Idaho Logging Safety News

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C.L. "Butch" Otter, Governor
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NEW LOGGING SAFETY ADVISOR HIRED

***STAN LEACH** and his dad, **TED.** As the first official day off as a logging safety advisor, Ted wanted to help Stan celebrate so he allowed him come over and work on some broke down equipment and cut a load of firewood!*

The Idaho Logging Safety Program is excited to announce the hiring of ***STAN LEACH*** to cover the St. Maries-Potlatch-Deary areas.

Stan has grown up in the woods, and has been logging for the last 34 years, many of those owning his own company.

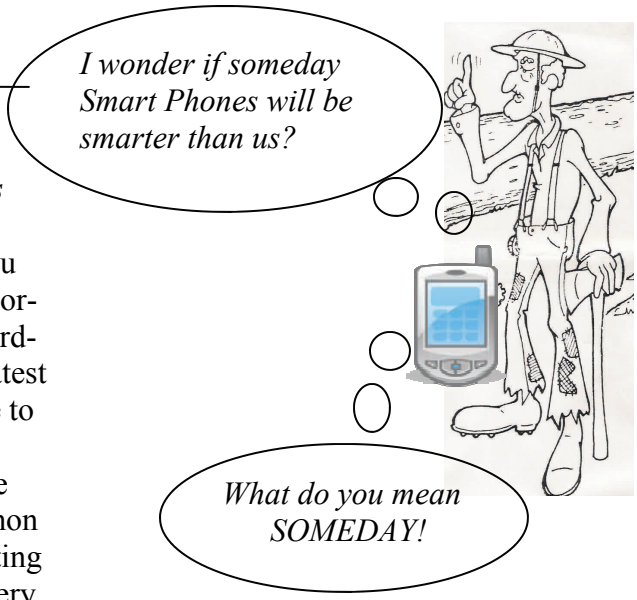
Whether it has been sitting on committees, attending meetings or pulling bull line, Stan has a reputation of giving it his all.

I am very confident that Stan's knowledge of the timber industry and his work ethic is going to be a very positive asset to our Idaho loggers and the safety program.

SMART PHONES CAN BE A GOOD SAFETY TOOL FOR LOGGERS

By Monte Biggers

When you trade in or update your old cell phone chances are you will receive a so called "smart phone". It seems that the older normal or "dumb phones" are getting phased out and are getting harder to find. My theory is yuppies always want the latest and greatest thing and since new phones are coming out every day they have to do something with yesterday's model. When you update your phone or start a new service plan you can usually get a very nice phone either free or for a relatively good price. The most common types of smart phones are based on the Android or Apple operating systems. These operating systems are what make the phones very



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LESSONS LEARNED

By Stan Leach

A review of some of our recent accidents and responses identified a few things that I thought were worth sharing. These two stories happened to logging companies that work their tails off when it comes to safety. These fall into the *"If it can happen to them it can happen to any of us"* category.

During the one rescue there were some problems making contact with State Communication. Apparently, the **VHF** radio being used had been narrow banded but not "re-toned". Both things must be done for contact with State Comm.

I suggest you try your radio, or whatever means of emergency communication you have, to be sure that you can make contact with State Comm. in the event of an emergency. If there are problems, better to know about it now than to find out about it during a rescue.

Once it was apparent the boss was having a hard time calling, a bunch of people were on radios and phones trying to help. Things were a little confusing for a bit. During a rescue there should be one person relaying information to the responders. *If possible* all information should go through that person to help avoid confusion.

Even with all that going on, the rescue helicopter people said the loggers at the accident scene did an extremely professional job!

Another rescue pointed out the need to have your access roads clearly marked with the road name and CB channel visible. Quick contact was made with medical help, but the responders were on the wrong CB channel as they went up the access road. This caused a near calamity as they met a loaded truck coming down. Fortunately the truck driver was aware of what was going on and was watching for the rescue traffic. Everything turned out all right but a better sign would have helped. There is a lot going on when someone gets hurt, the more things that we have in place ahead of time the smoother things will go.

I doubt we will ever eliminate all accidents in the woods, so we need to be prepared for when they do happen.

Tending to the signs that have been damaged or stolen has turned into just about a full time job in many parts of the state. Your efforts are APPRECIATED!

IF YOU ARE LOGGING, YOU ARE IN A HARD HAT AREA!

By Terry Streeter

In 1972 when I started in the woods the first thing my two friends and I did was to go buy some **HARD HATS**, and we wore them all day - every day! You did not walk around a logging job with out one on in those days even if you were the Boss or a Forester. If you were on the way in or out of the job and stopped to help a trucker tighten his wrappers, you put on your hard hat or you were in trouble.

So, what has changed? The answer is *NOTHING*, that is still the rule you need to go by.

Why wouldn't you wear a hard hat? A hard hat is the one piece of safety equipment you need to use — *IT PROTECTS YOUR HEAD!* Ball Caps, Stocking Caps (and certainly not visors) give no protection for your noggin.

Hard hats are designed to protect you if struck by a forcible blow but also protects from scraping or bumping ones head on equipment or structure projections.

Hard hats also give workers a distinctive profile, identifiable even in peripheral vision, for safety around equipment. It is hard to believe but studies have shown when safety colors like orange or green do not appear in peripheral vision, the hard hatted shape of a worker will be noticed.

Hard Hats protect you by providing a space between the shell and the wearers head so that if an object strikes the shell, the impact is less likely to be transmitted directly to the SKULL. They are also designed to "deflect" your head away from taking the full impact. Over the years I have heard quite a few loggers say, *"If a log rolled off a load and landed on top of me, that hard hat isn't going to save me!"* Yes it can, I have seen it happen.

I have had the CLANG WARNING of something hitting or rubbing on my hard hat which I believe has saved my life several times over the years. I have heard others say the same thing. That the spilt second of the hard hat taking the blow or warning them to lower their heads, saved their lives.

Late last season I was coming up on a truck that was stopped at the beginning of a county road. The driver was out getting ready to check his wrappers and I could see he did not have on a hard hat. As I drove up he flipped open his binder. Down came a three foot chunk of bark and hit him on the head and slid down his face giving him two pretty good size scratches. As he jumped back and grabbed his face in pain he noticed me driving up. He walked over to my pickup and said, *"That was a painful lesson!"* He told me that a person should never get out of their truck without putting on their hard hat. I told him I would pass that information along.

LOGGING MINIMUM SAFETY STANDARD RULE:
ALL personnel shall wear approved head protection,
proper clothing and footwear.

ONE MORE THING FOR YOU LOGGERS TO DEAL WITH!!!

By Stan Leach

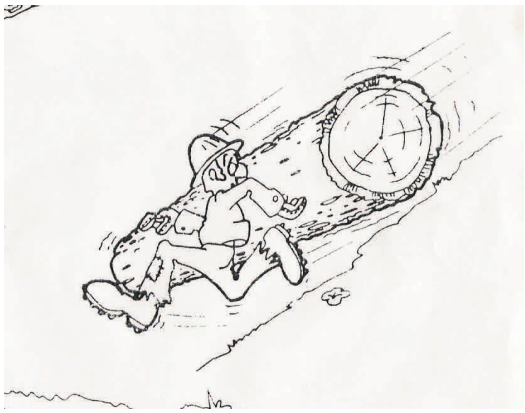
A new hazard or an old hazard reborn is plaguing loggers this year. Due to low market conditions some of the contracts are requiring that the pulp be left on the unit. This is creating a problem as loggers try to work around logs that they won't get paid for. It is bad enough up on the landing when the loader man has to move the pulp logs once or twice to make room for the twelve sorts that he can send to the mill, but it can get really dangerous down in the line strips.

As the hookers work down the line they end up working under and around trees or logs that aren't supposed to go. Sometimes when you send out a turn of saw-logs these pulp logs get bumped and off they go, usually right down the hill at the nearest hooker.

I was loading on a job years ago when this exact scenario happened. The hookers dove in behind stumps but the big pulper rolled over them causing significant injuries to both. There was a hooker injured a couple weeks ago when a turn hooked a pulp tree causing it to sweep around catching the hooker in the leg. Sounds like he will be off two or three months, but will be OK eventually.

I know it can be a pain to hook and handle logs that you don't get paid for, but think how big a pain it will be to lose a crew member for a few months and deal with the physical and financial pain of an accident.

This would be a good topic for a safety meeting for all the line crews. We have lots of young guys hooking that may not have dealt with this before. Talk to them about recognizing the hazard and how to deal with it when encountered. A few minutes removing a hazard could save you a lot of time and money and get the whole crew home safely.



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(Smart Phones,Con't)

useful, for among other things, a safety tool.

With an Android phone you have access to free applications (apps) through Google play which comes already installed on the phone. It is free to sign up and there are apps you can pay for, but there are hundreds of thousands of apps that are free. For instance you can download a GPS app that turns your phones into a very accurate one touch GPS, a very handy Red Cross first aid manual, clinometer, MSDS sheets and much more. Apples version on their iPhones is called iTunes. ITunes also comes pre-loaded and you can get thousands of free apps from them as well. Either way you go having all of these tools at your disposal in one device can be a real time saver. Once loaded onto your phone all you have to do is touch the apps icon to launch it. If you are using free apps you can load up several of the same type to see which one works the best for you and then delete the ones you don't like.

For the most part I have found the smart phones to be easier to use than even the most basic GPS. The hard part seems to be figuring out how to set up the phone and getting the apps you want. I have found what I believe is the easiest way to get this done. Find a 12 year old kid, hand them your phone and tell them what you want. (Other ages may work, 12 just happens to be how old my daughter Brook is) It's amazing, even if a kid hasn't ever seen a phone before within 10 minutes they will have it up and running, then all you have to do is touch on the icon.

SO, HOW CAN THESE SMART PHONES HELP US OUT FOR SAFETY?

This part of my article is more for you truck drivers, but applies to all loggers. While I was asking around for ideas for newsletter articles I received some good advice from a mechanic. We were talking about smart phones and how a truck driver (or logger) could use them as a GPS if needed during an emergency. Accidents do happen away from the logging job. With GPS capable phones (and State Comms phone number) you can call and give the coordinates to get help coming. Even if you don't know the exact directions by road, the GPS coordinates will allow State Communication to guide EMS to the accident scene.

Just remember if you call State Comm, tell them what kind of an accident it is. You can request help for any accident, but they may not send a helicopter or ambulance if it's <u>not</u> a logging accident. They will get the authorities headed your way however.

The point I think the mechanic was trying to get across was don't be afraid to get involved if someone is hurt. Step up and volunteer your help. Loggers, especially truck drivers, cover a heck of a lot more country every day than most normal people so the chances of coming upon something is a real possibility.

Anyway, smart phones are something to think about. (Just don't forget to get the 12 year old kid!)

IDAHO LOGGING SAFETY DELIVERS

By Stan Leach

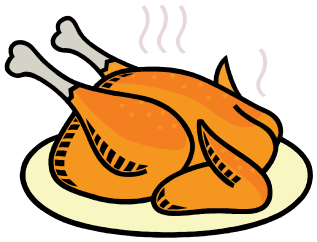
I visited ***HATLEY LOGGING'S*** jobsite the other day. I had a good discussion with ***Scott Beplate*** harvester operator, ***Craig Hatley*** owner, and ***Dan Miller*** who sub-contracts his forwarder to this operation. We went over all the safety rules and Idaho Standards for logging.

They were working on a USFS sale that really needed to be harvested. Thinning out the dead stuff, along with a good amount of saw logs, leaving a beautiful stand of timber. Not only will those trees now grow like crazy, a person would have a good chance of putting out a fire if one started.

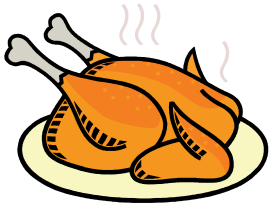
After listening to these three discuss logging safety issues and watching them log, it reminded me of how proud I am of being associated with this industry. These guys are *PROFESSIONALS!*

Now Dan, an obvious character, said that they had some rules specific to their work areas. He said that any state employee that shows up on a Friday is required to bring chicken for the crew. Being new to this job I figured it was best to follow the rules, so when I took him the materials for his updated safety plan, I also delivered a chicken for the crew.

As you can see by the picture, Mr. Miller may need to be more specific next time.



(Editors note: I have a good idea Stan might fit right in!)



ONE MORE REASON TO PUT UP THOSE "WARNING" SIGNS

By Monte Biggers

I know we have been preaching about putting up signs a lot lately but there is maybe more than safety at stake here. Liability for someone such as a tourist or hunter that stumbles onto your job and gets hurt might be limited if you have good signs posted at all access roads and in the immediate area you are actively working in. Even if you are on private ground and feel you might not be required to post signs it's still a good idea to do so. There is virtually no way you can guarantee that someone can't access your job either accidently or on purpose. Putting up signs at least will give them fair warning.

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*Long time log truck driver **CONNIE YATES** was lucky enough to get a bunch of advise from her nephew **HAYDN MATSON** recently.*

Haydn said he tried to teach her a thing or two, "But she don't listen so good!"

"That's because you were asleep the whole first round" Aunt Connie responded!

Any truck owner will tell you that finding a dependable, experienced driver like Connie to herd a log truck safely down the road is no easy matter.

I always give the log haulers trouble, but for the hours they put in, the road conditions they deal with and having to face the traffic out on the highway, they deserve our respect. But please, don't tell them I was bragging on them or I will never hear the end of it!

Galen

THEY GO UP QUICK

The owner of this feller buncher said spraying the first two or three fire extinguishers on his machine was like slugging the biggest guy at the bar. For a split second he thought he had it, but then he knew he was in big trouble!

Even with the help of an excavator throwing dirt *(and I mean a lot of it!)* there was no saving this machine.

This logging company works hard keeping machines free of dried needles and oil, but when conditions are right, things happen fast!

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