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How Baltimore is Solving Her Safety Puzzle

By George Earl Wallis

PLAINTIFF'S
EXHIBIT

NSC-1

FEW cities have undertaken to solve their puzzles of human safety more seriously than Baltimore, Md. With the organization of the Baltimore Safety Council, in April, 1923, this city started out to make safety records which would place it in the foremost ranks of those cities in which freedom from accident perils is considered a tangible community asset. Success has attended this ambition.

At no time since the sponsors of the Baltimore Safety Council met around a table and agreed that community safety work would be a benefit to their city has there been any let-up in enthusiasm or effort. The results speak for themselves.

During 1924, Baltimore was one of the few cities of the country which reported a decrease in fatal accidents chargeable to motor vehicles. In 1923, 103 motor vehicle fatalities occurred in Baltimore; in 1924, only 90 deaths were recorded from the same cause, a decrease of 13 per cent. That is not all. Fatal accidents of all kinds to children from five to 15, the public school age, numbered 56 in 1924, compared to 63 in 1923 and 85 in 1920. Personal injury accidents in 1924 also were reduced over 1923.

As a result of a strenuous two-year fire prevention campaign, Baltimore in 1924 experienced the best fire record in years. For 1922, the city's total fire loss was \$4,211,481; in 1924, this total dropped to \$1,500,000, a decrease that citizens in any city can appreciate

both from the humanitarian and economic standpoints.

In the 23 months of its existence, the Council has performed a real service to the industries of Baltimore. A few might be mentioned, such as the organizing of an industrial safety club,

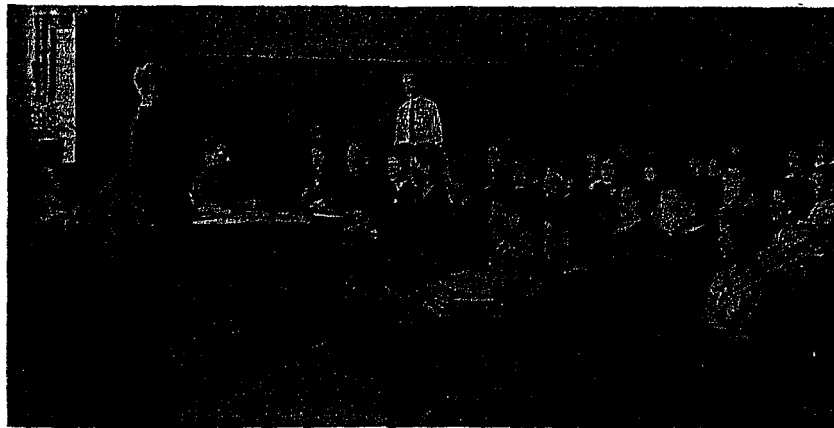
and of business interests as a whole, but it also has the confidence and co-operation of a large group of civic and community associations. The Baltimore Safety Council has permanently established itself in the city—not primarily because of the need for an

organized campaign against accidents but rather because it has made itself indispensable in the life of the community.

It has succeeded in this accomplishment because the civic and business leaders of Baltimore have not only given their money to the work, but because they have been and are personally interested in the movement. The members of the Council's board

of control meet weekly to review progress and to plan activities for the future. Civic organizations have asked for assignments. Commercial concerns have given of their strength to make streets, homes and factories safer for their employees.

Going back over the record of the work done we find that under the direction of Thomas J. Barnes, district sales manager of the Sun Oil Company, the Council has erected and maintained 85 public bulletin boards at safety zones, gasoline filling stations and prominent street intersections. These boards carry messages on street and traffic safety to the automobilist and the pedestrian. They are changed monthly. More than 1,000 trucks carry cards with the same message each month. Street cars of the United Railways and Electric



As serious in safety work as their elders. A junior safety Council meeting in one of the Baltimore Schools. These Councils now have more than 7,500 active members.

contributing toward the elimination of costly industrial accidents by cooperating in the collection and analysis of causes of accidents in the various classes of industries, and by maintaining a consulting service on industrial safety education and safeguarding. Safe drivers' schools have also been held for drivers of commercial vehicles.

Many other achievements stand to its credit which can not be given statistical value. Through cooperation with all the agencies of the city and state governments, the Safety Council has stimulated and direct official interest in the prevention of accidents of a more public nature. It has become the civic clearing house on safety subjects of a wide variety.

It not only has the support of the Baltimore Association of Commerce

Protective Mask for Dusty Work



PROTECTION against dust encountered in cleaning boilers and the insides of furnaces and similar operations, is afforded by the dust mask shown above, which is now used by the United Electric Light and Power Company, New York City. The mask was designed by Timothy Leonard, foreman boiler cleaner, at the Sherman Creek generating plant.

The khaki colored hood is of very finely woven canvas, extremely light in weight. The hood is made to fit snugly on any size head and it covers the shoulders and the body down to the waist. Elastic bands prevent flying dust entering the armlets or body base. The hood is fitted with extra large laminated lenses which are practically non-fogging. An ordinary aluminum sponge respirator with a pneumatic rubber cushion and outlet

valve at the top has been fixed inside the hood.

The design was passed by the central safety committee and handed over to the superintendent of repair shops under whose supervision the masks were made. The masks have proved highly satisfactory in actual use. They are now used by men when working inside of cinder catchers, blowing out generators and cleaning rotaries with compressed air at substations. With slight changes in construction, they can be used for numerous purposes. When necessary, the hood can be made of fire-resisting material.

The photographs and description of the mask were supplied by Edward P. Durfee, educational director, Hamlin & Company, Safety Department, New York City.

A Safety Check List for Construction Work

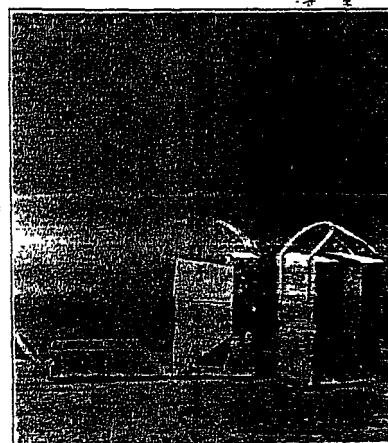
"YOUR first order is—'prevent accidents!'" This statement heads a list of 26 questions on a check list of accident hazards used in a daily safety report by the Westlake Construction Co., St. Louis, Mo. The report covering the 26 questions, with sub-questions, is made out and mailed to the home office between 3 and 4 o'clock p. m. each day. The report states the location of the work, the hour of the inspection and may not be made by the same person on two consecutive days. Persons who make the inspections and report upon the conditions of the work, together with their direct superiors, are held strictly accountable for accidents which occur

on the job by reason of improper or unsafe conditions, defective construction, material, tools, appliances of bad practices and other matters covered in the report. Following are the questions:

1. Are there any employees on this work to-day who have not reached legal working age?
2. Exterior conditions—Are all public ways in good, clean general condition, free from material and carefully protected in every way?
3. Have the banks supporting public ways been properly secured by sufficient shoring?
4. Are the banks, walls and foundations adjoining property securely shored?
5. How are materials stored on sidewalk or other public way?
6. What is the condition of any existing bridge work supporting any public way?
7. If any engines, pumps or boilers located in public way, how are they guarded to protect the public from injury?
8. Is every public way over which construction or demolition work is going on protected by a well-built carefully braced roofing?
9. Is this roofing built in separate units of a length not greater than 10 feet?
10. Are the watchmen properly instructed as to keeping public from premises?

11. a. Are proper warning signs posted instructing the public of the dangers incident to this work?
b. Where are the signs posted?
c. Are signs posted at the various entrances to this building warning the public to keep out of this building?
d. Are the warnings given on these signs enforced?
12. Are all scaffoldings and runways carefully built, sufficiently strong, provided with proper guard railings and toe boards, and furnished with screens to prevent material falling from these scaffoldings?
13. Are substantially built roofs provided for all lower tier scaffoldings?
14. Are all scaffoldings securely fastened?
15. Are men allowed to work one above the other without head protection?
16. Are all holes through the floors properly and substantially covered?
17. a. Are all openings through the floors (either temporary or permanent) properly railed off and protected?
b. Are all elevator hatchways carefully protected with substantial guard rails, each set back from the edge of the elevator opening a distance of at least 15 inches?
c. Are these protective railings provided with a toe board at least 6 inches high?
d. Is the railing at least 3 feet 6 inches high with an intermediate rail attached?
e. If these conditions do not exist, state why they do not.
18. a. Are all ladders passing through floor to floor of proper construction and sufficiently strong for the weights they are required to carry?
b. Do the stringers of these ladders extend above the floor at least 3 feet 6 inches?
c. Are the bottoms of the ladders carefully and securely fastened to the lower floor to prevent slipping?
d. Is the top of the ladder lashed into place so as to prevent slipping?
19. a. Are all appliances used for hoisting material carefully and regularly inspected?
b. Are all cables carefully watched and kept in first class condition?
20. Has all work been securely fastened so that it will not be dislodged by the wind?
21. Is there any lumber with nails in it lying around the work?
22. Is there any broken material of any nature or rubbish around this operation which could be taken away?
23. Is the light unquestionably good in every place where men are working?
24. Has the roof been thoroughly cleaned from all loose waste materials?
25. Are you doing all that you can to prevent the bringing of liquor on the premises?
26. Have all of the accidents which have occurred at this job been properly and promptly reported?

Safety Bucket for Hoisting Brick



THE brick hoist bucket shown above is especially useful in relining blast furnace stoves. The bucket, which is made from 18 gauge sheet metal, holds nine standard brick securely and is an effective means of preventing accidents due to spillage from hoists. The bucket was designed by A. E. Mueller, assistant master mechanic, The Mayville Iron Company, Mayville, Wis.