



Troy Ziebart, line foreman at Douglas Electric in Armour, loads up his vehicle before hitting the road to perform maintenance work on the co-op's system. Photo by Billy Gibson.

On the Road Again

Cooperative crews log millions of safe miles each year

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Some people follow their instincts to run away from emergency situations, others are obligated to steer towards them.

South Dakota's electric cooperative linemen often find themselves headed toward the site of potentially hazardous predicaments, whether it's simply answering an emergency outage call or engaging in rebuilding many miles of poles and lines in the most austere conditions in the aftermath of a major storm.

In any event, the first task for linemen is to arrive at the scene and make the return trip to co-op headquarters with themselves and their vehicles all in one piece. Many cooperative consumers are unaware of the fact that co-op linemen in South Dakota collectively log more than 8 million miles on the road each year taking care of maintenance projects, installing equipment, performing public service work, answering outage calls or other daily duties.

That figure includes those instances when linemen are called upon to drive long

distances across state lines to assist other fellow cooperatives restore power after a natural disaster, which raises the potential risk for accidents.

Compared to the amount of time and number of miles they travel on a routine basis, cooperative linemen have an impressive track record of operating their vehicles without incident and without harm to either themselves or the motoring public.

According to Mark Patterson, manager of loss control services at the South Dakota Rural Electric Association (SDREA) in Pierre, safe operating practices do much more than just save lives and property; they also keep insurance premiums down and help control the cost of fleet maintenance.

"Safety is such an important aspect of what we do as electric cooperatives, and it takes on many dimensions," Patterson said. "We often think of safety as adopting prudent practices when it comes to working in close proximity to different equipment such as power lines, transformers and substations. But it also includes other aspects such as safety in the workplace,

emergency preparedness, handling hazardous materials and knowing how important it is to be safe out on the road every time we leave the back shop and pull out of the gate."

As with many aspects of their operations, South Dakota's electric cooperatives are using the power of computer software and advanced technology to promote safety on the road. Many co-ops use software programs such as NexTraq, which processes and provides a wealth of information to help maintenance managers keep records on vehicle tracking and telemetry, fuel use and efficiency, service scheduling, driver performance, job completion and more.

These systems deliver real-time data not only on vehicle speed, heading, location, etc., but they also indicate where each vehicle is positioned at any given moment within the service territory so that supervisors can more effectively and efficiently coordinate movements of various crews throughout the system and throughout the work day.

"Linemen from the old days would be amazed at the advanced technology we



Cooperative linemen log thousands of hours on the road but sometimes find themselves having to take their vehicles off the paved surfaces. Aerial photography by Billy Gibson.

now have at our disposal,” Patterson said. “And it’s not just things like hydraulics and buckets and all the equipment we use today, but also the computer-based tools we have to help us do our jobs better. It all adds up to making the best use of the members’ resources and ultimately making sure the electricity we deliver is as affordable as possible. Members can count on the fact that cooperatives are trusted stewards of their resources and we’re doing everything we can to keep costs low.”

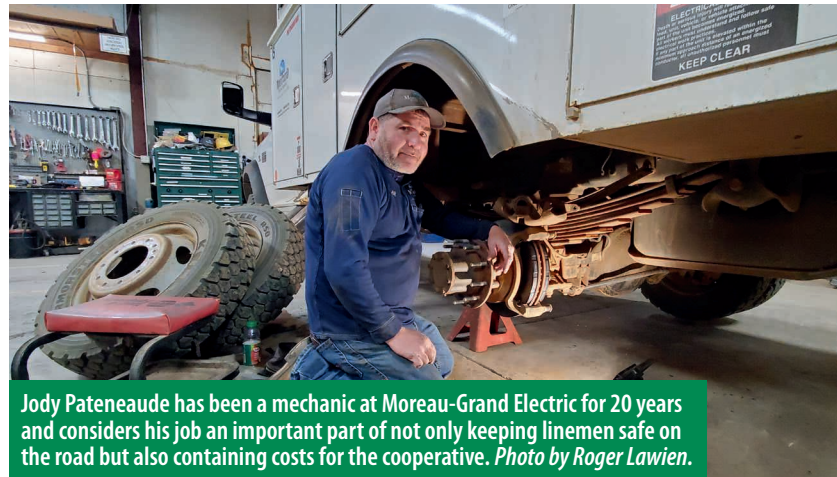
One of those mechanics who remembers the “old days” is Jody Pateneau, who has kept watch over the vehicle fleet at Moreau-Grand Electric for the past 20 years. Pateneau, who notes that linemen are required to carry a Commercial Driver’s License (CDL) and that he has one himself, said fleet maintenance was more of an art in the past.

“We kept records as well as we could, but we would just kind of know when parts or brakes or oil needed to be changed

and what needed to be done,” he said. “But with the new technology, we know what needs to be taken care of a long time before the guys driving the vehicle know. Our job is to make sure there are no break-downs when our guys get out there and that no one is in danger, and the computer helps us accomplish that goal.”

Patterson pointed out that the public also plays a role in making sure cooperative linemen and their vehicles stay accident-free. He said every year linemen and other utility workers across the country are severely injured or killed either in their vehicles or in their work sites.

“We should all be more aware of emergency workers who perform their jobs along roadsides or other places where traffic is present,” Patterson said. “We always remind the public to ‘slow down and move over’ when they see a work area or utility vehicle nearby. It’s not only good, sound advice, but it’s also the law in the state of South Dakota.”



Jody Pateneau has been a mechanic at Moreau-Grand Electric for 20 years and considers his job an important part of not only keeping linemen safe on the road but also containing costs for the cooperative. Photo by Roger Lawien.

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