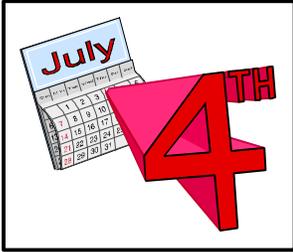




101 Critical Days of Summer



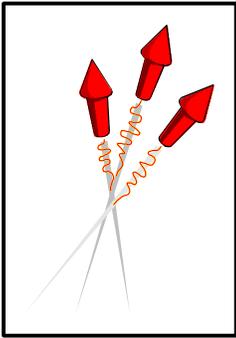
THE DO'S AND DON'TS OF FIREWORKS



The Fourth of July.... those very words evoke images of cookouts, parades, and a grand fireworks display to celebrate our country's independence. But every year, hundreds of people are seriously injured and some are killed because they failed to

use fireworks safely. It is best to leave the fireworks show to a professional, but, if you decide to "do-it-yourself", the bottom line is that fireworks are EXPLOSIVES and must be handled with CARE. The following list of recommendation are some DOs and DON'Ts to follow when using fireworks.

ALWAYS read directions. If in doubt about how to use an item, DON'T.



IGNITE all fireworks outside, and away from flammable materials (dry bushes, flammable liquids etc.)

NEVER try to mix your own fireworks. DON'T take fireworks apart or mix anything with their contents.

NEVER give fireworks to small children. They can not comprehend the possible DANGER involved in using fireworks.

KEEP water and a fire extinguisher on hand at all times.

DISPOSE of malfunctioning fireworks properly by soaking them in water before throwing them away.

NEVER ignite fire works in glass or metal containers.

STAY in the designated watching area far away from the fireworks display. Also, be sure to park your car away from the area to prevent possible damage to the paint.

CHECK with the local fire department to determine if fireworks are permitted in your local area.

Don't become a statistic on the Fourth of July. Make safety first and foremost when handling fireworks.

DO NOT GET CAUGHT IN THE NO-ZONE WITH TRACTOR TRAILERS

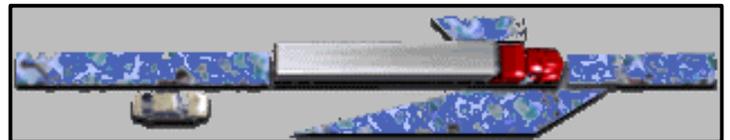
United States Department of Transportation statistics indicate that 250,000 crashes occur every year between cars/pick-up trucks and tractor trailers. Annually, these accidents have resulted in the deaths of over 5,000 people.

How many times have you heard the following story? *I was driving down the highway minding my own business when this tractor-trailer swerved out of nowhere into my lane. I leaned on my horn and the truck driver backed off. I know that truck driver was trying to hit me!* Most motor vehicle operators who have told this story do not realize that the driver of the tractor-trailer did not see them because they were in a NO-ZONE.

The NO-ZONE is a term that has been incorporated into a national campaign to prevent accidents between cars/pick-up trucks and tractor-trailers. The NO-ZONE represents danger areas around tractor-trailers where crashes are more than likely to occur.

Recognize and avoid the following NO-ZONES the next time you are riding down the road and you see a tractor trailer:

REAR BLIND SPOTS - Tractor-trailers have deep blind



spots directly behind them. Avoid tailgating in this NO-ZONE. The truck driver can not see your car in this position and your own view of traffic flow is severely reduced. Motor vehicle operators that follow too closely greatly increase their chances of a rear-end collision with a tractor-trailer. A number of truck drivers have a tip for motor vehicle operators who ride in the rear blind spot. *If you can not see the mirrors of the tractor trailer in front of you, then the tractor trailer driver can not see you!* The rear blind spot is also critical when tractor-trailers are backing up. Never pass close behind a truck that is going to back up or is in the process of backing up. Most tractor-trailers are 8 ½ feet wide and can completely hide objects that suddenly come between them and loading areas.

SIDE BLIND SPOTS - Tractor-trailers have very wide side blind spots. These blind spots are much wider than a car's side blind spots. When operators of cars and pick-up trucks ride in a tractor-trailer's side blind spots, they can not be seen by tractor-trailer drivers. If the truck driver needs to change lanes quickly for any reason, a serious crash could occur in this NO-ZONE. Also, remember tractor-trailers make wide turns! A car that cuts in between the tractor-trailer and the curb or shoulder of the road increases the likelihood of an accident.

PASSING TRACTOR TRAILERS: Cars that cut in front of tractor trailers too soon after passing, then abruptly slowdown, can cause a very serious accident. In this case, the tractor trailer driver can not slow down fast enough to compensate for the vehicle that has cut in front of them. As a result, the tractor-trailer rear-ends the passenger car. This type of accident usually occurs when cars must quickly cut in front of a tractor-trailer to avoid missing a turn-off or exit. In order to avoid accidents in this NO-ZONE, maintain a consistent speed when passing tractor-trailers, acquire the cab of the vehicle in your rear-view mirror, ensure you are a safe distance away from the tractor trailer, and then pull into the lane.

Remember, tractor trailers DO NOT drive like cars and generally speaking the bigger they are:

- The Bigger Their Blind Spots
- The More Room They Need To Maneuver
- The Longer It Takes Them To Stop
- The Longer It Takes To Pass Them
- The More Likely You Are Going To Be The Loser In A Collision



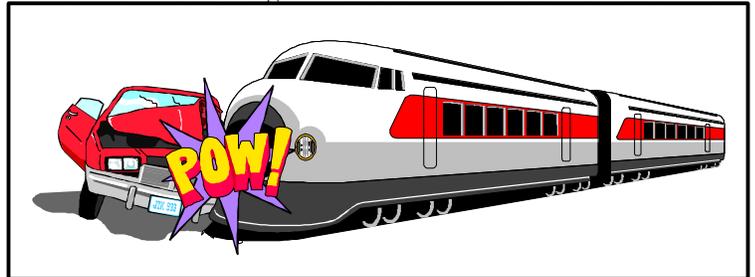
RAILROAD CROSSINGS OF DEATH

Thousands of people are seriously injured and hundreds are killed in about 4,000 highway-rail grade crossing crashes each year.

Because a highway-rail grade crossing presents a unique traffic environment for motorists, many drivers do not cross

railroad tracks often enough to be familiar with the warning devices designed for their safety. Often they are unaware that trains cannot stop as quickly as motor vehicles to avoid a collision. Others simply ignore all warning signs because they are 'in a hurry' and would rather play "beat the train" than wait.

Driver inattention and impatience are the most common factors contributing to collisions between motor vehicles and



trains at highway-rail grade crossings.

Highway-Rail Facts

- In 1997, 448 people were killed and 1,458 seriously injured in 3,765 highway-rail grade crossing collisions. (Preliminary 1997 Federal Railroad Administration statistics)
- 529 people were killed while trespassing on railroad rights-of-way and property.
- In the US, approximately every 100 minutes a train collides with a person or a vehicle.
- A motorist is 40 times more likely to die in a collision with a train than in a collision with another motor vehicle.
- There are approximately 270,000 highway-rail grade crossings in the United States.
- More people die in highway-rail crashes each year than in commercial airline crashes in an average year.
- Over 50 percent of crashes at public grade crossings occur where active warning devices (gates, lights, bells) exist.
- Trains cannot stop quickly:
 - 150-car freight train approximate stopping distance:
 - 30 mph = 3,500 feet or 2/3 of a mile
 - 50 mph = 8,000 feet or 1 1/2 miles
 - 8-car passenger train approximate stopping distance
 - 60-mph = 3,500 feet or 2/3 of a mile
 - 79 mph = 6,000 feet or 1 1/8 miles
- The majority of highway-rail crashes occur when the train is traveling less than 30 m.p.h..

- Railroad tracks, yards and equipment are private property. Trespassers are subject to arrest and fines.



Driving Tips

- Never drive around lowered gates -- It's illegal and deadly. If you suspect a signal is malfunctioning, call your local law enforcement agency or the railroad, OR dial 911.
- Never race a train to the crossing -- Even if you die, you lose.
- **DO NOT** get trapped on a crossing. Only proceed through a crossing if you are sure you can cross the entire track.
- Get out of your vehicle if it stalls on a crossing and call your local law enforcement agency for assistance. Only attempt to restart if you can post lookouts to warn of approaching trains.
- Watch out for a second train when crossing multiple tracks.
- Expect a train on the track at any time. Trains do not follow set schedules.
- Be aware trains cannot stop quickly. It can take a mile or more to stop once the emergency brakes are applied. When the engineer can see you it is already too late to be able to avoid a collision.
- **DO NOT** misjudge the train's speed and distance. A train's large mass makes it impossible to accurately judge its speed and distance.

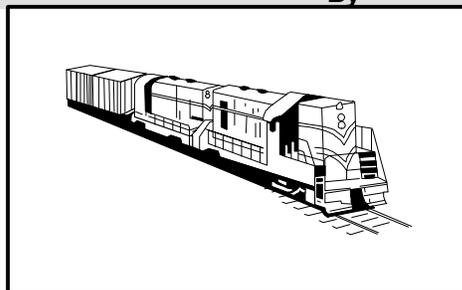
Pedestrian Tips

- Railroad tracks, trestles, yards and equipment are private property and trespassers are subject to arrest and fines.
- There are over 200,000 miles of railroad tracks in the U.S.
- Since 1990, there have been over 3,672 people killed while trespassing on railroad rights-of-way and property
- **DO NOT** walk, run, cycle or operate all terrain vehicles (ATVs) on railroad tracks and property or through tunnels.

- Cross railroad tracks **ONLY** at designated pedestrian or roadway crossings. Observe all warning signs and signals.
- **DO NOT** hunt, fish or bungee jump from railroad trestles. There is only enough clearance on tracks for a train to pass. They are not meant to be sidewalks or pedestrian bridges.
- **DO NOT** attempt to hop aboard railroad equipment at any time. A slip of the foot can cost you a limb.
- Be aware trains **DO NOT** follow set schedules. Any Time is Train Time!
- REMEMBER: Rails and Recreation **DO NOT** Mix!

An Train Engineer's Story By

**Denise
Goodman,
Conrail Train
Engineer**



I've worked in Conrail locomotives for 14 years and I've

been driving them for 6 years now, sometimes right through your towns. I'm writing this because I know lots of you are angry about the whistle blowing and you don't believe we only blow in emergencies. You don't know how many emergencies there are every day. You don't know how scary it is to be driving a train and think you're going to hit someone running around the gates. You don't know what it feels like to see someone lock eyes with you for an instant, and then die.

I've been involved in 6 crossing collisions in my career. Four people aren't alive anymore because of them. The first one happened two weeks after I started working ... the last one happened this past February in Monroe, Michigan. That last one almost killed me.

I knew I was going to hit her when she came up to the crossing and I didn't see any taillights. I blew my whistle. I hung on that whistle so long and so hard my conductor told me later he thought I was going to pull it off the wall. I was still blowing it after we hit her, after we shoved her a half-mile down the tracks, after the front of her car blew 30 feet in the air.

She was 31 years old and she was dead. People don't look normal when a train hits them. It hits so hard that their blood vessels explode and they just sort of turn to mush. She was

waddled up in a ball and there was blood all over the place. And her 4-year-old baby was hanging out the back window, screaming. It was 17 below zero.

The baby's leg was broken ... and her nose and her pelvis ... and she was hysterical. I knew she was in a lot of pain, but it was so cold, I was afraid she would die before the ambulance got there. My conductor and I somehow got her up in the engine and I wrapped her in my coat and I held her and talked to her and I tried to make it all right. I had that little girl for 20 minutes. I told her about my own kids and I told her we'd pray for her mommy. She calmed down a little and I was calm when I had her to take care of. They say she's going to be okay.

Right after they took her away, a man ran up to help. Then he looked at the wreck and screamed "Oh my God that's my car!" It turned out to be that woman's husband.

I know there was nothing I could've done, but you blame yourself anyway. It tears your heart out, thinking what if, what if, what if. I came home and looked at my three kids and thought, I don't ever want this to happen to you. I grabbed them with everything I had. I couldn't sleep. Every time I'd close my eyes, I'd see the car coming and feel the impact and wake up screaming. I didn't eat or talk for 4 days. It tore me up mentally, physically, emotionally. Some people think we don't care, but they're wrong. We grieve, we mourn like it was our own family. I'll remember that day the rest of my life.

I went to the counseling Conrail offered me and it helped a lot. I know I didn't kill this woman. I know it was beyond my control. I still have nightmares, but they're not so bad anymore. I'm back on my feet and I'm back on the job. But it's been along, hard road.

Folks, we're not blowing our whistle to make you miserable. We're blowing our whistle cause we're scared to death we're going to hit you and kill you. Sometimes I yell at you when it's a close call. I say, Oh God, I'm just so glad you made it. And then I get so mad that you weren't more careful.

Don't drive around those gates. Don't walk on the tracks. Don't risk your life to get someplace a minute earlier. It just isn't worth it.

Submitted by
Denise Goodman, Conrail Engineer

Help Is Never Too Late

- Before lifting anything, ask yourself, "Can I lift this alone, or do I need help?"
- Carry only as much as you can safely handle. You can always make additional trips.

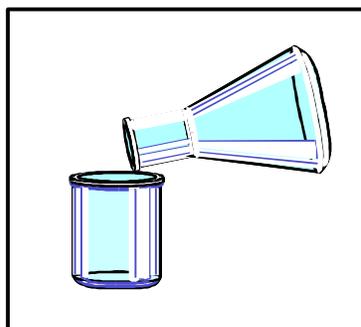
AVOID CHEMICAL MISHAPS

Courtesy of Safeworker

You might work with chemicals every day. But do you really know what could happen if you combine them?

Never assume they're safe. Chemicals can be combined unintentionally or on purpose. During routine equipment maintenance, open containers of cleaning solutions may sit side by side. A 55-gallon drum can fall off a forklift, bang into something sharp, and spill its contents over a powdered substance that the last shift didn't clean up very well. No matter how they get combined, everybody in the shop should know what can happen if they do. You should be familiar with the material safety data sheets (MSDS) for every chemical you work with. Even if you rarely work with chemicals, make sure you go over the MSDS for each substance before you start a project. The more you know going in, the better prepared you will be if an emergency does occur. Toward the bottom of every MSDS is a section that describes what chemicals the material is not compatible with. Sometimes the incompatible chemicals are named specifically. But often it says something like, Chemical X is incompatible with esters or oxidizing agents, or some generic class of materials. If you're still not absolutely sure--treat all substances as toxic and flammable until you know differently.

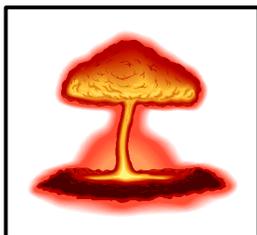
Don't mix up the rules. Never take chances when you mix chemicals. With thousands of substances being used in industry, there are too many ways something can go wrong. And don't let the form that chemicals come packaged in deceive you. A powder can react with another powder just as easily as it can with a vapor or liquid. Following are some guidelines to keep in mind when you mix chemicals:



- Acids mixed with organic compounds, such as wood, paper, or turpentine, can ignite and start a fire or explosion.
- Acids mixed with some bases generate an enormous amount of heat. That heat can cause an explosion and splatter the chemicals.
- Chlorine bleach mixed with ammonia-based cleaners can create an extremely toxic gas.
- Chemicals described as "oxidizers" can also cause a violent heat-releasing reaction when mixed with chemical "reducing agents." For example, nitric acid (an oxidizer) mixed with acetic acid (a reducing agent) can explode.

- Add acids to water--water added to acid builds up heat and can cause the liquid to splatter.

When chemicals are combined, the resulting mixture may be totally different from the original substances. Remember this applies to chemical disposal, too. Never pour two chemicals down a sink. Review disposal instructions in the MSDS. Washing them down with water can harm the environment and, depending on the chemicals, cause a violent reaction. The chemicals can get caught in the drain pipe and react with chemicals disposed of by the next user.

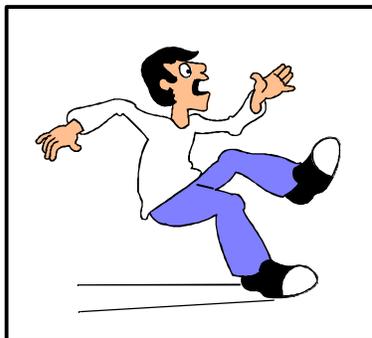


Soak it up. Besides getting a handle on the information in the MSDS, check and ensure your workplace stocks commercial-spill absorbents. Spill kits should contain chemicals which neutralize the substances that could be spilled. A bag of compounds for an acid spill, a bag of an absorbent you would put on organic chemicals, and so on.

PREVENTING SLIPS and FALLS

Slips, trips, and falls represent a major cause of accidental death and injury in both the home and work environment. In fact, falls are the second leading cause of accidental death in the United States.

Slips represent the loss of balance caused by too little friction between a human's feet and the walking surface. A trip represents the loss of balance caused by the interruption of the forward or backward movement of one or both feet due to the striking of some object in the walking path. Both slips and trips often end in falls. Falls result when body movement shifts the body too far off the center of balance. Thus injury is incurred when the body strikes an object that is fallen on. Thus the axiom, "It's not the fall that kills you, it's the sudden landing."



A 1-2-3-4 approach to fall prevention can keep you safe on the job:

1. **Spot Hazards In Advance:** They're easy to see if you pay attention. Keep aisles, walkways, and stairs clear. Clear away clutter.
2. **Steer Around Hazards.** Slow down, stay steady and look carefully where you put your feet.
3. **Alert Others:** Alert others to the hazard if possible. Repair the hazard if you can. If not, report the location so the hazard can be marked and repaired.
4. **Choose Appropriate Footwear:** One of your best allies in staying on course is a good pair of safety shoes. Safety shoes are reinforced to protect your feet from falling objects. Look for firm support for your feet and ankle plus slip-resistant soles.

In addition:

- Clean up spills fast. If you have caused the spill, wipe it up quickly before anyone can be injured. If you spot a spill, alert your co-workers and get the spill cleaned up.
- Hurried steps, overloaded arms and dangerous shortcuts cause mishaps. Stay away from shortcuts – take the time to be safe.
- Use handrails when ascending and descending stairs. The hand rail is intended to hold the person in place.



Each year approximately 12,000 lives are lost due to falls – that is about 1/7 of all accidental deaths. So, take the extra time to be safe and prevent slips, trips, and falls.

Protect Yourself from the Sun

- The sun's rays are strongest between 10 am and 3 pm. Plan outdoor activities when the rays are less intense.
- Apply a water resistant sunscreen with an SPF of 15 or more at least 20 minutes before going outside.
- Use sunscreen, even on a cloudy day and under a beach umbrella, since the sun's rays penetrate clouds and are reflected by sand and water.