

Monsanto

FROM (NAME & LOCATION)

J. J. McClellan - O-11

DATE

February 3, 1982

cc.

D. D. Kos

M. Riddle

SUBJECT

Minutes of the Hourly Safety Committee Meeting
January 26, 1982

PMSB

SHAC

REFERENCE

TO

W. E. Bean - SS4
J. M. Burkhalter - SS10
Gene Crain - SS8
A. J. Davidson - SS10
L. E. Derrick - AB
Lawrence Elbert - 35F
Clarence Jackson - 51D
James H. Martin - 2PD
Walt Middleton - SS13
Ruby Mosley - SS22
Carl Richardson - 19D
R. L. Sartain - SS12
Mike Westmoreland - AB1

PLAINTIFF'S EXHIBIT

MON-2931

The guest speaker was Doug Metten, general superintendent of Accounting. Doug reviewed past safety performance, the historical first of the year increase in injuries, and the countdown program now underway.

D. D. Kos attended as a guest.

The first business was the election of a chairman for the first half of 1982 to replace W. E. Bean, the outgoing chairman. Carl Richardson was elected by acclamation.

OLD BUSINESS

Plant Refueling Truck

- The truck is normally left parked at the garage such that it blocks the view of anyone on Second Street going into South Street.
- Keith Mathis was contacted and reports that this will be corrected.

NEW BUSINESS

Blocked Views for Heavy Equipment Operators

- The heavy equipment operators report that they have a problem with dumpsters being left in locations that make moving their equipment difficult. For instance:
 - South of warehouse 42.
 - South of control house in Department 16.
 - In Department 51 on Center Street.
 - The dumpster at South Street and Monsanto Avenue (also the instrument shop van).

LAM013810

SC

12615

-- In addition, too many vehicles are parked in back of the shop.

- Jim Gatewood is discussing this problem with the responsible personnel in the Maintenance Department. Each case will be looked at and corrected as necessary.

Breathing Air

- When the breathing air is contaminated, the pipefitters report that they do not always get the information, especially if a shift change has occurred.
- When the breathing air is contaminated, word is passed via the plant radio net. All groups, Maintenance as well as Manufacturing, etc., are responsible for passing this information along. The chances for this problem to occur will be reduced when the new breathing air storage/automatic switch system is completed and in service. Until then it is a communication problem. Any incident such as the one indicated above should be reported immediately so that any failure in communications can be corrected in the future.

Stop Signs

- Traffic continues to be observed not obeying stop signs.
- This has been called to the attention of F. Herzog. Any time someone observes a vehicle not following plant rules they should be corrected, if possible, and/or reported to the guards.

Monsanto Guide to Accident Prevention Book

- When will it be updated?
- M. Riddle reported that the book was being updated at the present time and should be published by the end of the year.

Waterblasters

- The waterblasters were reported as not always meeting Monsanto standards.
- This was discussed with Keith Mathis. He was not aware that a problem existed. Any time a waterblaster is found to be a problem, it should be brought to the attention of Maintenance supervision. There is no intention for personnel to operate unsafe equipment.

New Alley South of Main Office Building

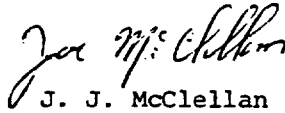
- The new alley needs better traffic instructions.
- The new alley is for deliveries to the cafeteria only. F. Herzog will check the signs and make appropriate corrections.

LAM013811

Overspray on Windshields

- Windshields get bad on plant vehicles due to cooling tower overspray. A drive-through car wash was offered as a solution. An added benefit would be a reduction in corrosion.
- A drive-through car wash for the plant is not considered necessary, especially with the present business climate. Windshields, windows, and lights must be cleaned as required by each vehicle operator. Plant vehicles must be operated safely.

New members are reminded that the HSC works on plantwide problems. If a problem can be solved by taking it to unit/craft supervision or the unit/craft safety teams, it will be solved faster.


J. J. McClellan
SHAC Chairman

NOTE: To new members and a reminder for the old members:

The meeting time for the Hourly Safety Committee is the last Tuesday of the month at 1:30 p.m., in the Personnel Building Conference Room.

The next meeting is scheduled for Tuesday, February 23.