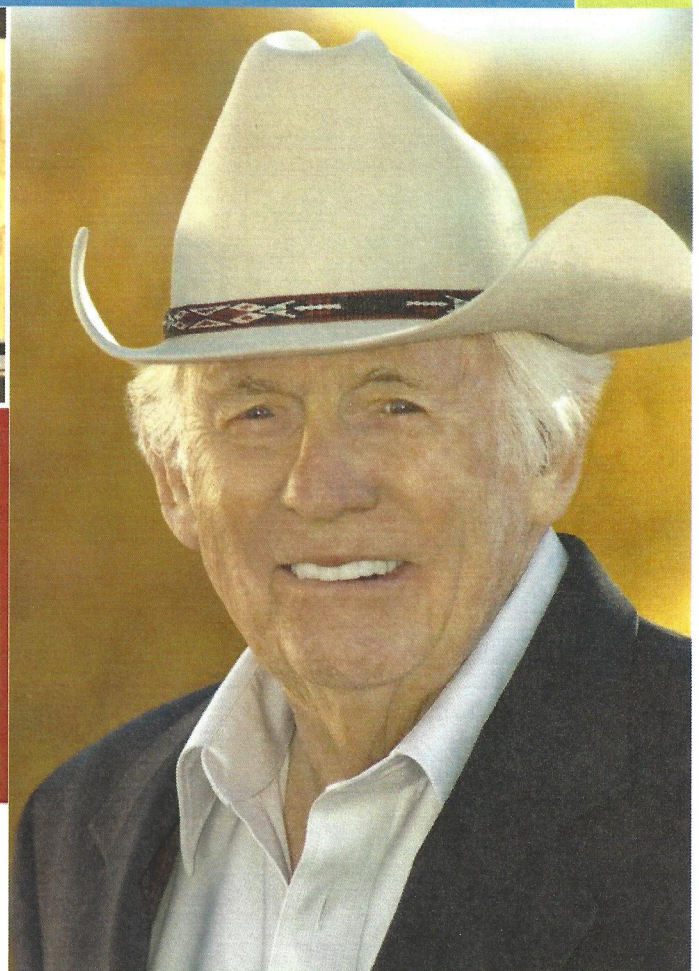
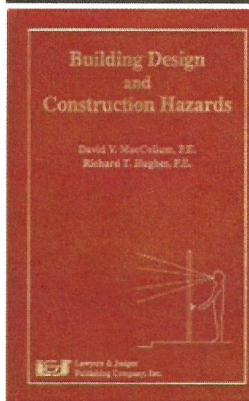
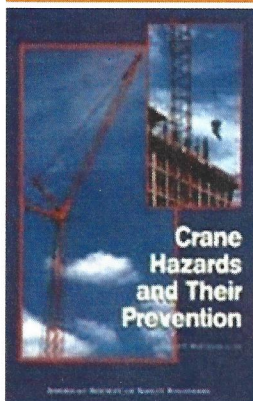
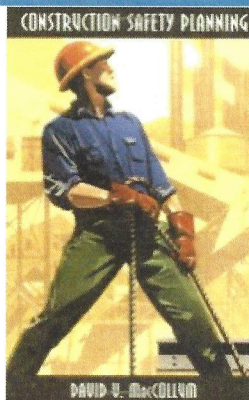
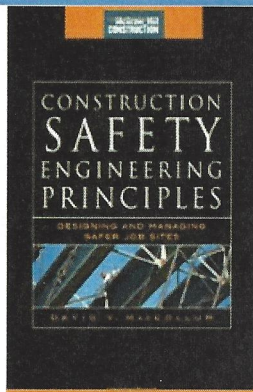




VETERANS of SAFETY

2015

VOS December Newsletter



Message from VOS Newsletter editor Warren K Brown, CSP, ARM, CSHM:

Make sure to visit our website at <http://vetsofsafety.org/> to get more information from VOS. Have a good safe day.

Table of Contents

- VOS Presidents address.....pg01
- Contributions to visionary Scholarship....pg01
- Treasure's Report 2015.....pg03
- Guardrails Protecting You.....pg03
- Fatality Notification (Next of Kin).....pg05
- S, H & E Information Updatepg06



A NOT FOR PROFIT ORGANIZATION

VETERANS OF SAFETY

AN INTERNATIONAL ORGANIZATION

Newsletter

VOS President's Address

Mark C. Rater

Fellow Veterans of Safety,

It's hard to believe that 2015 is about to end. My hope is that all of you have had a successful and rewarding year. The VOS board has been meeting on a regular basis and we completed the VOS annual meeting in Kansas City on October 3rd. Our last board meeting for 2015 was completed on Dec 10th.

There was a lot of information discussed during our annual VOS board meeting that I would like to share. Warren Brown did an update on the establishment of the Legacy Scholarship through the ASSE Foundation. We also discussed different ways we can attract new members to VOS and the challenges we are facing. We started the conversation on what to do in 2016 for our 75th anniversary and this continued in our Dec. 10th meeting. Our initial thought is to celebrate this in Kansas City on Saturday October 8, 2016. More information on this will be coming out during 2016. During the By Law Committee discussion it was agreed that some portions of the By Laws need to be amended to reflect changes in meeting practice and the establishment of the Legacy Scholarship fund. Mark Rater was elected as VOS President by acclamation. Both the Secretary (Dave Sortore) and the Treasurer (Jack Hirschmann) agreed to continue to serve in these roles. Warren Brown agreed to serve as the Newsletter editor and is the Dean of Ambassadors. A Memorial Service was conducted in memory of members who have passed on. The members mentioned during this service were:

- Phillip Blake of Kansas
- Walter Bradley of Louisiana
- Howard Brownson of California
- Arthur Robins of Washington
- Ray Ellis of Texas
- Ray Boyleston of North Carolina

I'm asking all VOS members to consider sending articles to the board for possible inclusion on our newsletter and/or VOS website. It can be on a topic you are familiar with or a VOS current or past member that you would like to raise up. There is a great wealth of knowledge that our members have and it would be a shame to not document the great VOS members of the past. I'm look forward to hearing from you and proud to serve you as the President of VOS.

Contributions to Our Visionary Scholarship

Warren K Brown, CSP, ARM, CSHM

Fellow Veterans of Safety,

. I am asking that any of you who feel so inclined can make a donation to our visionary scholarship on an annual basis for example and help move us to a higher value scholarship. Send your donation to the American Society of Safety Engineers Foundation, 520 N Northwest Hwy Park Ridge, IL 60068 or on line www.asse.org/foundation. Be sure to note on your check or on line that your contribution is dedicated to the Veterans of Safety Visionary Scholarship. Your donation may be a fully tax deductible contribution for yourself.

Treasure's Report 2015

Dear Members of VOS.

For the past few years, Veterans has been run by the members of the Board volunteering their time and serves to maximize the net income to further increase the scholarship fund.

For our small organization, it has been difficult to each year build a pool of scholarship applicants. You will see in the financials \$30,000.00 going to The ASSE Foundation. This transaction is now complete and the donation will not show in future financials. As a member, you can be assured, it will be used into perpetuity to award a \$1,000.00 scholarship. The ASSE Foundation has the investment capability to grow the amount each year.

Your future dues will also go to building the scholarship fund as well as improve the website, www.vetsofsafety.org, newsletter and other VOS activities. If you have any questions or comments feel free to contact me.

Jack B. Hirschmann
Treasurer

Jhirschmann@oberoncompany.com

Veterans of Safety Balance Sheet

As of June 30, 2015

	<u>Jun 30, 15</u>	<u>Jun 30, 14</u>
ASSETS		
Current Assets		
Checking/Savings		
10500 · Checking Account	7,550.20	5,619.16
10600 · Money Market	0.09	18,594.87
10700 · Scholarship Funds	0.00	13,465.14
10800 · ASSE Foundation	30,000.00	0.00
Total Checking/Savings	<u>37,550.29</u>	<u>37,679.17</u>
Accounts Receivable		
11000 · Accounts Receivable	1,625.00	775.00
Total Accounts Receivable	<u>1,625.00</u>	<u>775.00</u>
Total Current Assets	<u>39,175.29</u>	<u>38,454.17</u>
TOTAL ASSETS	<u>39,175.29</u>	<u>38,454.17</u>
LIABILITIES & EQUITY		
Equity		
30000 · Opening Balance Equity	35,674.88	35,674.88
32000 · Unrestricted Net Assets	2,367.21	348.73
Net Income	1,133.20	2,430.56
Total Equity	<u>39,175.29</u>	<u>38,454.17</u>
TOTAL LIABILITIES & EQUITY	<u>39,175.29</u>	<u>38,454.17</u>

GUARDRAILS PROTECTING YOU

By Wendell Wahlstedt

For a number of years, governmental driving safety agencies have installed guardrails along the side of the road to keep vehicles that start to sideswipe a rail from leaving the highway.

These accident pictures show results that can occur when a vehicle starts to run off the right side of the highway, at highway speed, and just as the vehicle leaves the highway, the right front of the vehicle makes contact with the metal end part of the guardrail. If the vehicle had been about three feet to the left, it might have just sideswiped the guardrail and slid down the length of the guardrail, tearing up a lot of the SUV's right exterior, but keeping the guardrail outside of the cabin of the vehicle and thereby protecting the car's interior.

As it was, the end of the guardrail struck the SUV right about where the right side headlights were and pierced the right front side of the engine compartment impaling the vehicle. As the SUV continued forward, the guardrail was torn off its attachments to the anchoring wooden posts on the side of the road, leaving them standing there. The guardrail continued through the cabin of the SUV bending upwards, and towards the left side of the SUV, exiting the back windshield on the left side of the SUV. The guardrail continued bending to the left, ending up with the farthest part about 20' into the next lane.

We have no information on any bodily injuries in this accident but anyone coming into contact with the moving guardrail as it went through the SUV would very likely been a fatality. There were no emergency medical vehicles shown in the pictures of the accident scene. There was no visible blood around the SUV or on the guardrail, and there was no damage to either side of the front windshield which leads to the conclusion that the driver was the only passenger in the vehicle, and the moving guardrail missed him.

The highway was a long straight two lane highway with a break down lane, it was daylight, and the sky was clear, so there were no visible weather conditions that might have contributed to an accident. There are no visible damage markings on the left side of the SUV that might show if the SUV had come into contact with another vehicle on the road. There are markings on the left side of the breakdown lane, but it is hard to tell if those are "rumble strips" or just markings on the pavement. Perhaps the driver just fell asleep at the wheel. If so, he was a really lucky driver.

The short version of this entire article can be summed up that guardrails are there to help protect you out on the road, but you are still the one driving the vehicle, and therefore the one responsible for where the vehicle is heading. If you don't steer it to the right place, you could end up with a vehicle that looks like a giant olive on a tooth pick in a martini.



Fatality Notification (Next of Kin)

By Pat Conroy

At some time during your EHS Career you may be called upon to notify the wife, husband, mother, father, son or daughter of your workers of the death of their loved one. This is a traumatic event for both relatives and you. Here are some guidelines to help you.

Do your homework. Obtain the full name, address and social security number of the deceased. Next, get the full name of the next of kin, the relationship (wife, brother, mother, etc.) and determine if the family members are English speaking. Gather all information relative to the cause of the accident so you can provide an explanation. Should the accident be under the control of attorneys determine what can and can't be said when speaking with next of kin.

Determine where you'll meet. Will the contact be at home, work or school? If it's outside of the home, arrange with the relative's employer or school for a private place to meet. Verify that you are talking to the correct person, i.e.: "Are you Glenn Johnson's Sister?"

Don't go alone. You'll need support as well so take a fellow employee, the superintendent, a friend of the worker or Minister. Try to assess the stability and health of the relative. If the notification is likely to cause an immediate health problem, you need to have a health care professional along.

Decide what you'll say. There's no easy way to say that someone has died, so don't try it. Speak simply and directly. Using terms like "mortally wounded" only confuses people. While it's not necessary to be blunt or cold at some point it's necessary to say "dead" or "died". Example: "Mrs. Johnson, there was a very bad accident this morning at the project. Glenn was moving a ladder and fell over a guardrail. The paramedics did everything they could, but he died instantly."

Don't lie. If you tell a mother that her son died with her name on his lips and she later learns his death was immediate, there's conflict. It may not be necessary to offer all of the details. Example: If the spouse asks, "did he suffer much?" an appropriate answer might be, "I don't think so."

Acknowledgment: Original text concept by Curt Childress, St. Paul Fire and Marine Insurance Company

S, H & E Information Update

Edited by Warren K Brown, CSP, ARM, CSHM

Welding Safety Guide

A guide is available to help understand welding safety and methods to overcome any potential exposures. It looks at weld fume, head and face issues, hand and body concerns and heat stress exposures. The guide can be downloaded from www.millerwelds.com

Color as a Visual Tool

It has been shown that color can improve safety and efficiency while reducing costs as well. Visuals that exhibit standardized colors may improve recognition reduce response times and simplify learning. Important information can be emphasized thru standard colors. A book "Color Your Way to an Improved Workplace" can be downloaded at www.bradyid.com.

Safety is a Growing Concern

According to a survey conducted by Assembly Magazine and reported in the December 2015 edition of the magazine, 24% of surveyed plants will be buying equipment to improve safety in 2016 which is the highest percentage ever reported in the magazine's surveys.

New OSHA Penalty Limits

By August 1, 2016 OSHA must put into place new limits on the potential penalties they are able to assess. These penalties could increase as much as 80%. Willful and repeat violation penalties could top out at around \$127,000 up from \$70,000 as an example.

Hazcom Webpage Updated by OSHA

The update will improve access to the revised standard for those in need for information including letters of interpretation. How the new standard matches the Global Harmonized System of Classification and Labeling of Chemicals is better explained. The information can be accessed at www.osha.gov/dsg/hazcom.

Worker Wellness Guide

Workplace wellness and health promotion programs are growing and a recent report created by Johns Hopkins and Transamerica details five best practices that have been proven to be effective. For access look at <http://sh-m.ag/1KZBQJR>.