

on the safe side

SUMMER 1982



 Western Electric

MERRIMACK VALLEY WORKS



Western Electric

on the safe side

MERRIMACK VALLEY WORKS

1600 Osgood Street
North Andover, Massachusetts

ON THE SAFE SIDE is published four times a year by the Environmental Health and Safety Department of Western Electric Company, Merrimack Valley Works, for all employees.

Contributions and/or suggestions on safety-related subjects are welcome and should be sent to the editor in department 50131. Any submissions should have the employee's name, department and extension.

EDITOR Sylvia A. Zalla

PHOTOGRAPHY Ralph Collipi, Jr.
Tim Donovan

ON THE SAFE SIDE is intended to foster constant awareness of safe practices on and off the job.

UPDATE ON GAME RULES

Due to interruption in publication of On The Safe Side, it would be impractical to list all of the "Win With Safety" game winners since the last issue. There are a couple of rules clarifications of which you should be aware. The game committee met on April 20 to discuss specific attendance-related questions. It was agreed that, effective with Game 55 onward, a person absent for half a day due to sickness ($\frac{1}{2}$ SA) will be allowed to use that day's number. This will not, however, change the perfect-attendance eligibility for double awards. The half day absence will make you ineligible.

Another problem resolved at the April meeting was "PT" days wherein employees are unable to get to work due to "insurmountable" transportation difficulties in severe weather. Numbers drawn on days declared by management as PT days can now be used; however, the absence will make an employee ineligible for double payment.

COVER

Merrimack Valley Works employees have received praise from state and national safety organizations, and from local and federal officials for their splendid safety performance in 1981. None of these honors have quite the special meaning to all of us as the President's Award itself.

As Don Procknow presented his award to our General Manager Bob Cowley, he commented on our safety results for the first five months of 1982, which have improved by approximately fifty per cent. We would like nothing better than to see him return to Merrimack Valley Works to present us with the 1982 Award.

The VALLEY VOICE will have complete coverage of Mr. Procknow's visit and tour of our plant.

WE HAVE OUR LIMITS



The speed limit in our parking lots and all access roads is 15 miles per hour. This limit applies to everyone and every type of vehicle, even bicycles (10-speed bicycles have been clocked by state police at 70 mph! -- no, not in our lot.) The limit is in effect at all times, even when no other vehicles are in the lot. Our safety persuader, Charlie Clark, might surprise a few of the violators by writing "S.O.S." tickets. You could lose your parking privilege!

The Commonwealth of Massachusetts

By His Excellency

EDWARD J. KING

Governor

A P R O C L A M A T I O N

1982

- WHEREAS: For the second time the Merrimack Valley Works of Western Electric Company in North Andover has won the President's Environmental Health and Safety Award. Merrimack Valley was named as the 1981 award winner from eight semifinalists throughout the Western Electric Company; and
- WHEREAS: Merrimack Valley, which had previously won the award in 1963, reduced its total OSHA recordable injury and illness cases per 100 employees by 45.9 percent over 1980. Also, at one time during the year, over three million hours were worked without a lost-time injury; and
- WHEREAS: In 1981, Merrimack Valley concentrated its safety efforts in the areas of machine and tool redesign, industrial hygiene, radiation monitoring, chemicals, environmental control and occupational health examinations. Also, a safety mascot named "SEEMORE" was adopted and used successfully in posters, publications and visuals throughout the year; and
- WHEREAS: In announcing the 1981 award selection, Western Electric President Donald E. Procknow congratulated general manager Robert Cowley, his staff and all employees at the Merrimack Valley Works on a well-rounded safety program;
- NOW, THEREFORE, I, EDWARD J. KING, Governor of the Commonwealth of Massachusetts, do hereby proclaim June 23, 1982

MERRIMACK VALLEY WORKS DAY

and urge the citizens of the Commonwealth to take cognizance of this event and to participate fittingly in its observance.



By His Excellency the Governor

Given at the Executive Chamber in Boston, this sixteenth day of June, in the year of our Lord, one thousand nine hundred and eighty-two, and of the Independence of the United States of America, the two hundred and sixth.

Edward J. King
EDWARD J. KING

Michael Joseph Connolly
MICHAEL JOSEPH CONNOLLY
Secretary of the Commonwealth

TAKE CARE WITH COMPRESSED AIR

A mechanic with a small cut on his hand washed some machine parts in a solvent. To dry them, he held the parts in a compressed air stream. A few minutes later he told his supervisor he "felt like his body was going to explode!"

With such unusual symptoms, the injured worker was rushed to a hospital. Doctors decided that the compressed air had penetrated the cut on his hand and had forced air bubbles into his blood stream. Although the mechanic recovered from his self-inflicted injury, his mistake could have been fatal if an air bubble had reached his heart.

Injuries caused by the misuse of compressed air have occurred since this energy source was developed. In fact, compressed air is used so much that too many of us take it for granted, ignoring the hazards involved in its use.

In addition to the danger of air bubbles entering the bloodstream through a cut, a stream of compressed air can damage an eardrum or eye or inflate a part of the body.

Many people blow dust and dirt from their clothing, body or hair with compressed air. Even if the pressure is as low as 20 to 25 psi, when directed toward openings in the skin or body, air can penetrate causing serious injuries.

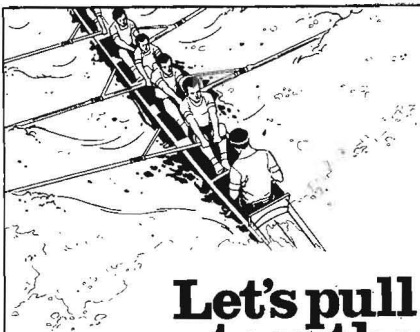
In some industries, such as grain elevators, candy factories and cotton mills, dust accumulations on machinery and equipment can become an explosive mixture if they become suspended in air. Therefore, it is best to use a vacuum-type cleaner with a brush attachment to help dislodge dust and dirt. Sometimes, however, compressed air may be the only practical method of cleaning machinery unless such equipment is dismantled.

In these cases you must be sure no one is in the path of flying particles and that eye protection is worn. OSHA limits the pressure for such jobs to 30 psi.

To prevent accidental injury when working with compressed air, here are several precautions to follow:

- . Avoid using compressed air for any type of cleaning except as a last resort, and then only when the static pressure is no greater than 30 psi at the orifice, and when effective chip-guarding and proper personal protective equipment are used.
- . Before operating an air hose, examine all connections to make sure they are tight and will not come loose under pressure; hold the nozzle when turning the air on or off.
- . Don't kink the hose to stop the air flow; always turn off the air at the control valve.
- . Check the air hose carefully to make sure it is in good condition before opening the valve to let air into the hose; when the job is finished, turn off the valves on both the tool and the air line.
- . Keep air hoses out of aiseways where they can be damaged by traffic or be a tripping hazard.
- . Never point a compressed air hose nozzle on any part of your body or at another person; never use compressed air for a practical joke. There have been cases in which a blast or air playfully directed behind a worker startled him, and caused him to fall against moving machinery.
- . The operator and any other workers who must be in the immediate cleaning area must wear eye protection and other necessary personal protective equipment.

from INDUSTRIAL SUPERVISOR



**Let's pull
together
FOR SAFETY**

Boating enthusiasts should keep an eye on the skies for any sudden changes in cloud formations. If you're caught out on the water in unexpected rough weather, the National Safety Council recommends that you head for the nearest shore or shelter and follow these safe practices:

Put life preservers on everyone in the boat. Reduce speed and head into waves at a slight angle. Seat passengers in the bottom of the boat as close to centerline as possible.

If the wind and waves are too high to make progress or if the motor fails, trail a sea anchor from the bow to maintain a heading into the waves. (A bucket or weighted item of clothing will serve as a sea anchor in an emergency.)

MOST IMPORTANT OF ALL, STAY CALM!

IF LIGHTNING STRIKES

Lightning, the product of intense electrical storms, is a constant threat to people who work or play out of doors. Statistics for recent years show that an average of 125 Americans are killed and more than 500 injured each year by lightning with most occurring in rural areas.

Lightning proceeds from cloud to cloud, from cloud to ground and, sometimes, from ground to cloud. It may also "bounce" off objects as it seeks a line of least resistance to the ground.

The best way to avoid the hazard of lightning is to stay indoors during storms. However, if you must be out, check the weather forecast ahead of time and be aware of changes in the weather. At the first sign of a storm, take cover -- in a building or hardtop automobile.

If you're caught outside, stay away from all objects projecting above the ground such as trees and utility poles. Don't stand on high ground. If in a forest, seek shelter under a thick growth of small trees. In an open space, go to a low lying area such as a gully or ravine.

Stay away from bodies of water and metal objects such as motorcycles, bicycles, wire fences, clotheslines, metal pipes, etc. Put golf clubs and fishing rods down. If in a large group -- spread out!

If you are outside, cannot find shelter, and your hair begins to stand on end, you may be about to be struck by lightning. Drop to your knees and bend over, placing your hands on your knees. Don't lie flat on the ground -- lightning current travels over land.

If you are with someone who is struck by lightning, administer CPR if it is needed. Call for immediate medical attention, even if the person appears unhurt.

KNOW THESE "BY HEART"

A heart attack can strike anyone. Victims can survive if they recognize the warning signals of a heart attack and get medical aid at once. Many times, however, heart attack victims hesitate. They either refuse to admit they're ill or they misinterpret their symptoms. Many don't know the signals of a heart attack. Do you? They are the following:

- . pressure, fullness or pain in the center of the chest for over two minutes.
- . pain in the shoulders, neck or arms.
- . dizziness, fainting, sweating or nausea and shortness of breath.

Above articles from Mass. Safety Council.

WATER APPLICATORS - A HAZARD?

Water applicators are common items at hardware stores, garden centers, and local supermarkets. Special problems such as the recent gypsy moth infestations have caused homeowners to turn to these applicators more and more.

Water applicators, when connected to household water supplies, present considerable hazards even when the best precautionary measures are taken.

The following is an actual case history:

A man in a suburb of a large California city was spraying his lawn with a commercial weed-killer that contained an arsenic compound. His applicator was an aspirator device attached to his garden hose, to which a bottle of the poison was connected.

When he finished spraying, he turned off the hose and disconnected the applicator. It was a warm day, so the man turned the hose on again to get a drink of water. He was found dead from arsenic poisoning a short time later.

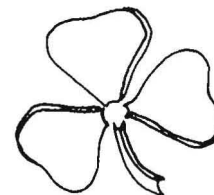
While he was spraying, backsiphonage had occurred and arsenic was carried back into the hose. In some cases, backsiphonage can draw material into internal water systems.

Current advice is that water operated applicators of this type should not be used around the house.

INTOXICATING SUNSHINE

For many individuals, driving with a sunburn may hold the same hazards as driving while intoxicated. Overexposure to the sun will make you feel very queasy indeed, hampering your judgment and reaction time. A long day in bright sunshine will definitely bring about deterioration in your night vision. In other words, you will find yourself physically and mentally unable to cope with a traffic emergency. Even if you have used an effective sunscreen, dark sunglasses and escaped reddened hide and bleary eyes, the sunshine may still leave you fatigued and feeling faint. Remember, ultraviolet rays are most intense between 10 A.M. and 2 P.M.

MORE ON OVERDOING A GOOD THING....



The shamrock is reported to be getting scarce in some parts of Ireland with a marked decrease noted every year. Some agricultural analysts feel the intensive use of fertilizers is the source of the decline.

SLIPS, TRIPS & FALLS

Corporate Engineering is concentrating on "Slips, Trips and Falls" during 1982. This is truly an area where we all have a need for improvement, both on and off the job. During 1981, slips and falls accounted for 27% of accidents in the Manufacturing Division, 19% in Installation, and 13% in Service, Supply and Material Management Centers. Here at Merrimack Valley Works we fared much better statistically, with slips and falls less than 6% of all accidents; however, we should look at this as 6% of our accidents which very easily should have been eliminated.

Many of our on-job and even more off-job slips and falls involve stairs, ramps, handrails, and landings. We hope the following, from the U.S. Consumer Product Safety Commission's Fact Sheet No. 6 will aid in reducing some of our injuries.

The U.S. Consumer Product Safety Commission estimates that approximately 356,000 children and adults receive emergency room treatment each year for injuries involving stairs, ramps, and landings. Here are some accident patterns:

Harriet was carrying groceries up the back steps. It had snowed lightly the night before and some ice had formed on the stairs. The groceries obscured her vision somewhat, and she stepped on a patch of ice and fell. She broke her left arm in the fall.

There was only a dim light bulb at the top of the basement stairs, which were used for storage of newspapers and small boxes. John managed to step over a box but he lost his footing and fell down the stairway, spraining both wrists and scraping his arms.

Susan was playing in her stocking feet, running back and forth, at the top of the stairway. She slipped on a small throw rug at the top of the stairs and continued to slide down three stairs to the landing. She suffered bruises and a sprained ankle.

These illustrations represent the following accident patterns associated with stairs, ramps and landings:

- a. Weather factors and obscured vision - Ice and snow are frequent problems on exterior stairs. Obscured vision while carrying packages or laundry is a factor in falls on both interior and exterior stairs.

- b. Lighting conditions and obstacles on the stairs - Poor lighting can obscure vision. Boxes, toys, and other objects can cause people to trip.
- c. Loose carpeting, polished hardwood, slippery footwear, and running near stairs - Any one of these factors can contribute to a fall.

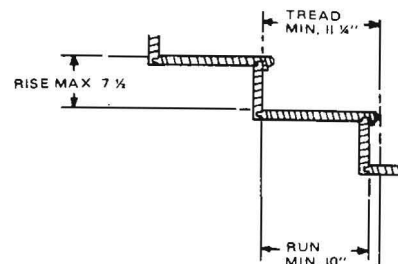
Handrails also play a part in stairway accidents. Some falls result when railings are loose, and others occur when people have their arms full and can't use the railings. The condition of the stairs is yet another factor contributing to accidents; broken steps, unstable staircases, and loose concrete can cause people to fall.

The U.S. Consumer Product Safety Commission offers the following suggestions for the safe construction, use, and maintenance of stairs, ramps, handrails, and landings:

1. CONSTRUCTION

Stairs: The run width, riser height, tread width, and stairway slope all contribute to the sensation of steepness which you encounter on stairways.

The diagram below shows the proper dimensions for interior stairs:



For exterior stairs, the risers should be lower and the run should be wider (up to a maximum of one comfortable stride) to facilitate carrying heavy items.

Ramps: Ramps should be long enough to permit comfortable strides (at least 3 feet for 1 stride), and the slopes should be between 7 and 15 degrees.

LS....

Handrails: Since accident potential is greater when descending stairs, and since most people are right-handed, single handrails should be on the right side of each descending flight of stairs. Ideally, all stairs should have handrails on both sides. The space between the spindles of the handrails should not be more than the size of a child's head or body - about 5 inches; this should prevent a child from getting caught in the balusters.

Landings: Flights of stairs with landings may be safer than unbroken flights of stairs because the landings may break a fall before you are seriously injured. Landings also make it easier for elderly people to climb, especially in flights with more than 16 risers. There should always be a landing (platform) at a door which opens onto a flight of stairs so that you can operate the door safely and won't have an abrupt change in elevation when you step onto the stairs.

Lighting: Have self-illuminating switches at the top and bottom of each flight of stairs in order to illuminate all stairs adequately.

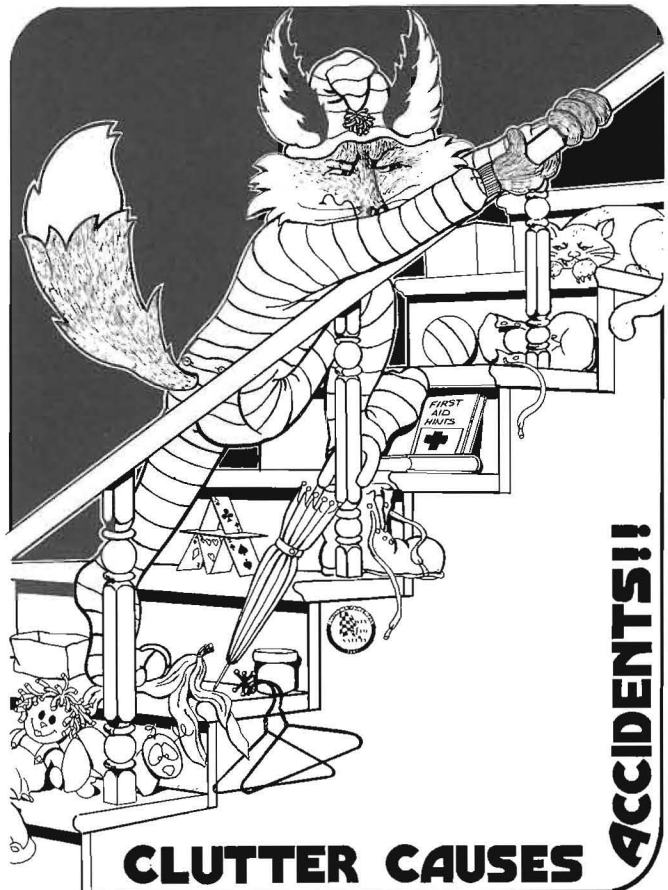
2. USE

- Wear shoes on stairs - socks are slippery on wood and other smooth surfaces.
- Don't carry packages in a way that obscures your vision.
- Don't use stairs for storage, and watch for toys and other objects which can cause you to trip.
- Use the railing whenever you descend the stairs.

3. MAINTENANCE

- Clean off exterior stairs after every snow or heavy storm.
- Repair broken steps, unstable staircases, and loose concrete.
- Replace any burned-out bulbs which illuminate stairs.
- Tighten worn carpets and worn rubber treads.

The above information was provided by the Boston office of the U.S. Consumer Product Safety Commission.



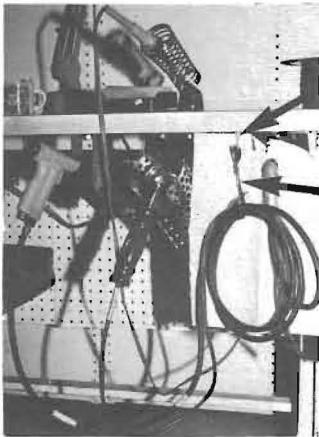
Like one that on a lonesome road
Doth walk in fear and dread,
And having once turned round, walks on,
And turns no more his head;
Because he knows a frightful fiend
Doth close behind him tread.

SAMUEL TAYLOR COLERIDGE

All of the "frightful fiends" in See-More's life appear to be on the stair treads! Not even the agility and cunning of a fox are sufficient to prevent accidents when we allow such conditions to develop. This isn't See-More's home, of course, he's just visiting Dudley Do-Wrong again.

PLANNING A "TRIP"?

.... probably not the trip we have in mind. We'd like once again to offer suggestions on avoiding slips, trips and falls. Considering those accidents happen on and off the job, we have several solutions. Let's start with what is probably the most easily eliminated hazard: dangling cords and cords routed improperly. The first step is to develop a sharp eye for these situations. Check your workplace and other work positions in your area which could have a problem. We often work every day in hazardous conditions which we have created ourselves -- failing to notice them or realize they are hazards. Don't wait for a scheduled inspection -- look around now and notify your supervisor of any problems in your area.



Cup Hooks
C400861852

Chuck Keyholder
C400861779

The cup hooks and chuck key holders shown here will take care of most problem cords. Excess slack in the cord can be taken up by drawing the loop of the keyholder tight around the cord.

In office areas, telephones, video display terminals, typewriters or calculators all present problems with dangling cords which are easily corrected with the B3-3 cord clip, C401718846 (not shown).

Too often electrical cords are overlooked at home. Keep the following in mind:

- Cord shorteners should be used for cords which are too long.
- Insulated staples can be used to keep cords routed along baseboards.
- Cords should never be placed under rugs. If that is the only solution to running a cord across a room, it's time to rearrange the furniture and/or have new electrical outlets installed.
- More than one extension cord is extremely dangerous -- make sure your children recognize this.

**A FALL WON'T HURT YOU ...
UNTIL YOU LAND**

NEW TRAFFIC LAWS

(Massachusetts)

LEFT TURN ON RED ... Right turns have been OK since 1980, and now in certain situations a left turn on red is permissible, e.g. "from a one-way street to another one-way street", unless sign prohibiting. You must first come to a full and complete stop and yield to other vehicles and pedestrians.

TRUCKS OK ON SUNDAYS ... Trucks had been prohibited from moving within Massachusetts on Sundays unless they were carrying perishables, newsprint, or emergency or medical equipment or supplies.

SCHOOL BUS LAW CHANGE ... School buses are now required to use simultaneous four-way flashers when approaching a stop. While they are stopped the lights will flash alternately as the bus takes on or discharges passengers.

Watch for....

the driver who signals for a left turn and then turns right -- he is probably drunk. And if he steps on his brakes frequently as he drives along, it's even more likely that he's drunk.

These are among the Chicago Motor Club's checklist of traits that frequently identify a drunken driver. In addition, the club says a drunken driver frequently:

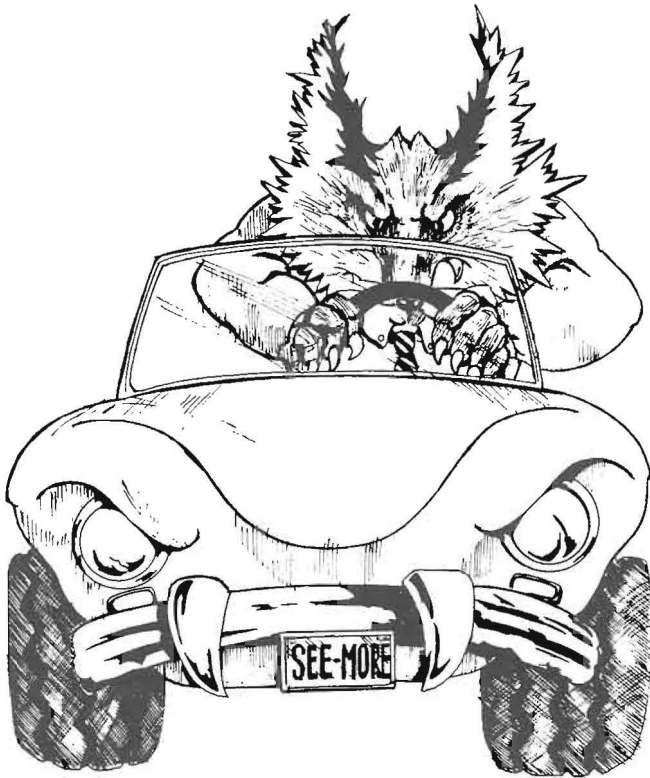
- Cuts back into his lane too soon after passing;
- Travels at night with the car's interior lights on but with his headlights off;
- Weaves back and forth between lanes or straddles lanes.

"Because alcohol is a depressant, it slows down mental and physical activities, even when consumed in small quantities," the club warns.

Changing Times....

In times past when traffic consisted mostly of horses, horse-drawn carts or carriages, and bicycles (one-speed), people often commented that "you cannot kill a drunken man". Motorized vehicles have for decades made a mockery of that statement. Not only do drunken men kill and get killed at the wheel, but it would be impossible for any statistician to estimate the accidents caused by the drinker who motored on, without a thought for the havoc left in his wake.

SO YOU'RE A GOOD DRIVER, EH?



An accident-free record does not necessarily make one a "good" driver. We have no way of determining how many accidents were unknowingly caused by so-called good drivers who just motored on. Do you know anyone who doesn't think they're a good driver?

One way of measuring driver aptitude is the following quiz which is used by the Massachusetts Safety Council in their Defensive Driving Course. DDC does not teach people to drive, it aids them in improving their driving, thereby avoiding near misses and accidents.

Try the quiz. If you don't do too well, you can always call the Merrimack Valley Club office to join a car pool or van pool.

- 1) Approximately a. 30,000 b. 50,000 c. 75,000 people die in traffic accidents in the U.S. every year.
 - 2) The single most significant cause of fatalities, serious injuries and property damage is: a. The one-car crash b. The two-car crash c. The rear-end collision.
 - 3) The most effective way to deal with a tail-gater is: a. Slam on the brakes b. Speed up to increase the distance between your vehicles c. Slow down to force him either to pass or slow down.
 - 4) On a right-hand curve, centrifugal force will tend to pull your car to a. the left b. the right.
 - 5) While making a left turn, have your wheels pointing a. straight ahead b. turned to the left.
 - 6) Your maximum nighttime seeing distance with headlights on upper beam on an unlighted road is a. 225 ft. b. 350 ft. c. 450 ft.
 - 7) When approaching an intersection, look first to the a. right b. left.
 - 8) In negotiating curves, slow down a. before you enter the curve b. after you are in the curve.
 - 9) While being passed you should a. honk horn b. speed up c. maintain constant speed.
 - 10) The first point in a perfect pass is a. check ahead b. tap horn c. decide "is this pass necessary?"
- TRUE OR FALSE
- 1) Reaction distance is the number of feet your car travels between the time your foot hits the brake and the point at which you are able to bring your car to a halt. T F
 - 2) After the signal light turns green, you should count "one-thousand one, one-thousand two" before you move. T F
 - 3) Mystery crashes are accidents over which the drivers involved had little or no control. T F
 - 4) If your right wheel drops off the pavement while you are traveling at high speed, brake and steer sharply to the left. T F
 - 5) If a tire blows, don't brake, but hold the wheel steady and coast to a spot that is safely off the road. T F
 - 6) If you see a car coming at you head-on, signal him with your lights and horn and then swerve to the left to avoid a collision. T F
 - 7) The best rule to follow is always to give the pedestrian the right of way. T F
 - 8) When you overshoot a crosswalk, back up to a proper position and wait. T F
 - 9) Over half of the car/motorcycle collisions are the fault of the car driver. T F
- Answers to Part I: 1)b. 2)b. 3)c. 4)a. 5)a. 6)c. 7)b. 8)a. 9)c. 10)c. Part II: 1)F 2)T 3)F 4)F 5)T 6)F 7)T 8)F 9)T.

DOG BITES

Many people believe the most serious dog problem is the abandoned or wild dog. Not so, says Wildlife Specialist Jeff Jackson of the Georgia Extension Service. Ninety per cent of all dog bites occur when pets are "defending" their territory. The closer a passerby comes to a dog's home, the greater his chances of being attacked.

Children and the elderly are most likely to be bitten. Active adults are less defenseless and are able to avoid dangerous situations.

Jackson suggests several ways of avoiding serious encounters with dogs:

- . never approach strange animals. They could be bad-tempered or rabid.
- . avoid eye contact with a growling dog -- it will antagonize him.
- . never run.

To defend yourself from an attack, throw something at the animal. If you have nothing handy, stoop down and pretend to pick something up and throw it.

Another defense is to hold an object toward the dog. This "weapon" should make the dog keep his distance. It is not safe to try to hit the dog with the object.

Finally, aerosol products are recommended for individuals whose jobs bring them into contact with strange animals.

Pet owners should not allow their dogs to run loose. Besides the possibility of the animal biting a passerby, dogs may be killed by auto traffic or may cause accidents when drivers attempt to avoid hitting them.

SAFETY AT PLAY

This summer children will be spending much of their time at recreational areas and playgrounds.

Each year more than 100,000 people, mostly young children, are injured seriously enough to require hospital treatment in accidents involving public and home playground equipment. Most injuries are suffered by children between the ages of 5 and 10.

The most important element in accident prevention is proper supervision of young children at playgrounds. Also, parents should instruct children not to rough-house around or on play equipment. Children should be taught to sit in the middle of the swing and never to stand. It is advisable not to twist swing chains, swing empty seats, or to pass in front of a moving swing.

When buying home playground equipment, the Massachusetts Safety Council recommends the following safety features:

- . detailed assembly instructions
- . anchoring devices designed to hold equipment in place
- . caps or covers on exposed bolts or screws. If covers are not included, use tape to cover them.
- . equipment should not have open-ended hooks, particularly S-hooks; moving parts that could crush or pinch fingers, or rings with diameters of between 5"-10" that could trap a child's head.

Finally, when assembling equipment at home, place it on a grassy surface if possible. Grass will provide a softer landing than gravel or concrete.

POWER-FULL POISON

Careful disposal of wafer-type batteries used in cameras, watches, calculators, etc. is a must. Curious children may put these shiny objects in their mouths, then swallow them. It has been reported that some of these batteries can release chemicals equivalent to a package of drain cleaner.

FOR GARAGE SALE FANS

Many articles offered as bargains at garage or porch sales can no longer be offered for sale "new" by merchants. In each issue of ON THE SAFE SIDE we will focus on a few of these so-called "bargains".

CRIBS Cribs painted with "old paint" - manufactured prior to February 1978 when the 0.06% lead limitation went into effect must be stripped and refinished with a high quality household enamel.

Older cribs may have too much space between the slats and require bumper pads.

Crib mattresses must fit snugly on all four sides. If the proper size cannot be found, the openings should be filled firmly with rolled toweling or blankets with the crib sheet then covering mattress edge and filler material.

Check the design of the headboard, making sure that curves and openings will not permit entrapment of your child's head.

TOYS Safety specs for electrically operated toys have been in effect since 1973. Toys manufactured before that year may have a higher incidence of electrical shock or burn injuries.

TRACTOR SAFETY

Tractors are utilized in high-output agriculture as well as lawn and garden upkeep in suburban America. Unfortunately, each year farm, lawn and garden tractor accidents in the U.S. account for an estimated 500 to 600 fatalities. Thousands more suffer disabling injuries, and millions of dollars are lost due to property damage, medical bills, time off work, reduced productivity, and added insurance costs.

To control these losses, users of any tractor should adopt the following safe operating and maintenance practices.

Be alert to these potential "tractor tippers":

- stumps, logs, rocks
- holes, ruts, cave-ins, excavations
- ditches, embankments, ravines, sloping surfaces
- other machinery, lawn tools and trash

Slow down when:

- turning
- ground is rough, soft or slippery
- near, along side of, or crossing ditches, embankments, ravines, ponds or streams
- working on slopes
- pulling heavy, high, swaying or unstable loads
- plant growth or darkness hides your view
- near buildings, trees, posts, fences, people or animals

Match the load to your tractor to avoid overturn by:

- hitching to the drawbar (set low) - NOT to the axle or frame
- not overloading
- applying power slowly when starting a heavy load
- adding front weight for towing heavy drawbar loads or mounted tools
- adding rear weight with a front ladder
- setting the wheel tread as wide as practical
- driving slowly when pulling a heavy, wheeled load, especially if the trailing vehicle does not have brakes

Use road sense!

- stop before entering or crossing any street or road
- signal your intentions to slow, stop, or turn when operating on a street or road
- watch the road ahead for kids and pets or cars coming out of driveways
- have proper lighting and reflectors
- have and use a rear-view mirror on farm tractors
- farm tractors should use the flashing warning lights on the roadway both day and night
- shift to a lower gear before going up or down hills
- do not coast, and avoid free-wheeling gears
- drive defensively -- anticipate what other drivers, people or pets might do.

Remember to:

- keep all protective shields in place
- check the hitch -- make sure all controls are in good condition and securely connected
- turn off power before unclogging or servicing machinery
- do not permit others to ride
- do not use a tractor for "joy riding"
- be sure everyone is clear before moving
- always remove the key, set brakes, and/or lock transmission before leaving any tractor
- use the recommended personal protective equipment
- fuel only when the engine is off -- DO NOT SMOKE WHILE FUELING
- keep the tractor clean and properly serviced

Anticipate potential hazards -- avoid accidents.

The above Accident Prevention Directive was received from Corporate Engineering.

SAFETY HOT LINE To report a product hazard or product-related injury, call the U.S. Consumer Product Safety Commission's toll-free number.

1-800-638-2666

CONGRATULATIONS

Merrimack Valley Works Employees



LET'S DO IT AGAIN!