

Idaho Logging Safety News

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HARD HATS WERE INVENTED FOR A REASON !!! (NOTHING TOPS EXPERIENCE !)



We have mentioned a few reasons for log truck drivers to wear their hard hats over the years; *your insurance carrier wants you to, the company that you are hauling for wants you to, the people that own or manage the land your hauling on wants you to, etc., etc. Oh, and one other little thing...it could save your life!!!*

I know it is hard to tell by their photos, but **Jack Zagerow** (at the left) and **Dan Faulkner** have spent some time behind steering wheels delivering logs to sawmills around the north-west.



On completely different logging jobs, and without being prodded by the safety guy, **Jack** and **Dan** started talking about how hard hats had saved them some extreme *discomfort* over the years. They had both had bark, chunks and *"a limb out of freaking no-where"* deflect off their hard hats while working around their loads.

They also both added that wearing your hard hat is just as important when tightening your wrappers as it is when your wrapping up. *"By the time you get out to the 7 marker, that 20 pound chunk of bark is just waiting for you to walk by your load"*.

Yes, there are a lot of reasons to wear your hard hat as mentioned earlier, but perhaps the most important one is that you will still be around when you get to the age of **Jack** and **Dan**.....Not that they're old, I mean I didn't say they taught our granddads how to drive just because they knew them....I mean, Oh, NEVER MIND!

***A TOUCHY SUBJECT THAT I THINK IS TIME TO ADDRESS:
HOW MANY HOURS CAN YOU SAFELY HERD THAT
LOG TRUCK DOWN THE ROAD??????***

By Galen Hamilton

Loggers are a proud group, and much of that pride is built on how hard they work. I will be the last person to ever take for granted that work ethic, *BUT (here it goes) A PERSON SHOULDN'T HAVE TO WORK 18 HOURS A DAY DRIVING A LOG TRUCK TO MAKE A LIVING!* There, I said it out loud and I can feel people squirming from one end of our industry to the other, including me.

Over the last couple of years we have had a bunch of horrible truck wrecks around the state. Several of these are believed to be a result of lack of sleep. Each of these incidents effects *EVERYONE* associated with the timber industry. From the sawmill workers, logging companies, timber land owners and everyone in between, it is not just a "*Truckin Thing*". When an extra dollar goes out for higher insurance (which is getting very hard to get), to repair a truck, fix a broken leg or pay for a person that may not be able to work for the rest of their lives, that leaves one less dollar in the pot that we all live off of.

One of my fears is that one day there will be an accident, perhaps not the log truckers fault, but someone will walk over to the computer and punch a button showing the driver has 50 hours in, *and it is only Wednesday!* We will then be under strict hourly regulations implemented by the DOT or Federal Agency making it hard to earn a living. This would obviously make it even harder than it is now to find professional drivers.

We all preach *safety*, but lets face it, when it comes to the hours the truckers are working we tend to...I don't think *ignore* is the right word, but we *avoid* dealing with it.

So, with all that in mind, (I can hear it already), "*O.K. Galen, Mr. Smart A—, how do we fix it?*" Well, as a safety professional with years of experience....I ain't got a clue! I do know that fixing it *WITHIN* our industry is by far the best scenario! I know this is not an easy task but I feel it is not only possible, but darned well worth it! Even though I don't have a clue how to fix it, I know many of you in the industry have good ideas to get the discussion started, so you guys (and ladies) get to it! (If it works out well, I will of course take the credit)

My dad has a Kenworth insignia on his grave stone, so you know where my interests lie, but you physically can't drive those hours and do it safely. I mentioned one of my fears earlier, well, I have another. Recently, a log truck driver with 40 years of experience expressed that fear I think we all share: "*Somebody is going to go to sleep and there is going to be a bad wreck....and we all have family out on the same roads we haul on*".



LOGGING BURNT TIMBER IS TOUGH WORK!!!!

By Terry Streeter

I have worked in old clear cuts, on rock bluffs and on the south face of a mountain in a foot of dust and no shade, and it was horrible. But there is one job site that I feel has the worse conditions by far, and that is logging a burnt timber sale in the summer, fall or winter. I feel for you guys!

First of all there is hardly any shade, and if there is it is just as hot as standing in the sun because of the heat that is coming off everything dry around you. Anywhere you walk is dusty and you choke on the ash. The brush and limbs are brittle and tear your clothes and scratch your arms. Whatever you have to grab hold of to climb up, on or over or reach under, is black with charred soot. If you just touch your face, blow your nose or scratch your ear you end up looking like Alice Cooper (or like you have been working on a Link-Belt.)

No matter how much water you bring it is never enough. So, a word to the wise, hydrate as much as you can the night before. Also keep an eye on your fellow workers for signs of dehydration and remember your spring training on how to cool them down.

But don't worry, it will rain and the dust will settle and then more fun begins. You will not believe you can fall down that much sliding in the mud or how it sticks to your boots.

Where I was going with this is that none of the crews working these burnt sales are complaining. Yes it was hot, dusty and everyone was black with soot. The cut up machines were running hot and air cleaners were needing changed often, *but no complaining*. Some crews were driving 2 ½ hours one way [that is a subject for another article] and happy to be working.

I take my hat off to the crews working in burns. Logging is hard work, but burns make it even *TOUGHER!*

IDAHO MINIMUM SAFETY STANDARDS AND PRACTICES FOR LOGGING

009. EMPLOYERS RESPONSIBILITY

01. General Requirements

i. A definite procedure for checking the welfare of all workers during working hours shall be instituted and all workman so advised. The employer shall assume responsibility of work assignments so that no worker shall be required to work in a position or location so isolated or hazardous that he is not within visual or audible signal contact with another person who can render assistance in case of emergency. In any operation where cutting, yarding, loading, or a combination of these duties are carried on there shall be a minimum crew of two (2) persons who shall work as a team, and shall be in visual or audible signal contact with one another. This does not apply to operators or motorized equipment, watchmen, or certain other jobs which, by their nature are singular workmen assignments. There shall be some method of checking the men in at the end of the shift. Each immediate supervisor shall be responsible for his crew being accounted for. This standard also includes operators of moveable equipment.



Michael taught us how easy and quickly their tourniquet can be used.

THE ACTIVITY GROUP **SHARES LIFE SAVING TECHNOLOGY WITH OUR LOGGING COMMUNITY**

Your Logging Safety Advisors were recently introduced to a couple of fellows from some outfit they called **The Activity Group**. **Michael Daniels** and **Andrew Coussens** claimed they may have items and information involving First Aid that the loggers here in Idaho might benefit from. We figured what the heck, what can it hurt to give them a listen.

We gave them a listen alright, **AND WOW** we walked away very impressed!

So, since now they had our attention, we had to ask...**JUST WHO AND THE HECK ARE YOU GUYS AGAIN?**

THE ACTIVITY GROUP is dedicated to bringing advanced life saving technology to a world in need. We are a global leader in the acquisition and distribution of cutting edge trauma products, innovative safety technology and comprehensive training solutions for our military, law enforcement, emergency services and private sector customers around the world. Our guiding values of honesty, integrity and diligence lead us in our daily mission—to provide effective, high quality life saving products, training and support to our valued customers around the world.

The Activity Group is a privately held company based out of Boise, Idaho and proud to call the Gem State our home.

What blew us away the most about Michael and Andrew's information they were sharing was that this advanced technology and equipment is out there and available to every day normal people...and loggers too!

We know that many of you loggers are interested in the "higher tech" first-aid stuff (especially the ones that have been through a wreck or two). With that in mind, we are excited about passing along Andrew and Michael's knowledge they shared with us in the spring safety classes.

Thanks again to the ACTIVITY GROUP!



Andrew explained "how to" and "when to" use their chest "wound seal" patch

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A BIG THANK YOU FOR MOVIE MAKING HELP!!



Thomas Durst, Chance Charley, Zack Allen, Dewey Morris, Barry Knapp and Shea Belder are one of DABCO Logging's yarder crews. Dewey reported we picked the best bunch to film because they are a lot better looking than the other yarder crew!

We recently did some updating on our videos for the spring safety meetings and we really need to give a BIG thanks to the movie stars and their companies that helped out. When your not skidding, processing or trucking, there is no money coming in so this is a big sacrifice.



Clearwater Potlatch Timber Protective Agencies fire fighters (and future movie stars) Wes Popkess, Dillon Alexander, Nick Grachonin, Sawyer Vershum, Brock Call and Zach Devlin.

Again, THANK YOU ALL. I understand these folks will be available for autographs at the safety meetings next spring

The Mahons: JT and his dad Mark, Grandpa Tom and Uncle Joe.



It was mentioned that Tom might help his sons and grandson make a video.

The next thing we knew "Grandpa" was headed out in the lowboy!

Sam Allen runs the processor for DABCO. You may recognize Sam from videos he helped us with years ago.



I am not saying Sam is old, but when we showed up he asked, "Are we going to make some movin pictures"????



Ron, Derrick and Kerry Cox pose alongside of Sheldon Dittman. Its kind of hard to see Nick Bond because he is 400 feet over the hill falling timber!



Perry Goicoechea hauls logs around the St. Maries-Coeur d'Alene area.

Being a trucker, when the camera man said "CUT" he was already in fifth gear!

UPDATING YOUR SHOP “INSPECTION” LIST

We know that some of you with shops are trying to keep up to snuff with the requirements. When we hear of any “new” items, we try to pass that information along. Here is the latest:

- 1. The breaker box or motor control switch must be in the center of the 3X3 cleared area, all the breakers must be labeled, no open breaker slots*
- 2. Any electrical wiring below the eight foot mark must be in conduit, there is no grandfather clause for older shops*
- 3. PVC pipe cannot be used for compressed air systems even if it is rated for that much pressure*
- 4. All oxy/acetylene torches must have anti-flashback protection valves either built into the torch or inline near the tank*
- 5. Any lights under eight feet must have shatterproof bulbs or be guarded*
- 6. Exit signs must be luminescent*
- 7. Welders with external lead connections must have covers over those connections*
- 8. Forklifts must have lift capacity rating on them, tires must be in good shape, horn must work, no torch cut holes in the forks, bottom of fork can only be 10% less in thickness than back of fork, propane tanks must be positioned on the locating pin to direct possible blast away from operator*
- 9. Parts cleaners must have a fusible link to hold lid open when in use*
- 10. Fire ext. has to be kept in close proximity to bulk oil storage*
- 11. Hydraulic presses must have a screen on a least one side*
- 12. Must control vegetation within six feet of the outside wall of the shop*
- 13. If you paint machines and use respirators you must have documented training on the use and storage of those respirators, they must be kept in airtight containers*
- 14. Ladders and step stools must have a rating high enough to support the people using them, bent or damaged ones must be replaced*
- 15. Overhead storage areas must have a visible load rating on them*
- 16. Anchor lock brake cans must be placed inside protective cage for disassembly*
- 17. Any gas in shop must be in safety cans*
- 18. You cannot have floor clutter (stuff- parts, hoses, etc.) in front of parts racks*
- 19. Welding leads, the first ten feet back from the stinger must be undamaged after ten feet it can be repaired if you use the right material*
- 20. You must have towels located near any sinks*
- 21. You cannot carry an exposed torch with the gauges on unless you have DOT collars on the tanks, inside closed service box ok*

SDS SHEETS; Not as Hard to Come Up With As You Might Think

By Stan Leach

It has been over a year since the new rules regarding the **SDS** sheets (replacing the old **MSDS** sheets) took affect. All employers are required to have **SDS** sheets on the job for every chemical product that you have on that job. This includes not just the oil and fuel products, but the greases, starting fluid, brake fluid, WD-40, spray paint, and even the oxygen and acetylene.

The good news is that they are not that hard to look up on the computer and print off. If you go to the google website and type in the product followed by the letters **SDS**, it will typically bring up a site that you can click on to print off the actual **SDS** sheet. For some products you may need a five digit product code that will be found on the product itself.

Why would you risk a citation and fine from OSHA over something that is so easy to take care of? Take a few minutes to be sure you are in compliance you will be glad you did. If you have problems call your local logging safety advisor, we can help you find what you need.

WARNING SIGNS ARE WORTH THE EFFORT, IN MORE WAYS THAN ONE!

By Monte Biggers

We all are aware the importance of sign placement on your logging job. You should have truck entering signs placed where the log trucks enter a main road, heavy truck traffic signs placed on all haul roads and signs warning of logging activity where you enter the actual jobsite.

One thing to remember is that you need to place the appropriate sign at any road that leads to the jobsite, not just the road or roads you are using. On some sales there are several ways to get to the jobsite and only the roads or ends of the roads the loggers are actually using are getting posted. This could lead to a situation where the "public" could wander into a logging job unaware of the logging activity going on.

With hunting season coming on in a lot of the areas this "public" activity usually increases making an encounter more likely. Having signs posted at all access points to the job not only makes it less likely someone will inadvertently wander onto your job it also will help protect you from liability in the event that they do. It seems that nowadays even if you post signs everywhere you're supposed to and something happens, someone will try to hold you liable for it. If you don't have all of your signs up it's that much easier for them to prove their case.



To emphasize the importance of Monte's article, I'll pass this along.

A couple of years ago a logging company had more than enough warning signs on their job. A four wheeler, traveling way too fast, ran into a piece of logging equipment that was stopped and clear off the road. The company was declared to be at no fault....after a year of paying lawyers and missing days of work to attend court!!!!

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