



VETERANS
of SAFETY

2019

VOS Newsletter



Scan this QR code and go
directly to the vetsofsafety.org
website

**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 about VOS. Have a good safe
day.

Table of Contents

VOS Presidents address
Treasure's Report 2018
Howard Talks Tech
Tips on gathering accident Info...
S, H & E Information Update
VOS Scholarship Request
Event Pictures
VOS Oral History Project
SHHS News Release



VETERANS OF SAFETY

AN INTERNATIONAL ORGANIZATION

Newsletter

VOS President's Address

November 1, 2018

Greetings fellow VOS Members

As we approach the end of the calendar year our thoughts go back over a very busy year for your great organization. We successfully sponsored a scholarship administered by the Foundation of the American Society of Safety Professionals. Your board held its annual in-person meeting in August in St Louis, Missouri. We are continuing our work to encourage new members. Last letter I mentioned that one of my initiatives as this year's president is to begin to collect the oral histories of you our faithful members.

In this edition of the newsletter is a short 7-question questionnaire that I hope you will consider completing and returning to me. In that way we can preserve the precious experience of our members. Remember we are the only international organization that has as part of its mission to recognize the contributions of safety pioneers. We need to pass on the younger generation the concepts that we discovered over the years we struggled to enhance the safety programs of our employers.

I suspect that many of you predate the passage of Federal OSHA in December 1969. I feel it is important for us to preserve those inspiring actions. We your board want to preserve this information so ask that you respond to the questionnaire. When you return it please let us know if it is OK to place your stories on a new page on our web site. This can be done anonymously should you prefer. Just let us know either way. Your input is crucial to the success of this project and I commit to honoring your Preferences.

Howard W. Spencer, CSP, CHCM, CPSI

Howard Talks Tech

Periodic LOTO Audit, (Inspection/Review) clarification

The specific section of the Lockout/Tagout (LOTO) standard I am discussing in this article is paragraph 29 CFR 1910.147(c)(6)(i), which requires employers to “conduct a periodic inspection of the energy control procedure at least annually to ensure that the procedure and the requirements of this standard are being followed”. The standard requires an **authorized employee** other than the ones(s) conducting the specific energy control procedure being inspected to observe another authorized employee(s) implement each Lockout/Tagout (LOTO) procedure once every year. However, many employers are conducting only **one** inspection on just **one** of their Lockout/Tagout (LOTO) procedures in place at their facility.

This misunderstanding of the rule may be in the wording used in the OSHA standard itself. It says the employer shall conduct an inspection of “the” energy control procedure. Many employers misinterpret this singular-sounding statement to mean that they are only required to have one authorized person watch another authorized person implement a LOTO procedure for just one machine or piece of equipment, and they have met this requirement. But that is **NOT** the case. The correct approach is to have an authorized person conduct an inspection of authorized persons implementing each and every one of the company's **machine-specific**, Lockout/ Tagout procedures (or group of like procedures). A separate procedure does not have to be developed for each machine or piece of equipment. Similar machines or equipment (those using the same type & magnitude of energy), and which have the same or similar types of controls can be covered with a single procedure.

OSHA compliance directive ([CPL 02-00-147, effective 2/11/08](#)) explains their enforcement policy and inspection procedures. Section XVII of this compliance directive discusses the periodic inspection requirements, OSHA explains that each energy control procedure required by 29 CFR 1910.147(c)(4) must be **separately** inspected annually, to ensure that the energy control procedure is adequate and is being properly implemented, by the authorized employee, in accordance with the LOTO standard. **Each** LOTO procedure **inspection** must include a *demonstration* of the procedures and must be performed while the authorized employee(s) are performing servicing and/or maintenance activities on the specific covered machine or equipment.

As part of this review, the employer must convey information to correct the previously identified deviations, inadequacies, or procedural problem area(s). Additionally, employee retraining, if required by 29 CFR 1910.147(c)(7)(iii)(A) & (B), may also be required and included as part of this pre-job review for infrequent servicing/maintenance task(s).

Employee proficiency must be re-established, and the employer must, in accordance with 29 CFR 1910.147(c)(7)(iv), certify that this retraining has been accomplished. Also, the employer needs to perform subsequent refresher training, with all employees who are reasonably expected to implement the reviewed procedure during the year. Employee retraining is not required when inspections do not reveal any deficiencies. **So, Bottom line: *Before performing servicing & maintenance on a machine or piece of equipment, each authorized employee must have reviewed the last inspection results for that piece of equipment. The results of the review must be included as part of this pre-job review for infrequent servicing/maintenance task(s).*** This is the method to keep the entire LOTO program up-to-date and assure it is adequate.

TIPS ON GATHERING INFORMATION TO DEFEND YOURSELF AND YOUR COMPANY IN A VEHICULAR ACCIDENT

Edited by Wendell Wahlstedt

When you are involved in a vehicular accident, who is at fault in the accident, and therefore who may be required to pay for it, can become a contest of two different sides with two opposite stories. Remember that whatever the opposing driver says at the scene of the accident, may NOT be what he says in court later on. At the scene he may say what really happened, but on the way back to his office he remembers that his boss said he has had so many at fault accidents, that with one more, the employee will lose his job, and he does not want to be unemployed. So he changes his story. Or maybe he wants to make some money, so he turns in a false claim.

A jury on that type of case may have a hard time deciding who is telling the truth, and judges take a dim view of the jury flipping a coin to decide. You want what happened down in pictures to refute the other side's claims & show what really happened.

A jury may not believe your word. However if it is your word, backed up by a picture of the accident scene, the jury tends to follow what the picture tells them.

It is a good idea to have one of the plastic disposable digital cameras in the glove compartments of all of your vehicles along with an accident reporting packet. These cameras cost about \$20.

A good second choice is a cardboard disposal camera, they only run about \$5. The new cell phones with built in digital cameras, or a commercial digital camera are both much better than disposable cameras and produce excellent photographs but cost a lot more than a disposable camera or cell phone might.

MAJOR WARNING: The cell phones and commercial digital cameras tend to have some personal usage where drivers snap some personal photographs of their own. Those cell phones/commercial cameras may be subpoenaed by the other side if they were used to record pictures relating to an accident WITH the driver's personal pictures on the magnetic card. Do you really want pictures of the driver and his floozy girl friend displayed in front of a jury? How about the selfie pictures the driver took of himself at a bar, surrounded by beer bottles, right before he left to make a run where an accident occurred? A plaintiff's attorney would have a field day showing that to a jury!

If you are involved in an accident, take a LOT of pictures. You want all the documentation you can get. Do NOT take pictures of blood & gore, cut off arms & legs, dead bodies, a nun the driver ran over, etc... Remember those pictures might be subpoenaed by the other side, and used against you to inflame the jury.

If you can, get pictures of the vehicles before they are moved at the accident scene. Get shots of all skid marks, both from your vehicle and those of any other parties that are involved. When there is a strong vehicle impact, all of the dirt & grease on the bottom of the vehicles drop to the ground at that point. Get a picture of that dirt to show where the impact occurred, especially if the vehicles have been moved.

Get pictures of the damaged vehicles, both yours & theirs. Are the damages to both vehicles at the same height off the ground? If not, they may have damage from an earlier accident that had nothing to do with this one. Is there rust on the damages to their vehicle? It may be from an earlier accident. Does a picture through their car window show their head rest was really up when they are saying they had a whiplash? Get a picture of their license plate. If any vehicles involved is commercial, get a picture of the door placard with the DOT numbers & legal name of the carrier, also the DOT MC numbers. If the other vehicle has Hazardous Material placards, take a picture of them.

Without making it obvious, try to get general pictures of all the persons that were in either vehicle or injured. If there were only three people in their car, it will be hard for them to give you four whiplash suits as one attorney did to the truck line I worked for. If you have a picture of the other party up walking around looking healthy at the accident scene, it will be hard for them to try to turn in \$90,000 in bodily injury claims five days later as one person did to a driver of mine.

Get pictures of the surroundings. Are there any witnesses around? Is there a convenience store on the corner where the clerk might have seen the accident and be a witness? Was there a witness on the street corner? Get pictures of the road coming up to the point of the accident from the viewpoint of both your driver, and the other driver, both from close up and down the block. Was there a bush growing up in front of a stop sign? Were there bad traffic signs, or no signs warning of a road hazard? Was there no flagman at a road construction site? Was the other driver engaged in hazardous behavior at the time of the accident? Was the other party already having mechanical problems at the time of the accident? Was the other party using their vehicle in an inappropriate manner? Was the other party not paying attention to the road? Was the other party talking on their cell phone? Was the other party text messaging? Was the other party looking at the screen on his GPS unit map?

As I was driving to Austin, TX, in a rural area, a lady on a road crossing the one that I was on ran a stop sign and hit the left side of my car, knocking me out in a plowed field. Another car stopped next to us to see if anyone was really hurt. When that driver saw that there was no serious bodily injury, he got back in his car & put his car in drive so he could drive off, as he did not want to stick around to be a witness. As I saw his back up lights flash on, it dawned on me that there went my only impartial witness of who ran the stop sign and was at fault in my accident. Fortunately I had my camera in my hand as I was getting ready to take pictures of the accident scene, so I pointed my camera at the back of his car, and snapped a picture of his license plate. Getting that one snapped picture allowed me to trace about \$4,000 in physical damage costs to the side of my car, and another \$1,000 of rent-a-car charges while my car was in the shop being repaired, back to the insurance company of the lady who hit me.

Not having a way to get documentation in an accident can really cost you money. One of my drivers in Chicago hit a passenger car that was only three weeks old, and it was my driver's fault. The other driver came out of his car, and called my driver every nasty word in the book. My driver said the car's owner was waving his finger under my driver's nose and screaming at him. My driver kept saying that our truck line carried vehicle insurance, and this would pay for the physical damages to the car's owner. Just then an ambulance came around the corner to respond to the accident, and the other driver laid down in the middle of the street!!! If my driver had a camera with him and had taken a quick picture of the other driver five minutes earlier, when the other driver was walking around in the street, obviously healthy enough to be making bad gestures, and yelling at my driver, we would have saved a bodily injury claim.

Having a digital camera in your glove compartment will cost you some money, but what you are buying for \$5 or higher, is a witness that rides in your glove compartment 24 hours a day and is almost impossible for the other side to impeach in an accident. It's a good investment!

The information the author has used in this article has been updated many times in safety and driver training over the years, so you may have seen parts of it in the past.

HOW TO TAKE PICTURES TO SHOW WHAT REALLY HAPPENED IN AN ACCIDENT

When you are taking pictures involving an accident, it is a good idea to take several pictures of each accident from different angles and sides of the accident, some close up, some farther away, etc... to show all sides of what really happened. As an example of this: The first picture of the white pickup was taken after the pickup came down the road from the right side of the picture, went across the center line to the left side of the road he was on, took out a section of guardrail fencing, flipped from end to end, and landed facing the opposite section from which he started. The picture looks like the truck would have come out fairly good no matter if it had landed within 20 feet in any direction.



It can also be possible to use pictures to assign blame in an accident. Although the accident in these pictures happened overseas, they show evidence of what occurred. The first picture shows a dark blue small car that collided head on with a semi. In that country, vehicles travel on the right hand side of the road. Notice that the right side of this photograph shows the yellow center line running between the semi, and the red & white ambulance on the right side of the road. Knowing that the small car should have been on the right side of that yellow line, and had crossed over the yellow line to the left side of it meant the car was on the wrong side of the road when it collided with the semi.



In this second picture, taken from the left side of the semi, knowing that the small car should have been to the right of the yellow line is confirmed by the small chunk of yellow line visible in the right lower corner of the picture. Whether the driver of the dark blue car went to sleep at the wheel, lost control of the car, or something else doesn't matter: He was driving on the wrong side of the yellow line, and it cost the driver his life.



This crash display, put on by the police in Sweden, has this picture taken from the front of the car, looking like something went in over the nose of the red car, hit the windshield, and smashed the top of the roof. It was put on display by police to remind drivers there of how bad a crash can be, although it doesn't look too bad from this angle.



However when we look at a picture taken from the right side of the car, the cause of the crash and person who was responsible for it quickly changes. A young driver had just purchased the white & green motorcycle from a dealer that day, and decided to test it while he was on the way home. The police have stated that the motorcycle driver was traveling about 155 mph. when he struck the right side of the car. He was moving so fast that he did not even recognize that he was about to hit the red car. There were no skid marks, as even if he had recognized he was about to hit the car, he would not have had time to hit his brakes. The motorcycle entered the red car from the left side, crushing and instantly killing the two persons in the car. The driver of the motorcycle also was immediately killed.

Hopefully, this article has given you two things. First some insight that there are a lot of people who would like to sue you just to enrich their own wallets, and that the old motto the Boy Scouts had was a good idea: "BE PREPARED"

S, H & E Information Update

Edited by Warren K Brown, CSP, ARM, CSHM

Website with Controls for Hazardous Energy

A NIOSH website has been created to provide guidance for controlling the release of hazardous energy. Employees clearing a jam or servicing a machine fail to de-energize the machine and may suffer an incident. The website provides example written plans for the organization to adopt and communicate. To visit the site go to <http://bit.ly/lotosite>.

High injury and Illness Rate Workplaces to be targeted by OSHA

OSHA's Site-Specific Targeting 2016 Program will use data submitted for calendar year 2016. There is a lot of discretion for area directors to further require inspections based on various criteria. In the future OSHA will require injury and illness records to be submitted annually by March 2. OSHA's press release can be viewed at <http://bit.ly/sst16pr>.

CSB "Call to Action" for Combustible Dust

The CSB has requested that anyone or organization with expertise on combustible dust to provide that information to the CSB so they can better understand combustible dust and in turn provide the information for companies to improve their handling of combustible dust issues. See the CSB news release at <http://bit.ly/comdustpr>.

OSH Risks from Digitalization studied by EU-OSHA

What affect might the Internet of Things, artificial intelligence, big data, additive manufacturing, cloud computing, augmented reality and collaborative robotics have on organization and employee health and safety by 2025. Some common hazards may go away but other new hazards may arise. For a more detailed review go to <http://bit.ly/2QjVMBm>.

NIOSH makes Available National Research Agenda for Traumatic Injury Prevention

The agenda identifies the knowledge and actions most urgently needed to characterize occupational risk factors to prevent occupational injuries. It identifies eight strategic objectives for traumatic injury prevention. The agenda allows for describing the most relevant issues, research gaps and needs for traumatic injury prevention. Go to <https://bit.ly/2RHbXym> for a detailed look at the agenda.

Clarification of Definitions of Respirator-Sealing Surfaces, Facial Stubble

NIOSH has published a notice better explaining their definition of respirator-sealing surfaces, including the primary seal and facial stubble. This notice applies to the primary seals of tight-fitting full and half-facepiece respirators. It also applies to tight-fitting respirator designs that rely on a neck dam seal. Beards, moustaches, sideburns and stubble should not be permitted on those required to wear tight fitting facepieces. To view the notice go to <http://bit.ly/hairstubblenov18>.

VOS Scholarship managed by the ASSPF

As you all know the VOS has created a VOS Scholarship thru the American Society of Safety Professionals Foundation. Our current investment generates an annual \$1000 scholarship.

To increase this to an annual \$1500 scholarship would require an additional investment of approximately \$10000.

We are asking that you, our members, consider increasing your personal contribution to our ASSPF scholarship fund. It is a tax deductible contribution and if you are required to make an annual RMD of your IRA you can have your IRA financial manager cut a check made out to the VOS or ASSPF and avoid the taxes and reduce your reportable income. If you have questions on this process check with your financial advisor for details.

Thanks in advance for your consideration on this important matter!

2018 Event Pictures

Four VOS members took a riverboat cruise from St Paul, Minnesota down the Mississippi river to St Louis Missouri. Members led presentations during a two-day period during the trip.

Chris Gates led the discussion on “Could it Happen Here-What prompted civic leaders to approve development near hazardous operations”

Warren Brown led discussion of “Safety and the Aging Workforce” and

Nigel Ellis led the discussion on “Ladder Extensions w/Three Point Control Climbing Principle”.

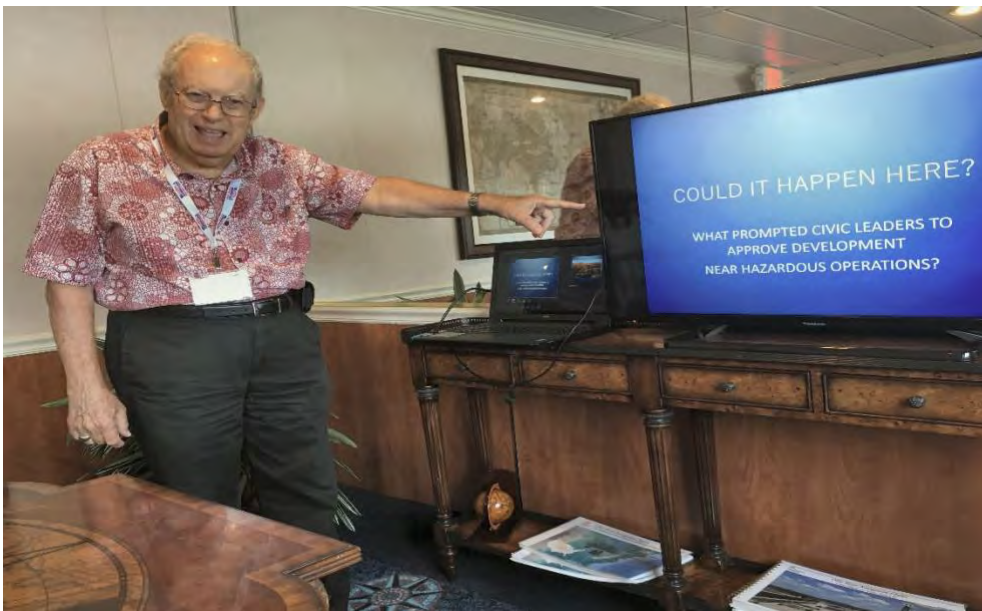
We all look forward to future potential learning cruises!



Training class on cruise: Chris Gates, Warren Brown & Nigel Ellis



Training class on cruise: Nigel Ellis & Howard Spencer



Training class on cruise: Chris Gates



Training class on cruise:
Nigel Ellis



Cruisers: Claudia and Chris
Gates: Barbara and Howard
Spencer: Nigel Ellis and
Arlene; Warren Brown



Our cruise ship-"Queen of
the Mississippi" docked at
Red Wing, Minnesota



Sunset along the
Mississippi River



Worlds largest safety
shoe at Red Wing Shoe
Store in Red Wing,
Minnesota



Lock #20 on Mississippi
river south of
Davenport, Iowa



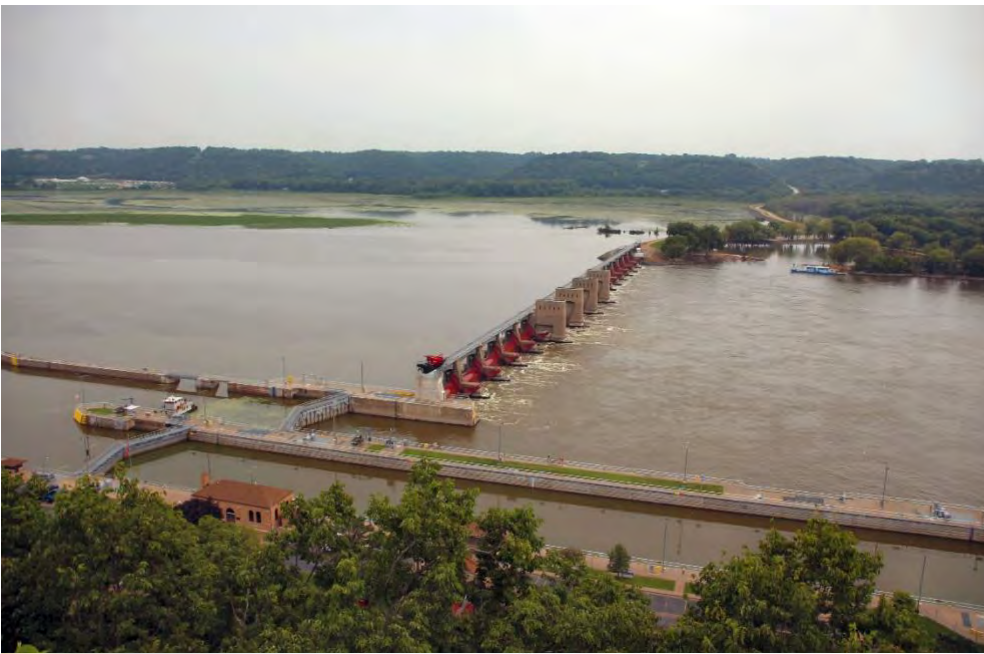
Gateway Arch where ship
docked in downtown St
Louis, Missouri



Awaiting cargo barge
to clear lock north of
St Louis



Mississippi River north of La
Crosse, Wisconsin



Dam and Locks at Dubuque,
Iowa



John Deere Pavilion at
Davenport, Iowa



Gateway entrance to
Hannibal, Missouri



VOS annual Board of Directors meeting at Lambert St Louis Airport August 11, 2018

Wendell Wahlstedt, Chris Gates, Howard Spencer, Warren Brown, Nigel Ellis, Jack Hirschman



Warren Brown and Nigel Ellis at the NSC Congress opening session in Houston, TX October 22, 2018

Ceremony honoring four VOS members who passed away that we are aware of in 2017-18.

Warren Brown, Jack Hirschman and Nigel Ellis at the Oberon Booth at the NSC Congress Exhibit Hall in Houston, TX October 22, 2018



VOS Oral History Project

Questionnaire

1. Your Name: _____ Today's Date: ____/____/201____

2. How did you begin in the EH&S business? When? ____/____/____

3. What was your primary industry type? _____

4. What motivated you to stay in the profession?

5. Tell us about your greatest achievement

6. What lessons did you learn? Your legacy, Please share.

7. Anything else you wish to share? Awards won, greatest achievement etc.

If you have more to contribute on any question please use reverse side, include question # and check here. ____
Return this paper to: H. Spencer: 302 Cinnabar Lane, Yardley PA 19067 or fax to 856-552-4755. Thank You

SHHS

SAFETY AND HEALTH HISTORICAL SOCIETY

- Celebrating Our Past -

NEWS RELEASE

Are you interested in the rich history of safety and health and the many individuals, events, organizations and innovations that made safety and health practice what it is today?

If so, please visit the Safety and Health Historical Society (SHHS) web site: www.safetyandhealthhistory.org and consider participating as an individual patron and receive the SHHS quarterly journal devoted to safety and health history. Visit the “Resources” section to learn about numerous free articles, web sites, and other items on S&H history. Encourage senior and prominent members to share their professional experiences in the “Living History” program found on the SHHS website. Consider writing for the SHHS journal.

SHHS is a new (only a few months old), non-profit, educational and charitable organization open to all individuals and organizations.

Are you familiar with any of the following? These are but a few of the items covered in initial issues of the quarterly SHHS journal that patrons receive: The Archives of Safety and Health. ! After working in a

3-mile WV tunneling project in 1931 (Hawk's Nest Tunnel), about 700 individuals died of silicosis within 5 years of their brief employment. ! In the late 1800s, about 50,000 people in the US died annually from boiler explosions. ! At the end of WWII, upstart auto companies sought to introduce auto safety features that are now standard but were put out of business. ! The very sad school fire in 1958 at Our Lady of Angels School in Chicago killed 92 innocent children, but led to major improvements nationally in life safety for schools. ! Do you know about any of these important individuals who affected major changes in safety and health? Lorenzo Coffin, Garrett Morgan, Edward Atkinson, Hugh DeHaven! Do you know why laws require school busses to open the entry door when stopping at a railroad crossing?! How did the first "Fire Prevention Day" in the U.S. get started? By whom and when?

Learn from the past and advance your safety and health practice. Visit www.safetyandhealthhistory.org Become a patron of SHHS!