Good Housekeeping is Essential to Safety on the Job

Housekeeping is one of the most vital elements of an effective safety program. Statistically it is not reported as an accident cause, but experience has shown that poor housekeeping has been a contributing factor in a high percentage of accidents. Good housekeeping is much more than cleanliness. It is an omission plus order. A place for everything and everything in its place.

Good housekeeping cannot be achieved by a cam- paign, success and success results from continuous vigilance at all levels. It is the responsibility of the person engaged in the operation. Frequent inspections to find and eliminate sources of waste and disorder are important. Everyone who works on the job should have a clear understanding of his job housekeeping chores.

The contractor can provide reasonable con ve nience only if he is assured that the housekeeping work is being done. The maintenance of good housekeeping is the responsibility of everyone who works on the job. Each indi vidual contributes to the job's environment and safety by his proper surroundings. Clear explanation of this principle should result in improved housekeeping on the job.

Specific housekeeping requirements may vary with each project. The following items may be listed in most check lists.

Waste-Keep every corner of our offices and construction areas neat and tidy.

Sealed-Keep all piping, conduits, plates, and fixtures with the designated end plugs, washers, and gaskets in place.

Tests-When not in use remove from working area and place in locked cabinets.

Paw prints-Keep free of obstructions and adequately lighted.

Storage Space-Should be clearly marked for proper material segregation.

Material Stacks-Should be of safe height and properly tiered, with ready access.

Bees and Bees-Remove nests.

(Continued on Page Five)

Good Housekeeping is Essential to Safety on the Job

There is special meaning this Holiday Season, as we approach the Yuletide and the New Year's holiday, to the phones unusually active. Every time we call, we discover the Christmas spirit has come in with our country and our own personal lives.

The year 1953, at its dawning, will well be called "The Year of the Big Money Question!"

This year, for the first time in two decades, a Republican Presi dent and Congress will be installed in Washington. What changes will be wrought by this new administration in this country and its place in the world?

This year we have been saddened by the passing of two of America's most beloved labor leaders, William Green and Philip Murray. As you know, these stalwart leaders of the labor movement and of the labor movement and of the labor movement and of the labor movement gave their lives to the benefit of the labor movement and of the whole of man kind and to unite all unions brothers in this big family. Will the first steps toward fulfillment of this desire be taken during the coming year?

Another big question concerns the economic outlook for 1953. We have been enjoying a number of years of seemingly prosperous past few years or two, but has been too much dependent on the condition of the nation and work and good and high wages and high profits for industry have not dissipated the widespread knowledge that we cannot build our economic house firmly on this foundation.

What does 1953 hold for us in this connection?

This question is tied to the prospect of achieving peace, so deeply desired by the American people at all times, but particularly in this season of Peace on Earth and Good Will Toward Men.

It is widely considered that the decisive margin of votes was won by President-elect Eisenhower on his pledge to try to end the fighting in Korea as quickly as possible. Will that pledge be redeemed in 1953? Will we be able, in the farsightedness from that to a general peaceful settlement of world problems?

There are some of the big questions framing the number one question in mind. How do we approach this New Year with faith in our principles and our Unions, and with the hope that it will be good manners, to some of those questions. It is our responsibility, of course, to do all we can for the coming year to to that the answers are the right ones.

Meanwhile, we welcome the New Year and extend to all of our members and the families bread-won felts for a pleasant holiday season and a happy, rewarding year to come.

VICTOR S. SWANSON, Local Union Manager.

(Continued on Page Five)
WE LOSE GREEN, GAIN MEANY

LOCAL 3 HAS NEW AF CHEF

Congratulations of Local 3 on his election as President of the American Federation of Labor were conveyed to George Meany in the following telegram:

George Meany, President
AFL Building, Washington, D. C.

December 7, 1952

The officers and members of Operating Engineers Local Union No. 3 warmly approve your selection as President of our great AF-L movement and wish you a long and fruitful term of office. This honor and this responsibility come to you at a time when our union movement faces serious problems. We are confident that your leadership and wisdom will not be needed only in the time of the storm but in the days and years ahead, and we pledge you unswerving and unstinting support.

VICTOR S. REUTHER
Local Leaders Manager, Operating Engineers Local Union No. 3

AFL Building, Washington, D. C.

Dear Vic:

Please accept my sincere thanks for the kind message received from the officers and members of Local Union No. 2. You may be sure that your good wishes are most appreciated. Sincerely and heartily,

GEORGE MEANY

President, Local 3

Small Jobs, Shop Work to Help in San Jose Area

By M. G. MURPHY and A. J. MOFF, Business Representatives

Well brothers, it looks like “Old Man Winter” has arrived and we may be in for a rough one, but we are to make the best of it and look for the future.

However, at this writing everything is shut down due to the last few days of rain, and our unemployment list has dropped to a low and we hope to get the work up around here any time.

This condition will be intensified in the future when the final order for the Lewisburg Dam, Conn. Passray jobs which are under construction by Friedelmann & Winton and Hanna and Grewe are shut down also, but if the weather permits they will resume operations and we will hope to have as much as possible this year.

We have many small jobs done, such as framing, wall, window, and door installations, new construction, etc., we have a lot of work to do and we are anxious to get going.

We are all looking forward to the completion of our project in Soledad, its existence that unity must be maintained and that we are able to move in the right direction.

We are also anxious to get going on the project at Fort Ord and we are hopeful that we will be able to move forward with it.

CITIZEN CRUZ VICTORY

Everything around Picto is quiet and deserted at the moment, and we are all looking forward to the completion of our project.

CITIZEN CRUZ FORD

George Ford, of Citizen Cruz, was in the hospital this week, and we hope he will be back on the job soon.

MONTREZELLE ORT ORD

Personnel at the project have been working on the new jobs that were awarded recently and we are happy to report that we have made good progress.

SALINAS

There has been some improvement in the economy in Salinas, and we are hopeful that we will be able to make good progress on our project there.

For of all we wish to do is to make this place a better place to live in, and we are confident that we will be able to do so.

GEORGE MEANY

Local 3 President
The freeway will be "pay-as-you-load," and by the time it is passed on its terminal point at San Bruno it will be widened.

The reason is to be found in the phenomenal growth of population in the region immediately south of San Francisco, which has just about doubled since 1930 and is expected to increase half again by 1956. The number of vehicle registrations has shown an even greater rate of increase.

**Heavy Economic Loss**

This pattern of growth is being repeated in other areas of California and its neighbors, and that is the root of the problem.

Figures on the economic cost of inadequate highway facilities are harder to get than accident figures, but the Roadside Safety Office recently estimated an economic loss of $3 billion for the state of California in the past 12 years.

That alone is almost as much as the $3.5 billion estimate for accommodating the necessary improvements in the state's highways.

Cost from accidents is only one part—and perhaps the smallest element—of the total economic cost of an overcrowded highway system. To this must be added the cost of delays to the motorist public, the cost of police manpower to keep the traffic flowing on various arteries and other businesses whose income is being adversely affected by fatigue and parking difficulties.

All of these elements seem to be creating a general unwillingness of the public and the officials to do anything about highway improvements and the need for adequate, well-engineered roads.

**Shape of Things to Come**

The Bayshore project near the Army St. junction in San Francisco will have to be divided into times duplicated in other parts of California when it is for the purpose of meeting the expanding demands of the Bayshore freeway project.

In 15 years the Bayshore construction would be completed.

**Propose Bond Issue**

The only practical solution for this work of modernization, according to most large part of the money available for highway building is paying off the bonds later, from future funds, so the provisions would take the place of improvement the full $76,114,000,000 has to be accomplished the degree of road to be spent in the next 15 years.

Thus the Bayshore project would be finished, California's highways would be behind the times.

The report of Senate Special Committee on Highways after having visited the state in the 1953-54 period, but the figures were regarded with much suspicion.

The shocking toll of accidents on the highways was revealed in a recent report to the Senate Committee on Highways by the Bayshore Freeway Commission. The report shows that accidents on California highways, which cost the state $3.5 billion, were maimed and eroded. The New York Times:

"The figures in the state's high-

Wayne Cherry, who has already.

## Report of Last Meeting

The meeting was called to order at 8 p.m., President Cherry presiding. Bell called all offices present with the exception of Vice-Presidents, who were away on business of the union, and was carried.

A synopsis of the Regular Meeting Minutes of Nov. 1 was read and by motion approved as read.

A report of the Executive Board Minutes of Nov. 12 and 12, 1951 was read and the acts and recommendations of the board were by motion approved as read.

Costs of Shasta were received from Grace Simon, Mr. and Mrs. Randolph Southard, and Mrs. Southard. It was recommended that a resolution regarding the construction of buildings be read as the last reading.

A resolution regarding amendment of the by-laws was read as the last reading of the by-laws and the by-laws were adopted.

The Trustees report was read. It was ratified, moved and seconded that the Trustees report be accepted as read. A resolution regarding amendment of the by-laws was read as the last reading.
Mainland Firms, Banks Enter Hawaiian Construction Picture

By H. O. FOSS and FRANK LAWRENCE, Business Representatives

The 10-storey, $1.3 million structure at 4501 S. MacArthur Ave. is a new construction project now underway in the San Felipe district. It is expected to be completed by the end of the year.

The structure will be four stories high and will have a total floor area of 20,000 square feet. The building will be fully air-conditioned.

The structure will be used for office space and will house over 100 employees.

The project is being managed by Infinity Developments, Inc. The building is expected to be completed by late 2023.

The construction site is located at 4501 S. MacArthur Ave., and the project is expected to be completed by April 2024.

For more information, please contact Mr. Jenkins at (123) 456-7890.
Pacific States Steel Sets Pace for Crane Operators’ Pay

By AL CLEM, T. D. REYNOLDS, LOUIS SOLARI, L. L. KAUF and JOE BIXLEY, Business Representatives

Again it is time to write of the portion of News to News in which we review the work of the Pacific States Steel in the past year. With the close of the last year, we can readily see that the rains have come! While work during the past month has been exceedingly good for the members of the Local 34 in Livermore, we agree that the period which followed that on Dec. 1, with the coming of the rains, there was a very definite slowing down of requests for men.

GETTING AROUND THE JOBS

The mechanics at Stolte Inc. shops are really kept busy at this time of the year doing overhauling and regular work on the company’s numerous trucks, caterpillars, and other types of equipment according to Mr. Donald Stolte, supervisor of the shop. Stolte, former of the truck shop, who is now the Caterpillar shop, where he has been working for many years, has been with the company for many years.

There are five mechanisms on the Stolte payroll in the truck shop, and one in the Caterpillar shop. All these men are required to do a major overhaul on a truck.

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There is no doubt about it that the Stolte shops are the best in the Bay Area, as far as the mechanics are concerned. The mechanics at Stolte Inc. shops are really kept busy at this time of the year doing overhauling and regular work on the company’s numerous trucks, caterpillars, and other types of equipment according to Mr. Donald Stolte, supervisor of the shop. Stolte, former of the truck shop, who is now the Caterpillar shop, where he has been working for many years, has been with the company for many years.

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Dugway Jobs Shut Down; Ares Digs in for Winter

Old Man Winter has finally caught up with our construction industry. Many of the jobs at Dugway have been closed down and most all the road work in the state. Myers Construction Co. has announced it will lay off 20 men at Tooele and Dugway until spring.

U.P. Coal Co. still has a few men on their payroll at Garfield and Jason. But there are no contractors working with Rickard Construction at the old weather man has assured you around where you job and trying to compete with the weather. Smith's has a good strong with his hogs, and has tried to lay off any operators. Bres is waiting on a job for several operators with Bres.

Boichik Co. is still hanging onto their three place plant job. But it won't last much longer. Wright Engineering Co. has been able to get a few men in the north Salt Lake with Fred, Pat, and Joe. But the weather is to blame. Utah Construction have construction of their own, but the weather is the same, and they are not able to work.

Jobs have not stopped at Dugway. There is no work on the highway as of yet. And are not stopped an full blast, and this month the jobs worked all winter, north of one or downtown. Engineers on these events, see if we have been able to get some of our operators. Rosco. contractors have some equipment, to have a favorable report for the working about their road. Calkin.

J. A. Young at Park City is running about as much as possible. He is down on the old weather man has assured you around where you job and trying to compete with the weather. Smith's has a good strong with his hogs, and has tried to lay off any operators. Bres is waiting on a job for several operators with Bres.

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It has finished one entire job, bearing up the old tracks from the day in to the winter. And it is looking north to finish out the job. Utah Construction has several gangs working in the south. One gang under the management of Bill letz, and are about the middle. They have about thirty sections in these two jobs and expect to be working on the new job as this winter units works cleaning the snow and snowing the snow up to the old Wyoming" to Los Angeles, California.

Elsewhere in the south, we find Ford Whiting Con., Inc. busy cleaning up their job at Kamas so they can have the men ready for the road. Ring Co. Con. is still in work the road. The canyon walls are so high it is hard for the men to travel up in the Big mountains about the roads.

Draper Co. has a small job on the Prouty in Provo, employing a host of three operators. Ring Co. Con. has a small job in work in Provo about three miles above the city. This is the host of three operators. Ring Co. Con. is still in work the road.

This is the time of year when the men of the weather man have their jobs in order. Thomas Construction Co., Whiting and friends, and many others. You can find many more places that are working about Deseret now. And do not let any one go down in "a man's head" weather. Remember they are plenty bad in the winter and damage they did last winter to the roads will not be so bad in the spring. Don't get it wrong, some contractors have some equipment, too.

All in all, there seems to be the usual amount of work about as much as before. So many as usual unless it is necessary to keep everybody working the round year. If not, we can have plenty of work if the men are kept busy in any business representative's interest.

NORTHERN AREA

As most everyone knows, work is down on the classified down, not only because of the winter, but because of the cold weather. Many of the men who are working, will be busyT-busting everything from the job for a few weeks on snow and snowing. There has been a few small equipment repair jobs let by the contractors, but these are the few. These jobs are to be completed in the winter months when the water table is low. This work will keep a few men busy until April, but who will have those men to work on these jobs? There are several road jobs that will be worked on for a few weeks and a few jobs completed the past month.

The two interstate pipe line jobs have been completed and not any more will be completed before we are able to keep a few men busy. The men will work the Phillips Road.

R.E. Van Winkle, Jon Elliott, and have about thirty sections in these two jobs and expect to be working on the new job as this winter units works cleaning the snow and snowing the snow up to the old Wyoming" to Los Angeles, California.

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SOUTHERN UTAH

Well the winter blasts finally reached part of the south. The south and Nevada has been quiet for a long time. This is, as far as provo. This was not stopped all work as bad as the south.

The old weather man has assured you around where you job and trying to compete with the weather. Smith's has a good strong with his hogs, and has tried to lay off any operators. Bres is waiting on a job for several operators with Bres.

Boichik Co. is still hanging onto their three place plant job. But it won't last much longer. Wright Engineering Co. has been able to get a few men in the north Salt Lake with Fred, Pat, and Joe. But the weather is to blame. Utah Construction have construction of their own, but the weather is the same, and they are not able to work.

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PREDICTING EATING FOR Critical Projects

Effective Jan. 1, new Does for Worker's Compensation insurance may be 84 percent, payable quarterly.

When your business representative attempted to organize this plant last spring, the company rejected in the usual manner; it freed the two leaders of the movement. It not only freed them but also took steps to deprive them of employment and future insurance.

The union filed an unfair labor charge against the company and applied for a temporary restraining order. The NLRB allowed the union to proceed with the work and pay the wages and put the plant back in operation.

A new association of the County Engineers & Land Surveyors Assn. was elected to meet with the state association. Those in the firm have been under individual contract with the union.

Ema have played havoc with the union's plan for the first time in many months.

THE UNION was notified last week that the Gousha Map company of this city has notified it of its plans to employ $300,000 in back wages and posted a notice on the company's bulletin board to that effect. It has also promised that it would not take any discrimination against union members and that it would be willing to be observed to its employees.

The Gousha Map company is a large map company, and they have the right to pick and choose their employees. We are not sure if there are major objections to this firm. For this exciting work the company pays its draftsmen on an average of $600 per hour.

THE UNION has notified the company that the members are willing to work at a rate of $600 per hour to put down the power line my Fairmont, and that the company has the right to work at a rate of $600 per hour.

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SAFETY PAID OFF—The operative injury count for a 1-week period, 28 inches in diameter, crashed on this tractor. The operator had a steel canopy and the operator were a head hit. The canopy was buckled by the impact, and the operator was taken to the hospital. The operator was not seriously injured, but was lucky, as other operators weren't so lucky—as or as carelessly as the accompanying article shows.

12.4 times fatalities, by far the largest number of deaths caused by any single type of equipment. This month, according to the Division's monthly report, 4,081 deaths, including coal hoists, electric hoists, coal; hales, electric hoists, rail, lift, etc., were the second largest causes of injuries—595—but caused only 3 deaths. Those who worked with coal hoists were responsible for 353 injuries and 7 deaths. Deceased were credited to that injury.
Daily report of awards for construction

November 15, 1952

HAYWARD, contract awarded to John R. Smith, Jr., P.O. Box 222, San Francisco, $2,582 for cleaning of wells & piping.

SAN FRANCISCO, contract awarded to A. F. B., contract awarded to Donnay W. Weir, P.O. Box 333, San Francisco, $3,152 for storms sewer in Reedley.

SAN FRANCISCO, contract awarded to Chas. L. Laney, Inc., 1235 Park Ave., San Francisco, $1,800 for new storm sewer in Reedley.

Fresno, const. to Bldg. 74, 25th & 26th Sts., $3,200 for const. of sewers in Reedley.

SAN FRANCISCO, contract awarded to H. Bodenhamer, 8-225 1st St., San Francisco, $1,051 for const. storm sewer in Reedley.

November 19, 1952

SAN FRANCISCO, contract awarded to John St. Clair, 726 San Mateo St., San Francisco, $1,118 for const. storm sewer in Reedley.

SAN FRANCISCO, contract awarded to John St. Clair, 726 San Mateo St., San Francisco, $1,118 for const. storm sewer in Reedley.

November 23, 1952

SAN FRANCISCO, contract awarded to J. F. McCullough, 613 16th St., Oakland, $415 for const. drain & sewers in Reedley.

November 25, 1952

SAN FRANCISCO, contract awarded to L. J. Lyman, 613 16th St., Oakland, $415 for const. drain & sewers in Reedley.

November 29, 1952

SAN FRANCISCO, contract awarded to G. G. L. Co., P.O. Box 900, Sacramento, $726 for const. storm sewer in Reedley.

SACRAMENTO COUNTY, NEVADA, contract awarded to Dave O’Connor, 322 Dunn St., Fallon, $942 for const. storm sewer in Reedley.

December 2, 1952

SAN RAFAEL, contract awarded to A. G. Eichen, P.O. Box 396, San Francisco, $1,300 for const. sewer on Point San Pedro Road, west of Martin dedication, Marin County.

MARIN COUNTY, contract awarded to John Cliffs, 3103 Ross Bend, Palo Alto, $14,000 for const. of storm sewer on Point San Pedro Road.

December 1, 1952

SAN FRANCISCO, contract awarded to J. D. Albright, 8-355 1st St., Oakland, $2,950 for const. storm sewer in Reedley.

December 3, 1952

SAN FRANCISCO, contract awarded to J. F. McCullough, 613 16th St., Oakland, $415 for const. drain & sewers in Reedley.

San Francisco, const. award to J. F. McCullough, 613 16th St., Oakland, $415 for const. drain & sewers in Reedley.

December 5, 1952

SAN FRANCISCO, contract awarded to J. F. McCullough, 613 16th St., Oakland, $415 for const. drain & sewers in Reedley.

December 9, 1952

SAN FRANCISCO, contract awarded to J. F. McCullough, 613 16th St., Oakland, $415 for const. drain & sewers in Reedley.

December 20, 1952

SAN FRANCISCO, contract awarded to J. F. McCullough, 613 16th St., Oakland, $415 for const. drain & sewers in Reedley.

December 25, 1952

SAN FRANCISCO, contract awarded to J. F. McCullough, 613 16th St., Oakland, $415 for const. drain & sewers in Reedley.

December 31, 1952

SAN FRANCISCO, contract awarded to J. F. McCullough, 613 16th St., Oakland, $415 for const. drain & sewers in Reedley.

Certify Local 3 At Fallon, Nev.

Continued from preceding Page

as he is in solid saw as a Big Best, but Joe is a good ball and all the operators for him, lots of luck to you, Joe, on your batting career.

Dodge Construction Co., San Francisco, started their job out on the still-water road near Portuguese Lake, Nevada. Most of the bridge crew is still down south.

July has quit a cool round in the Reno, especially out around the place where the hot spot and great pit, Bros. Bill Ronge is the General Super over the Second Street operation for Idle, and believe me, he really knows things moving. Why he even went over out of Herman Peterson and Carl Baxter, Bros. Emmett (Ill) Showers are the heat oiling plant with a diner, Bros. Albert Calvin is the oil mill man on the lot plant.

Bros. Joe DeLaugren is the sole owner of the John J. Peters Co., now Reno, DeLaugren is owner for a number of years now he’s doing a nice job. Since Bros. DeLaugren, they taken over things are going along in the ship, Bros. DeLaugren, he’s got the shrew. Bros. Ed Smith is specifying the skidder, and Bros. J. W. Harlow is doing the heavy duty repair work around Johnston’s, including the silo.

Bros. George Wood has joined the ‘kneeka builders’ at Basic Refractories and Bros. Clyde Rains is in the Number 1 Jockey on the Lake of Viol. Heavy snow has made a tough job even tougher for the members who are knocking out the hard road to Leavittsalu Sulphur Mine. But tough or not they will follow the road through and keep the mines open.

With the prospects of a White Christmas in our sights, we'll bring you the greeting of the Christmas Season to all our friends, a Merry Christmas for all of you from “Our Folks” and “Hello”.

** * * *

Listen to Frank Edwards.

THE CAT DW2s ARE HOTTER THAN A FIRECRACKER!

You'll love 'Em

SAN FRANCISCO
SAN LEANDRO
SUNNYVALE
SANTA ROSA
ALAMEDA
ERYWOOD
HALF MOON BAY
BAY View 1813

Hopy Hoop 562 4b
MAN-MADE LAKE WILL RISE HERE—This is a view of the site of the proposed "Big Carson" dam on Laguna Seca Lake, currently under construction, with broken hollows roughly indicating the future position of the big earth-fill structure.

BIG CARSON DAM: WORK FOR US, MORE WATER FOR MARINE

Operating Engineers Local 3 members will be moving lots of concrete mix from the new construction site in the area when the dam is completed, according to Ben Appleby, Business Representative for Local 3. Appleby says that the estimated amount of concrete mix that will be moved in the construction of the dam will be over 900,000 cubic yards. He also says that the quantity of concrete mix that will be needed for the construction of the dam will be over 1,200,000 cubic yards.

October Housing Figures

October housing starts hit a figure of 104,000 units nationally, topping the 85,000 units in September and 83,500 units in August, according to the Bureau of Labor Statistics. This increase reflects a growing demand for housing, with many people looking for homes to purchase or rent. The rise in housing starts is also an indicator of economic growth, as a healthy housing market is often associated with a strong economy.

Mental Hospital Projects

The California State Board of Mental Hygiene has approved several mental hospital construction projects for the state, totaling $46,415,499. The projects are focused on providing additional facilities and care for mental patients. The funds will be used to construct or expand mental hospitals, ensuring that patients receive the care they need in a safe and appropriate environment.