

Idaho Logging Safety News

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Division of Building Safety, Logging Safety Bureau

C.L. "Butch" Otter, Governor
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SAFETY CLASSES A SUCCESS BECAUSE OF A LOT OF GREAT HELP



(L to R) **Scotty Bonnalie, Bob Carlock, Kane Steinbruecker** along with **Wendy and Tom Ray** demanded to help us out during the backboard instruction at the Orofino class this year. Scotty, Bob and Kane all work for the Clearwater-Potlatch Timber Protection Agency which is the fire fighting outfit in the north-central part of Idaho. This agency works very close with the loggers and is very much a plus to the timber industry.

Wendy and Tom own a logging company that works out of Orofino. At the time of this picture Tom had taken Wendy out burning brush, slashing, hand ditching skid trails and to the logging safety class. Wendy reported she was in charge of vacations from now on!

This suspicious looking group to the right is also a great example of why the safety classes go so well. (L to R) **Steve Keys, Gary Wessels, Linda Murphy and Jim Finke.**

—Steve is our (logging safety guys) boss and thankfully has a lot of patience, which you can imagine comes in handy!

—Gary represents **Les Schwab Tire** which buys our donuts for many of the classes around the state.

—Linda works for the **Associated Logging Contractors** which pays for all the buildings we use and also handles the paperwork. Linda has worked for the ALC for 32 years which means she started when she was 5!

—Jim, along with his brother Butch own **Finke Logging** in Orofino. Jim represents all of you logging contractors. Without your support this safety stuff would go nowhere. Thanks.



We would also like to thank **Western States Equipment** out of Lewiston and the **Kahili Country Club** out of New Meadows. These companies support us year after year so say thanks the next time you stop!

(More GREAT HELP page 3)

WHAT IS THE DIFFERENCE BETWEEN SAFETY GLASSES AND YOUR EYE BALLS? YOU CAN GET NEW GLASSES!

By Galen Hamilton

A mechanic came up to me at one of the safety classes explaining he had grabbed the wrong glasses out of his truck. He had grabbed the ones he wears on most days doing his trade such as grinding and the like. “These are so darned scratched and pitted that I don’t know if I will be able see the videos”!

I think what this very experienced fellow was doing was pointing out to the logging safety guy how important it is to wear safety glasses.

Seeing those scarred up safety glasses reminded me of an incident that happened a lot of years ago. The outfit I was working for at the time was desperately trying to find something (anything) for me to do that I wouldn’t mess up. They had me out cutting the ice growers off the tracks of an old cat with the torch. Their shop happened to be right next to the main road so when Gordy (long time logger and millwright) drove by and saw what I was doing, he spun around and back he came.

Since I had no goggles or safety glasses on Gordy very diplomatically stated, “**How ****^^^### stupid are you?**” He then pulled out a very similar pair of glasses as the ones pictured above and asked if I knew the difference between safety glasses and my eye balls. “**You can get new ****^^^### glasses!**” (Gordy was somewhat of a wordsmith)

Anyway, the next time you start to do a job that you know dang well has a chance of damaging your eye balls, remember the picture of the experienced mechanic’s glasses along with those poetic words from *Gordy*.



I hope this picture allows you to see all the pits and scratches. If not, believe me, they are a mess!

WE WERE ALL BULLET PROOF BACK THEN!

By Cliff Osborne

I had a chance to talk to several loggers, five to be exact, that used to cut down trees for a living. All of them had three things in common. They all had been injured falling timber, they all still work in the woods (mechanics and equipment operators) and they all told me to stick it in my ear when I asked them to write articles about their accidents!

Three of these men had been hit by trees that someone else had fell. The two others had been hit by snags

(cont. on next page)



There is always the old standby “when she pops, RUN” ! (Notice the safety gear)

GREAT HELP (cont')

Dianna Hull gets a kick out of **Russell Haskins** at the New Meadows safety class. Dianna quizzed Russell about being a few minutes late for the class and Russell told her that “those logging safety guys show up on the logging job any old time of the day, so he thought he would do the same for the safety class!!

Dianna gets to travel all over the state doing all the paper work for the classes without much of a thanks, so, THANKS DIANNA!



Andy Lecoultre, left, shows his ability to “multi task” at the St Maries class. Not only can he mop up the coffee he spilled, but he can do it while eating a donut! You loggers that work with Andy must be pretty darned proud.

Another BIG THANKS needs to go out to the **State Comm** people down in Meridian. State Comm is the communication bureau that have the ability to contact all the air and ground ambulances throughout the state for the loggers and are the *key* to our emergency rescue program.

This year Dan Musselman, safety guy for the Associated Logging Contractors, made a “mock” emergency call to state comm. at every class we did showing the loggers how things worked. Dealing with Mr. Musselman each day proved to us State Comm has A LOT of patience!



(BULLET PROOF cont.)

they had failed to take the time to cut down before they fell a green tree.

“When we started out we worked right next to our buddies because we thought we were so good that our trees would go right where we aimed them. We thought we were bullet proof”!

Oh, there was one other thing they had in common. They all agreed if they had it to do over again, they might have done some things a little differently. Here are a few ideas they passed along that I thought were worth taking a look at, even if you are bullet proof!

- 1. Make sure you are trained for the task at hand.**
- 2. Don't be afraid to back off from a danger tree if you are not comfortable about falling it safely.**
- 3. Work at least two tree lengths apart.**
- 4. Make a wide, clean undercut.**
- 5. Wear the safety gear.**

STEVE HENDERSON LOGGING COMPLETES ANNUAL SAFETY TRAINING

When talking to Steve Henderson about moving logs, he always points out it can't be done without a good crew and how proud he is of the one he has assembled over the years. Steve gives the fellows good equipment so they get maximum production but stresses he wants all the work done safely. "I want everyone working hard, but I want you all to take the time to make sure things are safe. If you have to take a couple of minutes to fall a snag or move a blow-down, do it!"

When you move the volume Henderson and his crew does, 116 MBF last year, and accomplishes it with very few mishaps, they must be doing something right.

GOOD JOB HENDERSON LOGGING!!!



KATHLEEN O'GRADY, SARAH GIBSON, DAN SMITH AND WENDELL BROWN are 4 of HENDERSON LOGGING'S KEY PEOPLE. THEY ARE THE ONES THAT KEEP THE PAY CHECKS, PAPERWORK, SAFETY DOCUMENTATION AND LOGGING CREWS HEADED IN THE RIGHT DIRECTION.



A FEW THINGS TO TAKE UP THE REST OF YOUR SPARE TIME!

- Get those warning signs up where they are visible to the public. In the article on the next page you will notice we are promoting keeping the gates open, so signs will become even more important in some cases.
- C.B. channel signs and mile markers may be an issue for some of our Idaho loggers. For the truckers using company radios to call out your location, remember, the public only have C.B.'s!
- ***LOSS TIME ACCIDENTS UP 35%!!! "STRUCK BY" and "SLIPS AND FALLS" SEEM TO BE THE LEADING CULPRITS IN THIS TREND.***

Monte Biggers 365-4769

Don Hull 667-8646

SAFETY ADVISORS

Cliff Osborne 875-0690

Galen Hamilton 935-0401

WHY DO WE LOG BEHIND LOCKED GATES?

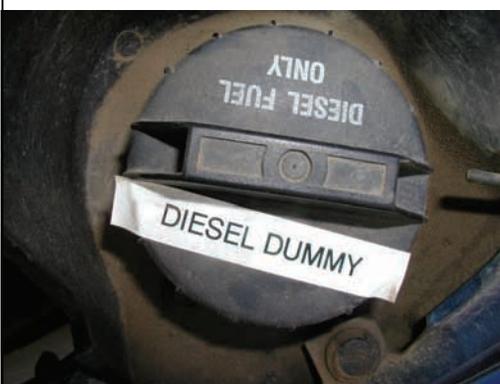
By Galen Hamilton

About forty or so years ago we started seeing some less than human scum show up on logging jobs sabotaging equipment and driving spikes into trees. Then, a few years later, their siblings started coming onto logging jobs stealing everything they could lift and busting windows out of the machines, proving ma and pa passed along their IQ's. Along the way, a few of these amoebas (*definition: spineless parasites*) fell, twisted their ankles and sued the landowner for a hundred thousand dollars.

The result was that the industry was forced to lock things up for which no one could blame them. The trouble is now when we have an honest, hard working logger get hurt, the ambulance can't get through the gate to help out.

You loggers have done a great job getting your companies up to snuff just in case there is an accident. Maybe, with the help of the landowners / sawmills / sale administrators, we can find an answer to this problem.

I wonder, by using VISIBLE "warning" signs out at the front of the jobs if we couldn't get by leaving the gates open during working hours and closing them up at quitting time. Loggers shouldn't have to be put in a pinch because of actions from a few culls of the world.



DO AS I SAY NOT AS I DO

The next time you are hurrying around, trying to do several things at one time, think about your safety friend Galen. A few minutes after sputtering into the local garage in my old DIESEL pickup, the mechanic brought over the fuel filter, which was dripping with GAS! I had only put in **25 gallons**, so with the low prices, that wasn't bad! (I quit crying after only 4 days)

With the help of a couple logging "friends" placing this sticker on the fuel cap, I hopefully won't make that mistake again.

GETTING THE SAFETY STUFF READY FOR ANOTHER SEASON

TIME TO KNOCK THE DUST OFF THE FIRST-AID KITS

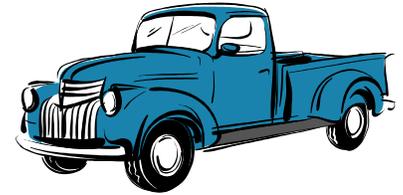
When you were cleaning out the crummy this spring, underneath the wet sweatshirt, empty pop cans and that half eaten baloney sandwich, you came across the first-aid kit you spent \$100.00 on last summer.

It has been about a month since then, so I am guessing you are starting to calm down a little bit by now. What I would like you to do is open up that kit and check it out. If the pop didn't leak inside and the boys didn't use all of the bandages and tape to put the carriage back together, you are set for another year. If items have been used, here is a list to go by when refilling.

1. Gauze pads (at least 4 x 4 inches)
2. Two large gauze pads (at least 8 x10 inches)
3. Box adhesive bandages (band-aids)
4. One package gauze roller bandage (at least 2 inches wide)
5. Two triangular bandages
6. Wound cleaning agent such as sealed moistened towelettes
7. Scissors
8. At least one blanket (preferably wool)
9. Tweezers
10. Adhesive tape
11. Two elastic wraps
12. Splint

A first-aid kit this size would be adequate for a three man crew so for you contractors with more people just add more supplies or kits. Make sure you have enough for each side (the yarder and the cats) and don't forget to have kits in the area the fallers are working. I know most of you have more than the required amount on your jobs, just remind the guys where they are located.

Don't forget to throw a Blood-Borne Pathogen kit in with the first-aid stuff.



SAFETYIZING THE MAN WAGON

I know with the high gas prices you loggers are trying to figure any way to save fuel. One option may be sending fewer crummies to the woods each day. This might mean packing the guys a little tighter in each rig.

So, while you're putting the first-aid kits and fire extinguishers in the man wagons, go ahead and dig those seat belts out. Even though the guys are packed in like sardines, let them know you still expect them to wear the seat belts.

I know you just spent \$23,000 on the skidder, but how do the tires look on the crummies? If we can't get the crew to work safely who is going to tie knots in the chokers?

FIRE EXTINGUISHERS ARE FOR MORE THAN A PLACE TO HANG YOUR HAT!

Remember how to maintain your extinguishers? Tip them upside down and whack them with a rubber mallet every month or so. This keeps the powder stuff loosened up. They say the extinguishers that are mounted on machinery that bounce around all day packs that powder down tight, which is not good when there is a fire in the belly pan! This maintenance also goes for the ones hanging in your shop and home.



Here is an article written by a Washington Logger several years ago. Please take the time to read it and take the thought with you to the woods each day. Thanks

I CHOSE TO LOOK THE OTHER WAY

By Don Merrill

I could have saved a life that day,
But I chose to look the other way.
It wasn't that I didn't care,
I had the time, and I was there.

But I didn't want to seem a fool,
Or argue over a safety rule.
I knew he'd done the job before,
If I spoke up, he might get sore.

The chances didn't seem that bad,
I'd done the same, he knew I had.
So I shook my head and walked on by,
He knew the risks as well as I.

He took the chance, I closed an eye,
And with that act, I let him die.
I could have saved a life that day,
But I chose to look the other way.

Now every time I see his wife,
I'll know, I should of saved his life.
That guilt is something I must bear,
But it isn't something you need to share.

If you see a risk that others take,
That puts their health or life at stake.
The question asked, or thing you say,
Could help them live another day.

If you see a risk and walk away,
Then hope you never have to say.
I could have saved a life that day,
But I chose to look the other way.



SAVING A LITTLE FUEL MAY SAVE YOU SOME SAFETY PROBLEMS TOO!

By Monte Biggers

The two big topics the loggers were talking about this spring was the weather and the fuel situation. So, after looking out the window at another four inches of snow on my wives flow-ers one morning, I thought I would do a little research on the internet to find out what some of the bigger trucking companies were doing to combat higher fuel prices. A few things I learned also dealt with safety so I thought I might pass them along.

One of the best fuel saving programs involved monitoring their tire pressures better. A lot of the companies reported they had gone to a twice a week air pressure check routine. By catching low tire pressures quicker, they not only saved fuel but reported their tire bill went down. There are also some tire pressure monitoring systems available that apparently don't cost a whole lot of money and will pay for themselves fairly quickly.

On the safety side of things, low tire pressure is the leading cause of tire failure. Each year in the U.S. there are a number of people fatally injured as a result of truck tire blowouts. It seems many of you truckers are hauling logs further and spending more time out on the highways which increases the chances for something going wrong.

While we are talking about safety and tires, another issue is broken wheels on logging trucks. Anytime you have the wheels off your truck take the time to inspect them for cracks. If you clean the mounting surface of the wheel with a wire brush and spray it lightly with spray paint, it will usually show any cracks. With aluminum wheels it is recommended that you remove the scale build up on the wheel and any surface the wheel contacts before you torque the wheel down.

The statistics also indicated that under/over tightening and overloading are the most common causes of broken wheels. Lost wheels and even sets of duals are responsible for a high number of injuries every year.

Another fuel saving idea is to lower your truck's idle setting as far as possible. As a rule, if you are going to be setting more than five minutes it pays to shut off your truck. An idling truck burns between 1/2 to 1 1/2 gallons per hour.

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