

# Idaho Logging Safety News

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**Ed Hodges** does some work on the head of the feller buncher he operates on a job outside of Orofino. Ed not only has years of experience in the woods and is very good at what he does, but he takes his job seriously both on the production side and the safety side as well.

When I asked what he would tell someone starting out running a buncher, Ed replied, "Well, I am still learning, BUT, taking your time getting on and off your machine can save you from a lot of bruises. Also, watch when your traveling out through the brush. These machines will go almost anywhere, but you fall off in a hole you don't see and they will flop over in a hurry"!

Ed is a very good example of the experience and common sense that makes up the majority of the logging industry here in Idaho.



Inside this issue: *Heli Rescue, Organizing Safety Material, Hard Hats, Cell Phones at the Pump and Advice from a Logger!*

## ***SAFETY GUY KEEPS LEARNIN STUFF!***

*By Galen Hamilton*

Years ago a logger who I had just met told me to keep my mouth shut and watch and listen to what was going on and I might learn something, and you know, I think he was right! I have to admit I am a very slow learner and have a long ways to go, but by golly I think I am coming along.

One of the main things I have discovered over the years is that no one knows more about doing their job safely than the man (or lady) that have their rear ends in the seat of that skidder or truck, at the end of a choker or hanging onto a chain saw. Time and time again loggers have brought up safety issues that have never been mentioned in any rule book, but are just common sense.

Oh sure, after years of doing the same thing we all get a little lax every now and then. Usually you see the "wake up call" coming and can avoid most of the pain while cussing yourself because you know better. And yes, in this industry, every once in a while something seems to go wrong that even the most experienced logger can't see coming.

But for the most part, what you loggers accomplish under the toughest conditions, while doing it safely, is an achievement you should be proud of. Keep relying on your experience, if you see something going wrong say something, spread your knowledge to the loggers starting out and keep teaching this safety guy stuff. I promise that in another fifty years I am going to start catching on!

## KRAACK LOGGING GOES THE EXTRA MILE FOR SAFETY

By Mike Moore

Kraack Logging, working out of Harrison, has taken up the practice of marking their job-site heli-ports with a sign. Greg Hei, a 40 year veteran in the woods and Kraacks designated safety coordinator, put this idea into play. I know this has been done in other areas before but it's the first I've seen around here. I really like the simplicity of this concept and am confident it would be effective in an emergency situation. The heli-port becomes visible and known to not only the crew, but to anyone else who has anything to do with an active logging site, (truckers, foresters, and even safety guys).

The signs themselves, like the one to the right, are handmade, simple and inexpensive. Just some plywood and spray paint does the job. They attach an information sheet to the sign in a weather-proof envelope. It has the *job name, GPS coordinates, state comm. number, etc.*, similar to a page out of the Red Book. Their most recent addition is 3 minute smoke markers attached to the sign as well. (I believe you can obtain these through your county sheriff's office).

The heli-port sites they have picked are good ones with plenty of room to get the medical helicopter in with no trouble, like the one pictured below.



*After 40 years in the woods, **Greg Hei** knows a thing or two about logging safe. He will also tell you that trying to figure out what to do after someone gets hurt, just doesn't work. Getting set up before hand is the key!*



All in all, I think this is a really good idea and I wouldn't mind seeing these on a lot more of the logging job sites. I'd like to compliment Rick and Tami Kraack and their crew on a very pro-active approach to safety and compliance in our industry. **DARN GOOD JOB!**

## WHAT DO YOU WANT TO SEE? IT IS ALL RIGHT HERE!

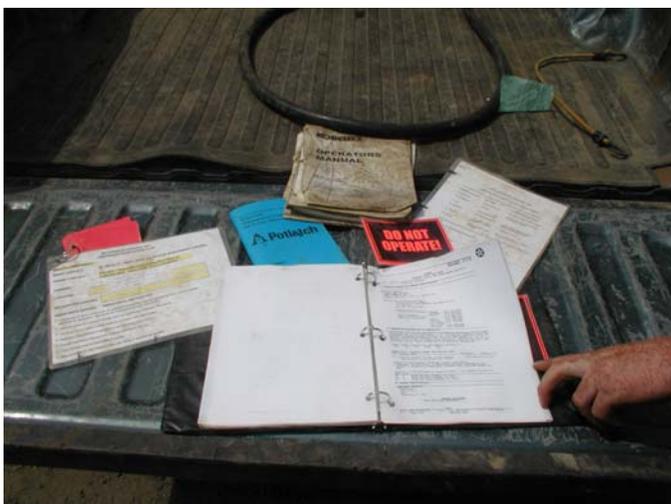
I stopped by McLaughlin Logging's shop the other day where I found Bruce McLaughlin working on one of their pieces of equipment. Being a *funny* safety fellow, I asked Bruce just where his operators manual was at. Being a quite large man, he reached up into the cab of the machine, grabbed a note book, glared down at me and bellowed, "What do you want to see? It is all right here"!

As I was rethinking my timing on saying *funny* things to loggers a lot larger than myself, Bruce suggested we get to a tailgate where he could show me what he had.



After he had it laid out it was apparent Bruce did *have it all*. Operators manual, MSDS sheets, emergency job location (lat and long), tags to be used during maintenance, company safety policy for operating this machine and a policy manual for the land company they work for.

McLaughlin's have these note books on each of their machines with the contents mentioned above. Each operator has been "trained" and has signed off on that training. This is not only a good safety practice, but takes some of the worry out of an inspection down the road.



## HAULING THAT LOGGING EQUIPMENT SAFELY

By Terry Streeter

This spring the DOT talked about some of the safety problems they would be looking for this year. The obvious; bad tires, worn or not adjusted brakes, cracks, permits, routes and signs to name a few. No more WIDE LOAD SIGNS they want OVER SIZE LOAD only.

Sweeping off the deck of lowboys was another problem they were going to enforce more this year. I have to say I passed an empty lowboy last week that had a good 3 inches of mud and rocks on his deck. It was flying down the highway sending crud everywhere as he went across the line into Washington. It only takes a few minutes with a broom, or in that case a shovel and a broom, to make it safe for someone following or devastating to someone going in the opposite direction. *Please take the time to clean off your decks.*

They were also looking at CARGO SECURMENT making sure your machines are tied down properly. I suggest you refer to FEDERAL and STATE web sites to see what they want or if there have been any changes in there requirements. Chains and binders must be stamped or tagged and must meet the proper weight to chain strength specifications.

Most of you take pride in doing it right. Lets not let a few ruin it for everyone.



## ***QUICK WITTED LOGGING SAFETY GUY BARELY AVOIDS INJURY!***

*By Galen "Agile" Hamilton*

*While rounding the corner the other day on my way into Mangums truck shop in Pierce to deliver some newsletters, I looked up just in time to see a giant log truck headed right at me. Being a quick thinker and fast on my feet I dove into a pile of used tires and dirty air filters to avoid the oncoming Kenworth. After figuring out it was just a painting on the front door, I wiped myself off, looked around to make sure no one saw what I had done, then headed back to my pickup vowing to keep that story to myself forever!*

***This photo does not do the painting justice, it is really neat!  
Don't you just hate those people that are so talented.***

## ***LETS KNOCK THE DUST OUT OF THAT HARD HAT!***

*By Mike Moore*

Based on some recent observations, I thought it might be due time for some reminders on truck loading safety. I've witnessed a number of guys (not a lot, but a few) at the loader with no hardhat. Just like at the mill when dumping your load, if you're out of your cab the hardhat needs to be on. Not only is it required but it's just a good idea anyway.

I know this has been preached over and over also, but while being loaded if you aren't in the cab you need to be standing somewhere ahead of the cab guard. Messing around in the bark box, running under the truck to wiggle a plug or pull a bunk pin while being loaded shouldn't be happening.

Although it seems rare, I have seen a few trucks a considerable distance from the loader throwing wrappers by hand. Idaho minimum logging safety standards state that wrappers shall be placed within sight of the loader. Personally, I think having the loader lay your wrappers on is the best way to go anyway, but others think differently. I'll leave that choice up to the driver and loader operator to figure out.



***L J Murray stands in a safe spot while sporting a fancy hard hat. (L J looks pretty happy, I wonder what he knows?)***

A final thought, mainly directed to loader operators. When loading out the "pig and pup" arrangement, be sure and give your drivers time to make their hook-ups and get clear BEFORE starting to load the trailer.

The next time you see somebody doing something questionable, remember, accidents cost every logger in the industry money.

## GOOD ADVICE FROM A LOGGER

By Monte Biggers

I was talking to a faller the other day and he mentioned that our first aid classes were so exciting and that he had been to so many of them, he had memorized all of the first aid stuff. Actually he might of said that they were so repetitive, and I might have even heard the word “boring”, that almost against his will all of the first aid stuff was stuck in his head. I was waiting for him to let me have it about having to attend each year, but that was not where he was going. He was making the point that having that information drilled into your head was a good thing when an accident occurs.

He also had another very good suggestion that I thought I might pass along. He said in our logging safety classes we make the point to not move an injured person if at all possible, but, in reality, sometimes an injured person will not admit they are hurt and will insist on trying to get up and move themselves. He pointed out that loggers are a different breed and more often than not do not like to admit something is wrong, even when they are severely injured. He was speaking from many years of experience.

He suggested that maybe we could tell the guys that if they have been whacked, to take a minute and assess themselves and just stay still. “If you are hurt, swallow your pride and let someone help you out”.

I think the faller has a good point. Over the years there have been some pretty bad accidents where the injured person has refused help when they were hurt very badly. We do teach that one of the best ways to figure out what is wrong with someone is to just ask them, but it doesn't work if they will not admit it to themselves first. The faller thought that if we repeated this enough times maybe it would stick in someone's head and just might help prevent a bad accident from becoming worse.

Darn good advice from a lumberjack that has been there!



## AVOIDING A COSTLY, SMOKEY MESS

The Feller Buncher in the last decade has been the leading cause of forest fires related to timber harvest operations. These fires have resulted in resource loss and fire suppression expenditures.

Fires that have resulted from feller bunchers have most often occurred while felling cedar. The weight, friction, and heat resulting from the cutting process is concentrated on the shell of cedar product stumps. Cedar has the lowest ignition temperature of our Idaho tree species which is also a contributing factor.

The fixed disc cutting head is responsible for the highest number of fires caused at the cedar stump. The best prevention is to maintain the cutting teeth in good condition. Operators using these style of cutting heads should watch out for cedar log ends that have black areas caused from excessive heat. When this is observed, cutting teeth should be maintained and caution should be exercised during high fire danger conditions.

Feller Buncher cutting heads have improved in design in recent years that have reduced fires caused at the stump. The retractable cutting disc head that has proven to have greater control of the tree, resulting in reduced friction caused fires at the stump.

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## ***TAKE A MINUTE TO READ THIS ONE!***

*The following article was passed along to us by a logger here in Idaho. He suggested it had some valuable information that might be worthwhile, and we agreed! After hearing stories about cell phones and gas over the years, this makes things clear. We all have family members that seem to have phones glued to the side of their heads, so this article might encourage some valuable dinner table discussions!*

## **Shell Oil Comments - A MUST READ!**

### **Safety Alert!**

**Here are some reasons why we don't allow cell phones in operating areas, propylene oxide handling and storage area, propane, gas and diesel refueling areas.**

**The Shell Oil Company recently issued a warning after three incidents in which mobile phones (cell phones) ignited fumes during fueling operations**

**In the first case, the phone was placed on the car's trunk lid during fueling; it rang and the ensuing fire destroyed the car and the gasoline pump.**

**In the second, an individual suffered severe burns to their face when fumes ignited as they answered a call while refueling their car!**

**And in the third, an individual suffered burns to the thigh and groin as fumes ignited when the phone, which was in their pocket, rang while they were fueling their car.**

**You should know that: Mobile Phones can ignite fuel or fumes**

**Mobile phones that light up when switched on or when they ring release enough energy to provide a spark for ignition**

**Mobile phones should not be used in filling stations, or when fueling lawn mowers, boat, etc.**

**Mobile phones should not be used, or should be turned off, around other materials that generate flammable or explosive fumes or dust, (I.e., solvents, chemicals, gases, grain dust, etc...)**

**TO sum it up, here are the Four Rules for Safe Refueling:**

- 1) Turn off engine**
- 2) Don't smoke**
- 3) Don't use your cell phone - leave it inside the vehicle or turn it off**
- 4) Don't re-enter your vehicle during fueling.**

**Bob Renkes of Petroleum Equipment Institute is working on a campaign to try and make people aware of fires as a result of 'static electricity' at gas pumps. His company has researched 150 cases of these fires.**

His results were very surprising:

- 1) Out of 150 cases, **almost all of them** were women.
- 2) Almost all cases involved the person getting back in their vehicle while the nozzle was still pumping gas. When finished, they went back to pull the nozzle out and the fire started, as a result of static.
- 3) Most had on rubber-soled shoes.
- 4) Most men never get back in their vehicle until completely finished. This is why they are seldom involved in these types of fires.
- 5) **Don't** ever use cell phones when pumping gas
- 6) It is the vapors that come out of the gas that cause the fire, when connected with static charges.
- 7) There were 29 fires where the vehicle was re-entered and the nozzle was touched during refueling from a variety of makes and models. Some resulted in extensive damage to the vehicle, to the station, and to the customer.
- 8) Seventeen fires occurred before, during or immediately after the gas cap was removed and before fueling began.

Mr. Renkes stresses to **NEVER** get back into your vehicle while filling it with gas.

If you absolutely HAVE to get in your vehicle while the gas is pumping, make sure you get out, close the door **TOUCHING THE METAL**, before you ever pull the nozzle out. This way the static from your body will be discharged before you ever remove the nozzle.

As I mentioned earlier, The Petroleum Equipment Institute, along with several other companies now, are really trying to make the public aware of this danger.

I ask you to please send this information to ALL your family and friends, especially those who have kids in the car with them while pumping gas. If this were to happen to them, they may not be able to get the children out in time.

*IDAHO LOGGING SAFETY ADVISORS*

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Monte Biggers 369-6631*

*Terry Streeter 446-4149  
Galen Hamilton 935-0401*

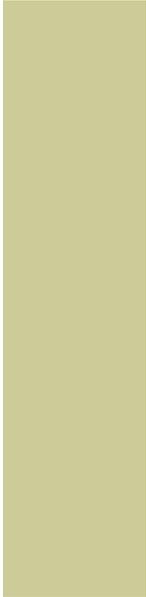
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