By T.J. STAPLETON

Where will your son or daughter be tomorrow? What careers will those youngsters choose?

The decision calls for a thorough assessment of the individual's ability and interest, of the fields available and of the qualifications demanded for the job. We have, in recent editions, explained a bit about the availability of scholarships and educational grants, but it is up to the student to decide what he will do as far as higher education is concerned.

Naturally, students should consider more than one occupation, getting all the facts and exploring the methods of making one's way in the world.

The vocational mural is in a constant state of flux—new products and patterns, new methods and developments have changed the kinds of jobs available.

Therefore, an attitude of curiosity and alertness is essential if the student is to make the proper decision.

Parents can be of valuable assistance in this area. They have time, generally, to learn more about what the future will offer, and can pass that knowledge on to the youngster.

Schools constantly offer career guidance to students, and employees are continuously providing information about the new and exciting jobs being created and refined.

How does a person wade through the forest of jobs? He stands back and looks at the trees—the similar groupings. He looks at the opposite requirements, the earnings and other factors. He learns something about Sex INTELLIGENT on Page 2

Choose Career Wisely

Retirees Smile—Bigger Checks

SAN FRANCISCO—The just rewards for long years of toil and devoted service by Local 3 Old Timers established equal billing with the "signs of the times" April 1 when healthier pension checks began arriving in hundreds of mailboxes.

The approval in increasing the Pension Benefit to a $200 maximum came Jan. 9 after a review of activities by the Pension Trustees. The increase became effective April 1.

Al Clem, Business Manager, said the old timers truly deserve the increase, because without their untiring efforts the gains in wages, fringe benefits and working conditions would have been much more difficult to obtain.

Since 1960, when first benefits were paid, payments have increased in value nearly 200 per cent. The maximum payment in that year was $60, a rather humble beginning.

In that six years, more than 1,000 members have received $5 million in benefits, an outstanding achievement for the efforts put forth through the teamwork of members and officers.

"We are confident our growth and development will continue for we know that what we have, we have truly earned, and without the efforts of our Old Timers, these gains would not have been possible," Brother Clem stated.

The increase in benefits will make it possible for retired members to enjoy a leisure life in dignity.

The benefits are guaranteed for three years. Members with maximum pensions (age 65 with 25 years service) or their beneficiaries will collect at least $7,200.

An increased life span will permit increased over-all benefits. A member with 25 years of pension credits receiving the maximum benefit for 10 years will collect $24,000, and if he lives to age 85, that annuity will reach $48,000.

Until the meeting of the Board in January, beneficiaries of those who may not live to retirement age had little to look forward to, but they will now receive a pre-retirement death benefit.

Beneficiaries of members who are vested (10 years service credits and 55 years of age) or members with 25 years, irrespective of age or who are active with 10 years past or future credits, irrespective of age, will receive an amount equal to the pension drawn at age 65 times the 36-month guarantee.

As an example, a member in the top classification with 10 years' credits will receive $80 a month for 36 months, or $2,880.

The benefit will be paid in monthly payments to a designated beneficiary or spouse if living, or to the estate of the individual if none is designated.

If the member has 25 years' future service and does not live to retire, his beneficiary will receive $300 a month for the 36-month guarantee.

However, the program is promoted according to the classification and the amount of credits earned.

As new contracts are negotiated and as new companies reach agreements with Local 3, benefits should continue to improve, but it will take a continued team effort by every individual to bring about these improvements.

It is our opinion that the man who spends his lifetime improving the public facilities to the entire population may more fully enjoy life, is entitled to the same retirement and health programs so many professional people have.

Local 3, in stated earlier, began rather humbly in getting its retirement program started, but since 1960, it has grown steadily. This has been added to the present Health and Welfare Program, which has been of invaluable assistance to those who have experienced illness during their later years. We hope these gains will continue.

Old Timers and wives in meetings throughout Local 3 were given information about the Pension Plan and its advantages some time ago. These same members were further rewarded for their untiring efforts April 1 when the maximum benefit climbed to $200 a month.

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Easter has come and gone but the rains are still with us. The out-of-work list continues to climb, but we hope that with a few days' sunshine, we will begin to dispatch men again.

During March, I attended the Northwest Central States Conference in Albuquerque, New Mexico. Most of the General Executive Board was there to give interesting reports. The Board looks forward to a good work season throughout the central part of the United States but in talking to the various delegates we note that our problems are similar.

Operating Engineer jurisdictional encroachment is prevalent there as well as in our jurisdiction.

I was in Washington, D. C., regarding a training program Guan, and also discussed the establishment of a pre-apprentice training program in California. We are still holding conferences with the various government agencies, and by the end of April, we should know if we will be able to implement these programs.

We realize that while we have a great number of people out of work, and while our hiring regulations protect job opportunities for our members, we must continue to train and retrain people coming into the industry.

I attended District Meetings in Fresno, Salt Lake City and Reno where Grievance Committee member elections were conducted. We met many of the Brothers and discussed the problems in the various areas. Everyone is concerned with the work picture, not only in his area but other portions of the jurisdiction of the Union. Unless some politicians change their ways of thinking, it looks as though the coming season will be approximately the same as last year—hopefully, it will be as good.

We were able to consummate a construction agreement with Kincirn Construction Company who has a $3 million dollar job in Guam, and contracts with Foremost Diaries and Honolulu Roofing. Our organizing endeavors in Guam are making progress. We have nine certification elections scheduled for April, and if successful we should be well on the way with our organizing campaign in Guam. We have work to do in raising the living standards there, but we are confident with the help of the people in Guam, we will be able to accomplish this the same as we did in Hawaii.

The Apprenticeship Program is now a reality in Utah. Brother Merle Bowman is a coordinator working under the direction of Brother Dan Heas who is Apprentice-Ship Administrator for Local 3.

We anticipate holding a series of meetings with the employees in Hawaii to lay the groundwork for formation of an Apprenticeship Program there.

Brother Frank Hanley, Assistant to the General President, visited California. We met with Brother James Twombly, Regional Director and the representatives from the Labor, International regarding some of our jurisdictional problems. We are hopeful that we will be able to resolve the majority of these problems.

We were successful in winning a certification election in Fresno with more than 200 employees involved. We hope to negotiate a contract that will be satisfactory for all employees. We also won an election with the Bartley Pump Company in Santa Rosa.

Our Systems Analyst and Programmers have been busy re-programming our 360 IBM computer so that soon we will be able to render additional and better service to the members. The computer is a very complex piece of equipment that takes considerable time to adapt to our use.

Fed Scissors
Discount Rate
The Federal Reserve Board on April 6 voted unanimously to reduce the discount rate from 4½ to 4 per cent, the first cut in more than six years.

The cut could signal an easing of credit throughout the economy, especially for businesses who borrow money, and for consumers who purchase autos, mobiles, homes and other goods on installment plans.

The discount rate is the charge made by the Federal Reserve on funds borrowed by its member banks, which in turn purchase autos, mobiles, homes and other goods on installment plans.

The discount rate is pegged upwards from it. Money available in this manner cannot be used to make loans to customers. It only serves to permit banks to keep bank reserves within legal limits, but it could have a psychological effect on the banks, prompting them to lend money more freely, since they can maintain their reserves more cheaply.

The irresistible force of public opinion and the mechanical effect of solid organization seldom have been more clearly demonstrated than by the actions which recently persuaded President Johnson to modify drastically the cut-back in federal highway expenditures.

Shortly after it became known that the administration intended to apply a $1 billion slash to the federal aid highway program in the last half of this fiscal year, President Hunter P. Wharton of the International Union of Operating Engineers, AFL-CIO, advised his staff, all local unions and their members of the situation.

They were urged to make their views known to the White House and congressmen and to cooperate with legislators in seeking a restoration of funds.

At the February General Executive Board meeting of the I.C.O.E., a resolution was passed pointing out that the cutback would not only seriously jeopardize the construction industry, which is so important to the national economy, but would contribute to the staggering loss of life and crippling injuries which result from unsafe highways.

This resolution prompted the Executive Council of the Building and Construction Trades Department, AFL-CIO, to adopt a similar measure, copies of which were sent to each member of the Congress.

Within two weeks, the United States Senate and House Public Works Committees held joint public hearings. Strong statements criticizing the cutback were made to the legislators by the Building and Construction Trades Department and also the National Joint Highway and Construction Trades Committee, chairman of which at that time, was Paul A. Askew, assistant to President Wharton.

At the fire of protest started to burn, President Johnson reviewed the situation. He first ordered the release of $175 million in restricted funds and, a day later, announced that an additional $235 million would be made available by July 1st. In addition, his administration promised that, effective July 1st, the $4.4 billion program would generate as originally scheduled—before any restrictions were applied.

The joint Senate-House committee received the hearing to see what the administration now does about carrying out its promise.

President Johnson's decision to "delay" a proposed merger of the Departments of Commerce and Labor, has, probably without ex-citing much labor leader.

The consensus in Washington is that the plan, advanced by the President, a surprise in his January 10 State of the Union message, is now at good as dead. Labor worries about any good reason for the merger, although it followed a "wait and see" attitude and expressed as public opposition until the administration had a chance to give details. Ultimately, the proposal collapsed of its own impractical weight, or, at least, it is now on the shelf.
EDITORIAL

Hey—How 'Bout Marin?

In spite of the controversy surrounding the Bay Area Rapid Transit, and the criticism on planning and high costs, one can be certain that the project will be completed, and that commuters will be speeding to and from San Francisco in the subway expressway.

And in spite of an earlier freeze on highway spending by the government, which has been partially thawed, the Juniper Sierra Freeway will eventually be completed, providing Peninsula commuters with another thoroughfare to go with the Bayshore Freeway and El Camino Real.

But what is being provided for the north bay commuters? Last chatter we heard was a proposal to double deck the Golden Gate Bridge, a plan which would accomplish little in the way of community relief, since there is presently just one route Marin County residents can take to get to San Francisco.

If there happened to be a disaster and the Golden Gate Bridge was severely damaged, where would Marin's commuters go to get to their jobs in the city?

They would have to circle around through Richmond and Oakland, further tying up traffic on East Bay freeways, and creating a serious jam that might not be unraveled for days.

The only practical solution to the problem, as far as North Bay commuters are concerned, is for the state to construct a second and separate system into the city.

Our recommendations for a second route would be a subway tube system, capable of handling half again as many automobiles as do presently clog Highway 101.

Superb highway systems can be constructed without destroying an area's natural beauty. These are the types that should be built to handle Marin's Commuter traffic.

"Sorry about that, fellow."

Need For San Jose Blood Donors

The San Jose District is in dire need of blood donors, primarily because of new Red Cross requirements, which say 400 pints must be pledged for the year in order to maintain a blood bank.

At present, the District has only 30 pints pledged, far below the necessary total.

It is urgent that potential donors contact the San Jose office to pledge that pints of blood. We can't afford to let the system collapse. If you haven't already done so, please pledge now, and keep in mind the need for our services.


High School Degree Is Vital To Program

A Crab Feed "A Smash In Eureka"

By RAY COOPER and LEONARD YORK

EUREKA—It was a night to remember as the crab made its way from the sea to the blender, then to the dining tables where some 400 Operating Engineers and their wives devoured it in an orderly and festive manner.

The annual Eureka Dinner Dance, held March 18 was another success, and a huge one to be sure.

The event was sponsored by and for the members, their wives and guests, and afforded them the opportunity of renewing old acquaintances and to maintain close relationships with the fellow Brothers.

The cocktail hour began at 6 p.m. with dinner being served at 7:30. The main course consisted of the traditional world famous "Humboldt Crab" along with spaghetti, salad, garlic bread, coffee and beer.

A short program was held, opened with a welcoming address by District Representative Ray Cooper, who introduced the guests of honor.

Guests representing Local 3 including Don Kincheloe, Local 3 Treasuerer; Fred Thevenin, Eureka Mayor; Sam Mitchell, County Board of Supervisors Chairman.

Both Mayor Thevenin and Supervisor Mitchell praised the Engineers members for the type event held and expressed their thanks for the close relationship and cooperation each has had with the Operating Engineers.

Guests representing Local 3 included Mr. and Mrs. Lake Austin, Redding District Representative; Mr. and Mrs. Joe Ames, Redding Executive Board member; Mr. and Mrs. Joe Rentner, Apprenticeship Coordinator, Marysville; Mr. and Mrs. Roy Scarborough, Apprenticeship Coordinator, Stockton, Clifford Martin, Apprenticeship Coordinator, Eureka, and Mr. and Mrs. Aster Whitaker, Business Representative, Santa Rosa; Mr. and Mrs. J. B. Jennings, Labor Relations Consultant, San Francisco; Mr. and Mrs. Lou Barnes, Business Representative, Redding; Mr. and Mrs. Conley Spencer, retired business agent; Mr. and Mrs. Don C. Dillon, Eureka Executive Board member.

Special thanks and appreciation must be given all the Brothers and their wives who donated time and effort, and who so fully cooperated to make this another successful event.

To those unable to attend, we hope to see you next year.

Dancing from 9 p.m. to 2 a.m. climaxd the evening.

FOR SALE

1966 Chevrolet Nova 220

2 Dr. MT. 7000 Miles

FOR ADDITIONAL INFORMATION CALL MR. JAMES R. IVY at 415-431-5883

Home: 415-933-0814

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The Impossible: BART's Trench

By AL. HANSEN

Dredging

The difference in accomplishing the possible as compared with the impossible can only be found in the determination of the people involved.

Dredgermen working on the BART trans-bay tube trench are a determined lot, performing a near-impossible task—that of gouging a precision open excavation under water and changing tides while trying to control a free-swinging bucket on a 100-foot boom.

They have to know just how deep to go and how far the bucket will drift in order to make the proper cut. If they can't see what they are digging, they do it all by feel.

A little bit of everything is used to measure grade and side slope. It is amazing how consistent these men are.

No matter what instruments or measurements are used, the final and ultimate result depends on the skill of the operator. Instruments can't make a bad job into a good one, nor a good job into a bad one. Only the operators can do that.

NO DIVERS

Divers are not used to check grades on the BART trench because of the muddy, colloidal condition of Bay waters. They wouldn't be able to see the trench once they got to it.

Three basic instruments are used to check grade, each of which must contribute a piece of the puzzle. When the puzzle is complete, so is the picture that tells the dredgerman what they have.

A lead line, a soft line with a flat plate on the end tells the dredgerman how deep he has dug. A profiler, built by Honeywell, sends out an impulse, which returns a signal to the barge and records a cross-section profile of the trench, including the side slope, on a graph.

BOTTOM GRADE

A boat with a fathometer attached to its bottom is used to check bottom grade. It sends out a signal, much the same as the profiler, which registers the grade on a graph. These three readings give a detailed account of the trench condition.

All three instruments must be corrected to the tide. These instruments are used to detect any material that may have shifted off the sides or may have been missed by the bucket.

IT'S THERE

"The instruments will tell us that it's there, but won't tell us what type material it is—if it's soft or solid, so we use a probe for this," he said.

In this operation, the dredgerman's sense of touch and tested skill are vital. Men on the BART trench job are hand-picked. These deep-water mudflats are excavating a trench 60 feet wide at the bottom, with an average depth of 100 feet and depending on the bay location, up to 494 feet wide. Contract drawings indicate that depths of 133 will have to be reached.

CLOSE TOLERANCES

Tolerances must be kept very close, with side slopes at 1.5 to 1 and at final grade, the bottom is 1.5 high or low.

"It's difficult enough to grade a road bed where the operator can see what he's doing, but it becomes increasingly difficult when the operator can't see what he is doing and the surface on which he is riding constantly changes.

These men are a proud crew performing an extremely difficult job with a tremendous team effort," Grandle told the Engineers News.

A fathometer (top) will check trench bottom grade while the profiler, lead line and probe (bottom) will record cross section profile, material type and water depth, to complete the picture.

Once the trench is complete, two feet minimum of gravel base will be placed on its bottom, and screeded to a final grade of .15. The tube will rest securely on the base.

USE GRAVEL

According to George Murphy, project manager for Parsons, Brinkerhoff, Todd and Rechelt, one of BART's consulting engineers, gravel is being used because sand, normally used, has a liquefaction tendency, especially during earthquake conditions, and engineers were looking for a material that would not ravel with tide and current flow.

Because of the earthquake threat, the rock area at Yerba Buena was carefully avoided. The sides of the trench are being controlled with use of the reliable but relatively new laser beam.

Grandle stated.

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MADERA—This small city in the southern San Joaquin Valley has taken "Gallivars" strides to upgrade its commercial districts.

On the vehum sheets is a plan for a $1.5 million shopping center to be constructed on 11 acres at 1 Street and Olive Avenue.

Not the new center will be known at Berland Square. It will be the first complete shopping center in Madera rather than the downtown business district.

Dr. W. B. Magano, Ingelwood development firm of Mairano-Joseph Company, said occupancy will take place by June 1, so shoppers will have access to a supermarket, a bank, a variety store and a drug store.

Additional businesses including a service station, and a restaurant are planned for the center.

The city has put a good deal of money with its buildings plans than will be noticeable in the new center.

The area has been designed of adequate hospital facilities, a new $3.6 million, 110 bed structure will be built to serve the county. A 40-acre plot has been leased at Madera's southern city limits for the hospital.

The city also hopes eventually to construct a $2 million sewage treatment plant, but officials expect it will take some three years to gain design plans and federal funds, which have been applied for.

In addition, a move is afoot to consolidate County Road Depart- ment facilities by constructing a new office and yard on property owned by the county at Avenue 13th north of highway 149.

Plans have been submitted by W. J. Hanna and Son, civil engineering firm from Clovis. Cost is estimated at $448,335.

Building permits issued in Madera last year totaled $1,528,006, including 62 new homes and a super market, but the total was $701,585 below the 1965 figure.
Lockheed Wins Hyde Plant Job

BY HAROLD HUSTON, W. R. WEEKS, BOB WAGNON and DAN CARPENTER

MARYSVILLE — Lockheed Shipbuilding and Construction Company, Seattle, Washington, recently won the award for construction of the $32 million Belden Hydroslectric project on the Feather River.

Lockheed crews have been installing facilities and offices set up to have a "get underway" with tunneling on the first of three power units.

The project, including the tunnel work, is expected to employ some 50 Engineers at peak activity. The powerhouse is slated to be completed by Nov. 1, 1969.

The contract is for 36-foot diameter tunnel, approximately 0.5 miles of 15-foot diameter pressure tunnel in two sections which will connect with a steel pipe siphon, not a part of the contract.

Also included will be intake structures at the existing Belden Reservoir, serving as an auxiliary to two upstream powerplants, and a concrete lined surge chamber at the downstream portal.

The 36-foot diameter wheel will rise vertically 200 feet to the surface, surrounded there by a 30-foot-high steel tank, 100 feet in diameter.

Belden powerhouse will generate 117,000,000 kilowatts. Located opposite it is the Belden reservoir, at the mouth of Yellow Creek.

A steel penstock, 1,125 feet long will punch down the mountainside to the plant.

In other words, House Members in Washington gave a friendly reception to a proposal to increase the size of the Tehama-Colusa Canal, now under construction.

No opposition was expressed to the $17 million proposal to build the Gerlach Dam, in the San Joaquin Valley. The powerhouse is slated to be completed by Nov. 1, 1969.

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WASHINGTON—The word has gone out that this year, all Federal land managing agencies will use one official sign to designate federal recreational areas where user and entrance fees are charged. A golden eagle on a white background with a silhouette of four under a wing will designate the fee areas.

The plan, called "Operation Golden Eagle," is to provide more outdoor recreation opportunities across the nation through the Land and Water Conservation Fund program.

The plan will be posted at Federal recreation areas to indicate where the 87 Golden Eagle passes and short-term permits are valid for entry by private automobile. The 1967 permit is valid an unlimited number of times between April 1 and March 31.

Unique stalactites and stalagmites grace the colorful and beautiful Shasta Lake Caverns, until 1964 seen by a very few persons.

Shasta Caverns: 'Exhibit' of Mother Nature's Sculpture

What Caribou means to New Mexico Lake Shasta Caverns means to northern California.

The attraction is the same—a chance to see one of the peculiar feats of nature.

Until 1964, the Caverns were seen by just a handful of hardy "speleophones" who inched their way through steep, restricted natural features to view its startling formations.

Today, the Caverns remain just as natural as nature made them, but conveniences such as paved walkways, guardrails and indirect lighting have been added, making tours just that much more interesting.

There is no moisture condition requiring special or protective clothing, and the temperature remains a comfortable 55 degrees.

Guide service is available May 18 through the first Sunday in October from 9 a.m. to 5 p.m. In the caverns, visitors will see multi-colored fluted columns, 60 feet high in symmetrical folds. Brilliant milky white flowstone deposits in miniature waterfalls and other unusual and graceful forms create one of the most colorful geological wonders in the nation.

The area is just a few miles from Redding and just two miles from O'Brien Recreation area.

At Your Leisure

Like To Fish? Try Smith River

Cliff Percy wrestled 50 pound salmon into captivity on Smith trip. Cliff spotted Al Harms’ year pin, and a friendship was formed.

Cliff Hyland had a whopping 674, with games of 222, 246 and 225. Sandy Slack, 211-587; Pete Baez, 227; Rich Valsecchi, 584; Fred Ness, 248-620; Earl Blenner , 226-595; Ray Miller, 245-632; Phil Durr, 219; Ray Kemp, 242; Bud Kussel, 220; Frank Bernardi, 221; Walt Silva, 216; Joe Filippo, 220.

Operating Engineer Sandy Slack, San Anselmo, blasted the pins last week and came away with a 687 series in the 840 Scratch league at the Country Club Bowl in San Rafael.

Sandy is a 131 average bowler.

He is the son of District One Executive Board Member Guy Slack.

When Sandy isn’t bowling, he spends his time operating equipment for Soiland Company, Novato.

In the series highlighter, he had games of 239, 233 and 235. He outraced Emmett Hyland, a director in the Marin County Bowling Association for the week’s high honors.

Hyland had a whopping 674, with games of 222, 246 and 206.

Sandy also scored high in the 900 Classic, with a combined score of 587.

FISHING'S

It's in Del Norte County where the Smith River is found, and it's in the Smith River that the avid angler can come up with some prize-winning catches of steelhead and salmon.

In the series highlighter, he had games of 239, 223 and 225. Sandy is a 181 average bowler.

The fishing season begins the last week in May and extends through last week in February.

Steelhead begin their upriver run in November, and can be caught into January, depending on the rainfall.

At any rate, for some of the finest fishing in the nation, the lower river mouth, with steelhead and salmon coming later in the year, Salmon begin entering the mouth in September, and can be caught into January, depending on the rainfall.

Sandy Slack, 239-211-617; Rich Valsecchi, 584; Fred Ness, 248-620; Earl Blenner , 226-595; Ray Miller, 245-632; Phil Durr, 219; Ray Kemp, 242; Bud Kussel, 220; Frank Bernardi, 221; Walt Silva, 216; Joe Filippo, 220.

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Hawaii—Popular Retreat

Eastern's Nerve: the following travel article appears at the courtesy of Travel Trends, 1217 Market Street, San Francisco, Calif. 94103, Charles W. Marx, owner-manager.

The gentle trade winds perennially carry the fragrance of Frakke, white ginger and plumeria while the sound of rustling palm trees and soft music drift over the sand.

The sea rushes beachward to play on a colorful coral reef and the sun casts lilithic shadows through the International Market Place.

The hands tell the story of ancient kings and of the Polynesian wedding. You're in Hawaii.

In this tropical paradise one finds the fresh and fragrant flower lei is part of the traditional Aloha welcome.

Tours have become extremely popular in recent years. Berry Tours, for instance, has two packages, one for 10 days, the other for 17.

From Hilo on the Island of Hawaii, the visitor is given a sight-seeing tour, then spends the night at one of several fashionable hotels. Here, you will see the Orchid Gardens and famous Rainbow Falls.

Jungles of giant tree ferns, luxuriant vegetation and rare plants, the National Vokano, and the Black Sand Beach at Punalu'u, backdropped with one of the largest coco palm groves treats the eye.

Then visitors travel overland to Kona on the other side of the "Big Island." Here, the fishing which is multi-colored coral is spectacular to view, and native flowers both in and out of the water.

At Maui, the Valley Island, travel is greeted at Haledalela, House of the Sun, Mark Twain's Lae Valley with its Volcanic Needle and Lahaina, the Island's first whaling capital.

Next day visitors arrive at Beautiful Kauai for sightseeing and a cruise down the Wailua River. Sights to see include Sleeping Giant and Hole-in-the-Mountain. Waimea Canyon's beauty is unmatched.

After an overnight at Kauai, six glorious days await at Oahu. Here, one has a chance to view a bit of history. A cruise takes guests to Pearl Harbor, where the 1941 Japanese bombing sank the U.S. S. Arizona and Utah.

Peace time operations and the historical narrative create high interest.

Hilo also offers Sea Life Park, Puschelsum and downtown Honolulu.

Costs of the 10-day tour (excluding meals) is $219 (total basis) including hotels, sightseeing, inter-island flights and jet fare to and from San Francisco.

Weekly departures will begin May 19 and will run through November 9.

But other tours are available, with details available upon request. United Air Lines and Pan American World Airways regularly to the islands. Fares round trip from San Francisco are: first class-$395, tourist class-$240, and economy class-$190.

We have not yet selected a title for the travel column but we have received several excellent suggestions.

There is still time, so mail your title suggestion to Charles Marx, Travel-Tours, 1217 Market Street, San Francisco, California 94103.

The winner will receive a one-nighter at Lake Tahoe for two.

Sailing Race Slated April 29-30

On April 29-30, Vallejo will host the largest sailing race in the world, the traditional Shakedown Cruise, which will open the competitive racing season.

According to officials of the Yacht Racing Association, some 500 sailboats will leave San Rafael on the morning of the 29th. They will leave in groups, arriving at Vallejo, where they will dock for the night, and return to San Rafael the following day.

Security and transportation from the anchored boats will be provided by the Vallejo Police Squadron.

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MarinSteffe—Offshore recreation facilities totaling $6.98 million for the Oroville-Weyandt Irrigation District have been approved by the Department of Water Resources.

The Department said, however, that the granting of funds is subject to a public hearing subject to the District's application and the execution of a contract.

The district proposes to construct facilities in three stages at Little Grass Valley, Sily Creek, and Ponderosa.

The district proposes to construct facilities in three stages at Little Grass Valley, Sily Creek, and Ponderosa.

JOSSTRICTLY HYDRO-PHOBIA

Jesse Wayne has been building and racing hydroplanes for nearly 25 years, has had his share of victories. Wayne has entered such events as Seattle's Gold Cup, the Lake Yosemite Power Boat Regatta and others. His boats have had such names as "The Flying Fish," and the "The Forty-Liut," his latest, a Chevrolet-powered craft, will be entered in the Modesto Reservoir Hydroplane Race May 21.

The craft, named "Hydro-phobia," is capable of 130 miles an hour, and in one stage at Ponderosa.

Camping, picnicking, water-skiing, swimming, boating, fishing, riding, hunting and sightseeing seem to be the activities which will be provided when plans are complete.

Three new reservoirs will total 2,310 acres in a locale that experiences little mountain snowfall, according to Reginald C. Price, swimming, boating, fishing, riding, hunting and sightseeing seem to be the activities which will be provided when plans are complete.

This year, Huesa, son of Local 3 member Pasque Huesa, Squaw Valley, has proved to be almost unbeatable during the 1981-81 ski meet.

The district promises to provide a great stimulus to the local economy by attracting nearly 300,000 visitors from the Sacramento Valley during its first year," Price stated.
Olympic-size swimming pool and 17-foot-deep diving pool will give De Anza College facilities for hosting the largest of swim events.

Spanish architecture blended with a bit of the modern will present an attractive atmosphere for new students entering De Anza College this fall. The campus is located in natural landscape area.

Student Gains Spark Junior College Boom

By ROB SKIDDEL, HARLEY DAVIDSON, LYNN MOORE and ROBERT LONG

SAN JOSE - Since 1940, the population in the Foot Hill School District has increased from 40,000 to 315,000, and with that increase has come an added burden of providing facilities for those youngsters wishing to further their education.

Under California's school system, school districts shoulder the responsibility of providing higher education through the sophomore year.

The state has, therefore, managed to construct new junior colleges, and in the near future, will have a total of 84 throughout the state.

Foot Hill District will open the new and aesthetically beautiful De Anza Junior College late September, with an initial enrollment of 3,000.

According to Wayne A. Smith, public information officer for the district, educating students was an innovative project before the present system was devised.

"Until our present system was developed, we had to pay the cost of educating a student even if he went to San Jose City College, San Francisco City College. It got rather expensive," he said.

The cooperation among colleges has been tremendous in areas of career program needs and the exchange of students.

Junior colleges throughout California are careful not to duplicate areas of career planning.

Now when a student goes to a different area because only that area offers the desired career, there is no actual exchange of money.

De Anza College will offer courses in applied arts and sciences, business, engineering technology, health services, management and supervision and public and social services.

"There are areas where programs taught there will overlap with subjects taught at Foot Hill College, but they are in the more popular careers, such as secretarial skills and nursing, and in the ever-increasing social services. We are also offering courses in airline pilot training," Smith said.

In 1963 the district approved a $14 million bond to construct De Anza Junior College. Last year the Federal Government provided a $3.7 million grant, with added funds to come from a community service tax. Construction of the college is 80% complete.

The buildings are set in a natural landscape area with palm trees and rolling hills on Stevens Creek Boulevard, Cupertino. The architecture is Spanish with a modern touch.

"We have planned some rather unusual things there," Smith said.

The swimming pool is large enough to handle any type swimming meet sanctioned by the Olympic Committee or the NCAA.

The pool is beautifully situated in the center of the campus. With it, is a 14-foot-deep diving pool with a 30 meter platform, artistically sculpted to blend with the surrounding architecture.

Seating for 5,000 will be provided.

The auditorium will be the largest between San Francisco and Los Angeles.

"We are constructing a large and elaborately auditorium because our guest artist programs are a vital part of the overall development of the student. We are providing enough seating to be able to afford the individual costs down, so our tickets never exceed $3 in cost," Smith explained.

He said any of the buildings on campus are available to the public free of charge, so long as the activity does not interfere with school activities.

The college will serve primarily the residents of Cupertino and Sunnyvale located within the Fremont Union High School District.

It will include, in addition to the Olympic swimming pool and Fine Arts auditorium, a 100,000 volume library, a data processing center, 500 capacity planetarium, the latest in hearing rooms and language laboratory facilities and complete air conditioning.

Fees for the year (excluding books) will run about $20.

Out-of-state students, slightly higher, thank you.

Napa Dunks Water Shortage

For years the potential threat of a water lack has been a sticky problem for Napa County, but will soon cease to be.

North Bay Aqueduct water soon will be available from Jackson Canyon, and the city of Napa has signed contracts for construction of its treatment plant and pipelines.

Contracts totaling $3.5 million have been awarded to provide Napa with the needed water, and the call for contracts to be let within the next few months will provide the county with its demands.

The system will consist of the North Bay Aqueduct, now getting underway, many miles of pipeline, surge tanks, reservoirs and treatment plants.

Napa City voters approved an $8 million bond to construct new sewer facilities, with that project now about 60 percent complete.

In San, 1967 could be a bountiful year, if the development of the Suisun Marina is realized.

The marina was purchased by John Burke, San Jose, who plans to spend from $5 to $10 million on its development, with construction to begin this year.

Many of the existing housing pads are completed with more scheduled to be built, including those for 286 single family dwellings. This project should continue for two and a half years.

Recent contracts awarded for construction and underground work in the Vallejo area include $254,756 to Huntington Brothers for construction of passing lanes on Highway 12, $233,125 to Lenz Construction Company for sewer work in Fairfield, $23,810 to W. D. Coen for Unit 4 and $30,520 to Lentz Construction Company for Unit 15 and $305,140 for Unit II and $194,822 to Lentz Construction Company for surf ace wastewater lines and another $233,125 to Lenz Construction Company for surf ace wastewater lines and another $150,000 to Lentz Construction Company for surf ace wastewater lines.

The Jordan Company, Atlanta, Georgia, was low bidder at $2,486 million on the Mare Island dry dock project. The improvement calls for extending the 66-foot dock outward and deepening it 4.1 feet.

Obituaries

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No deaths due to industrial accidents in March, 1967

4 deaths due to industrial accidents in Mar.-Apr. '67

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FOOD COSTS TO DIP—LIVING TO BE EASIER

By SIDNEY MARGOLIUS

The living will be easier in April. Some foods will be cheaper, and post-Easter clothing clearances will offer money-saving buying opportunities in wearing children’s and men’s clothing. Mortgage interest rates have come down slightly from last Fall’s “near-panic” peaks, and are likely to fall further.

We’re getting a little price competition in the auto business at the manufacturer level.

New car sales have been running 15 to 25 per cent behind last year. The result has been a price drop on both new and used models. One shop in this respect has been a recent concession in interest rates dealers pay to banks and finance companies on loans to finance their inventories.

Perhaps the most interesting news to moderate-income families is the manufacturer price cut of $300 on a U.S.-made compact model (the Rambler American). This cut puts the U.S. compacts more directly in price competition with imported compacts, while providing more passenger space, trunk capacity and power, and more widely-available service parts.

The price cut also arouses new interest in the use of compacts, which have on operating costs and purchase price.

The six-cylinder U.S. compacts are now within $200-$100 of the four-cylinder imports, not including freight charges or optional equipment. You can expect some discounts on these prices although not as much as on the more expensive full-size cars. The dealers’ own margin appears to be because of lack of competition. Car owners in the Far West, however, need the added margin, and that half the increase is going to them (one group of gas stations in California actually paid for the added cost of natural gas).

Meanwhile Coms on South Highway 99 through Ethel is paddling whenever possible and everyone is hoping for the TV cable people to award a few contracts, which will permit them under-ground work.

The rock, sand and gravel industry has been hanging on, but there is optimism that things will improve this year. At the same time, bridges have made it into the spectrum. The Cypress Avenue Bridge widening job tops the list, with recommendations for prompt construction, as approved by the Redding Chamber of Commerce.

The Board’s recommendations fall in three categories: construction of rights-of-way, surveys, design and commencement of right-of-way acquisition. There will undoubtedly be some long-term planning connected with the project.

Other projects recommended for immediate construction include four miles of four-lane freeway from Antlers Bridge to Corpus on Interstate 5. 3.2 miles, four-lane freeway on U.S. 99 from Highway 290 to the new Shasta College campus, and construction of an expressway on California Highway 444 from Marysville to Shingleston.

In addition, survey work and designs proposals were high on the list of recommendations, including six miles of four-lane expressway from Redding to Whittletown Highway 99 from Tower House to Buckhorn, shoulder widening and passing lane installation on Highway 99 in the Round Mountain area, and townends at Bella Vista, Round Mountain, Oak Run and Highway 98.

Long-term planning will include 30.5 miles of expressway on Highway 299 from Old Oregon Trail to Montgomery Creek; 11.4 miles of construction on Highway 44 from Shingleston to Vina, seven miles of widening on 44 from Viola to Lassen Park and widening to four lanes on six miles of Highway 99 through Banner.

Another project which will bring on many jobs is Highway 99, as far as Operating Engineers are concerned is the announcement by Nick Heskey, Siskiyou County attorney, that bids will be let April 18. for construction of Box Canyon Dam, with construction to begin in June.

Government agencies have finally released their tentative funds as a result of press application by County officials.

The bid will be for the entire package, including parking areas, sewage, roads, picnic areas and of course, the dam itself. So smile a lot—the fresh air's good for your teeth.

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Oakland
Plan To Boost Open-Pit Production

By NORRIS CASEY, GAIL BISHOP, BUD MALLETT and CECIL PRESTON

The Bureau of Mines has disclosed plans to conduct technical research at the Carlin Gold Mine, aimed at enhancing open-pit production.

The plan was announced by Frank Hibbard, who said the agency is negotiating with Newmont Mining Corp, on the research contract. Hibbard said the goal is to move "brownout" ore to a point where it would become economically feasible to mine low grade ores.

He said such a project could extend the life of operations such as those at Carlin an extra ten years, and increase the total output by $42 million or more.

Hibbard was questioned at a length by a number of interested persons on research plans, and he said several technical breakthroughs in open-pit mining would mean a "20th Century Bougainville."

"The Carlin Mine has been almost entirely responsible in recent years for increases in U.S. gold production, and it is a major contributor to Nevada's resurgence in mining."

Anything that can be done to extend mining operations or to get started can only benefit Nevada's economy and contribute significantly to the nation's dwindling gold reserves.

But all mining in Nevada does not concern gold. Some of its concern copper. David Corporation is involved. That company has taken over the mill from Steam- ing standards, and both new and old should be in full production by mid-April.

At present, company officials say some 1.5 million tons of ore a month is being mucked out, but when full operations are established, that figure should increase considerably, with some 3,000 tons a day going through the mill.

Concentrate ore will be shipped to Tuacoma, Washington by railroad, and the precipitates to El Passo, Texas. Precipitate ore is ore produced through a leaching process.

On the construction side of the block, the state has programmed $32.4 million for highway construction of which $23 million will be for work on the Interstate Highway system.

It is one desire that the Division will consider letting portions of Interstate 80 in the eastern section of the state first.

In addition, the Federal Government has released $1.33 million for highway work, but for preliminary engineering and rights-of-way. Highway 395 through Reno along Kietzke Lane.

An additional $7 million was released for use on Immigration Pass near Carlin. Bills will be called near the first of May.

The 59700 Newmont Mine road project will be advertised the first part of April, with the first part of the proposed Reno Ring Road project to be called near the end of the month. Estimated cost is projected at about $1.2 million.

Another sizable project, the $1.19 million 17th Street underpass in Sparks is also on the May calendar.

Bills will ask for bids near the end of May on the $2.5 million South Truckee Meadow Project. The city has also placed a bill before the legislature aimed at increasing bonding capacity for the present 7.5 per cent to or 20 per cent, in line with other Nevada cities. If the bill passes, an accelerated construction program is imminent in the area.

**Home For Aged**

Senior citizens in the Ogden, Utah area have hailed the beginning of a 13-story multimillion-dollar apartment complex as a culmination of "hoping and planning."

The new senior citizen complex will be located between 20th and 24th Streets on Monroe, covering two acres.

Pinckard Company, Denver, Colorado, will build the 136-unit structure, under a contract which is being financed through a federal loan from the Department of Housing and Urban Development. Construction is expected to take about 18 months.

In Provo, moderate weather has staved the sleeping construction industry, mostly for buildings and structures.

Genoa Steel has revived its activity and American Bridge has the contract to rebuild the No. 2 furnace. About 17 operators are on the present payroll. The job will require about 90 days.

Furnace will be installing the brick lining in the furnace. That phase has just begun. The company will also build the new coke-storing mill, which will take about 11 months.

Heckert Engineering is engaged in metal recasting and slag processing, but are on a reduced schedule, pending contract renewal.

Highway work has also wiggled a bill. You Construction Company, Mant, has set up two surfacing jobs in 1.15 between Spanish Fork and Saratoga, crews are preparing gravel and road beds for filling.

Just 150 working days are allowed, so some overtime is likely. V. C. Mendelbrall at Miners' village has begun calling crews back for flood control work, and hopes to get started on the highway in the near future.
By HUGH BODAM, JOHN THORTON, VANCE ARBOE, TOM BILLS, JACK SHORT and BILL METTZ

SALT LAKE CITY—Once the bone-biting cold of winter gives way to the meaner, more insidious heat of summer, the work force, Bay Area Rapid Transit has moved to go underground—not as a deterrent to organizers, a group of business­men, tradesmen, media executives and civic leaders who have committed themselves to execute a survival plan.

The parking terrace is badly needed in the congested and sans parking space downtown. Shoppers will find the new Penney facilities to their liking. The development will alleviate the congestion of the crowded areas on the street floor, permitting better and more attractive display and shopping possibilities.

Another project which will re­quire the services of several Oper­ating Engineers will arise on West Temple, between South Temple and Second South. There, the "Salt Palace," the city's all­purpose civic center will be built. It will replace the old Cottonwood Bus Terminal, a furniture store, several small shop, service sta­tions and other facilities.

PRIME ASPIRATION

The new civic center is a prime aspiration of Salt Lake's II Cen­tenary Plan. It is designed to host conventions, athletic events, ex­positions and works of fine art. However, a controversy had arisen over the concert hall, since the Mormon Tabernacle, less than a block away, has been used for musical presentations for many years. The development of concert hall opponents that finer acoustics and higher quality of acoustics could not be achieved, and that the money would be needlessly wasted.

Other phases of the II Century Plan are on the drawing boards, and slated to be unveiled in the spring of the future. Among these is a design for upgrading Main Street and Broadway.

EDUCATION BOOST

Education also received a boost when the city decided to construct a new technical school, with a $10 million contract awarded to the Salt Lake Executives also met with representatives of United Air Lines who recommended the city undertake a three year, $11 million expansion program at the Municipal Airport.

The second third will be con­structed between 24th and Montgomery and Randall.

The project will call for con­struction of a cut-and-cover sub­way, with a total length of 785 feet along Market Street to mid­way between Annie and New Montgomery to the vicinity of Santeen and River.

The station will be a cut-and-cover structure, principally of re­inforced concrete with structural steel framework. Earthwork, un­derground utilities, rehabilitation of existing buildings, utility relocation, tem­porary decking, protection of exist­ing buildings and structural facili­ties. Cost of this phase is said to be between $12.5 and $15 million.

With these bids being called for and opened, awards should come shortly thereafter, so construction phases should begin this year.

Continued from Page 10

But the big item is still Starn­va­tion Dam, with minor work now underway.

A pre-job conference was held with the Salt Lake Building Trades Council, the management, and the subcontractors in accord­ance with the provisions of the Utah Masons and Carpenters Union's contract.

The prime contractor intends to do the preliminary excavation for the dam footings and to bring the fill above ground. He also intends to complete the diversion tunnel and the grading.

The bulk of the work will not begin until next year, with ploni­tion scheduled the following year.

The rolled-earth fill structure will be 2,920 feet long and 155 feet high, creating a 167,000 acre foot reservoir, about one-third larger than the present Deer Creek Reservoir.

Water will be diverted at Knight Diversion Dam, five miles upstream from Duchesne in the seven-foot diameter, two-mile long Starnvation Feeder Canal to the reservoir.

Storm water will be used to supplement irrigation of 60,000 acres on the Little Bear River and to replace some water presently used in that area, to be di­rected into Foxhall Basin.

Recreation will also benefit through increased fishing, boating, hiking and wildlife conservation.

EUREKA


OAKLAND

Congratulations to Brother and Mrs. Buck Wentworth who gained an 8.5 pound son, March 12. The proud grandfather is Brother Al Wentworth, long-time member and crane operator for Pacific States Steel.

STOCKTON

Our deepest sympathy to the families and friends of late Brothers A. J. "Pat" Claw and Alon Crabtree, who passed away in March.

Brother Cecil "Doc" Ford has returned from Thailand after completing his contract for Dillingham, Zachary and Kaiser. Brothers Walter Job, Joseph LeBrun, Ezra Clifton and Ollie C. Connerley have been on the sick list during the past month. We wish them rapid get-wells.

Hospitalized during the month was M. E. "Ed" Hayes. We also wish him a rapid recovery.

UTAH

Brother Vern Peterson is back in Salt Lake City after spending several months in a Vallejo, California hospital.

Vern was injured when his blade collided with an 18-year-old son, Randolph Jr. was killed in Vietnam.

Randolph Jr. had inspired to become an Operating Engineer as his father and grandfather, Roger K. Williams, on a construction project in Vietnam. Our sympathy to the family and friends.

SAN RAFAEL

Best wishes to Brothers Ozzie Wilbur, Ken King, Haskell Thomas, Mel Heim, who have been on the sick list or hospi­talized during recent weeks.

Congratulations to Brother Keith Schofield and his wife who gained a tax deduction (boy), March 25.

SACRAMENTO

Our congratulations to retired Brother Carl Williams and his lovely wife, who celebrated their Golden Wedding An­niversary Feb. 4.

Our deepest regrets in the passing of Brothers Arthur Sanders, Harold Lowery and Gordon Garner.

Our wishes for speedy recovery to Executive Board Mem­ber Bill Woodyard, recuperating at home after a stint in the hospital, and to Brothers Lewis Taylor and Horace Wein who have been ill.

By A. J. (Buck) Hope & Warren Lemoine

SAN FRANCISCO—Now that the skies have temporarily cleared of the heavy smog and the spring fogs have in­filtrated the work force, Bay Area Rapid Transit has moved to go underground—not as a deterrent to organizers, a group of business­men, tradesmen, media executives and civic leaders who have committed themselves to execute a survival plan.

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San Francisco—Now that the skies have temporarily cleared of the heavy smog and the spring fogs have in­filtrated the work force, Bay Area Rapid Transit has moved to go underground—not as a deterrent to organizers, a group of business­men, tradesmen, media executives and civic leaders who have committed themselves to execute a survival plan.

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Africa’s Ideal In Democracy

“This country is a showplace of democracy, although it is one of the smaller ones.”

So said Charlie Dees, long-time Local 3 member who just three weeks ago returned to Liberia, “a country of which Americans know very little.”

Liberia, according to Brother Dees, is a clean country, which impresses a strange mark of respect since there is no manufacturing there. Two rubber plantations, one owned and operated by Firestone that employs 27,000 people and a small one owned by Goodrich, are a major portion of the country’s industry. “Liberians are a neat, rise, oil and pepper-eating people, but most of their rice is imported from California and Texas, and there isn’t a horse in the entire country,” Charlie said.

He said the country is the brainchild of the United States, and through the leadership of William S. Tolman, one of Africa’s truly great leaders, has maintained an open-door policy toward Americans.

There are about 1,000 Peace Corps in Liberia, teaching agriculture and economics, and offering instruction in health and hygiene.

“There is much to be taught, and the people are eager to learn. They are receptive to the instruction, and they do their share to become more knowledgeable in child care, feeding of newborns and sanitation, but the greatest development is taking place in education, where there is a critical shortage of teachers,” he said.

There is also an urgent need for doctors.

Dees said plans are in the hopper to construct a $5 million hospital in Monrovia, the country’s capital. It will be known as the John F. Kennedy Memorial Hospital, in memory of one of Liberia’s most revered persons.

“The country is doing a good job of unifying. It has 28 different dialects, but there has been tremendous success in getting together. And integration has not been a problem,” he stated.

Although Liberia cannot be considered a wealthy nation, it has contributed its share to world trade in exportation of diamonds and iron.

There is not a black market problem there, but law enforcement agencies have a difficult time controlling thievety at the ports, a problem faced at almost any port in the world.

With all the changes taking place, the people are retaining some of their customs, as they should.

One of the most colorful and interesting is that practiced by the Gola Tribe, wherein girls from ages eight to 14 are sent to a compound where they become Benduma Dancing girls.

They train for four years and when they graduate, perform outside the compound, at which time they become women.

After the graduation ceremony, the compound is burned down and a new program begins.

“I had the opportunity of observing one of these rituals. The Golas are extremely considerate of me, and treated me as one of their own. A man doesn’t forget hospitality such as that,” Charlie said.

There are a number of Operating Engineers employed at Liberia Mining Company, producing iron for export.

Local 3 Widow Is Grateful

Members and officers of Local 3 were shocked to hear of the death of Brother Charles Gaines, whose widow resides at 885 E. 3rd South, Provo, Utah.

In a letter to Business Manager Al Clem, Mrs. Gaines expressed her appreciation to the members and officers during the illness and ensuing death of her husband.

She said:

“This letter is long overdue. The delay is not because my husband, Charles G. Gaines and I did not feel deep appreciation for all the kindness we have experienced from officers and members of the Union. It was a subject often discussed by us. However, I am sure you understand that the stress of his illness and death precochped getting down on paper what was in our hearts.

The local officers of the Union have been outstanding in their helpfulness not only during Charles’ illness and death but from the very start of his relationship with the Union and when applying for his pension.

The officers and many members called on him at the hospital and while they may not have realized fully the benefit of this to him, it meant so very much to both of us. We felt they were not calling because they felt it was a duty. Their interest was only one example of the friendship which has always pervaded this relationship. I shall always cherish the beautiful Bible which was given to me at the service for Charles. This presentation was unexpected, but I am very appreciative. Many members attended the service and called on the family prior to the funeral.

The lasting benefits which will come to me were of great concern to my husband. The monthly payments for the next year will help me so much financially. The insurance benefits will help pay for the costly illness and funeral. Perhaps what has seemed most outstanding to us has been the efficiency of your operation and handling of paperwork that always comes up at a time like this. If this sounds like a testimonial to the Union, its officers and members, and for the financial benefits to us, so be it! This expression comes from my heart. My son and his family join in sending this to you.

Sincerely yours,

Anna M. Gaines

Villegers found a deadly Kasabe snake crawling about, so they killed it. The venomous reptile will be served for breakfast.

DOUBLE YOUR RETURN

Did you know that your Credit Union is paying a dividend on savings, and that most savers are provided an insurance policy equal to the amount of a share account up to $1,000? It’s true! By saving in the Operating Engineers Credit Union, beneficiaries of most savers are provided an extra life insurance policy, without paying anything out in the way of premiums.

What’s more, share accounts also pay interest, which gives the contributor two returns on one investment.

That’s something to think about, isn’t it? See your loan officer or District Representative for further details.
Rec Important To Merced Development

By CLAUDE ODOM, JEREMY BLAIR, TOM REEK and JENNY GREEN

FRESNO-Merced County has a group of far-sighted and ad

versed citizens who have recognized that recreation is a vital

part of any community economy.

After the end of World War II, these energetic planners realized

that the county would either have to keep pace or lag behind in

California's owes-all progress. They chose to move ahead, so

outdoor recreation is no accidental happenstance.

The County has come a long way since its birth in May, 1855.

The population under the county line then was 3,000 residents made
their livings there. Today, the population is nearly 110,000.

Due to Development

Some of the development is due to development of water proj

ets, resulting in the massive reac

In 1962, the late President John F. Kennedy triggered the de

al and beginning of construction on the

the reservoir project in the Pacheco

The N750 million project, when complete this spring, will reflect the

beginning of construction on the

the reservoir project in the Pacheco

main feature

It s principal feature is the new Exchequer Dam. Trials operations
have been conducted on the new powerhouse and operation is ex
pected to begin in the next few weeks.

Where the old dam impounded 281,200 acre-feet in Lake Mc
Clore, the new structure will impound water into a reservoir with
flood capacity to 510 million acre-feet, behind a dam 180 feet higher than its prede

Several miles downstream from Lake McClure is the 9,400 acre
feet McWay Reservoir, part of the Merced River Project. This site
will be a principal recreation development, a combination park and water playground.

3 MILES LONG

The San Luis Dam is three miles long and will impound 450 million acre-feet for use on the

dams in central and southern California. The project will be completed and all but
officially named the J. E. O'Neill Reservoir will attract thousands to its shores.

At present, a comprehensive move is underway to federal water rights in the San Joa
in the process of which the city contracts from the reclamation bureau.

FEED CITY

Plans call for conveying the water to a filtration gallery of 1 million gallons a day in Mill Di
The water would be fed into the city's distribution system via a pipeline. It provides for use of the

East Side First

He said the reservoir cannot be developed until the long-sought East Side Division of the Central
Valley Development has been completed.

Earlier this year, Rep. B. F. Sink introduced a bill authorizing
5775-1971 for the division. In its final phase, it would bring 1,500 million acre-feet of water into the

Fresno. The division would also create five lakes, two of them, the Big

Lake and Little Dry Creek, in Fresno County.
The freeway Maze
And The Public Gaze

BY DAVE BEA, AL DALTON, ART GAROFALO and JIM CENTRY

SACRAMENTO - State Highway officials may reluctantly improve their vision by the year 2020, but the public's stare may still be trying to find its way through the underside maze of freeway construction.

Although motorists into and out of Sacramento became accustomed to looking for new freeways and bridges, much remains to be done.

The freeway maze and expressway progress in the next three years is clouded by the $1 billion Viet Nam War stimulus and the big question mark hanging over the state's ballooning budget, and the spending slash of Gov. Ronald Reagan.

SOME PRIDE

But we can look with pride at what has been done in recent years.

Most spectacular of the Capital City's bridges is the Folsom Bridge, over the American River, touching the city, touching the lives of drivers from far and near.

It was opened Aug. 30.

The Folsom Bridge is dramatic end the traditional frustration associated with passing over the 52 years that it took to build.

This summer should bring the completion of the first segment of the freeway freeway from 5th Street to 15th Street and the 15th and 16th to Alhambra Boulevard segments.

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Ed Hearn, Niles Cox, Robert H. Gonzales, Robert Huyer, Gene Jones and Bob Worth.

Oakland—Doors, there's a muddy (or disintegrated) road ahead, and it's bound to get worse.

The Rapid Transit byways, put into use on Broadway, so far have been deeply unpaved and will happen if the future is uncertain.

City officials have been watching the doings but up to now they can't use in January, with "interest and apprehension."

Broadway has been closed to northbound traffic between 22nd and 12th Streets, and in February, the detour was extended down 9th Street, assisting the traffic flow on Franklin St.

Traffic Engineer Arnold Johnson and Capt. Charles Hansen, traffic division commander, Oakland Police Department, say the arrangement has worked out satisfactorily to date, but both are worried about what will happen when BART work reaches peak construction.

The idea out that heavy trucks hauling dirt from 70-foot deep excavations and heavy equipment and building materials being moved in, will cause some hectic developments.

"Nobody knows how we will handle traffic. It will be trial and error for awhile, but we will try to work out a satisfactory circulation system to keep disruptions at a minimum," Hansen said.

Hansen and Johnson are hoping that people will ride buses to keep as many automobiles as possible out of the downtown area. Lots of luck.

Now, onto encouraging matters.

Prepakt Concrete is engaged in a rather interesting experiment on the Western Pacific Mile, reinforcing the rotted-out piers under the pier.

At the pier, a great pump is set up in the water with hoses laid on the pier which will serve as reinforcing for the pier.

Over the mesh the diver places a nylon sack joined together with a zipper.

When the nylon sack is in place, great pressure is pumped into it, and the pressure forces the material into the cavities.

Although it can't compare with some of the leading toothpastes in reducing cavities, it is hoped that the great pressure will replace the need for any future filling for a few years.

As for wheat work is concerned, a wheat grower has been known to have a lot and several are in the prospective limelight.

Alameda County has been awarded by the Board of Supervisors.

Silva's Pipeline, Inc., Hayward, was successful bidder on installation of sewers in Redwood City, and the Alameda County Sewer Board is now considering the possibility of awarding a contract to place a 20-inch sewer line between Union and 2nd Avenues, having been awarded a contract by the Board of Supervisors.

The contract for $228,071 in food control facilities for the new industrial park in Alameda County has been awarded the Board of Supervisors.

The project is expected to be completed by the end of the year, and it will provide additional sewer, water and power facilities for the new industrial park.

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Steward William Weldon, M and K tunnel job, San Rafael, meets with foreman Clyde Myers and Ray Kinesey, 25-year Local No. 3 member.

Steward Alfred Eddy has been working for Haas and Haynie during construction of the new Japanese Trade Center in San Francisco.

**REMEMBER WHEN?**

*Parley's Canyon Sans I-80*

Things have changed considerably since 1927 in Parley’s Canyon east of Salt Lake City, Utah. New highways have been built, new interchanges are confusing traffic, and homes have sprung up all over the place.

In fact, one of Utah’s finest golf courses has been built in the area. But in 1927, things were more informal. There were no super highways. In fact, there weren’t many super cars.

Jack Carwin was operating a 700 P and H shovel in those early years, for Baker and Frazer. His scale was based on California wages-8240 a month, depending on the number of holidays. Brother Carwin, who is now retired, said they loaded material on white and Mack chain-driven trucks with solid tires. At least, the blowouts were few, if the ride was a little rough.

These were the days when aviation got started in the West, with Salt Lake City being one of the major stops on the fledgling airline routes.

Parley’s Canyon and Weber Canyon were two of the passes pilots used to get to their destinations between Salt Lake City and Rock Springs, Wyoming and Salt Lake City and Denver, Colorado. America’s pioneer spirit was still prevalent, both with the shovel runners, who dared to try operating machinery in steep country, and the pilots who tried to get over it.

OAKLAND—The largest number of stewards to attend a meeting in 1967 gathered here recently to chat about common problems, and to get a few new ideas on how to better police their respective jobs.

The San Francisco office has installed a new concept in planning and surveying the problems arising on the jobsite, that of sending a self-addressed card, which the stewards will use to list the number of complaints members on a job have.

The system is being tried in Marysville, Oakland, San Rafael and San Mateo.

Stewards were also told that employers are being made aware that Local 3 has placed those stewards to become a “watchdog” of sorts, and why the particular members were selected for that job.

Stewards are also aware that they would not have been selected if they were not qualified to handle the job.

In the Oakland Meeting, Thomas B. Van Deusen suggested that Stewards be provided with a form on which to write down a grievance, which would be either mailed to or given the agent when he comes to investigate a complaint.

Van Deusen said the form would give the agent a chance to review the circumstances before he is called to investigate, thereby better preparing him for his decisions.

The 42 Stewards and other members present seemed in favor of the idea.

There was a short discussion concerning the value of the form, and little opposition was voiced by anyone.

Stewards were also cautioned to check new members’ dispatches when they come on a job.

They were told that jurisdictional matters are becoming more difficult to control, and that in order to protect our members, we have to look after our own interests and protect what we have.

Executive Board member Ted Maxen told the group he was happy to see the turnout. He also had a message to give them.

He suggested they try to invest in the credit union.

The advantages, he said, were quite unique, in that shareholders not only receive a dividend on savings, they also receive a life insurance policy equal to the amount invested, up to $2,000, giving them a two-fold return on investment.

**STEWARDS MEETINGS**

APRIL, 1967
San Mateo—Tuesday, April 11
San Rafael—Tuesday, April 18
San Jose—Tuesday, April 20

**CREDIT UNION**

478 Valencia St.
San Francisco, Calif.
Phone: 431-5885

**HEALTH AND WELFARE- PENSION ADMINISTRATION OFFICE**

208 Golden Gate Avenue,
San Francisco 2, Calif.
Phone: 631-329

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