

the operation of track motor cars by: (1) operating a car at excessive speed; (2) improperly storing tools on the car; (3) permitting men to occupy unsafe positions on the car; (4) failure to protect against trains and other track motor cars; and (5) failure to observe switches and crossings, especially with respect to speed and obstructions.

The maintenance of way supervisor must know the standard operating rules, and should at all times have in his possession current time tables and be familiar with special instructions. There are few duties of a maintenance of way supervisor that we can well delegate to someone else, or avoid responsibility for.

From the maintenance of equipment standpoint, it is particularly the duty and responsibility of the supervisor to note hazardous conditions about the shop plant. He should be quick to hear any report of unsafe conditions of the premises, machines and tools, and his quick eye should personally observe these conditions. He should be of as great value as others working under him in foreseeing possible accidents and injury as the result of these hazardous conditions.

After a possible injury, the supervisor also has an important duty toward the injured employee. He should see that immediate first aid care is given the injured person and make sure that he gets into the hands of a competent physician as rapidly as possible. To call in a physician and a claim agent every time a man stubs his toe or skins a knuckle is, of course, a mistake. It is possible to make too much fuss over small injuries. But there should be at hand some simple means of preventing infection for minor injuries, and if an injury is serious, the personal attention of a physician is the only recourse.

The Green Book

The final feature of this session was a presentation of the current "Green Book" by L. R. Palmer, Conservation Engineer, Equitable Life Assurance Society, New York City. Mr. Palmer very briefly called attention to the fact that he had prepared a tabulation covering employee casualty rates for the six months' period of 1933, Class I railroads, in accordance with the standard Green Book grouping and will forward copies to Class I railroads.

WEDNESDAY MORNING SESSION

October 4, 1933

The Goggle Rule and How Enforced

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The speaker said in part: It has always been a puzzle to me why it is necessary to repeat over and over again to employees that one of the greatest things which has been given us is sight and how necessary it is that they use the means so freely afforded them to protect and preserve this blessed gift. To my mind, being blind is about the worst disaster that can happen to anybody.

Experience has shown that we cannot take it for granted that men will of their own accord think for themselves in this respect, and for this reason it has been

found necessary to adopt rules requiring men to wear goggles in performing operations that are hazardous to the eye.

The record of one of the largest railroads shows that there was a total of 124 eyes destroyed over a period of five years, as follows: 1928, 34 eyes lost; 1929, 32 eyes lost; 1930, 29 eyes lost; 1931, 21 eyes lost; and in 1932, 8 eyes lost.

The principal causes of these losses were as follows: struck by flying materials, 18; using tamping picks, 11; using track chisels, 6; cinders in eyes, 6; driving spikes, 5; driving nails, 4; struck clat bar with spike maul, 3; cutting cotter keys with hammers and chisels, 3; cutting nails with hammers and chisels, 3; striking steam hose coupler with hammers, 3; and struck by stones thrown by boys, 2. There were also reported 31 other causes, each producing loss of one eye. A total of 26 eyes also were lost due to dust, scale and other foreign particles entering the eyes.

In checking goggle rules issued by several of the lines, it is found that some are very brief and merely recite that goggles are furnished by the company and must be worn by all employees in performing operations hazardous to the eyes, while another road will use the above quoted rule and then follow with specific items covering operations in which goggles must be worn. To my mind, the rule should be as specific as a rule can be made, as it is more easily understood and violations more easily detected.

In my study as to the means of enforcing the goggle rule, my conclusions are that it is a matter of cooperation between the management and the employees, and that each has a duty to perform.

To further emphasize the enforcement of the goggle rule, I would gather together the foremen or supervisors under my direction who have direct charge of gangs and speak to them in the following language:

"The management expects me and my department to enforce the goggle rule 100 per cent, and I expect the same from you. I also expect you to know that each man working under you is furnished with the proper type of goggle for his work, and you must take especial care to have proper goggles for your men who wear glasses with corrective lenses. You are to see that these goggles fit properly, are in adjustment, are comfortable, and that they are afterward kept in proper repair. You will remember that the safety department has given you some valuable hints as to the wearing of goggles and the care of them. The most important of these hints are as follows:

"1. To prevent fogging, keep ventilating screens clean, and lightly rub glycerine soap over the lenses, then wipe off.

"2. A gauze band worn over a man's forehead above his goggles will prevent perspiration from running into and over the goggles and prevent fogging.

"3. There is a proper way to remove goggles. Bend head forward with both eyes closed, take off the goggles and with the eyes still shut, wipe off the forehead.

"All of the above are duties in connection with the saving of eyes which you owe to the men who work under you and will do much to assist you in enforcing the rules. When you carry out the above ideas completely, you have done all you can for their comfort, but you have a further duty and it is up to you to educate your men to have their goggles with them at all times during working hours. The fact that some of your men may think it a burden to carry the goggles on their caps or around their necks in the extremely hot weather is no excuse for you allowing them to do without their goggles when they need them—also, you are to consider that it is just as essential that goggles be worn in doing work dangerous to the eyes