



VETERANS of SAFETY

2014

VOS November Newsletter



Message from VOS Newsletter editor Mark Rater:
Make sure to visit our website at <http://vetsofsafety.org/>
to get more information from VOS. One article in this
issue was a summary. The full version will be available
soon on the website.

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VETERANS OF SAFETY

AN INTERNATIONAL ORGANIZATION

Newsletter

VOS President's Address

Warren K Brown, CSP, ARM, CSHM

Fellow Veterans of Safety,

It is unbelievably almost to the end of 2014! I trust you all have had an enjoyable and rewarding year. Your Board has been meeting on a regular basis and we completed our annual meeting in Kansas City in late September. Mark Rater, vice president has been doing an outstanding job of getting our newsletter out. At our Board meeting we discussed the scholarship program and ways to make it more sustainable. We have reached a consensus to look at investing enough of our available funds in the American Society of Safety Engineers Foundation (ASSEF) to offer a \$1000 scholarship in perpetuity in the name of the Veterans of Safety. Two important outcomes are in play here, in that our money will generate a much better rate of return with the ASSEF and every year there will be a scholarship offered to a deserving safety student in the name of the Veterans of Safety. Even with this investment there are still adequate funds available to continue promoting and working at ways to ensure the sustainability of our organization!

We are asking that all the members of the Veterans of Safety have a say in this scholarship proposal. You will all have the opportunity to vote for this proposal before it is consummated. A simple majority of the votes received will decide our direction on this proposal. When you receive your ballot exercise your right to vote and if you have questions about the ASSEF you can go to their website at assef.org or you can direct your questions to me or any other Board member. The ASSEF will select candidates for the scholarship based on guidelines that we will provide them and they will also be including our scholarship in the publicity efforts they undertake.

With success on this scholarship proposal we will have a sustainable activity occurring annually on behalf of the Veterans of Safety. We look forward to serving you as we go forward.



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OSHA has changed its approach to roof safety for fall protection for new residential homes and for re-roof residential homes. Slide Guards are now disfavored due to a perceived tripping hazard and with preference for roof fall arrest systems and/or guardrails.

Slide Guards were an invention by OSHA but had no provision for stopping falls over the edge of the lowest 2x6" Slide Guard.

Guardrails however have an interesting issue because a simulated body weight of 300 lbs (wood box 3'x2'x2') can slide down a roof slope without restraint and may burst through an edge railing without sufficient railing strength. In fact this may call for the re-imposition of Slide Guards to reduce the force on a railing or railing footing if necessary.



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VOS History in the spotlight (Three articles from Editor Mark Rater)

I wasn't aware of the rich history of VOS until I was honored with the invitation to serve on the VOS Board of Directors. I hope you find this information as interesting as I do.

VETERANS OF SAFETY (VOS) HISTORY

Veterans of Safety was founded less than two months before the United States was attacked at Pearl Harbor, triggering America's entry into WW II. It is an International Organization and was founded October 9, 1941, as a not-for-profit organization currently headquartered on the campus of Central Missouri State University. It is an international professional association for individuals with at least 10 years of experience as a safety professional.

Our mission is the promotion of safety, health, and environmental awareness by using and making available the lifetime experience of professionals throughout the world.

The Veterans of Safety organization was founded October 9, 1941 at a banquet of safety old timers during the National Safety Congress in Chicago. October 2016 will be our 75th year anniversary.

Veterans of Safety members have constantly shown the highest desire to serve their fellow workers and associates in the cause of human conservation and loss control.

The founder was the late Charles A Miller of Houston, Texas. He had the enthusiastic support of Henry Boggess, Harry Guilbert and Art Rohweder. There was a desire but also a need for such an organization where safety professionals with long years of experience could meet, where ideas and experience could be exchanged in a climate of friendship in a common undertaking of human relations.

Temporary chairman and toastmaster at the founding banquet in Chicago was Henry W. Boggs, Arthur Rohweder and John Standel arranged the program. J.B. Davies and Bob Donovan contacted eligible old-timers. Charlie Miller and Henry Boggess wrote the constitution and By-laws. Some wanted to call it "Old-

Timers Safety Club” while others favored the name “Veterans of Safety”. There were 98 old-timers at the first banquet. A constitution and by-laws were unanimously approved. Robert Donovan submitted a nominating committee report; President Arthur V. Rohweder; Vice President Walter G. King; Secretary-Treasurer Harry Guilbert; Trustees Charles Miller, Holger Jensen and Lew Palmer.

Among the first members was past President and Honorary Member Gordon St Clair of St. Petersburg, Florida who stated the following during the 44th meeting in New Orleans on Oct 1985. He updated our history, explaining that most of the men concerned with safety were from the Southwest’s oil fields who attended the National Safety Congress. They gathered at the Medinah Club on North Michigan – now the Sheraton – joined by a few safety suppliers. Sessions at the Medinah Club (costing \$18 million, later went into bankruptcy in the 30’s depression) became known as the Old Timer’s Club, recalls Past President St. Clair. Suites on the 18th floor rented for \$35 a month.

The Arthur V. Rohweder Memorial Highway Inscription

So designated by the Minnesota State Legislature and enacted into State Law, April 20, 1961

In recognition of the eminent leadership and outstanding contributions of Arthur V. Rohweder to the achievement by Minnesota of notable success and national prominence in all areas of accident prevention work.

Serving as Superintendent of Safety and Welfare for the Duluth, Missabe and Iron Range Railway Company for forty-two years; as one of the founders, and President of the Minnesota Safety Council for twenty-five years; as First National President of the Veterans of Safety in 1941; as Vice-President and Member of the Board of Directors of the National Safety Council for twenty-four years; and as Safety Consultant to eight Governors of Minnesota, Arthur V. Rohweder was dedicated to the cause of saving lives and eliminating sorrow and suffering attendant upon all types of accidents, and he worked unselfishly and tirelessly toward that end.



The Arthur V. Rohweder Memorial Highway Marker

This Highway is so named in his honor.

Dedicated - August, 1965

Veterans of Safety • D. M. & I. R. Railway Company • Minnesota Safety Council

Website: <http://www.hmdb.org/marker.asp?marker=43830>

2014 Minnesota Statutes

Subd. 11. **Arthur V. Rohweder Highway.**

That portion of Constitutional Route No. 1, known as Trunk Highway 61, from Lester Park in Duluth to Two Harbors, as the same is relocated and to be constructed on new alignment, is hereby named and designated as the "Arthur V. Rohweder Memorial Highway."





HISTORICAL PERSPECTIVE OF 9-1-1

Bud Smith provided information concerning the now popular emergency telephone number (9-1-1). He indicated the material came from the late Quincy Tuma.

Veterans of Safety's efforts to establish a uniform emergency telephone number began in the mid-40s when one of its members (Frank Cosgrove of Waco Texas) was unable to call the fire department when his home caught fire at night. The fire was apparently electrical in origin, which caused his home to have no electricity. In total darkness, he was unable to find the fire department number and, therefore, had to go through the telephone operator. At that time of the night there was a delay in operator response. Because of that and other delays, his home was almost totally destroyed before the fire department could put out the fire.

As a result, Veterans of Safety initiated a concentrated promotional effort for a uniform emergency telephone number designation. The project was known as the "Frank Cosgrove Story." Committee studies showed that "0" was not acceptable for a number of reasons, and other numbers were in conflict at various parts of the country. When Dr. Earle Hannaford, Safety Director for New York Telephone Company, became WETN Chairman, he gained the attention of executives of the American Telephone & Telegraph Company; and they agreed to establish this program as a corporate project.

A computerized study was made to determine a telephone number that would be most acceptable, easily remembered, and have least conflict with existing numbers in use. This number was determined to be "9-1-1".

Procedural studies were also made to determine the most desirable method of implementing local handling of UFTN procedures. It was decided that the initiative would need to be local in origin and the staffing of centers would also be a local undertaking.

AT&T agreed to underwrite the major costs of implementation – not the least of which would be the conversion of pay telephones in 9-1-1 utilization areas to a "dial tone first" status. This would enable the caller to dial 9-1-1 without the necessity of activating the phone with coins.

At this point AT&T informally suggested that, in order to avoid conflicts and cross-purposes, Veterans of Safety discontinue its unilateral developmental efforts until it became necessary to promote the actual local establishment of the 9-1-1 centers.

Subsequently, AT&T officially recognized Veterans of Safety as the prime movers in what became the 9-1-1 project: the AT&T Chairman of the Board of Directors (Ben Gilmer at that time) accepted Honorary Membership in Veterans of Safety as a means of recognizing the efforts of the organization.

In the acceptance speech at the annual Veterans of Safety Banquet in Chicago, Veterans of Safety was asked to assist in promoting local interest in establishing centers, bearing in mind that the conversion costs to AT&T would be tremendous and would have to be spread out over a reasonable period of time. It was established that the conversion cost in the first year would be as much as 50 to 55 million dollars.

A Veterans of Safety, Hawaii Chapter - story

Jim Newberry, VOS Representative and Chair of the HIOSH Advisory Committee – 2014

A little over a year and a half ago VOS Director, Dr. Walter Chun was elected to be Vice Chair of the HIOSH Advisory Committee, representing the VOS Hawaii Chapter. Due to a possible conflict of interest (e.g. Dr. Chun takes HIOSH to task in informal conferences, and in contested cases) he thought that he should resign. In conference with Jimmy Zane, they suggested that Jim Newberry replace Walter as the representative for VOS on the HIOSH Advisory Committee ①, and it was put to a vote and Jim became the next Chair of the committee beginning in January of 2014. That year is almost completed, so I thought that it would be

appropriate to provide a short report on our activities this year and going back over events that impacted this year's activities:

- Back in 2011, a recommendation came from the HIOSH Adv. Comm. - to Region IX indicating that the HIOSH program was broken and needed help ②. State-run OSH programs must be at least as effective as the Federal OSHA program, but OSHA said that they couldn't help HIOSH because the only assistance afforded from the fed's is in the form of grants that they extend to states to run their own program(s).
- In 2012, after mashing of teeth and several heated meetings OSHA said it would offer assistance, but only if the state program (which happened to be the first state program ever to be approved) were to be downgraded going from an 18(e) full state program to an 18(b) provisional status. In an agreement that was published in the federal register ③, OSHA and HIOSH entered in to a three year concurrent jurisdiction agreement in August of 2012 where OSHA would do half the inspections, tapering off their activities over a 3 year timeframe, while providing valuable training and support to the state program.

There was a one year anniversary celebration in the Governor's chambers in August of 2013 **Back row:** Directorate of Cooperative and State Programs Doug Kalinowski, Honolulu OSHA Area Office Director, Galen Lemke, Kim Locey – Director of Administrative Programs OSHA National Office, OSHA Region IX Director, Ken Atha

Front row: DLIR Director Dwight Takamine, Pat Gaydos – OSHA Region IX Assistant Regional Administrator for Cooperative and State Programs, Acting Deputy Assistant Secretary Dorothy Dougherty.



As of August 2014, the Hawaii State program is strengthened and taking on more of the inspections as the final 3rd year ensues.

- In May of this year, Dr. David Michaels, Assistant Secretary of Labor for OSHA participated in the 13th Biennial Governors Pacific Rim Safety and Health Conference and he asked if he could meet with the HIOSH Advisory Committee while he was on island. As the Chair of the conference Jim Newberry was able to make those arrangements and we had a very good meeting him.
- At the Pacific Rim Conference Jimmy Zane received the VOS Fellow Award from Nigel Ellis, Past President of VOS and Bob McEldowney, Past President of VOS Hawaii Chapter. Congratulations Jimmy...



So I just wanted to give a little background and a report for the year since the Veterans of Safety Hawaii Chapter has been actively doing good work and I thought it appropriate to bring our members up to date on these items of interest.

① Note that Jim was the first elected chair of the HIOSH Advisory Committee having developed the mission; goals and; operating guidelines for the committee back in 2003 – which included provisions for the election of leadership of the organization.

② Note that the intervention of the recommendation was initiated through a CASPA, which was rescinded at OSHA's request with the caveat that Region IX would follow through on each of the complaints. It should also be noted that while the nature of the complaints was vehement, that the intent was to help improve the state program, not tear it down.

③ Note that four individuals weighed in on the posting of concurrent jurisdiction in the federal register and 3 of them were VOS members (Jimmy Zane, Walter Chun and Jim Newberry).

Tornado chase car

By Wendell W. Wahlstedt

Four or five years ago I was driving north on I-35, and when I got to the north side of Oklahoma City, I pulled into a Flying J truck stop for gas. Parked in front of the convenience store side of the truck stop was one of the strangest vehicles I have ever seen. It looked like a cross between a small tank and an armored car.

I talked with the driver about the unit, and he was very forthcoming and said I could take pictures of it. He described it as a special vehicle built to chase tornados, and get as close to them as they could. He said the vehicle was built on the chassis of a pickup truck, specially covered with armor plate on the body, and had special bullet proof glass type of windows to enable the passengers to look out and see the weather they were in without getting a face full of broken glass being blown back in at them.

The driver described a number of special features built into the design of the vehicle to make it as safe as possible, considering the type of weather they normally drove into. The first picture was of the front of the vehicle, and the driver called my attention to the front windshield being two flat sheets of glass rather than a single curved windshield that most modern cars have. The headlights were covered with smaller flat sheets of glass built into the nose of the vehicle to keep flying objects from breaking out the headlights. The nose of the vehicle had metal mesh covering the radiator to keep flying objects from poking a hole through the radiator. All four of the tires on the vehicle are behind a sheet of armor plate. All around the base of the vehicle was a heavy black skirt attached to the bottom of the vehicle's armor plate which was only about three inches off the ground. The skirt was to keep from a strong gust of wind getting in under the lip of the skirt and blowing the car over. Right above that skirt was a highly reflective band to make the vehicle more visible in heavy weather.

The second picture which is of the right side of the vehicle, shows the metal rivets attaching the triangular rear window to the armor plate. The hinges of the two side doors have more of the skirting riveted to the armored side of the vehicle.

The third picture is of the rear of the vehicle and also shows the right side. The back glass shows all three windows made of flat glass and riveted to the armored frame. The lower part of the right & left corners on the back has louvers that can be closed to prevent flying objects from coming in past the armor to strike the interior. The louvers are usually open to aid in blowing the exhaust fumes away from the vehicle interior.

The fourth picture is of the left side of the vehicle. In addition to the same features of defense from a tornado as the right side has, note that above the left rear tire, there is a circular sign that the vehicle was "Tested for 250 mph." The sign means that it will resist a 250 mph. wind, not that the vehicle will drive that fast. The top of the vehicle has a wind speed indicator and a glass bubble on the roof to enable someone in the vehicle to look out over the top of the vehicle.





S, H & E Information Update

Warren K Brown, CSP, ARM, CSHM

CSB Recommendation Put into Place

The US Chemical Safety Board determined the practice of using flammable gas to clean pipes was not a safe practice. The International Code Council and National Fire Protection Association have both revised their standards to prohibit the practice of using flammable gas to clean debris from piping.

Using the Hierarchy of Control to Prevent Heat Stress Incidents

Engineering controls such as fans, air conditioning, insulation of hot surfaces and ventilation ducts at high heat sources can be effective; Personal Protective Equipment such as cooling vests and reflective clothing; Training where good work practices such as work break cycles and being able to recognize symptoms of heat stress—these methods can go a long way in allowing the workforce to deal with heat stress while effectively operating in the workplace.

CSB Video of Tesoro Refinery Incident

The CSB has created a video that explains how the heat exchanger was affected by the process and subsequently failed resulting in the explosion at the Washington state refinery. Go to www.csb.gov to review the video and other productions of the CSB.

NFPA EV Guide app

The new electric/hybrid vehicles must be understood by first responders with respect to equipment location and interconnection. This NFPA EV Guide app provides information to allow first responders to safely deal with incidents involving electric vehicles and guiding them on the issues they may encounter. More information can be found at <http://bit.ly/OAGVTF>.

Effective Hazcom Program Guidance

OSHA has created two documents to help businesses comply with the revised Hazcom Standard. A fact sheet outlines steps for implementing a hazcom program and can be found at

<http://bit.ly/hazcom-factsheet>. The second document “Small Entity Compliance Guide for Employers That Use Hazardous Chemicals”, contains six steps to help a small business comply with the Hazard Communication Standard. The document can be accessed at <http://bit.ly/hazcom-small>.

NIOSH Strategy to Reduce Motor Vehicle Deaths

NIOSH has a strategic plan focusing on the leading cause of worker deaths-that being motor vehicle incidents. The plan is designed to deal with new issues as well as old longstanding issues as defined by the Center for Motor Vehicle Safety. The plan is available at <http://1.usa.gov/1i65IqM>.

Changes in OSHA Recordkeeping Requirements

Beginning January 1, 2015 new recordkeeping rules will go into effect. According to David Michaels this additional information made available to OSHA will improve targeting of enforcement and also focusing consultation services where they appear to be most needed. To find out more about these changes go to www.osha.gov/recordkeeping2014.

Temporary Worker Guidance Document

NIOSH and OSHA have teamed up in a guidance document to help employers better understand and improve the health and safety of temporary workers on their job sites. The information can be viewed at www.osha.gov/temp_workers.

Note from newsletter editor

Remember to visit our VOS website @ <http://www.vetsofsafety.org/>

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Welcome Our Mission Our History

Welcome To Our New Website!

You're visiting the new Veterans of Safety website. We are striving to provide all new member features, so please stay tuned!

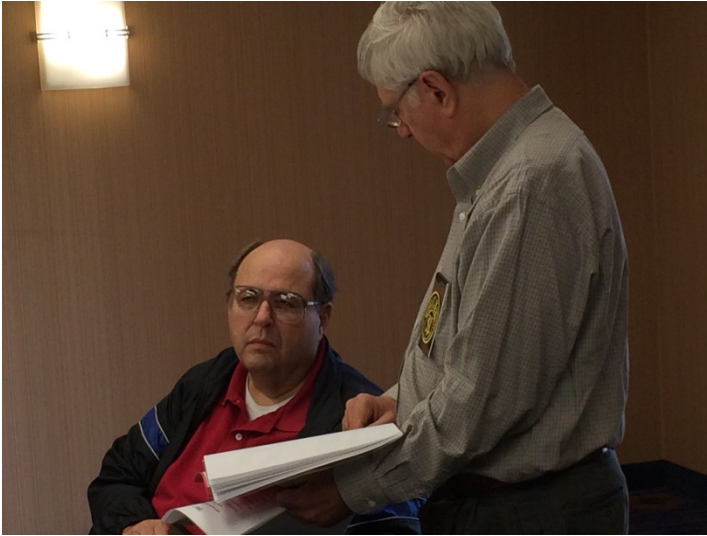
Latest VOS News

[Documents Relating To The West \(Texas\) Fertilizer Plant Explosion.](#)

[The 2013 VOS November Newsletter is now available! Click here to download!](#)

[Veterans of Safety Recognizes Dave MacCollum For Lifetime Safety Advocacy](#)

VOS Board Meeting 9/27/14 @ Kansas City, MO



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The following article was submitted by Christopher M. Gates, ARM for this edition of the newsletter.
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If Tuberculosis Spreads

By POLLY J. PRICE JULY 8, 2014

ATLANTA — DRUG-RESISTANT tuberculosis is on the rise. The World Health Organization reports around 500,000 new drug-resistant cases each year. Fewer than half of patients with extensively drug-resistant tuberculosis will be cured, even with the best medical care. The disease in all its forms is second only to AIDS as an infectious killer worldwide.

The United States has given more than \$5 billion to the Global Fund to Fight AIDS, Tuberculosis and Malaria. But drug-resistant tuberculosis isn't a problem only in the developing world; we must turn our attention to the fight against it here at home.

Tuberculosis rates have declined in the United States in the last decade. In **2012**, there were around 10,000 cases, and of those, only 83 were resistant to all of the most commonly used tuberculosis drugs — 44 fewer

than in **2011**. So far we have been lucky. The low numbers hide the precarious nature of the nation's public health defense, and how vulnerable we would be to an epidemic.

The problem is that responsibility for tuberculosis control is divided among 2,684 state, local and tribal health departments. That infrastructure is politically and legally fragmented, underfunded and disproportionately strained in many poor communities.

Patients with infectious tuberculosis, caused by bacteria that usually attack the lungs, need medication regularly administered over many months. Local public health workers provide the medication and observe that it is taken by the patient, requiring as many as five visits each week. If treatment is interrupted, or if the drugs are not working, patients have much higher chance of developing (and spreading) drug-resistant tuberculosis. At the same time, health workers must track down and test anyone who had come in close contact with patients before the disease was diagnosed, to be certain no one else has been infected.

All this is made much more difficult by the patchwork of jurisdictions and the lack of coordination among health departments, which can easily lose track of patients who travel or relocate to another county or state.

Tuberculosis is also most common in communities with the least stability. Among people born in the United States, the greatest disparity is between blacks and whites; blacks contract it at a rate more than seven times higher than whites, often because of poverty and crowded living conditions. But foreign born individuals account for two-thirds of new cases. We have no reliable method to identify tuberculosis in migrant populations or foreign visitors. Even if screening at borders were logistically possible, it could take several days to obtain test results. By that time, it would be difficult to locate travelers who were unknowingly carrying the disease. And health departments near the southern border are already overwhelmed, especially by a recent influx of migrant children from Latin America, where tuberculosis is more common.

Perhaps most critical is the high rate of tuberculosis among the two million people incarcerated in America. Prisoners are routinely screened and treated, but that treatment ends when they are released, even if they are not yet cured. Former prisoners are also among the least compliant of all patients, possibly because the strict medication regimen, which requires repeated contact with government health care personnel, feels like an extension of their prison term. There is no legal mechanism to determine which local health department "owns" a tuberculosis patient after he is released from federal or state custody.

Besides the logistical problems, there are issues with funding on the local level. Extensively drug-resistant tuberculosis requires 18 to 24 months of treatment and can cost more than \$500,000. A local health department's entire budget can be depleted with just one case.

These decisions are too important to leave to the vagaries of local politics. In Jackson County, Ohio, voters last year were asked to approve a tax to continue to fund the county's tuberculosis prevention and treatment program. In an effort to ensure approval, tax commissioners reduced the levy, leaving just enough to keep the program going. Voters still rejected it, 3,363 to 3,195. As a result, the health department had to cut the program's public health nurse and a clerical assistant.

We need a better system for tuberculosis treatment, funded at the national level. The Division of Tuberculosis Elimination at the Centers for Disease Control and Prevention routinely works with local public health departments to monitor tuberculosis outbreaks and to provide expert guidance. But it does not have the funding to help them pay for tuberculosis treatment, even where local resources are clearly inadequate.

That must change. Congress should appropriate additional funds to the C.D.C. to cover costs of tuberculosis treatment that are now borne by local health departments. The C.D.C. should also take on the responsibility of locating and monitoring tuberculosis patients who move from one jurisdiction to another, including newly released prisoners, since many local health departments do not have the ability to do so.

It will be costly: Over the next 10 years, one estimate shows that we will need to spend \$1.3 billion on tuberculosis treatment — and that's if infection rates remain the same. But tuberculosis's greatest lesson is that the health problems of poor people in poor areas are everyone's problem. Continuing our present failing system would prove to be far more expensive in the end, because drug-resistant tuberculosis will not obey political or economic boundaries.

Polly J. Price is a law professor at Emory University. A version of this op-ed appears in print on July 9, 2014, on page A25 of the New York edition with the headline: If Tuberculosis Spreads