

Idaho Logging Safety News

Published quarterly in the interest of logging safety by the
Division of Building Safety, Logging Safety Bureau

C.L. "Butch" Otter, Governor
C. Kelly Pearce, Administrator
Suzy Kludt, Editor

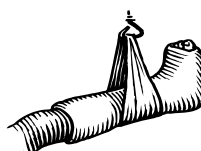
YEE HAW, ITS' FINALLY TIME FOR ANNUAL FIRST AID TRAINING !!! (We know it is what you lumberjacks wait for each year)

As in the past, local equipment dealers will supply us with coffee and doughnuts at 7 a.m. so we will be ready to start the classes at 8 a.m. Remember, the law requires ALL of your crew, including log truck drivers, to have a current first aid card. These classes are open to every logger in the state along with their spouses. Not only will we train in First Aid and CPR, but we also cover Hazardous Communication, Tag-Out/Energy Control, Blood-Borne Pathogens, Hearing Conservation and Emergency Rescue. Of course you will receive your Pro Logger credits for this class and hear every new rumor there is, even if we have to make them up! See you there.

2008 SCHEDULE FOR THE LOGGING SAFETY CLASSES

LOCATION	DATE	ADDRESS
Orofino	Tuesday, March 4	Best Western Lodge at Rivers Edge, 615 Main
New Meadows	Wednesday, March 5	New Meadows Senior Center
Post Falls	Tuesday, March 11	Post Falls Theater, 1486 W. Seltice
Sandpoint	Wednesday, March 12	Bonnors County Fairgrounds
Troy	Thursday, March 13	Troy Lions Club, 415 S. Main St.
St. Maries (1)	Tuesday, March 18	Eagles, 707 Main St.
Princeton	Wednesday, March 19	Palouse River Community Center
Pierce	Thursday, March 20	Pierce Community Center
Bonnors Ferry	Tuesday, March 25	Kootenai River Inn, 7169 Plaza St.
Wallace	Wednesday, March 26	Elk's Temple, 419 Cedar Street
St. Maries (2)	Thursday, March 27	Eagles, 707 Main St.
Grangeville	Tuesday, April 15	Elks Lodge, 111 S. Meadow
Emmett	Wednesday, April 16	Gem County Senior Cit. Center
St. Anthony	Thursday, April 17	So. Freemont Sr. Center, 420 N. Bridge St. Dr.

Don Hull 667-8646 Monte Biggers 365-4769
Safety Advisors
Cliff Osborne 875-0690 Galen Hamilton 935-0401



Need more Pro-Logger Credits?

Other training schedules on Page 2

LOGGER FIRE FIGHTING TRAINING

Provided by Clearwater Potlatch Timber Protection Agency (CPTPA)

Knowing what to do in those first few moments after smoke is spotted on your logging job gets to be really important in a hurry. After last summer, I can give you several logging contractors' names to back me up on this!

OROFINO training will be March 3rd at 8 a.m. at the Armory. The training in **PRINCETON** on the 19th, **PIERCE** on the 20th and **ST. MARIES** on the 27th will follow our first aid classes at those locations and get started right after lunch. For questions on these classes please contact CPTPA at 208-476-5612.



LEAP UPDATE CLASS

Offered by the University of Idaho Extension

The U of I Extension is offering 1 1/2 day "leap update" classes in several locations which are co-scheduled with our first aid / safety meetings. This offers a great chance to pick up some of those Pro-Logger Credits for those in need.

Post Falls on March 11, Troy on the 13th, St. Maries on the 18th and Bonners Ferry on March 25th.

(starting after our safety classes)

Registration IS necessary for attending these classes so call the Extension office for all the information. Idaho Panhandle office is 208-446-1680 and the North Central office is 208-476-4434.



WHAT'S BEEN HAPPENING?

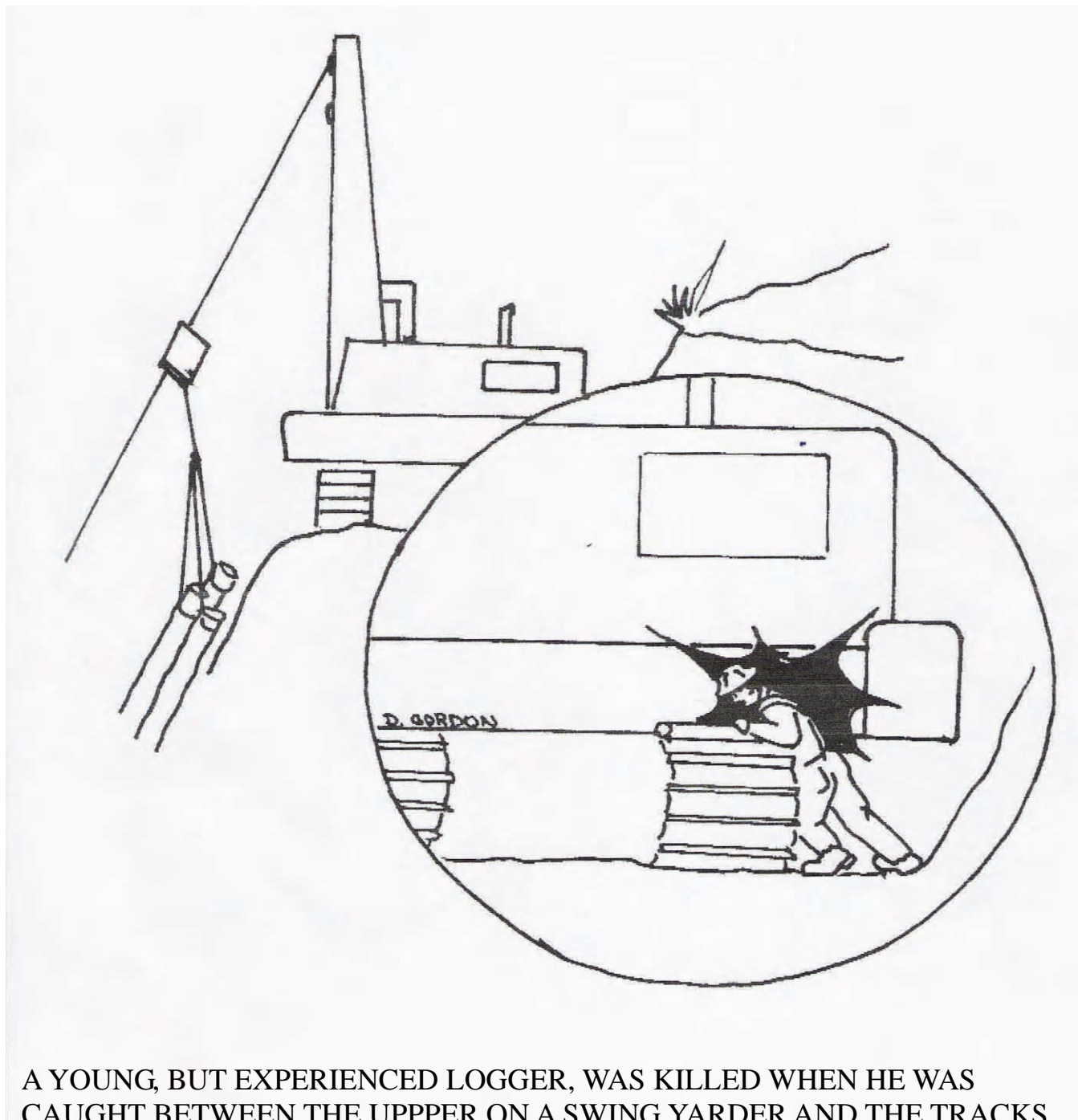
By Galen Hamilton

Can you believe it is time for the Safety Classes already? It doesn't seem like it has been a year since we had to wake up two loggers that had fallen asleep leaning against one another in our Orofino class. I won't mention any names (Tim and Rick Christopherson, Dabco Logging) for fear other loggers may give these two a hard time. Anyway, it is time to get the classes underway.

We pass along the first aid information in hopes none of us will ever have to use it, and at the same time wondering if we could deal with an emergency if the occasion arose. Recently, a fellow was faced with just that. A young man that works summers in a timber related industry had completed the Loggers Survival First Aid Class. While he and his friends were out having fun in the snow, one of his buddies had a bad wreck with his toboggan. Using the steps he remembered from class, he instructed his other friends to help him roll the victim onto a sled and secure him down, while he was holding his head and neck. They then transported the victim to awaiting medical help. At the hospital, the surgeon showed the family the x-rays of a back that was severely broken in two places. The surgeon stated bluntly that the only reason the victim was not paralyzed was because of the expert way he was moved!

I guess the point I am trying to make with that story is that it isn't a bad deal to sit through a refresher class each year just in case. We teach first aid with an emphasis towards accidents happening on the logging job, but apparently this knowledge works in every day life as well.

FATALITY 1



A YOUNG, BUT EXPERIENCED LOGGER, WAS KILLED WHEN HE WAS CAUGHT BETWEEN THE UPPER ON A SWING YARDER AND THE TRACKS. APPARENTLY HE HAD SET HIS SAW ON THE TRACKS TO DO SOME MAINTENANCE WHEN THE MACHINE SWUNG AROUND.

TIME TO GO MECHANICING

By Monte Biggers

The expression “**IT’LL MAKE IT TILL WINTER OVERHAUL**” is commonly heard toward the end of every logging season. I used it more than a few times during my wrenching days. By the time you read this newsletter it will be overhaul time, or close to it, so here are a few ideas to think about.

From a mechanic’s perspective, the trickiest part of the overhaul can be identifying all of the mechanical problems that need fixed. I found one of the best ways was to have the operator/driver come in and steam off their own piece of equipment. By the time they are done they are usually happy to furnish you with a fairly long list of stuff they need fixed. Periodically checking on them and pointing out spots they missed will insure that the list is complete. (this may lead to being sprayed by the fore mentioned operator/driver!)

Operator lists are a good start but it is still a good idea to do a close inspection to catch all of the problems. On trucks it seems that S cam bushings, king pin assemblies and suspension parts are common items that need attention during winter overhaul. The combined effect of wet fall weather and rough winter haul roads can speed up the wear on these parts. Tie rod ends, drag links, steering column U joints and brake valves are also common areas that need attention. Any item that effects stopping or steering should be closely inspected and repaired as needed. It also is a good idea to have the driver come in a couple of weeks before start up and test drive the truck for you. If the truck has been parked for a while, a brake test should be done before leaving the yard. Foot valves have been known to fail the first few times they are used after sitting for a length of time. If you have your log trailer down, after steaming is a good time to slide out the reach and look for cracks. I know we have mentioned this before but overhaul is the perfect time.

On the logging equipment, guards that have been straightened in the woods may look fine but should also be looked at closely. They may need repairing, bracing or even replaced. Winter is also a good time to go through any mechanical linkages on your equipment, especially parking brake mechanisms. Also, electrical wiring done in the woods should be looked at for proper routing and fusing. I have seen wiring done “to get by” work so well it kind of gets forgotten about. There have been cases that later on these quick fixes short out causing major damage and have even resulted in fire.

Since things are a *little* on the tight side, keep mentioning “safety” and “cuts downtime” to the boss as reasons for needing more money for parts. Also reassure them that next year will be the best logging season ever. Just in case though, keep a close eye out. The boss may be the next thing on the job to have a break down!

QUOTABLE QUOTES FROM THE PHILOSOPHERS OF THE WOODS; LOG TRUCK DRIVERS

* “**IT DOESN’T PAY TO HURRY**” was the quote from a truck driver that didn’t get his chains tight enough. Both of his chains on the back axle came off and he had to stop to retrieve them.

- “**IT DOESN’T PAY TO TAKE A CHANCE EITHER**” was the quote from the log truck driver stuck behind the first driver after he tried to make it into the job with one set of chains on.

At the time I heard this conversation on the CB, I thought it was pretty funny. The more I thought about it though, these two quotes probably sum up why most accidents happen!

Monte B.

BUT BE CAREFUL WHEN YOU ARE DOING THAT OVERHAUL!

By Cliff Osborne

In his article Monte points out the importance of doing a close inspection of your equipment during the overhaul to keep things operating safely. I would like remind everybody that injuries can happen during that maintenance and repair. Numerous accidents and several fatalities have occurred when mechanics have failed to follow the proper procedures while working on logging equipment. Newer types of logging equipment, like processors and harvesters, have added a whole new list of different ways of getting hurt while working on them.



First of all, if someone is helping you out, make sure there is “clear communication”. Just like out in the woods, don’t take it for granted that everyone knows what is going to happen next. If you have someone operating the controls of a machine, make sure they are familiar with that system. Controls from one machine to another may be programmed differently, so even an experienced operator may move the lever the “wrong” way.

A mechanic also suggested when working on saw heads, remove chains. Plus, as he put it, “STAY THE HECK OUT OF THE BITE”!

The manufacturers developed lockout/tag-out procedures for a reason; USE THEM! During the overhaul season there usually is quite a few more people wandering around the shop. Many times several people are working on the same piece of equipment. If you are working on one end of the yarder and someone else is working up in the cab by the starter switch, it doesn’t take much to make things go wrong in a hurry.



When it comes to blocking, again take the time to do it right. Make sure it is done with suitable material. Try to use square blocking instead of round blocks. Those rounds that were cut for firewood have a tendency to split when you get a lot of weight on them, which is great when you’re building a fire but not so great while you’re trying to hold up a 50,000 pound piece of equipment.

Overhaul time is also the time loggers get exposed to a lot more chemicals than when they are out in the woods. Pick up a couple of new pair of those heavy rubber gloves for the solvent tub, masks for the painting crew and eye protection for the whole lot. Then, let the boys know you dang well expect them use it. I know I am spending your money again, but in this case I believe it is money well spent!

SPRINGTIME IS A GOOD TIME TO GET THAT PESKY PAPER WORK IN ORDER

By Don Hull

I know that paper work has become a huge part of the logging contractor's life. Since you still have to put logs in the deck and there are only so many hours in the day, sometimes the easiest paperwork to ignore is the safety stuff. Your employees get their job training and you hold safety meetings, but that information doesn't get documented. And, as we have found out over the years, if it isn't written down it didn't happen.

Before you head back to the woods this spring drag out your *Company Safety Plan* and go through it with the crew. I think this is the best way to make sure your crew has had all the required training and it will be documented to boot. Then, every now and then throughout the year when you and the crew talk about safety issues, write it down and slip it in the safety plan.

If your *Company Safety Plan* has been lost, used to start a warming fire or you have never had one, let one of us safety guys know and we will build you a new one.

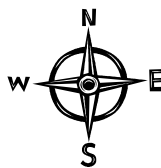
The other documentation you need on your job is a *Logging Emergency Plan*. We have worked with the Associated Logging Contractors to build a "red evacuation" book that is a dandy. It takes just a minute to fill one out and then the crew has all the correct information if there is an accident. Again, if you are interested in these give one of us safety guys a call.

Keep in mind that it doesn't do you any good having a *Company Safety Plan* and a *Logging Emergency Plan* if you don't use them!

If you just don't have the time to get this paperwork done, maybe have one of your guys on the crew take care of it. It needs to be done and involving the crew may be a better deal anyway.



After previously recording the location of his next job, **DAVE WINEGART** transfers that info into his Logging Emergency "RED" Book at his shop. When the **WINEGART LOGGING** crew heads out for their new job, that info goes with them.



KENNY (BUSHWHACKER) WILSON and **MIKE SNIDER** use the GPS to find the LAT and LONG on this **HENDERSON LOGGING** worksite. These two experienced lumberjacks seemed to think it was well worth the two minutes it takes to find and record that Emergency information.

TRYING TO FIGURE OUT YOUR JOB LOCATION AFTER THE ACCIDENT DOES NOT WORK!



STEVE (left) and BOB even ARGUE SAFELY

HUGE CONTROVERSY STIRS DEBATE!

Earlier this fall timber faller Steve Schilling and Dabco Logging's rigger Bob Pfefferkorn were overheard arguing about which one of them was the hardest working guy on the hill. I was going to ask the hookers to vote on it, but they seemed to be preoccupied dragging chokers down over a cliff, through brush about ten feet tall and up another hill. After clicking this picture, Steve and Bob went back over to sit down in the shade to continue their debate.

Kidding aside, to accomplish what these two do on a daily basis, and do it safely, is quite impressive. Maybe their debate should end in a dead heat. (Just don't ask them hookers!)

ACCIDENT #1

A hooker was injured when he was struck by a tree length that came sliding back down the hill. One of the trees that the loader was moving away from the line machine came out of the grapple and away it went. The hooker saw the tree length coming but was not able to move out of the way fast enough because of the deep snow he was working in. The result was a fractured pelvis.

ACCIDENT #2

A hooker was seriously hurt when he was struck by a tree length that was being yarded up by a skidding jammer. The small diameter tree length was bending around some brush on the hillside and he figured that it would either pull over the brush or the top would break out. Instead, it sprang around and caught him in the knee. This was a season ending accident.

ACCIDENT #3

An experienced truck driver seriously hurt her thumb while she was flipping over her trailer extensions. Her thumb was not quite in the clear when the extension slammed down into stake pocket and was pinched between the two retaining hooks. While no bones were broken, the end of the thumb did "burst" requiring stitches to put it back together. (OWW!)

ACCIDENT #4

A stroker operator was very seriously hurt while working on his machine. He was working with the loader operator to remove the boom drive motor located near the top of the machine. During the process, the operator fell to the frozen road below and was knocked unconscious. As the crew started their assessment, the injured man came too. Although he insisted he was alright, the crew talked him into riding down the hill to the local hospital to get checked out. It turned out that he was seriously injured and was transferred by helicopter to a larger hospital where they reported he had suffered fractures to his skull, back and ribs. He is expected to recover but it is not known at this time what long lasting effects he will have.

Last newsletter we pointed out that all the accidents we had heard about involved loggers without much experience. Looking at these accidents, we are talking about people with lots of logging experience.

So, even though the experience levels and types of accidents are different, what is still the same? Accidents are not only painful but effect the victims, families, logging companies and crews all in a negative way. Nobody wins.

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We welcome your comments and suggestions.

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1090 E. Water tower St.

Meridian, Idaho 83642

dbs.idaho.gov