

CONSTRUCTION GUIDELINE

HAND SIGNALS FOR USE IN LINE CONSTRUCTION

Scope

In line work, many operations are performed by power machines, and the operators are given their directions by a signalperson. Hand signals are a type of conversation between workers and since they are often given from a distance, the signals should be clear and distinct. Sloppy signals are like mumbled speech --- not clearly understood. Of equal importance - one person shall be designated as signalperson and that person shall be well versed in the use of all signals, for the safety of the entire crew depends upon the proper execution and understanding, of the signals used.

A signalperson should be highly visible at all times and check often to make sure that they can be seen. It is important that the signalperson face the receiver of the signal as an entirely different meaning can be read in the reversed position.

A person unsure whether to stop or to go ahead should signal to the end from which the information is to be received (to the signalperson), using the position signal. The sender (signalperson) should then signal either stop or go ahead. As the person asking for information **cannot** initiate a go-ahead signal, **only** the position signal for the wire or rope in question should be used in this inquiry.

All signals should be repeated to the sender before being relayed. The stop signal is the only exception to this rule. If the sender does not receive the same signal in reply, the sender should signal stop and repeat the proper signal. When the proper signal has been repeated, the sender need make no reply.

The exclamation "Hi," as well as the hand signal, is used to stop action and may be initiated by any member of the crew observing an unsafe condition.

A signalperson should never leave the signal position until the "all off" or "completed" signal is passed. Should conditions cause a signalperson to leave the signal position, they should signal a stop until able to resume the signal position and communications can be reestablished.

The following signals are for use in City Light line work.

ORIGINATOR	STANDARDS COORDINATOR	STANDARDS SUPERVISOR	UNIT DIRECTOR
<i>Jim S. Horn</i>	<i>Charles L. Shaffer</i>	<i>John C. Skinner</i>	<i>Harold J. J.</i>

HAND SIGNALS FOR USE IN LINE CONSTRUCTION

WINCH OR CAPSTAN LINE



TAKE UP



LOWER



STOP



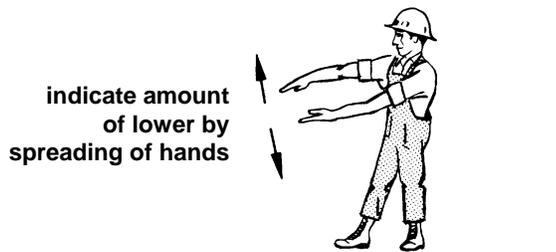
PULL



LOWER

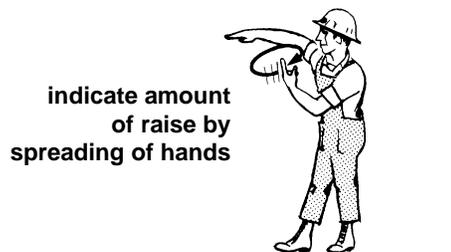


HOIST



indicate amount
of lower by
spreading of hands

SLACK OFF SLOW OR LOWER A LITTLE



indicate amount
of raise by
spreading of hands

TAKE UP SLOW OR RAISE A LITTLE

CRANE



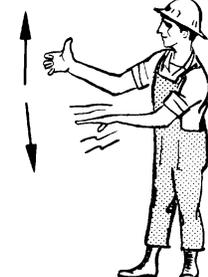
LOWER BOOM



RAISE BOOM

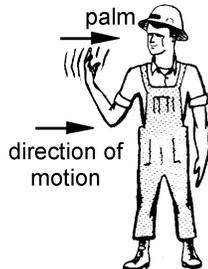


**LOWER BOOM
RAISE LOAD**



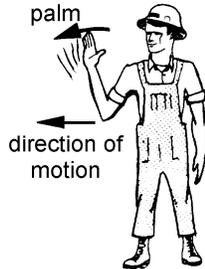
**RAISE BOOM
LOWER LOAD**

MANEUVERING VEHICLE

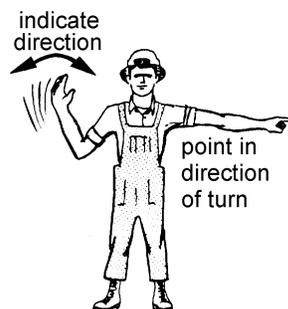


direction of
motion

MOVE



direction of
motion



indicate
direction

point in
direction
of turn

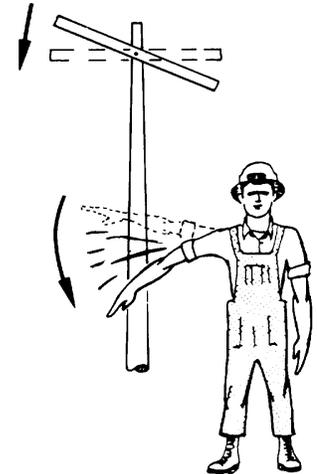
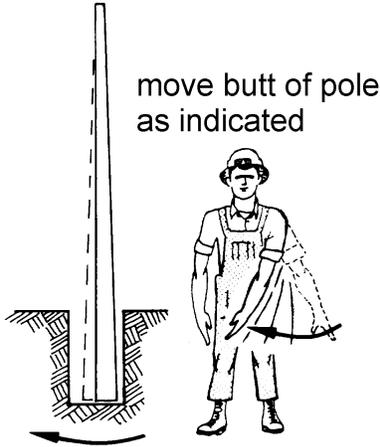
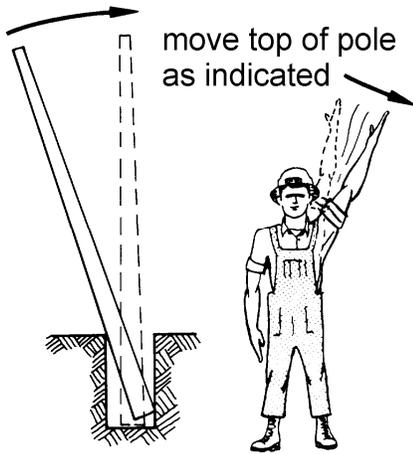
TURN WHILE MOVING



STRAIGHTEN OUT

HAND SIGNALS FOR USE IN LINE CONSTRUCTION

ERECTING AND ALIGNING POLES



LINE WORK



PULL UP WIRE



STOP



**START
SLACK BACK SIGNAL**



FINISH

Indicate by arm down, body stooping over
sideways, arm swinging from side to side



SLOW



MAKE UP



ALL OFF
Indicate by arms crossed
over head and swinging
down to a crossed
position below waist.



CUT

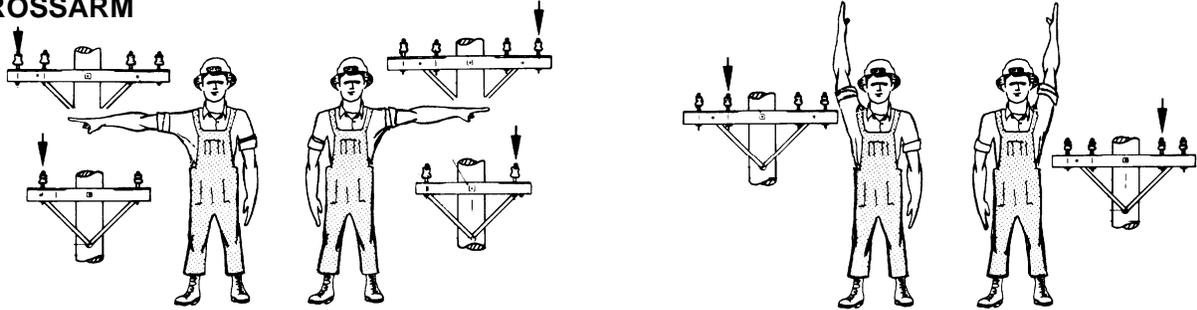


**ALL OFF
OR COMPLETED**

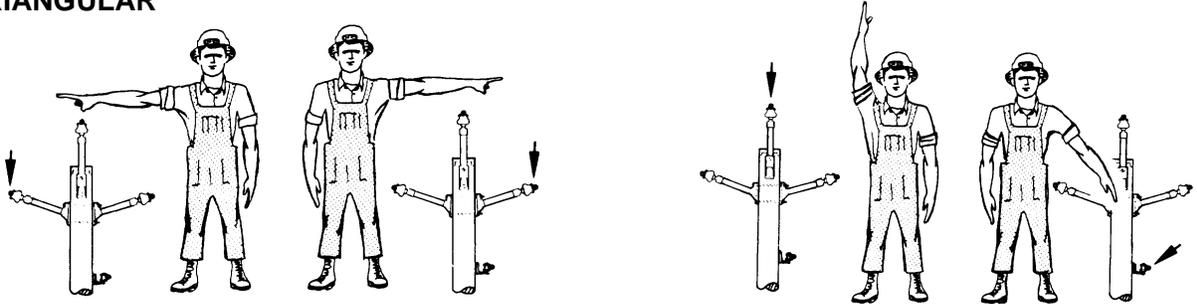
Clap Hands

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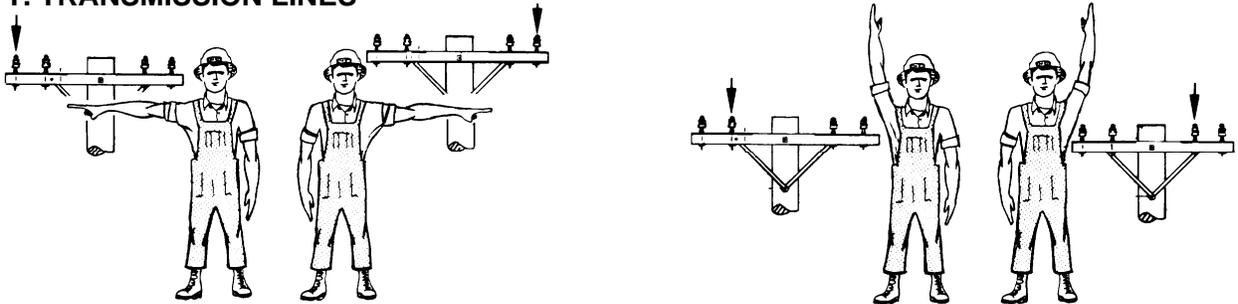
CROSSARM



TRIANGULAR



L. T. TRANSMISSION LINES



SECONDARY

