



Continuing the Little League tradition of making it "safer for the kids."

Facilities Fix-Up:

A True 'Rite of Spring'

Leagues fix problems before they cause injuries

Well before the first robin flies north, facilities managers think about the new baseball season. And as soon as the weather breaks, volunteers are putting those plans in action, repairing, renovating and replacing. Your safety plan should cover facilities issues such as these:

Put Railings on Bleachers

Most leagues have some sort of bleachers. More people than you would believe are injured by falling off bleachers without side and back railings, or from railings which aren't adequate. The Uniform Building Code, which many communities adopt as their own code, states bleachers need handrails at 36 inches and guardrails at 42 inches. Other codes might be lower. Check local codes to see if you need railings. Consider this before you decide not to:

"A local Little League was sued by someone who fell off a bleacher," explained Risk Management Director Dan Kirby. "The manufacturer and sales rep who sold them the bleachers without railings were let out of the lawsuit and only the league was held responsible for the injury, even though they didn't know they should have had railings."

- Electrically ground all bleachers;
- Press boxes and concessions railings need to be checked and maintained.

Concessions Check-up

Double check all equipment before you turn it on:

- Check fryer lines for clogs or other problems;
- Check gas grills for loose connections, bad connectors;
- Keep grills away from entrances and walk-ways;
- Secure CO² tanks to the wall to prevent falling;
- Check overall electrical system in concession stand;
- Make sure freezers keep food below 32° F;
- Refrigerators must keep food below 45° F;
- Keep cleaning supplies away from food/food prep;
- Check/provide appropriate type fire extinguishers;
- Provide hot water above 110° F for safe dishwashing;
- Provide shelves for boxed items, not floor.

Bullpens, Pitcher Warm-Ups and Batting Cages

- Make sure your warm-up area is safe for everyone: pitchers, catchers and spectators.
- Use a caged or high fenced bullpen, or build a new bullpen with eight foot fencing on the field side.
- Use batting cages as bullpens during games.
- Check users, by-standers' security of batting cages.
- Create separation from cage with fencing or other method to keep people away from sides while in use.
- Check the equipment before use and provide an "L" screen for pitcher.

Normal Maintenance

- Check fair and foul play areas for holes, damage, glass and foreign objects;
- Maintain protective fence in front of dugout and spectator areas;
- Check backstop, home, pitching rubber and bases;
- Clear warning track of weeds or grass;
- Use all equipment as intended with safety in mind;
- Put away all equipment not in use to protect players;
- Check lights, make sure lights meet standards.

Pedestrians, Players, Spectators and Safety

- Provide phone service to all game/practice fields for emergency calls;
- Provide a lightning detector to help call off games;
- Don't risk spectators being hit by thrown balls by allowing players for a later game to warm up near a current game's spectator area;
- Put up cross-over netting or other protection around concessions, adjacent field seating, or anywhere spectators can't see the ball coming;
- Put a ball return in the fence in your backstop;
- Prevent sliding injuries by checking base post height;
- Put a fence cap of yellow tile on your outfield fence;
- Keep traffic away from spectator and pedestrian areas;
- Consider restricting parking beside foul ball fences.

'Why not use dented bats?'

"Does anyone have any information why an aluminum bat should not be used if it has a small dent or flat place on it?"

"Should a bat not be used if it does not slide completely through the bat ring due to being slightly warped or not being completely round? The bat ring I am referring to is the same diameter as the bat that can slide down the shaft of the bat to determine if any warpage has occurred."

"If anyone has any data on this subject it would be greatly appreciated."

— submitted by email

"Several reasons. The first is that the rules of baseball specifically say that a bat that is not round and smooth is not legal for use. There's your number one killer right there.

"But, I believe you're asking more philosophical questions rather than what the rules say. Ok, here's the deal: A dented aluminum bat has been damaged. The aluminum bats of today are extremely thin-walled. Their entire structural integrity depends on the fact that the roundness of the bat makes the bat compress and then expand back in a trampoline effect at the moment of contact. A dented bat does not do this properly. It has had its entire structure compromised. Believe it

or not, they can and will split, or even shatter (extremely dangerous). In fact, a bat shattered in last year's world series. As such, the instructions from umpires, tournament directors, etc. are to remove any bat that shows signs of stress fractures in the metal, or any form of structural damage, like a dent or flat spot.

"In addition, there's pragmatic reasons as well. That same trampoline effect I was talking about? Well that is also what gives the bat its 'oomph.' When you remove the trampoline effect, the bat will perform significantly worse. If you catch the ball right on that flat spot, odds are good you're looking at an infield dribbler. Easy out. Or, if it catches the edge of the dent, maybe a pop fly.

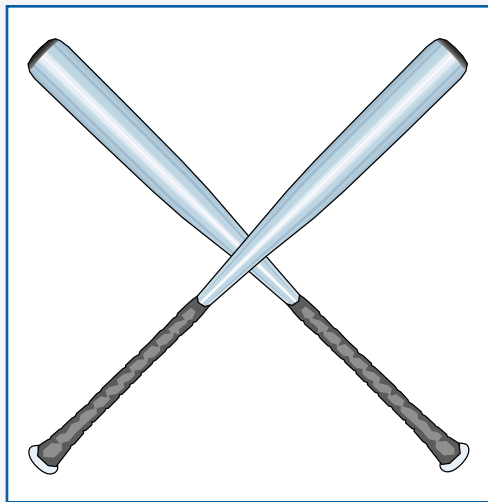
"Simply put, the bat has been compromised in a big way and is very unlikely to perform the way the manufacturer wanted it to. Most new bats carry a one year warranty and the bat manufacturers are more than willing to replace a bat that fails within that time period. Save yourself the hassle and send the bat in for a replacement.

"Many people feel the newest bats on the market are not as durable as those in the past. Unfortunately with the costs of modern aluminum bats reaching into the \$200+ mark, it is sad that along with that comes bats that sometimes don't last more than a season or so. What can you do to maximize the life of the bat? You might want to avoid using it in batting cages. Cages use heavy, non-compressing material that will last longer in the cage. Great for the machines, terrible for the bats. Don't bang

your bat on the ground or against the fence in frustration. That'll kill it fast. Avoid using the bat in cold weather, the colder the weather, the more likely your bat will be damaged. More coaches are preferring to train with wooden bats in cages and soft toss, switching to the aluminum bats for game time.

"Supposedly, using the wooden bats develops the player's swing better. I have no experience with that, so can't say whether it works or not. For me, I got my kids one set of bats for the cages, heavier with thicker aluminum. And one set for

game time (ie, the expensive ones). I also shop for sales big time. The manufacturers come out with new bats every year. Buy last year's model at *dramatic* reductions in price. They'll drop from \$200 to under \$100 in that year, yet its the same 'gotta have' bat that it was the previous year. For the big field, this is a good year to buy a 2-³/₄" -5 bat. You can pick these up for a steal! This was the maximum size legal in high school last year, so of course manufacturers were pumping these out like crazy. This year high school reduced the size, so all these -5 bats are out there, no longer legal in high school, but still legal in Little League. Heck of a deal on those." -- Safety Officer Email Server responder



Warn kids of tracks' danger

Operation Lifesaver started in Idaho in 1972 after the national average of collisions at highway-rail grade crossings had escalated to 12,000 annually. That year a six week public awareness campaign called "Operation Lifesaver" was initiated as a one-time, one-state effort.

During the new campaign's first year, Idaho's crossing related fatalities dropped by 43 percent. The next year, the Operation Lifesaver, Inc. (OLI) campaign spread to Nebraska and the collision rate dropped by 26 percent.

Today, Operation Lifesaver's 49 state programs work with nearly 200 trainers and 3,000 volunteer presenters to deliver OLI's messages on highway-rail grade crossings and pedestrian safety. Each year, more than two million Americans, including school children, drivers education students, professional truck and bus drivers, school bus drivers and state fair attendees hear the message.

Since the Operation Lifesaver

Program began in 1972, the Federal Highway Administration credits it with helping to save 10,000 lives and to prevent 40,000 injuries. During the past 10 years alone, highway-rail collisions have dropped by 42 percent, despite a 24 percent rise in freight miles traveled and a 21 percent increase in highway traffic.

Fast Facts:

- In 1999, 479 people were killed and 445 injured while trespassing on railroad rights-of-way and property;
- Since 1990, over 5,000 people have been killed while trespassing on railroad rights-of-way and property;
- There are 200,000 miles of railroad tracks in the United States.
- **DO NOT** walk, run, cycle or operate ATV's on railroad tracks or rights-of-way or through tunnels;
- About every two hours, either a vehicle or pedestrian is struck by a train in the US. That's 12 each day!
- **REMEMBER:** rails and recreation do not mix!

Operation Lifesaver, a nationwide, non-profit public awareness program, is dedicated to ending collisions, fatalities and injuries at highway-rail grade crossings and on railroad rights-of-way. To accomplish its task, Operation Lifesaver promotes it three E's: Education, Engineering and Enforcement.

Operation Lifesaver 'Focus 15' States

Minority of states have majority of incidents

Highway-Rail Grade Crossing Fatalities

1.	Illinois	(54)
2.	Texas	(41)
3.	Indiana	(26)
4.	California	(24)
5.	Ohio	(21)
6.	Louisiana	(20)
7.	Florida	(19)
8.	Minnesota	(17)
8.	Mississippi	(17)
10.	Arkansas	(15)
10.	Michigan	(15)
12.	Oklahoma	(14)
13.	Alabama	(12)
14.	Iowa	(10)
15.	Kansas	(8)

According to FRA statistics, 402 highway-rail grade crossing fatalities occurred in 1999.

Pedestrian Trespass Fatalities

1.	California	(86)
2.	Texas	(42)
3.	Illinois	(32)
4.	Florida	(24)
5.	North Carolina	(21)
6.	New York	(18)
7.	Pennsylvania	(15)
8.	Arizona	(14)
8.	New Jersey	(14)
8.	Ohio	(14)
11.	Washington	(13)
12.	Tennessee	(12)
13.	Georgia	(11)
14.	Arkansas	(10)
14.	Minnesota	(10)

According to FRA statistics, 479 pedestrian/trespass fatalities occurred on railroad property in 1999.

Pedestrian Trespass Injuries

1.	Texas	(90)
2.	California	(44)
3.	Illinois	(29)
4.	Florida	(18)
5.	New York	(16)
6.	Arizona	(15)
6.	Pennsylvania	(15)
8.	Missouri	(13)
9.	North Carolina	(12)
9.	Georgia	(12)
11.	Virginia	(10)
12.	Washington	(10)
13.	Minnesota	(9)
13.	New Mexico	(9)
13.	Oklahoma	(9)

According to FRA statistics, 445 pedestrian/trespass injuries occurred on railroad property in 1999.

DON'T GET CAUGHT IN A RUNDOWN.

Make it all the way home.
Stay off the tracks.



Trespassing on the rail track is a major league error.
Tracks are for trains, not games. Don't forfeit your future.
Stay off the tracks.

SPONSORED BY OPERATION LIFESAVER

For more information please call 1-800-537-6224
or visit their Web site at www.oli.org





'Will DSO's still get manual?'



"In your October 2000 ASAP News on page 5, answer to question #1 you stated 'The District Safety Officers WILL NOT receive a NEW 2001 Manual.' Answer this question — How can a Safety Officer keep on top of safety if he/she has an OLD (1997) MANUAL?"

**Al Bulgreen, District Safety Officer
Delaware District II**



Yes, you will receive the new materials, the same as the league safety officers will. The first part of the answer might have been misleading, where it stated these are sent directly to the safety officer of record for each league, not to District Safety Officers; but that was meant to convey not sent to DSO's for distribution purposes. District Administrators, district safety officers, and league safety officers will all receive a copy of the new material, as long as you are on record with Little League Headquarters. If you do not receive a new 2001 Safety Officer Manual on CD by the time you read this, call or email, and we'll send one out to you directly. Sorry if that made you worry you would be skipped. We just feel it makes the most sense to get the materials directly into the hands of those who will need it, yourself included, by mailing them out to individuals, not to someone who must then schedule a meeting to hand out the materials. Basically the manuals, per se, aren't mailed out on paper, just the changes to printed pages with everything on CD.



"I need to get a copy of this year's safety officer manual. Could you please tell me how to go about getting this?"

**Michael J. Valenza
Upper Moreland Little League**



The 2001 Safety Officer Manual on CD has been mailed out to all safety officers. If you do not receive this informative guide, please email or call with your address and league number and it will be sent. The information on the CD is already available on Little League's Web site, at <http://www.littleleague.org>. This information does contain a sample manual plus suggestions to help you meet the minimum requirements (which have not changed since last year).



"I am the safety officer for Altamont Little League in District 8 in New Mexico. Last year we had first aid training taught by an EMT using the Emergency Management Training Program. I am setting up another one for this year and need more booklets. I will be having around 50 people attending. So I need 50 booklets and another teaching guide. If you can do this for me I would appreciate it, if not please let me know what I need to do."

**Jerry E. Todd, Jr., safety officer
Altamont Little League**



The Emergency Management Training Program is handled out of Little League Headquarters in Williamsport. If you contact Dianne Fisher, at 570/326-1921, ext. 285, she or others there can process your request. The EMTP course is free, and comes with an instructor's manual and student handbooks which can be kept and used on-field as reference by coaches and managers who attend the training. Please tell the Williamsport staff the number of coaches and managers who will be attending several weeks in advance of your training for mailing purposes.

Have a question or tip to share?
Call the ASAP Hotline:
800-811-7443,
or e-mail: asap@musco.com



Or write to us at:
ASAP
100 1st Ave. West
Oskaloosa, IA 52577



Little League Baseball, Inc.
P.O. Box 3485
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make sure
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HOTLINE IDEAS

FROM READERS

How to survive a heart attack when alone

(Since many adults are alone when they suffer a heart attack, this article seemed in order.) Without help, the person whose heart stops beating properly and who begins to feel faint, has only about 10 seconds left before losing consciousness. However, these victims can help themselves by coughing repeatedly and very vigorously. A deep breath should be taken before each cough. The cough must be deep and prolonged, as when producing sputum from deep inside the chest. A breath and a cough must be repeated about every two seconds without let up until help arrives, or until the heart is felt to be beating normally again. Deep breaths get oxygen into the lungs and coughing movements squeeze the heart and keep the blood circulating. The squeezing pressure on the heart also helps it regain normal rhythm. In this way, heart attack victims can get to a hospital. Tell as many other people as possible about this, it could save their lives!

The 2001 Safety Officer Manual

has been delivered! Didn't get it? Visit:

www.littleleague.org/manuals/asap or call **800/811-7443**.

ASAP HOTLINE
24 HOUR TOLL-FREE
800-811-7443

Have a tip, question or request? Call the ASAP Hotline.

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Hotline: 800/811-7443

Fax: 641/673-4852

E-mail address: asap@musco.com



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