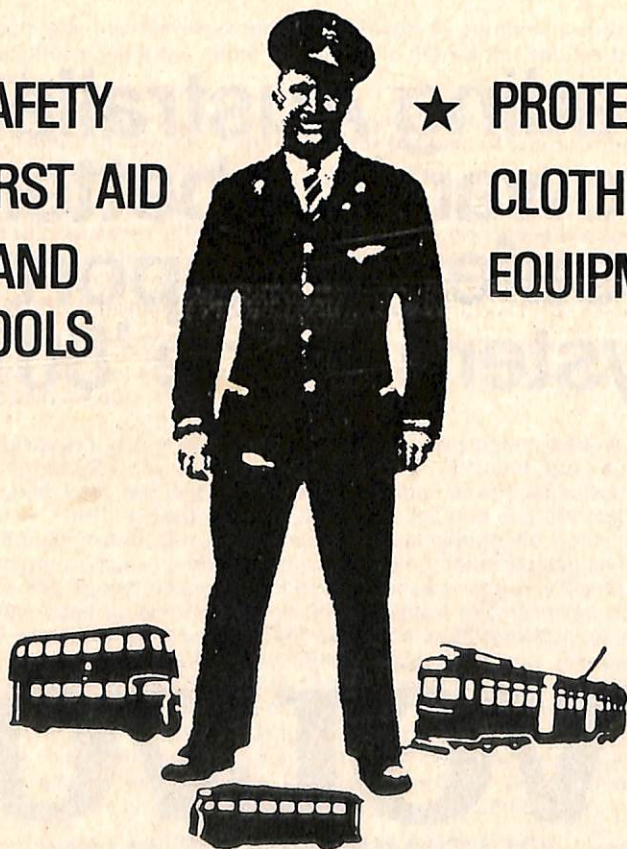


1978 EDITION

THE AUSTRALIAN TRAMWAY AND MOTOR OMNIBUS EMPLOYEES ASSOCIATION (VICTORIAN BRANCH)

- ★ SAFETY
- ★ FIRST AID
- ★ HAND TOOLS

- ★ PROTECTIVE CLOTHING & EQUIPMENT



*Issued by The Australian Tramway and Motor Omnibus
Employees' Association, Victorian Branch*

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INTRODUCTION

Industrial accidents in Australia are estimated to kill 500 workers each year and permanently disable 5,000; 35,000 lose at least one day's work.

The cost of industrial accidents in Australia is estimated conservatively at \$440 million a year, almost \$40 a year for every man, woman and child in the country.

These figures preach their own sermon. But while the basic rules for safety are widely known, the evidence is that they are not always applied on the job. If they were, the accident toll would be reduced. But as it is not, safety should be every worker's first concern. The anguish and deprivation brought about by accidental (and often preventable) deaths of breadwinners can be imagined; every death brings its particular pain, and deep loss.

Of the non-fatal injuries recorded, many result in permanent disabilities, blindness, amputations, paralysis. What they mean to the worker and his family is known to all workers.

While workers' compensation partially relieves the strain on the families of injured workers, it cannot in any way compensate for the loss of life or of health and happiness that the statistics represent but do not reveal.

This booklet aims at lessening the tragic toll. But all warnings, all admonitions, and all devices will not serve unless the devices and the principles are applied in actual practise. This is your job, one to be done for your own sake and for the sake of your families. In this booklet will be found many hints and much sound safety advice. I hope they will be applied by all who read them.

A careful worker is his own best safeguard. Your own health and safety should be your greatest concern; and let no fellow worker suffer injury because of an unsafe or thoughtless act of yours.

Accidents mean a loss of pay to the Worker and often means the end of his working days. I do not believe any worker purposely has an accident, but I do believe many can be avoided. Last year in this industry the number of accidents was astounding — there were — 3,000 First-Aid cases, 1,000 minor injuries and 600 lost time injuries. Haste is often the cause of injuries, tram drivers punching the clock, leaping up into the tram on return, missing the top step or slipping, thus causing an injury either to legs or a hernia. Speed to keep on schedule causes stress or a fright from a near accident, these build up and finally you find you have hypertension or a heart complaint. Many tramway employees suffer from a nervous complaint caused mainly by the stress and strain of this industry. Other dangerous things that cause accidents are — employees climbing up on tram roofs (against Union rules) to fix a pole rope and either slipping off or getting a shock that throws them off the tram roof to the ground. Another practice which is dangerous is to stand on the bumper bar, swing off with the pole rope in the hands and pull down the pole, this could cause all sorts of strain, especially to conductresses. Incorrect use of the point bar when changing points can also cause an immense amount of injury to the employee.

One Man operators collecting fares whilst the bus is in motion even though your Union and the Board (Rule 159 item (4)) says this should not occur but unfortunately it does and the drivers' attention is distracted and accidents happen. We must stress again this is a dangerous habit as the impact with another vehicle could cause whiplash or back injury to the employee.

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Introduction Cont.

Conductors should always clear passage ways of prams and buggies as congestion leads to accidents. When changing points, bend your knees not your back, keep back straight. A severe injury to your back could be with you for the rest of your life.

Drivers must not, when the track is obstructed by a person or vehicle, run too close before it is clear. Horses when frightened sometimes back towards instead of going away from a car.

If in doubt — STOP and WAIT.

Remember that vehicles loaded with timber describe a large arc in turning. Be especially careful when passing them. Safety first is more important than running to time or anything else. Always remember an injury to your body means you are the person who has to suffer financially and otherwise.

Trades Hall Council.

**If it's too heavy —
use a crane**

Lifting and carrying have their risks

Like everything else, lifting and carrying can be done the right way and the wrong. Many injuries are suffered through incorrect handling of materials. Strains, hernias, crushed toes and fingers and disabling bruises are among the painful harvest of wrong method. Learn the correct method of lifting and make it a habit.

So remember:

- When lifting, keep your back as straight and as near vertical as possible, bend your legs, and on lifting straighten them.
BEND YOUR KNEES, NOT YOUR BACK.
- Stand close in to the load.
- Get a sound footing and a good grip. Lift smoothly, steadily.
- When handling heavy materials always use the proper means provided for the job — hand trucks, skips, trolleys.
- Be sure the object you lift is not too heavy for you. (Pride of strength is sometimes its own downfall). Ask for help if it is necessary.
- Where two or more workers lift together, distribute the weight evenly and lift together. Keep a clear vision. Never lift "blind" or partially blind. Carry on shoulders where possible. Keep in step while carrying and set the load down together, slowly.
- **IF YOU HAVE A LOAD TO STACK, LIFT WITH LEGS AND KEEP A STRAIGHT BACK.**

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SPECIAL ANNOUNCEMENT

THE AUSTRALIAN TRAMWAY AND MOTOR OMNIBUS EMPLOYEES FEDERATION

is pleased to announce
That effective immediately your Association will
make travel grants available to members and their
families who wish to travel interstate or overseas.

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