State Safety Chief Lauds Local 3 Plan

Reduction of work injuries is not going to be achieved by blaming workers and employers over the head, but rather by educating them, in the view of the man with the top responsibility for industrial safety in California, George Sher- 

man, Chief, State Division of Industrial Safety. Sherman also considers that organized labor can and should be the key to this safety education effort, and praised the new Safety Education Committee program of Operating Engineers Local 3 as one of the most important and promising steps being made in this direction today.

He expressed his views in an exclusive interview with EN- GINEERS NEWS.

Safety is an ever-changing problem, Sherman said, because the risks are constantly changing. In some fields the new risks take the form of new chemicals, radioactive materials, and so on. In others they are the result of new techniques for producing, mining, and so on. In still others they stem from speed and competition-harder, more complex machines and a higher race for the dollar.

BIG LOADS, SPEED: "When there is heavy construction," Sherman said, "is that the machines get bigger, the loads get heavier and the tempo of operation is speeded up."

In the safety engineers' opinion, the construction industry rates as a "high risk activity," with a special factor of multiple in- jury-that is, of the workman not only harming himself, but killing or injuring others on the job.

"There has been considerable improvement in construction safety. In 1960 there were 166 disabling injuries for every 1,000 workers in construction; by 1960 that had been reduced to 70.4 injuries per 1,000 workers. The rate is still too high, and in numbers of people, the toll is going to be heavy for the next five years. As for the future of construction, indicates the employment of many more people. Supporting this prediction, Sherman cited federal government forecasts that indicate the California building industry will be the greatest area of employment in the next 10 years."

GROWTH: "It's got to be that way," said Sherman, "because of the magnitude."

By HUNTER P. WHARTON

General President

I THINK THIS SUBJECT is well known to most of us. We are working with the problem of knowing what safe practices are, and what they mean. It is a case of knowing the value of working safely, and the cost of unsafe practices. Management may provide the most ideal conditions under which the worker is employed; rules may be made for his protection. However, workers cannot be compelled to do their work in a safe manner. Workers, when they realize the value of accident prevention, will develop an interest in every-day safety on the job, at home and at play. It is important that this interest be created and maintained to achieve lasting results.

Buying safety is like buying any product. The buyer must know the value he will receive. Safety is created by education of the worker and requires some effort to achieve, and safety is a real bargain.

There is inherent in all forms of life a faculty for self-preservation. In man there is also a desire for material gain, a sense of pride, a sense of responsibility, a humanitarian quality. These natural instincts make all of us receptive, when we realize the value of accident prevention. It has been definitely deter- 

By DAVE MARE

Local 3 Safety Engineer

A report on the activities of Operating Engineers Local 3, as shown in the field of on-the-job safety during 1962 naturally divides itself into two parts: what we have tried to do, and what we have learned in the course of these efforts.

During 1962, Local 3 devoted more time and effort to safety education and safety policing than ever before in its history. In the various districts of Northern California, Nevada and Utah, 36 special safety meetings were held, with approximately 4,000 of our members attending.

We held 43 safety meetings for groups of employees of various contractors, some on the job sites and some at downtown safety banquets.

We also sponsored our employees in the areas three major safety banquets which drew more than 3,400 people. These safety banquets were held at the Fresno Chamber of Commerce, at the Imperial Hotel in Las Vegas, and at the Golden West Hotel in San Jose.

Intensive Safety Effort in '62

Every work-connected accidental death of an Operating Engineer is one too many. Every lost-time injury re- 

ceived on the job is an injury that could and should have been prevented.

Between Nov. 1, 1961 and October 31, 1962, we lost 12 members of Operating Engineers Local 3 due to work connected injuries, and these injuries are available on the number of such injuries that did not result in death.

This is the painful back- ground of a comment made by the Business Manager and the Executive Officers of Local 3 to set up a network of Safety Education Committees in all the districts.

The first Safety Education Committees are being formed in the Northern California districts, in all of which kick-off meetings will have been held by the time this paper is out. We will make along similar lines in the other areas of our jurisdiction as soon as the California program is rolling.

The plan is to have, eventually, at least one Safety Education Committee at every major job site.

This will be a voluntary activity. The members of the Safety Education Committees will be volunteers, strictly, on the theory that only those genuinely interested in safety can do a real job and that anyone interested in serving on the committees will have the opportunity to do so.

As explained to those attending the initial Safety Education Committee meetings, these are the problems and the goals.

1. We hope, through education, to have members on the jobs who will call attention to needed condi- 

tions or equipment on the jobs and give the union and management a chance to correct them before they lead to accidents.

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3. We are working with the California State Division of Indus- 

trial Safety on a safety education program. There will be regular meetings of the Safety Education Committees at which
San Francisco

Paul West Project to Labor Sponsored

By JERRY DOWD, GEORGE BAKER and ROB SKIDGEL

Organized labor is involved not only in the construction of one of the most important housing developments around San Francisco but also, along with employers in the industry, the promoter of the project.

The project in question is the $6,000,000 Park West, a housing development newly completed in the Western Addition redevelopment area, financed by the Fall, Lougher,men & Warehousemen's Union and Pacific Maritime Association pension funds.

Designed and built for moderate-income families, the apartment complex of 300 units will have a model apartment ready by the end of this month and is scheduled for occupancy by March 1. It covers a three-block area that extends north from downtown San Francisco.

Apartments will have an average living space of 750 square feet, and monthly payments ranging from $35 to $145 covering all land- and garage-space taxes, water, electric, gas and maintenance. There will be no discrimination because of race, creed or color.

Other jobs in San Francisco have been going along well in the recent good weather. We also are making progress, with the equipment all manned. The Peter Kiewit Company in fact, southeast is going along on shovel work, but it will be a month or so before the all-wheel-equipped equipment is rolling.

A new Lebarron lower crane is being installed in the yard, and one of the big Lugas Towers apartment

ment structure at Sacramento & Laguna Sts. Westmorland Con-

gnected in this one, which should be a good job for us for quite some time.

P. & Z. Co., on sub from Kiewit, is digging footings for the new Hartford Building, which will be one of our biggest office buildings.

All State Construction is doing the site work for our group of homes at the Diamond Heights redevelopment area, and four of our men are being dug for a new church at 19th & Junipero Serra which should provide a fair amount of work.

The Perini Golden Gateway project is going well, with a few changes in personnel and a few troubles. The ground is dug turned over when one track caught in soft mud, but thanks to our contractor’s operation by “Skilf” Paulson, no one was hurt.

Ben Franklin, with Readymix Concrete in charge, is building a big log. He’s back from the hospital, and we hear he’s doing fine. He’s progressing to the point where he can hold his arms and legs, which had been paralyzed, and is on the road to recovery. He’s at FL Milkey Hospital now and we doubt visitors.

Claude (“Top”) Seantlin is lucky to be with us after his accident. He went over a bank, but we hear he’s in good enough shape now to be getting a little crabbly.

Prepaid Medical Plans

WASHINGTON — Increasing support for the movement to get more adequate medical care “at cost” to the worker. To the aver- age family was predicted for 1963 by Dr. Frederick D. Mott, president of the American Dental Association.

The “unique advantages of pre- paid group practices,” he claimed, are reflected in “growing recognition” that such programs are “economically and professionally desirable” to both doctor and patient.

Intensive Safety Effort In ’62

Continued from Page 7—

and the Utah section of the National Safety Council in Oc- tober.

226 INVESTIGATIONS

We participated in 33 meetings involving State Safety Orders in the three months. We made phone calls and conference to discuss safety pro- visions on the jobs before they started.

Your safety representative at- tended 21 district membership meetings and conducted 28 personal investigations of accidents or of potentially dangerous situa- tions where we feel our mem- bers or business agents.

During the past year, what has improved us most is the follow- ing.

While the big accidents which cause deaths or serious injury make the headlines and get all the attention, we get better reporting of accidents we see that there is literally a multitude of lesser accidents that no one seems to worry about too much.

From the moment they happened, and more and more men are seeing that union representa- tion can make the job progress to a better standard of living.

With the generous help of War- ren Bialy, and the support of representatives in District 4, we have been able to add Mmars Smelting & Refining and Un- timid and uneffected "Technical Engineers to look forward to en- abling us to assist more men in the labor. More and more men are seeing that union representa- tions can make the job progress to a better standard of living.

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We urge each Wh ile the big accidents which cause deaths or serious injury can be a bit worrying, too much to worry about too much.

No. or of potentially dangerous accidents which are not great in amount of work. But the real effect of these are neither.</raw_text>
In January, 1963

**Oakland Area**

**Shops, Tunnels and Plants Keep Working**

By DON KINCHLOE, L. L. ("Tiny") LAUX, NORRIS CASEY, FRAN WALKER, and JAMES ("Red") IVY

The rains have started, and the dirt jobs have slowed down, but business is good in the Oakland area.

We have recently signed California Tractor to the Equipment Dealers contract. We hear they are going to be a new shop near Dublin. They are now located on Park Blvd. in Emeryville.

Stale Inc., M. K and Lowe & Watson are moving along on the Mn-Achen freeway. Miles Sierra has gone south for the winter, but will be back when the rain is over. Gordon Ball was low bidder on the next section of the freeway at $3,000,000. Gordon Ball is setting up offices on this job and has started with a car and a blade. We will know in the near future how many Engineers will be needed on this job.

Guy F. Atkinson is working on the section of freeway adjacent to the Western Bridge. Up to now have 10 to 12 Engineers on the job, most of whom have come from other Guy F. Atkinson projects.

Let Co. have started the $3,000,000 Calphar housing job at Alameda Naval Air Station. Most of this work is subbed out, with from 12 to 14 subcontractors working on this project.

**TUBE JOB**

Pomeroy, Bates, Rogers and Gerwick should be selling the tube job from Oak and Overland. The old districts’ almsmed some time in January. As soon as this tube is open the old ones will be closed for a face lifting job.

Cabaniss, Graf, Brayner, and Haynes are still going strong in the Caldecott Tunnel. They are now in about 25,000-10,000 feet, with side drifts coming in from the opposite end. This job is working three shifts and will go rain or shine. Frederickson & Watson have been full blast on the freeway from the tunnel to Orinda and expect to go two shifts soon.

All in all, as quickly as the weather permits, we should need all types of Engineers on these projects.

**NEW ROAD**

Pomolbo Construction Co. of San Carlos has the first section of the new Bear Creek Road in Contra Costa county. This will be a complete new road, due to the building of Boreo dam in Orinda. The water behind this dam will completely cover the old Bear Creek Road. This first section is 2.5 miles in length at a cost of $900,000.

H. F. Lauritzen of Antioch has the phasing down for several bridges over the creek in this area. Lee J. Jemel of Richmond will do the phasing. This job will go for about one year and furnish work for some 30 of our brothers. L. J. Deckham is the foreman under a Road supervisor, with Bro. "Angie" Angeles as the grade foreman under Cabaniss and chassis, a 20 ton International, 1 leader, 1 blade and 1 crane, plus a couple of mechanics and a general contractor.

**PLANT EXPANSIONS**

Dirt work has slowed in upper Contra Costa county, but the numerous plant expansion projects continue to employ a good number of brothers in the hoisting department.

In addition to the Bechtel job, the Ralph M. Parsons Co. has a small job going in the Monsanto Chemical Plant at Avon.

The E. J. DuPont Co. is constructing a new multi-million dollar titanium dioxide pigment plant at Antioch. This plant is expected to be completed in April of next year.

Walsh Construction and C. C. Moore have approximately 25 Engineers employed at this time on the Antioch steam plant.

Swenson & Walberg and the J. M. Foster Co. have moved into the Columbia Steel mill at Pittsburg to set the machinery. This is a part of the job that the Eichleay Corp. and American Bridge have been working on all summer. This has been a very good job for the Engineers, keeping from 50 to 60 brothers busy since June, with a lot of overtime.

Barclay & Associates have a remodeling job in the General Chemical Plant at Nolton, and there are several other small jobs in the refineries that will keep some of the brothers busy through the winter.

**SAW EXPLOSION**

It’s not too often that we have something go wrong, the spot for us is when there is a spectacular accident, but one such case was the explosion at the Main Disinfecting Plant in Berkeley, where Brother Laut was driving right up to the gates when the black let go, at about 6:50 a.m. He provided this eyewitness description:

I was near the plant where there was a terrific explosion, and I saw debris going several hundred feet in the air. Then came a second explosion. These explosions really rocked the car. My first thought was of how many of our brothers were hurt or killed.

Upon checking, there was only one brother, Frank Smith, who was slightly hurt. At this time no one knows what caused the explosions. In a matter of minutes there were fire trucks and police cars from Berkeley and Alhambra at the scene, but due to the type of material being made for use in aluminum paint, no water could be used to put out the fire, as that would only have caused a bigger explosion. So we stood by and watched it burn itself out.

After things quieted down Brother Smith told us that he had just finished checking the plant out and closed it up, and everything was in order. Suddenly, he found himself flat on the floor, and as he lay there he heard a hundred-pound piece of steel roll off when the second blast occurred. He left the impression that he threw it off faster and farther than the explosion had thrown it.

California voters who failed to cast ballots in the Nov. 8 general election are legally doomed to be "purged from the rolls" during the next few weeks and there is nothing they can do to stop it.

But thanks to an amendment to the State Election Code passed by the 1959 legislature, any of these voters can—if they haven’t moved since they last registered—restore their names to their county clerk’s list of qualified voters quite simply. All they need do is find the local registrar of voters and fill out and return within 30 days the reply half of a double postage card that they are sent to receive from their county clerks in the near future.

In a letter mailed to all affiliated organizations, Thos. L. Pitts, secretary-treasurer of the California Labor Council Political Education, AFL-CIO, pointed out that "this is the easy way to keep up our voting strength so I urge all local councils and individual union members to pass this word on and remind their fellow workers and friends to be sure to fill out and return these cards to their county clerks.

Voters who have moved since they last registered will not be able to use these cards to re-register. They will have to register in person either at their county clerk’s office or through a duly appointed deputy registrar.

**Easy Way to Renew Your Registration**

GOING UP! Giant vessel 100 feet long, weighing 420 tons, starts on its way up.

A giant reactor 100 feet long and weighing 420 tons, believed to be the heaviest construction lift made on the West Coast, was hoisted into position in one hour and five minutes by Operating Engineers working for the Bechtel Corp. on the new Noxen cracking plant at the Tidewater Oil Co.’s Avon refinery in upper Contra Costa county.

The huge vessel was raised into position by two sets of specially designed tandem gin poles and two double-drum Skegie hoists assisted by a 125 ton Manhattan crane. The hoists were operated by Bros. R. M. ("Bud") Rich and Charlie Russell. The crane was operated by Bro. Cliff Williams with Rees. Frank Cabral and Bryant Morgan operating. Bro. Tom Perkins is Engineers foreman on the job.

Six of these huge vessels will be erected to complete the job, for a total weight of 2,500 tons.

SPOTTED FOR THE LIFT: A special track was laid within the plant to bring reactor to its exact location on heavy duty flares.

**IN PLACE: Reactor is shown framed by gin poles used to hoist it.**
Small Work Fair Despite Weather

By BILL RANZKEN and DAN McTATIEEN

The San Mateo out-of-work list is rising steadily as it always does this season of the year. Fortunately, however, most engineers are either working or have jobs to go to, weather and mud permitting.

O. C. Jones Co. has nailed two more paving projects at the new college of San Mateo. One for $132,000 and another for $314,000. Gruvelle & McConnell, Inc. got a $285,000 site preparation job at a four-year State school. The Shotshell will do the landscaping to the tune of over $1/2 million.

AIRPORT

Probably the largest project due to start in the very near future is the proposed $10 million garage at San Francisco Airport. This will no doubt be the biggest and most expensive garage in San Mateo county—or in any other county for that matter. Completion date is set for June 1965. During this 2½ year period, the present insufficient parking lot will be reduced by one-third to make room for the construction. The new garage will eventually increase the parking spaces by 2700 to 3300. It is reported to be 35 percent larger than any other in the United States.

BREWER ISLAND

One recent Saturday morning, the Associated Dredge Co. Suck- er got fired and decided to rest on the bottom of the Bay. This "sit down" by the Sucker caused a brief cessation of dredging activi- ties at this important terminal of fill operations at Foster City.

Estero Municipal Improvement District, owners of most of the existing dredge equipment, has since hired the Associated Dredging Co. crew, had a job conference with your union and signed the independent dredge agreement. At this writing the sand is not moving yet, but most of the brothers are working. It is rumored that an- other dredge will replace Assoc- iated’s Sucker.

The District plans to operate things themselves until a new contract is negotiated with some other dredging company. This operation, so vital to this enor- mous $3 billion dollar job, has been plagued by innumerable serious problems since it started nearly a year ago. All the broth- ers on this spread have gained considerable experience and knowledge. It is hoped that most of the bugs have been conquered and that the sand will really flow from now on.

LINEAR ACCELERATOR

The big "X" Linear Accelerator is progressing slowly in order to have at least some of the buildings up before the big dirt flies. Stanford University’s schedule shows 1200 ft. of the two- mile accelerator tube being laid by July, 1963. If this schedule is followed, a lot of heavy dirt will have to be moved quite soon.

Evina Varvag Co. just finished moving about 200,000 cu. yds. of dirt as a test, and is reported to be a serious contender for the big ditch contract.

Your San Mateo staff and all your officers wish all the broth- ers and their families a prosperous and happy new year.

Anti-Scab Laws

WASHINGTON — The Presi- dents Committee of the Allied Printing & Related Trades has announced that it will intensify its campaign for anti-strike-breaking laws as soon as state legislatures convene early in 1963.

Seven states and 17 municipal- ities have adopted laws restrict- ing the use of professional strike- breakers since the committee be- gan its drive in 1959. Prepara- tions to get similar legislation on the books in 1963 is under way in at least 18 other states, the committee’s legislative subcommittee said.

Volunteer Safety Committee Plan

The California State Division of Industrial Safety is working closely with us in developing this program, and we will draw on its facilities and personnel in the safety education effort among our own committees, first, which is the start toward better report- ing of accidents and hazards and an increased awareness of safety among our members.

With this in mind, the committee meets every two weeks with members of the State’s Safety Education Committee, to discuss the problems of industrial safety and to share the latest information in this field.

There is no better way to promote an activity than to have others do it. It is only fair and just to give our members the opportunity to be involved in this type of endeavor. Motivation is the key to success, and we should do everything possible to encourage the participation of our members in this important activity.
SACRAMENTO SLOWS TO A WALK

By ERIE NELSON, ED HODSON, BILL MERTZ, AL DALTON and CLEM HOEVER

Work in the Sacramento area has slowed down this winter. There is some underground work still going on, such as the new bridge at the Montrose area. This work will not put many people out of work, however, as the weather is improving. This is one of the few places in the area where work is still going on.

In the Sacramento area, there will be less work for the rest of the year. There is not much underground work being done, and the weather is improving. This is one of the few places in the area where work is still going on.

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Young Ed Aims for Olympics

There is an earnest young man who hopes to garner a gold medal for the United States in the next world Olympic Games. Ed, Jr., the son of Ed Burke, Sr., veteran member of Local 3, employed as a foreman for Brown-Eyed Cute, has been working this past month.

Young Ed was a truck star at Napa High School, setting North Coast records in shut put and discus throw, some of which are still unbroken.

He wrote the school for a football scholarship, competed in both football and track and set a new San Jose State record in discus.

But during his sophomore year in college he spent all the time he could spare at the Santa Clara Youth Village, where he was teaching and training for the 1900 Olympic Games, and started picking up pointers on the hammer throw from an old eastern coach, Mike Ryan.

He learned enough, and in March was able to place in the hammer throw at the Olympics qualifying trial meet in Philadelphia, thereby gaining a berth on the U. S. squad in the final trials at Stanford.

He came away, however, de- terred from the goal of the hammer throw was his event and that he would go all the way with it, the 1904 Olympics as his goal.

Since then, young Burke has worked on the hammer throw specifically. He throws three days a week and lifts heavy weights three days a week. The workouts continue rain or shine.

Meanwhile, Ed, Jr., has continued to set new records at San Jose State, probably the outstanding school for track competition in the U. S. This summer he placed in the top three in the National Collegiate Meet. He was ranked second in the nation among collegiate hammer throwers by Track & Field News and was named to the United States Track and Field Team.

He is currently being consid- ered for a position on the U. S. team going to the Pan-American Games and has passed pre- liminary screening by the U. S. Olympic Committee.

He is training intensely so that if selected he will repre- sent the U. S. with honor and, hopefully, bring home a gold medal.

Good Year Ahead in North Bay

By T. J. STAPLETON and STAN GARBER

We look forward to a good year ahead in the North Bay area.

There are numerous jobs in the making.

In this time of economic reaction, we have to be careful not to get ourselves into too much of a rut.

The climate we have been working through this winter have been particularly good job for the area, with many of our fellow workers enjoying an excellent season.

Some of the brothers in Pakistan, Ed Sylvain, writes from Edgewood Road in Redwood City, that his family is, at this writing, still in Mt. Shasta, California, with the United States Air Force. It's always nice to hear from him.

Oakland

Congratulations to Bro. Carl Stout and his wife on the birth of their son, David Robert, December 14th.

One of the brothers in Pakistan, Ed Sylvain, writes from the Mangla Dam Project, Mangla, West Pakistan. He says that the shop there is so large, they drive their cars on the main road on the occasion of a section to another.

Another brother, Eddie F. Cox, writes from Monrovia, Liberia, West Africa, that he is running a 120-B electric shovel in an open minus. Patterson weather is fine, and his wife and baby like it there in the jungle. He says that there are several other Local 3 men on the job.

Personal Notes

Stockton

Several brother Engineers are recuperating at the hospital and at home from accidents—Nobie Maynard, Harvey Widener, Carroll Aflaro, N. L. Howard, Lou Bausguess and Albert McNamara. We wish them all quick and complete recovery. Our thanks to Mrs. Larry Smith, a recent contributor to the Stockton Blood Club.

Vallejo

Thanks to Mrs. Ray Culp for a blood donation. Mrs. Culp has a rare type of blood, so we are always glad when she joins us. Thanks also to Mrs. Glensky for his donation.

San Mateo

Jim Gulic is now out of the hospital again, and we hope he will be back in action soon. We are glad to welcome him back in another session in Mills Hospital, but is now out again.

George McNamara is in the San Mateo T. B. Sanatorium on Woodside Road in Redwood City, and was to be joined there by Brother T. B. Bland right after Christmas. Bob Hunt and Larry Johnson have shared Sequoia Hospital during December.

Rolf Svindal barely escaped death in a loader accident on the Westborough job while working for Justice Co. Rolf is, at this writing, still in Mt. Zion Hospital, San Francisco.

We are saddened recently by the passing of Brother James W. Hawthorne and Brother Ed Devereaux. They will both be long remembered for their good work and loyalty to Local No. 3.

Eureka

Santa Clara blessed the Robert Tennant family with a 7 lb. 14 oz. baby boy, born December 23rd.

San Rafael

Congratulations to Brother Bill Manika on getting another tax exemption—on a buy on December 14th.

Best wishes to the following brothers confined in hospitals: Al Hansen in Hillcrest Hospital, Petaluma; Chas. Schrimm at Martin General for a short stay; Roy Scott at San Rafael General; John Fuller at Marin General Hospital for surgery.

We wish Brother Harry Cahill a happy retirement, as do all his fellow workers at Brown-Eyed Co. Harry was employed as a roller operator for many years.

We wish to take this opportunity to thank the many brothers who sent Season's greetings, particularly Bro. Herman Zehnle, who has signed up for another. Two-year hitch with Liberia Mining Co. in West Africa. It's always nice to hear from him.

Eugene

One of the brothers in Pakistan, Ed Sylvain, writes from the Mangla Dam Project, Mangla, West Pakistan. He says that the shop there is so large, they drive their cars on the main road on the occasion of a section to another.

Another brother, Eddie F. Cox, writes from Monrovia, Liberia, West Africa, that he is running a 120-B electric shovel in an open minus. Patterson weather is fine, and his wife and baby like it there in the jungle. He says that there are several other Local 3 men on the job.

This card introduces a competent construction equipment salesman, a man who knows construction and knows equipment.

He can help you evaluate machine applications to make your job more efficient and profitable. For the best in construction equipment...
January, 1963

San Luis Dam Let for $86 Million

By JOE MILLER, B. F. (Troy) HELING and GLEN MULLOWETY

A joint venture of Morrison-Knudsen-Utah Construction Brown & Root Construction submitted a low bid of approximately $86 million to construct the main San Luis dam and forebay dam and pumping-generating plants.

The entire cost of this task for machinery and all phases, will be about $901 million. We expect the new job will be awarded some time in January or early February. At that time we will have only a job conference with the contractors and learn of the starting date of the project. We do not expect any real dirt work to start for at least 5 or 6 months.

We have had many inquiries as to the project and many men have drifted into this area expecting to go to work on the San Luis project. We again want to inform everyone that there will not be a great amount of jobs at the start of the project and we do not expect any large dirt work to get under way at the dam site until the middle of 1962. We will do our best to keep you up to date each month of the latest developments.

DEL WEBB CENTER

The new Del Webb Center at Thousand Oaks, Calif., is the same shape, and the first floor is now under construction. They have started framing on the job and activity should increase quite a bit as they put the framework together. Bob Leslie is the operator on the crane and is really pleased with the big rig they are using on this job.

C. K. Messman was low bidder on the Ventura Ave. overpass project, with a bid of about $15 million. Work will start under the first of the year.

Weathercock and MAK are back to work on their Ventura Ave. project and have started the dirt work and rubber tired spread rolling.

NEW ROCK PLANT

Stewart & Nuss Co. has completed construction of their new rock crushing plant at Pinedale. This is the most modern plant in the valley, to our knowledge. They needed immediate funds, as their other plants wereoutsourced and were constantly down for expensive repairs. This plant should make the future better for the company and we hope to see many more plants of this type in the future.

Goebel Const. Co., at 100 High- way at Porterville have 6 BW- 2s, 9 cabs, three blades and two DW-2s giving a lot of dirt turned. Their new job will keep the dirt crew busy to about March 1963. The job will have two structures, one over the railroad and one over Highway 60.

HIGHWAY WORK

Richard Messman & Co., have subbed the clearing on their job at Visalia, on 188 highway, to Dan Miller who has four cubes and a loader on the job. Ashbury Constr. has the grading and hauling, with a Sourd Mangle drudge leading the bunkers for the truck haul.

Pine Valley Co. has started to move some dirt at the east end of this project. Fresno Paving Co. also has a job at Five Points, which they are now preparing for the paving spread. Rockfield Inc., has a crushing operation set up at Coalinga to serve the Five Points project.

Milton & Co. has their job at Lemoore about ready for the cement-treated base and will start paving after the first of the year.

Madonna Constr. has just finished their job at Corcoran, and the brothers on the job had to see it end, as it has been a real good year. We expect they will all be a kick in the shins. The Medical Building job has started on the powerhouse and going up, and our Brothers are looking forward to a good number of years. His contractor is one of the best safety programs in the county, and safety is a very important subject to our brothers working for this employer.

OTHER BIDS

Peter Kiewit has started a small spread on the Merced freeway, but it looks like it will be spring before they have a full crew. Standard Materials is setting up a new crushing plant on Rea Creek to supply base rock for the freeway job.

Ball & Kassel have been awarded five miles of freeway project in the Stockton and Modesto area. They expect to get the sub and have subbed the paving to Fresno Paving Co.

LINDENVILLE CRANE: on the new Del Webb Center job in Fresno. Operator Bob Leslie says he's really pleased with the setup.

Winter Takes Hold in Utah

By JAY NEXLEY, MERLIN BROWN, JOE THOMAS, VANCE ABBOTT, LAKE AUSTIN and TOM EICK

Work in the Salt Lake City area is coming to a grinding halt thanks to Old Man Winter. Many of the jobs are completely down, and only small crews on the rest of the jobs. Next spring we'll have a lot of work going on, but between now and then we do not expect too much.

Local's job on the dyke is still working and we hope will be able to go all winter. If the snow doesn't come again they will be hammering away at it. The haul road is narrow, and this could be solved.

Tagon's freeway job hopes to keep going until the frost gets too deep. Their weekly report is still being filled with reports of sewers hauling on this job along with the trucks, and at this writing the brothers are working a lot of dirt.

Gibbons & Reed are still haul- ing out of the big hole right downtown and are now down to the old Lake Bonneville site. This will be an underground parking area for 1440 automobiles. On the same job the old gym has to come down to make room for the new one to be erected.

NEW ROCK PLANT: Stewart & Nuss Co. has solved its problems of outdated equipment and shortage of aggregate material with this modern crushing plant on the San Joaquin River north of Pinedale that should give them a bright future.

By BOB WEAVER, Construction & Maintenance

Bob Weaver Construction Co. has submitted a low bid to the new Kenne- cook Building Co. at Salt Lake & South Temple and is getting ready to start driving the sheet metal on this job. When this job starts, we will have five buildings going on at the same time—the Federal building, Provo Hotel building, Kennecott building, new gym and the addition to the Telephone building.

The operators don't get as large a slice of the work as some of the other crafts, but it is better than a kick in the shoes. The Medical building on the campus is still going up, and our Brothers are able to make a few days on this job.

GOOD SEE YEAR

The sewer contractors are about topped out for the rest of the season. There is more sewer work due next year, as we will have more sewer disposal plants to be set up, but those jobs are done in the winter time. Some of the sewer outlets have gone south for the winter, but most of them are done in the winter time. Some of the sewer outlets have gone south for the winter, but most of them are done in the winter time. Some of the sewer outlets have gone south for the winter, but most of them are done in the winter time. Some of the sewer outlets have gone south for the winter, but most of them are done in the winter time.
By HAROLD HUSTON, W. R. WICKES and W. D. WILLIAMS

By the time this article goes to press we hope all the brothers and their families will have had a very happy holiday season. Looks like the heavy rains have started and almost completely wiped out the construction work. In our last issue of the paper we were busy and dry, and we hoped that things would be better. But this is one wish we will not get this year.

Some of our planning that got out of hand last year has started to grow fast, with most of the jobs in the hills all shut down for the winter. Some of the jobs hope to keep a skeleton crew working when at all possible.

Job Stewards Meeting: We had our first Job Stewards meeting at the Marysville district office. There were about 50 in attendance and we would like to thank all of the stewards who made a special effort to attend this meeting. This meeting was such a success that in the future we are going to schedule a monthly Job Stewards meetings.

TITAN REBUILDING

Peter Kiewit & Sons, Inc., is already working on the 50 per cent completion mark on the partial rebuilding of the Titan Intercontinental ballistic missile. The Titan missile systems at Chico. At the present time we still have two Austin cranes and a John Deer mechanice working on this job, which should last about another four months.

Macco Corp. are still working on the transmission line and are looking for another 20 construction people for the line.

A few have finished driving their piling on the freeway with the G & W & Son, Inc., at Chico. We have collected a lot of back pay for the brothers working on this job, which would appreciate being notified if any of the brothers still have any back pay coming from this employer.

George Brewster & Son, Inc., have started to get a new crane in the area. The crane is being delivered to the site and are trying to work on the Port of the future.

Brown is still working on the Frazier-Davis Const. Co. will continue work on the railroad the company is going to put in to haul the dam site and hope to finish the dam by the end of the year.

The $153,435 contract with E. B. McLean & Sons was awarded at the Mayes Village Dam, $336,512 unworkable weathers during the winter may require more time. The job will be going in any day, and this will keep more of our brothers busy erecting it.

COLOSA HIGHWAY

Frazier-Davis Const. Co. will complete the dam at the Fish Hatchery in Oroville in perhaps six to eight months. The dam is now about to be placed next year, which will keep a lot of the brothers busy. The first phase of the construction work on the dam site will be complete for the general contractor, and the brothers will have had a good start on the construction of the dam site and hope to finish that phase this winter. A lot of our brothers will work on this winter on the transmission line and excavation for the railroad company is going to put in to haul their material. The job will be going in any day, and this will keep more of our brothers busy erecting it.

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This is NUMBER 7: Brother Fred Pimental of Santa Cruz is a mighty huntsman whose special quarry is wild boar. He's been making regular forays into Mendocino county, in truck or jeep, and bringing home a lot of dead pig. Seven have made the return trip with Fred, the one he's standing alongside here being the largest — over 300 pounds, with two-inch tusks as sharp as a knife. Fred's making plans now to get No. 8.

WORKERS ON SALARY

BUFFALO—Aste Workers Local 58 and a Buffalo machine and tool firm have made collective bargaining history by signing an agreement that takes production and maintenance workers off hourly pay status and puts them on an annual salary.

State Safety Chief

CLARIONS LOCAL 3 PLAN

Continued from Page 1—

The State Division of Industrial Safety is one of the few state agencies that has enforcement powers. Theoretically, it should be simple to use its police powers to enforce industrial safety. But practically, says Sherman, it's not that simple.

"You can't gain accident prevention simply by harassing the employer. Trying to do this job by police methods only would cost us more in money than the public would stand for — and then it wouldn't accomplish the job."

EDUCATION THE KEY

"Education is the major factor. Engineering is second, and enforcement comes third. The sincere enthusiasm of all concerned in the industrial picture is the indispensable ingredient in cutting down accidents." Sherman added that enforcement powers for a state agency are like the strike weapon for a labor union — of great importance, but to be used only as a last resort.

"We have experts in every phase of activity," Sherman continued, "machines, tools, hot, flameable and corrosive materials, ionizing radiation and even in man's behavior. But it is particularly with the last of these that the unions can do more than we can ever accomplish. In the human engineering end of safety, labor's help is indispensable."

By A. J. HOPE, W. R. DAVIDSON AND J. N. HALL

The latest spell of rain brought the work in the San Jose district to an abrupt halt. The out-of-work list has tripled in length and no goal will grow longer each day.

Swanton & Walberg have started work on their multimillion dollar I.B.M. plant in the Almaden foothills. The work is being done by the All-State Equipment Co.

On the Junipero Sierra freeway, Herreick Iron Works are putting in the huge steel girders. Gibbons & Reed had just begun the job of widening Route 17, but was shut down by the rains.

Sanco Pipe Lines have just finished laying a 36-inch storm line off Hillo Lane in Los Gatos. Weather permitting, they will move the equipment to the Silverdale School for 2000 feet of sewer pipe.

CAMIO JOB

McDivore & Hester, in spite of the rains, are doing a good job on the green strip and widening of El Camino Real. Freeman Paving

has most of their equipment in for the grading work. They were the low bidders on a $650,000 job for street repairs in Palo Alto, work which will start in the near future.

Seedgroth Bros. have most of their equipment in for the grading work, too, are running long hours in the hot plant, furnishing material for contractors who are still working.

Bahr & Ledoyn in Palo Alto have the first building completed.

San Jose Notice:

Anyone interested in a Grade Checking class which will start about May 15th should contact District Rep. A. J. Hope at the Local 5 San Jose office for information and signups.

In their industrial subdivision in East Palo Alto and are doing street repairs and pavers.

Aleo-Pacific have completed pouring the concrete on the first floor of the building at the student center buildings for Student Housing at Stanford.

Early Stelle and M. K. have shut down operation due to the rains except for the mechanics and the punchmen. This has been the largest single project in the area this year, and they have made very good progress Piombo Const. are doing the grading on the fill, with Santa Clara Sand & Gravel hauling the material from Rainich's pit in Milpitas.

TALLEST BUILDING

Groundbreaking for the 12-story 96 million Community Bank building at San Antonio & Market Sts. in San Jose will be held Jan 12. Murdock Const. expect to start work as soon as possible. This 160-foot structure will be the tallest building to go up in san Jose in the past 30 years.

Howsan's Inc. were low bidders on a $125,000 contract for a large food processing plant in Gilroy.

Hutton & Ferris have been busy supervisor-contracting supplying about 200 houses. They are doing the excavating, paving and house pads.

Work in the Santa Cruz area was held up well, but they, too, have been curtailed by the rains. Bob McGregor has started to move dirt on the subdivision near Ron Loom. The sandy soil in this location will make this a good winter's job.

JETTY PROGRESS

George Hunt, making remarkable progress with their jetty job at the Santa Cruz Harbor, will be completing their section of this job within a week. They hope to get the dredging work that will be let soon on another section of the harbor.

Kipp & Port, Phil Calabrese, Wilder & Jones are doing small jobs throughout the area, with some of them being cut by the rain.

Modonna Const. Co. are running two shifts on their crusher plant at Gonzales. They expect to have the list of their operation soon. There are 10,000 tons of plant sand to be made.

BLOOD BANK

Thanks to Brother Robert Spieser for a Blood Bank donation.
Cooperation Is Key to Safety

THIS ISSUE of our paper features the subject of safety... and for ample reason...

Safety has been far too long a time something like the machinery of government is used to collect the... along the line ... between the industry...

To improve membership of the union prevails in this matter of safety... that means... to police...

In this light, an... has been shown in our... that has been shown in our...

We in Local 3 can honestly say that... that has been shown in our...

The rate is about...2,000...

Our... is...2,000...

In our... which is no patty-cake business...

Consumer Advice

A Good Investment

A year ago this department forecast higher...

We are certain that... we have been doing something about it...

And there...

In our... which is no patty-cake business...

In this light, an... has been shown in our...

A year ago this department forecast higher...

You... safety on the jobs; as long as there are any...

The prospect of continuing high prices and a...

ONE THING is certain—for our accident prevention program to be fully successful, there has to be cooperation all along the line... between the industry and the union... and police...

We are certain that... we have been doing something about it...

One area of... is still remains from the last recession...

We have demonstrated before that when we all put our shoulders to the wheel, things get done... There is no cause more worthy than safety of our best effort and fullest cooperation...

NATIONAL AFL-CIO has come out with a timely alert to... Depression that is sweeping like a blanket...

The AFL-CIO points out that Social Security is not... and for ample reason...

That leads to another question: How much is enough?

Let us read elsewhere in this issue, we had...

By SIDNEY MARGOLIS

A year ago this department forecast higher...

For 1963, you can expect more...

That means that there isn't a great number of piddling cases...

In the accidents which...

In this light, an... has been shown in our...

A year ago this department forecast higher...

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In the accidents which...

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That means that there isn't a great number of piddling cases...

In the accidents which...
Industrial Construction Co. from Las Vegas has a good start on their four-lane freeway at Red Hot Bowl, according to a letter received from Highway 49. Some of the brothers may work most of the winter if the weather is too much frost in the ground.

There is a good crew of Operating Engineers on this job—some of the best, for they are from Fallon, Nev., and that is one town where everyone is good. If you don't believe it, just ask someone from Fallon and they will tell you in great detail how good they are at anything.

George Grif confined has a couple of housing projects going and a few miscellaneous jobs around Reno. Now all of the jobs are going fast in Reno, George keeps all of his Operating Engineers going most of the cold winter months, doing something.

Hoag Construction Co., from Twin Falls, Idaho, has low bidder for the $18,000 contract, according to a letter received from the Nevada Union Grievance Committee Digest.

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SWANKY JOB
Marin County Hospital has the steel erection on the new Golden Hotel, casino, restaurant and dance hall. There is a swanky establishment in the Big Basin City in the world.

Grievance

SACRAMENTO—Feb. 12, Thursday, Prospectors Village, Ozoline Dam Blvd., 8:00 p.m.

February

Stockton—Feb. 1, Friday, Engineers Digest, 8:00 p.m.

San Jose—Feb. 4, Monday, Labor Temple, 45 Santa Teresa, 8:00 p.m.

February

San Francisco—Jan. 26, Wednesday, 57 F. Labor Temple, 36th & Capp, Ste., 8:00 p.m.

Bureka—Jan. 15, Tuesday, 2006 Broadway, 8:00 p.m.

Redding—Jan. 16, Wednesday, Retail Clerks Bldg., 990 Locust St., Redding.

Oroville—Jan. 17, Thursday, Prospectors Village, Ozoline Dam Blvd., 8:00 p.m.

In accordance with Article XII, C) ELECTIONS, Sec. 1, of the By-Laws of Operating Engineers Local Union No. 3, the Union will hold its first regular District Meeting in each district, beginning in February, for members of the Election Committee which will conduct the election of officers for the ensuing three year period.

There will be one Election Committee member elected from each district by secret ballot of those members present at the meeting held 16 days prior to the first District Meeting in February with a full announcement area covered by the District.

Nominees for the Election Committee must be registered members of the respective districts, must have been a member of Local 3 for one year preceding the date of nomination and shall not be a candidate or the nominator of a candidate for any office or position.

See list of District Meetings for full announcement areas, where in this edition of ENGINEER NEWS.
UNION HAS GONE AHEAD FINANCIALLY

By AL CLEM

Business Manager

In the following columns you will find the financial statement of your Local Union for the periods Jan. 1, 1961, to Dec. 31, 1961, with the purpose of giving you a better understanding of how funds are being handled and to include a comparison of the two years. You will note in this analysis the financial condition of our Local Union and the extent of the activities of the organization which have been undertaken.

The financial statement is self-explanatory, but it may be useful to call attention to some items. You will note a cash reserve set up for a building in Redding. This is because the new freeway route went through our existing property in Redding, and we had to sell it at a Highway Dept. price. We are now going ahead with plans for a new office building.

There is another item on 117-000 worth of low-interest bond. These were converted and the money placed in savings accounts in 11 banks to produce a higher interest rate for the union. These were converted and the money placed in savings accounts in 11 banks to produce a higher interest rate for the union.

Taking all these factors into consideration, it is a matter of satisfaction that we have shown a profit on our financial condition and that our business affairs have been well conducted.

Operating any union is a problem of sensible, practical balance—endeavoring to satisfy the wants and needs of the members as well as managing to meet all the financial obligations incurred in the operations of the Local.

Local 3, with 25,000 members, in all or parts of 11 states, with in excess of 110 employees on the payroll, operating 21 offices, paying affiliation fees to 38 labor councils, and so on, is a big business.

Wherever possible we are trying to effect economies, such as changing to lighter automobiles that give us lower operating costs, and we will continue to seek out all such economies so long as they don't mean cutting down on service to the members.

The following table gives a breakdown of the financial statement:

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<tr>
<th>Category</th>
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<th>1962</th>
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<tbody>
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<td>$354,179</td>
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<tr>
<td>Interest</td>
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GO AHEAD

UNION HAS AHEAD

WASHINGTON—State, local and federal projects approved under the highway and public works programs are generating an estimated $200 million each year for the area of construction, according to the regional Office of Development Administration has announced.

Projects thus far approved involve $144 million of the $600 million appropriation by Congress, and the remainder would be committed by the end of November by Administrator William L. Bell, Jr., said.

"I really don’t know of any other craft that has a full time safety man, like Local 3," he said.

"To my personal knowledge, Operating Engineers Local 3, especially in the last few years, has been the most active and seriously dedicated to safety among the groups with which I deal."

"They don’t just talk about it. They’re out doing something every day. This idea of the Safety Education Committee is another constructive step toward helping to save lives and to keep the boss in business. It will receive the immediate attention of the AGC Board of Directors.

"Construction employers, as much as anyone else, are concerned about the human cost of job accidents, about the toll in emotional and financial loss when someone is hurt or killed.

"We also know that in our industry, where the margin of profit is sometimes as low as 2 per cent, running a safe job can make the difference between profit and loss on the job."

"For example, I have before me a report on the construction company’s compensation insurance experience rating. Six years ago it had a Standard Manual Rate of 105 per cent; today its rate is 71 per cent. This is a money saving of $77 per 100 on this item of overhead, and it can be an important factor in bidding.”

McKenzie had words of praise for Local 3’s continuing safety effort.

Public Works

Spar Jobs

"If you sit back and think of the activity on that scale and the number of new people who are going to be brought into the industry, you see a very optimistic situation ahead with regard to safety.

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Redding: McCloud May Take Up Slack

**By J. B. Jennings and S. N. McRooM**

The $39 million PG&E McCloud project is going on both PH No. 6 and No. 7. On both of the diversion tunnels they are about to go up with a 12-mile tunnel, so that there is only one tunnel for the work, and the going is rough due to the steepness of the Pitt. The job is approximately 26 miles from the Redding mill.

Shen Co. is moving their equipment to Big Bend to start facing off the 11-mile tunnel so that they have only three men and one shovel working but expect to get underway the beginning of the new year. When this job is in full swing it will hire approximately 30 engineers. That company expects to hire many of the men they had working for them on their last tunnel job.

**RIGHT-OF-WAY TROUBLE**

Harry Cass has not started on their job building access roads to the tunnel area—these are held up due to the latest Engineers Hall, and we will give them the right-of-way on their property.

Shen Hall-McMillan have dedicated their new freeway at Castle Rock with just a little gutter and shoulder work to be done, and this has been a very good job for many of the brothers.

M. W. Brown Cass has completed their Beeman road job and are hoping to get the three miles of realignment road soon to come up at Acin.

Stolte & Stephens' three miles of road at Chittenango is 70 percent completed. Bannam Co. is well underway on the Frederickson & Watson highway job between the town and Red Bluff, doing the sub-base with Fuzzy Tufts as superintendent, Venneer Corp. are in their final stages on the Red Bluff 1200-foot dam. They have 14 brothers employed—mostly crane work.

**THEY SAY BROTHERS, they really mean it. Those are the Thill brothers—brothers in Operating Engineers Local 3 and also as blood relations. From right to left: Lloyd, John, Richard, Bill, Les and Ech-Thill. Their home based in the Redding area, but wherever their work takes them, they always manage to keep in touch with each other. Our informants in Redding advised they are a bunch of roughneck with soft hearts—a nice family.**

**DAM LAYOUTS**

Gibbons & Reed Co. are winding up most of the work on their dam jobs. They have many men on the out-of-work list. We are hoping that, weather permitting, many of these brothers will get some work on the McCloud project.

Now working in our area includes the new freeway job between Anderson and Redding and also the new highway job between Red Bluff. Those jobs are expected to be up for bids in February. Also the highway jobs are due up in the Modoc county the beginning of the year.

They would like to thank the members and the families for making this district the top district for blood donations. The Iron Memorial Blood Bank of San Francisco has Redding listed as one of the outstanding through-out our area, including Utah and Hawaii.

**USING YOUR**

ENGINEERS NEWS is for the convenience of the membership of Local 8. Any of you brothers who have anything you want to swap or sell, just bring the article to the nearest Engineers Hall, and we will be very happy to publish the article for you. Also if you have any safety ideas you may have, your ideas will be greatly appreciated.

If you have any Grievance Committee meetings, let us know by Monday morning so we can list them in the newsletter. The Grievance Committee members are Cliff Clark, District Executive Enforcer and chairman, Wayne Coleman, Dale Bryant, Don Hart and Jim Jennings, secretary.


Tuberculosis can be cured if found early and treated promptly.

When the closing of the year 1963 at hand, all in the Vallejo area is very quiet. Several companies closed until after New Year's, putting many brothers on our out-of-work list. Weather permitting, some of the companies scheduled Jan. 2, 1962, as a re-start date.

Spectacular fire roared through a large portion of the Solome Iron & Steel docks office at Sear's Point Road & Broadway early Christmas morning. Office supplies, records and equipment, including new equipment scheduled for installation in the shops, were destroyed. Cause of the fire is as yet undetermined. Damage is estimated in the hundreds.

**A LOOK AT '62**

The freeway job connecting with the present Gordon Hall Job at Vacaville on Highway 40 is to be let early in January, 1963.

Since the phasing-out of Benici Arsenal began some 18 months ago, the consensus has been Benici should stay a small town. But with the completion of the new bridge, it seems that there are many possibilities for a real town boom.

H. R. Watchie & Associates of Seattle, owners of 7,000 acres of residential property in Benicia, have signed contracts on more than $50 million of land purchases with the Centex Construction Co. of Dallas, Tex., one of the nation’s largest builders. In a joint announcement, H. R. Watchie and Tom Livey, president of Centex, said the Texas firm would be responsible for the construction of homes and Watchie for land development at Benicia.

A total of 1,500 homes will be involved in the first phase of the 12-year project, with approximately 750 residences scheduled now. Construction will begin the first of 1963.

The Benicia development, to be called Southampton, lies in and north of Benicia. Long range plans call for construction of 12,000 homes there, accommodating a community of approximately 50,000 persons. It will be a fully planned development, including schools, parks, neighborhood shopping centers and carefully zoned commercial activity.

**GROWTH POTENTIAL**

The decision to go ahead on the first phase of the program was based on exhaustive engineering surveys and market analyses which showed the growth potential of Benicia. The program marks the introduction of Centex to Northern California. The building firm is connected with the Clint Murchison industrial empire, and has been described as the nation’s first home building company.

A major portion of the construction at Benicia will be performed by local sub-contractors and local work forces, according to Centex President Livcly. Local financial institutions, building supply firms and other local agencies also will be utilized.

Watchie and Centex stressed that other home builders in the respective areas will be invited to participate in the development as the projects progress. Centex projects similar to those in Benicia have been successful in other parts of California, Illinois, Idaho, Oklahoma, Indiana, Texas, Ohio, Michigan, Louisiana, Florida, Hawaii and Puerto Rico.

**MORE AFLOAT**

More on Benicia: Rumor has it that a 13 million dollar ore reduction plant is scheduled for completion this year. It is expected that three major companies have been dickering for the sale of Benicia Arsenal as a complete unit.

Southern Napa rumors are that a major electronics firm is trying to take over the old Napa County Airport. If this comes to pass, it will employ approximately 2,000 employees of all sorts.

Bids to expand the Vacaville Medical Facility are under way for June, 1963. In addition to this, within the next five years plans for this Facility are in excess of 18 million for new construction.

Plans are now being discussed to deepen the channel of the Napa River to Napa to accommodate larger craft.

No starting date has been set for the 19 million Chelbar Chemn plants to be on the Napa River at Sear's Point. As well as to the Marina Vista.

To date several small contracts have been let, so let alone some work for January and February. We hope to take some of the slump off the beginning of 1963, until major projects start.

**Biggest PG&E Project**

This map shows the locations of the McCloud hydroelectric power project on the Pit and McCloud Rivers in Shasta county, California, the biggest hydro project ever attempted by Pacific Gas & Electric.

The $90 million project will comprise three power plants, four reservoirs, two tunnels (three and seven miles long) and a mile-long penstock.

When completed, it will add another 310,000 kilowatts of generating capacity to the Pit River drainage area, for a total capacity of 733,400 kilowatts, topping the Feather River by some 70,000 kilowatts, to the biggest power stream in California.

Completion of the project will take three years, during which time an estimated $20 million will be spent on payrolls.

The four reservoirs will store a total of 109,400 acre feet of water in 1963, 77,750 acres, and will be open to the public for recreational uses.
Safe Practice—What It Means

Continued from Page 1—

mired that most accidents are caused by a human failure, a mechanical failure, or a combination of both. Then it is evident that much good can be accomplished if we focus our efforts on these two points.

TODAY IN CONSTRUCTION many of our accidents are

in some way connected to the many pieces of construction machines in use. The machine is only as dangerous as man makes it.

We could go from this point and review the many unsafe practices we see daily and say to the worker, “Do not do this”. “Do not do that.” “This should be done this way.” “That should be done some other way.” Regardless of what safe practice rules we may establish, we cannot expect a worker to fail to develop an accident prevention consciousness, and the employer and employee are not conscious of the joint responsibility. With the development of an accident prevention consciousness, safe practices by the worker will come naturally.

How do we develop this accident prevention consciousness? First we must develop in everyone everywhere an understanding of the fundamentals—and they are simple—

of the means by which accidents can be prevented.

When industrial accidents occur and a worker is

injured or killed, no one gains. Everybody loses; employer, society, the injured worker and his family, all suffer losses which never can be replaced. Even if the worker receives compensation provided by law, he still loses, because it is usually inadequate, and remember, there is no accident compensation for preventive; only for injury or death.

The destruction of human values is enormous. It is impossible to make anything like an accurate summation of the total loss by industrial accidents.

IT IS TRUE that no man likes to see another man suffer. Then why does he? If no man likes to see another man suffer, then why do industrial accidents in each year exact so great a toll in death, in misery and in broken homes?

In the case of industrial injuries, one very real reason is that the desire is not strong enough. That is true of the worker; it is true of the employer. Sure—no man likes to see another man injured, but what does he do to prevent it? Is it because it is too much trouble to think for a minute? Is it not thoughtlessness? Do not misunderstand. This is not the same as thoughtlessness, it is a great one, and one of which workers and employers alike are guilty. Most times they have so many things on their minds—some important, some not important—that they do not take time to think.

Some accidents do not result in physical injury. Others do. But whatever accidents with injury, or accident without injury, come from failure of some sort. Human failure and unsafe acts go hand in hand. Without one it is rather hard to think of the other.

LET’S LOOK at a few unsafe acts. A worker stands beneath a load. Another does not wear a hard hat. A third worker fouls with a pal or with a machine. All of these unsafe acts have resulted in injury, and at first glance it seems that the worker and the worker alone is guilty. In a sense that is true. He knows he should wear a hard hat. Certainly he knows that he should not foul with a machine. He knows he should not stand under the load. He feels that much good can be accomplished by the worker will come naturally.

 thoughtless, that is all.

This employer, let’s look further. Let’s ask another question. Did the employer or another worker see him? Or the employer’s superintendent or some other representative? If he did, did he do anything about it?

If the employer or another worker did see these unsafe acts and did nothing about them, they cannot escape responsibility. If injury follows, they must share the blame. Insofar as they can protect other workmen and keep them safe from injury, they might be termed their brother’s keeper, and to the extent that they do not save them from harm, they are rather poor keepers. And they are not very good keepers on their own account. Every accident is something in time and money. If the injury is caused by an accident that damages a machine, then the cost is even greater.

ACCIDENTS GREAT AND SMALL send costs up and slow jobs down, and if costs go high enough, and jobs are slowed down enough, the employer will find himself unable to continue successfully for new work, and the workmen lose their jobs, be out of a job. The wise and careful employer cannot afford to permit his workmen to get hurt.

It is interesting that only one per cent of the accidents on construction are preventable. Preventable by whom? It is hardly necessary to ask that question. It has already been answered—the employer and the worker.

Safe practices may be considered as mere rules, and we as Americans do not like rules. We look upon rules as something that take away our freedom of action. We feel that such but us of a God-given right to do as we please. We think them unjust, unnecessary and unreasonable. We do not like discipline, either.

The employer has a job to do. He wants to make money. That is the one reason he is in business. One very good way to make money is to finish the job as quickly as possible. To finish the job quickly he must have higher production, and to make higher production he must have a small number of accidents and physical injuries.

RULES OF SAFE PRACTICE should be written with a purpose and the purpose should be clearly made known to the worker. Safe practice rules have but one purpose, to avoid injury. Never should the worker for a single minute get the notion that the employer makes safety rules for profit. Remember, the employer and employee who, through safe practices rules, keep the number of accidents and physical injuries low, make more money than the ones who do not.

Safe practices mean greater profit to the employer, prevent suffering to the worker and his family and insurance interruption. Accident prevention is a joint responsibility. The employer must accept his Operating Engineers must make accident prevention a part of their training. An unsafe Operating Engineer is not a qualified Operating Engineer. As Operating Engineers, you have a greater responsibility than other workmen. Protection of other workmen and in and around the machines you operate is your responsibility. Accept it. Perform your every duty in a safe manner.

TWO MEN WERE LUCKY—They walked away from a serious accident which left the damage shown in the two photos above. Tom Bristow, one of our old, experienced operators, was at the controls of this 45-ton Bay City crane with a 120-foot boom, with Bert Miller as his oiler. They were working for San Jose Crane & Rigging Co. at the San Jose city corporation yard, demanding an old 80-foot steel tank, when the tank crashed down on the almost-new rig, smashing the boom, crushed the cab and generally wrecked it. Engineers are still trying to figure out what caused the mishap, but it should be a reminder to all that even with an expert new machine, accidents can happen.

Disputes Plan A Success

WASHINGTON—In the first 10 months of its operation, the AFL-CIO’s Internal Disputes Plan has chalked up a record of settling complaints through mediation, First, George Mosty report- ed to the Executive Council. Of the 142 cases filed under the plan, 100 have been either settled by mediation or are still in the mediation process. Impor- tant changes made. The plan has made 81 determinations with seven cases still pending.

PROFIT SHARING

DETERIOR—Production work- ers at American Motors Corp. plants will receive nearly $2.3 million in group and individual benefits under the "progress sharing" plan negotiated last year by the Auto Workers.