a nominee to continue to be eligible or to qualify for any reason.

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Spanish

continued from page 4

a 3.2 million dollar classroom building at Weber State College in Ogden, and a 3 million dollar physical education complex at Utah State University in Logan.

The beginning construction on two projects of the Bonneville Unit, on the Central Utah Project, has been prevented by the unusual bad winter weather. Work on the Water Hollow Tunnel and the Current Creek access road will not be able to get started until spring because of the heavy snow and the freezing temperatures.

Brooke Brothers Drilling Company and Cables and Deed Construction Company have been awarded a $5,394,828 joint venture contract for the Water Hollow Tunnel. The four-mile long tunnel will join together eight tributaries of the Duchesne River. Strout Construction Company have the $359,523 contract to build the Current Creek Access Road.

F HA Appoints
New Director

For Sacramento

SACRAMENTO—Roland F. Sherman, 30-year career employee of the Federal Housing Administration, yesterday took over new duties as director of FHA's Sacramento

insuring office.

Price to his appointment, an

ounced by FHA Commissioner

F. N. Brownstein, Sherman was
deputy director of the FHA Los Angeles insuring office.

Page 6

ENGINEERS NEWS

January, 1968

Hatchery

continued from page 7

trouble-plagued project there were unanticipated earthslides—cost approximately $7 million. The Bidwell Bar Bridge, previously designated, was by Bethlehem Steel Corp., San Francisco, at a cost of $45.4 million.

The Enterprise Bridge represented an investment of $37.7 million, and was constructed by Rockfield, Rollin, Wierick and Pembroke Construction, and O. E. Mitchell and Sons of Gardena, Los Angeles County, was the contractor for the Feather Falls Road. It cost $2.5 million for eight miles of concrete.

In addition to the above a 13 mile stretch of four-lane Interstate Hwy. 5 freeway south of Williams was opened recently. The freeway section, extends from 96 miles south of Arbuckle to Husted Road near Williams. It was constructed over a period of 18 months at a cost of 162.2 million.

FIRS PURCHASE OROVILLE

POWER

Three electric utilities have signed a 50 year contract with the state to purchase power from the Oroville-Thermalito complex for at least $16.15 million a year. The companies will begin paying for the power when the two Water Project powerplants go into full operation in April 1969.

The contract should provide the state with $500 million in capital outlay funds for the water project. $40 million more than previously expected. Agreement on the price was reached in late August. The energy to be generated at the Oroville complex will be more than the combined total used by the cities of Oakland and Berkeley.
The much talked about $3 million Feather River Hatchery has been completed in time for the full run of salmon and steelhead. C. Norman Peterson Construction Co. has been the prime contractor on this job and has employed several of our highly skilled brothers in reaching this achievement.

Operating a salmon and steelhead hatchery on the Feather River will be a new experience for employees of the state Department of Fish and Game. But the general of our highly skilled brothers employees of the state Department, for instance, doesn't know whether they will have to combat in the local hatchery.

HATCHERY PANORAMA—Construction of the $3 million Feather River Hatchery was completed in time for the full run of salmon and steelhead. Building in foreground is the hatchery's administration and warehouse facility. Beyond the structure are the four circular "holding tanks" where the fish will be held after sorting until they are ready for natural or artificial spawning. Below the tanks is the fish handling building, where the salmon will be sorted, some stripped of their eggs for artificial incubation, others marked for natural spawning in a rock-filled channel at left in the background. At right is the fountain-like aeration chamber where water pumped from the Thermalito Diversion Dam will be treated to increase oxygen content and break down harmful gasses formed while in the pipe line. The fish ladder, leading from the fish barrier dam to the hatchery, is at left, center of the photograph. Viewing windows will be installed in the ladder.

FOOD A QUESTION
For that matter, it isn't even known whether the standard feed given fish in other state hatcheries will be palatable to the salmon and steelhead who will call the Oroville hatchery home. Perhaps the biggest question much surrounding the spring run of king salmon.

Before the upper river was blocked to the salmon by the fish barrier dam, some fish began their march to spawning grounds in the spring. They made their way far into the mountains—where frigid streams fed the upper end of the river—and there waited until fall to spawn their eggs.

With the building of Oroville Dam underway, fish and game personnel took the salmon and steelhead into the river at the barrier dam and transported them to a point upstream from the giant siltfall embankment where they were put back in the river to resume their journey to the high country. The program is no longer practical, however. A year from this time, the entire run of fish will be blocked.

State officials are concerned whether they will be able to successfully hold the spring run at the hatchery. A request for releases at 55 degrees from Oroville Dam. If they get this request, they should be able to handle these fish. The state officials also are hopeful that the hatchery will actually enhance the salmon and steelhead fishery to the river.

FISHERIES ENHANCED
Since the dam project began, the count of the annual salmon and steelhead runs in the river has been on the decline, but it is pointed out that hatcheries on other rivers have enhanced the fisheries there, and there is no reason not to expect the same thing will happen here.

The major reason for this is that they will have the capacity to handle 18 million eggs annually, will be able to hatch the eggs under controlled conditions and then rear the fish in an environment free from depredation. Most of the fish will be released into the river as fingerlings—-one month after they are hatched—but another 250,000 will remain in the rearing ponds for a year, when they will be released to return to the ocean.

AREA DAM FUND SOUGHT
A request for $1 million for the Marysville Dam Project and $4 million for New Ballard Bar project for the next fiscal year has been made to the Bureau of the Budget by Congressman Robert L. Leggett. He made the requests in meetings with Bureau of the Budget officials on the federal 1969-70 budget. They were part of requests from Leggett totaling $41.4 million for his Fourth Congressional District. The district includes both Yuba and Sutter Counties.

FEDERAL FUNDS
The $4 million request for New Ballard Bar represents part of the federal flood control contribution to the project, paid each year on the basis of work accomplished during the previous year. Congress this year appropriated $100,000 for preliminary engineering studies by the U.S. Army Corps of Engineers on the Marysville Dam project which would enable engineering studies to continue.

The New Ballard Bar project on the Yuba River downstream from the existing Ballard Bar Dam, is scheduled for completion in 1970. The tentative site of the Marysville Dam is near the Do- guee Point Dam, downstream from Bear Valley on the Yuba.

YUBA HIGHWAY RELOCATION
A public hearing on the proposed relocation of Hwy. 65 between South Beauregard and Hwy. 70, south of Olivehurst, is set for Jan. 11 at 10:00 a.m. The Yuba County Board of Supervisors authorized use of the super visors chambers in the courthouse for the hearing when State Division of Highways officials appeared at the last board meeting. The hearing is scheduled to inform all interested parties of the project and to offer an opportunity for governmental agencies, civic organizations and individuals to express their views on the project. The proposed project consists of relocating Hwy. 65 to full freeway status on a new alignment approximately one-quarter mile west of and parallel to the existing highway between South Beauregard Road and McGowan Road before converging on the four-lane section now under construction in the vicinity of Hwy. 70, south of Olivehurst.

Initial construction will be on the basis of four lanes. As presently proposed, the 4.4 mile relocation is estimated to cost $14.5 million.
IMPORTANT NOTICE

Recording- Corresponding Secretary, T. E. T. St Aleppo, asks all members to check their attendance list very carefully as there have been some mistakes that will have an effect on the upcoming nomination and election of delegates to the 37th Convention of the International Union of Operating Engineers International Convention.

The union official urged all members to read the regulations carefully and to participate in order to be sure that the necessary forms and time schedules embedded in the rules and regulations are met.

MEETINGS SCHEDULE

All Meetings at 8 P.M. except

Hono lulu—Wednesday, January 17
FEBRUARY
Sacramento—Thursday, Feb. 1
Stockton—Tuesday, Feb. 6
Oakland—Thursday, Feb. 8
San Francisco—Wed., Feb. 24

MARCH
Fresno—Tuesday, March 5
U. C. Davis—Monday, March 18
Salt Lake City—Friday, March 8
Reno—Saturday, March 9

APRIL
Eureka—Tuesday, April 16
Redding—Tuesday, April 16
Marysville—Thursday, April 18
San Francisco—Wed., April 24
Honolulu—Wednesday, April 24

MAY
Watsonville—Thursday, May 2
JUNE
Savannah—Wednesday, June 5
Saratoga—Tuesday, June 11

JULY
San Francisco—Wed., July 10
Yreka—Saturday, July 13

ANNOUNCEMENT

There will be a Grievance Committee election at the first Regular District Meeting in January, 1968. All members in good standing are eligible to vote and must be given a copy of the minutes.

IUOE Convention Rules Adopted

T. J. "Tom" Stapleton, Recording- Corresponding Secretary of the Operating Engineers Local Union No. 3, has announced that the Executive Committee will serve at the election of Local 3 Delegates and Alternates to the 37th Convention of the International Union of Operating Engineers met on January 8, 1968.

The Committee, elected at the 4th quarter membership meetings, consists of:

- Gil Hager, Chairman, Dist. 1
- Jack M. Morris, Dist. 6
- Tom Eaton, Secretary-Treasurer, Dist. 5
- G. D. McDonald, Dist. 7
- Victor Lohr, Dist. 2
- Peter Mauca, Dist. 9
- Peter Rovin, Dist. 2
- Howard Seacord, Dist. 10
- Steven L. Smith, Dist. 6
- Roy O. Stevens, Dist. 5
- Kay Leishman, Dist. 12

At its January 5th meeting the Committee approved the list of 55 candidates as set forth on the Sample Ballot shown on page 9.

The Official Ballots shall be mailed on February 18, 1968, and must be returned to the Post-Office Box on or before February 28th, 1968, at 10 a.m., Local San Francisco time, at which time the post office box shall be opened for the first and last time under the supervision of the Election Committee and Price Waterhouse & Co., the nationally known firm of Certified Public Accountants.

As the nominations are now closed and the listed Candidates have been found to be eligible by the Committee, the following excerpts from the U.I.O.E. Convention Rules adopted by the Election Committee are set forth.

ELIGIBILITY TO BE A CANDIDATE—SECTION 5

Any members of the Parent Local Union and/or Sub-divisions B, C, D, E and F who on the day he is nominated has been continuously an Operating Engineer for a period of time not less than five (5) years shall be eligible to nominate by reason of any alleged delay or default in payment of dues by his employer to the Local Union.

NOTE: no member whose dues have been withheld by his employer for payment to this Local Union pursuant to his voluntary authorization, provided for in Collective Bargaining Agreements, shall be declared ineligible to nominate by reason of any alleged delay or default in payment of dues by his employer to the Local Union.

ELIGIBILITY—SECTION 6

Any member nominated who claims to be excused for this reason must be given a copy of the minutes.

NOTE: all members who are more than one hundred (100) miles from San Francisco on January 12, 1968, are excused for good cause from attending the Semi-Annual Meeting on January 13, 1968 in San Francisco, California, as are all who are more than one hundred (100) miles from their Regular District Meetings the day before and the day of the meeting between January 2, 1968 and February 9, 1968, to wit:

DISTRICT MEMBERSHIP MEETINGS

District No. 1 San Francisco January 3 Wednesday
Eureka 4 Tuesday
Beddington 7 Monday
Oroville 6 Friday

Sub-District No. 1-D Honolul u 17 Wednesday
District No. 5 Sacramento February 1 Thursday
Stockton 3 Stockton 6 Tuesday
DPM 1 Monday
Oakland 2 Oakland 5 Thursday

Semi-Annual Meeting—San Francisco January 13 Saturday

A member nominated who claims to be excused for this reason must be given a copy of the minutes.

TIME OF ELECTION—SECTION 5

Ballots mailed on February 18, 1968, and must be returned to the Post-Office Box on or before February 28th, 1968, at 10 a.m., Local San Francisco time, at which time the Post Office Box shall be opened for the first and last time.

ELIGIBILITY TO VOTE—SECTION 9

All members not suspended for non-payment of dues as of February 18th, 1968, 5 P.M. Local San Francisco time, of the Parent Local Union, Junior and Assistant Engineers Sub-divisions and Registered Apprentice Sub-divisions, Local Union No. 3 shall be eligible to vote.

NOTE: no member whose dues have been withheld by his employer for payment to this Local Union pursuant to his voluntary authorization, provided for in Collective Bargaining Agreements, shall be declared ineligible to nominate by reason of any alleged delay or default in payment of dues by his employer to the Local Union.

WHO SHALL BE DECLARED ELECTED AND ATTEND THE CONVENTION—SECTION 10

The number of candidates who receive the highest number of votes cast shall be declared elected Delegates and Alternates. Their names shall be arranged in descending order based on the total number of votes received by each of them.

NOTE: the number receiving the highest number of votes shall be at the top of the list, the candidate receiving the least number of votes at the bottom of the list, and they shall be numbered in descending order, one (1) through Fifty-Five (55).

In the event that two (2) or more candidates receive the same number of votes, their names shall be arranged in descending order based on the seniority of the members. They shall be numbered in descending order after nomination and before election unless excused from attending for good cause such as physical incapacity, death in family, but not including work assignment.

NOTE: no member nominated and otherwise eligible shall be a candidate if he has been declared ineligible to nominate by reason of any alleged delay or default in payment of dues by his employer to the Local Union.

ELIGIBILITY—SECTION 6

Any member nominated who claims to be excused for this reason must be given a copy of the minutes.

NOTE: no member nominated or otherwise eligible shall be a candidate if he has been declared ineligible to nominate by reason of any alleged delay or default in payment of dues by his employer to the Local Union.

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PUBLICATION—SECTION 11

The Recording-Corresponding Secretary, upon request of any bona fide candidate, may distribute such candidate's literature, by mail or otherwise; provided the candidate making such request does so in writing, advising the Recording-Corresponding Secretary of the type of mailing, or other form of distribution desired, pays all costs involved, and delivers the literature, if it is to be mailed, to the Recording-Corresponding Secretary in a sealed and stamped envelope, with two (2) copies of the literature, the contents of the sealed and stamped envelope and two (2) of the envelopes in which the literature was enclosed.
Rules Continued

Two (2) copies of the literature are to be delivered to the Recording Corresponding Secretary if it is to be distributed otherwise than by mail.

No such requests shall be honored if made on or after 5:00 P.M., Local Time, the 13th day of February next preceding the mailing of the ballots.

OBSERVERS—SECTION 12

Each candidate shall have the right to have an observer at the polls and at the counting of the ballots; that is, each candidate shall have the right to have an observer to check the eligibility list of voters, check the ballots, see that the ballots are mailed, be present at the opening of the post office box and the counting of the ballots. The observer may challenge the eligibility of any voter, and the ballots of all voters who may have been challenged shall be set aside, pending determination as to their validity. If the challenged ballots are insufficient in number to affect the results of the election, all challenges shall be investigated by the Election Committee to determine their validity, as promptly as possible.

CONDUCT OF MEMBERS—SECTION 13

(a) Every member shall have the right to express his views and opinion with respect to the candidates; provided, however, that no member shall libel or slander the Local Union, its Members, its Officers, District Members, or any Candidate, and all members shall avoid all personalities and indecorous language in any expression of views and opinions with respect to candidates.

(b) Any member found guilty of violating paragraph (a) above shall be subject to discipline in accordance with the applicable provisions of the Constitution and By-Laws, and if such member should be a candidate he shall, if found guilty, suffer the loss of the office for which he is a candidate, if elected thereto.

SAMPLE BALLOT—SECTION 14

A Sample Ballot shall be published in the Encompass News January 1968 edition, subject to correction by the Committee by reason of the failure of a Nominee to be eligible or to qualify for any reason.

CONDUCT OF ELECTION—SECTION 15

The election will be conducted by mail, by secret ballot, under the supervision of the Election Committee.

MAILING AND COUNTING OF BALLOTS—SECTION 16

As in the past, Price Warehouse & Co. a nationally known firm of Certified Public Accountants will mail ballots to each member and count the returned ballots under the supervision of the Election Committee.

LET YOUR CREDIT UNION SAVE YOU MONEY

800 CREDIT UNION FINANCING IS AVAILABLE ON ALL NEW VEHICLES

Substantial Discounts are available on NEW 1968 Model Automobiles and Pickups purchased through your Credit Union!!!

Example:

Ford—Custom 500 Ranch Wagon
Equipped with: 392 C.I.D. V-8
Automatic Transmission
Power Steering
White Wall Tires
Radio (heater, standard equip.)
Tinted Glass
Manufacturers Suggested Retail Price $3,758
Price When purchased through the Credit Union $3,069

SAVINGS TO YOU $698

Additional optional equipment is available for these vehicles at DEALER'S COST!!!

OTHER MAKES AND MODELS ARE AVAILABLE AT COMPARABLE PRICES.

For more information, contact the loan officer in the Local 3 office in your district or the Credit Union office.

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Fresno Future Bright

By AL HANSEN

Associated Dredging: Dredge "Oren" still at Corte Madera Creek tearing down the bluffs, sounding down the strike line and getting away good soil. They will then be there for a while yet. Dredge "Solanor" not doing very much—neither are the "Delta #1" nor the "Pacific #5." Dredge "Neptune" at present on the "130" job.

United Sand & Gravel: Still has about 17 or 18 Trinidad Constructors in S.F. Bay—should be on this job for some time to come.

Olympian Dredging Company: Dredge "Monarch" is up the river—will probably have finished operation off and on and they are still trying to get out of some of the problems they are having with her. She is a new dredge, so they probably will run into minor things to correct before she is fully operated.

Charles Hower Dredging not doing too much at the present time, but is looking forward to more work this coming year.

Hydraulic Dredging Company is not doing anything at the present time, but should be starting up in the near future. They have 70,000 yards to pump at Foster City, as far as we know nothing at this writing. Hope to have a little more news to our next issue.

The Dredges "Papoose" and "Rogue" are tied up at the yard with a lot of their other equipment.

Western Pacific Constructors: Dredge "Pohlemin" will be in Corte Madera Creek for a while to come. They have a little over 800,000 yards to pump on this job. They are running three shifts around the clock. So far, the job is running real smooth so far.

The Dredge "Riedel" is now tied up at Laurentian's Yard up the river. They finished their job at Noyo and she's in the yard for repairs.

U. C. Dredging Company has finally got all their equipment, etc., moving out on the jobs. "Solano" has been running pretty steady out of Stockton. They have the Dredge "San Mateo" in their new yard, doing a little repair work on it. The Dredge "Franciscan" is still going strong at Bay Farm Island with no change in their set-up at the present time. They should last another year or so.

Shellmaker Company Dredge "Vanguard" still going up at Elk Horn Ferry job—should be finished by the end of January or middle of February. Dredge "Explorer" in Los Angeles at Redondo Beach job—have over 1 million yards to pump—should be there for a little while on this one. Dredge "Cypax" finished up job at San Mateo and has moved into Alviso.

Trans-Bay Constructors Dredge "Thelma" still working in S.F. Bay one shift.

They are also still using the "Tunny" for the Sandpiper to pull alongside and tie up and pump off sand for the tubes, beachfilling.

Dutra Dredging "Liberty" is still at Sunnyvale with two shifts going—an old "Jenni" type, "Jenni is" at Sunnyvale. "Delta #5" is also at Sunnyvale. "Solano #5" is at Benicia with two shifts going, and the "California" will be moving into Frank's Cut late this week or the first of next week also—two shifts also.

Leide Salt Company—Dredge "Mallard" still taking care of the company's lowest all around the bay area— at the present time they are doing a 12-hour day.

Ideal Cement still going strong pumping shell for their plant at Redwood City. They have been running behind and from this writing it doesn't look like they will be caught up—they are also running two shifts.

In closing my column for this month I wish to take the time out to thank those Brothers who sent me all those good wishes for Christmas and the year of 1968—it certainly is appreciated!
New Reservoir Bid Out At $4.4 Million

By NORRIS CASEY, GUY JONES, TOM CARTER, ALEX CELLINI, JERRY ALLGOOD, and ROBERT MATTHEW

The Gordon H. Ball Enterprises has submitted a low bid of $4.4 million to construct the Clifton Court Forebay project at Byron. Nine other firms submitted bids, according to the State Department of Water Resources.

The forebay, a reservoir in Eastern Contra Costa County showing the downstream side of Tracy, will connect the Delta slough to a wide-intake channel for the Delta pumping plant and is scheduled for completion in December 1970.

Capacity of the reservoir will be 20,000 acre-feet of water, for which 5.5 million cubic yards of earth will be excavated. Work should be underway in the near future.

The Armitz Construction Company of San Francisco has submitted a low bid of $5.5 million to construct the maintenance facilities for B.A.R.T. at Hayward.

This is a critical contract for B.A.R.T. because it is an essential part of construction of a large building to house the major repair and maintenance facilities for the entire 75 mile system. B.A.R.T.'s sophisticated transit rail and traffic control equipment will be repaired and maintained at the huge complex to be located along the Western Pacific tracks between Whipple Rd. and Industrial Parkway.

Craggy Industries of Lorain, Ohio, was the apparent low bidder at 2.5 million to supply 350,000 rail wrenchers for the entire 75 mile system.

Ben C. Gerwick Co. of San Francisco was the apparent low bidder for concrete cross-ties, to be used where tracks are on the ground.

Scheduled to carry passengers in the spring of 1970, it is to be the Bay Area Rapid Transit District's first line, and the nucleus of the 75 mile system due to be completed in 1972.

A job conference and Agreement were signed with Condon Engineering in Summer. This company has developed a new process which will enable them to produce precast concrete sections in their shop. These units will then be hauled to the job site and erected around a center elevator structure.

The 3rd building will be set up at 12th and Barrett Ave. in Richmond. The site is being prepared at this time. The building will be six stories and will contain twenty-five (25) three bedroom apartments. When full production is reached they plan to build such a building in thirty (30) days or less.

After the first rains the Bank work in Berkeley and San Pablo is expected to go right along.

The Alameda County is approaching the time when some work will be going. The weather and projects starting up will keep the brothers working.

Equipment dealers are moving along but at a very slow pace. In fact, except for the shops, resurfacing and lay-offs and others are only working four days a week, trying to keep in work at the shops until weather permitting. With some clear weather and projects starting up again the future looks up.

Work in the Oakland area, like the rest of the district, is taping off for the winter. Although there is much work to be done, the shops are not doing well and most of the crews are down. One job in Berkeley has started and is only in the piling in and the biggest part of the foundation work has been started. This project is expected to take a year at fifteen (15) months to finish.

Wright and Oetsteky Co. was low bidder and was awarded the contract to build a new building for Hastings Law School at the University of California, the bid was $2,253,000.00 and the work will start as soon after the first of the year.

Heavy rains these past few weeks have slowed down most of the big jobs in this area. Three good friends of ours, standstill. Peter Kiewitz has gotten well underway with their big B.A.R.T. & Freeway job at Lafayette and many of the brothers were hoping to make it till Christmas before rain forced shut down, but as of this writing they are down. However, after talking to Supervision there, they will work as weather permits all winter. One other job of interest is coming to Jan. Beld links this job to existing BART Tracks.

Gordon H. Ball's job is very similar to this one just mentioned and will work as weather permits and keep all the guys on this job.

One happy note to the brothers who are lucky enough to be working on shut down work in both the Shell & Phillips refinery's is that there are many over-time jobs and are not affected by the rain. These jobs will last until they are finished about mid January. The Winton Jones Company seems to be keeping a steady crew working all of the time on Crane rentals plus about six (6) operators on a two shift basis at the coke dump at the Phillips Oil Refinery. Also, Calgulf's line of work is getting plenty of weather permitting, keep many brothers on this job in various jobs.

We regret to say that one of our good brothers Bernie Melby was quite seriously burned and is re-entering at present in the Concord Hospital and we certainly wish a speedy recovery to him.

County supervisors are talking seriously about building two earth filled dams near Clayton in the near future and if so, we would lose quite a sum of work.

Due to the bad weather conditions the Rock, Sand and Gravel industry has almost come to a halt. Most of the stockpiles are low so there will be some work. But there will be some small sales of rock and wind, then the brothers will be returning until work starts up.

The Scrap Iron Industry in the area has been somewhat slower, most of the yards are now on a one day operation basis.

Engineers News
Eureka Poses Unique Planning Problem

By RAY COOPER and LEONARD YORK

The growth of Eureka has depended for years upon the lumber industry as the prime motive and, as such, geared its economy and size accordingly, but today with the two large paper mills, one just recently completed, and a number of smaller businesses, Eureka is experiencing growing pains.

In the photo at right it becomes readily apparent that space is at a premium. The hills and mountains come practically to the water's edge, leaving only a small border and an occasional valley that would leave adequate space for homes, let alone industry to settle. Therefore the prominent role the Planning Commission must play issues in proportions to the need.

Another very important factor that becomes apparent to the viewer is the access to Eureka from other directions. The rugged terrain one must traverse to reach the Eureka area is very limiting in industries desire to locate. The matter of receiving materials and shipping the finished product reduces the profit for the entrepreneur. So accessibility is a key factor that has in the past played a major role in maintaining a "status quo."

To a person familiar with harbours and their ramifications, it would also be apparent that Eureka has a splendid natural harbor but due to the surrounding terrain, water will become a drawback problem with the shipping washed down from the hills and mountains and due to the rough tidal action, current and rip-tides and closure by sand from the ocean side. Therefore the usage of the harbor is felt quite naturally in cost for the use of it.

Opening the photo a person might assume with all the snow in the higher elevations that other factors that water is very plentiful to industry, but contrary to what seems apparent part of the scene, the lack of run-off to the absence of dams, water is at a premium in and around Eureka. That part of the harbor appears to be in the process of being solve with the proposed construction of the Rollover Valley Dam.

If and when construction actually does start Eureka will experience not only a growth in population but also federal aid to schools will be increased which will stimulate the new construction of more schools to further enlarge the Eureka area. The growth of new industry due to a cheap and abundant water supply will be immeasurable felt throughout Eureka and the flood control will reduce the expense of harbor and stream maintenance. So the shortage of water and its controlled usage to sea has historically been a deterrent to the growth of Eureka.

Recreation, as you could imagine, after looking at the photo, is quite diversified in and around Eureka. Fishing, salt water and fresh water, for the annual run of Salmon and Steelhead along with cliffs and oceans draw tourists back year after year. Small businesses such as motels, restaurants, markets and curio shops certainly feel the influence of developing this industry. Skiing has begun to be promoted in the near areas and eventually it will draw its repeat visitors again creating a need to further the growth in Eureka. The water is normally too cold and the surf too rough for much activity on the beach but there is a noticeable increase in surfing with the use of the new popular wet suit which has been reduced in price so the average teenager can afford to buy them.

At the present time Eureka can boast of a very fine airport large enough to handle a 727 jet and it is located at McKinleyville, only 15 minutes from downtown. Murray Field located close provides a small airport to accommodate the small and corporate air craft and if that facility is closed-in by occasional fog the air traffic is routed to Kneeland air-strip only 2.5 minutes from downtown.

The Planning Commission is at the present time considering four freeway routes into the Eureka area. For simplicity and easy identification they are using colors to identify the various routes. The blue line (water front route) would be on an elevated fill parallel to Broadway and on an elevated viaduct along the downtown harbor front. The red line (water front downtown combination) would be on the same elevated fill alignment as the blue line parallel to Broadway, thus would swing to a depressed, below ground freeway curving behind the Eureka Inn. The orange line (residential route) would be depressed, elevated fill and then depressed again as it curved from the northwest to northeast Eureka and the green line (city bypass) would include a combination of hillside, galch and elevated viaduct features as it circled past the city.

So with whichever route is adopted with quicker accessibility to and from Eureka, industry will certainly move in bringing more progress and stimulating greater employment which in turn will promote escalation of homes, business and services.

Eureka has begun to look at its potential growth and the various factors that will induce industry to settle here. It is looking very closely at any permits for new downtown construction with an eye for future direction of growth.

SURF FISHING WITH NETS is one of the more popular sports in the Humboldt County area. Here several Operating Engineers make a family outing of seeking such little known beach hoppers as the candlefish, surf fish and the nightfish. These are the three most popularly sought by local surf netters in and around Eureka.
"Mole" Makes History At Starvation

DRILL CREW MEMBERS CLimb over the "mechanical mole" as it emerges from the mountain following 120 days of drilling to finish the Starvation Tunnel near Duchesne, Utah. Guided by a laser beam, the mole came out on the exact target after drilling 5,345 feet through sandstone rock. Initial breakthrough occurred into freezing night air at 9:45 p.m., Dec. 5. The following morning, the "mole" pushed its way out of the rock, completing the drilling.

Planning-Fishing-Big News

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Planning-Fishing-Big News

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Several of our Brothers have asked questions in recent months regarding pension credits for our Members serving in the Armed Forces. The following excerpts from the Pension Trust Fund Guide, 1957, should provide most of the answers. Should you need additional details, please call me at any time.

"For engineers receiving on or after April 1, 1957, a maximum of two years of Past Service Credit is also granted for periods of military service in the Armed Forces of the United States in time of war, national emergency or as a national conscription law, or enrollment in lieu of conscription, provided the Covered Employee whose pension is effective on or after April 1, 1957, was employed as a Covered Employee within 90 days after release from active duty. A Covered Employee shall also be granted Past Service Credit for partial years of military service, if one year of Past Service Credit for each three months of such military service is granted. A Brother must give written notice to the Pension Trust Fund of his release and other facts for which Pension Service Credit is granted, immediately prior to his military service. However, the number of Past Service Credit for the members of such Brothersoving Group for which Contributions begin after January 1, 1958, will be determined by the Trustees of the Trust Fund for Pension Plans in Miami, Florida, in the same manner as the number of years of service in the military service of such Brothers during the term of the Armed Forces of the United States in which he served. The Brothers Stapleton and I agree that Several of our Brothers have asked questions in recent months."

CHANCE TO PLAY BALL was the gift that Operating Engineers gave to youngsters of a Sacramento suburb. Little Leaguer Casey Stevens thanks blade operator Claude Carmack on behalf of all the youngsters who will be able to play ball in the new park built by operating engineers and R. U. Grant Civil Engineering Co., Inc., along with Teichert & Sons. Other engineers who worked on the project are shown. Top, to right, John Flynn, Bob Farmer and Dale Steele.

SAFETY COMMITTEES APPOINTED

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JOE STEWARDS APPOINTED

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SACRAMENTO LITTLE LEAGUE supporters included the Operating Engineers shown above. Left to right: Dick Melia, Carl Clark, Bob Kelly, John Flynn, Cliff O'Brian, Gail Taylor, Dave Rea, District Representative, Bob Farmer, Little Leaguer, Casey Stevens, Dale Steele and Claude Carmack. Many other Operating Engineers who participated in this project were not available for this picture.

Brothers Sponsor Little League Field In Sacramento Suburb

By DAVE REA

In June of 1966, the Del Campo Little League officials were notified that the League had become so large that it made further expansion impossible. The result was to form a new Little League to be known as the Northridge Little League Association, designed to siphon off the pressure of the continuing growth from not only the Del Campo area but that of the Orangevale and Citrus Heights Little Leagues as well. The officials of the newly formed Little League asked the support of Teichert & Sons, Inc., a Sacramento Construction firm. Teichert & Sons volunteered the use of the heavy construction equipment required to grade the hilly nine acre site.

Members of the Operating Engineers and Teichert supervisory personnel attended an early hour breakfast. The purpose of this meeting was to ask the Operating Engineers to donate their time for this humanitarian cause. The polling resulted in a unanimous "YES." A detailed grading plan to level the site was prepared and donated by a Local 3 firm, Robert U. Grant Civil Engineering Co., Inc., and the project was ready to roll. Al Stevens was designated as Project Officer by Teichert & Sons and Bob Massa, as Equipment Dispatcher, was made responsible for the coordinating of this project into Teichert & Sons busy work schedule.

Now thanks to the extended bit of dry weather, the excavating has begun, and barring another miserable Spring, the Norridge Little League should be enjoying their new facilities for the 1968 season and subsequent seasons. Thanks to a generous and public spirited contractor and a wonderfully hard working humanitarian group of Operating Engineers who combined to see that another large group of our future leaders play ball.

TECH MEETINGS

PRE-NEGOTIATION AND APPRENTICE TRAINING

Monday, Jan. 29th
1444 Webster St., Oakland

Tuesday, Jan. 30th
7928 Emery St., San Jose

Wednesday, Jan. 31st
1010 Eye St., Marysville

Thursday, Feb. 1st
474 Valencia St., San Francisco

Friday, Feb. 2nd
2525 Stockton Blvd., Sacramento

Monday, Feb. 5th
3121 Olive St., Fresno

Mr. Al Clem
Operating Engineers
Local Union No. 3
San Francisco, California

DEAR Mr. Clem:

I am writing to you to honor me at the Union Meeting Committee on the Anniversary of the year next.

I am proud to be an Apprentice and will always be proud to be an Operating Engineer.

Thank you again.

Sincerely yours,

/Edward A. Aronkra, Jr.
Edward A. Aronkra, Jr.

December 29, 1967
San Jose Work Slows Down
As Wet Weather Comes On

By BOB SKIDDEL, LYNNE MOORE, HARLEY DAVIDSON and ROBERT LONG

Due to the heavy rains of the past week most construction work is at a standstill. The Out of Work List is growing rapidly.

Most of the Crane Rental Companies are fortunate to have a few jobs still underway; Bigge Crane Company is setting up the Libbey Tower Crane on San Jose's new Library for the Carl Swenson Co. Peninsula Crane Company have several jobs still in operation.

Divided Construction, weather permitting, are busy on the new Emeryville Shopping Center located on Almaden Road. This job is keeping a number of the Brothers busy.

B. J. Sabin & Associates are keeping about six of the Brothers busy on their Subdivision on Sycamore Road.

Most of the Grading and Paving companies and Underground Contractors are idle due to the rains.

Freeman-Schmeltz have finished paving on the Water Treatment Plant and have a contract to do the work on a large Subdivision on Pocel Road. Its underground will be the underground work on this project.

William & Burrows have made good progress on the addition to O'Connor Hospital and also on the San Jose State College Building.

The Rock, Sand and Gravel Plants are still busy in spite of the weather.

Work has started on the new Silver Creek High School; Wayne Pecknold is the Prime Contractor on this job, with Wm. D. Smith doing the dirt work and Wm. J. O'Brien doing the crane work.

Central Coast Construction were the low bidders on the new building for the Container Corporation, with Grinfield doing the dirt work and San Jose Crane the crane work.

Carl N. Swenson Company is nearly complete on the job at Philco with Bigge Crane & Rigging doing the crane work. The company stated that this was one of their most difficult jobs they have encountered. This job consisted of erecting the steel and twelve 63-ton L-shaped concrete bases. These bases were 87' high, 5' thick with a 37' launch on the top. This work was hampered by bad ground conditions.

San Jose Work Slows Down
As Wet Weather Comes On
Marincello May Make New Start During This Year

BY WAYNE ‘LUCKY’ SPRINKLE

HIGHLIGHTS OF 1967.

Marin County started 1967 in a downpour rain, and after a few weeks of rain, the weather started clearing, and the contractor started back in 1967. Bill Clay was the first of the year, and we were 'back at work and stayed busy through March.

Another high point in the North Bay area was the airport work which was let (Novato Airport) by the Marin County Airport Commision. This was the first phase of the project. The second and third phases will continue in 1968.

The addition to the existing Civic Center is being done by Rob Coors, and it will be underway by the end of the year. Bills were received for the Veteran Memorial Coliseum which is also part of the Civic Center complex. At this time, no award has been given. The underwriters are:

Proposed jobs for 1968. For 1968, we will have:

- Two State Freeway jobs advertised in the first part of 1968 on Highway 101. One is the widening of three lanes from Terra Linda Overpass to Marinwood, with a proposed levee at Locan Valley Road. The other is the HAY 101 Viaduct.
- San Germino Unit #2 should be getting underway also in 1968.
- Another Contracts are doing another unit in San Rafael and Kenney Homes will be doing their Will substation in Terra Linda—this should be their last unit.
- In the San Rafael office—watch everyone of you and your loved ones the best of everything good in the coming year—1968.
- We do hope that you spent a Merry Christmas—best wishes to you and yours.
- For those that have new home, family room; natural gas and fenders and plumbing equipment galore, your ALL HOME WELDER.
- Dealer Representative, Buck Hope; Allen Hansen and Lucky Sprinkle, Business Representatives, and Terre, office rules.

OXBOW

Wishing Brothers Merritt Byrd, Al Peach and Warren Jennings a speedy recovery from their recent illnesses.

STOCKTON-MODESTO

Our deepest sympathies are extended to Brother Ray Whitt in the untimely passing of his wife Cecille and Brother Ed Walker, whose wife also passed away this past month.

Retired Brother Harold McHugh, who winters in Arizona, dropped by the office to wish all his friends a happy holiday season.

Brothers confined to hospitals or under a doctors care this past month were Louis Silveria, Joe Sherman, Jack Skinner, Harold Starno, Jennings Romine, M. L. Daniel, Frank Avilla, Sherman Simon, Arlin, Ke, Keith Young, Bob St. Mary, and Lonnie Wollenberger.

Our thanks to Brothers Lloyd A. Herring for his donation to the Operating Engineers Blood Club.

RENO

Best wishes for a speedy recovery to Bros. John Krizmanich, Ralph "Vino" Cohehene, and Ray Beach, all of whom are in St. Mary’s Hospital in Reno. Brother John had a lung removed but he hasn’t slowed his ability to argue much.

Our sympathy and condolences to the families of Bros. Harold Correll, Jim Allison, and Tom Wallace, all of whom are in hospitals in Northern California.

These recently deceased Brothers were employees of Anaconda Copper Co.

MARYSVILLE

Hospitalized during the past month were Ted Dodson, Keith Dunn and Beale Elston. We wish all of you well.

SAN JOSE

We are happy to report that Brother Lynn Moore, who was hospitalized with a heart attack, is recovered sufficiently to resume his duties.

Our thanks to Brother R. S. Arce and Bill Beaton for a speedy recovery to Brother D. W. Mills, who is confined to the Veteran’s Hospital in Palo Alto.

Congratulations to Brothers Art Armann and Pat Beverson, who are the proud fathers of baby girls.

Brother Bill Dalton has been awarded a pin from the Red Cross signifying that he has donated a total of 100 gallons of blood.

The Operating Engineers Blood Bank is deeply indebted to Bill for his faithful donations of blood and his efforts to maintain a Blood Bank. Our thanks to the following faithful few who contribute regularly to our blood bank:

- Luis, Leandro, C. C. Haney, and Mary Hasselrull.
- We have many many more of our members who contribute to the Red Cross.
- We have had a total of 22 pints of blood donated in 1967, and nearly half of this was donated by the Brothers in the Approximate Program.
- We thank all of our members who have received blood know fully well it means to have such a gift available to them.

SANTA ROSA

Our congratulations to the Operating Engineers in San Mateo County, who turned out in force when there was a call to donate blood.

We in Santa Rosa also have a blood bank, but at present there are only 7 pints remaining to our credit. (Enough said.)

If you can, please donate. Contact and we will make the arrangements. Our only recent blood donor is Brother W. Pierce—to whom we extend our thanks and gratitude. Think, when you do donate you may be responsible for the saving of a life of a Brother or a member of the families of some of the people who have received blood know fully well what it means to have such a gift available to you.

SAN RAFAEL

Best wishes for a fast and speedy recovery to Brother Max Heiminger—who got his finger caught in a power mower some time in September and has not been able to work.

Received a letter from Brother Charles Young from Ohio—we wishes to be remembered to all.

We wish to thank those Brothers who sent us the greetings of the season—it is really appreciated!!

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

1955 FORD V-8, 2 door, 4 speed, radio, hubcaps. Call John, San Rafael.

1940 CHEVY 2 door, 4 speed, hubcaps, radio, etc. Call John, San Rafael.

375 cu. in. Single cylinder engine, 1,000 load capacity. Call John, San Rafael.

290cu. inch 12 volt, 60 HP. Call John, San Rafael.

155 cu. in. single cylinder, 1000-1500 load capacity. Call John, San Rafael.

WANTED

1953 FORD V-8, 2 door, 4 speed, hubcaps. Call John, San Rafael.

1940 CHEVY 2 door, 4 speed, hubcaps, radio, etc. Call John, San Rafael.

375 cu. in. Single cylinder engine, 1,000 load capacity. Call John, San Rafael.

1940 CHEVY 2 door, 4 speed, 120 volts, radio, hubcaps. Call John, San Rafael.

290cu. inch 12 volt, 60 HP. Call John, San Rafael.

Full Ace in Valley Acres, Good condition. John, San Rafael.

290 cu. in. Single cylinder, 1000-1500 load capacity. Call John, San Rafael.

155 cu. in. single cylinder, 1000-1500 load capacity. Call John, San Rafael.

FORD V-8, 2 door, 4 speed, hubcaps. Call John, San Rafael.

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By A. J. "BUCK" HOPE
and WARREN LEMOINE

The San Francisco Bay Area Rapid Transit project will reach its peak construction phase in mid-1968. Employment on the project will reach a total of almost 8,000 persons and 100 contracting firms, according to officials of BART. Nearly 60 miles of the system's 75 miles of subway, aerial and surface rail transit routes already are under construction in Alameda, Contra Costa and San Francisco Counties.

Design work on the system is more than 80 per cent completed, and some 90 per cent of the network's right-of-way has been purchased. "We are already beginning to phase out certain aspects of the transit design program, and to phase in the detailed planning of actual transit passenger operations which are scheduled to commence early in 1969," BART General Manager R. R. Stokes said.

More than 40 large construction contracts currently are in progress throughout the Bay region, and procurement contracts for most of the BART rail system's operational equipment have been awarded. Equipment development is proceeding on the network's sophisticated $260-million automatic train control and communications system, and bids have been opened for a major portion of the system's electrical power and rail equipment needed for the start of test operations between Oakland and Hayward late in 1969.

"We are particularly pleased with the architectural design for our passenger stations, which are being developed by 14 outstanding Bay Area architectural firms," Stokes asserted.

Contract drawings for the architectural finish work on the six East Bay stations have been completed, and final architectural designs are being developed for 21 of the remaining 27 stations. The four-mile-long Trans-Bay underwater tube—key link in the entire transit system—now extends more than a mile outward from the Oakland shoreline. Nineteen of the tube's sections have been laid.

Twin train platforms with canopy of weathering steel highlight MacArthur Station. for BART's first 250 transit vehicles is awaiting action by the California Legislature on a request for additional funds to assure completion of the entire project. BART presently has some $1 billion in funds for the project—supplied through voter approval of a $792-million transit bond issue in 1962 and through allocation of state bridge toll revenues and Federal grants totaling slightly more than $200 million.

Approximately $150 million more will be needed to complete the project. Several Bay Area legislators have said they will support measures to produce additional funding prior to next spring when BART otherwise would exhaust its ability to award additional contracts.

San Jose

A. L. Newman from Southern California, were low bidders on the Fort Ord underground job; this went for $818,000 and should keep some of the Brothers busy during the winter, as this is sandy soil.

Tencer Construction were awarded a contract in the amount of $121,165 for the erection of signs along the highway from San Luis Obispo to Santa Clara.

There are lots of places to keep your money. Places that are safe. And places that are not so safe. When it's the money you've set aside for your savings, you want to keep it where you know it's safe. Where you know it's earning a profitable return. And where you know it's available when you need it. That's the kind of money to keep in the world's largest bank. You can't find any safer place than that.

Bank of America
WORLD'S LARGEST BANK