

25—Hoisting Apparatus and Conveyors

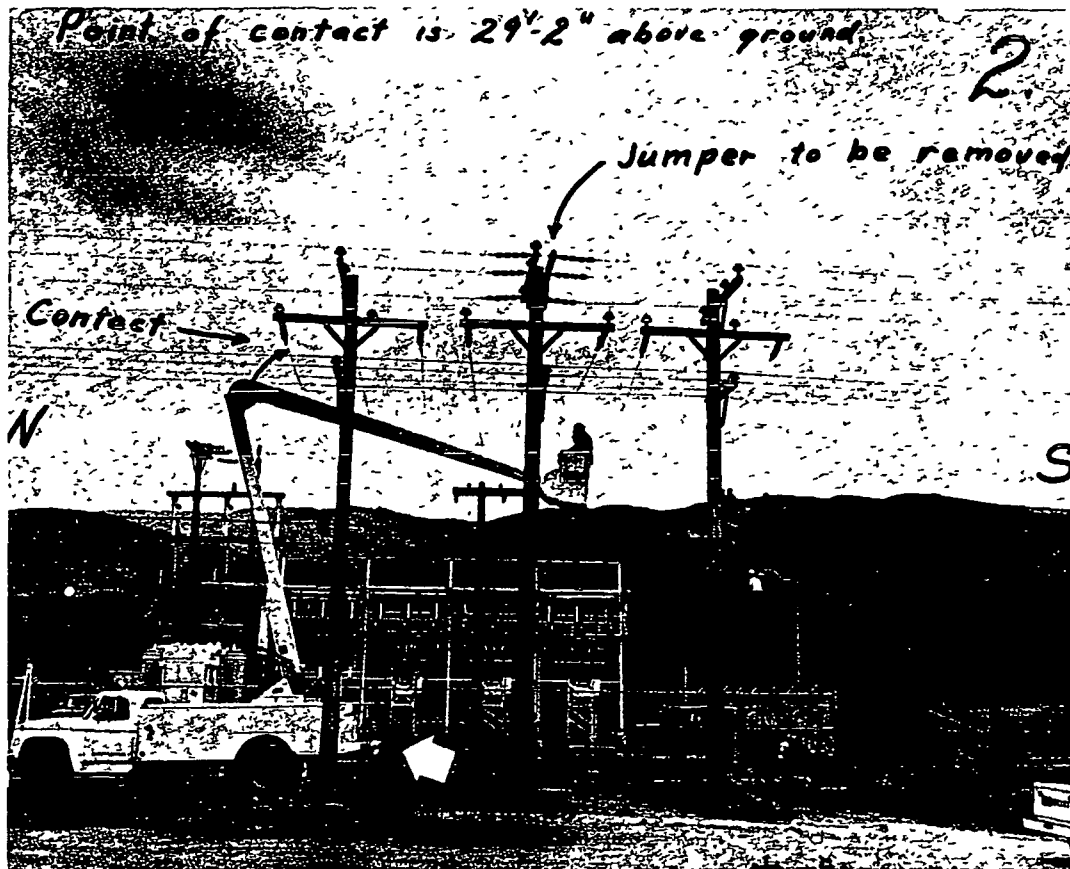


FIG 25-21 —Employee standing on ground (stick figure drawn in at arrow) was fatally shocked when metal parts of boom contacted one phase of 25 kv circuit. This photograph of the accident scene was used as part of the report of the accident. Note how the details were written with a felt-tip pen right on the photographic enlargement.

Courtesy Idaho Power Co

the cab. Doors should be hinged at the rear edge and should open outward. Sliding doors should slide to the rear to open.

The motor and all power transmission apparatus should be guarded.

Enough light should be provided in the cab to permit the operator to do his work safely and to see the gauges and indicators plainly.

Steps and handholds should be installed for safe access to the cab. Some state laws require that footboards and handholds be provided at each end of the truck bed, or that the truck have a pilot or fender. No one except necessary operating personnel should be

permitted on a rig while it is operating.

An on-track crane should have standard automatic couplers and uncoupling levers, and air brakes as well as hand brakes. It should have rail clamps at each corner to hold it in position while at work. A guard should be provided at the end of the boom to prevent the thimble on the cable from coming into contact with the sheave.

An on-track crane should be moved only on signal from an authorized signalman or switchman, who should walk ahead of the crane to warn others and to see that switches are properly set and the track is free of ob-