

PREVALENCE OF EYE INJURIES AMONG LOCOMOTIVE DRIVERS AND SENTUL WORKSHOP WORKERS IN KERETAPI TANAH MELAYU IN 1994, 1995

PREVALENS KECEDERAAN MATA DIKALANGAN PEMANDU LOKOMOTIF DAN PEKERJA BENGKEL SENTUL, KERETAPI TANAH MELAYU 1994, 1995

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ABSTRACT

A cross-sectional study was conducted to determine the prevalence of eye injuries and the factors influencing it among locomotive drivers and Sentul workshop workers of Keretapi Tanah Melayu in 1994. The sample was selected using convenient sampling technique. A total of 200 locomotive drivers and 100 workshop workers were studied and the prevalence of eye injuries was 20.0%. The prevalence of eye injuries was significantly associated with mean age, types of job and length of services ($p < 0.05$). The prevalence of eye injuries was not significantly associated with ethnicity, level of education and level of knowledge on personal protective equipment ($p > 0.05$). It was also found that brake block dust was the main causal agent among locomotive drivers while the causal agent for workshop workers was dust ($p < 0.05$). The study also concluded that the mean annual sick leave among the workshop workers was higher than the locomotive drivers ($p < 0.05$). Most of the eye injuries involved the left eye (56.7%) and the majority of these injuries were diagnosed as foreign bodies in the cornea (88.3%). None of those, injured was blinded or had serious complication.

ABSTRAK

Satu kajian irisan lintang telah dilakukan untuk mengkaji prevalens kecederaan mata dan faktor-faktor yang mempengaruhinya di kalangan pemandu lokomotif dan pekerja bengkel Sentul. Keretapi Tanah Melayu pada tahun 1994. Sampel telah dipilih secara persampelan mudah. Seramai 200 orang pemandu lokomotif dan 100 orang pekerja bengkel telah dikaji dan didapati prevalens kecederaan mata ialah 20.0%. Prevalens kecederaan mata didapati mempunyai hubungan yang bermakna dengan min umur, jenis pekerjaan dan lama berkhidmat ($p < 0.05$). Prevalens kecederaan mata tidak mempunyai hubungan yang bermakna dengan bangsa, taraf pendidikan dan taraf pengetahuan mengenai alat perlindungan peribadi ($p > 0.05$). Hasil kajian ini juga mendapati debu blok brek sebagai agen penyebab utama kecederaan mata di kalangan pemandu lokomotif manakala habuk adalah penyebab utama di kalangan pekerja bengkel ($p < 0.05$). Adalah juga didapati bahawa min cuti sakit tahunan pekerja bengkel adalah lebih tinggi dibandingkan dengan pemandu lokomotif ($p < 0.05$). Hasil kajian juga mendapati kebanyakan kecederaan melibatkan mata kiri (56.7%) dan didiagnosa sebagai bendasing di kornea (88.3%) dengan tiada seoranganpun yang mengalami buta atau kecederaan teruk.