Home Fires

As a responder and a volunteer working with hose fire victims, I have seen how devastating fires in the home or business can be. The sad thing is most of the fires could have been prevented.

According to the Center for Disease Control (CDC), deaths from fires and burns are the fifth most common cause of unintentional injury deaths in the U.S. and the third leading cause of fatal home injuries. The U.S. mortality rate from fires ranks sixth among the 25 developed countries.

Some CDC statistics regarding fires in the U.S. are as follows:
- In 2006, someone died in a fire every 162 minutes. Someone was injured every 32 minutes.
- Four out of five U.S. fire deaths in 2006 occurred in homes.
- Most victims of fires die from smoke or toxic gases and not from burns.
- Smoking is the leading cause of fire-related deaths.
- Cooking is the primary cause of home fires.
- Cost to the U.S. according to the CDC:
  - Residential fires cost nearly $7 billion in property damage.
  - Fatal fire and burn injuries cost $3 billion.
  - Hospitalized fire injuries total $1 billion.
  - Non-hospitalized fire and burn injuries cost $3 billion.

Lastly the CDC advises of the following three risk factors:
- Approximately half the home fire deaths occur in homes without smoke alarms.
- Most residential fires occur in winter.
- Alcohol use contributes to an estimated 40% of residential fire deaths.

So what can you do to prevent fires? Here are some tips that you may want to remember.

**Preventing fires caused by cooking:**
- Always stay in the kitchen while cooking.
- Keep things that can burn, such as dish-towels, paper bags, etc. at least three feet away from the range top.
- Before cooking, roll up sleeves and use oven mitts. Loose-fitting clothes can touch

Everybody Has a Job in School Bus Safety

By Ross M. Hartman, Bethel School District, Transportation Training Manager

About 22 million children ride to and from school each day in 350,000 school buses. Traveling on a school bus is the safest mode of transportation. It takes everybody’s help to keep it that way and to make it even safer.

**The Students’ Job**
- Be on time for the bus (at least 5 minutes early).
- Never run to or from the bus, even if you are late.
- Be alert and stand back from the curb.
- Do not push or shove.
- Stay in your seat.
- Do not shout or yell—the driver needs to hear what is going on around the bus.
- Always obey the driver at all times.
- Wait for the driver’s signal before crossing. Always cross at least 12 feet in front of the bus.
- Never eat or drink on the bus.
- Always keep your hands to yourself.
- Do not put any part of your body outside the bus window.
- If you drop something, never crawl under the bus to retrieve it.
- Respect others on the bus.

**Backpacks, Drawstrings, and Clothing**

The clothing that your children like may not always be safe. Jacket and sweatshirt drawstrings, backpack straps, scarves, and loose clothing may get caught on the bus handrail or door. This is not only a danger while getting on or off of the bus, but could be a danger anywhere, even on playground equipment and fences.

Remove, shorten or replace drawstrings with another kind of fastener.

Make sure that your child does not wear dark clothing during the hours of darkness—this makes it difficult for drivers on the road to see your child.

Ear pieces for listening to music should not be worn, as it makes it difficult for your child to hear vehicles on the road.

**The Drivers’ Job**
- To check the bus before each trip to make sure it is safe.
- To be on time.
- To drive safely at all times.
- To make the trip safe.
- To make contact with parents if there is a problem.

**The Parents’ Job**
- To have children at the bus stop on time.
- To know the rules for bus riders.
- To support the driver if behavior problems occur.
- To make contact with the driver if there is a problem.

Continued on page 6

National School Bus Safety Week
October 18 - 24
Oh Say Can You See That Flagger?

By John Matteson, Senior Loss Prevention Consultant, Liberty Northwest Insurance Corporation, Oregon

We all see flaggers as we drive around on public highways, construction projects, special events, and other activities. They play a vital role in controlling and regulating traffic to help assure safety at the site as well as safety for vehicles moving through the area. There are many specific regulations which help assure that flaggers can regulate traffic and do so safely.

Perhaps one of the most important elements that assure that a flagger can do their job safely is the motorist’s ability to see the flagger and recognize what the flagger is trying to communicate. Normally signs are a big part of the communication process, but hand signals and other actions can also help the flagger to communicate with motorists. When motorists do not recognize flaggers and fail to observe traffic restrictions, not only is the flagger at risk, but so are other workers on site, as well as the motorists themselves.

These are the Oregon State rules concerning hi-visibility garments including reflective properties for night situations:
ORS 437-002-0128 High Visibility Garments: Employees exposed to hazards caused by highway type moving vehicles in construction zones and street/highway traffic must wear highly visible upper body garments. The colors must contrast with other colors in the area sufficiently to make the worker stand out. Colors equivalent to strong red, strong orange, strong yellow-green, or fluorescent versions of these colors are acceptable. During hours of darkness, the garments must also have reflective material visible from all sides for 1000 feet.

There are other factors that affect visibility and many of these are not addressed in flagging rules and guidelines.

- Light conditions including natural and artificial lighting can increase or decrease a flagger’s visibility.
- The color of the background behind the flagger can vary and this can dramatically affect a motorist’s ability to recognize the flagger. A flagger with hi-visibility orange vest will not be easily seen if the background is an orange truck.

- Flaggers with contrast colored hi-visibility vests will be less recognizable if they are standing in the shade with bright sunlight around them.
- If there is a lot of equipment, other vehicles, and activity in the vicinity of the flagger, motorists may be distracted and not recognize the flagger as soon as they should.
- Local terrain, vegetation, and nearby buildings may reduce visibility for motorists.
- If signs are not maintained at proper distances from the construction activity, the motorist may forget about the construction before he gets there.

Obviously there may be other factors which affect a motorist’s ability to see a flagger. With this information in mind, there is a relatively simple way to determine if a flagger is visible. Once a flagger is in place, someone can approach the flagger in a vehicle determining if any of the factors identified in this article or anything else are hampering the motorist’s ability to see the flagger. If issues are identified, they can be dealt with based on the specific environment and resources available. When we consider the importance of a flaggers’ job, it certainly makes sense to assure that they are seen.
Get the Word Out - October Is Crime Prevention Month

The National Crime Prevention Council (NCPC) was founded in 1982 to manage the National Citizens’ Crime Prevention Campaign and McGruff the crime dog, and to administer the Crime Prevention Coalition of America. Now, 29 years after McGruff’s first TV appearance, more than 75% of children recognize McGruff and over 4,000 law enforcement agencies own a McGruff suit.

In 1984 the NCPC designated October as Crime Prevention Month. Crime prevention is a pattern of attitudes and behaviors directed at reducing the threat of crime and enhancing the sense of safety and security, to positively influence the quality of life in our society, and to develop environments where crime cannot flourish (National Crime Prevention Council, 1990).

The National Crime Prevention Council produces tools that communities can use to learn crime prevention strategies, engage community members, and coordinate with local agencies. Where can you find these resources?

The main NCPC website, www.ncpc.org, offers information on how states are fighting crime, tips on personal and community safety, and information on the Crime Prevention Coalition of America.

Go to the Celebrate Safer Communities website (www.celebratesafecommunities.org) for assistance when arranging local events.

Visit the Stop bullying Now! Campaign at www.stopbullyingnow.hrsa.gov.

By visiting the above websites we can educate ourselves, our families and our communities on how to take back our neighborhoods and our quality of life. It is up to all of us to let the criminals know that our communities are not the place they want to commit a crime.
SAFETY GALLERY

Bethel School District had two teams compete in the state rodeos. They took First and Second place in the Special Needs Competition. The first place team will compete in the Orlando Florida International Competition in March 2010.

First Place Team Winners are: Billy Turner and Tina Rodriguez. Second Place Team Winners are: Judith Violette and Daphne Howell.

Congratulations to the newest EverSafe Driving Instructors: Marcus Harris, Independent; Norm Nyhuis, Instructor Trainer; Roger Owens, Mutual of Enumclaw Insurance; Dana Peterson, University of Oregon; Steve Cupples, Traffic Control Services; Kevin Blackburn, Independent; Steve Barnes, Barney’s Pilot Car Equipment; Elton Boyd, All American Truss Company Inc; Gordon Needham, Independent; Sheri Sikes, Whatcom County Public Works. Congratulations!

Protecting Yourself During Medical Emergencies

When someone is hurt or seriously ill it is natural for your first concern to be their well-being. But thousands of first responders and Good Samaritans get hurt and some even killed during rescue attempts each and every year. It is vital that during these stressful times your first concern be for your own safety, and then for the safety of those around you before attending to the patient. It is also important for the lay rescuer to follow some simple rules in order to protect themselves legally. Washington’s Good Samaritan Act was revised in 1985 to address this issue.

In the book Technical Rescue Operations author Larry Collins says, “Every rescuer should be considered an unofficial safety officer. They should be constantly alert to danger, always playing the ‘what if’ game.” Rescuers can then be prepared to alert others to take protective action in the event of any unanticipated problems jeopardizing their own safety. Sometimes this is a tall order as the adrenaline released in such situations can make it very difficult for people to think clearly. First responders would be well advised to follow the acronym “S.T.O.P” (Stop, Think, Observe, Plan) before proceeding in any emergency. Also, because blood is drawn away from the core during adrenaline release to be used by the extremities in a stressful situation, it is important for the rescuer to remember to breathe! This will get vital oxygen back to the core and brain so that cognitive thinking can keep you alert and out of danger. Many people who have taken a basic First Aid/CPR course ask the question, “Do I have to help?” Washington law states that for those only trained at a basic level (“lay-rescuers”), it is their choice whether or not to render hands on assistance. RCW 4.24.300, also known as the Good Samaritan Act, prevents someone who has voluntarily helped another in need from being sued for “any act or omission” during rescue, provided there has been no “gross negligence or misconduct.” You are generally protected from liability as long as you act reasonably and in “good faith,” without payment or reward. Other guidelines include:

- Never attempt skills that exceed your training.
- Don’t move a victim unless his or her life is in danger.
- Call for emergency medical services immediately, even if you decide not to give first aid.
- Always ask a responsive victim for permission before giving care (you may proceed with “implied consent” if the victim is unable to provide verbal consent).
- Once you have started CPR, don’t stop until qualified help arrives, you become too exhausted to continue, or the scene becomes too dangerous for you to stay.

Should you choose to render assistance in an emergency, the Good Samaritan Act is in place to protect you provided you follow the guidelines above. Remember that while it is an admirable thing for us to want to help one another and clearly the help is much appreciated by the person who needs it, it is unadvisable for anyone to do so while putting their own safety at risk, either consciously or unconsciously. Therefore, always do what is necessary to protect yourself and others first before approaching the patient.

As the American Safety and Health Institute advises, “If the scene is unsafe, or at any time becomes unsafe, get out!”

Customized On-Site Safety and Health Training

Call Stephanie at 800-521-0778
This month Evergreen Safety Council is pleased to feature Shawn Ritchey in People in Safety.

Shawn has been associated with Evergreen as a contract instructor providing First Aid/CPR training, EverSafe Driving instruction and ergonomic training. Shawn is Evergreen’s primary first aid instructor trainer.

Shawn started working in Emergency Medical Services (EMS) in 1990 when he was hired by Kitsap County Fire District 10 in Kingston. He worked as a firefighter for about two years before becoming an EMT. While with KCFD 10 he went through the Tacoma Fire Academy. In 1992 he was hired by Sheppard Ambulance where he worked until 2001. In 2000 Shawn started to teach FA/CPR and in 2001 came to work for Evergreen to oversee the first aid programs and to assist in the EverSafe Driving program. Although he is no longer working full time with Evergreen, Shawn is still utilized as an instructor and consultant for first aid, ergonomics and driver safety. In 2003 he established his own business, Dynamic Perspective in Safety.

When asked what he thinks his greatest accomplishment in safety is, and what the most difficult aspect of safety is, he says it is one and the same. “That is: How do I honor the people I am training or those hiring me to teach? How do I make the training worthwhile for those attending? It is a constant struggle for me while at the same time very satisfying when it seems to work out positively for those attending.”

Shawn was born in San Diego, CA and lived there until he was 12, then his family moved to Danville, CA where he grew up. Danville is located about an hour east of San Francisco. There he graduated from San Ramon Valley High School in 1979. Afterwards he attended community college then transferred to San Diego State University, graduating in 1986 with a B.A. in Theatre. In 1990, Shawn met his future wife, Tori, through the theatre. They ended up touring together with the Taproot Theatre in the spring of 1990 and they married in May of 1991. Their first son, Paxton, was born in April of 1999 and was their only child until 2008, at which time they adopted their second son, Gideon.

They had considered adopting for awhile, and in 2006 they became licensed foster parents. In 2007 they were given a book, “There is No Me Without You,” by Melissa Fay Green, which addressed the tremendous plight of orphaned children in Africa, specifically Ethiopia. Tori and Shawn decided to “change course” and adopt internationally. They began the process of adopting from Ethiopia. In July of 2008 they traveled to Ethiopia to bring home the newest member of their family, Gideon. Now, according to Shawn, they have “two awesome boys,” Paxton age 10 and Gideon age 8.

Shawn enjoys family recreation with Tori and his two sons and they try to go trailer camping at least a couple times a year. In addition, he still enjoys the theatre, especially watching Tori perform. He also admitted to enjoying just sitting in a room by himself quietly doing nothing, not that he gets to do it very much at all.

Evergreen Safety Council would like to thank Shawn for all of his efforts in the field of safety and his and Tori’s unselfish acts towards making the world better for children.

PEOPLE IN
SAFETY

Shawn Ritchey

Evergreen Safety Council Instructor/Trainer

Forklift Corner
Provided by Bottom Line Loss Control

Forklift Instructor Certification

This course meets or exceeds OSHA training requirements (29 CFR 1910-178). Participants must have experience in forklift operation to qualify.

Course Fee:
$1295 Deluxe Instructor package
$995 Basic Instructor package
Add Aerial Lift Instructor training for $400

Forklift Operator Training

Any person who operates a powered industrial truck must have documentation of training and evaluation. This course exceeds OSHA and DOSH requirements.

Course fee: $100 for classroom, plus:
New operators: $100 per machine
Experienced: $35 per machine
Examples: sit-down (counter balance), stand-up (narrow aisle), order picker, tugger or any style electric pallet jack.

Both courses are offered monthly. Please see the Events Calendar or visit www.esc.org for training package descriptions and additional pricing information.

TRAFFIC CONTROL SUPERVISOR CERTIFICATION

Washington Classes
TCS Recertification – Seattle – Sept. 18, 2009

Oregon Classes
TCS Certification – Portland - Sept. 22-24, 2009
TCS Recertification – Portland - Sept. 21, 2009

Call 1-800-521-0778 or visit www.esc.org
A Visit from Grace

By Norm Nyhuis, Safety & Health Trainer/Consultant, Evergreen Safety Council

A USA TODAY/ABC News/Gallup Poll of baby boomers finds that 41% of people who have a living parent are providing care for them — either financial help, personal care or both — and 8% of boomers say their parents have moved in with them.

Of those who are not caring for an aging parent, 37% say they expect to do so in the future. About half say they’re concerned about being able to provide such care.

I read the above statistics a few months ago when they were first published. I didn’t think much about them at the time, as the pain of dealing with the declining health, both physical and mental, of my wife’s and my one remaining parent had dulled in the five years since her passing, at the age of 94. However, the memories came flooding back last week...

We live in the country, off of a dead end road that joins a two lane county road that winds its way for several miles between two small towns. Idyllic and peaceful, it is a place to escape the cares of the working world in the big city.

Living where we do, we were more than surprised to hear our door bell ring one night, just as we were finishing a late supper. Waiting at the door was a neatly dressed and groomed elderly lady. At first I thought, “She doesn’t look like a typical door to door solicitor, I wonder . . . .” After greeting her, I noticed the tears coursing down her cheeks as she said, “I’m so sorry to bother you, but…your house and flowers looked so nice, I knew you could help me. I’m embarrassed to say this, but I don’t know where I am, or how to get home.”

The short version of the story is that Grace, our visitor (that’s not her real name), is in the early stages of dementia, associated with Alzheimer’s disease. While physically healthy — she had walked nearly a mile from where she lived — she no longer had the mental acuity to know where she was or to care for herself unassisted. Yes, the story has a happy ending. After sharing a cup of tea, and some gentle questioning about family members, we were able to locate a family member in the telephone book, and arrange for them to come pick her up and safely bring her home.

So what does this have to do with safety? Simply, Evergreen Safety Council is concerned with all facets of safety, both on and off the job. We talk a lot about safety around the home, particularly with regard to keeping our children safe – cabinet locks, child proof gates at the head of staircases, and certainly always using a child seat for every trip in the family car. But now many of us are faced with providing a safe environment for an elderly parent or other family member who needs our care.

While there are many products on the market to assist seniors with the daily tasks of living — an internet search using the words “caring for elderly parents” returned over 400,000 hits — there are some simple things you can do to make life safer for an elderly parent, regardless of the physical living arrangements.

Make mobility easy: Are there steps to be negotiated? If so, is there a sturdy handrail, potentially on both sides of the stairway? Are the floors and passage ways where they will frequently walk unobstructed? Are there throw rugs that could lead to a fall? Is there adequate lighting in hallways and places of regular movement through the house?

Help manage medications: pharmacies often offer free pill containers where daily medications can be kept in individual compartments, one for each day’s use. If you need to manage the medications more closely, many prescriptions can be packaged in bubble packaging where one pill is removed from a month’s supply, and you can see at a glance whether the medication has been taken that day.

Identification: Make sure your elderly loved one has identification. This could be as formal as a state issued ID card or as simple as a note in their coat pocket giving their name and your name and phone number, or that of another responsible party who can be reached should they become lost or disoriented. This one item would have saved a significant amount of time when Grace came to our doorstep, as we attempted to get enough information to locate her family, as well as avoiding significant worry on the part of her family as they searched for her.

Probably most important, talk with your parents or elderly relative, before the need becomes essential, make certain you agree on how care will be provided and consult an attorney who specializes in elder issues to ensure the proper legal documents — a current will, durable power of attorney, and a physicians directive — are completed before the need is immediate.

Remember, SAFETY extends to our entire family, every day, at home and on the job.
Registration Form

Class Title

Class Date

Name of Participant(s) Please print or type

1.

2.

3.

4.

Organization

Contact Name

Mailing Address

City State Zip

Telephone number

Check enclosed □ yes □ no

Purchase order # □ Member □ Non-Member

Credit Card Information:

Card Number ____________________________

Expiration Date ____________________________ V-Code* ____________________________

Cardholder name _______________________

* Visa/Mastercard: The “V-Code” is on the back of your card in the white signature strip. It is a 3-digit extension. It is usually following the last 4 digits of your credit card. However, it can be on its own.

* American Express: The “V-Code” is a 4-digit number on the front of the card, located on the right above the card number.

* Discover: No “V-Code” is being required at this time.

Registration/Payment/Cancellation & Rescheduling Policy

1. Registration: Registration requests may be by mail, fax or e-mail.

2. Payment: Payment must be received in our office before registration is confirmed. Payment may be by credit card, purchase order, money order or check. Once payment is received, a confirmation letter will be sent.

3. Cancellation/Rescheduling: All Cancellations and Rescheduling must be by letter, fax or e-mail, (phone calls are not sufficient notification). You will be notified when your cancellation has been received. More than six (6) business days notice: a $25 administration fee will be applied toward all cancellation refunds. A $25 administration fee in addition to the class fee will be charged for rescheduling a class. Less than six (6) business days notice: No refund or credit will be issued for cancellations, reschedulings, or “no-shows”.

It is your responsibility to follow up with us to verify we have received all your paperwork, provided you do not hear from us.

Please initial: ___________

Mail or fax to:

Evergreen Safety Council
401 Pontius Avenue N.
Seattle, WA 98109
(206) 382-4090 or (800) 521-0778
Fax (800) 704-3925
E-mail: esc@esc.org

Online student registration is available for all ESC safety training classes at www.esc.org.

Evergreen Safety Council Calendar of Events

Sept. 2 HST 200 Intro to OSHA/DOSH & Lockout/Tagout – Seattle, WA
Sept. 3 *SPT107X Occ. Accident/Incident Investigations – Seattle, WA
Sept. 9 HST 203 Machine Safety/Equipment Safety – Seattle, WA
Sept. 14-16 Traffic Control Supervisor Certification/WSDOT – Seattle, WA
Sept. 17 *SPT106AB Safety Committee/Meetings – Seattle, WA
Sept. 18 TCS Recertification/WSDOT – Seattle, WA
Sept. 21 TCS Recertification/ODOT – Portland, OR
Sept. 21-22 Forklift Instructor Certification (ITFL001) – Renton, WA
Sept. 22-24 Traffic Control Supervisor Certification/ODOT – Portland, OR
Sept. 23 Forklift Operator Certification (OTFL002) – Renton, WA
Sept. 24 *SPT108AB Empl. Safety Training/Communications – Seattle, WA
Sept. 25 Flagger Certification (open enrollment) – Seattle, WA
Sept. 29 Construction Safety Specialist Certification (1 of 6) – Seattle, WA
Sept. 29 Oregon Employers Traffic Safety Conference – Portland, OR
Sept. 30 HST 204AB Fall Protection/Excavation – Seattle, WA

Oct. 7-8 WA Governor’s Safety & Health Conference – Tacoma, WA
Oct. 13 Construction Safety Specialist Certification (day 2 of 6) – Seattle, WA
Oct. 14 HST 205AB Confined Space/Respirators – Seattle, WA
Oct. 15 *SPT109AB PPE/Materials Handling – Seattle, WA
Oct. 19-20 EverSafe Driving Instructor Certification (ITESD09) – Seattle, WA
Oct. 19-20 Forklift Instructor Certification (ITFL001) – Renton, WA
Oct. 21 Forklift Operator Certification (OTFL002) – Renton, WA
Oct. 22 *SPT110X Hazardous Materials Overview – Seattle, WA
Oct. 23 Flagger Certification (open enrollment) – Seattle, WA
Oct. 24 Construction Safety Specialist Certification (day 3 of 6) – Seattle, WA
Oct. 28 HST 206 Ind. Ventilation/Indoor Air Quality – Seattle, WA

Nov. 2-4 Traffic Control Supervisor Certification/WSDOT – Seattle, WA
Nov. 5 *SPT111X Practical Workplace Ergonomics – Seattle, WA
Nov. 6 TCS Recertification/WSDOT – Seattle, WA
Nov. 10 Construction Safety Specialist Certification (day 4 of 6) – Seattle, WA
Nov. 11 HST 207-1 Industrial Hygiene – Seattle, WA
Nov. 13 First Aid/CPR (open enrollment) – Seattle, WA
Nov. 17 Construction Safety Specialist Certification (day 5 of 6) – Seattle, WA
Nov. 18 HST 207-2 Industrial Hygiene – Seattle, WA
Nov. 18-19 Forklift Instructor Certification (ITFL001) – Renton, WA
Nov. 19 *SPT112X Introduction to Industrial Hygiene – Seattle, WA
Nov. 20 Forklift Operator Certification (OTFL002) – Renton, WA
Nov. 20 Flagger Certification (open enrollment) – Seattle, WA

*Counts toward Safety and Health Specialist Certification

1-800-521-0778 or www.esc.org
Disaster Assessment for Business

★ Are you concerned that your normal business operations might be interrupted by a natural or human-caused disaster?
★ Have you determined what parts of your business need to be operational as soon as possible following a disaster, and planned how to resume those operations?
★ Do you and your employees have a disaster response plan in place to help assure your safety and to take care of yourselves until help can arrive?
★ Could you communicate with your employees if a disaster happened during work hours or after work hours?
★ Can your building withstand the impact of a natural disaster, and are your contents and inventory sufficiently protected so they will not be damaged?
★ Are your vital records protected from the harm that could be caused by a disaster?
★ Are you prepared to stay open for business if your suppliers cannot deliver, your markets are inaccessible, or basic needs (e.g. water, sewer, electricity, transportation) are unavailable?

★ Do you have plans to stay open for business, even if you cannot stay in or reach your place of business?
★ Have you worked with your community—public officials and other businesses—to promote disaster preparedness and plan community recovery?
★ Have you consulted an insurance professional to access if your insurance coverage is adequate to help you get back in business following a disaster?

Assessment Results — your score indicates how well prepared you are for the disruption caused by a natural or human-caused disaster.

If you scored:
7-10 Yes answers: You are well on your way!
4-6 Yes answers: You have lots of work to do.
1-3 Yes answers: Please get started immediately.