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Industrial Safety Bulletin Feb. 1933

Maine Department of Labor and Industry

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INDUSTRIAL SAFETY BULLETIN

FEB.

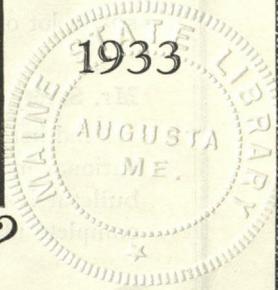


"Where's my daddy"?



NATIONAL SAFETY COUNCIL

Issued by
THE DEPARTMENT OF LABOR AND INDUSTRY
Augusta, Maine



FEB 28 1933

IN THIS ISSUE

Mr. Plant Manager:

Perhaps the editorial "Safety's Trajectory Must Be Considered" will indicate the ailment that has kept accident cost high in your plant. If you manufacture shoes or employ volatile flammable liquids in your processes you'll read a warning on Page 2.

Your supervisory forces should have an opportunity to study the contents of this Bulletin, preferably at a Safety Meeting and especially the material on Pages 1, 3, 6 and the inside back cover.

Mr. Superintendent:

Your supervisors can only teach to the extent that they know. This Bulletin is intended to contribute to industry's knowledge of good safety practice. Orders and a rigorous follow-up from your office will sow a lot of safety seed.

Mr. Safety Director:

Find herein a wealth of ideas and a volume of educational material. The value of your meetings and bulletin boards can be tremendously enhanced by a complete utilization of this Bulletin.

Members, Safety Committee:

In a few days you'll be asked for advice on matters discussed therein. A little thought and lots of action before meeting time will make you look like the 1933 model of the safety man you wish to be. Bill has written to Tom again—see inside back cover.

INDUSTRIAL SAFETY BULLETIN

DEPARTMENT OF LABOR AND INDUSTRY - - AUGUSTA, MAINE

CHARLES O. BEALS, Commissioner

Walter J. Brennan

Safety Engineer

Edward K. Sawyer

Inspector

Minnie E. Hanley

Woman Factory Inspector

Vol. I

February 1933

No. 19

SAFETY'S TRAJECTORY MUST BE CONSIDERED

It was on the rifle range that the title of this article was suggested. A marksman, firing at a distant target, was dropping his bullets into the dust far short of the target. The tremendous forces generated in the rifle were inadequate; greater forces reacted upon the bullet to prevent its reaching the point of aim.

Bullets must arrive at the target to score and so it is with our accident prevention programs. Too many safety programs and set-ups look well upon paper and function admirably in spots, yet lack that certain something necessary to sustain the momentum until the rank and file of workers are reached. In the last analysis nearly all our activities with executives and supervisors are but "trail blazers" to the heads of workers.

Continuing the analogy, our yardstick can well be the percentage of "hits" we make in the minds of men. Of a hundred ideas, warnings, orders and lessons (the shot charge) approved by management and passed to supervisors or posted on bulletin boards how many "pellets" reach that elusive quarry, the worker? Are not some of us doing a lot of shooting without bothering to inspect the target for results?

Trade journals, safety bulletins and the daily news carry stories that serve as warnings. If these find their way to the waste basket of the manager or safety director no useful purpose is served. Cut-and-dried safety meetings, with uninteresting, aimless re-hashing of subject-matter, are mere gestures and deny safety momentum. Bulletin boards thatched with month-old posters teach nothing.

In the last analysis it is the man at the bench and machine who gets hurt. His freedom from injury must be our criterion. When, in spite of our efforts, he fails to be sufficiently impressed with the essentialness of safe practice or does not recognize hazards it is clearly indicated that our weapons are inadequate.

Safety momentum can be sustained but not by hoping and wishing—DOING is the panacea.

SHOE MANUFACTURERS—ATTENTION!

In the November issue of this Bulletin notice was given of a near-tragedy resulting from flammable shoe cement. The patient is still hospitalized.

Recently a woman operative filled a pan from a storage container and carried it to the reservoir of a Boston Machine Company's cementing machine. The facts will never be known but it would seem that a considerable static charge was generating on her person and that this charge grounded itself through the frame of the machine or its accessories, via the pan.

The cement ignited and burned the woman to death. In her frantic attempts to obtain assistance she raced through the shop, spreading fire as she ran.

An alternative explanation is that in attempting to learn the condition of the machine's reservoir the cover was lifted, venting an accumulation of naphtha fumes, this ignited by the arc at the switch points as the light, directly over the machine, was turned on coincident with the above.

The careless handling and storage of large amounts of this naphtha cement is astounding. Containers, full, half-full and empty are commonly seen strewn about the shops. This is now forbidden, an order of this Department establishing the amount permitted in the plant proper at five gallons, this to be stored in a safety-top can. A condition of cleanliness is demanded.

An Emergency Memorandum will be mailed each plant, developing and advising as to this matter.

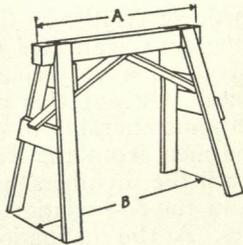
FROM THE REPORTS—

An employee was helping an electrician to replace lamp in a light socket at the calender stack. The helper was straddling the idle top roll of the stack. Foot caught between two top intermediate rolls with the result that foot was crushed and lost.

While sawing a piece of lumber on a circular saw, a piece of the stock kicked back, striking worker on side of face above and below eye. Injured was wearing glasses and was cut by fragments of glass. (Properly designed and adjusted splitter prevents kick-backs and cover-all goggles completely protect workers who wear spectacles.)

Operative had stopped his loom to clean when a fellow employee started it, catching cleaner's arm between lathe and magazine. (A positive locking device affords complete protection and requires no great ingenuity to contrive.)

Jointers (buzz planers) continue to take their toll except in those plants where a trivial investment for a guard is deemed better business than compensation losses and production penalties.



A—Several inches less than B.

A Well Designed Horse

EVERY horse regardless of what it is to be used for should be constructed so that the legs spread in all directions. The top should be shorter than the base so that it cannot tip over. Good bracing is important. The illustration shows one good type of construction.



SAFETY INSTRUCTION CARD No. 2

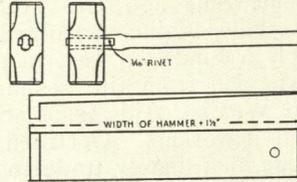


To Detect Flaws in Chain Links, Hooks, Castings, Etc.

SATURATE them thoroughly with some light oil long enough to permit the oil to soak into any cracks or pinholes, then wipe off all traces of the oil on the surface. After this has been done, coat the entire surface with whiting. After the whiting has dried the oil will begin to appear thru it wherever there are deep-seated flaws having surface openings. A blow with a hammer will help bring the oil to the surface.



SAFETY INSTRUCTION CARD No. 3

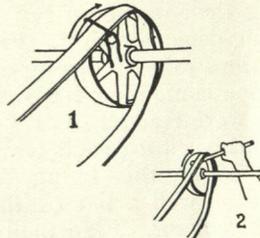


To Fit Hammer Heads to Handles for Safety

HAMMER handles should be of the best straight grained hickory, ash, or maple and free from slivers. Never depend on nails for wedges. If a wedge is used apply glue before you drive it. Make sure the handle fits well in the head. One way to make sure a head will not fly off is to make two long wedges as shown in the illustration. Fit one on each side of the handle and drill a small hole thru the wedges and handle to receive a rivet.



SAFETY INSTRUCTION CARD No. 6



To Put a Belt on a Pulley

- 1 STOP THE MACHINERY.
- 2 If the belt is large, force it onto the pulley as far as possible by hand then tie it as shown in fig. 1 using string, cord or rope light enough to break if the pulley swings around too far. Turn the pulley over by hand if possible, if not, make sure everyone is clear, then apply the power.
- 3 If the belt is small, use a smooth stick or hammer handle to force it into place. Whatever you use, be sure it is not thick enough to strain the belt unduly.



SAFETY INSTRUCTION CARD No. 8

The Instruction Cards shown above are a few of the many offered to members by the National Safety Council. Many firms are buying these as fast as they are offered, perforating the edges and supplying a loose-leaf notebook to hold them.

Through the courtesy of the Council we are able to reproduce certain of them above. They should serve to make safety meetings interesting and valuable.

H. & W. FIRST AID TOURNAMENT

Some time ago the Hollingsworth & Whitney Company, Waterville, Maine, arranged with the American Red Cross to supply a First Aid Instructor and realized a very considerable satisfaction from the results obtained. Out of this came the H. & W. First Aid Association with a membership of over two hundred workers. Certified first aid men from the Red Cross Course immediately undertook to teach the membership.

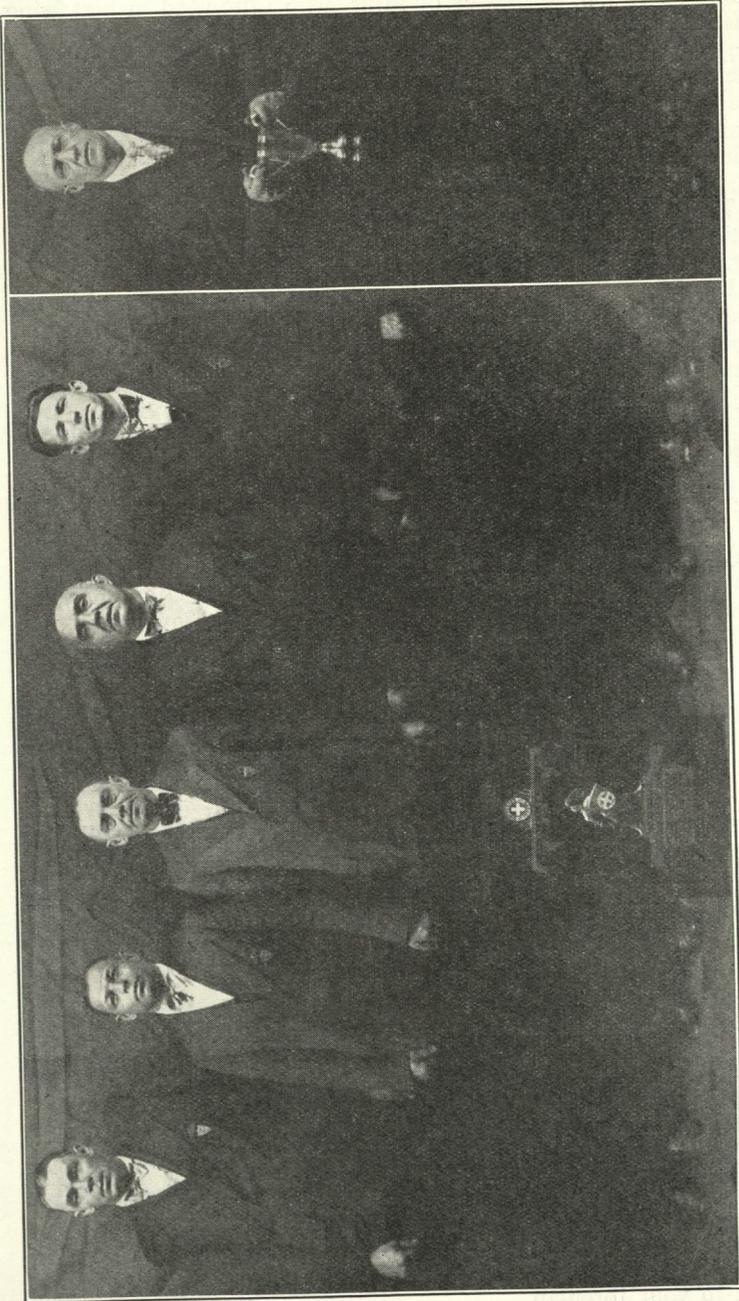
Twelve weeks of intensive effort saw the Association ready to publicly demonstrate their capabilities. At the instigation of Mr. Arthur Winslow, Personnel Manager, and with the invaluable assistance rendered by a staff of capable assistants plans were immediately completed for a banquet and Tournament.

On January 24, 1933, two hundred and fifty members of the Association sat down to a most sumptuous banquet at 6:00 P. M. Entertainers added to the enjoyment of the occasion, following which the entire assembly adjourned to the Winslow High School where in the spacious gymnasium the first aid teams representing the ten different departments of the H. & W. Company were to compete. President M. L. Madden donated a very beautiful trophy, permanent possession of which goes to the department first winning it three times. Two of the ten teams competing were forced to cancel their appearance because of illness among their members but the other eight teams put on a most striking demonstration. Five men or women made up each team.

At the stroke of a gong each team captain was handed a sealed envelope containing his first aid problem. At the second gong teams were ready to carry out the problem assigned. A judge was furnished for each team, who in turn reported to a group of chief judges, this being done by means of debit sheets that carried as well a list of discrepancies in technique that should be watched for. Five problems constituted the competition and five hundred spectators were kept highly interested by the proficiency displayed.

Following the team competition and while the scores were being computed, ten individuals took part in a competition to determine their personal proficiency. By the elimination method this number was gradually reduced to a few and this phase of the Tournament demonstrated even more strikingly the high degree of proficiency possessed by these workers. Problems ranging from the location of the pressure points to the treatment of snake bite were carried out in a most commendable fashion. Mr. Edward J. Estes was adjudged winner of the individual competition while Team No. 9 (Algonquin Mill Team) was declared the team winner. Second place was taken by Team No. 10 (girls from the Finishing Room).

Further adjournment was taken to the Auditorium of the High School Building where an interesting program of speaking and awards was offered.



H. & W. FIRST AID TOURNAMENT WINNERS

Meet Captain John D'Orsax, Ovide Vear, Albert Belanger, Charles Wentworth and Albert Osborne in the group above, personnel of Team No. 9, winners of the Hollingsworth & Whitney First Aid Tournament. This Team won the President Madden Trophy for the Algonquin Mill. Note the National Safety Council medal each man wears. Edward Estes, Individual Proficiency Prize winner, is shown holding his trophy. Read the story elsewhere in this publication.

finished. The cost of these shoes has been returned to us many times in preventing injuries and we would not think of unloading any wood without furnishing caulked shoes to the men. This coming year we shall use this same shoe with the safety toe cap built into it to insure the much added protection it gives.

When breaking into a hatchway only one or two racks can be used until sufficient wood has been removed and room made for three racks which we use the rest of the job. Perhaps one of the most dangerous points in unloading steamers is when the hatchway is first started or until the wood is worked down where the men can step in underneath the deck floor for protection from any wood that might slip and fall from the load as it is hoisted up over their heads to be swung to the platform.

Our men are under instructions to come up out of the hatchway and stand away to one side while the load is being hoisted and swung until they reach the point where they can step underneath the deck for protection. At no time and under no circumstances do we tolerate anyone staying out in the loading area while a load is in the air over their heads and insist that they step aside until the load has been swung to the platform.

(To be continued)

RECENT DISCOVERY PROMISES MUCH

At the April meeting of The Society of Experimental Biology and Medicine, Matilda Brooks, Ph. D., reported the use of methylene blue as an antidote for cyanide and carbon monoxide poisoning.

On September 5th, according to Dr. Geiger, Health Director, San Francisco, an opportunity was had to try the theoretical remedy on a patient who had taken cyanide. Upon admission to the hospital the patient was comatose, had spasms of the voluntary muscles with other typical symptoms of the poison. A stomach wash with sodium bicarbonate was begun, the washings showing an odor of cyanide. A complete coma followed.

Dr. Milzner, surgeon on duty, began an intravenous injection of 50 c.c. of a 1% sterile aqueous solution of methylene blue (methylthionine chloride U. S. P.). Within a short time voluntary movements were noted and before five minutes had elapsed the patient was practically normal. Recovery was complete in fifteen minutes from a dose of 15 grs. of potassium cyanide in four ounces of water.

On Dec. 31st, in the same hospital, a 54-year old man was given this treatment, the patient having lain for an hour as if dead from carbon monoxide poisoning. He was revived by the methylene blue injection even though efforts to revive him with artificial respiration had failed.

From the moral, if not the legal standpoint, wilful carelessness is just as much of a crime as any violation of the rights of person or property.—O. I. C. Monitor.

Three Minute Chats with Foremen

(Tom Jones, a foreman in a Bangor mill, writes a note to his hunting pal Bill Brown, foreman in a Portland plant.)

Dear Bill:

This is to say "O. K." to your reminiscences regarding that swell hunting trip of last fall and to acknowledge your interesting letter of last month. Things run in the same groove here and the coal scoop is keeping me in shape.

Your letter touched upon some safety angles that were interesting. Safety matters and attitudes haven't changed here since Columbus landed. Perhaps they will, because all of us learned a bitter safety lesson last week. Charlie White was killed when he guessed wrong. The dice, after years of rolling right, rolled wrong and Charlie paid a terrible price.

We do pretty well with guarding, as you know. All moving parts along passageways are 100% protected. When the matter of safety came up we were prone to point to these guards and get down-right self-satisfied. In the dim past we used to have signs posted forbidding workers to go inside of guards while the wheels turned. Charlie knew this and more, for several times in his thirty-eight years with us he has carried one end of the stretcher.

The other day, just before quitting time, Charlie smelled hot oil. He suspected some new bearings. It was a long way to the switch, the little "take a chance devils" urged him to hurry over the guard rails and had he not done so without injury dozens of times? Perhaps he said to himself "It's safe enough if you know how."

Apparently Charlie stepped on a slick of oil under the bearing. It matters but little, for he fell into the gears. Thus we lost Charlie—and learned a lesson. Guards are the primary defenses, useless at times unless they are backed up with a "safety consciousness" in the heads of men such as will prevail over temptations. The cigarette manufacturer who uses the radio but twice a year and the newspapers but once to boost his product would never see a second year in business. So it is with safety. They now teach us to "Sell—sell—everlastingly sell safety."

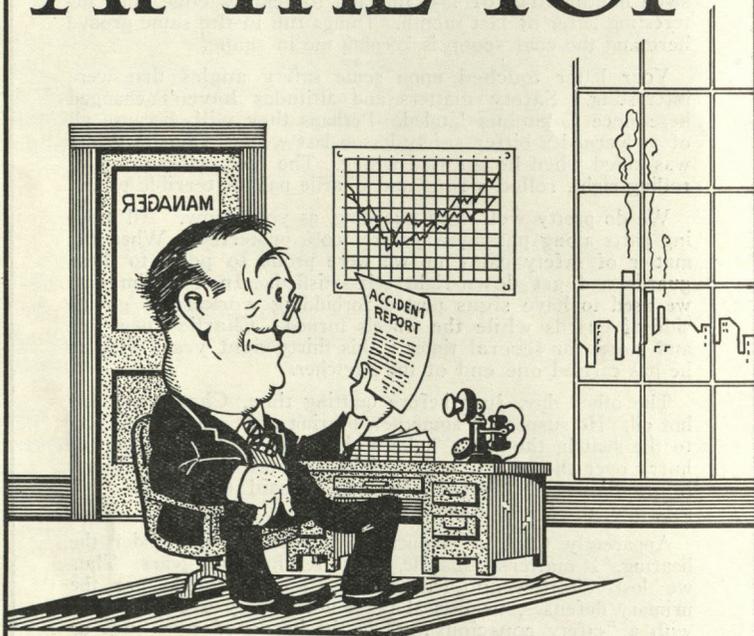
Bulletin boards are changed daily now. Our meetings resound to this new angle of prevention. Foremen incorporate safety orders with their routine instructions. "Get Safety Down Thru To The Crews" is our motto. They tell us we've got to drum safe practice into crews until it is a stronger force than forty-year old habits. They're right.

That's all for this time, Bill. Hope the family remains well and that the ice goes out early!

Sincerely,

TOM.

BEGIN AT THE TOP



WHEN the active head of an organization demands SAFETY and is willing to participate in its accomplishment, the problem becomes absurdly simple.

TOM KANE