



### DECEMBER SAFETY LEADERS

#### Congratulations to this month's Safety Leaders!

Paul Baker- Ogden, UT  
Everton Oliphant- Martins Creek, PA  
Otis Rodgers- Tampa, FL  
Bruce Yarbary- Commerce City, CO

Derrick Lee- Tampa, FL  
Clark Rissmiller- Martins Creek, PA  
Ronald Stanton- Wood River, IL  
Jack Yentzer- Camp Hill, PA

Keep up the great work!

## Slips and Falls



This is the time of year to focus on the hazards of winter driving. Although winter-driving safety must be addressed with drivers for the next couple of months, winter weather ushers in hazards that extend beyond the roadway. Many companies experience a spike in workers' compensation claims during the winter months as a direct result of winter hazards that are completely unrelated to driving a truck. Slips and falls happen to represent the most prevalent cause of truck-driver injuries. Below is a brief overview of several tips to preventing slips and falls:

- **Use the three-point-contact climbing method.** Keep three limbs (one hand and two feet, or two hands and one foot) in contact with the handholds or the steps. If a hand or foot slips, two other limbs will be in contact with the vehicle to catch the driver.
- **Always face the equipment.** You may be tempted to exit the cab facing forward, which makes the three-point climbing method awkward. Facing the truck increases the driver's control.
- **Avoid jumping.** Some of the most frequent and serious injuries are the result of jumping from the cab, deck plate, or steps.
- **Keep your hands free.** You should avoid carrying items while entering or exiting the cab so your hands are free to use the grab rails.
- **Get a grip.** The hookup area behind the cab is the scene of many slips and falls. Drivers should place their feet solidly on the surface of the catwalk and use a secure handhold, leaving one hand free to do the work.
- **Keep equipment in good condition.** Pre- and post-trip inspections should include steps, deck plates, and grab rails. Repairs should be done immediately. Preventive maintenance for scheduled services should also include safety equipment inspection.
- **Select proper footwear.** You should wear sturdy footwear with slip-resistant soles.
- **Clean the deck plate/catwalk area.** When you need to connect, unhook, or check brake and electrical connections, the work should be done from the ground, if possible. If not, the area should be equipped with as many footholds and grab rails as possible. Deck plates commonly become slippery from fuel and moisture, so it's critical that proper material be used.

Adverse conditions: snow, ice, rain, mud, grease, and even morning dew can increase slip-and-fall potential. Clean handholds, steps, and truck platforms before entering the cab. When exiting, use extra caution. Also, do not install carpet on the steps to keep the inside of the tractor clean. Carpet can freeze in cold, icy conditions and be very slippery during wet weather.

**We appreciate your work for all these years and many best wishes on the anniversary of your service this January!**

Jackie Mettler Drew, 13 years! Burlington Office  
Donald Ruby, 9 years! Camp Hill, PA  
Leroy Sisco, 7 years! Refrigerated Division  
Kyle Weuve, 6 years! CFO

Harold Ribble, 13 years! Martins Creek, PA  
Lynford Knepp, 8 years! Burlington, IA  
Benito Dominguez, 6 years! North Texas  
Bradley Cahill, 5 years! Burlington Shop

## Backing Accidents: G.O.A.L

Backing accidents account for a large percentage of losses that companies experience. Most often, these accidents are considered preventable because it is the driver's responsibility to ensure that the path behind the vehicle is clear.

*The most common types of backing claims are:*

1. Backing into parked vehicles
2. Backing into vehicles while at stop sign or intersection
4. Backing into dock and hitting guard rail
5. Backed into dock and hitting overhang
6. Vehicle rolled back into another vehicle or fixed object.

*Some of the main causes that contribute to backing accidents are:*

- The driver is in a hurry
- The driver is inattentive or distracted
- The driver is parking in a crowded area
- There are obstructions that block the driver's view

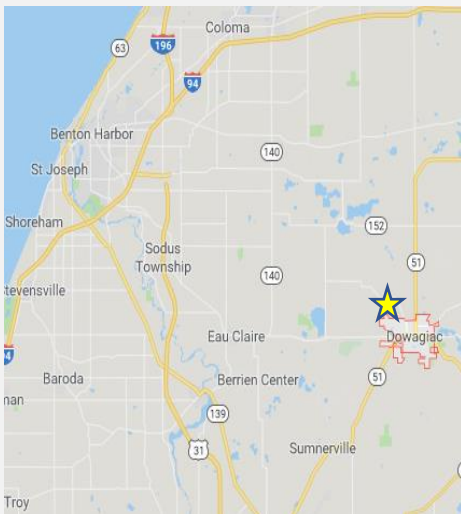
*Ways to prevent a backing accident:*

1. If possible, avoid backing up by planning your routes.
2. Know your blind spots and other limitations of vision.
3. Before backing, walk around your vehicle to make sure it is clear of vehicles or pedestrians.
4. Turn your flashers on to alert others to your intent.
5. Back up slowly and use your horn if necessary.
6. Back up from the driver's side, if possible.
7. Don't forget to look for overhead obstructions such as: power lines, signs and canopies when backing
8. Reduce distractions: turn off radio, avoid in-cab distractions, open vehicle windows to hear surrounding noises.
9. Use a spotter if available.

Most backing accidents are preventable. If you are not confident the area behind you is clear you should stop, look and proceed with caution. Never assume that an area is clear; Always remember G.O.A.L...Get Out And Look.

## Terminal Spotlight

### Dowagiac Michigan



One of W.W.'s Midwest terminals operates out of Dowagiac, Michigan. Located approximately 23 miles from South Bend, Indiana and 20 miles east of Benton Harbor and Lake Michigan, the Dowagiac team continues to provide excellent service to our customers in Michigan, while also traveling as far north as Milwaukee, Wisconsin. The route Dowagiac drivers take to Milwaukee travels right through Chicago, adding the stress of battling through the city's traffic both ways. Manager and driver, Dan Berg, who has lived in the Dowagiac area for over 30 years, credits the support and knowledge of his drivers for keeping things running smoothly, "most the crew has over 3 years of experience." Dan said. Managing the Dowagiac terminal for over 4 years, Dan says the most challenging part of working in Dowagiac is eleventh hour loads into Michigan. To handle those instances, Dowagiac drivers have to be resilient, dependable, and on time if a last-minute load were to come across, but day in and day out the team endures to get the job done.