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Industrial Safety Bulletin October 1932

Maine Department of Labor and Industry

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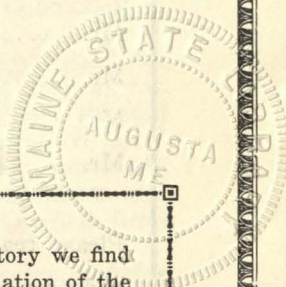
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INDUSTRIAL SAFETY BULLETIN

OCTOBER 1932



Today in sharp contrast with past industrial history we find a new controlling thought. That is the new appreciation of the importance of the human equation, of the economic as well as social value of its protection and conservation.

WILLIS H. BOOTH
Vice Pres. Guaranty Trust Company

Issued by
THE DEPARTMENT OF LABOR AND INDUSTRY
Augusta, Maine

OCT 10 1932

Plant Routing:

Superintendent
Master Mechanic
Steam Supt.
Electrical Supt.
Maintenance Supt.
Safety Director
Plant Nurse
Chairman, Safety Com.
Mr.
Mr.
Mr.
Mr.
Mr.
Mr.

Please read thoroughly
and pass along promptly
according to this
routing. One idea thus
gained may save a life.

S-A-F-E-T-Y
spells
GOOD BUSINESS

We suggest that this cover
be folded back on heavy line
and clipped. Check names of
those you wish to read the
material in this Bulletin.

INDUSTRIAL SAFETY BULLETIN

DEPARTMENT OF LABOR AND INDUSTRY - - AUGUSTA, MAINE

CHARLES O. BEALS, Commissioner

Walter J. Brennan
Edward K. Sawyer
Minnie E. Hanley

Safety Engineer
Inspector
Woman Factory Inspector

Vol. I

October 1932

No. 15

WILL YOUR DELEGATION BE PRESENT?

On November 2nd Maine's Fifth Annual Industrial Safety Conference will convene in the House of Representatives, State Capitol Building. Representatives from our industries will be offered an ultra-practical program designed to supplement their safety knowledge, stimulate their interest and broaden their perspectives.

No person can attend such sessions without returning to his own sphere of activity better equipped to serve his organization in an accident prevention way. Out of a sound knowledge and understanding comes a genuine enthusiasm; whether it be during the famous H. W. Heinrich's address "Mastery of the Machine" or during the practical demonstrations of critical phases, every minute will hold an idea. One injury can cost up to \$6000.00 in direct costs; an idea can prevent a dozen of them.

Maine's crying safety need is for more activity toward the hunting down and correction of unsafe conditions such as can cause injury rather than a frantic improvement after the sad story of an injury has been told. To do this preventive work men must know the methods used elsewhere. They must also have reviewed for their benefit the many unusual accidents suffered by others in similar lines of work. Forewarned is forearmed.

This Conference offers all this plus those priceless benefits of association with others doing the same work. It offers an opportunity of seeing the latest and best in equipment as well as to present questions for solution. Because of the reluctance on the part of some to present such queries orally it is planned to provide for the writing of questions on cards.

Outstanding men who have, by their ability and knowledge, won national renown for their plants are going to share their knowledge on November 2nd. They are prepared to solve your problems. They will recount that unusual case such as hangs over your organization, threatening grief to one of your trained workers and your purse as well.

Need more be said to a business man?

FLOORS AND FLOORING

Safe floors are just as important as safe tools! Broken, obstructed, slippery or uneven floors cause accidents. A well constructed floor, made of good materials and kept in repair, will prevent many accidents. Efficiency in trucking and handling materials demands sound floors—the prevention of accidents caused by tripping and slipping makes a safe footing imperative. Modern work-shop managers give careful attention to state safety regulations providing for safe floors.

Requirements

The requirements of a good floor are:

- (a) It should be smooth and free from nails, bolts and other projections; also from holes and splinters.
- (b) It should be dry, of low heat conductivity, durable and easily cleaned.
- (c) The floor and foundation should be constructed strongly enough to bear safely at least four times the static load and six times the moving load which may be placed on it.
- (d) It should be as nearly noiseless as possible. A noisy floor may wear well, but the noise of feet, truck wheels, and machinery has an irritating effect on workmen.
- (e) It should not be slippery nor be made of material which will wear slippery.
- (f) Every square inch of the floor should be well lighted.

N. S. C. News-Letter.

HAVE YOU—?

Written that you'll be in attendance at the Maine Safety Conference on November 2nd?

Instituted a vigorous drive against the use of air hoses for clothes cleaning and horse play?

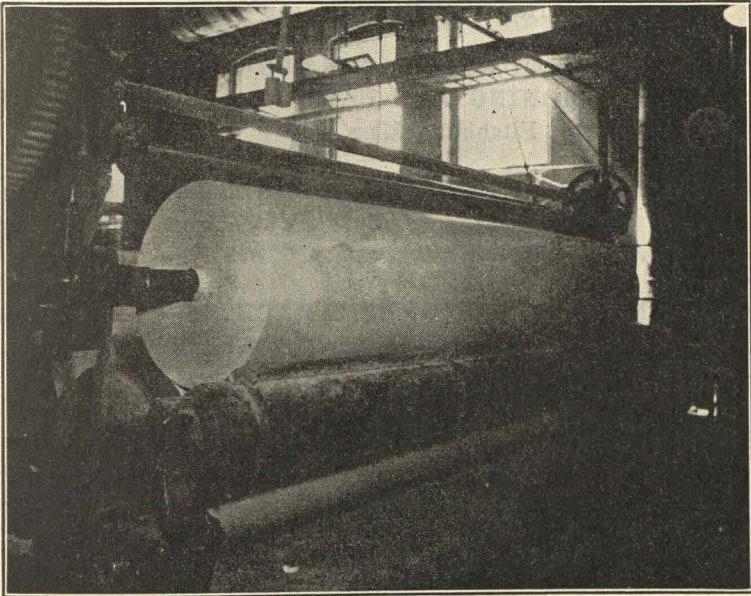
Formulated one or more questions to be submitted to the Conference sessions on November 2nd?

A sure-fire system for the cleaning of glass shields over grinding wheels each day?

Inspected the supply of first-aid material lately in your central station or kits?

Located and studied your chemical handling hazards to provide proper eye and body protection?

Have you used the reports of injuries suffered throughout the State and printed herein to furnish material for your safety meetings?



MORE NIP GUARDS FOR WINDERS

The nip guards shown here and used by the International Paper Company at Chisholm, Maine, serve admirably to protect against a source of vicious injuries. The gate guard is welded and hinges under the frame when necessary. The guard shown in the lower picture is a permanent affair.

PROGRAM

Fifth Annual Maine Industrial Safety Conference

November 2, 1932

House of Representatives, State House

- 9.30 A. M.—WELCOME BY GOVERNOR WM. TUDOR GARDINER.
- 9.40 A. M.—OPENING ADDRESS—Commissioner of Labor, Charles O. Beals.
- 10.00 A. M.—WOODWORKING SAWS—THEIR CONDITIONING AND CARE—Simonds Saw & Steel Co., Fitchburg, Mass.
- 10.30 A. M.—WOODWORKING HAZARDS—An Open Forum led by Mr. J. H. Burke, Yates-American Machine Co., Beloit, Wisconsin.
- 10.45 A. M.—MASTERY OF THE MACHINE—H. W. Heinrich, Assistant Supt., Travelers Insurance Co., Hartford, Conn.
- 11.15 A. M.—FUNDAMENTALS OF POSTER MAKING—A DEMONSTRATION. W. E. P. Fullam, Safety Supervisor, International Paper Company, Chisholm, Me.
Discussion.
- 12.15 P. M.—CONFERENCE LUNCHEON—Augusta House. "HAVE A HEART"—E. C. Jacobs, American Mut. Liab. Ins. Co., Providence, R. I.

AFTERNOON SESSIONS

1.45 P. M.—A MODEL GENERAL SAFETY COMMITTEE MEETING. (A Demonstration).

Discussion.

1.45 P. M.—SPECIAL SESSION FOR MEDICAL DIRECTORS AND INDUSTRIAL NURSES—Senate Chamber.

Physio-therapy in the Treatment of Industrial Injuries—Louis Fallon, M. D., Augusta, Maine.

Discussion.

Concerning our Common First Aid Solutions—Norman B. Murphy, M. D., Augusta, Maine.

Discussion.

The Plant Nurse—A Deputy Safety Engineer—W. J. Brennan, Safety Engineer, Department of Labor.

Discussion.

2.45 P. M.—MANAGEMENT'S ESSENTIAL PART—C. H. Sonntag, General Manager, Lawrence Portland Cement Co., Thomaston, Me.

3.15 P. M.—“WHAT'S WORRYING YOU?” (Question Box and Open Forum).

4.30 P. M.—REPORT AND RECOMMENDATIONS—W. J. Brennan, Safety Engineer, Department of Labor.

A FINE TRIBUTE TO ACCIDENT PREVENTION

Too often it is found that the true significance and magnitude of safety trophy winning is not fully understood by those who are not intimately associated with the occasion.

When the many visitors at the recent Lawrence Portland Cement Company's Trophy Dedication ceremonies heard Mr. W. M. Kinney, Manager, National Cement Association speak not all appreciated the honor paid Maine's only cement plant and that section of our State.

Heading the largest trade association in America, director of the activities of an army of workers and a national industrial figure, Mr. Kinney but rarely can see fit to give his time to one phase unstintingly. In fact, his presentation of the Association Trophy at Lawrence marked his second such appearance in all his years of service with this trade group.

No finer tribute can be paid accident prevention in industry than to have a man of Mr. Kinney's calibre journey from Chicago in behalf of safety. All of us can enjoy a broader perspective from witnessing industrial leaders contribute so much.

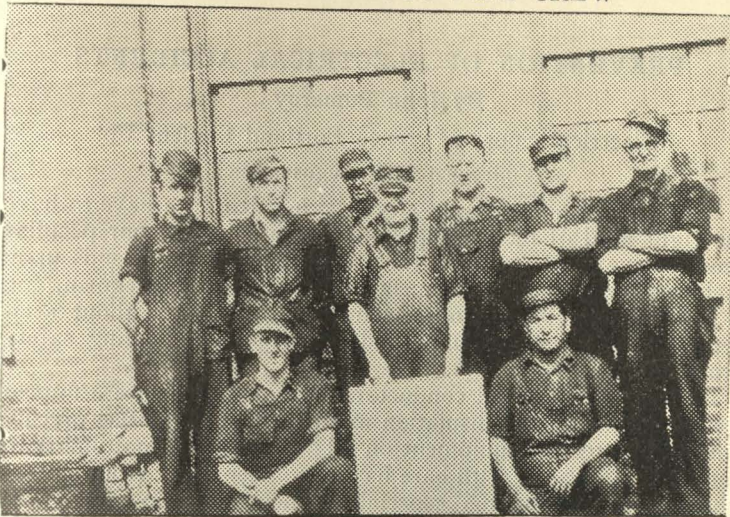
DOES ACCIDENT PREVENTION PAY?

Does safety pay? Do accidents cost money? Both questions are answered definitely in the affirmative by the following item taken from the February, 1932, Report to the Governor's Council by the California State Department of Industrial Relations.

"Jack Schaub was injured in 1917. A sack of wheat fell on him, causing a jackknife fracture of the spine, which resulted in paralysis from the waist down. Mr. Schaub was, at that time, 48 years old. He was brought to San Francisco for expert treatment, and everything possible was done to find a cure for the paralysis, without success, so he has been obliged to remain in the hospital ever since. From the time of injury the doctors said he could not live very long, but he has surprised all by his tenacious hold on life and his ability to fight on. The hospitalization of the case has been very expensive. In fact, it is by far the most costly case, from a treatment viewpoint, that the State Compensation Insurance Fund has ever had. The total medical and hospital expenses only, to date are \$41,180. Such a payment in an individual case is unprecedented. The State Fund has had no other case where the cost has approached anywhere near this sum."

It is estimated that more than 2,000 workers lose the sight of one or both eyes, 300,000 suffer minor eye injuries and \$50,000,000 costs are incurred as a result thereof every year.—O. I. C.

ST. CROIX'S FAMOUS PIPE CREW



There was a time when each thirty days saw a lost-time accident to a member of the Pipe Crew, St. Croix Paper Company, Woodland, Maine. Then came safety work.

From the moment of intensified safety's inauguration to the present time not a single lost-time injury has marred this crew's performance. Today their shop carries displays calling attention to the fact that 2500 consecutive days have been worked safely.

Let me introduce their sterling leader, "Bert" Faloon. A kindly man, quick to accept innovations—if efficiency is promised, an educator; altogether a happy combination of tact, vision, discipline and enthusiasm. His work has always been characterized by constant study of his tasks, his equipment and men, and with each work order have gone specific instructions and admonitions with regard to safety. All in all, Mr. Faloon has ever been leading the charge "over the top". Witness the result; 2500 safe days!

Now meet the "gang"—those sturdy, cautious individuals whose unrelenting attention to details has brought them so much glory and such a striking freedom from bitter penalties coming from injuries. Each man is his own "safety engineer", calculating the hazards of each task, knowing of the hazards by attention to educational material and ever keeping that magic formula to the fore—"Think—That's Safety!"

Through the Herculean tasks of rebuilding after a fire, through days and days of work aloft on scaffolding, and through the thousands of exposures offering themselves in the daily routine these men have come unscathed. Pride in accomplishment (crew morale), can surmount any obstacle.

The State of Maine pays tribute to Bert Faloon and the men pictured above. May that fine record grow and thus assure the safe and happy home-coming at the end of day. May that record emblazoned on the walls of St. Croix lead others to sincere endeavor for the realization of those precious rewards safety holds for all who say "We will".

PREVENTION OF ELECTRICAL ACCIDENTS

By John Pomeroy

Electrical Supt. Lawrence Portland Cement Co.

(Continued from August issue)

SUMMARY—To prevent electrical accidents we have to have the right kind of men, we've got to train them to our peculiar needs, we've got to impress them that their value depends upon their service to the management and their fellow workmen, and is expressed in barrels of cement manufactured without accidents. They've got to know and practice the following safety procedure:

To treat all electrical conductors as though they were unprotected, as though the insulation might be faulty; to use precaution and protective equipment on all voltages—it's not smart to handle anything hot with bare hands; to keep away from motors when they are starting, especially synchronous motors. The latter at the instant of starting generate upwards of 2000 volts across their collector rings. When starting a motor with a hand compensator to stand to one side and to throw the handle smartly to the starting and running position; if running on a belt, close and open the contacts quickly but not hard, never drag or just touch them together. Never kill a circuit under load by pulling the safety switch except in extreme emergency, and then do so in such a way that, should it blow the cover open, you won't get burned or injured.

Safety switches are built and installed to disconnect the line at no load. The name "Safety Switch" would appear to be a misnomer especially when applied to the type C switch, which is a slow acting switch without arc quenchers or barriers and is not built to interrupt heavy inductive currents. When such a switch is placed within the operator's reach, and has the word "Safety" on it, it is natural for the operator to get the mistaken idea that it is intended for emergency use and actually reach past an emergency stop button and pull it on a stilled motor. The result is almost always an explosion. It would be better in the writer's opinion to place the safety switch in a conspicuous place out of the operator's immediate reach, and put an emergency stop only where he can touch it should he get caught or an accident happen to his machine. Magnetic contactors and oil circuit breakers including compensator are made to open safely under load.

When men are working on a machine driven by electricity, always have the safety or disconnect open and padlocked or tagged by the men responsible for the work. If several crews are at work, have each foreman put on his padlock or tag so that the switch will not be operated until the last one has been removed. Never open the secondary of a current transformer; to do so will build up dangerous voltage in the circuit. Keep electrical tools and extension cords in good repair.

(Portland Press Herald, Sept. 23, 1932)

**ST. CROIX MILL ENDS YEAR
WITHOUT LOST TIME BY
ACCIDENTS**

**403 Workers at Woodland Win
Praise of Company's General
Manager**

Woodland, Sept. 23.—Employees of the St. Croix Paper Company, who distinguished themselves in 1928, 1929 and 1930 by winning National Safety honors, have scored further distinction by completing No-Accident Year. They began their record run on Sept. 21, 1931, and upon completion of the last shift Wednesday morning, they amassed a total of 366 consecutive days without a single lost-time accident.

F. L. Irvin, Supervisor of Employment, announces that 403 workmen shared in this remarkable performance representing more than three-quarters of a million actual man-hours, 250,000 man-hours better than their best previous record, established in 1928.

The achievement was recognized in a letter to the various mill departments from L. J. Parant, vice-president and general manager of the company, which read in part as follows: "Please accept my heartiest congratulations for establishing the first No-Accident Year in the history of the St. Croix Paper Company. It is certainly a most remarkable safety performance. Every man has good reason to be proud of the record. I appreciate with much satisfaction that you have taken a personal responsibility in waging the fight against accidents, that there has been a unified response to our urgings that extreme caution and watchfulness be exercised in your daily tasks, and that there has developed among you a sixth sense which instinctively warns you against taking unnecessary chances. It is a most gratifying thought to know that our product is being manufactured without human sacrifice. Grief or suffering has not overshadowed our production."

Remember--Nov. 2nd!

All roads lead to Augusta for the

**FIFTH INDUSTRIAL
SAFETY CONFERENCE**

SPEAKERS

EXHIBITS

DEMONSTRATIONS

OPEN FORUM

Will Your Plant Be Represented?