

Safety Report

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The following report is mostly a quickly hashed out list of items and actions I feel should be addressed or work started towards for the end of the season. It will be fairly short as I've not been over at the museum very much noting any new issues; i.e. a rehash of the same old crap.

As we've started getting to where things are kind of winding down I think that some of the more notable issues that have been continually held off on should be able to be taken care of with little impact on the rest of day to day operations of the site. Some of the items listed later in the report and in the list of issues will likely require some help from MoW with planning and scheduling in addition to the actual work item. I'll also note that we started this semester off at the community college with training the new crop of students for their OSHA 10 cards and I may come off a little medieval. There have also been a few updates to the training since I went through it myself a couple years back and I need to look to see how things cross over with Cal-OSHA; the federal requirements may have been updated to better reflect some changes that several states have already gone to.

- Smoking in and around the shop

This has always been a point of contention on both sides the "argument" with how we should treat the issue of smoking on site. I shall continue to bring it up as long as there are issues so don't expect this written diatribe to be the last time it's brought up. Being that we are an entity in California, and the site we operate is open to the public in California, there are a number requirements and prohibitions that we to uphold; we haven't been. I could list them all out here though I believe it's been done in the past, and California makes them all easily available to look up and they are very comprehensive so I'll keep it to the main few that are being ignored.

1. Smoking inside a building that is open to the public. Our diesel shop does in fact count as a building. Any arguments about how it has four large roll up doors or the sheer volume of the interior making it "well ventilated" are malarkey. Even if we weren't kept to that requirement there are multiple locations within the shop with "NO SMOKING" signs in which smoking regularly occurs; these signs are not new so excuses of not knowing about them will not stand. Not to mention the fact that I've pointed them out several times to people since the newest ones went up at the beginning of last season.
2. Smoking near entrances/exits. The last time I checked the minimum distance from an entrance/exit of regular use was fifty feet. Unfortunately our facility is laid out such that going fifty feet from such doorways usually puts you within distance of another doorway, a fuel or combustibles storage area, a parking lot, or a handicap zone. This is an issue that will require a bit of thought with how we approach it. The best solution I can think of at the moment would be improving access in and out of the parking lot to allow the handicap spaces to be moved out there and making the end of the dock the designated smoking area. I know that the parking lot is supposed to be redone and upgraded per the master plan so I imagine that a designated smoking area is built into it as well. For the time being I'm sort of at a loss to where we should ask people to smoke, but right outside the Ops Office, behind the Store next to the propane tank, or smack in the middle of the front entrance are not the best locations.
3. Cigarette butts: not really a California ordinance issue as a general health, safety and manners issue. I's sure many would appreciate it if members, volunteers and guest alike would quit leaving butts on the ground. Hold on to them, put them in your pocket, or eat them; I don't really care how you dispose of them just as long as they aren't blowing

around on the ground. That doesn't mean throw a still smoldering cigarette into a trashcan either. In short, make sure it's put out and then dispose of it.

- Fire extinguishers

I hope to get a count of how many extinguishers we have on site in the next couple of weeks. I'll also do a survey/review of their placement on the ground and make a list proper/logic placement based off of type of work and level of activity around the shop in addition any required placement points. All the vehicles in the "rubber tire" fleet will need at least one, all locomotives a minimum of two, and the shop and other facility locations will vary based on location/activity/requirement.

- Tracks and crossing at the west end of the shop

This mostly concerns the formerly "paved" areas at the west end of the shop that cross over tracks 1, 2 & 3 that had the wooden planks across. They have become steadily more dilapidated over the last few years and are at a point where they should probably be addressed. In addition to making it treacherous to navigate with the forklifts (particularly with a load) they are becoming an increasingly menacing tripping hazard. In the past there were feelings that the rough crossings weren't worth the hassle and that tripping hazards mean that people should pick up their feet, but it would be well within the realm of possibility to get drug into a suit because someone caught their foot on one of the protruding planks and slammed into the rails or a piece of equipment. Tracks 1 and 3 are in the worst condition and are the type of walkway hazard that could easily trip someone up and we would have no defense should a claim be filed.

- General shop and tool safety

This is just a reminder to check the condition of your work area, your power cords (both extension and tool cords,) and to inspect the general condition of tools you are about to use. Certain types of repairs should not be done to power tools or their cords, or to extension cords. If you are unsure ask someone else or don't use that particular item. Tag questionable tools set them aside if you think they can be repaired. Such issues would be a removed grounding prong or a mildly/moderately damaged power; such issues can easily be fixed with a new plug end or wholly replacing the cord.

That concludes the report though there may be other things discussed in the board meeting should anything new come up. I'd also like put in there the "days since last injury" sign(s) will be coming down this week and are not to be put back up; OSHA has deemed them verboten.