

SLAG RUNNER



Fall 2015



Pictured above is RD Alexander of RECO Equipment & Christof Mikat, owner of TML-Technik, Germany at RECO Equipment in Pittsburgh, PA.

Recently, RECO Equipment partnered with TML Technik to bring both a Gradall Style Machine TML400 and Grant Style machine TML GK300 to the USA. Through their collaboration Reco Equipment became the USA Sales Distributor for all parts and services on the Unidachs TML400 and GK300 machines. This gave the Steel Mill Services Industry additional equipment choices.



Pictured above is Reed Mahany, RECO Equipment & Jan Liebherr, Liebherr Group, at RECO Equipment in Pittsburgh, PA.



NATIONAL SLAG ASSOCIATION

SINCE 1918



Letter from the Editor *Slag Runner - Submitting Ideas*

Dear Readers:

Welcome to another issue of the Slag Runner! This edition contains information regarding the 2015 NSA Annual Meeting, an article regarding the corrosion potential of soils and fill materials, and a congratulations to a few of our members!

Do you have any interesting or relevant news to share with members? If so, please submit your ideas to the Slag Runner! We would like to publish a quarterly newsletter for our members to enjoy, but this can only be done with your help! Please email any articles or topics to alyssa.h@beemslag.com.

Thank you for your time & contributions into making the Slag Runner a success!

Sincerely,
Alyssa Hojnicky, Editor



Improving Processes for Characterizing Corrosion Potential of Soils & Fill Materials

Source: Kansas, AASHTO Highway Subcommittee on Materials, & AASHTO Highway Subcommittee on Bridges & Structures

Electrochemical properties of soils & aggregates such as resistivity, pH, salt, & organics contents are used to characterize the potential for corrosion of buried/embedded metal elements that may include piles, drains, culverts, or soil reinforcements. These elements are often incorporated into transportation-related construction projects within earth embankments, bridge foundations, abutments, & approaches. Electrochemical properties are evaluated using current AASHTO test starts, adopted in the early 1990s, that were based upon preexisting test procedures applied to agronomy. These methods do not consider the vastly different characteristics of materials used in transportation-related construction, nor do they distinguish issues inherent to particular applications. For example, moisture contents of mechanically stabilized earth (MSE) fills during service cannot exceed the saturation limit, & often coarse sand, gravel, & aggregate types of fills are used, which current test standards fail to consider. Construction practices & our knowledge of underground corrosion have evolved since the 1990s, such that the limitations of the current AASHTO test standards must be recognized & suitable alternatives need to be evaluated & implemented.

Research is needed to address limitations of current AASHTO-specified test methods. These limitations are related to particle sizes that may be included in the test specimen, identifying the proper end-point for the test, & the small size of the specimen included in the measurement. These attributes limit the appropriateness of the test results to finer soil types, & do not consider practical limits on water contents that may be experienced in the field. The research will evaluate alternative test methods that may be more appropriate for particular applications & will consider a wider range of fill types. Protocols for assessing corrosion potential for different applications, & recommendations for updating the current AASHTO standards for the design & construction of bridges will be developed based on the evaluation of test alternatives.

The research will address needed revisions & clarifications to existing standards, & the need to adopt new test methods. Results from this study will be a resource for highway & bridge engineers & contractors who need to evaluate the corrosiveness of soils & fill materials for construction, & will be of great interest to the AASHTO Subcommittees on Materials & on Bridges & Structures who review standards for material testing & design & construction of transportation facilities.

The objective of this research is to review existing test procedures & evaluate alternatives that may enhance or extend our abilities to characterize the corrosiveness of earthen materials for a wider range of conditions & considering different applications compared to the current protocol.

Specific tasks include to: identify alternative test methods for measuring the resistivity of soil/aggregate. Review & recommend existing procedures for testing coarse aggregate that apply to materials that do not have a significant amount of material passing a #10 sieve; document differences in test procedures including sample preparation, methods of measurement, & potential interferences. Indicate the range of application for each test in terms of soil types & function. Assess the occurrences of materials with minimum resistivity at the slurry state, & the relevance (or irrelevance) of this to in service conditions; recommend alternative test techniques that apply to coarse sands, gravels & aggregates & evaluate the test methods by comparing results obtained with different test methods including AASHTO T 51288. Document relationships between measurements, expected correlations, trends, & other means that may be useful to crosscheck & verify the veracity of laboratory measurements. Verify results of the laboratory study with field measurements of corrosion from sites where the corrosion potentials of the fills have been assessed using laboratory test methods; propose alternative tests that may be useful to replace, improve, modify, or enhance current AASHTO test standards; recommend an updated protocol to assess corrosion potential of different materials & for various applications. The protocol may cite several test standards for measurement of resistivity, or other electrochemical properties, & provide guidance on when the different tests should be applied. For example, establish a boundary to describe coarse soil & aggregates & the different tests that apply to coarser & finer materials. Outcomes from this research include updated protocols for evaluating the corrosiveness of soils & fill materials, which will distinguish between specific applications, e.g., MSE wall systems as opposed to culverts & steel piles.

NSA 2015 Annual Meeting

(Sept. 28, 2015- Oct. 1, 2015)
Hilton Sandestin – Destin, FL



For over 30 years, Hilton Sandestin Beach Golf Resort & Spa in Destin has become a beloved home-away-from-home for countless guests. People who first traveled here for a family vacation, a romantic getaway, a wedding, or a meeting tend to come back year after year. Sandestin is among the famed beaches of South Walton, home to the storied 30 A coastal road which follows the stretch of white sand beaches along NW Florida's Gulf Coast connecting charming coastal communities each with their own unique character from traditional beach retreat to eclectic artistic colony.



Cut-off date for room block is Aug. 26, 2015

Rooms are limited so please reserve early by calling Hilton Sandestin Beach Golf Resort at [1-877-705-6641](tel:1-877-705-6641) or book online @ www.hiltonsandestinbeachgolfresort.com

Use code NSA for the excellent meeting rate of \$179.00 plus taxes & resort charge



MEMBER SPOTLIGHT



“The Koppel Klamp was developed by our mechanics responsible for railcar maintenance at the TMK Ipsco site in Koppel, PA. In-house scrap railcars go through a lot of abuse, with overhead magnets constantly smashing into the sidewalls. The walls eventually bow out so much the support ribs are torn away from the frame of the car creating a very unsafe situation. The Klamp allows the mechanics to safely & efficiently pull in the sides of the car so repairs can be done quickly avoiding costly downtime”.

–Adam Diethorn

“I found opportunity in heavy industrial related manufacturing, services, and repairs. I found electro lifting magnets fascinating & stayed with it. In the mid 70’s, I was chosen from Meade Electric Company to relocate to Youngstown, Ohio to build & operate a new plant from the ground up. After 42 years, I still find magnets fascinating & rewarding as a lifelong career. I have been married to my wife of 40 years. We have been blessed with 3 children & 4 wonderful grandchildren. In my spare time I like to tinker around in the garage. I enjoy motorcycles, classic cars, target shooting, 70’s rock music, & NHRA racing”.

–Dan Love Sr.

Dan developed the Armadillo Lead Protection System to reduce magnet cost resulting from the magnet cable being cut which can cause damage to the magnet.



“Optimizing slag segregation to meet customer need for Mo bearing additive”.

–Joe Nardone

Andy Majoros, Welder at Tube City IMS, has been employed by Tube City for 6 years. He is married with 3 children & 4 grandchildren. In his spare time he enjoys tinkering and riding motorcycles.

Andy developed the dual hook hot pit loader retrieval system which allows for continuous practice without the potential for damage to the machine. It also allows the ability to retrieve a piece of equipment from multiple angles. The hooks & doughnuts are very easy install & it is very cost effective from a material standpoint.



Joe Burkey has been the Tube City IMS Site Manager for over 2 years. His father and brother also work for Tube City. He resides with his girlfriend, Kelley, a cat named Harvey & 2 fish, Thomas & Edison. In his spare time, he enjoys entrepreneurial ventures, sporting events, casinos, & trying to play golf.

Joe developed the pot carrier bird’s eye view camera concept. Camera allows pot carrier operators the opportunity to identify adequate freeboard without getting out of the cab and eliminates any safety risk.





MEMBER SPOTLIGHT



Congratulations to Mike Beemsterboer (NSA Chairman of the Board) on recently becoming President of Beemsterboer Slag Corp!!!

“My time at Beemsterboer dates back to 1980, when I was a 15 year old junior in high school. My job duties included sweeping floors, breaking down truck tires, & steam cleaning equipment. In 1986, I began working full time as a plant labor for our crushing & screening operations. During this time, I also attended college courses in the evenings. In 1988, I was promoted to the position of operator & was moved to mill-service & slag plant operations where I learned the various jobs while on the job. In 1992, I was promoted to Assistant Superintendent where I assisted my father in overseeing all mill-service work & slag processing operations. After my father's retirement in 2005, I was promoted to General Manager of Mill Services where I was in charge of overseeing all mill service operations. In 2008, I was promoted to V.P. of operations where again my duties were to oversee all mill service operations. This year, I was promoted to President of Beemsterboer Slag Corp.”

**Congratulations to our 2016
NSA Safety Slogan Winner,
Kaylee Scheurich!!!**

Congratulations to Mark Herechuk on recently becoming President of Harsco



Congratulations to Reed Mahany, President of RECO Equipment, on receiving the Allied Member of the Year Award!!!

Reed grew up in Titusville, PA working on a farm. In 1988 he graduated from the Williamsport Area Community College in Williamsport, PA where he studied Diesel engines, hydraulics, welding, & operations. Afterward, he worked for a small John Deere dealer before moving to Pittsburgh in 1990. Reed began working for RECO Equipment in 1994. His first job at RECO was assistant warehouseman where he swept floors and built and stocked shelves. He later worked in the parts & product support depts. followed by a sales career that started in 1995. Reed then purchased the company in 2008. Reed has two business partners who together have grown RECO & Bobcat of Pittsburgh to 18 locations with 200 employees.

This award was initially created in 2010 to honor Dennis Chambers, who has been actively involved with our NSA Committees. Dennis is currently working as a sales rep. for Dealers Transmissions Exchange, one of our allied members.



“I have been with the company for 1.5 years now & have been a safety coordinator for one year. As a safety coordinator for Whitesville Mill Service, I schedule all safety training that is mandated for each employee, prepare monthly safety meetings for all employees, conduct emergency preparedness drills, order safety supplies, & oversee safety training for each new employee. This year, Whitesville has been working very hard towards VPP star status with OSHA. We are preparing for our OSHA VPP audit which is scheduled for the first part of December. Whitesville Mill Service is striving for great things this year & for many years to come”.

– Kaylee Scheurich

SAFETY SECTION

Don't Go Down Like That!

Slips, trips and falls are a major cause of accidents on & off the job. Slips & falls are among the top causes of disabling work injuries. Although these types of accidents usually aren't fatal, they can result in serious damage to the body such as broken bones, shoulder, & back injuries.

Prevention is the Key. Avoid Complacency at all costs. While various unsafe conditions can lead to these types of accidents, the best source of prevention is **paying attention** to what you're doing, where you're going, & what you encounter along the way.

Employees are required to wear work boots with a good tread. Wipe your feet when coming in from the outside, walk purposefully, taking small steps on wet & slippery surfaces. Before entering your equipment, always clear the steps of any debris, snow, or ice. Watch your step when exiting. Practicing the 3-point rule should be second nature! It is a tried & true method of reducing slip & fall injuries. 3-points of contact should always be used when a handrail is available and avoid the 'Hurry' or 'Rush' tunnel vision. Always report a hazardous condition found.

Look Before You Step!

Save Your Joints



Use 3-Points

“Part of your responsibility is to check your equipment and gear before starting your shift”

Did you know that slips and falls are the leading cause of work-related injuries and fatalities in the US? Did you know that they are the leading cause of injuries and fatalities in the home? According to the Bureau of Labor Statistics, there are over 300,000 workplace accidents involving slips and falls accidents that occur each year. Even more occur in the home. In the Transportation industry, according to a BLS study, falls were the leading cause of fatalities-not motor vehicle accidents. Primary causes for these types of accidents are: Uneven walking /work surfaces, Poor lighting or illumination, Housekeeping. Here are a few tips to reduce and avoid such risk to these types of occurrences:

- Always face your cab when getting in or out of your cab; always use your handgrips.
- When entering and exiting your cab, always make certain that at least 3 limbs of the body are in contact with the truck (ex: both hands on the rails and one foot on the steps). This is also known as the 3-point rule.
- Never jump off of your vehicle or platform.
- Wear appropriate footgear with good traction.
- Scan the area for any potential hazards; assume there are always hazards. Never carry anything at a height that will obstruct your view.

THE 3-POINT RULE! The biggest cause of falls from vehicles is failure to follow the 3-point rule, a time tested safety technique proven to reduce to slips and falls. Three of the four critical points of your body (two hands & two feet) should be used to support you. Three points should be in contact with the vehicle while entering or exiting. Not only does it prevent falls, it reduces strain on your knees.

DO'S: Wear shoes with good support. • Enter and exit facing the cab. • Slow down and use extra caution in bad weather. • Get a firm grip on rails or handles with your hands. • Look for obstacles on the ground below before exiting. DON'Ts: Don't climb down with something in your free hand. Put it on the vehicle floor and reach up for it when you get down on the ground. • Don't rush to climb out after a long shift. Descend slowly, to avoid straining a muscle. • Don't ever jump out. You may land off balance or on an uneven surface & fall. • Don't use tires or wheel hubs as a step surface. • Don't use the door frame or door edge as a handhold. Falls can produce serious and painful injuries. The professionals know the do's & don'ts and practices the 3-point rule every step of every shift.

