

CANFARMSAFE

The Voice of the Canadian Agriculture Safety Program

Issue No. 13

2003

Farm to field and home again

Farm safety innovations

The voice of experience

Supplement to Farm Focus, Quebec Farmers' Advocate, Ontario Farmer, Manitoba Cooperator,
Western Producer & Country Life in B.C.

what's NEW. . .

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CANFARMSAFE is available in French and English.

ABOUT CASP

The primary objective of the Canadian Agriculture Safety Program (CASP) is to decrease the number of farm injuries and fatalities across Canada. By increasing safety awareness and promoting healthy attitudes, CASP aims to create a safe environment for farmers and farm workers, their families and communities. The program is administered by the Canadian Agricultural Safety Association and sponsored by Agriculture and Agri-Food Canada.

Letters to the Editor

To the Editor:

I am writing to request a copy of the OffGuard Photographic Exhibition catalogue. The Workplace Health and Safety prevention team members of our region have been working closely with the potato growing agency, growers and the private sector on increasing safety awareness and education for this industry. I think your catalogue might have some interesting information for us. Thanks very much.

Lise Malenfant, Manager
Prevention Services North West,
Grand Falls, NB

The Editor replies:

Machinery injuries in the potato-growing industry can be devastating. We wish your organization success in your safety awareness and education program. A complimentary copy of the OffGuard catalogue will go out to your group today.

To the Editor:

Hello, I am a farmer in southern Ontario. I just recently received a copy of your Spring 2002 publication, which helps keep safety issues fresh in my mind a few times a year. I believe in your Fall issue you profiled a gentleman from out west who designed and marketed a round bale tool, a device to cut and pull the twine on round bales. Could you please send me his name or attach a scan of that story if it was from your publication. Many thanks,

Keith Lamont, ON

The Editor replies:

It's good to hear CANFARMSAFE helps you stay in touch with farm safety issues. Attached is the farm safety innovation story on the Hired Hand Twine Ripper™ which you requested.

**from the EDITOR**

We welcome questions, comments and submissions. Contact:

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Deadline for submissions for
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THANK YOU

CANFARMSAFE thanks the following publications for their support in distributing this magazine to Canadian farm families:

Farm Focus
of Atlantic Canada

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Farmer
Ontario Farmer Publications

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THE Western Producer

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The agricultural news source in British Columbia since 1915
Life
in BC

Farm to field and home again

Each year, an average of fifteen Canadians die in farm-related traffic incidents. Two out of three collisions involve a tractor; and almost half (45 percent) occur during July, August and September, according to the Canadian Agricultural Injury Surveillance Program.

These are some of the reasons why the Canadian Federation of Agriculture (CFA) has chosen farm machinery and motor vehicle safety on public roads as its theme for the 2003 Canadian Agricultural Safety Campaign. As part of that campaign, four national initiatives have been launched in an effort to reduce the number of road-related farm injuries and fatalities in Canada.

CFA launches four initiatives to reduce road-related farm injuries and fatalities.

See the Symbols and Know the Functions is a poster developed by CFA, Pioneer Hi-Bred Limited and the Canadian Standards Association, along with partners, the Canadian Agricultural Safety Association (CASA) and Agriculture and Agri-Food Canada (AAFC). The poster illustrates 18 functions and operational symbols for machinery and highlights five safety tips that should be remembered before driving farm machinery on public roads. Farmers are encouraged to mount the poster as a learning tool and frequent reminder.

Railway Safety: From Farm to Field and Home Again is a booklet and tip sheet that outlines railway safety specific to farmers. CFA partnered with Operation Lifesaver and Direction 2006 along with CASA and AAFC to develop the information

resource. Also available is a decal on which you fill in local railway emergency numbers. It can be applied to the windshield of tractors, machinery and motor vehicles.

The Canadian Farm is Canada's only national agriculture and agri-food television program. The CFA, CASA and AAFC sponsor and assist in the development of the two-minute safety segments that end each program. The half-hour show is broadcast on all CTV network stations on weekends as well as on WETV - The Green Channel, which broadcasts the show three times a week in prime time. The show averages 265,000 weekly viewers and runs for 13 weeks commencing in early January. *The Canadian Farm* website, www.canadianfarm.com, also promotes the content of the series.

Wrapping up the campaign is Canadian Agricultural Safety Week, March 12 - 19, 2003 with the theme, *Farm Safety Street Smarts*. The national media campaign, sponsored by Farm Credit Canada, is targeted at farmers and rural residents via community newspapers and rural radio stations. Even the most seasoned farmer will recognize the importance of the key messages of this campaign:

- The most frequent type of farm-related, single vehicle incident on public roadways occurs when a tractor is driven too close to the



shoulder, resulting in a sideways rollover into the ditch.

- Intersections are clearly a hazard. The most common kind of farm-related multiple vehicle collision occurs when a farm machine enters a public roadway intersection.
- A significant number of farm-vehicle-related rear end crashes occur at intersections.
- Left turns at intersections or onto driveways are a hazard. This pattern of collision is associated with inadequate signalling or inadequate visibility of the signalling.

For more information on farm safety, or to download copies of safety promotion materials, please visit the CFA Web site at www.cfa-fca.ca or call the CFA office at (613) 236-3633.

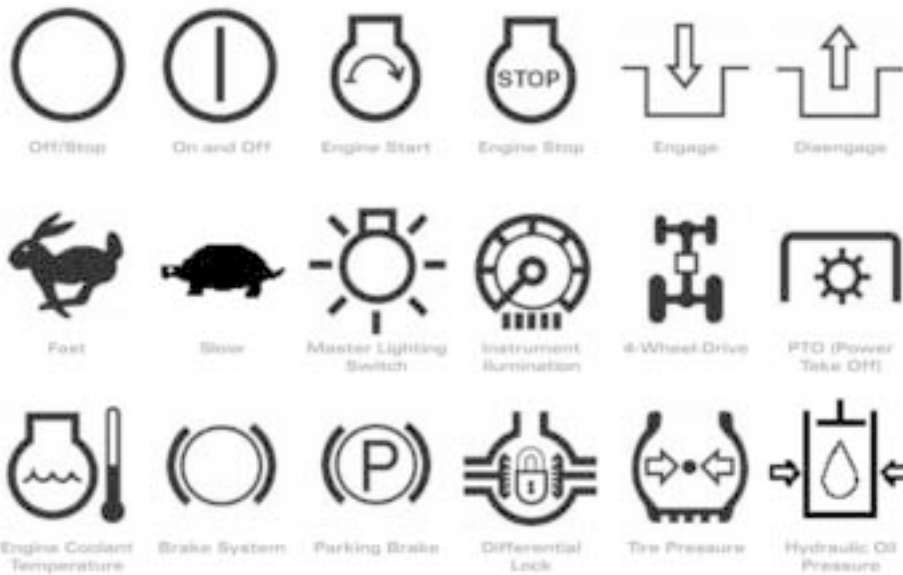
*For further information, please contact: Theresa Whalen-Ruiter, CFA Farm Safety Coordinator,
Tel/Fax: (613) 731-7321,
E-Mail: twr@magma.ca.*

Farm Safety Innovations

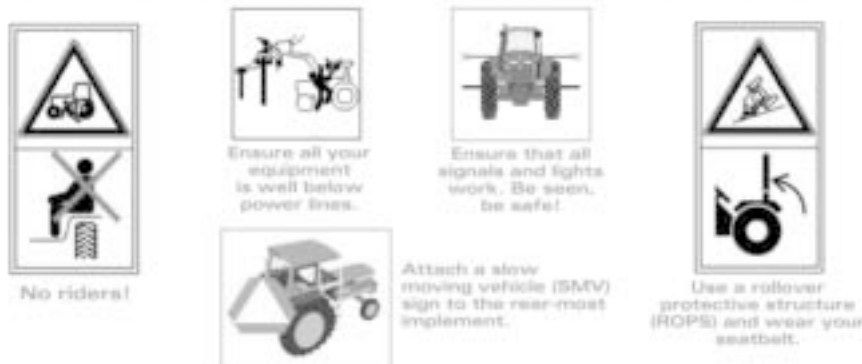
TO OPERATE FARM MACHINERY SAFELY, BE FAMILIAR WITH THE ACTIONS AND FUNCTIONS OF THE VEHICLE OR MACHINE.

SEE THE SYMBOLS AND KNOW THE FUNCTIONS

THEN YOU WILL BE BETTER ABLE TO OPERATE IT IN A SAFE MANNER AND REDUCE THE RISK OF INJURY OR DEATH TO YOU AND OTHERS.



BEFORE you go on the road, remember safety.



FARM SAFETY MEANS FARM SAFELY!



LOCAL CONTACT

Farmers have a reputation for being innovative problem-solvers. They keep equipment up and running and find easier, less expensive ways of doing things. If you know a farmer whose innovation enhances safety or health, please alert the Editor. Publishing product information does not constitute endorsement

Don Pearen, a farmer from Indian Head, Saskatchewan has patented a device that eliminates most of the dangers associated with ditch mowing.

Rollovers involving farm tractors are the leading cause of death on farms and ranches, and sideways rollovers are the commonest type of overturn. Many occur on rural roadways when the tractor is being driven too close to the ditch, and it's rare for an operator to walk away from such an incident. Rollovers represent 21 percent of all agricultural work-related deaths in Canada, yet just two percent of farm injuries that result in hospitalization. Those figures from the Canadian Agricultural Injury Surveillance Program prove what has long been suspected - that tractor rollovers are more lethal than any other cause of injury on the farm.

The tractor remains on the road while the hitch offsets the mower into the ditch.

Pearen claims his hitch is the biggest news in mowing since the development of the rotary mower. Asked why, he says, "Safety is number one, but productivity and operator comfort factor into the picture, too." He explains, "The tractor remains on the road while the hitch offsets the mower into the ditch. This puts the

operator higher and ahead of the mower, giving an unobstructed view of culverts, holes, debris and other hazards and allowing more time to react.

After patenting the hitch and working with a Winnipeg firm to develop a winning prototype, Pearen sold his company to that firm. The owners of Handy-Hitch Manufacturing say the Ditch Hitch is overbuilt in every way. "You can't bend it; you can't break it. It's designed to last a lifetime." They point out cost savings associated with keeping the tractor on the level:

- Better productivity and more efficient use of the tractor due to being able to cut a full width on steep slopes at the same speed as on flat ditches and not having to re-cut grass flattened by tractor tires.
- Flat tires and bent rims are virtually eliminated with only one tire running in the ditch instead of all four.
- Level operation results in balanced lubrication levels, reducing premature failure of bearings, gears and other working parts.



The Ditch Hitch

Handy-Hitch Manufacturing sells the ten-foot model for \$7,990 and the fifteen-foot version for \$9,000. Company owners say the Ditch Hitch is easy to operate - the pull of a safety pin lets the operator move it from transport to working position in seconds using the hydraulic cylinder. Maintenance requirements are minimal - greasing two drive lines and two axles, and checking the oil level in two gear boxes. The company agrees with

Pearen that operator safety and comfort are the number one advantage of the hitch. "No fear of a rollover, no bouncing in the cab and no back strain from sitting crooked all day - the Ditch Hitch makes a tough job easy."

*For further information, contact:
Handy-Hitch Mfg. Inc., 35 Trotter Bay,
Winnipeg MB R3T 3R3,
Tel: (204) 284-5252,
Fax: (204) 284-9200,
Web Site: www.handyhitchmfg.com 🍁*

From the Research Desk



PREDICTORS FOR NON-HODGKINS LYMPHOMA IDENTIFIED

Dr. Helen McDuffie is a geneticist and Dr. Punam Pahwa is a biostatistician interested in how occupational exposures might be related to the

development of cancer. They are researchers at the Institute of Agricultural Rural and Environmental Health (I.ARE.H),

University of Saskatchewan, in Saskatoon.

Beginning in the 1960's, McDuffie says, several countries with varied types of farming began to report an association between farming or rural living and Non-Hodgkins Lymphoma. NHL is a malignant disease of the immune system, more common in men than women and characterized by painless enlargement of one or more lymph nodes. It is the fifth most common cancer in Canada. Although it is still a relatively rare disease, the age-adjusted Canadian incidence rate for NHL rose between 1991 and 1998 at an average annual percentage increase

continued on page 6

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Lymphoma from page 5

of 1.3 percent for men and 1.5 percent for women.

McDuffie, Pahwa and colleagues from I.ARE.H, three other Canadian universities and the Manitoba, Saskatchewan, Alberta and B. C. Cancer Agencies undertook a broad-based study of Canadian male farm residents to investigate a possible relationship between the development of NHL and exposure to animals.

The study group consisted of 235 males diagnosed with NHL and 673 age-matched male controls. The subjects, all of whom reported “ever having lived on a farm” were from Quebec, Ontario, Manitoba, Saskatchewan, Alberta and B. C. Their broad geographical background guaranteed a diversity of farming practices and exposures.

Non-Hodgkins Lymphoma is a malignant disease of the immune system, more common in men than women and characterized by painless enlargement of one or more lymph nodes.

Participants were questioned about their lifetime occupational history and exposure to chemicals including pesticides; their personal medical history, including infections, allergies and auto-immune conditions such as diabetes and rheumatoid arthritis; their personal and family history of cancer; and their cigarette smoking history.

The study identified five factors that were predictors for NHL in a statistically significant number of cases:

- Having more than 13 head of swine
- Raising bison, elk or ostriches
- A personal history of cancer
- Four to 15 years of farm residence
- Occupational exposure to diesel fuel and exhaust

Interestingly, the study identified two

factors associated with a lower risk of developing NHL:

- Raising cattle
- A personal history of measles.

Four theories currently exist, McDuffie says, regarding the association between working with animals and NHL: interspecies viral transmission; chronic and excessive antigenic stimulation; the application of insecticides and fungicides to animals in enclosed spaces; and exposure to microorganisms such as bacteria and fungi and their breakdown products. Further work is needed, the research team says, to identify the causative mechanism that explains the association between exposure

to specific types of farm animals and NHL.

*Reference: H H McDuffie, P Pahwa et al. 2002. Canadian male farm residents, pesticide safety handling practices, exposure to animals and Non-Hodgkin's Lymphoma (NHL). Am J Ind Med Supplement 2:54-61. **



Researchers, Drs. Helen McDuffie and Punam Pahwa

IS USING A CELL PHONE LIKE DRIVING DRUNK?

“Driving Lessons: Exploring Systems That Make Traffic Safer” is a collection of essays that draw on psychology, sociology, education, engineering, medicine and the law. Newly published by the University of Alberta Press, the essays call for change in the hope that we can reduce the human and financial cost of collisions.

The chapter, “Is Using a Cell Phone Like Driving Drunk?”, is the report of a study to determine whether talking on a cell phone while driving is dangerous. Researchers, Donald Redelmeier, MD and Robert Tibshirani of Sunnybrook Hospital, University of Toronto, undertook a case crossover study of 699 collisions that occurred in Toronto between July



1994 and August 1995 involving significant damage but no personal injury.

After controlling for a number of factors, the authors concluded:

- Driving while using a cell phone increases the relative risk of collision by a factor of four.

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- Hands-free cell phones offer no large safety advantage.
- The act of dialling is not the main contributor to collisions.
- No particular time of day is especially dangerous or safe.
- Significantly greater relative risk exists in locations with higher speed limits.

Is using a cell phone like driving drunk? "Not true," say the researchers. The four-fold increase in relative risk of collision is approximately the same as driving with a blood alcohol level at the legal limit (0.08 g/dl). Driving with a blood alcohol 50% above the legal limit (0.12 g/dl), however, is associated with a risk factor of ten, and higher levels of intoxication pose an even higher risk.

The authors recognize the positive aspects of cell phone use - reporting of medical emergencies, criminal activity and mechanical breakdowns. They also note that the huge growth in cell phone technology has not been accompanied by a dramatic increase in collision rates. They consider the question, "Should cell phone use in vehicles be regulated?" and conclude that public debate is needed about whether the advantages of using a cell phone while driving outweigh the risks. They claim, "Scientific data contribute to this dialogue but should not dominate the discussion."

In summary, the authors advise drivers to use cell phones sparingly. "Avoid unnecessary calls, keep conversations brief and suspend dialogue during particularly hazardous driving circumstances."

J.Peter Rothe, Editor. Driving Lessons: Exploring Systems That Make Traffic Safer can be obtained for \$34.95 from Alberta Centre for Injury Control and Research, 4075, RTF, 8308 - 114 Street, Edmonton AB T6G 2E1, Tel: (780) 492-6019 Fax: (780) 492-7154 ❁

Across Canada: CASP Project Report

The Canadian Agriculture Safety Program funds national and provincial projects. For information, contact: CASP Officer, Canadian Agricultural Safety Association, 103 Hospital Drive, PO Box 76, Saskatoon, SK S7N 0W8 Tel: (306) 966-2294 Fax: (306) 966-8891 E-mail: casa.acsa@sask.usask.ca Website: www.casa-acsa.ca

National Projects

CANADIAN AGRICULTURAL SAFETY ASSOCIATION

Reflecting the importance of producers' health and safety, the Canadian Coalition for Agricultural Safety and Rural Health (CCASRH) has been renamed the Canadian Agricultural Safety Association (CASA). The organization's mission is "Safe and healthy agriculture in Canada."

Key objectives:

- To be a national communications and information network on issues involving agricultural health and safety.
- To identify the need for national agricultural safety standards and priorities, and to facilitate their development.
- To develop an environment for collaboration, coordination and communication at national and provincial levels.
- To make recommendations to provincial and federal governments and agencies on legislative issues and funding priorities.

"By definition, CCASRH was a temporary coalition," says Catherine Vanstone, CASA Chair. "Our new name demonstrates that we are now a permanent organization with stable funding and a renewed mandate to promote Canadian agricultural safety



research and initiatives." Along with a new name, CASA has established a new logo and brand identity. CASA will continue many of the initiatives established by the Coalition, including the annual Canadian Farm Safety Conference.

The 2002 Farm Safety Conference took place at the Hotel Fort Garry in Winnipeg from November 3 to 5. Keynote speaker, Gary Gregor, captured the attention of every participant with his opening address, "Farming Safety Is a Decision: How you think affects how you farm." Three tracks, *Canadian Farmers with Disabilities*, *Agricultural Safety and Health*, and *Child and Youth Safety*, gave participants a broad selection of topics to choose from.

For further information, contact: Maura Gillis-Cipywnyk, CASA Manager, Tel: (306) 966-8288 or E-mail: casa.acsa@usask.ca or Doris Stus, bilingual CASA Secretary, Tel: (306) 966-8499

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CANADIAN AGRICULTURAL INJURY SURVEILLANCE PROGRAM

“The injury death rate for young children who live on farms is almost twice that for all young children in Canada.” This disturbing statement led off an August 19th press release by the Canadian Agricultural Injury Surveillance Program. CAISP is a national initiative coordinated from Queen’s University in Kingston that monitors and identifies farm injury patterns. Needless to say, the statistic captured the attention of media, farm families, and agriculture and health professionals across the country.



Dr. Rob Brison, CAISP Project Director, was reporting on a study that spanned the period from 1990 to 2000, showing that an average of ten children aged one to six die each year on Canadian farms and that many others suffer serious injuries requiring hospitalization. Dr. Brison said identifying patterns in the types of farm incidents involving children across Canada

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could eventually help reduce the frequency and severity of those injuries.

“Our data show that just three causes of injury in young children account for three quarters of all fatalities:

- a child bystander being run over by farm machinery
- a child as an extra rider on a tractor, falling from the tractor and being run over
- a child drowning.

In the ‘run over’ fatalities, these tragedies are made more difficult by the fact that it is generally the parent who is the driver running over the child.”

The press release concluded, “The farming community needs to recognize the importance of workplace hazards to very young children and be supported in finding solutions to protect children.”

Detailed CAISP reports on childhood farm injuries can be found at www.CAISP.ca/media. The reports, which divide children into three age categories, reveal that preschoolers are especially vulnerable. Thirty-six percent of all childhood farm fatalities and 15 percent of childhood hospitalizations occur in children younger than five. The most frequent cause of

serious injuries in this age group are machine run overs. Louise Hagel, an injury epidemiologist and CAISP collaborator says, “Children need to be kept away from farm activities, especially at a young age when they don’t have the skills to assess danger. Fencing off dangerous areas or providing a fenced play area are strategies that will result in fewer incidents involving young children.”

Children aged five to nine are less apt to be killed in farm incidents but more likely to be hospitalized for injuries. This age group accounts for 20 percent of childhood farm fatalities and 24 percent of childhood hospitalizations. Children in this age group are most commonly injured in non-machinery activities, particularly falls from a height.



Youth aged ten to nineteen account for 41 percent of childhood farm fatalities and 62 percent of childhood hospitalizations. Children in this age group are most commonly injured in animal-related events.

Dr. Will Pickett, CAISP co-investigator, believes childhood farm injuries are preventable. He says, “It is impor-

tant that farming parents make a concerted effort to keep their children away from harm until they can participate in farm activities. It is the parents' responsibility to ensure that all tasks assigned to children are appropriate to their age and capabilities."

The North American Guidelines for Children's Agricultural Tasks (NAGCAT) help parents choose and supervise appropriate farm activities for children based on their age and capabilities. Printed NAGCAT resource materials for parents and professionals are now available at 50% off the regular purchase price through Gemplers Inc. Call 1-800-382-8473 or visit the Web site at www.gemplers.com/nagcat.

CASA MEMBER ORGANIZATIONS REAP AWARDS

The Canadian Federation of Agriculture (CFA) has received two distinguished awards for effectively disseminating farm safety information during 2001-02. In June, Theresa Whalen-Ruiter, CFA's Farm Safety Coordinator, received an Excel Award of Merit in Ottawa from IABC (International Association of Business Communicators) for the 2001 Canadian Agricultural Safety Week campaign, "Livestock Handling Safety: Put Your Best Foot Forward." In September, CFA garnered a second award at the Canadian Farm Writer's Federation annual conference in

Fredericton. The silver award in the Press Release category was announced for CFA's "Tips for Safe Livestock Handling Poster" sponsored by Pioneer Hy-Bred Limited.

The Canadian Agricultural Injury Surveillance Program (CAISP) was honoured by the National Institute for Farm Safety at its June annual meeting in Florida. Dr. Rob Brison, CAISP Project Director, accepted a research award presented for a recently published manuscript by CAISP co-investigator, Dr. Will Pickett and others. The results of the study, "Surveillance of hospitalized farm injuries in Canada," appeared in *Injury Prevention* 2001; 7: 123-128. In making the award, NIFS President, David Hard, commended CAISP for establishing the first comprehensive national farm injury data collection system in North America. *

Provincial Projects

SASKATCHEWAN Media Award for Farm Injury Reporting



The Institute of Agricultural Rural and Environmental Health (I.ARE.H) has announced a \$1,500 media award for excellence in farm injury control reporting.

The objective of the award is to enlist the collaboration of Saskatchewan media in creating awareness that farm injuries are not "freak accidents," - a phrase commonly used by police, reporters and the public. Injuries are predictable,

preventable events. The award concept was based on a successful initiative by the Alberta Centre for Injury Control Research, which sponsors six Injury Control in Alberta Awards.

To promote the award, I.ARE.H staff developed a media kit that included recommended injury-reporting language; examples of excellent and less-than-excellent farm injury reporting; easy to incorporate farm injury prevention tips; and an eye-catching pen with

the tag line, "Farm Injury Control Is A Shared Responsibility." Media briefings were held in May in Saskatoon and Regina, giving reporters five months, or one farming season, to implement the reporting guidelines. Kits were distributed at the briefings and mailed to newspaper, radio and TV outlets throughout Saskatchewan.

Recognizing that change in public perception and practice is a long term goal, I.ARE.H plans to offer the award annually.

The deadline for submissions for this year's award is November 1. A team of three expert judges will select the winner. Presentation of the award will be a highlight at I.ARE.H's fourth annual Farm Injury Control Summit on November 20 in Saskatoon.

For further information, contact:
Julie Bidwell, I.ARE.H,
Box 120 RUH, 103 Hospital Drive,
Saskatoon SK S7N 0W8
Tel: (306) 966-6647
Fax: (306) 966-8799
E-mail: bidwellj@sask.usask.ca



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BRITISH COLUMBIA: Safe Animal Handling CD ROM

A 20-minute interactive CD-ROM, "Safe Animal Handling," is the latest project for BC's 4-H Provincial Council. Developed by the council's Farm Safety Committee, the user-friendly disk is targeted at 12 to 14 year old farm and rural youth.

Animal related incidents are the number one cause of non-machinery injuries and deaths on Canadian farms and children and teens are not exempt.

"Safe Animal Handling" utilizes video clips, music, animation and narration by two 4-H members to get its message across in a format kids will enjoy. The CD-ROM addresses the safe handling of both large and small farm animals. One useful section focusses on safe animal handling at public venues such as fairs and exhibitions. Colleen Lepik, Executive Director of BC's 4-H Provincial Council, says 4-H members exhibiting at fairs and exhibitions are in an excellent position to help educate the public by demonstrating good animal welfare and practising safe animal handling techniques.

Lepik reports that the CD-ROM has been distributed to each of BC's 220 4-H clubs and to many livestock organizations. She suggests some creative ways to use the teaching resource:

- Partner an adult with a 4-H member, working together on a computer
- Share the resource with a neighbouring farm or ranch family
- Have the CD-ROM available for

interactive use at displays and fairs

The BC 4-H Farm Safety Committee developed the Safe Animal Handling CD-ROM with the following partners: the Canadian Agricultural Safety Association (formerly Canadian Coalition for Agricultural Safety and Rural Health); BC's 4-H Provincial Council; the BC Ministry of Agriculture Food and Fisheries Youth Development Program; the Farm and Ranch Safety and Health Association (FARSHA); Agriculture and Agri-Food Canada; and BC 4-H members and leaders.

Available at a nominal cost of \$5.00, the CD-ROM is a valuable learning resource for 4-H groups across Canada and for families whose children work with farm animals or enjoy recreational activities involving animals.



To request a copy of the Safe Animal Handling CD-ROM, please contact:
Colleen Lepik, BC 4-H Provincial Council, 844 Windbreak St., Kamloops, BC V2B 5P1 Tel. (250)376-0373
Fax: (250) 554-2723
E-mail: mail@bc4h.bc.ca



ONTARIO: Young and New Worker Orientation Manual

The Agriculture sector provides "first jobs" for many young Canadians. Employers need to recognize the special vulnerabilities of youth. Less than half of Canada's young workers are given adequate safety training prior to taking on new tasks.

Here are some of the alarming facts recently revealed in a national survey of 14 to 17 year olds conducted by Ontario's Industrial Accident Prevention Association (IAPA).

- Seventy percent did not receive a safety-training manual related to their job.
- Fifty-six percent received no training before taking on new tasks.
- Forty percent were unaware of legal rights and responsibilities regarding workplace safety.
- Fourteen percent had been injured at work.
- Ten percent had been asked to do something they considered dangerous.

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In Ontario's agriculture sector, approximately thirty percent of lost time injuries occur among employees under the age of 24. Workplace injuries and fatalities are alarmingly high for this group. In addition to the compensation and medical costs, a workplace accident involves downtime in production, training for replacement workers, repairs to damaged equipment and the psychological effects of the accident on other employees and the farm family.

Employers need to take the time to think out an action plan. Young and new employees need higher levels of

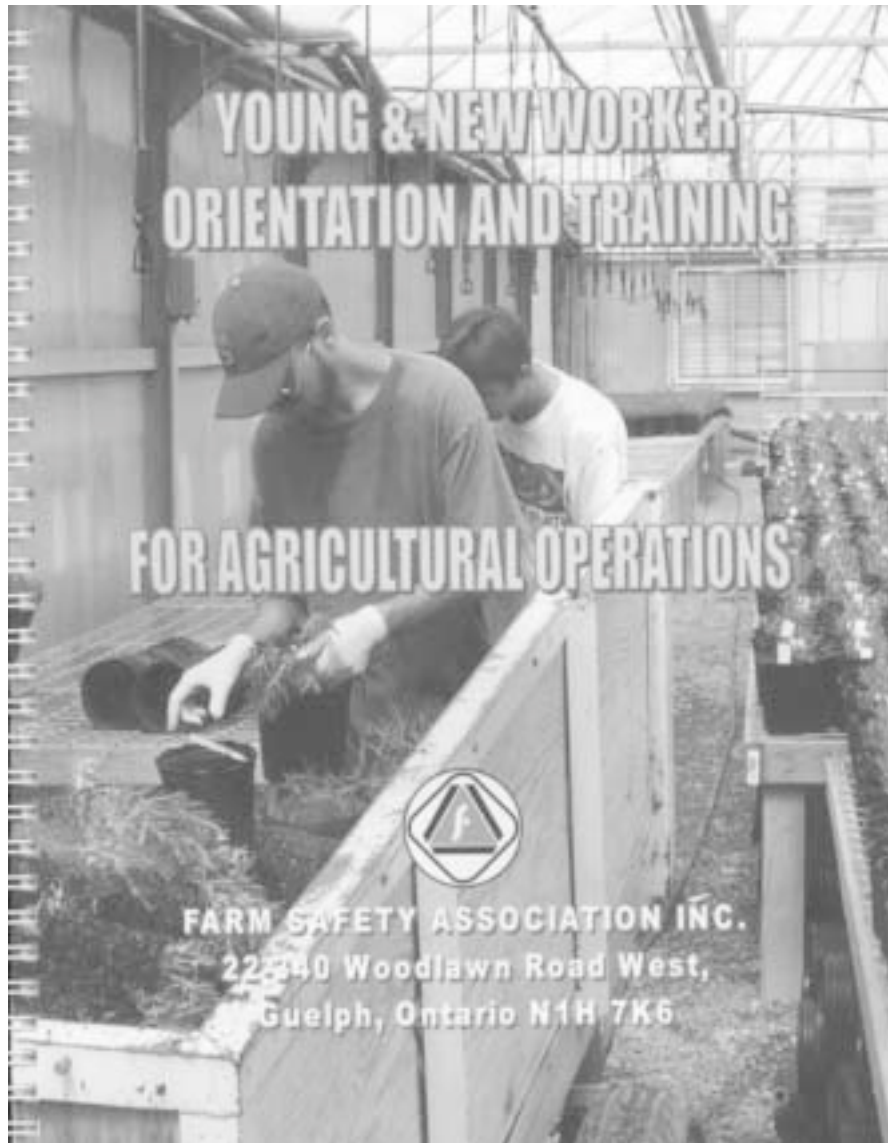
supervision. New employees are often willing to take risks and don't want to admit they don't know something or didn't listen to instructions. A good training program needs to provide workers with:

- An understanding of why the job needs to be done.
- Detailed information about workplace processes.
- Where to go for assistance, if required.
- An understanding of how to do the job safely as well as correctly.
- Evaluation to ensure information has been understood.

In recognition of these facts, the Farm Safety Association of Ontario has -- with the assistance of the Canadian Agricultural Safety Association, Agriculture and Agri-Food Canada and the Ontario Ministry of Agriculture and Food -- developed a Young and New Worker Orientation and Training Manual for agricultural operations. The manual provides employers with reference materials, employers' legal training obligations, guidelines for hiring employees and orienting and training new workers. Included is a set of twelve fact sheets that cover specific topics for discussion with new employees.

The manual is provided at no cost to agricultural employers in Ontario, and is available to others at a cost of \$5.00.

For further information or to order a copy of the manual, contact: Farm Safety Association, 22 - 340 Woodlawn Rd. W., Guelph, ON N1H 6K7, Tel. (519) 823-5600, Fax: (519) 823-8880, E-mail: info@farmsafety.ca, Internet: www.farmsafety.ca. 🍁



**Canadian
Agricultural
Safety
Week**

**March
12th - 19th
2003**

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The Voice Of Experience

If you have a story to tell about an accident or a near miss that could help others avoid a similar situation, please contact The Editor. Submissions may be edited to fit available space.

A Bad Crossing

by Julie Bidwell

Institute of Agricultural Rural and Environmental Health

In southeast Saskatchewan, April 29, 1990 was a bright, clear spring day. Dale Beutler had taken a load of purebred Charolais cattle to a livestock sale in the nearby town of Moosomin. He'd left the trailer there and was returning home around 7:30 pm. On the way, he decided to take a detour to his wife's parents' place, as Cheryl was there visiting. The young couple stayed in frequent contact with both sets of parents. Their dads - both farmers - were a big help at peak times or in a pinch.

Driving a late model Ford 3/4 ton truck, Dale knew he would encounter an uncontrolled railway crossing on the back road, but it was signposted and he'd been over it many times. Approaching the crossing, a hill limited the driver's visibility to 100 metres or less. In Dale's words, "It's a bad crossing. You know it's there, but all of a sudden, you're on it."

On gravel and blinded by the sunset, Dale didn't have a chance.

Poor visibility was suddenly reduced to no visibility. Emerging from the shade of the hill, Dale was blinded by the brilliant sunset. He estimates he was travelling at 80 kilometres an hour.



Ford truck following train collision.

Now do the math. Dale had 100 metres or less to brake and stop after seeing the train. To compute braking distances, two factors must be taken into account. The first factor - driver recognition and reaction time - is crucial because the vehicle is travelling at full speed during this interval. At 80 km per hour with good visibility, recognition and reaction time translate into an estimated distance of 34 metres. The second factor is braking and deceleration time. At 80 km per hour on a dry paved surface, braking

Vehicle Stopping Distance and Time Calculator

KPH	Metres/Sec.	Perception/ Reaction Distance	Braking/ Deceleration Distance <small>(on a dry paved surface)</small>	Total Stopping Distance
16	4.5	6.7 m	1.5 m	8.2 m
24	6.7	10	3.4	13.4 m
32	8.9	13.4	5.8	19.2 m
40	10.9	16.8	9.1	25.9 m
48	13.4	20.1	13.1	33.2 m
56	15.6	23.5	18	41.5 m
64	17.9	26.8	23.2	50 m
72	20.1	30.1	29.6	59.7 m
80	22.3	33.5	36.3	69.8 m
88	24.6	36.9	43.9	80.8 m
97	26.8	40.2	52.5	92.7 m
105	29	43.5	61.6	105.1 m
112	31.3	46.9	71.4	118.3 m
120	33.5	50.3	81.7	132 m
129	35.8	53.6	93	146.6 m
137	38	57.1	105.1	162.2 m
145	40	60.3	117.7	178 m

** Adapted from the Computer Support Group Network "Vehicle Stopping Distance and Time Calculator." To view this resource on line, go to www.csgnetwork.com/stopdistinfo.html.

and deceleration time translate into an estimated distance of 36 metres. On a dry, paved surface under ideal visibility conditions, a vehicle travelling 80 kilometres per hour takes 70 metres to stop.

On gravel and blinded by the sunset, Dale didn't have a chance. He collided with a freight train at the crossing, striking it between the first and second engine with the driver's side of the truck. The angled crossing meant the force of the collision impacted a more vulnerable area of the vehicle than would have been the case in a direct,

front end collision. Damage to the truck was massive.

The crash fractured Dale's pelvis and severely injured both legs. The impact amputated his left foot, fractured his left leg in several places and dislocated his right leg at the hip. Suffering from shock and blood loss, he was transported by air ambulance to Royal University Hospital in Saskatoon. The attending surgeon's report indicated that he was nearly dead on arrival. Youth and physical fitness were deemed the only reason he survived. Surgeons could not re-attach

the left foot, so a below-the-knee surgical amputation was performed to make it possible for him to walk with a prosthesis.

It is twelve years since Dale's injury and he has suffered many setbacks. A recurring bone infection in his left leg has resulted in two traumatic fractures of the thigh bone. Permanent joint damage in his right hip has caused difficulty walking and constant pain, making him a candidate for total hip replacement before the age of 40. Dale admits, "There have been a few days when I felt like quitting."

continued on page 14

Canfarmsafe

A Bad Crossing – from page 13

But quit he didn't - Dale has continued to run Silver Stone Charolais, a 100-head cow-calf operation, with daily help from his dad, who is now 73 and from Cheryl, who also works part-time off the farm. Dale comments, "My truck is my legs," and cites adaptations that have helped him continue farming - an automatic transmission tractor, three cameras in the calving barn, and hiring out jobs like building fences, cleaning corrals, hauling bales

and showing cattle at sales.

The couple have two young daughters, aged nine and six, and Dale winds up chauffeuring the girls to two figure skating clubs. He doesn't see the future through rose-coloured glasses and admits, "My dad is not going to be out here forever." Future options include leasing out his cows on a shared basis; extending the herd to help pay for a hired man; or dispersing the herd and 'doing something else'. He wishes he could "replay the tape" and erase the

minutes that changed his life forever. "But that's not possible," he says, "so you either roll up, or just try to make the best of it."

What one thing could prevent an incident like Dale's? Reduce speed when travelling on gravel. Always err on the safe side and leave room for reaction time and less than perfect conditions.



Railway Crossing Safety Tips for Farm Machinery Operators*

Stopping Safety at Farm Crossings

- ✓ Stop no closer than 5 metres from the nearest rail. Allow extra distance for front-mounted buckets and chemical tanks on farm tractors.
- ✓ To hear clearly, open cab windows, turn off radios and fans and remove headsets.
- ✓ Make sure machinery is properly lined up with the railway crossing to ensure safe passage over the train tracks.
- ✓ Look carefully in each direction for approaching trains, moving head and eyes to see around obstructions such as mirrors, windshield pillars and implements.
- ✓ Winter conditions create additional hazards. Snow can muffle the sound of a train. Make sure vehicles and equipment do not slide onto the crossing when ice and snow cover the road.

Resuming Travel

- ✓ Make sure there is enough room on either side of the train track or tracks to fully clear without stopping.
- ✓ Make sure that towed equipment does not become unhitched while crossing.
- ✓ Watch wagons and other equipment during the crossing so that no loaded materials are dislodged onto the train tracks.

Railway Contact Emergency Numbers

If you frequently use a farm crossing, have the following information handy in case of an emergency: location (railway, subdivision and mileage); railway contact and emergency phone number.

Canadian National Railway (CNR) **1-800-465-9239**

Canadian Pacific Railway (CNPR) **1-800-716-9132**

* Operation Lifesaver and the Canadian Federation of Agriculture



kids korner

Make rural roads safe roads

Each square is made up of one or two words that relate to safety on rural roads. Find the words by starting at one of the letters and reading either clockwise or counter-clockwise. Can you decode the safety tip for each square?



B U C
P K
U E L

O W D
L O
S N W

H G I
T L
S O N

A B E
L L L
V M S

P O T
S S
I G N

D L U
E O
R S H

I A R
L D
R O A

L O V
L E
U P R

W E F
I I
L D L

Answers: buckle up, slow down, lights on, S(low) M(oving) V(ehicle) label, stop sign, shoulder, railroad, pull over, wildlife



Start your morning with a dose **OF SAFETY!**

ATTENTION!

A daily dose may aid in the prevention of the following:

- loss of life
- eye loss
- digit loss
- appendage loss
- broken bones
- burns
- electrocution
- drowning
- suffocation
- poisoning

**START SAFE!
END SAFE!**

A message from



MEMBERSHIP APPLICATION
Canadian Agricultural Safety Association

Name: _____ Occupation: _____
 Agency / Group: _____
 Address: _____
 Telephone: _____ Yearly Rate: Individual \$20.00
 Fax: _____ NGO \$50.00
 Corporate / Gov't \$100.00

Mail to: Canadian Agriculture
Safety Association
Box 76
Royal University Hospital
103 Hospital Drive,
Saskatoon, Saskatchewan
S7N 0W8

CANFARMSAFE wishes to acknowledge the support of



A serious message from The Western Producer

The Western Producer supports safe agriculture.

It is not news that farm families experience the highest accident rates in Canada. It is a tragedy and there does not seem to be a real solution.

The question occurred, "has anyone asked the producers?" Many people talk about farm safety, but the only ones who know first hand are the producers themselves.

So we issue this heart-felt invitation: Please send us your suggestions to address farm safety.

Your suggestions can be in regard to any part of the issue. For example, if you believe tax dollars being spent on a particular farm safety program would be better spent doing something different, that's fair game. If you have specific techniques you use to ensure your own safety or the safety of your farm family, we want to hear them. If you have ideas about modifications that could be made by equipment manufacturers, we want to know – and we believe the manufacturers want to know as well.

Whatever the context we urge you to provide your thoughts. We'll do several things with what you send.

1. Suggestions and observations about government policy or programs will be provided to governments and their oppositions.
2. Suggestions for the equipment, chemicals or other farm inputs will be provided to the relevant manufacturers.
3. Tips about practical techniques for actual producers will be published on our web site, periodically in The Western Producer newspaper, and possibly distributed in other ways.
4. We will make everything we receive available to institutions involved in farm safety.

Please note, we are not inviting submissions from anyone other than active agricultural producers. We'd like to hear from the people who have the most to lose, and that literally involves limb and life.

Please send your comments and advice to

**Farm Safety Consultations
The Western Producer
P.O. Box 2500
Saskatoon, SK
S7K 2C4**

Or email to specialprojects@producer.com

THE **Western Producer**

MEMBERSHIP APPLICATION Canadian Agricultural Safety Association

Name: _____ Occupation: _____
 Agency / Group: _____
 Address: _____
 Telephone: _____ Yearly Rate: Individual \$20.00
 Fax: _____ NGO \$50.00
 Corporate / Gov't \$100.00

Mail to: Canadian Agriculture
Safety Association
Box 76
Royal University Hospital
103 Hospital Drive,
Saskatoon, Saskatchewan
S7N 0W8

CANFARMSAFE wishes to acknowledge the support of



Canadian Agricultural Safety Week: March 12-19, 2003

**Plan something BIG or SMALL . . . the key is to plan SOMETHING!
Here are some ideas to promote Canadian Agricultural Safety Week in your area.***

- Utilize the public library • Hold a kids carnival • Create your own first aid kits
- Host a cook-off competition • Visit the local school • Publish an insert for the church bulletin and newspaper • Collaborate with local health centres and hospitals • Sponsor a safety safari • Conduct a Farm Safety Walkabout • Hold a mini farm safety daycamp • Have a poster or colouring contest • Hold a farm safety innovation contest • Take your puppet show on the road • Conduct media interviews • Invite a Farm Safety speaker to your local group • Sponsor a pedal tractor pull or bike rodeo • Host a volunteer recognition event

Sample Week:

- Sunday Put information in the church bulletin.
Monday Write an article for the local newspaper; arrange a window display at a local business.
Tuesday Sponsor Storybook Hour at the library. Do a radio interview.
Wednesday Celebrate "Kids Day" with school programs.
Thursday Host a coffee break and give out safety decals at the local elevator or Health Centre.
Friday Have a pizza party and a safety movie.
Saturday Keep your family safe with a farm safety walkabout.

* Adapted from Farm Safety 4 Just Kids *Farm Safety Season* July - August 2001

MEMBERSHIP APPLICATION

Canadian Agricultural Safety Association

Name: _____	Occupation: _____
Agency / Group: _____	
Address: _____	
Telephone: _____	Yearly Rate: Individual \$20.00
Fax: _____	NGO \$50.00
	Corporate / Gov't \$100.00

Mail to: Canadian Agriculture
Safety Association
Box 76
Royal University Hospital
103 Hospital Drive,
Saskatoon, Saskatchewan
S7N 0W8

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