

Safety Report

February 8, 2019

Safety Comity Chair DS Elems

It has been a while since I submitted a written report, but work on safety around the museum has been ongoing. While we haven't had a formal Safety Committee meeting since last year, the members have been in email and phone contact about a variety of subjects on a regular basis. There are lots of things that I'll be addressing this month, both in this report and on site over the next four weeks and throughout the season.

We did our annual fire extinguisher servicing last month on May 17. In all 39 extinguishers were serviced. Out of all the units we rounded up, ten didn't pass muster but of those five were ancient extinguishers that had been routed from the depths of a boxcar so that wasn't really a surprise. The other five extinguishers were part of a defect recall issued by Kidde about a year ago, and were the small 2-1/2lb units on the forklifts and in the Ops Office and Silver Debris. These units are subject to a replacement by Kidde, of which I'm working on. In the meantime I've purchased replacement units to maintain extinguishers in those locations.

The locomotives that we plan to operate this season, as well as the operating cabooses, all have fire extinguishers with current tags for the year. The rest of the shop accounts for the rest of the serviced units.

The oil separator received a dosing of oil metabolizing microbes on May 23, and more dosing's are planned throughout the season since it has been a little while since we've done it. At around \$100 to \$150 for the 24oz of product (six 4oz packets), multiple applications throughout the season shouldn't be cost prohibitive; I've also purchased an used up a 6oz shaker bottle that was around \$60 to test out on the various oil spots and stains.

We are planning some clean up around the grounds and in the shop, some of which has already been completed. Some may notice that the clutter around the oil house has been dealt with, a big thanks to Phil Schmierer for tackling that. Work is underway to move the traction motors from the North side of the shop to a more appropriate location. Last night we attempted to move them but the combos ultimately proved to be just beyond the safe capacity for the Loed material handler, and will require the use of the Yale forklift (which needs new tires) or the truck crane in order to be safely repositioned.

In addition to the motor-axle combos, I'm hoping to get the rest of the North driveway cleared out along the RIP track, as well as parking the Dodge elsewhere during our business season. For the length of the shop and in front of the battery house, the area from the southern edge of the driveway concrete up the RIP track will be either loading/unloading and working space for use of the RIP track or a fire lane, depending on location along the shop. The length of drive way between the RIP and doc tracks in a fire lane, as is the area around the fire hydrant; 35 feet west from the hydrant from the RIP track to the North wall of the shop.

To that end, parking is prohibited for obvious reason within the fire lanes, and parking within the loading/unloading and work zones needs to be kept to a minimum; 5-10 minutes max if vehicle is not occupied or actively being unloaded. A lot of this comes from people parking too close to the fire hydrant and propane tank, and in front of the boxcars on RIP 1 making access to them problematic. While I'm sure no one has a problem moving their vehicle from in front of a box car when needed, that becomes a problem when the person cannot be located or is indisposed with museum activities. A chart showing the fire lanes and work zones is currently being worked on, as is the ground work for a parking policy.

For the moment that's all I have to really write about. The next official Safety Committee meeting will likely be sometime in July.