

Improve Hand Truck Safety With These Simple Rules

By H. E. WILLIAMS, Safety Director

Most of you are familiar with the various types of hand trucks we have for handling materials about in the plant. These trucks, if used correctly, can make your job easier and safer.

Both 4-wheel and 2-wheel hand trucks are available and you can choose the truck best suited for the job you are going to do.

Regardless of the type truck you use, there are a few simple rules that will help you:

Rules Given

1. Check the truck and make sure it is in good repair.
2. Load the truck properly with the center of gravity as low as possible and so that it will not shift when the load is in transit.
3. Watch where you are going so that you can avoid collisions and prevent bumping others.
4. Make sure you can handle the truck and control it on ramps, etc. If you need help get it before you start.

Most injuries from handling materials with hand trucks can be eliminated. Let me tell you some of the accidents that have occurred so that you can better visualize them. These incidents will help you understand what might happen and enable you to prevent such an accident that might injure you.

Some Actual Cases

Bill was moving some castings at the machine shop and one of the pieces fell off the truck. The piece skinned his leg and mashed his foot. Because he loaded the materials improperly it fell off and he was injured.



Sam was walking backwards and pulling a 4-wheel box which was filled with wet sheeting. He was caught between the box and a column of the building and his leg was broken. He could have prevented the injury if he had pushed the box and watched where he was going.

Ed was helping unload some goods from a box car and backed up to let one of the other truckers pass. He backed off the platform and fell to the railroad track with the truck following him. He received a back injury and was cut and bruised by the truck falling on him. This accident will show you why it is important to **watch where you are going**.

Joe was helping load some cases to go to storage in a hurry. After the truck was loaded, Bill pushed the truck and Joe's toes were run over by the truck wheel. This accident should teach you to look out for those helping you and make sure every one is out of the way before pushing the truck into or onto them.

Jack was pushing a box truck down an alley and had his hands over the sides of the box. His fingers were mashed between the machine and the truck. He could have easily placed his hands at the end of the truck between the sides and thus eliminated the injury.

Adolph sprained his back pushing a truck on the elevator because elevator was left too high above the floor level. You see that such injuries can be done away with if **we watch where the truck is going**.

So much for the accidents and injuries. Much of the needless effort and work can be saved and the job will be easier if you will take time to oil your trucks and keep the wheels rolling free.

Again I'd like to call your attention to loading your truck, especially 2-wheel trucks. By putting the center of gravity of the load over the wheel axles you can pull the load over small obstructions more easily and there will be less shock on the hands; also you will have less of the load to carry and your work will be easier.

Visitors To The Mills And Offices

From Other Sections of the Company:

E. G. Vockroth, Richmond, Va.
H. H. Haig, New York.
G. L. Ivie, New York.
E. W. Mulvehill, New York.

From Other Firms:

E. S. Jamison, James Jamison Co.
E. V. Mezler, William Hengerer Co.
Stanley Tausend, Felix Tausend & Sons.
W. L. Hubert, Burdine's, Inc.



BEACH SET—includes a scanty bathing suit, big straw bonnet, and a liberal coat of sun screening Sutra to protect this pert miss against the cruel rays of the sun.

Still Room At The Top

With but few exceptions, the men at the top in our business and industry have come up from the bottom—through their own efforts.

Benjamin Fairless, president of U. S. Steel, was the son of a coal miner. Walter S. Gifford rose from a \$10-a-week clerkship to be president of American Telephone & Telegraph Company. C. E. Wilson, after public school, began work in the shipping department of General Electric and went up step by step to its presidency.

K. T. Keller, president of Chrysler Motors, started as a machine shop apprentice. M. W. Clement, president of the Pennsylvania Railroad, began as a rodman. David Sarnoff, president of the Radio Corporation of America, started as an office boy.

Frank Woolworth was a \$10-a-week clerk with a family to support. He believed in his idea that a lot of people would buy in a store which sold needful articles for five and ten cents, so he started one — with a pail of red paint and \$300.

The president of every one of the many operating companies of the far-flung Bell Telephone System is a man who began at the bottom with a wage of not more than \$15 a week, and worked his way up.

The list could go on and on and fill many pages—of Americans who inherited nothing more or less than the urge to rise as high as they could—and then did it, on their own.

Because wages have gone up faster than prices, the average factory employee can now buy nearly three times as much with an hour's pay as he could in "the good old days" around 1900.

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