

FILE NAME: National Safety Council (NSC)

DATE: 1959 Jan

DOC#: NSC033

DOCUMENT DESCRIPTION: NSC - National Safety News - Wire from Washington

JANUARY 1959

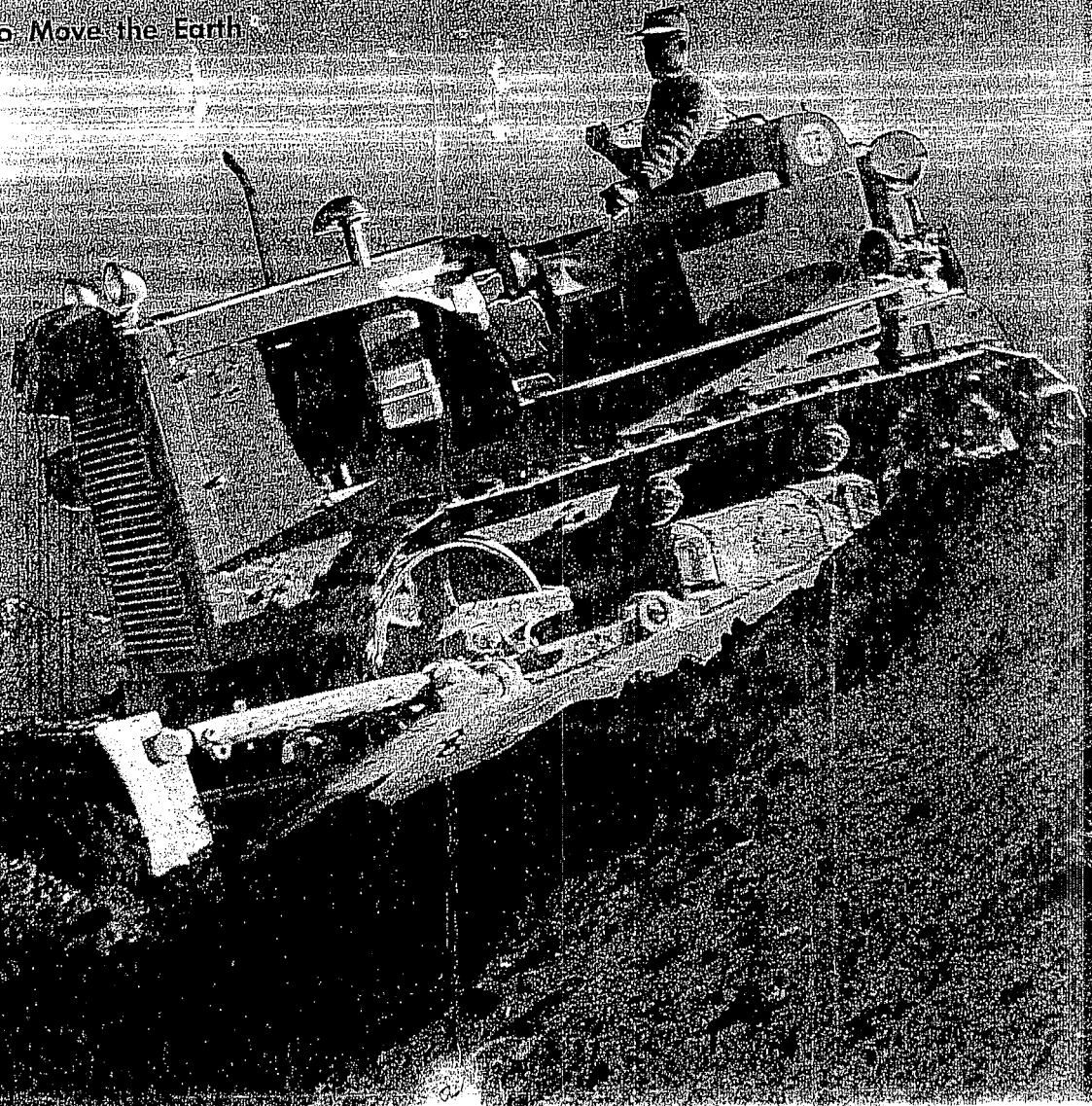
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National SAFETY NEWS

A NATIONAL SAFETY COUNCIL PUBLICATION

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PLAINTIFF'S
EXHIBIT
MSC-31

tabbles

WIRE FROM WASHINGTON



By Harry N. Rosenfield

Washington Counsel, National Safety Council

THE PROSPECTIVE return of Congress has been preceded by executive planning for legislative programs.

National Conference on Air Pollution. Called by the Surgeon General of the U. S. Public Health Service, a National Conference on Air Pollution studied the problem of contaminated air. The Department of Health, Education and Welfare estimated that air pollution costs industry and the public four billion dollars a year (others estimated 7½ billion), but that only one-third of a billion dollars was spent annually on prevention.

A persistent theme throughout the conference was the danger of diseases from "dirty" air. The Surgeon General stated that "investigators are finding a definite association between community air pollution and high mortality rates due to cancer of the respiratory tract, including the lung, cancer of the stomach and esophagus, and arteriosclerotic heart disease." To wait for "absolute proof" of this relationship, said the Surgeon General, "is to invite disaster."

Considerable attention was paid to the responsibility and alleged delay of the automobile industry in developing a device to control motor-exhaust pollution. The Department of Health, Education and Welfare revealed that about 1 out of every 14 gallons of fuel put into the nation's motor vehicles goes into the air as pollution. The automobile industry stated that exhaust cleaners were being tested, but no prediction was made as to when a commercially feasible cleaner would be perfected.

Senator Kuchel warned the conference not to scoff at "a wave of suggestions that certain types of motor fuels be prohibited by

ordinance or regulation" or to ignore the suggestions for federal standards governing the permissible chemical content of auto exhausts.

Recommendations adopted by the conference included:

1. Extension of the Federal Air Pollution Control Act now scheduled to expire in 1960, and an acceptance of state and interstate control measures, where the problem extends beyond local boundaries. This was accepted by the Secretary of Health, Education and Welfare.

2. A vigorous development by industry of exhaust-system control devices, a study by the auto industry of maintenance aspects of the auto exhaust-air pollution problem, and a continuation of government research. The Public Health Service announced it was launching research studies on the auto-exhaust problem, and called on the auto industry to intensify its activities.

3. Reduction of air pollution from industrial, domestic, and municipal activities.

4. Need for increased medical and engineering research. The Department of Health, Education and Welfare announced a future conference to work out practical methods for stepped-up research activities.

5. Increased training facilities for air-pollution specialists.

Highway Traffic. The Bureau

of Public Roads announced that registrations would total 68.4 million autos, trucks, and buses by the end of 1958. This is 1.9 per cent higher than 1957, but the rise is at a slower rate. All states reported increases.

The Commissioner of Public Roads noted that the fatal accident rate on controlled-access highways is only one-third that of roads which do not have control of access.

A quarterly report on the highway safety study being conducted under the Federal-Aid Highway Act of 1956 indicates concern about highway-accident statistical accuracy due to non-uniformity in definition and reporting.

In a motor carrier accident investigation, the Interstate Commerce Commission warned carriers to use tire chains and to avoid use of excessively worn tires.

Industrial Safety. The Atomic Energy Commission prescribed additional safeguards for handling nuclear material of amounts sizable enough to cause radiation accidents. The AEC now requires adequate alarm systems and emergency plans to evacuate personnel.

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THE MONTH IN WASHINGTON

- PHS finds link between community air pollution and high death rate from respiratory tract cancer; will research auto exhaust.
- 1960 conference to revise International Convention for Safety of Life at Sea, International Load Lines Convention.
- Report expresses concern about accuracy of highway-accident statistics resulting from non-uniform reporting, definition.
- CAB will demand high-visibility paint for certain civilian aircraft, and plans restrictions on amateur missile firings.

Consultation Corner

—From page 58

leading from the hoods to one main duct at a distance of about 15 ft. from the two hoods.

We are going to install a water spray in the perchloric acid hood. We have checked several sources as to whether such an installation is safe, and have not received a satisfactory answer. Can you give us any information, as to whether such an installation would be safe?

Answer: Explosive anhydrous perchloric acid may be formed, where perchloric acid solutions come in contact with a dehydrating agent or where dust or organic residues come in contact with the vapor of boiling perchloric acid solutions. For this reason, where perchloric acid is used extensively, the exhaust system should be designed with short vertical ducts, which can be readily washed or taken down and with as few horizontal runs and elbows as possible.

Even with a water spray installed in the hood, there should

be a separate exhaust system discharging to a safe location. Without a separate exhaust system, it would be possible to get in trouble by forgetting to turn on the water spray, when working with the perchloric acid.

There is also a possibility that the water spray or curtain is not going to catch all of the vapors. After a time there is bound to be corrosion, which would require the replacing of all of your duct work, resulting in downtime for hoods other than the perchloric hoods.

There is the danger that perchloric acid vapors may condense in the duct work and explode from impact or friction, such as could happen when the ducts are being repaired. Daily washing with water will prevent such residues, and the exhaust system should be designed with this factor in mind.

It is desirable to have the hood maintain its own air supply and not depend on air supplied by the general laboratory ventilation system. It is also recommended that the hood be completely enclosed.

New Device Muffles Blast Furnace Noise

The age-old problem of silencing the tremendous noise created by snort valves on blast furnaces in steel plants is believed to be solved by a new installation at Kaiser Steel Corporation, Fontana, Calif.

The noise control device, a *snort valve silencer*, was installed at Kaiser as a test project this year, and its effectiveness has now been established. Designed and fabricated by the Sound Control Department of Koppers Company, Inc., Baltimore, Md., the device weighs about 8,000 lbs. and is 24 ft. long by 6 ft. wide.

Encased in a 14-gauge steel shell, the sound absorber column uses the soundstream principle. The column is filled with spun metallic wool held in place by a face sheet of glass fiber, which is covered by a perforated galvanized sheet face plate. The entire assembly is suspended from the outlet flange of the snort valve and can be used at temperatures of more than 500 F.

In the case of Kaiser Steel's blast furnace operation, the *snort valve silencer* dramatically reduced the noise to acceptable levels.

Middle age: When you want to see how long your car will last instead of how fast it will go.

Wire from Washington

—From page 17

Stringent safeguards for workers in nuclear power plants were urged at the second United Nations Conference on the Peaceful Uses of Atomic Energy conducted in Switzerland.

A group of international experts, working under International Labor Office sponsorship, completed an international classification applicable to pneumoconiosis, a disease which attacks workers who breathe excessive dust in the course of their work.

The Bureau of Mines made final its proposed revision of regulations prescribing procedures

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Circle Item No. 86—Reader Service Card

... testing and approving lighting equipment for illuminating underground workings.

Aviation Safety. The new Federal Aviation Administrator warned air safety experts against complacency in making flying safer.

The Civil Aeronautics Board announced its intention to amend the Civil Air Regulations to require the use of high-visibility paint on about 25 per cent of the surfaces of all civilian airplanes. The purpose is to reduce collisions by making aircraft more conspicuous.

The CAB also announced its intention to amend regulations to protect airplanes from potential hazards from the amateur launching or firing of rockets and missiles. Proposed changes would forbid firing a rocket or missile to an altitude of more than 500 ft. from the surface, except with approval of Administrator of Civil Aeronautics, and forbids firing from within or into any control zone that will place the missile within five miles of any airport.

Marine Safety. The Coast Guard's proposed standards, rules, and regulations to implement the Federal Boating Act of 1958 were the subject of a public hearing before the Merchant Marine Council. These items were on the agenda: system of numbering and statistical information applicable to undocumented vessels, boating accidents involving—and boarding of—undocumented vessels.

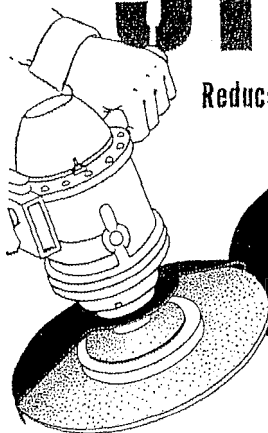
The Coast Guard also amended its regulations to permit life-saving equipment to dispense with buoyant seine floats for life lines, where such lines are inherently buoyant.

Preparatory work has already been initiated, leading to the convening of a conference in 1960 for the revision of the International Convention for the Safety of Life at Sea (1948) and the International Load Lines Convention (1930). Committees have been set up to develop the position of the United States relative to construction, life-saving appliances, radio, safety of navigation, and nuclear power. All interested parties were invited to submit their views and recommendations.

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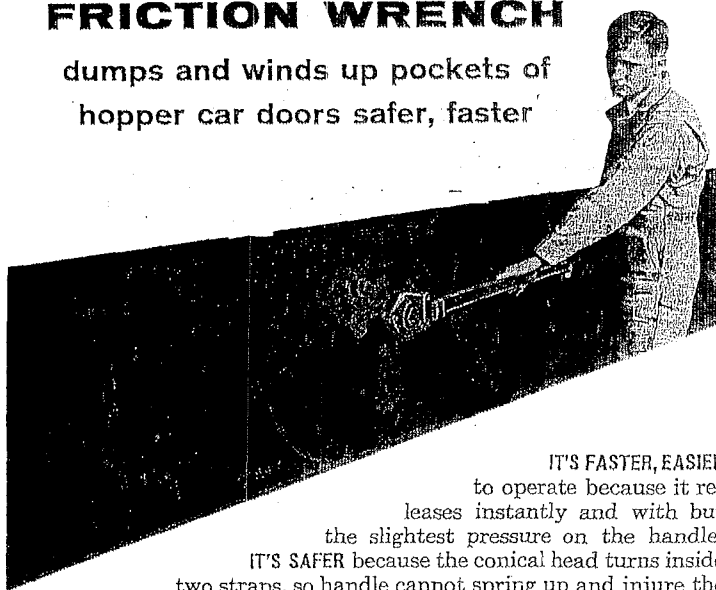
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