

HOURLY SAFETY COMMITTEE

MEETING

AUGUST 30, 1977

PRESENT: M. L. Zeller
E. J. Hingle
R. S. Bessent
Melvin Jackson
Ryan G. Pittman
A. A. Mick
A. N. Rich
N. W. Preston

ABSENT: Neal Jorgensen (sick)

OLD BUSINESS:

The "wash tank" in the Shops Building was brought up again for considerable discussion. Some of the suggestions to eliminate the hazards created by the liquids being contaminated in the tank were:

1. Specific area as a decontamination area for all equipment being decontaminated before it is taken anywhere to be worked on.
2. Institute a strict permit procedure that equipment has been thoroughly decontaminated before it is delivered to the location to be worked on, and if found to be contaminated when disassembled, the equipment should be returned to the owner for complete decontamination.

NEW BUSINESS:

Bessent

1. East of 702 tanks, loose gravel is creating a considerable hazard being extremely hard to walk on and to ride a bicycle on, and in addition, mobile traffic throws rocks.

Jackson

1. Guards travel area between EB tank and chlorine tank near the 14T12 when making their rounds. This is not an official roadway, and they could run into a pedestrian or cyclist.
2. Suggested that departmental safety meetings be held on day shift, and not at 6:00 a.m. for grave yard shift and calling the day shift for this same 6:00 a.m. meeting. This time of morning the presenter does not come across to his people, the grave yard shift is not really ready for a safety meeting, and the day shift being called out early is not really ready.

Pittman

1. Supervisors are expected and directed to present departmental safety talks to their employees, but some supervisors' attitudes about the meetings are that they are putting the meetings on because they have to, but they do not really go along with what they are doing. If the supervisor is not sincere, the people are not going to accept his presentation.

A. Mick

1. Vacuum trucks being used in Department 51 and in various other areas of the plant are not using ground wires, and drive their vehicles into operating areas without permission of the chief operator. Also in Department 51, drivers of tank trucks which deliver additives on many occasions do not know how to run the equipment to unload their truck and do not use ground wires.