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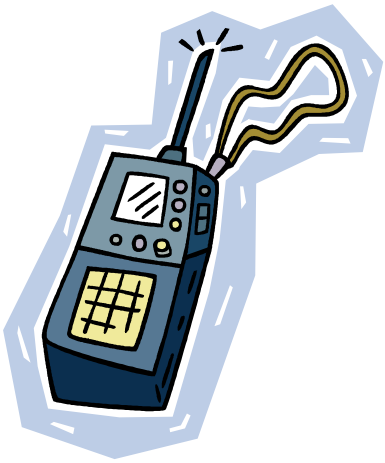
HELLO, HELLO….HOW COME THERE ISN'T ANYONE THERE?



By Galen Hamilton

Over the years, logging contractors have spent a lot of time and money putting together communication systems for their companies using VHF and UHF radios. Not only to help them be as efficient as possible out there in the woods, but it gives their crews the most important tool in an emergency situation; CUMMUNICATION WITH MEDICAL HELP!

During that same time span the timber industry here in Idaho has also worked hard developing a "relationship" with Idaho State Communication that allows Ambulances and Medical Helicopters to be dispatched on a *"loggers request"* when a logging accident occurs. No other industry or state, that I am aware of, allows that! The perfect scenario…...until recently!

As we all know, the new federal law requires ALL VHF and UHF radios to be NARROW BANDED by January 1st, 2013. The reason I am bringing this up is my concern over the response we are hearing from many logging companies around the state. "*We just can't afford to do that right now"!*

So, where does that leave our COMPANY EMERGENCY RESCUE PLAN? I guess we are back to Whistle Punk Pete pulling 13 times on the rope that runs up to the Steam Donkey! *(Translation: we are back to ground zero).* But gall darnit, there has just been too much time and effort getting to where the Loggers Emergency Process is at to let it go. So, I am asking you contractors to help me out here.

First thing is to get your Radio License renewed before the end of the year. This way you won't be starting from *scratch* when you do start getting radios back on your job.

Then try and get one radio back on each job site with the State Comm channel on it. I have found a couple of radio companies here in Idaho that have some "used" radios for sale that are able to be narrow banded, so that might save you a few bucks. Remember to tell them you want State Comm on it and it needs "Re-Toned"; they will know what you are talking about.

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In this Issue: Getting Fuel to the Logging Job, Signs on that Logging Job and Making the Landing Safe when you get there….Plus A lot More!

EYE PROTECTION FOR TRUCK DRIVERS?

By Mont Biggers

As a rule I don't think log truck drivers are required to wear eye protection. In some cases the outfit you drive for, the job you load on or the mill you unload at may require you to wear some type of eye protection, but usually it's just a personal choice whether you wear something or not. I am not trying to pick on truck drivers here but I have noticed several incidents this season where drivers have gotten debris in their eyes and even a case where a paint can blew up and sprayed paint in a drivers eyes.

With all of the types of safety glasses we have its pretty easy to find something that will fit comfortably and perform as more than "just" safety glasses. Examples range from sunglasses to ones that are tinted in such a way that they enhance your vision in low light conditions along with many frame styles available. Eye injuries can be costly monetarily or in lost time for fleet owners and gypos alike.

According to statistics from the American Academy of Ophthalmology, each year more than 2.5 million eye injuries occur and 50,000 people permanently lose part or all of their vision. They also state that ninety percent (90%) of all eye injuries can be prevented by using protective eyewear. They do say that 40% of these injuries happen at home (running with scissors?) but that still leaves a huge number of eye injuries that happen in the workplace.

Nowadays a few dollars spent on safety glasses and wearing them, even if you are not required to, might be a good idea. Like I mentioned earlier, it could end up saving you a lot of money, but even more importantly, maybe even your vision!

NO SPECIAL GLASSES NEEDED HERE!

The timber faller that sent us this picture said he didn't need glasses, he had eyes like an eagle.

While knocking down a leaner he was able to send one tree across his pickup and the other across his partners. He did say his partner was pretty quiet at lunch time that day!

The faller is one of the most experienced around and is very good at what he does, so let this be a "reminder" to the rest of us on what can happen.

LANDINGS: PLANNING FOR SAFETY

By Margo Welch

With today's mechanized processors, the days of bucking the landing are few and far between. Thankfully, many of the associated safety issues are too! However, a new set of challenges presented themselves with mechanized logging, like pinch-points, rollovers, and falling objects from above. Manufacturers have done a good job of listening to the critiques of their machines by the loggers who use them every day, and improvements are always coming down the pike, but a little common sense can still go a long way when setting up a safe landing area.

Mobile roadside landings are the flavor of the day, and allow for tree length skidding right to the area where the trees will be limbed and bucked by the processor. Even though you processor operators can move to several mobile landings per day depending on the job, it is still very much worth your time to make sure the machine and boom can turn and swivel without creating any pinch-points and the danger that comes with them. Having a level area to set up on with your machine is essential, as is avoiding any areas which appear unstable, or which contain a lot of fill dirt material on steep slopes. Be sure to look around for any snags that could hit your machine before you pick your landing spot.

Cold decks are another real danger when it comes to roadside landings, as the freeze/thaw cycle, along with rain and snow, can cause the logs to shift, creating unbalanced weight loads in the deck. This can result in logs spilling out onto the road or into the area surrounding the deck where folks might be working. Be sure the area you choose for your processor deck is big enough to contain it safely.

And as always, be sure to follow the standard safety procedure of de-energizing your boom onto the ground before allowing anyone on foot to pass near your machine. Remember to make them wait until you give them the go ahead signal and wave them on by!

HEY, I NEED SOME FUEL UP HERE!!!

By Terry Streeter

I have been asked a few times this season about how much fuel can a logger legally haul. For several reasons it just seems hard to get enough fuel out on the job to keep all the machines going. Crews seem to be spread out more these days with some traveling along way from their home base. Along with that, many of the loggers are driving their own vehicles so that leaves one or maybe two company pickups to haul the fuel for all the machines, and in many cases that is not enough. For that reason a few of the companies are setting an additional fuel tank in back of their crummy, and that, in my opinion, is NOT a smart move.

A MAXIMUM OF 119 GALLONS per vehicle is the answer to the question. A regular logger hauling more than that opens a bunch of doors to a mess you don't want to be part of!

To carry more than 119 gallons, the Federal Motor Carriers Safety Administration says your driver needs training, and a lot of it. A class C CDL, Hazardous Material Endorsement and training on the use of placards is just a start. Hauling the legal amount might mean an extra trip to town and back every now and then, but I think it is the smart way to go.

ROAD SIGNS AND DIRECTIONS

By Mont Biggers

I have noticed that sometimes road signs indicating ***heavy truck traffic*** or ***caution logging ahead*** don't always get put up until the job has been active for quite a while or in some cases on smaller jobs, maybe not at all. Signage is required and it is never a good idea to neglect putting your signs up until the job is underway. This time of year when road conditions can be less than ideal it can be even more important as there is less room for error when meeting another rig, ATV, snow machine or even safety people. Having your signs up not only makes things a little safer but could maybe even lessen your liability in the event an accident occurred.

I personally think there are a lot of times when roads or units should be closed to the public while there are active logging shows, but unfortunately, this rarely seems to happen and the areas remain open to the public. Making sure that your job is well posted will help to let everyone know they have entered an active logging area.

Talking to the other safety people it seems we have had quite a *sign theft* problem all around the state this year. Money is money and signs are not cheap, even the card board ones. Some of the loggers say that putting your company name on them helps a little bit.

If it comes down to it, I don't know why you can't make your own.

The signs obviously need to be easy to read and "bright" to catch everyone's eye, but it could save you a dollar or two. Maybe this would be a good project for the crew to take on down at the shop next Friday Night!

RADIOS, cont.

Since the bosses pickup has a tendency to be running for parts, checking out the next job or meeting a forester on the last job, lets install the *Emergency Rescue Radio* in the pickup that is on the job each day. Then let the whole crew know (even the fallers) where it is and what channel to use.

It might take a while to get a radio back in each loader and truck but having one on the job is a good start. Like the old logger said, "*Its like eating an elephant, you don't have to swallow the whole thing at one sitting"!*

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OSHA'S NEW HAZARD COMMUNICATION STANDARD

By Margo Welch

Many of you have heard about the switch that is in the works to a new style of ***Material Safety Data Sheets*** (MSDS). They will be replaced by ***Safety Data Sheets (***SDS) as part of the soon to be implemented ***Globally Harmonized System*** (GHS) which all falls under the ***Hazard Communication Standard***. (Confused yet!)

Although these new laws went into effect in May of 2012, time has been allowed for the change-over. Logging Companies will need to begin training employees on the meanings of the new labeling by December of 2013, so to comply we are going to add that training to next spring's safety classes.

You will notice that the new ***SDS*** style sheets will start to replace the old ***MSDS*** style sheets as new products are shipped to you.

You can go ahead and start replacing the ***old*** with the ***new***, but don't throw away the old MSDS sheets quite yet! We will explain in the classes.

To the right is an example of what you will see in the way of *Pictograms* on the new labels.

This sample label below shows the components needed to be in compliance:

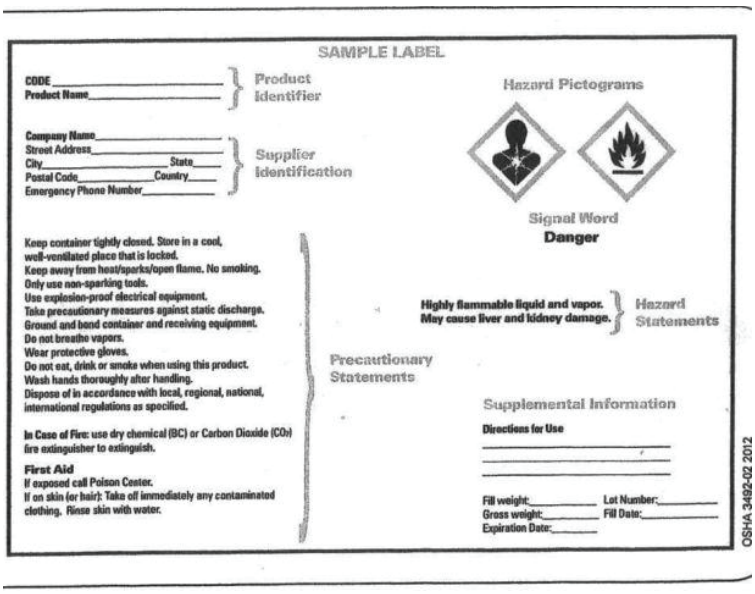
A *Pictogram which uses a picture to represent the hazard*

A signal word to warn the user of the hazard, such as "Danger"

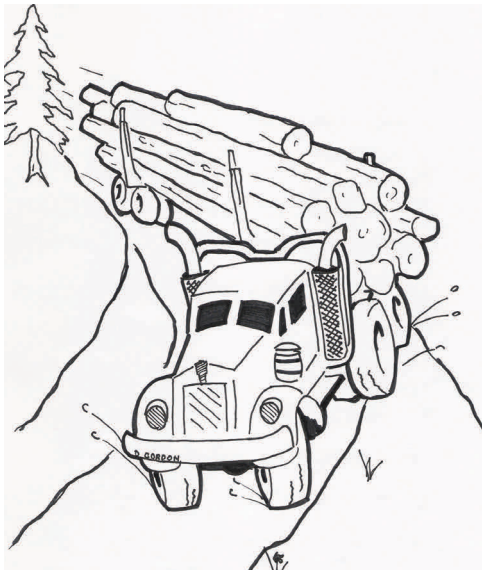
Hazard and precautionary statements, which describe the hazard in more detail

The Product Identifier, which gives the product name and code

Supplier Information, which includes the name and address of the supplier along with an Emergency Phone Number



So, that is the big change to Hazardous Communication. Told you it was simple!



OBOY, ITS FINALLY THAT SLIPS AND FALLS TIME OF THE YEAR!!!!

By Galen Hamilton

With the scream of a truck driver falling off of his trailer echoing through the mountains and the scent of calcium chloride drifting through the air, I realized that the winter logging season has officially begun!

Being a lumberjack is somewhat of a challenging sport in its own right, but throwing ice, snow and mud into the equation just doesn't seem to be all that fair. But, I guess someone has to get those logs out of the draw, onto the truck and into the mills to keep this country going.

I am always getting yelled at for picking on truck drivers, but that is not what this article is about. In fact, I am going to start out doing some bragging on all my *Good Buddies* out there. Statistics show that over the last few years, truck drivers have led the way in the number of accidents we have had in the logging industry. Looking at those numbers this year, truck drivers are doing a great job!...(*SO FAR)*

As mentioned earlier, we are moving into that challenging time of the year when throwing chains and crawling around on icy bunks have a real potential to raise those accident numbers. Just getting out of the truck or getting back to the loader to get your ticket becomes an adventure of its own when there is two feet of new snow on the ground!

In order for me to be able to keep bragging on all of you giant diesel operators however, we need to keep those accident numbers down. Use the hand holds when you get in and out of your truck, take your time putting on your chains so as not to strain your back and put those extensions in the way *YOU* deem to be the safest.

Sure, you truck drivers have a tough job this time of the year but at least the hours aren't too bad….Oh wait, I might need to change that last part. Keep up the *GOOD WORK, 10-4!*

A GOOD TIP TO PASS ALONG: (*This comes from an experienced trucker and kind of goes along with the article above).*

This fellows suggestion is to tie a chunk of bright ribbon onto your tire chains right at the hook. This way you can see exactly where they are at and know where to stop when it comes time to take off your chains. This time of the year about half your day is spent in the dark so this makes sense.

Many of the accidents we see with truck drivers are slips and falls getting in and out of their truck. This should reduce the number of times you have to do that each day. Something to think about anyway!

FATALITY REPORT 2012

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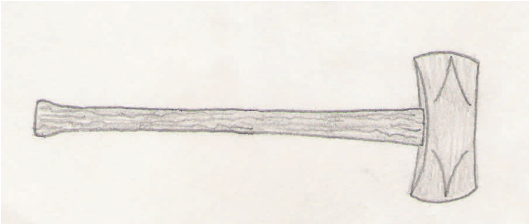
An experienced timber faller died after being struck by a tree that was fell by his partner.

For unknown reasons, a tree set up to go straight down the hill went off the stump directly sideways, striking the other faller as he was putting an under-cut in his next tree.



***ACCIDENT AND NARROW MISSES**:*

We have heard of one serious accident and two other close calls over the last couple of months involving drivers wrapping up their loads. These involved logs coming off when the people were tightening a wrapper.

*Throw all 3 wrappers (or have them pulled over). Put a fit hook or binder on each wrapper **THEN** synch down the binders, starting with **the one in middle.***

***ANOTHER TIP TO PASS ALONG: (**Speaking of wintertime and deicer on the roads)*

By now we are all aware of what the deicer does to the electrical plugs and other components on your trucks. An experienced driver had a narrow miss last winter and wanted to remind others to check out their WRAPPERS also.

He had two wrappers break allowing a log to come off his load. When he inspected those wrappers, he found the cable to be "just about powder". As usual with cable, they looked perfect on the outside but were obviously junk below the surface.

This driver suggested you bend them over. If they don't spring back like they should you probably have a problem. Other loggers have suggested you borrow a marlin spike from the yarder crew and take a close look "under the surface", especially anywhere there is a "sleeve".

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