



INTERDEPARTMENTAL COMMUNICATION

DATE: February 11, 1972

TO: All Plant Managers

LOCATION:

FROM: M. F. Fink

LOCATION: Portland

SUBJECT: OSHA BULLETIN

This bulletin will bring you up to date as regards recent changes in the OSHA program, also proposed changes. We will comment on changes outlined in the brochure.

- A. 1. Extending the time limit from two to six days. This is a needed change as two days did not permit the person making the entry to record necessary data. It created considerable confusion especially when an employee was injured on a Friday or Saturday and information could not be obtained from the physician until Monday or Tuesday of the following week. The extended time will eliminate changing the entries.
2. Provide that a log, no older than 45 days, etc.. This clause refers to a system of recording injuries with a computer program. Briefly, an injury that occurs on the first day of the month must be computerized and filed at the plant within 45 days. The corporate Safety Department working with the Programming Department are hopeful of having the trial run by March 31, 1972. It will be necessary to record all chargeable claims beginning January 1, 1972. Attached is K. L. Gipson's letter outlining the program.
3. This refers to Summary Form 102. The writer prepared the report and returned to the plants for posting. Apparently a clause requiring that the form be noted that it is correct and signed by management has been added and we were not informed. Please note this on the summary and sign.
- B. Emergency Standard Promulgated. As of this date we are being guided by the temporary standards. Pending adoption of permanent standards employees handling asbestos in the joint system plants will be medically examined including chest X-Rays. All employees must wear an approved type respirator. There shall be no deviation from this rule. (Note in OSHA violation and penalty, Fort Hill Lumber Company. The company had provided the safety equipment but the employee was not using same). Management is held responsible for an unsafe act or employees not using required safety protective gear.

Also included is the latest information we have received with regard to Truck and Car Wheel Chocks. D. Mathers informs us that all G-P Truck drivers will have chocks. The problem that exists in our plants will be with independent truck operators. We recommend that a supply of wheel

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chocks be kept available and before the truck is loaded, the lead-man or employee in charge of the loading check whether wheels are properly chocked. No truck shall be loaded until he is satisfied that the vehicle conforms with the standards.

M. F. F.

MFF/mv

Attachments

cc: Messrs. G. E. Wilson
E. B. Hollingsworth
T. W. Richards
J. W. Hart
J. DiLorenzo
H. Peele - Delair
J. B. Moss - Tigard Lab
C. W. Lehnert - Tigard Lab