

NEWSLETTER

PUBLISHED FOR PERSONNEL OF TUDOR ENGINEERING COMPANY

APRIL, 1968

A MESSAGE FROM LOUIS RIGGS

With this issue the Newsletter resumes publication on what is intended to be a regular basis. It is your paper--to you, about you, and very largely by you. It will be informative as your articles and as picturesque as your photos or sketches.

This issue brings both cheerful and sad news.

Certainly the signing of contracts for design of the Caracas Metro and for study of a Fourth Lake Washington crossing is welcome news. These projects are especially welcome because they build directly on our BART experience, and reinforce the firm's earliest successes in designing successful toll crossings.

Sadness accompanied the death of John Marr on March 17. For more than fourteen years, from his service as Ralph Tudor's special assistant in Washington to his retirement here last year, John gave unstintingly of himself. His was the kind of intense dedication to our profession that has always brought distinction to this firm and pride to its employees.

John's death also serves as a reminder that there are still very dedicated men and women bringing credit to Tudor Engineering Company day after day. Sometimes the credit comes through simple courtesy in serving those who visit or telephone us. Occasionally the credit comes engraved on awards like the two received for the BART aerial structure design or that from the Department of Housing and Urban Development commending the Bay Area Rapid Transit District for excellence in comprehensive design. These reflect favorably on the entire team at Tudor Engineering Company.

Right now, your officers are spending a great deal of time telling others about your talents, and are beginning to get some very encouraging responses. We feel confident of maintaining the firm at or above its present size during 1968. Most importantly, we are optimistic that good work today will continue to open new opportunities for tomorrow.

NEWS FLASH

On April 9, 1968, Les Helgesson became a bona fide politician. He was elected a City Councilman for Los Altos Hills receiving 60% of the votes cast, which was the highest of any candidate. Congratulations, Les!

NEWS FROM THE NORTHWEST

Yakima

Paul Potter and Mike Harrington opened the Yakima, Washington office in September of last year. The present staff includes Frank Paden and Al Rose from San Francisco; Louise Russell, secretary; Dee Tufts, civil engineer; and Ed Van Plake, draftsman, all from Yakima. Francois Martin was on temporary leave from the San Francisco office to give a hand. Following are two pictures of the staff and office.



Paul and Louise



Frank Paden, Al Rose, Ed VanPlake, Francois Martin, Dee Tufts, Mike Harrington

Paul, Mike and Frank had to learn to shovel snow again. However, they report that the winter was a mild one and the early spring was beautiful. Bachelor Al had a little trouble getting settled and meeting new friends. It took all of three days for him to line up a steady girlfriend. Stanley Froid is an almost regular commuter to Yakima; Louis Riggs gave a talk in March before the local Chamber of Commerce on BART; Russ Pearson, Barney Westkamper and Bill Holmberg each spent a week in the office.

The friendly "Yakima Reservation" welcomes all visitors and since Yakima is a desert with only seven inches of rain a year, no rain coats are needed unless you plan to go to Seattle.

Seattle

Tudor Engineering Company has been selected to study the location, design and financing of a Fourth Lake Washington crossing. Those familiar with the Seattle area may wonder whatever happened to number three, so a little background seems in order.

A joint technical committee has been looking ahead to 1990. It foresees that the two floating bridges which now cross Lake Washington--the Mercer Island Bridge and more recently, the Evergreen Point Bridge--will have to be supplemented in several stages.

First, a parallel Mercer Island Bridge will be required. The need for this bridge seems well accepted. It will operate in conjunction with the original floating bridge to provide either six or eight lanes, and serious thought is being given to provide two rapid transit "lanes" in either case. The parallel bridge is the missing number three.

The joint technical committee and others active in regional planning foresee need for a fourth and possibly even a fifth crossing in the future. For at least number four, decisions are needed now on location, cost, and service so that realistic provisions may be made in the regional plan to preserve access to the structure and to schedule related highway and transit improvements.

The selection of Tudor Engineering Company to perform this study for the State Highway Department was announced by Charles G. Prahl, Director of Highways.

The fourth crossing will be located northward of the Mercer Island route. Both floating and under-water alternatives will be investigated, with particular consideration to the aesthetic and recreational values of the Lake and its shoreline. The Legislature has also directed that the study include connecting roads and approaches, and their integration with city streets. Among other things, this includes connections to four freeways.

Tudor Engineering Company will also be expected to work closely with State and local agencies and make as much use as possible of previous planning, traffic, foundation and structural studies related to the crossing. To get an early start in the necessary research and to define the critical problems which remain, Bob Janopaul, Bob Wilkinson, Bert LaVigne and Russ Pearson have already staffed a new Seattle office in the United Pacific Building, 1000 Second Avenue, Seattle 98104.

This assignment will continue our long standing teamwork with Shannon & Wilson and with Whitacre Engineers, Inc. Deadline for completion is December 1, 1968.

Boise

The Idaho Division in Boise has recently been selected to perform some interesting design and planning work. Some of the jobs are:

Design approximately 60 miles of recreation road for the Bureau of Land Management in Nevada. This is located in three widely separated areas--Las Vegas, Elko, McDermitt. Les Ankenman and his crew are doing the preliminary field work now and we hear that after successfully escaping the Las Vegas area, the one-armed bandits will be waiting for them near Elko!

A comprehensive water and sewer planning study project for Umatilla County, Oregon.

Design 7 major highway crossings in North Idaho on Interstate 90. Projects are in the Coeur d'Alene area, a tremendous recreational spot with nearby Hydro-lane famous Lake Coeur d'Alene and world record Kam-loop trout producing Lake Pend Oreille. How's that for promotion? Speaking of promotion, most states require a minimum size for fish caught--Idaho has a maximum too! All sturgeon over 6 feet must be tossed back (that is, if they don't toss you first).

Welcome to two new employees--Joe Olson, a native Idahoan, is a registered land surveyor in Idaho and Nevada and a draftsman; Quent Keener is a registered Civil Engineer in California and Idaho. Quent has been active in his efforts to promote new work in Idaho, Oregon and Washington.

Congratulations and best wishes to Alice and Les Ankerman on the recent arrival of a son.

NEWS FROM LATIN AMERICA

Caracas

April Fool's Day found Louis Riggs and Matt Harrison in Caracas, hopeful that the Venezuelans hadn't heard of Gringo prankishness. After all, they were there to sign a contract under which the joint venture of Parsons Brinckerhoff-Tudor-Bechtel will design a one hundred million dollar subway for the Caracas Metro. They have since returned, contract signed.

Design work has started and Tudor Engineering Company has been active in the preliminary Study Contract for over a year with Don Moore and Bill McInerney assigned to the Caracas Study Group office. Frank Lerchen and Steve Stevlingson have also been with the Study Group in anticipation of successful negotiations of the Design Contract. Marius Bejan, Dan Yavorsky and Larry Barr are expected to report to Frank who is Resident Project Director about May 1. Other personnel will be assigned from the offices of the joint venture firms.

We have established a new office of Parsons Brinckerhoff-Tudor-Bechtel, Caracas Metro Consultants (PBTB, CMC) at 515 Market Street where Matt Harrison is Project Director, Don Logan is working on scheduling and budgets, and Barbara (Rivas) Clark is handling everything else. Peter Vandersloot has moved to 515 from 814 Mission Street and is working on the project.

The new contract involves the design of the first 4.5 miles of the Caracas Metro, including eight stations and one yard. The majority of the line will be underground. Current schedule calls for the design work to be accomplished in approximately two years. Frank has opened an attractive office in Caracas at the Centro Profesional del Este where the preliminary design work will be accomplished by PBTB, S.A. The central office here in San Francisco will be the final design office, not primarily a control office, although some items will be assigned directly to venture firms. In addition, our company will fill the sponsor's role in the joint venture, providing a welcome opportunity to add to the firm's record in planning and design of major subway structures.

Now for some news right from the horse's mouth (in the person of Steve Stevlingson): The four company employees in Caracas are presently working on two separate phases of the Metro program.

Don Moore and Bill McInerney are assigned to the 10 man "Study Group" that is working with the Transport Ministry on various planning and route selection activities. Don, who has been in Caracas since February 1967, and Bill since May 1967, are getting to be "old hands" but neither one has been able to adjust completely to the Ministry's working hours--8:00 to 12:30 and 3:00 to 6:30.

Frank Lerchen and Steve are assigned to the "Design Group." They both arrived in Caracas during September of last year and recently began operating out of the nearly completed joint venture office which is about 15 minutes away from downtown. Frank's wife, Martha, joined him in Caracas in January and they recently enjoyed a weekend in Puerto Ordaz where Martha's sister and brother-in-law live.

Steve and Bill spent the Carnival weekend (similar to Mardi Gras) in Trinidad. They reported that the museums, art galleries, libraries, etc. made the trip worthwhile. (A very likely story)

Former Tudorite Dixie Tomlin is enjoying her life of leisure but misses her many friends at Tudor in San Francisco. Dixie's husband, Bryce, is one of the key PBQ&D members of the "Study Group."

Buenos Aires

Dave Willer reports that they are now occupying an office in a new building on the 25th floor. They had an "open house" party on April 5 and Dave invited all the San Francisco Tudorites, but he didn't quite get around to sending the plane tickets!

For their vacation, Dave and his family flew to Bariloche (about 800 miles south and west of Buenos Aires). This region, with many large lakes, has been described as the "Switzerland of South America." From Bariloche, via launches and buses, they travelled through the Andes to Puerto Montt, Chile and from there, returned by air to Buenos Aires. Dave wrote that the beauty of this area is difficult to describe. They saw the Arraynes Wood, trees with twisted orange trunks, which was the background for the movie, Bambi. A local product of the area is ski sweaters so each member of the Willer family (papa, mama and three little ones) was outfitted with a sweater so that they will be warm next winter, which is coming up soon.

A SOJOURN TO SAIGON

Late in January of this year, Tudor Engineering Company, in joint venture with Thomas T. Lunde, Inc., undertook about a 30-day study of the Navy's dredging operations in Vietnam. Bob Janopaul, in company with three dredging experts (Alton White, Arthur Sipes and Guy Walgraeve) left San Francisco for Saigon on January 25 and arrived just a few days before the start of the Lunar New Year celebration (Tet). Saigon was in a gay mood, flowers everywhere, children mischievously setting off huge strings of fire crackers and the restaurants and night clubs doing a roaring business. The team found suitable accommodations at the Astor Hotel and established contacts and commenced work on the study in Saigon. On the morning of January 31, the Viet Cong launched suicidal attacks on several key political and military installations in Saigon. Two blocks from the Astor Hotel, the V.C. hit the Vietnamese Naval Headquarters. The U.S. Embassy, which is located about five blocks from the hotel, came under heavy attack for about six hours. During the early morning hours, the hotel "guests" could look out from the roof of the hotel and see the city lit up by flares and observe helicopter gun ships skimming over the city's rooftops.

For five days, the team members were confined to quarters (except for a necessary move two blocks up the street to the Caravelle Hotel). Other than a few adventuresome Frenchmen and Americans, nothing much moved on the streets of Saigon except armed military police who patrolled in jeeps with a pedestal mounted machine gun looking for V.C. snipers. The Armed Forces radio provided cryptic reports on the situation in Vietnam but left much to be desired regarding details of incidents in Saigon. Conversations with news correspondents coming and going from the Caravelle Hotel helped fill in some of the information gap and provided insight into the local military and political situation. Although these reports were interesting, they were in general very discouraging as the V.C. had proved there was no place in South Vietnam that could be considered safe or immune from attack. Even General Westmoreland's Headquarters (Pentagon East) at Tan Son Nhut Air Base came under rocket and mortar attack.

Finally on Monday morning, February 5, the military decided the team could go back to work. Thereupon, the group resumed its data collection and survey operations at various military offices and contractor facilities in Saigon. This meant frequent trips in vehicles around town even though V.C. snipers were still active in various sections. Each evening, from the rooftop of the hotel, one could observe the horror of the war in technicolor and stereophonic sound. Flares lit up the city from early evening until dawn. Helicopter gun ships constantly swept the city, occasionally converging on an enemy target, sometimes a few miles from the hotel, and raking the area with brilliant red tracer fire. Huge fires could be seen at several locations around town, some burning for days and giving off huge pillars of smoke. From the direction of Tan Son Nhut Air Base, the sound of bombs and mortar explosions could be heard in varying intensities throughout the night. Often during dinner, the intense bombing in and around the city would rattle the large plate glass windows on the 9th floor dining room of the hotel.

Somehow, the team managed to complete its assignment in Saigon without encountering any physical harm (other than frayed nerves and ulcers) returning to San Francisco on February 14. The report was completed on schedule and submitted to the Navy on February 26.

TRAVELS (R AND R)

Apparently Tudor Engineering Company is beginning to return to its normal pattern of service to numerous clients in diverse places. Previous to the BART project, which has turned most of us into regular homebodies, it was customary to flit to some remote semi-civilized area periodically as a gesture of self-sacrifice. Randy Wilkinson and Ray O'Neil who have returned to home base in recent months are two cases in point.

Randy spent five full years in Lisbon, boxed into the very corner of Europe. With hardly anyone to talk to except government officials, steel men, contractors and a telephone book full of visiting dignitaries interested in the design and construction of the Tagus River Bridge (formally named Ponte Salazar upon completion), Randy remained in Lisbon until the office was closed last August. Since his 1962 round tripticket had long since expired, he was left largely to his own devices to find his way home. Leaving Lisbon, Randy, Jeannine and Amanda motored aimlessly through Spain, Andorra, France, Belgium, the Netherlands, Germany, Sweden, Denmark, Norway and England. To recover from the ardors of travel, Randy and Jeannine visited former Tudorites Tor Karlsen and Per Landfeld and their families while in Oslo. Still distraught with Pan Am for noth honoring that old ticket, the Wilkinsons returned to New York on the S.S. France and drove cross-country to California.

Randy has been back in San Francisco five months now and left the first of April for a short assignment in Seattle.

Even closer to home, Ray O'Neil encountered similar problems. The first leg of his trip took him only three blocks from the old Mission Street office--to "814". One day while exploring Contra Costa Line extensions along the river, he became lost in the late afternoon fog and emerged in Pittsburgh--Pennsylvania, that is. Fortunately PBQ&D was then planning a regional rapid transit there, so Ray was able to telephone San Francisco collect from their office. Six months later, when JVC O returned his call, they sent him to Atlanta.

After another year and a half, learning that southern drawl--yall--and all that sort of thing, he headed west to San Francisco via Mexico (don't believe this was really the most direct route to "home" but Ray was convinced of it). While in Mexico City, his Alfa decided to get sick which lengthened the stay (most conveniently) then he headed back to California via Guadalajara, Mazatlan and Los Angeles(?).

From the examples of Randy and Ray, surely one lesson can be drawn. No matter where you may go for Tudor Engineering Company, coming back can be a long and difficult process.

Congratulations to

Stanley and Elizabeth Innes whose daughter, Margaret Heather, is all of six months old at this time.

Gary and Helen Chan whose son, Kelvin, was born on January 6.

Dan and Maureen Yavorsky who introduced Ann Marie to the world on February 10.

Judith and Lin Wilson who produced Susanna Clare on March 21.

Pat and Ted Purcell on the birth of Theodore Hugh, Jr. who weighed in almost as much as his "pop" weighs now.

Roger and Patricia Brassfield who adopted Lisa Michelle.

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JUNE, 1968

A MESSAGE FROM LOUIS RIGGS

On May 22, Parsons Brinckerhoff-Tudor-Bechtel was honored at an Awards Dinner presented by the Building Industry Conference Board. There were approximately 400 of the Bay Area's leading construction-related people in attendance and Tudor Engineering Company was well represented.

The picture below shows Louis Riggs accepting Tudor's Certificate of Special Recognition for professional excellence in design and management of construction for the Bay Area Rapid Transit project. Mr. Kiely accepted Bechtel's award and Mr. Everson received the award for PBQ&D, Inc.



Tudor Engineering Company submitted an entry for the aerial structure for BART to Consulting Engineers Council 1968 Engineering Excellence Awards Competition. Although we didn't get an Engineering Excellence Award this year, we did receive Honorable Mention recognition.

Tudor Engineering Company gave 40 tickets to Bill Parr and his boys at the San Antonio Youth Project for the New Ice Follies held at the Oakland Coliseum.

The Oakland Chamber of Commerce recommended that we give the tickets to this particular organization as the background of this organization is most interesting and heartwarming. A young man, Bill Parr, who was studying for the Priesthood, found several young boys who were or had been in serious trouble and some had spent time in a penal institution, and who either had no family or parents who didn't care what happened to them. He decided to see what he could do to help these boys--rented an old house in Oakland, provides food and shelter, makes the boys interested in their schooling and in a short time, has done a remarkable job. There was a most interesting article about this group which appeared in the Oakland Tribune a few weeks ago.

NEWS FROM THE NORTHWEST

Yakima

Sorry - no input, so the computer shows red.

Seattle

News from the land of the "sky blue water" and the "evergreen trees", (at least this applies to the Puget Sound Area), finds a busy Tudor Engineering Company staff deeply involved in engineering challenges, cultural appreciation and unlimited recreational opportunities. Opening day of yachting season, May 4th, found Bob Janopaul aboard a 46-foot cabin cruiser on Lake Washington observing the colorful marine extravaganza and carefully observing potential locations for a Fourth Crossing of Lake Washington. Meanwhile Bert LaVigne spent a weekend sailing on the Sound in a friend's Columbia 22. On weekends when the staff is not commuting to San Francisco to visit the families (mow the grass, fix oven doors, patch bicycle tires, repair leaky faucets, etc.) extensive Puget Sound regional reconnaissance studies are scheduled. Randy Wilkinson is normally the instigator of these educational studies. This involves touring the local wilderness areas (such as Bainbridge Island, the Hood Canal,

the Olympian Cascades, Whidby Island and the night life in Seattle) all the while making mental notes of where future highways, bridges, ports, reservoirs and recreational spas could possibly be situated within such a spectacular environment.

The coming summer months look very promising. Russ Pearson just acquired an apartment (with a lanai) overlooking Lake Union and the Seattle Center. Randy Wilkinson has rented, for the summer, a completely furnished home in the Mount Baker area which overlooks the south end of the Lake and Mercer Island.

The Janopauls-Bob, Beth, the three girls and "Flag", (a friendly 80-lb. German Shepherd)--are planning to set up housekeeping for the summer months on Mercer Island in a rented home situated on the northeastern shore of the Island. The sandy beach and the swimming hole (Lake Washington) are about 200 feet from the front door steps.

Over the long Memorial Day weekend, the LaVignes--Bert, Barbara, Beth, Bruce and Barry--had a festive reunion with old friends who now reside in the Northwest.

Jim Holden and Marcus Rodrigues spent a cultural evening at the new Seattle Opera House and saw "Brasiliana", a touring musical show from Brazil. Like "old home week" for Marcus; and for Jim, it gave him an opportunity to brush up on his Portuguese.

Back to the Seattle office and the more serious aspects of engineering assignments on hand. The Seattle staff now consists of Bob Janopaul, Randy Wilkinson, Bert LaVigne, Russ Pearson, Jim Holden and Marcus Rodrigues. On June 17, Francois Martin will also be joining the Seattle office. Margaret ("Maggie") Cotton provides the secretarial assistance and in addition serves as the Puget Sound Chamber of Commerce representative for all of the out-of-towners visiting the Seattle office.

The Fourth Lake Washington Crossing study is well under way. Much time and effort has been devoted to meetings with local governmental interests and obtaining their views and concerns regarding the project. Much interest has been expressed, and it has been found that many have definite ideas on the location of the crossing, the type of structure, etc.

One of the major problems has been the determination of the lake bottom contours and its geological configuration. To assist in this, Geo Recon, a subsidiary company of Shannon and Wilson, Inc. was retained to make high energy sonar soundings and pulser accoustical profiles of the lake bottom. This is a relatively new exploration procedure and has yielded much information which heretofore would have been very costly and difficult to obtain with conventional sounding equipment. This information has revealed that a potential lake bottom crossing structure will be in an area of about 200 feet of water, with the lake bottom consisting of sediment deposits up to 250 feet thick. Within a short while, work will be completed which will indicate the possibility of constructing a sub-aqueous tunnel for the crossing structure, together with preliminary designs of possible crossing.

Another concern of the Seattle office is the Union Avenue Improvement project in Tacoma. This work consists of the provision of traffic engineering assistance and related consultation for Pacific Engineers & Planners (Horace Whitacre, Pres.) regarding the improvement of a portion of Union Avenue in Tacoma. Bert LaVigne advises that the job is progressing well and that the traffic analysis, route location, intersection geometry, signalization and illumination phase of the work will be complete within the next month or two.

Boise

Dave Toothman is on vacation at publishing time, so we "struck out" this issue.

NEWS FROM LATIN AMERICA

Caracas

The Los Palos Grandes area of Caracas is rapidly becoming a PBTB Ghetto. Newcomers, the Marius Bejans and the Larry Barrs have moved into the same building in which Bill McInerney lives. Three non-Tudor members of the "study group" are also in the same building. Steve Stevlingson lives just across the street and the Tomlins plus four other study group people are within a few blocks. Individualist, Dan Yavorsky, is camped out in a boarding house, affectionately referred to as the "Kennel", in the Sabana Grande district.

Don Moore and Bill McInerney who have been working at the Oficina Ministerial Del Transporte offices as part of the study group are nearing the end of their respective tours in Caracas. Bill will leave first, around the end of June, and expects to report to the San Francisco office about the end of July.

Don Moore will leave at the end of August although his wife Ethel and daughter will get a head start shortly after school closes, about the middle of June.

Both Don and Bill who have worked hard on learning Spanish are nonetheless looking forward to getting back in the swing of things in San Francisco. It is rumored that the "Spanish Royal Academy", which is dedicated to preserving the purity of the language, will be sending Tudor Engineering Company a note of thanks as soon as these two "bilingual" engineers are safely back in the United States.



In Venezuela, the long weekend of Semana Santa (Holy Week) is a traditional time for taking a trip. Steve and Bill respectfully honored this tradition by driving down to the city of Merida in the Venezuelan Andes. Highlight of the trip was a ride up the teleferico (tramway) which is billed as the world's highest. A total of four separate lifts go up to about 15,600 feet. That's right, it gets pretty hard to breathe up there.

The Moores spent this same weekend loafing on the nearby Dutch Island of Curacao with its wonderful beaches and duty-free shopping. Unfortunately, the Hilton employees were on strike so the menu and services were pretty limited.

Frank and Martha Lerchen made a quick trip to Colonia Tovar, the quaint German settlement high in the mountains west of Caracas. This hundred year old settlement with many blond-haired and blue-eyed people has been made accessible by road only within the last 10 years. The Lerchens were accompanied by their regular bridge partners, Dixie and Bryce Tomlin.

Buenos Aires

Dave Willer sends greetings from the land of 2 inch beefsteaks! - but this is not the land of milk and honey. They are now in a milk rationing period because the pampa has dried up. (Don't really know how the honey market is). The steaks are still 30¢ a pound but cost of living has risen 30% in the last year.

In a year's time, Ken Reynolds of Kennedy Engineers and Dave managed to get two water treatment plants and a water intake facility out for bids in addition to looking after seven other locations where portions of water projects are being constructed.

They have two water treatment plants left, one being Bernal, the granddaddy of them all (260,000,000 gallons per day) which they hope will be done before next year is over.

Their three children who go to San Pedro Colegio in Martinez, are now "hablando como portenos" while their dad still sounds like a "gringo desde Estados Unidos." Mrs. Willer sings in a women's chorus composed of many nationalities which sings in four different languages. They are currently working on an L.P. recording for Christmas. Dave assumed the job as Superintendent of Church School, American Community Church, in his spare time.

One of the side benefits is the necessity of taking a 3,000 mile tour through Argentina every three months to inspect work underway. They enjoy the Andes near Mendoza, the lakes in the vicinity of Cordoba and the Colonial town of Jujuy with its many Indian residents.

A TYPICAL TUDOR ENGINEERING COMPANY CIRCLE TOUR

TEC Newsletter is planning to present from time to time articles which describe various aspects of the Company's activities. The following is the first and, appropriately in the chronological order of events in a consulting engineering firm, relates certain vignettes about that which occurs before a project receives a job number.

Early on a typical Monday morning, instead of catching the land-oriented commuter train, bus or trolley for the hour-long trip to downtown San Francisco, a certain traveler heads for the International Airport and boards a jet-age commuter which swishes to another country in a matter of hours. This traveler is envied by many who stay at home and dream of touring far-off, exotic places and envision tropical splendor, swaying palms, white sand beaches washed by waves of sparkling blue water, charming natives plying their indigenous crafts and similar imaginative scenes. Five flying hours later (eight by the clock at local time) the traveler deplanes at his destination and is met by the Company's Guatemalan representative and is immediately engrossed in the business at hand--to located, promote and secure projects requiring the services of a consulting engineering firm. Courtesy calls are made, business luncheons are hosted, technical discussions held, meetings convened, and--oh joy of joys--even cocktail parties attended where the traveler can stand on his feet for several hours listening to the latest political turn of events expounded upon in a foreign language. (Who knows, maybe a good lead for a project can be gleaned here!) Then in typical Latin fashion, dinner has been arranged to start no sooner than nine o'clock and the leisurely pace of a genial host and pleasant conversation allows the traveler to retire to his hotel sometime after midnight.

After a refreshing (?) sleep, it's up to more meetings, more leads to check (amazing how many "blind alleys" there are!), flight reservations to reconfirm, visas to check, "gracias" and "adios" to express, and up-up and away again. And so the circle tour continues--to El Salvador, Nicaragua, Panama, Peru and Brazil. Ah yes, beautiful Rio! The dreamer's paradise. Surely there will be an opportunity here for the traveler to fulfill the home-based dreamer's vision of overseas enchantment. Having arrived late Saturday night, it should be possible to let no one know the traveler's presence and he could enjoy an idle Sunday afternoon at one of the famous beaches. Alas! All time has been previously scheduled and although Sunday lunch, in company with the Brazilian representative, is enjoyable, it is dedicated largely to business

and technical matters. Furthermore, there are memos to prepare on the meetings and results of previous stops. Suddenly there is a pause in the activities. Exploiting the opportunity, the traveler snatches a couple late afternoon hours to loll on the beach of white, white sand and relax in the sparkling tropical water where ambitious youths were surfing. Such energy (it was difficult for the traveler to see them while floating on his back)!

Back to reality and work on Monday and Tuesday. On Wednesday night at eleven o'clock, with the temperature hovering around 90°F, the traveler boarded another jet-age commuter, this time an 8-1/2 hour flying time nonstop to New York City on a different airline and different time from the scheduled trip. As he fastened his seat belt for takeoff, the routine information was announced over the speaker system--first in Portuguese (did the captain say the temperature was 20° at Kennedy Airport? it must have been in centigrade); then in English (he did say 20°, but it can't be Fahrenheit--he must have been confused from the previous announcement); finally in Spanish (minus 7° centigrade--oh, no!). Reservations had been confirmed to proceed immediately after passing through customs (only one llama pancho and two bottles of pisco, sir) to a domestic airline for the short hop to Washington, D.C. But even in super-efficient U.S.A., the traveler was informed that his flight had been cancelled; the next scheduled flight from that airport would depart several hours later. Of course, the traveler was smilingly informed that if he wished to transfer to LaGuardia Airport, he (carrying two heavy suitcases ready to burst, an attache case loaded with papers and reports, a portable dictating machine and a raincoat) could catch one of the half-hour commuter flights. The traveler waited, arriving in the afternoon in Washington for the usual merry-go-round. Then Saturday morning, the transcontinental flight takes our traveler back to San Francisco and home.

Time away from family:	three weeks
Distance traveled:	15,700 miles
Jobs not obtained:	some for sure
Jobs obtained:	Who knows?

Ask this question next year. Business development is a long-term, patience-trying activity. But it has its rewards such as when that communication arrives telling about successful selection and when one sees people gainfully and happily employed.

Dreams realized:	None on this trip--but then, dreams are what one lives for.
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NEWS FROM 525

Louis Riggs appointed Wil Pacheco as the alternate for Tudor Engineering Company Sustaining Membership in the Society of American Military Engineers. Wil succeeds Matt Harrison who requested that he be replaced because of his activities with the Caracas project.

In this respect, Wil flew to Cocoa Beach, Florida in May to attend the 48th Annual Meeting of the S.A.M.E. While at the meeting he represented Mrs. Lucile Tudor in the presentation of the Ralph A. Tudor Medal. The Tudor Medal is awarded annually to a civilian member (under 36 years of age) for the most outstanding contribution to military engineering in design. The Tudor Medal for 1967 was awarded to William N. McCormick, Chief Mechanical Engineer, Corps of Engineers, Huntsville District, for his accomplishment in the development of criteria, site selection and final mechanical design for the Zeus Multi-function Array Radar Facility.

In April Wil also attended the S.A.M.E. Western Regional Conference in San Diego.

In the May issue of the Civil Engineering Magazine is an article entitled "Freeway and Rapid Transit Share Corridor." Wil Pacheco co-authored this article along with two representatives of the State Division of Highways.

In fulfillment of the Company's responsibility as Consulting Engineer to the Department of Transportation, State of Hawaii, Doug Mansfield spent the last two weeks in May on a facilities inspection and operations review of Hawaii's commercial harbors. He visited facilities at Honolulu on Oahu, Nawiliwili and Port Allen on Kauai, Kaulakakai on Molokai, Kahului on Maui, and Hilo, Kawaihae and Kailua-Kona on Hawaii. Upon his return, he passed satisfactorily the company's "suntan inspection" which is conducted to verify that those on business in tropical climates receive no more exposure to the sun than what would be gained from full time dedication to duty.

Stanley Innes and his family had a most interesting vacation. They rented a camper with the intention of going to Prescott, Arizona and living the wild-wild life enroute. They started at the crack of dawn the first day and when they reached 1,200 feet at Kings Canyon, the car started acting like a Stanley Steamer. Turning around and returning to the big city of Sanger, a mechanic worked on the car and said everything was perfect. So away

they started and at the same 1,200-foot spot, the car began sputtering and shaking so downhill again and after a complete motor tune-up, they started again. Are you ahead of us? Well, it was decided after the third attempt that the Innes family was not destined to go to Prescott. After having the camper and all the necessities, they drove to Armstrong Redwoods State Park for one day and night then to Sonoma Beach State Park where the first day was perfect then the fog rolled in and the Inneses rolled out the next day. They discovered a perfect park, Samuel P. Taylor State Park, twenty minutes from their home and spent the remainder of their vacation there.

A few Tudorites spent long Memorial Day weekends traveling to and fro.

Barbara Clark and husband took a big bird to the Island of Kauai for four days and had a wonderful time.

Linda Vaughn took a smaller bird and flew to southern California where she too had a wonderful time.

Congratulations to:

Bergit and Heinz Mueller on the birth of Michelle

May and Gilbert Mar who produced Kenneth

Sylvia and Francois Martin on the birth of Tauguy

Karin and Bert Pfeifer on the birth of Mark Christian

Becky and Matt Hsiao on their first child - Ping

Meredith and Bill Davis for their second granddaughter - Bridget

NEWSLETTER

PUBLISHED FOR PERSONNEL OF TUDOR ENGINEERING COMPANY

JULY, 1968

A MESSAGE FROM LOUIS RIGGS

Rapid transit continues to preempt much of my time and keep me out of the office. Locally, the much publicized charges of excessive profits have required thorough, accurate and very precisely stated responses. As a result of several months of discussion, the BART Board has reaffirmed the reasonableness of our present contract, and its provisions for sharing in the cost of any overruns. Still, excellence remains our best job insurance, whether in design, design services or inspection. Nothing that can be said by me or others who speak for the Joint Venture would be at all persuasive, but for the proof in concrete and steel which is sprouting throughout the Bay Area.

Caracas, too, has been claiming increasing attention. During my visit the first of this month, another station was added to our design contract, and good progress was made toward establishing designs for the standard aerial structure and the prototype subway station. Approval of these two structures will permit us to begin in earnest the preliminary and final design work.

Lastly, the Atlanta work is nearing the moment when the concepts, routes, stations and costs must be defined for voter approval. All signs still point to a November ballot. If MARTA does proceed to an election, it will ask authorization to finance part of the system cost from local sources. Sums of from 200 to 400 million dollars are being considered, and obviously a decision will have to be made soon if the November deadline is to be met. The next Newsletter will report fully on the Atlanta project. For the present, I will note only that to the design professions the Atlanta project presents challenging environmental and architectural problems, and to the people of Atlanta, a very critical vote on the future form of their city.

NEWS FROM THE NORTHWEST

Yakima

Sorry we have neglected to send in news of the Yakima office activities, but we were involved in getting out Design Report No. I to the State of Washington by July 8, 1968--plus the orientation of a new secretary, Durella DeGrasse, to replace Louise Russell, who retired back to domesticity. Also, 112 degree temperatures (actually it was only 105) are not conducive to anything but existing!

A new addition to the Mike Harrington family arrived on May 1, 1968--a baby girl they named Jennifer Ellen.

Frank Paden also has a new addition to his family. He said no more children--so he bought a dog!

Al Rose was in the Seattle office for two weeks in July. He commuted back to Yakima on weekends for moral support (?).

Paul and Dawn Potter were in San Francisco the week of June 17, 1968. Paul entered a Regatta on Clear Lake and set a new record--driving 1500 miles just to flip over a boat!

Seattle



Seattle office staff, left to right: Keith Bull (hard-working tourist), Jim Holden, Bob Wilkinson, Russ Pearson, Bert LaVigne, Bob Janopaul, Maggie Cotton, Francois Martin and Marcus Rodrigues

June and July have been busy months for the Seattle crew. Barb, Barry and Beth LaVigne spent a week in Seattle - touring, swimming and visiting old friends. Jeannine, Amanda and "Sunshine" (the family cat) moved in for the summer in the Wilkinson's Mount Baker mansion. Beth, Evie, Nina, Margi and "Flag" (the family dog) have set up summer housekeeping in the Janopaul beach house on Mercer Island.

Ann, Mike and Jane spent a busy week or two in Seattle dragging poor old Dad (Russ Pearson) from the top of the Space Needle through every one of the fish grottos along the waterfront. To recover from these activities, the whole Pearson family disappeared on vacation to Wisconsin via the scenic route, the Canadian National Railroad through the Rockies.

In August, Francois will be bringing his family to Seattle for a month to a small villa in Bellevue. The swimming pool, sauna bath, putting green arrangement was made possible through the entrepreneur operations of one Dave Heilig (brother of Ken and a former Tudor employee). Dave is now a Mechanical Engineer with Boeing and a "moonlight" manager of several apartment houses in Bellevue.

The bachelors and bachelorette (Jim, Marcus and Maggie) manage to keep the town jumping while taking in all the current attractions including Bola Sete on the guitar at the Penthouse, closing up the Flame Restaurant, etc., etc.

The entire Seattle Staff along with Stan and Harriette was invited to attend the Whitacre Engineering Company party (July 27th) at Hood Canal. Everyone had a marvelous time swimming, water skiing, boating, eating, drinking, consuming raw oysters (barbecued ones for the more reserved portion of the crowd), and all kinds of fun and games. Good thing the party was on Saturday as it gave everyone a chance to recuperate on Sunday.

Between parties and tours of the Olympic Cascades, Mount Rainier, Mount Baker, the San Juans, Victoria, Vancouver, etc., the project work on the Fourth Crossing and Tacoma manages to rather completely fill the remaining hours of each day.

Boise

Since the last news release from Idaho, our work load has dictacted the addition of a number of new employees for the summer. The Boise office now has a total of 16 employees. The BLM jobs occupying four of them and the balance working on municipal projects.

We recently had bid openings on separate Horseshoe Bend Water and Sewer Projects. Both contracts will be awarded soon. Tudor Engineering Company will furnish construction management. Les Ankenman may be able to spend some time at home after a summer "vacation" at Payette Lakes.

The Idaho City Sewer Project has been advertised with the bids opened on July 30th. Resident supervision will also be required on this project. We thought about sending Don Payne on this one, but his softball games would not let him get away (or is it the magnetic attraction of a cold pony keg?)

We were pleased to learn that Joe Olsen's son Stan, recently earned second place in the National contest in Future Business Executive competition of the Phi Beta Lambda-Future Business Leaders of America. The contest was held at the Washington D.C. National Convention of the Phi Beta Lambda. Stan is a graduate of Boise College Business School, holds a private pilot's license, and is working on his commercial rating. Stan has been accepted to the Naval Aviation Academy of Pensacola, Florida, and will start training in January 1969.

Dave and Loreen Toothman had a nice trip to attend their son Richard's graduation from Dartmouth, a few weeks ago. They made a side trip to New York City, but Dave said he longed for these wide open Idaho spaces. Rick received his commission in the Navy upon graduation and is now stationed at Key West, Florida.

In case San Francisco needs another guitar-or bagpipe-playing hippie-we can send you Chuck Sumner.

Dick Fischer and Chris Pyk have had short assignments in Boise, on the Idaho Bridge Projects. It is obvious that Dick's impression of Idaho has improved since he takes advantage of every chance to revisit. We hope more of you have the opportunity to visit Tudor-Idaho in the future.

NEWS FROM LATIN AMERICA

Caracas

The Metro design is now in "full swing" with most of the staff assembled.

Louis Riggs and Matt Harrison roared into Caracas on July 29 for a few days of command decision activities.

Bob Iniguez returned to Caracas on July 22 for a short stay. Bob is handling a section of the project that involves some pretty complex flood control problems. At this writing, his luck has been better than during his visit last Fall when a taxi driver relieved him of his wrist watch and his cash.

Oficina Ministerial Del Transporte Director Jose Gonzalez Lander with Department Heads, Juan Luchsinger and Antonio Lopez Acosta returned from a visit to San Francisco at the end of June. They seemed very much impressed with the BART activities they observed as well as San Francisco in general.

Frank and Martha Lerchen have yielded to the call of the "ghetto" and have moved to Los Palos Grandes. That's right, they selected the Edificio Argentum where practically everybody else is located.

Don Moore is starting to count the days now. He expects to report back to San Francisco in early September.

Bill McInerney's farewell party was something of a failure by local standards because nearly everybody went home by 4:00 a.m. Bill departed Caracas July 3 and spent his accrued vacation touring South America before reporting back to San Francisco. Bill's brother, Jim, who is a Catholic priest in Chicago and Bill's mother from Pittsburgh, Pennsylvania joined him for the trip. It was nice to see Bill traveling in such good company for a change.

Former Tudorite, Bob Spitale, who is now with PBQ&D has reported to work with the Study Group down at the Oficina Ministerial Del Transporte offices. The Spitales moved into the Argentum, too, and are now wondering how in the world their children will ever learn any Spanish with so many gringos around.

Steve Stevlingson's very lively children are spending their vacation in Caracas with "Ole Dad". He may need to look for another apartment soon.

Six of our people, including Steve Stevlingson, Dan Yavorsky and Nick Weber were part of a group that had an interesting experience recently when a weekend skin diving trip turned into near disaster. While returning from the offshore islands of Los Roques on the chartered 44-foot "Sarisol", the group ran into trouble when the hull apparently split and the boat started to sink.

It was just after dark, the sea was very rough and the coast was still about 30 miles away. Fortunately, the radio worked long enough to send out a distress call with an approximate position report, but it still looked like it was going to be a long, wet night. The small dingy and a two-man rubber raft was readied while the crew of two and the nine "guests" struggled to keep the boat afloat.

After about one hour a light appeared to the east and as it gradually came closer it could be identified as a large ship which was going to pass within 4 or 5 miles astern. About an hour after the first sighting, the ship turned directly toward the anxious group in apparent response to the SOS signals being blinked by flashlight. It was later learned that the ship's captain had learned of the Sarisol's plight just minutes before when his wife who was aboard happened to hear a special notice given on one of the local radio stations.

It was a very relieved (and lucky) group that was welcomed aboard the Shell Tanker "Naiguata" about three hours after the trouble first started. The Sarisol sank within 15 minutes after the group was taken off by lifeboat. There was not time to save any gear, much less the boat, except that cool Dan somehow hung on to his entire kit. The balance of the trip to Caracas turned out to be a two day affair. The tanker continued on to Punta Cardon near Maricaibo in western Venezuela. The group spent the following night there and returned to Caracas the next day aboard a Ministry of Communications DC-3.

It was a whale of a trip for only \$50, but there has been a noticeable diminishing interest in skin diving here at the office, of late.

Buenos Aires

This office was happy to receive the visit of Carl Otto and have the opportunity to show him one of the jobs in the interior. Visits to other cities had to be postponed since the weatherman covered Argentina with a blanket of cold, wet fog. One of the highlights of the visit to Mendoza was a demonstration of Carl Otto's system on the round wheel versus David Willer's system. Carl Otto will tell you of the outcome if you have not already guessed.

Robert Kennedy from Kennedy Engineers will come here in August. In making advance reservation for his visit, the hotel in Tucuman, where we have an aqueduct under construction, thought it was the wife of the late Senator Robert Kennedy and two sons coming to visit Tucuman. We have tried to explain that it is a different family; but, will not be surprised if the mayor and a brass band come to meet Robert Kennedy's airplane. Not much other excitement here, we have not had a revolution in over two years!

ALOHA

In the interest of better serving our Hawaiian clients, and of course in the interest of increasing our volume of business in the State of Hawaii, on August 1, 1968 we opened an office at 1136 Union Mall, Suite 703, in Honolulu.

Mr. Robert A. Craig will be the Manager of the office. In September, Mrs. Mildred Ajirogi will join the office as Receptionist and Secretary. Applications for a transfer list are not being taken as the situation got out of hand.

NEWS FROM 525

Gloria Pinell, her husband and all of their children are now citizens of the United States. Gloria and her only daughter will spend most of the month of August in Nicaragua visiting her parents.

Frits Fenger was asked to comment briefly on his vacation. Following is his total comment: "Frits went to Denmark with wife and four brats to show them off in the old country for all of three perfect weeks."

No new births or marriages except for the Harringtons mentioned elsewhere.

Barbara Clark has decided to be a housewife, so she resigned July 31.

Mary and Nick Roberts, and Nick's mother who was visiting them, went to Los Angeles and camped out every night enroute (must have traveled in a covered wagon). While in Los Angeles, they visited relatives, kicked up their heels at Disneyland and visited Knotts Berry Farm. Over the 4th of July weekend, they went camping in the Trinity Alps and Mary said they hiked a long, long 10 miles.

Berniece Beal vacationed for a week in Washington, D. C. visiting friends and partying practically every minute she was there.

Bob Myrdal and family drove to Michigan to visit relatives via Salt Lake City, Yellowstone National Park, Black Hills and North Dakota. He made a flying trip to Philadelphia from Michigan to check out the Delaware River Port Authority Rapid Transit System. The Air Lines managed to lose a large piece of luggage which contained practically all the Myrdal's possessions and as of this date, it has not been recovered. Bob said all in all, they had a wonderful time.

Andy Lamore and family spent their vacation at Lake Tahoe swimming, golfing and just relaxing. Andy said he saved loads of money since they didn't visit any of those gambling houses.

Gene Altshuler and Dan Yavorsky entered the Lincoln Art Welding Foundation Program contest by submitting pictures, drawings and text for the Berkeley Station. Dick Fischer and Matt Hsiao entered the same contest and submitted pictures, drawings and text for the Golden Gate Avenue and Chabot Avenue aerial structures. They are all anxiously awaiting the outcome of the winners which is to be decided in August and of course, they all figure they will win first place.

Quent Smith reports they have built a new tennis court near his apartment building but said--quote "I don't know that I'll live long enough to enjoy it" unquote. FLASH-his ego is at a low point since he lost to a woman only, won two games in three sets-(must have been Billy Jean King).

Othrus Williams took a big bird from Travis Air Force Base at 3:00 a.m. one Friday enroute to Okinawa where he spent six days then on to Saigon where he was assigned as prisoner escort. While in Saigon, the Army Base was shelled and Othrus said you never saw people move so fast in your life to get under cover. He spent the remainder of his leave at Fort Ord recuperating.

Bob Petersen spent his two-week military leave in the Mojave Desert and reported that everything was very quiet and no excitement whatever.

Lou Riggs has accepted an invitation from the President of the Chamber of Commerce of the United States to serve on the Chamber's Transportation and Communications Committee for the coming year. The Committee studies national problems that are of particular concern to transportation and communications industries and helps develop Chamber policies and programs to meet these problems.

We wish to welcome as new members of the Tudor Engineering Company staff the following persons: Jack Parish, Sayed Sultan, Bill Wong, Franz Konrad, Merle Bessie, David Nazarian, John Eliassen and Wayne Hargrove.

NEWSLETTER

PUBLISHED FOR PERSONNEL OF TUDOR ENGINEERING COMPANY

SEPTEMBER , 1968

DEDICATION CEREMONY

The day Tudor Engineering Company engineers had been working to since August 19, 1958, when Ralph Tudor signed the first contract with the Merced Irrigation District for the feasibility study on the Merced River development, arrived on April 27, 1968. It was the dedication of the New Exchequer and McSwain Dams, the first stage of the total development. This event was a year later than originally planned when the construction contract was let in 1964, because of delays in the completion of construction.

Louis and Pat Riggs, Art and Helen Reitter, Bob and Beth Janopaul and Bob and Charlotte Jenkinson were on hand to participate in the prededication dinner the evening of April 26, 1968 and the dedication ceremony the next day.

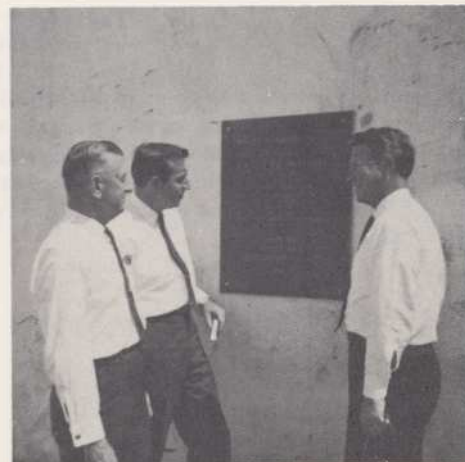
The New Exchequer Dam has received considerable publicity due to its unique design in incorporating the Old Exchequer Dam with the New and its being the highest rock fill concrete faced dam designed and constructed to date. It received the Grand Award for Engineering Excellence in 1967 from the Consulting Engineers Council of the United States and it has been the subject of several papers before engineering meetings; one the Western Water and Power Conference at Los Angeles in 1968, the International Commission on Large Dams Conference in Istanbul in 1967 where it was selected for world-wide review by that Conference, and another to come, the American Society of Geological Engineering in Seattle this October 25. The exhibit prepared for the Consulting Engineers Council convention in 1967 was on display in the Smithsonian Institute in Washington D. C.

Several problems were encountered both in design and construction but these were very satisfactorily solved by Tudor engineers. The Chief of Design, U. S. Corps of Engineer, Sacramento District, under whose jurisdiction and supervision the flood control aspects of the project were carried out, made this comment to Tudor engineers: "You designed and constructed a lot of facilities for the money spent. We would not have done as much for less than 25%-35% more cost. We are very satisfied. You've done an excellent job."

Since the United States paid for 36% of the facilities cost chargeable to flood control, this comment is very significant. The State of California Dam Safety, Pacific Gas and Electric Company (purchaser of the power which financed most of the cost), and the Federal Power Commission all expressed their complete satisfaction with the project.

Needless to say, Tudor Engineering Company is very proud of this achievement. The picture shows Louis, Art and Bob looking at the dedication plaque on dedication day. The plaque is on a monument which is a small scale simulated cross section of the completed Exchequer Dam showing the rock fill and concrete face of the New Dam and the Old Dam of concrete.

We urge you to go see the project some time. There is a very easy access to all features. A very nice picnic area is next to the road and adjacent to the river just prior to passing through the old Merced Falls tour site. Recreation facilities are presently under construction at McSwain and a contract for additional recreation facilities will soon be under contract on Lake McClure just above the New Exchequer spillway.



NEWS FROM THE NORTHWEST

Yakima

Our ship has been sailing without a Skipper or Firstmate for most of August and September. Paul and Mike have been in the Puget Sound area gathering a cargo of data for the Whidbey Island-Mainland Bridge Feasibility Study. One of their jobs was to conduct a traffic survey, for which they hired local young people to assist them (a great number of them being girls.) Paul's comment was that motorists don't object quite so much to being stopped and questioned by young attractive girls. It wasn't all fun and games, however, the crew put in long hours out in dismal weather.

Meanwhile, back on the good ship "Yakima", the remaining three shipmates, Frank, Al and Durella, kept the ship on course. At one position, however, Frank's birthday caused a short delay in schedule when Al and Durella paused to help him celebrate the occasion with a birthday cake--complete with 40 candles!

Paul and Dawn enjoyed a brief vacation in ye olde Victoria, B. C. the weekend of September 6 -- after they'd both recovered from colds which were brought back by Paul from the coast.

The biggest news from Yakima is that Al Rose is engaged! He also enrolled at our local junior college to take a psychology course--strange he would sign up for that particular class! He'll probably be analyzing all our actions and reactions before long.

Stan Froid was here for the monthly business meeting September 23 and 24. We enjoyed having him in the office for the day and a half.

Guess that's about all the happenings around the Yakima office, except the Central Washington Fair is now in progress (at the fairgrounds--not here in the office). There are many exhibits to see; Grange displays, the animal barns for those city slickers who have never seen "farm life", a grandstand show, which includes a rodeo, and of course, for the younger set like Al and Durella, the carnival rides. It would be an interesting experience for those Tudorites who have never been to a fair.

Boise

Rain in the Boise area set a new record for the month of August. During a two-week period, we received almost 10 inches of precipitation. The weather, however, cooperated for the annual summer picnic at the Toothman's cabin in the Boise Basin. Everyone seemed to enjoy the outing after prolonged confinement. Guitar playing and folk singing by Sumner and Keener was unscheduled entertainment--?

Snow on the nearby mountains and the crisp morning air is making all of us aware of big game hunting. An extra effort is being exerted by the crew working on the Little Owyhee Road design so proper planning can be made for the deer and elk hunting season.

Don Maxfield was drafted into the Air Force and is presently stationed at Williams Air Force Base near Phoenix.

The McCall Sewer Project has been completed and the Boise Office field engineers are busy on construction management of the Horseshoe Bend Water and Sewer Projects, the Idaho City Sewer Project and construction of the Hartzell Bridge over the Payette River.

Recent visitors from San Francisco to Boise included Art Reitter, Quent Smith and Dick Fischer. They were meeting with the Idaho Department of Highways on a design review of the seven bridges which we have under contract.

New employees include our secretary, Mildred Richards, Robert Stoker, Structural Engineer and Clair Parker, Survey Party Chief. Welcome aboard.

Seattle

August and September in Seattle brought a mixture of sunshine and rain with about 7 inches of that liquid stuff falling in the last three weeks of August. Nevertheless, this didn't dampen the Seattle crew's adventuresome spirit. In mid-August the Wilkinsons (Jeannine, Randy and Amanda), Jim Holden and Marcus Rodrigues chartered a boat out of Neah Bay (located on the tip of the Olympic Peninsula) and set out after King Salmon. The big winner of the trip was Jeannine with a full limit of Kings. The Wilkinsons are the envy of the gourmet set with their own private stock of canned smoked salmon.

The Pearsons (Ann, Russ, Mike and Jane) got away for a long weekend in Victoria via a slow ferry boat through the San Juan Islands. It was a fun-filled weekend of sightseeing and shopping in a "bit of olde England", which included a tour of the Butchart Gardens and Bastion Square. Mike wanted to take home a London omnibus, but Dad said no as Victoria would lose its "olde English" charm without this prize "maquina". (Portugese for machine).

The zenith of the Seattle summer social season was reached on Saturday, August 10, when a feijoada (pronounced fay-jo-ada) was prepared by Marcus Rodrigues and served at the Wilkinson's Mt. Baker residence. The Brazilian affair was as authentic as could be expected this far from Rio, with "batida de amendoim", "sangria", and all those interesting pork cuts that are so essential to the national dish of Brazil.

The Janopauls (Beth, Bob, Evie, Nina and Margi) stole away to Canada for a week early in August. The trip included a stop at Grand Coulee Dam to see the work underway on the third powerhouse (busman's holiday?). After touring through the Okanogan Valley with a stop at Kelowna to see a floating bridge, (will the busman ever get on vacation?), the family finally made it to Banff. Following a few days of resting and relaxing at the Banff Springs Hotel, the tour moved on to Lake Louise, Calgary, Jasper and ended up with a long weekend in Vancouver.

While the Janopauls were away in Canada, the Bulls (Diane, Keith, Jeffrey and Pamela) moved into the R.N.J. summer house on Mercer Island while Keith spent a week working with the Seattle staff on floating bridge design and cost data for the Fourth Lake Washington Crossing Study. The following week the Bulls took to the Cascades on the eastern side via Lake Chelan. Then the "rains came", which kinda took the fun out of camping. Honestly, Keith, it was highly unusual weather for August (the dry month in Washington).

The Martins (Sylvie, Francois, Olivier, Eric and Tanguy) had an interesting and active month in the Northwest. The swimming pool in the Bellevue Villa kept the boys busy during the day until the weather took a turn toward the damp side. Francois said they nearly made it to Victoria save for the fact that on the weekend they decided to go it was raining so hard they could hardly see the road leading to the ferry terminal.

Just before Labor Day, the whole crew had a farewell party before sending the families back home to the Bay Area. A good time was had by all, kids, dogs and spouses. With the families gone, things have returned to normal again in the Seattle office.

The Lake Washington Bridge study is now in the final stages of report production. Maggie Cotton reports the typing load increases with every passing day and the coffee consumption is rising. The coffee drain is probably related to the constant flow of Whidbey Islanders; i.e., Paul, Mike, Bert, Jim McCarthy, Sayed, etc.

While Randy was having a peaceful lunch in Kirkland on September 19 and overseeing some surveying operations for locating some lake bottom drill holes, Miss Sarah Lucinda Wilkinson arrived into the world at Children's Hospital in San Francisco. Latest report from the new father is that mother and daughters Number One and Number Two are all doing fine.

Another new arrival is Ed Winkels who joined the Seattle staff the first of September and immediately started picking up some of the ever increasing drafting load. Ed hails from Rochester, Minnesota, having made the move to the Northwest earlier this year.

NEWS FROM LATIN AMERICA

Caracas

The Caracas Metro Project of PBTB-S.A. continues to occupy the talents of a number of Tudor Engineering Company people. Regular residents, Frank Lerchen, Larry Barr, Marius Bejan and Steve Stevlingson have recently welcomed the temporary assignments of several others from back in San Francisco.

Bob Myrdal spent a busy three weeks during September in Caracas checking out the yard site for the Metro and assisting with related activities. He has probably been having a tough time explaining that nice tan while complaining about the work load.

Gene Altshuler arrived in Caracas on September 24 to spend a couple of weeks getting organized for the station work he will handle back at 515. Photographer Gene should be able to supply San Francisco with some very useful site photos as soon as he finds time to get back into his darkroom at home.

By press time, Dan Yavorsky will have finished his second temporary tour in Caracas. Dan has been busy with the structural work on the Prototype Station for the project.

Larry and Helga Barr became the proud parents of a baby born October first. Larry hopes this arrival will help cool down his very noisy upstairs neighbor.

During September, Frank Lerchen and Steve Stevlingson each reached the end of one full year in Caracas. Marius and Larry have now been here for five months.

Buenos Aires

Primavera (spring) has come to Argentina. Even if we cannot tell from the date in the calendar, our noses can tell it from the many fragrant trees and flowers, now all in full bloom. October here is like the month of May in California with people cleaning swimming pools and children looking forward to their three month summer vacation beginning in December. It looks like it will be a good spring and summer for girl watching on Calle Florida since it was noticed that when the secretaries removed their long coats that their mini-skirts (called mini-faldas) are even shorter than last year (which was great).

The highlight of this period was the arrival of the Robert Kennedys and daughter Janet. Dave Willer acted as tour director and interpreter for a planned week long tour to visit all of our jobs in the interior. Unfortunately, Mrs. Kennedy became ill in Cordoba and returned to Buenos Aires and was not able to see Tucuman, Salta or Jujuy. An interesting event was a visit to the ruins of a pre-columbian indian fortress at Tilcara, Province of Jujuy. The fortress is now being restored by the archaeology department, University of Buenos Aires. The ruins are strategically located on a high plateau, about 10,000 feet in elevation overlooking a valley which is now a main corridor of communication to Bolivia. The professor invited us to come again and next time "bring shovels".

Time here seems to be rapidly marching by. It seems like only last week that something was written for the newspaper, instead of two months ago. Irene and Dave Willer hope to get away from Buenos Aires for a long weekend in Rio, the first of November, leaving Ken Reynolds to babysit the flock.

Lima

No news from south of the border. Andy Lamore and Enrique Sarmiento must be deeply involved in starting the water and sewerage project in Peru or more likely dodging the Junta. The Sarmientos are the proud parents of a daughter born September 22nd.

Below is a picture of the office building in Lima which now houses the Tudor facilities. Carl Otto and Enrique are vaguely identifiable.



NEWS FROM OTHER PLACES

Rapid Transit in Atlanta

November will culminate two years of PBTB effort in planning rail rapid transit for Atlanta, Georgia.

It was in mid-1966 that PBTB leased offices in downtown Atlanta to resume the studies that would eventually produce preliminary drawings for a 44-mile transit system. The proposed system is based directly on BART criteria. It consists primarily of a north-south line and an west-east line extending from their intersection in downtown Atlanta. These lines radiate along historic railroad corridors to serve the principal residential and commercial centers that make up this roughly circular metropolitan area. Surrounding metropolitan Atlanta is a perimeter freeway system of very high design standards and the several lines

extend to intersect this highway system. The west-east line runs from the older and residential area through Five Points, the area's transportation hub, and eastward through the city of Decatur. The north-south line serves the northeastern residential sector of the City, joins the famous Peachtree commercial corridor, and eventually reaches the Atlanta Metropolitan Airport, one of the busiest airports in the country. The intersection of the two lines is called Transit Center, where a block-size plaza will occupy roughly the area where a rolling mill provided armaments for the South in the days of General Sherman. All together the metropolitan area of 1,250,000 people extends into five counties: Fulton, DeKalb, Gwinnett, Clayton, and Cobb.

PBQD's original report of 1961 outlined a 65-mile system to serve all of these counties. In general, the routes follow the rail corridors which brought Atlanta into being. The first order of business was to update the earlier report. The process was completed with publication of a revised plan and program in September 1967. Even as the report was being updated, more detailed preliminary work was begun under contracts financed jointly by the Department of Housing and Urban Development and the Metropolitan Atlanta Rapid Transit Authority (MARTA). These preliminary engineering contracts have enabled preparation of 100-scale preliminary plans for some 44 miles of system. These plans are now nearing completion. The familiar process of coordination with local public works officials, the Atlanta Aldermanic Board, County Commissioners, Georgia State Highway Department, the Bureau of Public Roads, five railroads, architects, planners, urban designers, and college officials has led to small but important improvements in the original plan. Many public hearings were held in addition, to give local people a chance to review the system.

The drawings have included lines, profiles, station site development plans, and grade separation layouts as well as a substantial body of architectural design and planning recommendations. Based on these, the cost of construction has been estimated, right-of-way outlined, and a schedule of development proposed.

In September of 1968 the MARTA Board adopted a 40-mile system for consideration by the voters. This system is the first step and serves three of the five counties in the metropolitan area. Authorization for some \$380 million to be supplemented by Federal and State funds will be sought on the November ballot.

Even without rapid transit Atlanta has proved to be a very pleasant place to live, enjoys a moderate climate, and features some of the most beautiful residential areas in the United States. The city has grown quite rapidly in the past 15 years and planners envision a population more than 3 million by the turn of the century. The vote in November will decide not simply whether a rapid transit system will be built, but to a large extent what kind of city will result.

The Atlanta system is largely the product of PBQD's Win Salter who has directed the work from its inception in 1961, and of John Coil, whom PBTB assigned as project manager in 1966.

Honolulu

The Honolulu office was opened officially with a visit from Louis Riggs and Stanley Froid September 17-19, 1968. Dozens of clients and colleagues attended an "Open House" held each evening for three successive days.

The staff gave a hand to Doug Mansfield and Bill McInerney during their visit here on the Mauna Kea project.

The first market study, "The Market for a Downtown Restaurant", was completed and delivered to the client, Shizande, Inc. It now appears the study was well received since the client is now working with a California restaurant chain operator on details which will lead to the establishment of the proposed restaurant (to be located on the ground floor of our building) in the near future.

Millie Ajirogi is fighting a losing battle to dispose of eight small Hawaiian poi dogs delivered by the stork September 8. Anyone interested, please contact Millie.

NEWS FROM 525

Louis Riggs has been elected to the Board of Directors of the Consulting Engineers Association of California.

Please set aside Saturday night, December 14, for the Annual Tudor Dinner-Dance. More about this later, but keep the date open!

On Saturday, September 14, 127 Tudorites, wives, husbands, children and friends participated in the second BART Tour of the Bay Area. This year, everyone convened at the Bay Area Rapid Transit District where models of the various stations were on display. A movie was shown of the work being done and what has been finished. After this, everyone boarded buses for a tour of the Berkeley Tunnel and the Berkeley and Rockridge Stations and other points of interest along the way. Everyone was impressed with the progress that has been made in one year and quite discouraged with the fact that the financing problem is slowing down the progress of this great project. After the tour, buses took everyone to the Castaways at Jack London Square for lunch and the end of the tour.

Bert and Barbara LaVigne left on October 10 to visit their son, Bruce and attend the Cal-Army Game at West Point. Bruce who has been a plebe since July 1 will of course be rooting for Army, Bert, an old "Blue", will be cheering for Cal, and Barbara will be referee. Bruce received his appointment from Congressman Jerome Waldie and has had a busy three months of military orientation and the commencement of a rigorous academic program. Following a weekend visit with Bruce, Bert and Barbara are going to take some vacation time and tour New England looking at fall colors or leaves fall or whatever it is that happens in New England in the fall!

Dudley Auger made a fast tour of the rapid transit facilities in Toronto and Montreal Canada. He reports that he was greatly impressed with these facilities, but that his French needs improving.

Quent and Jean Smith vacationed in Arizona and the San Diego area the first two weeks of September. The weather was extremely hot, but the golf courses were great according to Quent. They were happy to return to lovely Bay Area weather.

Hector Calderon has just returned from a very eventful ten-week trip to Europe. Hector and his brother took their mother on this extended sightseeing trip. The first leg of the trip was from Los Angeles to Frankfurt, Germany. Most of their time was spent in Germany, including a trip to East Berlin. Other countries visited were Austria, Hungary and Czechoslovakia. Fortunately, they left the latter country two days before the Russian invasion. Next came a trip to the Vatican in Rome and a side trip to Milan, Italy. Finally back to Germany and Austria and San Francisco. In Europe they travelled about one-half of the time by automobile and one-half by air. Hector says he wishes it could have been twenty weeks instead of ten.

To those of you who read of recent rioting in Derry town and Belfast, North Ireland, Ray O'Neil says "I didn't start it!"

Ray, a suspected Catholic of the "liberal camp", might well have stayed for the riots which began exactly one week after he left the Orange Country. However, there is enough trouble to be caused at home, and he was there only at the conclusion of a vacation in his mother's homeland, Scotland. There he visited two aunts, six cousins and innumerable unclassified relatives. His visit, which included attendance at a Scot wedding in the suburbs of London, was the first visit from the "O'Neil" side of the family in 47 years.

"Never have I met a more unreservedly generous group of people, nor received a more friendly reception", Ray reports. Also in the course of his stay, he took a five day loop through the Scottish Highlands, with golf stops at Inverness and Nairn.

On request he can supply a list of unhurried country hotels where unpretentious Americans are graciously welcomed, and only the best Scotch Malt is served.

WITH SGT. MIKE

By MIKE HODGSON



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"Tell me again, Guffy... What was th' name of that engineerin' school ya went to?"

NEWSLETTER

PUBLISHED FOR PERSONNEL OF TUDOR ENGINEERING COMPANY

DECEMBER ,1968

MESSAGE FROM LOUIS RIGGS

The death of Carl A. Trexel on November 4th stirred many memories at Tudor Engineering Company. As a Rear Admiral, CEC, USN, Carl's longest associations were in his 33-year Naval career. Nevertheless, he spent nearly 18 years more in the practice of naval and marine engineering after his "retirement" in 1950. The last fourteen of these years were with Tudor Engineering Company, entering as a partner in 1954, continuing as Vice President upon incorporation of the firm in 1960, retiring in 1961, and serving as a consultant since then. Carl remained perhaps the most dynamic and energetic member of the Tudor Engineering Company family up to his passing.

Not even the sad news of his death dims the happy memories of working with Carl over the years. It is only regrettable that so few of us in the Company today had the privilege and challenge of doing so.

NEWS FROM THE NORTHWEST

Yakima

In the midst of the hectic activity, of completing the Whidby Island Bridge study we took time out Monday, November 25 when Louis Riggs and Stan Froid were here to have our Tudor Christmas party. We admit it was rushing Christmas a bit; however, there was no lack of spirit! We began the evening at Paul and Dawn Potter's for cocktails, then dined and danced at Yakima's newest dinner club "The Hideaway". (Yes, we do have several clubs in Yakima!) We envy San Francisco having their party on a Saturday at least they will have a day to recuperate. It was a fun evening. However, Louis and Stan had to board a 7 A.M. plane for Seattle. Later the same day Louis, Stan and Bob Janopaul flew back to Yakima, and with Paul, drove to Kennewick for a

meeting. They had another late evening Tuesday, and this time caught a 6 A.M. flight the next morning. What stamina these Californians have!

Frank Paden and his family spent Thanksgiving in Oregon visiting relatives. Al Rose and his fiance flew to Los Angeles to be with his folks and introduce them to his bride-to-be.

Mary and Nick Roberts dropped by the office on their way to spend Thanksgiving with Mary's folks in Wenatchee, which was an unexpected pleasure.

Paul has arranged his work schedule so he has to be in San Francisco during the time of the Christmas party and will stay over the Holidays. Some planning!!

Durella DeGrasse and her family are planning a Hawaiian Christmas Holiday with several thousand other vacationers. She'll plan to drop in to meet the personnel of the Honolulu office while there.

Happy Holidays from the Yakima office.

Seattle

By the end of November, the Lake Washington Bridge Crossings report was essentially completed and a much deserved period of relaxation during the Thanksgiving holidays was enjoyed by all. The busy schedule over the last two months left very little time for enjoyment of the salubrious climate or the environmental riches of the Region. One such escape was a pleasant evening at the opera when Randy, Jim and Bob took in "Aida" which was produced by the Seattle Opera Association. November brought "Andrea Chenier" with Franco Corelli to Seattle which Randy and Bob felt was the high point of the season, the low point having been reached sometime earlier in the season by a

production of "The Fives" by the Seattle Symphony featuring the latest avant-garde method of playing piano, i. e., by elbow.

An impromptu birthday party for Francois in early November served as a memorable occasion to mark the finalization of the first complete draft of the Lake Crossing Report. Later in November at 9 o'clock one morning the whole office staff, joined by Eddy, The Postman, sang "Happy Birthday" to Maggie and celebrated the event with coffee and donuts! During the last week of November, Louis and Stan were in the Seattle office for a day and had the pleasant experience of walking in the rain while returning from lunch (pleasant for Louis as he was the only clairvoyant prognosticator who had a rain coat).

In October, Bob gave a paper on the New Exchequer Dam underwater sealing operations before the Annual Meeting of the Association of Engineering Geologists in Seattle. Beth was up in Seattle during the week of the convention and managed to divert the orator off to Geologists' banquet and a few social evenings with friends in Seattle. The Seattle orations are to continue as Bob is on the program to speak at the February meeting of the Seattle Section of ASCE on the subject of the "Lake Washington Bridge Crossings" study.

With the coming of Thanksgiving, the birds flew south and with them travelled Russ, Jim, Francois, and Marcus back to the San Francisco office. All had completed their assignments in Seattle and were eager to jump into new assignments, having braved the elements of the rugged Northwest. Bob, Randy, Maggie, and Ed are presently holding down the fort in Seattle. Flash - Randy returned to San Francisco in time for the Christmas Party.

NEWS FROM LATIN AMERICA

Caracas

Since the departures of Bob Myrdal, Gene Altshuler, and Dan Yavorsky in early October, the Caracas crew has had only limited exposure to home office types. President Louis Riggs was welcomed to town for the October Board of Control session and in spite of a busy schedule found time to bring us up to date on things in general.

Project Director Matt Harrison was of course in attendance at the above board session and also managed a return trip in November.

Life in Caracas has pretty well settled down to a routine. The Lerchens, Barrs and Bejans are all still part of the contingent living in the gringo ghetto. Former Tudorite Dixie Tomlin is still the ring leader of the "Bridge Set" and Steve Stevlingson continues to spend his weekends checking out skindiving spots up and down the coast of Venezuela.

The local presidential elections have been of considerable interest to our people here. From all indications each of the six presidential candidates are in favor of the Metro Project. Some interesting facts on the election are:

- (1) Similar to our election procedures in United States the polling date was December 1, 1968 and the newly elected President will take office in March of 1969.
- (2) Voting is more or less mandatory for citizens. The left index finger of each voter is dipped in a special dye at the polls to prevent his making more than one trip, or to furnish proof that he has voted, should that be required.
- (3) With six candidates, there is no provision for any minimum number of votes required. The winner is decided by a simple plurality.

- (4) The president is elected each five years and he cannot run for a second term.

Buenos Aires

There have been no births, graduations or marriages to announce from Buenos Aires. However, there has been one distinguished visitor from Washington, Dr. Felipe Herrera, president of the Inter-American Development Bank. He and Dr. Carlos Paz, the Regional Representative, dressed in hard hats, rubber coats, pants and boots and escorted by Dave Willer, Ken Reynolds and a parade of other officials visited the two sections of the water tunnel under construction in Buenos Aires. This was the president's first visit (and I think last) to a tunnel. His visit was not scheduled and was in response to his request after seeing posters exhibiting attractive pictures of our projects.

Dave says they are looking forward to a hot, sultry summer in Buenos Aires. Anyone who can, leaves the city for the summer, and those who cannot, cover their windows so their neighbors won't know that they cannot afford to leave. Business seems to grind to a halt and when reference is made that something will be done manana, manana means next fall.

Summer, however, is the best time of the year for "girl watching" on Florida Street. All the gals wear mini-skirts, including our secretary and exhibit their deep tans. Dave Willer visited his friend Charlie Mathews of Marinwood, San Rafael, now living in La Paz, Bolivia and explained that the difference between Buenos Aires and La Paz is like the difference between New York City, and Newberg, Missouri (near Fort Leonard Wood).

Lima

The Lima office is once again buzzing with activity as staffing has been completed for carrying out the services to be rendered to

the Inter-American Development Bank (IDB) and relating to the design, financing and construction of water supply and sewerage projects in Peru. This is a project similar in type to the one being done in Argentina with Kennedy Engineers. They are being partially financed with two loans from IDB. One loan will assist in providing water and/or sewerage systems, including house connections and meters, in some 120 communities with populations ranging between 2,000 and 30,000; total estimated construction cost is about \$14,000,000. The second loan will provide similar facilities including some treatment plants, for 11 major cities of Peru; construction costs are presently estimated at nearly \$33,500,000. Design and construction are the direct responsibility of the Direccion de Obras Sanitarias (DOS) of the Republic of Peru, with whom our people are working closely. TEC's responsibility basically is to insure that design and construction are done according to adequate standards and that supervision and management are accomplished in such a way that the funds are utilized efficiently and effectively. The present contract extends for 32 months, but it is anticipated that construction of the projects may extend considerably beyond that time, particularly since the government of Peru has embarked on an austerity program to correct its acute financial situation which will reduce funds available for the required local participation (that portion of the costs of projects which must be covered by Peru in accordance with the IDB Loan Contracts).

Andy Lamore, in his usual fashion, has things well in hand as Project Manager. He is being assisted by Ing. Juan Alfaro of the Peruvian engineering firm Consorcio Profesional de Estudios y Proyectos S. A., which firm, along with Kennedy Engineers of San Francisco, are associated with Tudor in carrying out the consulting services. Other members of the staff for this job are:

Enrique Sarmiento of Tudor/Lima
Pilar Murillo of Tudor/Lima
Luis A. Salked of Consorcio
Ricardo Saettone, economist and
management consultant

Garretta Lamore and five children arrived
November 23rd and hope to be settled in
their new home in Lima before Christmas.

NEWS FROM 525

In addition to having Stan Froid as one of the
featured speakers for the San Francisco
Section ASCE Meeting on November 19, Tudor
Engineering Company was also recognized for
having participated in the on-the-job training
program sponsored by the Bay Area Urban
League. Bob Jacobs and Othrus Williams,
who have been with us since the inception
of the program, were awarded certificates
of completion in a brief ceremony the same
evening. We extend our congratulations
and best wishes to Bob and Othrus.

Linda Vaughn has left our employ to be
married and will live in Minneapolis. We
will miss Linda's cheeriness, but our best
wishes for happiness go with her.

Congratulations to Keith Bull and Dick
Carlson who have just recently passed the
California Structural Engineers' examination.

Tudor Engineering Company's Fourth Annual
Dinner-Dance was held on Saturday night,
December 14, at the St. Francis Hotel and
everyone has expressed themselves that this
was the best party yet!

After dinner, there was a showing of slides
by Bob Janopaul and Gene Altshuler of
different scenes in Caracas, Seattle, Honolulu
and Yakima. Although the Tudor people from
Caracas weren't at the party in person, they
were represented by slides, in particular
one Steve Stevlingson; and the Honolulu office

showing Bob Craig, Millie and Neal; and the
Yakima crew (which were so dark, one could
hardly distinguish one from the other--Al,
you'd better learn how to use that expensive
camera of yours).

Dave and Loreen Toothman represented the
Boise office; Paul and Dawn Potter were
down from Yakima; our "regulars" were
present from Seattle, plus Maggie Cotton.

There were many familiar faces missing
this year--a number because of the "flu bug"
which has been zooming through the office.

Pilar Murillo of the Lima office has returned
to her secretarial assignment in Lima after
enjoying a vacation in the U. S. It was a
pleasure to see her in the San Francisco
office.

Rene Crespo of Quito visited our office on
December 3rd in order to know better the
facilities and capabilities of Tudor, whom
he represents in Ecuador. Both he and his
wife Martha were enchanted with the San
Francisco Bay Area and expressed a keen
desire to return soon. We hope they do!

Mrs. Ralph A. Tudor announced the marriage
of her daughter, Jean, to Navy Lieutenant
William Ortengren on December 14. The
wedding was held in the Chapel at the
Monterey Base Graduate School. After
a wedding trip, Jean and Bill will live in
Ocean Beach where he will be the Executive
Officer on a destroyer.

MERRY CHRISTMAS

AND

A

HAPPY NEW YEAR!