

Idaho Logging Safety News

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PUT DOWN THE SPRING OVERHAUL WRENCHES AND THOSE FISH POLES ... IT IS TIME FOR THE ANNUAL LOGGIN SAFETY CLASSES!!! YEE HAW

(I heard that)

Remember, the safety cards are good for **1** year so you need to crowd the whole crew (including truck drivers) into the crummy and get headed to the nearest class. There are new "locations" for three of the classes; Post Falls, Moscow (Troy) and New Meadows, so take note of that. As in the past, coffee and doughnuts will be served at 7 a.m. with the classes starting at 8. For those spoiled loggers at Post Falls and the two St. Maries classes, a **FULL BREAKFAST** will be served.

We have also added an extra class at Orofino so you loggers aren't crowded in there like a bunch of salmon fisherman at the Pink House hole. Hopefully exactly 50% of you will attend each class (RIGHT).

The 1-1/2 day **LEAP UPDATE** classes are co-scheduled with the safety classes so participants can get all the continuing education credits required by the Idaho Pro-Logger program within two days, should they wish. Those classes are marked with asterisks on the schedule (*Page 2*). No registration is necessary for attending the safety classes, but is necessary for the *Leap*.

With the help of several logging crews around the state, such as the two below, we did update several of our training videos this year. Thanks to all of those loggers that "**DEMANDED**" to be in them!



HENDERSON LOGGING'S CREW: Jenna Hamilton, Steve Henderson, Jesse Hunt, Mike Snider and Galen Jones. I think Steve wanted to be the director because the whole time we had his logging operation shut down all he kept saying was "**ACTION**"!!!!



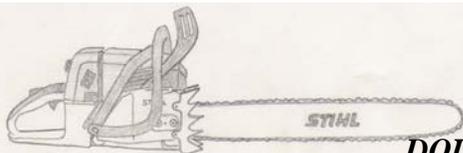
DANIELSON LOGGING'S CREW: Shawn Willey, Jim Arrhenius and Rick Shelden. Rick and Jim were also talking quite a bit giving Shawn trouble...right up until he held a 200# battery straight out to his side, then things got pretty quiet!

2012 FIRST AID AND SAFETY TRAINING CLASSES FOR LOGGERS

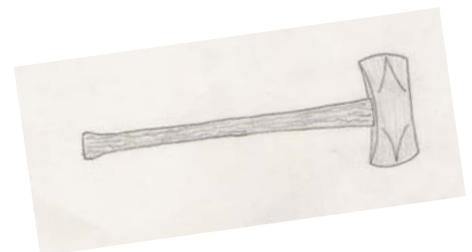
**** Leap Update Classes**

Safety training offered by the Associated Logging Contractors and the Idaho Logging Safety Program and is designed specifically for those of you in the Timber Industry. Spouses welcome!

LOCATION	DATE (2012)	LOCATION ADDRESS
PRINCETON	Tuesday, March 6	Palouse River Community Center
OROFINO 1#	Wednesday, March 7	Best Western Lodge at Rivers Edge
POST FALLS **	Thursday, March 8	American Legion Hall, 1138 E. Poleline Ave.
MOSCOW **	Tuesday, March 13	Latah County Fairgrounds, 1021 Harold St.
BONNERS FERRY	Wednesday, March 14	Kootenai River Inn, 7169 Plaza St.
ST. MARIES 1# **	Thursday, March 15	Elks Lodge, 628 Main Ave.
PIERCE	Tuesday, March 20	Pierce Community Center
NEW MEADOWS	Wednesday, March 21	The Old Train Depot
PONDERAY **	Thursday, March 22	Ponderay Events Center, 401 Bonner Mall Way
ST. MARIES 2#	Tuesday, March 27	Elks Lodge, 628 Main Ave.
GRANGEVILLE	Wednesday, March 28	Elks Lodge, 111 S. Meadow
OROFINO 2# **	Thursday, March 29	Best Western Lodge at Rivers Edge
EMMETT	Tuesday, April 10	Emmett Nazarene Church, 1144 N. Washington
ST. ANTHONY	Wednesday, April 11	South Freemont Senior Center



DOUGHNUTS AND COFFEE
At 7 AM Classes Start at 8AM



BE THERE OR BE SQUARE

A QUICK "WHATS BEEN HAPPENING"

By Galen Hamilton

As far as the safety deal goes, another unbelievable year was delivered by you lumberjacks. I have said it before, but I mean it; for what you people accomplish with so few accidents and injuries could only be pulled off by a certain breed, and I am very grateful to be associated with all of you. That's the good news.

The trouble is that when we do have one of those accidents, as you well know, it costs a short log truck full of money these days! And, as you also know, when we get a logger hurt in Idaho it costs *every* Idaho logger some money in the long run. I guess that means we are all in this together, at least as far as safety goes.

So, who gets to make sure we reduce those logging accidents even more in the coming season? As usual we will dump that responsibility on the those wide, hickory shirt covered shoulders of you loggers.

In the next few pages, the guys have written some articles that I think will get us headed into next season on the right foot. As you read them, think about how they might help the outfit you work for or own.



GETTING YOUR STAKE EXTENSIONS IN AND OUT...IS THERE A BETTER WAY?

By Mike Moore

Accidents related to the putting in and taking out of stake extensions on log trucks always has been, and continues to be, a problem in our industry. Although there are plenty of drivers out there who have been doing this for decades and never had a problem, there are also many who have not been so lucky. Injury's have ranged from minor strains to irreversible and life altering conditions.

As one might expect, there is some legitimate concern from the insurance industry regarding this subject. The Associated Loggers Exchange informed me that between 10-1-10 to 9-30-11, \$694,196 was paid out towards truck/bunk/ stake extension related accidents. Although this figure alone is not huge (right), it should be enough to catch the attention of all who pay into the workers compensation fund.



Another important consideration here is an OSHA proposal that could ultimately affect our use of stake extensions. The proposal reads "OSHA believes that the proper use of *personal fall protection systems* can protect employees from injury and death due to falls to different elevations and is therefore considering whether it should include requirements specifying that when employees are exposed to falls from motor vehicles at heights greater than 4 feet, protective work practices, methods or systems should be instituted." I think it's safe to say that the use of fall arresting equipment in conjunction with conventional stake extensions is far from practical.

With that being said, I believe the most practical way of eliminating the risks and injury's associated with stake extensions is some sort of design that can be operated at ground level. This is definitely not a new idea as there are various versions around the country including some here, but in very limited use. In the writing of this article it's not my intention to promote or discount any particular design, but rather speak in favor of the idea in general.

Continued page 4



CHECK LIST IS A BIG HELP TO THE MECHANIC

By Monte Biggers

It's not a bad idea to have all of your operators and truck drivers make out a list of everything they think is wrong with their machine at the end of the season. It seems that there are always problems that everyone but the mechanic is aware of. You can find a lot of problems with a machine just by looking at it closely or running it in the yard for awhile, but you can't always expect the shop crew to be able to duplicate conditions that the machines or trucks are operating under out in the woods.

Contrary to popular belief, mechanics are not mind readers! It can be hard for them to remember every little problem that is mentioned at the Friday Night Safety Meeting.

The list can also contain ideas to make things safer or more efficient. Equipment operators and truck drivers can provide valuable input for improvements. Some of the best ideas come from the drivers and operators that use the equipment day after day.

Granted, some of them will turn out to be more of a "wish list" than things that really need to be done. *Bigger engines, lots of chrome, more lights than a Christmas tree* usually leads the list, but most of the time having the extra information is really helpful to make the equipment more efficient and safer.



EXTENSIONS cont.



John Swartzfager drives for Mangum Trucking. Mangum recently "plated" the rear framework (left foot) and put a "step" at the base of the stake for safer footing. John has been wrestling extensions for a number of years and says this has really helped and appreciated the crew for doing it!

I asked a number of drivers in the area what their thoughts were on this subject and none I spoke with are opposed to the idea of not having to climb up and down off their bunks. There were some concerns expressed regarding trouble free operation. Although a number of the concerns are certainly legitimate, I didn't hear anything that would support disregarding the idea altogether. If anything, the concerns expressed tell me that this is an idea that's wide open to innovation. I believe that a pro-active approach combined with good design has the potential to significantly reduce, if not eliminate, the accidents related to the use of conventional stake extensions.

In the meantime, we still have to deal with reality. Generally speaking, most of the drivers I have talked to suggest that it is safer putting the extensions in while the trailer is on the ground.

So, take your time and don't take any chances. Remember, every slip and fall takes some money out of every loggers pocket, *plus it hurts when you hit the ground!*



HOW ABOUT SOME REALLY GOOD NEWS FOR MANY IDAHO LOGGERS AND SAWMILL WORKERS

By Galen Hamilton



Above was the start of a devastating day that ended in a pile of ashes. On the right, out of those ashes a beautiful high tech sawmill has emerged, along with many jobs that effect us all throughout the state! “BEAUTIFUL is not the first word that pops into mind when glancing at Kenny Walter, Weippe mill manager and Randy Eller, Empire’s Resource Manager, but they are smiling big!

It has been nearly three years since I glanced over at the Empire Lumber Sawmill while driving through Weippe and saw the flames burst out of the roof of the big log mill. I wanted to throw up. I knew the impact to the loggers, millworkers and area communities was going to be immense, perhaps falling into a hole we could not get out of.

Thankfully, for all of us, Empire’s owner Dave Klaue rolled up his sleeves and announced they were going to rebuild!

For the last couple of years I have watched the steady “growth” of this huge complex keeping a close eye out for any evidence of production. I would stop in occasionally and ask Kenny Walter where the sawdust was. “It is coming Galen, it is on its way”.

So, when I peeked around a log deck a few weeks ago and saw the front end loader feeding logs in one end and boards coming out the other, I felt very good! It was kind of hard to see everything though because of the glare off the smiles of Empire’s sawmill crew!

As a safety guy, I appreciate how hard Empire’s people work on doing things safely, whether it is in their mills, in their log yards or their forestry people working with loggers out in the woods. So, for Mr. Klaue and the Empire crew, I think this **GOOD NEWS** is well deserved!

IDAHO LOGGING SAFETY CREW

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CHAIN SHOT....CONTINUED!

By Mike Moore

Based on some recent events involving ***chain shot*** off of a dangle-head, I thought it might not hurt to take a closer look at this hazard. Shortly into researching this, I came to the conclusion that this is a lot more common problem, industry wide, than a lot of us might realize. A few newsletters back, Galen had an article on the risks associated with chain shot (the worst being a fatality in Washington last year) and a good discussion on the use of chain catchers.

I contacted a number of manufacturing reps, equipment dealers and dangle-head operators and decided to compile a basic list of rules that play a role in minimizing the occurrence of chain shot. It's generally accepted that there's no way to completely eliminate chain shot, but keeping it to a minimum is a step in the right direction.

“HEY, WHERE YOU POINTIN THAT THING! You may have truck drivers and the loader operator on one side and the skidding crew on the other to watch out for...but don't forget about the person sitting in the processor cab!

- Be sure that operators are properly trained in the maintenance and inspection procedures for the head they're using.***
- Make use of all shot guard/chain catcher features offered by the manufacturer (usually a retro-fit in the case of older heads).***
- Only use bar oil/chain lube that is rated for the application.***
- Don't alter factory pressure settings (especially regarding chain speed and bar stroke).***
- Keep chains sharp. Be sure that proper sharpening techniques are being used and specs being met.***
- Don't repair chain that has broken twice, replace it.***
- Transport chains in either a dry or oily environment (weeks at a time in the back of a pick-up is not recommended).***
- Cover up snow holes if possible.***
- Never cut in direct line with yourself or other machines and personnel in your area (250' radius). The mind-set that's encouraged here is treat it like a loaded gun.***

The other factor that comes into play is the question of cab guarding. Tests have been conducted and have shown 1 1/4" poly-carbonate (lexan) to be the most reliable protection. A lot of newer equipment with a "forestry package" will have 1/2" poly-carbonate windows (far short of the recommend 1 1/4"). As we all know, a lot of these heads are hung on excavators with conventional 1/4" safety glass in the cab (effectively no protection at all). *The chain shot fatality in Washington last year was shot through 1/2" poly-carbonate... something to think about.*

“EXTRA HELP” IN THE SHOP THIS SPRING

By Monte Biggers

By the time this newsletter comes out a lot of you loggers will be bunching it for the season. I know it's a little early, but it may be a good time to think about what we can do to improve safety during winter overhaul. You often get people working around the shops that may not be familiar with all of the safety precautions they need to take. Many of the things we do in shops can relate to what the guys may have done in the woods. *Lock-Out Tagout procedures, energy control, blocking and first aid* are some examples.

However, when work is done in a shop there often is equipment that you don't find out on the logging job. Bench grinders, solvent tanks, pressure washers, drill presses and hydraulic presses are some of the things you normally only find in a shop. This is also where you will find a lot of the



Bud Whitcomb works so darn hard it takes 2 bench grinders to keep up with him. He says it only takes a second to slip on the safety glasses, and besides, Bud says he “**makes them look goooooood!!!**”



Having a pair of rubber gloves in GOOD CONDITION near the solvent tub is a smart move. We have all learned over the years that absorbing chemicals into a persons body is not a good thing.

A mechanic pointed out some safety issues about compressed air. “It is the easiest way to clean up a mess but sends crap everywhere. Blowing metal shavings from around the drill press or grinders is a guaranteed way to end up with an eye injury!”

*He also pointed out that when you are blowing the crud off of something, make sure the guys working around you know it, **IN ADVANCE!***

extra shop help working when they are taking apart things and cleaning parts or equipment. It is important to make sure that everyone knows the precautions to take for the job they are doing. Proper operation of the equipment and safety gear such as eye protection, gloves, footwear and clothing are some examples of things a person should be aware of before they are allowed to do a job. **IF YOU WORK HERE YOU WILL USE THE SAFETY EQUIPMENT!** (this usually cuts down on any *misunderstandings*)

If you're the boss make sure the safety glasses, face shields and rubber gloves are near where they are needed and are in good shape. If you can't see through the glasses, they won't be used! If you are the one doing the work and you need to do some grinding and can't find the face shield, go ask where it is! “*I'll squint my eyes and do it just this once*” usually doesn't turn out so good.



Making sure all of the equipment has it's guarding intact and warning signs is very important. Also, just like in the woods, everyone needs to know where the first aid kits, M.S.D.S. sheets and other safety material is kept. A little training and monitoring can go along ways towards preventing an accident!

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