

and a successful degree of protection for the workmen was attained. The 510 cases of occupational poisoning are listed and classified.

-- F.F. Rupert

- 859 Report of the Division of Industrial Hygiene, Baltimore City Health Department- July 1, 1947 to December 31, 1948. C.E. Couchman, Chief
7pp. (1949).

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The activities of the Department for the period included: investigations of lead poisoning in several industries and among children exposed to flaking house paint; excessive mercury vapor in a laboratory; carbon tetrachloride, carbon monoxide, dust from asphalt plants, excessive noise, and brucellosis in slaughter houses. Thirty-nine detailed studies were made and 728 general inspections were conducted.

--F.F. Rupert

- 860 Orienting the New Worker. Policyholders Service Bureau
Group Insurance Division, Metropolitan Life Insurance Co.
1 Madison Ave., New York 10, N.Y. 53pp. (1949).

This booklet describes the orientation process as it is conducted by a number of companies. Among the subjects included are: individual and group orientation, application forms, interview cards, placement tests, one-session programs, two-session programs, two all-day meetings, longer departmental programs, employee handbooks and magazines, and other features which help the new employee to become adjusted to his job in the best and quickest manner.

-- F.F. Rupert

- 861 The Holland Tunnel Chemical Fire, New Jersey-New York, May 13, 1949.
Report by the National Board of Fire Underwriters, 85 John St. N.Y. 7, N.Y.
18 pp. (1949).

A trailer truck loaded with 80 drums of carbon disulfide burned in the New Jersey end of the south tube of the Holland Tunnel on the morning of May 13, 1949. This chemical fire in the close confines of the tunnel destroyed or damaged many trucks. The inner wall surfaces and ceiling slabs of the tunnel were demolished for a distance of 600 feet by the tremendous heat that was generated. There were no fatalities, but 36 persons were injured. The truck entered the tunnel in violation of the Port Authority rules, and allegedly lacked the "Dangerous" placards required by the Interstate Commerce Commission. This report describes the accident and the progress of extinguishing the fire in detail, and suggests preventive measures, including the recommendations of the National Fire Protection Association's Committee on Truck Transportation. Supplementary recommendations include a safe routing plan, review of packaging and loading practices, and studies of sprinkler protection for tunnels. More intensive application of existing codes and local supplementary regulations through frequent spot checks, with heavier penalties for violations is also recommended for consideration.

-- F.F. Rupert