

# SMACNA SPECS

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## SMACNA MEMBER TESTIFIES AT OSHA HEARING IN WASHINGTON, DC

Dr. Ralph Natale, Director of Safety and Health for McKamish, Inc., testified on behalf of SMACNA National at a recent hearing of the Occupational Safety and Health Administration (OSHA). Dr. Natale's testimony was regarding a proposed OSHA standard on hexavalent chromium, specifically in welding.

Hexavalent chromium is most commonly found in stainless steel and can be released into the air when the steel is welded. However, as Dr. Natale stated, "the relationship of hexavalent chromium to lung cancer and other adverse health effects in welders has not been adequately identified and more importantly, quantified."

He also said that the studies used by OSHA as their basis for promulgating this standard are outdated and are not relevant to welding at all. In addition, the available studies cited in the proposed rule do not adequately or fully account for other causes of lung cancer in welders such as prior asbestos exposures or the synergistic or additive effect of tobacco smoke including second-hand tobacco smoke which was likely very prevalent back in the 1960's and 1970's when these studies were conducted. The effects of smoking and exposure to other carcinogens must be considered and quantified in order to accurately evaluate lung cancer risks in welders.

The new proposed standard for

hexavalent chromium has been in the works for years by OSHA. They were sued by a number of groups, including Public Citizen, to put out a rule to protect workers from the carcinogen. However, sufficient research has not been done by OSHA or any other group to substantiate the promulgation of this standard as it pertains to welding.

SMACNA National and SMACNA of Western PA thank Dr. Natale for his time and efforts to promote a safer work environment and for helping ensure that our government doesn't set down more burdensome regulations without the research to back them up.

## NEW MEMBERS JOIN THE ASSOCIATION

SMACNA of Western PA would like to welcome three new members to our association. Joining our group as contractor members are Overly Manufacturing Company out of Greensburg, FAR-04 from Denora, and Geo. V. Hamilton Company from McKees Rocks.

Geo. V. Hamilton company has been part of the association as

an Associate member for a number of years but recently decided to take on Contractor member status.

We welcome each of these new members and hope that they are able to take advantage of the many opportunities membership in the association provides.

At this time, SMACNA has 35 Contractor members, 12 Associate members, 3 Affiliate members, and 1 Retired member.

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**Schedule of Events**

**Remember, you can always find an up-to-date calendar of events at [www.smacnawpa.org](http://www.smacnawpa.org).**

March 3—Sheet Metal Industry Night—David L. Lawrence Convention Center

March 27—EASTER

April 5—Trustees Meeting

April 28-30—Northeast States Council Meeting

May 3-5—Campaign for Quality Construction National Issues Conference

**FUTURE EVENTS**

June 23-25—SMACNA of PA State Convention—Philadelphia, PA

August 29—SMACNA Golf Outing—South Hills Country Club

November 19—Dinner Dance—Fox Chapel Golf Club

**MARCH 2005**

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

**APRIL 2005**

Sun	Mon	Tue	Wed	Thu	Fri	Sat
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3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

**MAY 2005**

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
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22	23	24	25	26	27	28
29	30	31				

## 2005 SMACNA NATIONAL CONVENTION *HEAD OUT TO THE DESERT*

The 2005 SMACNA National Convention will once again be a trip to the west for those of us in Western Pennsylvania. The venue for the event is Desert Springs, A JW Marriott Resort & Spa, located in Palm Desert, California.

Located in the heart of the Coachella Valley, Palm Desert is a thriving community boasting a balance of business, recreation, and cultural development. Visitors, however, often think of shopping first. Palm Desert Town Center, an enclosed 130-store shopping mall and El Paseo, the desert's answer to Rodeo Drive, are a shopper's paradise. Golfers are equally entertained as Palm Desert has more golf courses than any other city in the desert.



*A spectacular view of the resort from above*

As always, SMACNA has a great lineup of speakers and seminars to educate, enlighten, and entertain attendees. And, for the final night's entertainment, Creedence Clearwater Revival will play some of their many hits from yesteryear.

With average daily temperatures of 85-90 degrees, it will surely be a hot time in the desert in October. Won't you join us?

Go to [www.smacnawpa.org](http://www.smacnawpa.org) and click on "links" to get to the SMACNA National website. There you can find all the information you need to register and attend.

## 14 Tips for Safer Driving

There's no doubt about it: Cars are getting safer. Airbags. Antilock brakes. But the most important piece of equipment is . . . you. You're the one who controls the car. And, aside from wearing your seat belt, there are plenty of things you can do to make your driving safer. Here are fourteen tricks that can make a difference:

**\*Clean the other side of the glass.** It's not enough to clean the outside of the windshield. You need to clean the inside regularly, too. "You always have a certain amount of film collecting on the inside of the windshield glass," says Richard A. "Doc" Whitworth, General Motors' Traffic Safety Manager, who teaches safe-driving practices to professional drivers, law-enforcement agencies, and GM employees. "That reduces visibility-particularly at dusk and at night-and makes headlight glare worse."

**\*Don't use your windshield wipers to remove ice.** "The worst thing in the world for wiper blades," says Doc, "is when people get a little frost or ice on the windshield and turn the wiper on to take it off. It doesn't, but it does do a great job of tearing up the wiper blades. That leads to poor visibility in wet weather."

**\*Learn to count to three.** "I've driven all over the Western hemisphere," says Jim Clark, chief West Coast instructor for the Skip Barber Racing School in Sonoma, California. "And probably the biggest problem I see is tailgating. Combine tailgating with speed and you've sealed your fate, regardless of how good a driver you think you are. Maintaining sufficient space between your car and the cars in front is vital. We recommend a minimum of 3 seconds following distance." One way to figure this is to pick out an object on the side of the road up ahead. Start counting when the car in front of you passes it-count one-thousand-one, one-thousand-two, one-thousand-three. If you get to that object before you count to one-thousand-three, you don't have 3 seconds of following time.

**\*Let tailgaters pass you.** What do you do when someone tailgates you? "Just let him go by," advises Clark. "You're better off being safe than right," he says. "If someone's tailgating you, whether it's an 18-

wheeler or a motorcycle, get out of his way. If you feel he's driving dangerously, call the police on a roadside phone and report him."

**\*Expect the worst.** Overall, 67 percent of drivers do not stop for stop signs. That's according to the Federal Highway Administration. "So what should you expect when you're driving down a road and you see someone approach a stop sign? Based on the data, the person's not going to stop," says Francis Kenel, Ph.D., the former director of traffic engineering and safety for the American Automobile Association. "Assume he won't be stopping, and your response will be different. You'll think 'What am I going to do when he doesn't stop?' rather than, 'Oh, my God, he didn't stop!'"

**\*Drive with your headlights on all the time, even in daylight.** "With headlights on, you're visible at a distance of about 4,700 feet," says Dr. Kenel, "and without headlights, only about 2,200 feet. Evidence from Canada, Sweden, and Norway indicates a 22 to 28 percent reduction in frontal crashes when everyone drives with their headlights on." So turn them on now-you don't have to wait until your visibility is limited by failing light or bad weather.

**\*In dense traffic, drive in one of the outer lanes.** "If you're in traffic that is so dense that the risk is high, then you'd better be in the outside left or right lane. That gives you the opportunity to steer as well as brake. If you're in the middle lane in dense traffic, all you can do is brake," says Dr. Kenel.

**\*Don't rely on your mirrors before you make a lane change.** Blind spots are always there. "So before you make any lane change, you want to take a quick look over your right or left shoulder," says Dr. Kenel. "A lot of people have forgotten that."

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**\*Escape the pack.** Traffic tends to travel in packs, says Dr. Kenel. It's safer to let these packs go by, leaving you with wide expanses of road all to yourself. "Take your vehicle up to pace speed-the speed the last vehicle in the pack is moving-then back off 2 or 3 miles per hour. The pack will leave you, and you won't even know the difference-except you'll be safer and more relaxed than if you traveled with the pack."

**\*Don't pump-squeeze.** "A lot of people were taught to lift their foot off the floor when they brake and press the brake pedal with the ball or sole of the foot," says Dr. Kenel. "Pumping the brakes this way was never a good idea, and it's even worse now, with caliper disk brakes and antilock-braking systems. Pumping the brakes with all that force increases the tendency for the brakes to lock. Your heel

should be on the floor, located so the heel never comes off the floor when switching from the accelerator to the brake pedal. And you should squeeze the brake pedal with your toes. This way, you can feel what the brakes are doing and stop without locking them."

**\*Scan half a minute, half a mile ahead.** "When driving, you should be scanning 20 to 30 seconds ahead," says Dr. Kenel. "The typical driver looks only 3 to 4 seconds ahead," he says. "That's walking speed. By the time he sees anything, it's too late. If possible, I scan 20 to 30 seconds ahead at all times, asking myself how am I going to get out of a situation if it develops."

Dr. Kenel cites an alarming statistic: Of the thousands of drivers struck in crashes, 37 percent do absolutely nothing to avoid the crash. "They are simply unaware. They

are oblivious to what is going on around them," he says. "Most drivers don't know how to use their eyes. They're not searching for trouble, not looking ahead for cues to potential problems."

*Thanks to Highmark Blue Cross Blue Shield for this information.*



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**We're on the web!**  
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