

1988

NATIONAL SAFETY COUNCIL OFFICERS

ARTICLE:

HEALTH HAZARDS IN THE FOUNDRY pg. 20-26

dust

silicosis

PLAINTIFF'S
EXHIBIT
B&R-32

P-NSC-23

NATIONAL
SAFETY
COUNCIL

—
TRANSACTIONS

VOLS. 1-31

1958

NEWARK
NJPL

Other Volumes in this (1958) Series

Users of this volume will find much value in its companion volumes, which offer the complete record of the 46th National Safety Congress! Here is the list:

Vol. No.	Title	Single Copy	Stock No.
1	General Sessions and Index to all Volumes.....	.65	022.28-1
2	Aeronautical Industries; Air Transport.....	.65	022.28-2
3	Automotive and Machine Shop; Power Press and Forging.....	.65	022.28-3
4	Cement, Quarry and Mineral Aggregates.....	.40	022.28-4
5	Chemical.....	.65	022.28-5
6	Church Activities; Women's Activities; Youth.....	.65	022.28-6
7	Coal Mining.....	.65	022.28-7
8	Commercial Vehicle.....	.65	022.28-8
9	Construction; Public Employees.....	.65	022.28-9
10	Electrical Equipment.....	.40	022.28-10
11	Farm.....	.40	022.28-11
12	Fertilizer.....	.65	022.28-12
13	Food and Beverage; Meat Packing, Tanning and Leather Products; Trades and Services.....	.65	022.28-13
14	Glass and Ceramics; Rubber.....	.65	022.28-14
15	Home.....	.65	022.28-15
16	Industrial Subject Sessions (Sponsored by ASSE).....	.90	022.28-16
17	Labor.....	.65	022.28-17
18	Marine.....	.65	022.28-18
19	Metals.....	.65	022.28-19
20	Mining.....	.65	022.28-20
21	Occupational Health Nursing.....	.65	022.28-21
22	Petroleum.....	.65	022.28-22
23	Printing and Publishing.....	.40	022.28-23
24	Public Utilities.....	.40	022.28-24
25	Pulp and Paper.....	.65	022.28-25
26	Railroad.....	.65	022.28-26
27	School and College.....	.90	022.28-27
28	Traffic.....	.90	022.28-28
29	Transit.....	.65	022.28-29
30	Wood Products; Textile.....	.65	022.28-30
31	Early Morning Sessions (Getting Results Through Team Play).....	.65	022.28-31
COMPLETE SETS (31 Volumes).....		\$10.50	022.18

QUANTITY ORDERS: On purchase of 10 or more copies of individual volumes, those single-copy priced (1 to 9) at 40 cents each are .35 each; 65-cent volumes are .55 each, and 90-cent volumes are .80 each.

All prices shown are subject to a 10 per cent discount to National Safety Council members

NATIONAL SAFETY COUNCIL • 425 NORTH MICHIGAN AVE. • CHICAGO 11, ILL.

1750055902

PRINTED IN U.S.A.

022.28-

VOLUME 2

1958

LD

C

NEWARK PUBLIC LIBRARY

NATIONAL SAFETY CONGRESS TRANSACTIONS

AERONAUTICAL INDUSTRIES AIR TRANSPORT



NATIONAL SAFETY COUNCIL
425 N. MICHIGAN AVE. • CHICAGO 11, ILL.

National Safety Council

OFFICERS—1958-59

Chairman, Board of Directors—WALTER F. CAREY, President, Automobile Carriers Inc., Flint, Mich.

Vice Chairman, Board of Directors—DR. LOWELL B. FISHER, President, North Central Association of Colleges and Secondary Schools, University of Illinois, Urbana, Ill.

President—HOWARD PYLE, succeeding Ned H. Dearborn.*

Vice-President for Farms—KIRK FOX, Editor Emeritus, *Successful Farming*, Meredith Publishing Company, Des Moines, Iowa.

Vice-President for Finance, and Treasurer—WILLIAM H. LOWE, Treasurer, Inland Steel Company, Chicago, Ill.

Vice-President for Homes—DR. GEORGE M. WHEATLEY, Third Vice President, Metropolitan Life Insurance Company, New York, N. Y.

Vice-President for Industry—W. O. WILSON, Manager of Safety, Standard Oil Company (Indiana), Chicago, Ill.

Vice-President for Labor—P. L. SIEMILLER, General Vice President, International Association of Machinists, Chicago, Ill.

Vice-President for State and Local Safety Organizations—WALTER K. KOCI, President, Mountain States Telephone and Telegraph Company, Denver, Colo.

Vice-President for Membership—EDWARD C. MYERS, Vice President—Personnel, United States Steel Corporation, Pittsburgh, Pa.

Vice-President for Public Information—CHARLES W. FERGUSON, Senior Editor, *The Reader's Digest*, Pleasantville, N. Y.

Vice-President for Schools and Colleges—DR. LOWELL B. FISHER (Also Vice-Chairman of Board; see above).

Vice-President for Traffic and Transportation—E. J. BUHNER, Chairman of the Board, The Silver Fleet Motor Express, Inc., Louisville, Ky.

Vice-President for Women's Activities—MISS MARION E. MARTIN, Commissioner of Labor and Industry, State of Maine, Augusta, Me.

Executive Vice-President—G. C. STEWART, Executive Vice-President, National Safety Council, Chicago, Ill.

Secretary—R. L. FORNEY, Secretary, National Safety Council, Chicago, Ill.

Assistant Treasurers—BURTON B. MCCULLOUGH, President, Bureau of Safety, Inc., Chicago, Ill.

J. D. FULLER, Director, Treasury Bureau, National Safety Council, Chicago, Ill.

*Mr. Dearborn retired from the Presidency December 31, 1958 and, by prior action of the Board of Directors, assumed the honorary position of President-Emeritus January 1, 1959. Mr. Pyle was elected President by the Board of Directors, succeeding Mr. Dearborn, and assumed the office February 1, 1959.

National Safety Council

TRUSTEES—1958-59

Chairman of the Trustees—W. S. S. RODGERS, former Chairman, The Texas Company, New York, N. Y.

Vice-Chairman of the Trustees—JOHN SULLIVAN, Yonkers, N. Y.

Members

MELVIN H. BAKER, Chairman, Board of Directors, National Gypsum Company, Buffalo, N. Y.

JAMES B. BLACK, Chairman, Board of Directors, Pacific Gas and Electric Company, San Francisco, Calif.

S. BRUCE BLACK, Chairman, Liberty Mutual Insurance Company, Boston, Mass.

WALTER F. CAREY, President, Automobile Carriers, Inc., Flint, Mich. (Ex-Officio).

CASON J. CALLAWAY, Blue Springs Farms, Hamilton, Ga.

WILLIAM G. CHANDLER, President, Scripps-Howard Supply Company, New York, N. Y.

CHARLES R. COX, President, Kennecott Copper Corporation, New York, N. Y.

CARL F. CRAIG, Member, Executive Committee, American Telephone and Telegraph Company, New York, N. Y.

WALTER J. CUMMINGS, Chairman, Board of Directors, Continental Illinois National Bank and Trust Company, Chicago, Ill.

HARLOW H. CURTICE, Former President, General Motors Corporation, Flint, Mich.

RICHARD R. DEVEREE, Chairman, Board of Directors, Procter and Gamble Company, Cincinnati, Ohio.

J. DOYLE DEWITT, President, The Travelers, Hartford, Conn.

MORSE G. DIAL, President, Union Carbide Corporation, New York, N. Y.

E. F. DU PONT, Director, Employee Relations Department, E. I. du Pont de Nemours & Co., Inc., Wilmington, Del.

FREDERIC W. ECKER, President, Metropolitan Life Insurance Company, New York, N. Y.

BENJAMIN F. FAHREISS, President, American Iron & Steel Institute, New York, N. Y.

CALVIN FERNBESS, JR., Chairman, Allstate Insurance Company, Madison, Ill.

FRANCIS J. GAVIN, Chairman, Board of Directors, Great Northern Railway Company, St. Paul, Minn.

National Safety Council

(Trustees, continued)

E. ROLAND HARRISMAN, Brown Brothers Harriman and Company, New York, N. Y.

CLIFFORD F. HOOD, President, United States Steel Corporation, Pittsburgh, Pa.

JOSEPH L. LANIER, President, West Point Manufacturing Company, West Point, Ga.

SAM LAUB, Chairman, General American Transportation Corporation, Chicago, Ill.

GEORGE E. LEIGHTY, Chairman, Board of Directors, Railway Labor Executives' Association, Washington, D. C.

RAY D. MURPHY, Chairman, The Equitable Life Assurance Society of the United States, New York, N. Y.

T. S. PETERSEN, President, Standard Oil Company of California, San Francisco, Calif.

SHERBURN PRESCOTT, Belle Haven, Greenwich, Conn.

GUYLVM A. PRICE, President and Chairman, Westinghouse Electric Corporation, Pittsburgh, Pa.

HOWARD PVLE, President, National Safety Council, 425 North Michigan Ave., Chicago 11, Ill. (Ex-Officio)

WALTER P. REUTHER, Vice President, American Federation of Labor-Congress of Industrial Organizations, Detroit, Mich.

W. S. S. ROGERS, Former Chairman, The Texas Company, New York, N. Y.

EDWARD L. SHEA, Chairman, Ethyl Corporation, New York, N. Y.

HERBERT E. SMITH, Former Chairman, United States Rubber Company, New York, N. Y.

JOHN STUNWELL, Yonkers, N. Y.

ARTHUR F. STODDARD, President, Union Pacific Railroad Company, Omaha, Neb.

DR. JOHN F. THOMPSON, Chairman, The International Nickel Company, Inc., New York, N. Y.

KENNETH C. TOWE, Former Chairman, American Cyanamid Company, Greenwich, Conn.

JUAN T. TRUPE, President, Pan-American World Airways System, New York, N. Y.

C. E. WILSON, Birmingham, Mich.

ROBERT W. WOODRUFF, Chairman, Finance Committee, The Coca-Cola Company, Atlanta, Ga.

National Safety Council

BOARD OF DIRECTORS—1958-59

Chairman of the Board of Directors—WALTER F. CAREY, President, Automobile Carriers, Inc., Flint, Mich.

Vice-Chairman of the Board of Directors—DR. LOWELL B. PISTING, President, North Central Association of Colleges and Secondary Schools, University of Illinois, Urbana, Ill.

Members

FRANK R. AUGEREN, Editor, *The Commercial Appeal*, Memphis, Tenn.

J. T. BLACKOCK, Vice President, Pacific Indemnity Company, Los Angeles, Calif.

T. N. BOATE, Manager, Accident Prevention Department, Association of Casualty and Surety Companies, New York, N. Y.

AL. E. BROWN, Vice President and Regional Director for the West Coast United Papermakers and Paperworkers, Portland, Ore.

E. J. BUHNER, Chairman of the Board, The Silver Fleet Motor Express, Inc., Louisville, Ky.

ROBERT R. BURTON, Vice President and Regional Manager, Kenyon & Eckhardt Inc., Chicago, Ill.

ALFRED W. CANTWELL, National Director Safety Services, The American National Red Cross, Washington, D. C.

WALTER F. CAREY, President, Automobile Carriers, Inc., Flint, Mich.

DR. A. L. CHAPMAN, Chief, Division of Special Health Services, U. S. Public Health Service, Washington, D. C.

DR. ZENAS R. CLARK, Administrative Assistant, Wilmington Public Schools, Wilmington, Del.

JOHN M. CONVERY, Employee Relations Division, National Association of Manufacturers, New York, N. Y.

ERNEST G. COX, Chief, Section of Motor Carrier Safety, Bureau of Motor Carriers, Interstate Commerce Commission, Washington, D. C.

JAMES DANIELAKE, President, Miller Electric Company of Florida, Jacksonville, Fla.

Safety Council National

(Board of Directors, continued)

M. R. DARLINGTON, JR., Managing Director, Inter-Industry Highway Safety Committee, Washington, D. C.

J. B. DAVIES, Assistant Vice President, Industrial Products Group, Mine Safety Appliances Company, Pittsburgh, Pa.

NED H. DEARBORN, Drake Manor, Titusville, Pa.

E. F. DU PONT, Director, Employee Relations Dept., E. I. du Pont de Nemours & Co., Inc., Wilmington, Del.

DR. J. DUKE ELKOW, Professor, Department of Health & Physical Education (Men), Brooklyn College, Brooklyn, N. Y.

C. M. FERGUSON, Administrator, Federal Extension Service, United States Department of Agriculture, Washington, D. C.

CHARLES FERGUSON, Director, Safety Division, United Mine Workers of America, Washington, D. C.

CHARLES W. FERGUSON, Senior Editor, *The Reader's Digest*, Pleasantville, N. Y.

R. H. FERGUSON, Assistant Director of Industrial Relations, Republic Steel Corporation, Cleveland, Ohio.

DR. LOWELL B. FISHER, President, North Central Association of Colleges and Secondary Schools, University of Illinois, Urbana, Ill.

KIRK FOX, Editor Emeritus, *Successful Farming*, Des Moines, Iowa.

MRS. GERTRUDE H. FRESE, Assistant to Vice President & General Manager, New York Telephone Company, Brooklyn, N. Y.

GERARD O. GRIFFIN, Director of Safety, Dravo Corporation, Pittsburgh, Pa.

S. W. GRIMES, Managing Director, Pacific Coast Association of Pulp and Paper Manufacturers, Portland, Ore.

EARLE S. HANNAFORD, Safety Engineer, Long Lines Department, American Telephone and Telegraph Company, New York, N. Y.

MRS. J. RAMSAY HARRIS, Denver, Colo.

J. P. HIGHTOWER, Assistant Vice President, Consolidated Freightways, Inc., Eastern Division, Indianapolis, Ind.

EDWARD F. HOLTER, Lecturer, National Grange, Washington, D. C.

STANLEY C. HOPE, Chairman, Automotive Safety Foundation, New York, N. Y.

National Safety Council

(Board of Directors, continued)

GEORGE A. JACOBY, Director of Personnel Relations, General Motors Corporation, Detroit, Mich.

NEWELL R. JOHNSON, General Manager, American Mutual Insurance Alliance, Chicago, Ill.

JOHN F. JULI, Safety Manager, Consolidated Western Steel Division, United States Steel Corporation, Los Angeles, Calif.

WALTER K. KOCH, President, Mountain States Telephone and Telegraph Company, Denver, Colo.

DALIBOR W. KRALOVIC, Assistant Director in Charge of Safety, The Board of Public Education, Philadelphia, Pa.

FRANKLIN M. KRENT, Director, Transportation Center, Northwestern University, Evanston, Ill.

EDMOND H. LEAVEY, President, International Telephone and Telegraph Corporation, New York, N. Y.

DR. FRED LONG, Director of Health, Peoria, Ill.

WILLIAM H. LOWE, Treasurer, Inland Steel Company, Chicago, Ill.

H. G. MANGELSHOFF, Standard Oil Company (N. J.), New York, N. Y.

MISS MARION E. MARTIN, Commissioner of Labor and Industry, State of Maine, Augusta, Me.

E. C. McFADDEN, Vice President, Texas Employers' Insurance Association, Dallas, Texas.

I. W. MULLARD, Chairman of the Board, Industrial Gloves Company, Danville, Ill.

DON E. MUMFORD, Safety Engineer, New York, N. Y.

EDWARD C. MYERS, Vice President—Personnel, United States Steel Corporation, Pittsburgh, Pa.

GUY L. NOBLE, Chicago, Ill.

CLIFTON W. PHALEN, Executive Vice President, American Telephone and Telegraph Company, New York, N. Y.

HOWARD PYLE, President, National Safety Council, Chicago 11, Ill. (Elected by the Board of Directors to fill a vacancy, January 14, 1959.)

A. V. ROTHWELL, Superintendent of Safety & Welfare, Duluth, Minnesota & Iron Range Railway Company, Duluth, Minn.

National Safety Council

(Board of Directors, continued)

ROBERT T. ROSS, Manager, Employee Service, Industrial Relations, Ford Motor Company, Dearborn, Mich.

MRS. RAYMOND SAYRE, Ackworth, Iowa.

A. J. SCHWARTZ, Head of Department of Agricultural Engineering, University of Minnesota, St. Paul, Minn.

P. L. SIEMLER, General Vice President, International Association of Machinists, Chicago, Ill.

KEITH D. SIVERTON, Manager, Department of Manufacture, Chamber of Commerce of the United States, Washington, D. C.

J. L. S. SNEAD, JR., President, Consolidated Freightways Inc., Menlo Park, Calif.

LESLIE J. SPOFFORD, Deputy Commissioner, Bureau of Street Traffic and Parking, Chicago, Ill.

HERMAN J. SPOFFORD, Vice President, Industrial Relations, The Youngstown Sheet and Tube Company, Youngstown, Ohio.

A. E. SPOTKE, Vice President, Allstate Insurance Company, Skokie, Ill.

G. C. STEWARD, Executive Vice President, National Safety Council, 425 North Michigan Avenue, Chicago 11, Ill.

WALTER A. STEWARD, Trustee, American Optical Company, Bristol, Rhode Island.

ARTHUR E. STONARD, President, Union Pacific Railroad Company, Omaha, Nebr.

COL. W. L. TUMPS, Assistant for Ground Safety, DCS/Personnel, Hq., U. S. Air Force, Washington, D. C.

LYDIA UTTER, Director, Industrial Health & Safety Division, United Automobile Workers, Detroit, Mich.

DR. GEORGE M. WHEATLEY, Third Vice President, Metropolitan Insurance Company, New York, N. Y.

ROBERT S. WILSON, Akron, Ohio.

W. O. WILSON, Manager of Safety, Standard Oil Company (Indiana), Chicago, Ill.

DR. WILLIAM P. YANT, Director of Research, Mine Safety Appliances Company, Pittsburgh, Pa.

ANNUAL COUNCIL MEETING MINUTES

The 1958 Annual Council Meeting of the National Safety Council was held in the Grand Ballroom of the Conrad Hilton Hotel, Chicago, on October 20, with Ned H. Dearborn, President, presiding.

Following the singing of the national anthem, the invocation was offered by the Most Reverend Raymond P. Hillinger, D.D., Auxiliary Bishop, Archdiocese of Chicago. The "Motorist's Prayer," offered by Reverend Hillinger, is printed on a following page.

In welcoming the delegates, Mr. Dearborn extended special greetings to those present from foreign countries, and to the large number of young people in attendance, who are participating in the youth sessions of the Congress. He then proceeded with the business of the meeting by announcing a quorum present, in person or by proxy.

It was voted to dispense with the calling of the roll; also to dispense with the reading of the minutes of the previous annual meeting, as the minutes had been printed and circulated to the membership.

Mr. Dearborn then called upon William H. Lowe, Vice President for Finance and Treasurer, for a financial report; and upon G. C. Stewart, Executive Vice President, for an activities report. Both reports are included as a part of these Transactions, on following pages.

Mr. Dearborn called for the report of the Nominating Committee which consisted of the following members: George A. Jacoby, Chairman; Edward C. Myers, Guy L. Noble, Robert T. Ross, Mrs. Raymond Sayre, A. E. Spotke, Walter A. Stewart.

Mr. Jacoby reported in behalf of the Nominating Committee, pointing out that the Constitution authorizes the Committee to name candidates for election to the Board of Directors and to all offices except the offices of Executive Vice President and General Manager, and to place in nomination at the Annual Council Meeting said candidates, as well as candidates for election to the Trustees named by the Trustees. The selections of the Committee, Mr. Jacoby stated, were reported to the Secretary of the Council more than 75 days before this meeting, and were announced to all members of the Council on September 5, 1958.

Mr. Jacoby then presented as nominees for Trustees of the Council, to be elected for a three-year term: William G. Chandler, Morse G. Dial, E. F. du Pont, Benjamin F. Fairless, E. Roland Harriman, George E. Leighty, Gwilym A. Price, Walter P. Reuther, W. S. S. Rodgers, John Stillwell. (Secretary's Note: A complete list of the Trustees, including those nominated and elected at this meeting, as well as those continuing in office from previous elections, is given on previous pages of this volume.)

Mr. Jacoby presented nominations for Directors, to be elected for a term of one year. (Secretary's Note: A list of the new Board of Directors, as nominated and elected at this meeting, will be found on previous pages of this volume.)

Mr. Jacoby presented nominations for Officers of the Council, to be elected for a term of one year. (Secretary's Note: A list of the Officers nominated and elected at this meeting will be found on a previous page of this volume.)

There were no nominations except those presented by Mr. Jacoby. Mr. Dearborn announced that there were 27,785 votes favoring the slate presented by the Nominating Committee, and eleven votes opposed. There attending the meeting voted without dissent in favor of the nominations, and Mr. Dearborn declared the nominees elected.

Mr. Jacoby paid special tribute to Gerard O. Griffin who, after serving effectively for the past year as Vice President for Industry, is giving up that position. He is, however, continuing as a member of the Board of Directors.

Mr. Jacoby also made special reference to the Presidency. He stated that Mr. Dearborn had agreed to continue in the Presidency until January 1, 1959, at which time, through action already taken by the Board of Directors, he will become President Emeritus. The office of President, Mr. Jacoby said, will at that time be filled by action of the Board of Directors, as prescribed in the Constitution.

Mr. Dearborn introduced various Officers of the Council who were seated on the speakers platform. He also announced that the 1959 National Safety Congress would be held in Chicago October 19-21.

2. The explosions described, resulting from contact between molten aluminum and copper oxide, and molten aluminum with the oxides of bismuth and lead, confirm the above statement. The attached "Table of Free Energy of Formation" for various metallic oxides should serve as a guide to possible similar reactions between other materials. We do not imply that all of the materials listed in this table will react nor that they are the only ones which can contribute to such a reaction. The table is included here as a guide to possible reactions.

3. Preventive measures to eliminate contacts between materials in this table are practical and easily performed by operating personnel. As listed earlier, these measures consist essentially of preventing any contact between oxides and pure metals which may react with such oxides.

It is hoped that this information will prove to be of value in preventing explosions and resultant injury to personnel and damage to equipment in non-ferrous metal melting operations.

HEALTH HAZARDS IN THE FOUNDRY A BIRD'S-EYE VIEW OF WHAT TO DO

By LYNN D. WILSON, PH. D.

Wilson Industrial Hygiene & Research Laboratories, Chicago, Ill.

For many years, foundry operations of all types have been held in low regard by both the foundry worker and the general public as being dark, smoky, smelly, dusty sources of ill health. In the not-too-distant past this impression was without question well-founded, but under the enlightenment of expanding research such impressions need no longer be entertained.

The purpose of this discussion then will be to consider the various types of health hazards and their effects and then to examine and select the most promising of remedial measures. The time and space allotted for this discussion will not allow exhaustive treatment but it is hoped that comment herein will be sufficiently thought-provoking that new and perhaps more simple remedial measures may be devised.

The human organism is daily exposed to any number of stimuli which vary both in exposure intensity and the severity of their effects. Quite broadly these may be grouped into physical and systemic stimuli. Among the physical stimuli are glare, heat, noise, and skin irritation while the systemic stimuli include the whole gamut of the chemicals of industry together with their decomposition products. This classification is admittedly not acutely restrictive but has been chosen to facilitate discussion despite some overlapping of concepts.

Considering the several physical stimuli in turn, attention is first invited to the incidence of excessive glare or light in the foundry. These are so obvious as to require only their mention—namely, welding, cutting, air-arcing and furnace melting operations.

Incandescent metals radiate ultra-violet light, results in conjunctivitis, corneal ulcers or iritis.

Protective requirements are (1) to the operator in direct exposure, and (2) to the passerby in flash exposure. To the operator, goggles and face shields are mandatory with the density of the optical protection dependent on the operation. Shaded lenses with shade gradients from 1 to 14 are standard and are readily selected from manufacturers' recommendations. Full face protection in the form of an opaque mask is virtually mandatory as protection against sparks and so-called "sun-burn."

Of equal importance, but often insufficiently stressed is the exposure received by workers in surrounding areas. Only too frequently the protection afforded by curtains or walls is inadequate, either by original deficiency in planning or through tears, rips, rents and other damage incurred in use. Often because of faulty design, welding booths are poorly ventilated, resulting in protective curtains being drawn aside to allow increase in air flow with resultant glare exposure to employees in the area. It is evident then that protection against glare is not a subject which can be treated lightly.

Location of operations involving glare must be chosen with care and supplementary protection well-planned. Restrictions against entry in glare areas by unprotected persons must be prominently posted and area foremen must be provided with authority to enforce such restrictions.

The question of excessive heat associated with open hearth, furnace, annealing oven and core oven operation and the floor-cooling of stripped castings is one that has existed since founding operations were devised. Beyond random and haphazard provision of added local air movements, little really constructive work has been done to alleviate the nuisance and discomfort of excessive heat and reduce accompanying decreases in worker production capacity.

The most serious aspect of excessive heat is the increase in accident proneness, though heat prostration through loss of water and salt is not to be minimized. The hazard of heat prostration is readily controlled through the use of salt tablets preferably of the enteric-coated type.

Decreasing the nuisance to the individual and increasing his comfort involves, as a

minimum, the movement of sufficient air volume to provide cooling but it must be remembered that unless the supplied air is humidified, air movements in excess of 500 feet per minute will be required to reduce average foundry temperatures more than a degree or so. Air velocities of this magnitude present added safety and hygiene hazards in that blowing dust endangers the eyes and maintains fine particles in suspension for continuous inhalation.

Actually, significant reduction of excessive heat levels involves isolation and shielding of the heat sources, but this is largely possible only in new construction. The glass industry has made marvelous strides in this direction and while the problems there are not directly comparable to those in the foundry the principles can be applied in new or revised installations.

In recent years serious attention has been focused on hearing losses engendered in industrial operations. There are a number of factors concerned in this problem, namely, what constitutes a hearing loss? how may an industrially caused hearing impairment be differentiated from that resulting from normal physiological deterioration? what noise levels can be regarded as excessive? what sound frequency ranges are concerned? what are the legal liabilities?, etc.

Only a few answers are now available for all these and many other questions associated with hearing loss. As a first requirement, instrumentation is now available for measuring noise levels of both the continuous and impact types; hence arguments as to noise intensity and range distribution need no longer occur.

With reference to maximum allowable noise levels, the value of 95 decibels has been quite firmly established as the upper limit above which hearing acuity is likely to be affected. Some clarification of legal aspects is now emerging as evident in the fact that several states now require a waiting period of six months before suits for hearing loss compensation may be filed before industrial commissions.

Finally, knowledge of physical techniques leading to reduction in noise generation is rapidly increasing.

In view of the potentially very serious financial losses which might be expected in hearing loss litigation, management is advised to examine noise sources and consider

means of reduction of current noise levels. Since most methods of noise reduction still require experimental approaches, it is possible that considerable expense may be involved, but this would be only a drop in the bucket if a range of compensation suits should be filed.

Skin irritation, or dermatitis, and back injuries are the two most costly industrial disabilities so far as compensation payments are concerned. The causes of skin irritations may be almost as numerous as the very items with which a person comes in daily contact and hence a sure preventative is not known, nor can it be devised. The problem is further complicated by the phenomenon of sensitization wherein dermal irritation does not result from a single exposure but does erupt on a second exposure.

Long observation of industrial dermatitis has revealed, however that there are two factors in the causation of irritation which can be controlled. These are (1) personal cleanliness, and (2) improper use of industrial solvents. There are unbelievably large numbers of people whose personal cleanliness leaves much to be desired, with the result that just plain dirt serves as the focus of irritation and infection and, accordingly, a true industrial dermatitis is not present.

Records of the foundry medical department and close observation by the nurse and foreman frequently serve to spot such offenders, after which the solution to the difficulty becomes one of company policy as to education in and enforcement of personal sanitation.

The availability of industrial solvents used as degreasing agents has resulted in a readily identifiable cause of dermatitis. These degreasing agents such as carbon tetrachloride, trichloroethylene, methyl chloroform, etc., are all too frequently used for the removal of dirt and grease from the hands, forearms, and even the necks and faces of workers. Natural oils in the skin are thus removed leaving the skin dry, cracked and scaly and allowing easy secondary infection.

It is evident, therefore, that strict prohibition against such improper use of solvents must be posted and enforced. To aid in such enforcement management should provide barrier creams which protect against inadvertent penetration of solvents. These

As far as is known there are no chronic effects from acute sub-lethal exposures or from chronic low exposures. In cases of acute exposure, removal to fresh air and administration of oxygen or oxygen containing 5 per cent to 7 per cent carbon dioxide is standard first-aid practice.

Carbon monoxide has been found being released from improperly ventilated core ovens through decomposition of core binders and very infrequently at improperly adjusted gas burners at annealing furnaces. More commonly it has been found inside large castings which are being heated with smoky gas flames to prevent overcooling.

One instance is quite remarkable in that its origin was quite obscure. The shot-blast operator working inside a total enclosure complained of headache, nausea, dizziness, etc., but obvious investigation failed to reveal the cause.

Finally, a sample of air from the compressor furnishing air to his supplied-air hood was checked for carbon monoxide, a level of some 160 ppm being found. It immediately appeared that compressor oil was somehow being subjected to excessive heat and partial decomposition through friction so the unit was subjected to complete overhaul. On replacement of worn parts the generation of CO was stopped.

In general, prevention of carbon monoxide exposure involves the realization that any condition of incomplete combustion is a sure source of CO. Where complete combustion is not possible, exhaust ventilation or at least copious air movements for dilution must be supplied.

Carbon dioxide is not normally a hazard in the foundry, except perhaps in the interiors of ovens. Its role as a toxic agent is that of a contributor of oxygen deficiency, but except for instances where oxygen has been reduced to below 16.5 per cent from its normal value of 21 per cent in air, fears of its lethal aspects need not be held. The remedy in all cases is introduction of fresh air.

Exposure to industrial solvents in foundry areas proper is not frequent except for machine shop and maintenance areas. Here the chlorinated solvents such as carbon tetrachloride, trichloroethylene and methyl chloroform are met on occasion, but exposures are usually well-controlled in indus-

trial depressing. When open pen or spraying depressing is practiced, such as in the cleaning of electric motors, operations should be conducted within a ventilated hood or booth. Within the foundry, at grinding operations, chlorinated solvents are occasionally used in wiping off dye markings from grinding areas or cracks. Only closed containers of solvent should be used and wiping cloths should be located downwind between wipings.

In the past few years certain buyers have required that finished castings be sprayed with special plastic paints to prevent corrosion in transit. Some of these paints contain ketone solvents such as methyl ethyl ketone which are slightly toxic but, more importantly, are fire and explosion hazards. Spraying with these types of coatings should be conducted in standard explosion-proof well-exhausted hoods. In all cases the paint manufacturer should be requested to supply toxicity and safety data before routine use is established.

Of more importance is the subject of the toxic by-products generated in welding and cutting operations. It has been shown that oxides of nitrogen and free ozone are produced, and in special cases, zinc and cadmium fume are released from the base metals, together with fluorides from coated electrodes.

The oxides of nitrogen present bronchial hazards and may dispose toward pneumonia. Ozone, a highly reactive form of oxygen, is a serious pulmonary irritant and in excessive concentration accelerates the pulse, produces stupefaction and creates continuous general body pain. The maximum acceptable concentrations are 5 ppm and 0.1 ppm respectively.

Zinc fume produces the familiar metal fume fever which is largely transitory, but cadmium poisoning is more permanent and severe, involving both abdominal and pulmonary effects, together with some deposition in the skeleton, from which it may be released and offer continuation of symptoms. The relative severity of the two exposures is indicated by their maximum acceptable concentrations of 15mg/cu meter and 0.1 ppm respectively.

The use of fluoride coated electrodes has offered controversial findings, but certain respiratory irritations ensue and some mottling of the teeth occurs. Inhibition of cer-

an digestive ferments has also been reported.

Finally, while not a true toxic hazard, the matter of evolution of iron oxide fume must be considered. The fume itself is benign, but its inhalation produces an x-ray lung pattern virtually indistinguishable from that of silicosis, and it is evident therefore that unwarranted compensation suits for silicosis might be experienced.

With reference to protection against welding and cutting by-products it seems safe to say that in wide open foundry areas allowing 10,000 cu. ft. of air per welder, dilution and general ventilation should be adequate to prevent inhalation of these toxic materials. However, in confined areas where it would be possible for these fumes to enter the breathing zone under the welding hood, local exhaust must be provided.

The most serious toxic hazard encountered in the foundry is free silica from the sand used in core and molding operations. Inhalation of free silica dusts results in the disease known as silicosis. It occurs only after long-continued exposure (5-20 years) and is characterized by an x-ray lung pattern revealing uniform bilateral fibrotic nodulation, the nodules ranging from 3 to 5 mm in diameter, the size being proportional to the extent of the disease.

Symptoms include shortness of breath on exertion, decreased chest expansion, a dry, non-productive cough, chest pain and, as the disease progresses, increased inability to perform normal work functions.

There are four factors which are concerned with its contraction and progression. These are

1. Particle size of the dust being inhaled.
2. Concentration of the dust being inhaled.
3. Amount of free silica in the dust.
4. Duration of exposure.

The concentration of the dust being inhaled and the amount of free silica in that dust are inter-related. A long-established bench mark based on extended research stated that if the product of the free silica content of the dust and the number of particles in cu. ft. less than 10 microns in size exceeded the figure 5 million, the exposure could be regarded as conducive to the contraction of silicosis. This restriction has been somewhat relaxed in recent years such

that maximum acceptable levels now fall in silica concentration ranges as follows:

Maximum Allowable Concentrations of Free Silica	Percent	mppcf
High—above 50%		5
Medium—5%—50%		20
Low—below 5%		50

On the basis of broad studies in various foundries, it has been found that the free silica content of settled dusts in general foundry areas is of the order of 30 to 50 per cent; hence the maximum allowable concentration of respirable dust should be 20,000,000 particles per cubic foot (mppcf).

Most foundry areas are quite liberally covered with sand dust, but certain of them are more productive of conditions conducive to concentration of silicosis than others. In general, core rooms show a relatively low dust count, since core sand is usually moistened with binders. However, spilled sand which is allowed to dry on the floor is constantly being dispersed into breathing zones and represents a serious hazard.

Similarly, dispersals from roll-over machines, jolting machines and core blowers present appreciable hazard because of accelerated drying. The same considerations apply to molding operations.

In molding however a more serious operation is current in many operations, namely, the use of silica washes where finely divided aqueous silica suspensions are sprayed over mold surfaces. Even though the particles are moist, they are so finely divided that evaporation of moisture is very rapid leaving the dry dust air-borne.

The greatest source of surge loading of the working atmosphere is, of course, the shake-out where dust counts as high as 70-100 million have been found. In all fairness it can be said on the basis of studies covering "before-during-after" measurements that within 10 to 30 minutes after completion of shake-out of a series of flasks, dust counts subside to reasonably satisfactory levels, but where shake-out operations are relatively continuous, no such reduction can be obtained.

At least as serious a source of dust as the shake-out is the sand-handling system, especially that portion in the pit below a shake-out and the belt system conveying hot sand to the recovery system.

Finally, the third great source of dust dispersal lies in the gross dust accumulated over general floor areas, in that it can be constantly dispersed into the atmosphere by traffic in the form of men, trucks, chains, dragging flasks, etc.

A minor but still real source of air-borne dust arises through the use of compressed air to blow off molds, cores, core plates, dies and floor areas.

In alleviation of both gross and specific dusts there are certain measures which can be adopted. First and foremost is the matter of promoting superior housekeeping. This embodies constant policing of floor areas for removal of dust piles, wetting of floor areas such as flogging floors, stripping floors, knock-out areas and sand-handling areas, where large spillages occur. Large piles of used sand awaiting reclaim should not receive floor storage but rather should be located in surge boxes or tanks connected to sand systems by conveyors.

Included in the concept of good housekeeping should be prohibitions against the indiscriminate use of compressed air in blowing of dusty surfaces. Such action does nothing more than promote dust dispersal and cause fine particles of respirable size to remain air-borne almost continuously. Another prohibition concerns the intelligent use of man-coolers which, while of apparent comforting effect on specific employees, actually present a continuing health hazard to all in the environment.

By way of individual protection against dust excesses, it would at first appear that the basic remedial measure would involve the use of respirators. By adopting a respirator policy, tacit admission of the existence of unhealthy dust conditions is automatically elicited. Furthermore, enforcement of the wearing of respirators is practically impossible, since they are cumbersome, irritating, and inconvenient. Actually, respirators should be worn only where other more satisfactory means of elimination of hazard are not feasible.

Acknowledging that respirator protection, both in general and particular, is but a feeble attempt at fostering employee welfare, it appears that general reduction of exposures is in order. Such reduction is normally accomplished by so-called "dilution" ventilation, whereby gross contamination is brought below toxic limits by dilution

of excessive levels of contaminant by general natural ventilation or through forced drafts from roof ventilators.

This technique is admirably suited to reduction of toxic exposures in the case of gaseous or vaporous contaminants, such as may arise in paint spraying or degreasing. The procedure is not generally applicable in the case of particulate matter, such as foundry dusts, for the reason that vast masses of source contaminants are usually available for dispersal—floor dusts, sand piles, shake-out residues are examples. Furthermore, any deposited dusts, especially fines, are readily re-dispersed by such dilution ventilation.

Realizing then that neither respirator protection nor dilution ventilation are the sine qua non of foundry hygiene, it would seem that removal of contaminant at the source should be the most logical procedure.

That this is true in general is acknowledged but not without the benefit of further thought. Local exhaust of either fixed or flexible character certainly would serve to remove localized sources of contamination, but at an economic disadvantage since, for each unit of contaminant removed, many times that mass or volume would be conducted into the working area from adjacent areas.

However, if the local source were to be segregated and especially supplied with its own "make-up" air, the problem of removal would be restricted to the locale without disturbance of adjacent general areas.

The combination then of local exhaust under segregated conditions with adequate supply of make-up replacement air is very definitely the best answer to the total problem.

Objections that materials handling considerations would offer interferences are of little significance since ready solutions to such problems are available. Thus for instance, crane handling of castings could be proposed as a major deterrent to segregation, but if it is realized that segregation could be accomplished in individual bays with stock being introduced therein from short transfer tracks or roller conveyors from the main aisle where cranes usually operate, no real problem exists.

In like manner, the suggestion that well-ers work up-wind can be facilitated by posi-

ing work pieces on turntables backed by ventilators with operator thus completely on the up-wind side.

summary it is felt that real reduction in employee exposures can be made by application of the principles of segregation combined with local exhaust and adequate

make-up air to prevent cascading of contaminants into breathing zones. It would be possible to consider other specific means of alleviation such as the use of wet water in particular instances but such techniques border on ultra-refinements which are not generally applicable.

A LOOK AT THE FUTURE

By HOWARD M. WINTERSON
Vice President—Industrial Relations, Blaw-Knox Company, Pittsburgh, Pa.

y assignment here is to pilot us on a way to safety's tomorrow. But I feel that he more useful if first we pause for a moment at safety's past and check our predictions for that trip to the future.

Among the first things to be noted in this is that at the past is that a good million lives have been saved by the national safety movement during the 45 years it has been an organized force in this country. Think of 1,000,000 people saved from premature, accidental, death.

Actually the National Safety Council claims the saving of only 750,000* people. This is based on reductions from the 900-1913 accident rates. This makes no allowance for improvements in categories or which there was no basis of comparison in the early years of the century. A reasonable estimate is at least 1,000,000—and the figure could approach 1,500,000.) So, visualize with me for a moment this so rewarding aspect of the past achievements of the safety movement. Picture aanguard of at least 1,000,000 people fulfilling their natural destiny, given additional opportunity through the prevention of accidents. Many in this vanguard are alive today. They don't know they were saved, but they were. Perhaps some of those saved are in this room, or among our families.

That's a gratifying picture of U. S. safety performance. That vast deed of life-saving is, in part, your deed—the results of the efforts of all who contributed to, invested in, and supported the safety movement.

*Accident Facts, 1958 Edition.

There are many other evidences of progress in the safety movement. But there is no point in my detailing this progress, for you know it better than I. It is sufficient to say that many people live who would have died; that millions have escaped injury, and that accident frequency has been reduced generally throughout industry, sometimes by as much as 90 per cent, because of the achievements in your profession.

And yet, the same data shows the tremendous challenge which still faces us: in the 44 years from 1914 through 1957, a total of 4,048,044 people actually died in the United States because of safety failures.

That's one highlight from the story of safety's past: 1 million saved, 4 million killed—for every life-saving success, four tragic failures!

Another highlight from the story of safety is that on the basis of 1957 accident records, we were performing at the lifetime rate of . . .

1 person out of every 26 in our population being killed; 1 person out of every 7 being permanently disabled; and all the individuals in the U. S. being temporarily disabled by accidental causes an average of four times.

Will this slaughter and crippling of human beings continue? What is the future of safety?

It would be easy to try some forecasting. It would be easy to extend some trend lines and tell ourselves that we have a projected mirror of safety's tomorrow. It would also be in style, for this is an age of crystal ball gazing, a time when the tendency in human

beings to incline towards the fatalistic is indulged on all sides.

But to me, the future is always in the making. Our job is not to encourage the fatalistic but to challenge ourselves and everyone towards a more positive, constructive role in achieving greater safety. We will build a greater safety future by building stronger safety attitudes, by developing wider and more intense application of safety principles.

And here I hope to strike the first provocative note in our look at the needs and possibilities in the future of safety. I have long felt there is too much sense of inevitability in the atmosphere and nonchalance of the safety movement. We tend to promote this sense of inevitability by the scare predictions of so many traffic deaths on a holiday weekend. And even our term "accident" suggests inevitability, as though we believed that our number comes up and ends it all.

I've heard why the scare forecasts are made. One safety man has said, "If we can't educate them, at least we want to frighten them."

But I wonder if maybe we're just pushing them beyond the point of constructive action. All this dramatic tolling of the bell of fate, this appeal to fear, may make people more fatalistic.

Civil defense is an example of fatalistic hopelessness. In promoting civil defense, they first tried to scare us about the dire possibilities from nuclear bombing. Well, they scared us alright, but they pushed people way beyond the point of feeling it was any use. As a result, our civil defense situation is virtually the opposite of planned safety.

Of course, the two realms are not of the same order of magnitude. One might argue, "sure, it's possible to scare people into paralysis with something as terrible as the H-bomb, but not in matters of ordinary safety experience."

Maybe so. But it is also possible that if we don't actually scare people into fatalistic inaction, we insulate them against listening.

And here we come to question 2 in our mission of challenging: Is anybody listening to our safety appeal? And how do we keep them listening? How do we get and

keep the constructive interest of the workers, motorists, pedestrians, home-makers, the whole public? How do we reach them and guide them towards safer performance?

These are questions we must ask ourselves if we are to build the positive attitudes that will enhance the future effectiveness of the safety movement. I hope that some thoughts of mine can be helpful or suggestive.

Any repetitive appeal suffers, after a while, from the erosion of listener interest. To offset this erosion requires a new investment of imagination and work.

In my opinion we must avoid extravagant language. Booster shots of verbal hypo can lead only to bigger and bigger dosage. The already told story of two teenagers discussing a movie will illustrate the point. I won't attempt the actual dialogue, but here's a summary:

Irene asked if a certain movie were worth seeing. Linda indicated that she didn't think so. Irene then asked if Linda had seen it. "No," was the reply, "but the preview just called it 'colossal'."

All of us know the experience when someone changes those ear-splitting cynabals on a television commercial. Or when that booming voice in the background climbs 50 decibels above the sound level we have set for the entertainment part of the program. We get annoyed and often get up and turn off the sound. Or some of us just develop the knack of not hearing those offensive commercials—we have insulated ourselves against the message. This illustrates how the normal erosion of listener interest is intensified by excesses in communication.

Such excesses in the pressure of the communication, too much exhortation or overpowering demand, the too frequent viewing-with-alarm or too much bragging, and the over dramatizing or styling of communications—all these usually add to the normal erosion of listener interest, which is problem enough.

There are other dimensions to this question of people not listening. The safety message misses many people because they feel, perhaps instinctively, that it's meant for someone else—that other guy. The saying goes that by his own appraisal, every man is a safe worker and a good driver.

This self-exempting appraisal is wrong on either of two counts. First, studies have