and windy periods Others keep dust down by spraying onto the road surface standard road oil with an asphalt base

Skidding on snow and ice is a serious hazard during the winter Snow and ice should be removed by means of snowplows or blade graders as promptly and as completely as possible

Remaining ice or packed snow may be scored with a sawtoothed blade to prepare the surface for the application of abrasives or chemicals, such as cinders mixed thoroughly with sodium chloride or calcium chloride These mixtures may be applied by a spreader or by hand

When roadways are built close to high banks, the slopes of the banks should be inspected for loose rocks, especially after rain and freezing or thawing weather Loose rock should be barred down

Where trucks enter public highways, warning signs should be placed 750 ft from either side of the entrance Design, color, and placement of the signs should be in accordance with U S Department of Transportation, Federal Highway Administration, Washington, D C *Manual on Uniform Traffic Control Devices for Streets and Highways,* also published as American Standard D6 1 ° If operations are conducted at night, these signs should be reflectorized

Driver qualifications and training

The modern heavy-duty truck or other off-the-road equipment is a carefully engineered and expensive piece of equipment and warrants operation only by drivers who are qualified physically and mentally and by training and experience The physical and mental qualifications for an efficient and safe operator of heavy off-the-road equipment (discussed earlier in this chapter) apply to drivers of off-the-road trucks

No driver or operator should be allowed to work until his knowledge, experience, and abilities have been determined The time that is required for a prospective driver or operator to become thoroughly acquainted with the mechanical features of the truck or piece of equipment, safety rules, driver reports and emergency conditions varies Even an experienced man should not be permitted to operate equipment until the instructor or supervisor is satisfied with his abilities

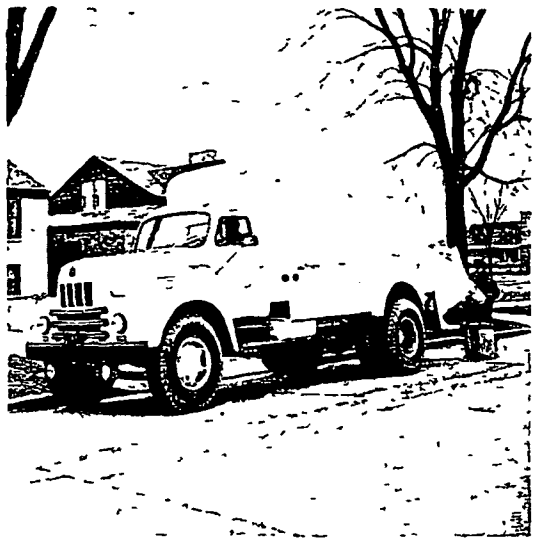


FIG 46-12 – Enclosed, compactor-type refuse collection truck Backing is a most dangerous operation because of poor visibility

Courtesy International Harvester Co

Since accidents caused by unsafe practices outnumber those resulting from unsafe condition of equipment and roadways, the time required for thorough checking and training is well warranted After a man has been trained, constant supervision is required to make sure that he continues to operate in the way in which he was instructed

Operating trucks near workmen

Workmen are exposed to the danger of being struck or run over by trucks, particularly around power shovels and other equipment, in garages, shops, dumps, and similar areas

Backing. The most dangerous movement is backing, especially for packer-loaded trucks (Fig 46-12), used by municipalities and private contractors for refuse collection

Some construction companies require drivers to blow three blasts of the horn for a back-up signal

An automatic audible signaling device for warning workers out of the path of a back-

°To be revised in 1970