



# Idaho Logging Safety News

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## ***WILD FIRES DON'T HAVE A CHANCE AGAINST THE CLEARWATER POTLATCH TIMBER PROTECTION AGENCY***



***Part of the CT crew: (back row l to r) Cameron Eck, Kane Steinbruecker, Terry White, (front row) Kevin Korbel, Farrah Zumhoff, Howard Weeks (the boss) and Carolyn Manfull.***

Years ago the Clearwater Potlatch Timber Protection Agency (CT's) allowed us safety guys to add their radio frequency on to our big radios for emergency purposes. What this also allowed us to do was to listen to those folks communicate with each other throughout the day. When a fire breaks out on any of the 1 million acres they cover, it is one of the most impressive (and exciting) things I have ever listened to.

These folks are so prepared for any situation that by the time a fire thinks it will get to blazin, a CT crew is standing there spraying water out of one of their pumper trucks. That poor old fire doesn't have a chance!

The 16 full time and 45 summer time crew members are supported throughout the fire season by a helicopter and an airplane that supply their "eyes in the skies".

At the crews request, these pilots can get the tools they need to any location in a hurry. In remote areas they may request pumps and lengths of hose to access water out of nearby creeks. A crew member at the scene may request a water drop and within minutes the helicopter has hooked up the bucket and is drenching the area. The guys up in the air will also help directing the ground crews to the fires. The pilots have been doing it for so long and know the country so well that it is kind of funny to listen to them sometimes. *"Go up through the gate, not the swinging one but the guardrail one, then go around about a half mile to where you put those culverts in last spring and walk up the hill about a quarter from there"*.

This is a total team effort and boy does it work! I suppose you would call the office in Orofino the base, with work camps in Headquarters, Boehls and Elk River. Howard Weeks is the boss and has a main crew of very experienced people, some second generation CTers, along with a fleet of summer help. Howard likes to heap praise on his crew, which he is very proud of, but he doesn't stop there. *"All the loggers in this area are also a very important part of this deal. Those guys are out in the woods earlier than anybody else and spread across the whole area. When a fire sprouts up, many times it is a logging crew that is first to report it"*.

*CT's cont page 6*

## VALUABLE ADVICE FROM LONG TIME CAT SKINNER



*“Always be real nice to your knot bumper, you might go to work for him someday”!* That was just one little piece of advice **Marvin Burnette** passed along while visiting with him this summer.

There are many knowledgeable and genuinely good people in the logging industry, and Marvin definitely falls in that category!

He started running cat in 56’ (he remembers that because he got married in 57’) so he has seen a change or two over those last fifty-three years. The reason he mentioned *being nice to your knot bumper* is, his first one was Steve

Henderson, the fellow he works for now! He has been with Henderson Logging for the last thirty-seven years so it seems to have worked out.

When quizzed about safety, Marvin responded immediately that enclosed cabs were the most significant positive change for operating equipment out in the brush safely. “You used to see and hear about loggers getting hurt from being jill poked on a regular basis. Now thankfully, you very seldom hear of those type of accidents. Even with those enclosed cabs, I still spend whatever time it takes getting rid of those potential jill pokes when I am putting in skid trails because nothing is full proof.”

Marvin also mentioned the first aid training as being a darn good improvement in safety over the years. He pointed out that knowing how to tend to a hurt logger on a remote logging job can save a life. It is as simple as that!

We had been encouraged to visit with Marvin by several of the people he works with. “One of the smartest and nicest guys you will ever meet”, was their consensus. After just a couple of minutes jawing with Marvin it was obvious their description was dead on! An honor to meet you Marvin!

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***THERE ARE OLD LOGGERS AND THERE ARE BOLD LOGGERS***

***BUT NOT TOO MANY OLD, BOLD LOGGERS!***

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## DANIELSON LOGGING'S EXPERIENCED CREW KNOW HOW TO LOG SAFE

By Cliff Osborne



***Danielson Logging's Line Crew: (l to r) Hookers Ben Schilling and Jake Lockard, Processor/Loader Operator Bryan Smith and Wade Parkin, Line Machine Engineer***

Bob Danielson is the long-time owner of numerous types of ground skidding equipment. Last year he decided to branch out into some line skidding equipment to fulfill all of his logging needs. The company purchased several 98 Link Belt line machines and rebuilt them. Currently, Danielson has the machine pictured logging on Forest Capital timber near St. Maries.

This logging crew has a lot of experience, all having worked for other outfits who are in the line skidding business. When I arrived on the job the yarder's charging system wasn't working so the crew were all up at the yarder. We had a safety meeting covering the importance of carefully choosing stumps for fastening guy lines and sky-lines as to position, height and strength. We also talked about cable inspection on the machine and making sure the guy lines are in good condition and properly choked on the stumps. This crew has a lot of savvy when it comes to logging but it is always a good idea to go over the basics periodically.

### ***YOU GOTTA READ THIS ONE!***

By Monte Biggers

I was talking to a logger the other day and he said that their loader operator had tipped his crummy over the bank on the woods road and had suffered a broken arm. During the conversation it came out that the wreck wasn't actually what had caused the broken arm. They were looking the crummy over trying to figure out how to get it back onto the road when they saw that an axe was gouging into the fuel tank. The logger said he was pulling on the fuel tank to see if he could move it when the loader operator reached in to grab the axe. He said he had pulled hard enough on the tank so just enough pressure was taken off the axe that it turned sideways, which freed the entire weight of the full fuel tank which promptly slipped out of his hands, pinning the loader operators arm.

I asked if that's when his arm got broke? The logger replied, "Well, we don't know for sure. You see, when I was pulling on the fuel tank trying to get his arm unpinned he almost had it out when the fuel tank slipped out of my hands again and pinned his arm a second time. That's when we think we finally got her broke!"

I asked how they finally got his arm unpinned ? The logger replied that all of the yelling that the loader operator was doing by this time worked as a powerful motivator, and he was able to pull the tank back far enough to get his arm out.



## Boy, Am I Going To Be In Trouble For This!

By Galen Hamilton



To the left is Steve Deyo, part owner of the world famous D & D Logging Company. In this picture Steve is threatening the poor old safety guy that if I didn't put away my camera I might be in some trouble. In the picture to the right, standing on top of his pickup getting ready to cut the top out of a blow down Steve takes another break to explain to the poor old safety guy that if the camera did not get put away that time, it might be hard to find the next time I needed it because of the location he was going to install it.

You can't really tell it by the pictures, but this was on a corner on a fairly steep part of a public road and the blow down was far enough out in the lane of traffic that the trucks had to go into the other lane to get by. I guess that is why D & D have such a good safety record, their safteyizing doesn't end on the job. Good Job Steve.

***IT HAS JUST BEEN ONE OF  
THOSE KIND OF LOGGING  
SEASONS!***



## ***GOOD ADVICE I SHOULD HAVE REMEMBERED***

*By Monte Biggers*

A truck driver called me the other day and told me his truck was handling kind of funny and asked if I would come drive it or look it over and see what I thought. He said that it felt kind of like you were driving on ice all of the time. We looked it over real close and couldn't find anything that we thought would cause the problem. I asked if he had aligned the front-end lately and he replied that it had been awhile so I suggested that maybe that might help. He called me later and said that aligning the truck had helped a bit, but it still didn't feel right. He said he was going to put some new steer tires on to see if that would fix things.

While he had the tires off he discovered a front hub was broken pretty badly on the inside in a way that you couldn't see it at all unless you took the wheels off. After replacing the hub he reported that his truck drove much better. After thinking about it I felt really bad for the advice I had given him before. I should have known better. Anytime you have a serious handling problem and can't find anything obvious, you should jack the truck up and take off the steers to look for cracks inside the wheels or in the hub itself. Jacking the truck up also allows you to move things around without weight on them giving you a better chance to find your problem.

One of the most important pieces of advice I have ever received about log trucks came from my old boss when he hired me to mechanic. *The trucks must STOP and STEER. Anything that affects either of these functions has to be fixed immediately, anything else can be fixed later!* Darned good advice I'd say.

### ***ACCIDENT***

A hooker received a broken jaw when he was struck by choker sliders hanging from a radio controlled carriage. When he was reaching for the chokers after signaling the yarder operator to stop the carriage, the carriage released the skyline clamp and took off down the hill. Evidently there was an electrical malfunction in the carriage causing the skyline clamp to release.

### ***NEAR MISS***

A hooker got whacked by a tree length when the shovel operator started moving it out of the chute. The hooker was working right under the road and the shovel operator evidently didn't see him getting the chokers from under the carriage. The hooker was skinned up a bit and rightly upset, but avoided any serious injuries.

### ***NEAR MISS***

A cat skinner and faller had a slight error in communication which ended up with two shook up loggers, but this near miss could have been a lot worse. The cat skinner thinking that the faller had wanted him to come on up the hill, drove under a big fir tree the faller had just fell down the hill.

Thankfully no injuries to report but there was extensive damage done to the canopy and underwear.

A new clearer communication system between the two has been developed.

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### ***THE BEST PIECE OF SAFETY GEAR***

***YOU HAVE IS BETWEEN YOUR EARS!!***

## TOM DEAN'S LOGGERS ARE A DARN GOOD BUNCH TO WORK WITH !



**DEAN'S SKAGGIT CREW: BRAD MILLER, MIKE ARNETT, ROBERT CHAMBERS AND ERIK McGREAL**

job making things kind of tight for some of his men. The fellows were communicating between each other letting each know what was happening next. Tom was also working hard figuring where to put everyone so they would still be producing and doing it safely.

We obviously appreciate the effort toward safety but the attitude of the crew was what was really impressive. Everyone on the crew was upbeat and wanted things done right. Tom's loggers are a darn good bunch to be around. Thanks Guys!

### ***CT's cont***

When that call does come in this outfit shifts it into high gear and that is when it is so neat to listen. They are immediately dispatching one of their lead people and one of the aircraft to the fires location. With the information they have other crew members are starting to prepare to travel. If the aircraft arrive first to the location, they feed information back and other crew members are put into motion. When a lead person hits the fire they get more explicit on what they will need to get that fire contained.

The great thing about this is it is all happening within a **FEW MINUTES**, not after trees are crowning and the fire is heading toward the next county. I guess it is sort of like logging. When it is time to go to work, the more organized things are the smoother things go.

Since I did compare the CT's to logging, I think they have a handle on one thing logging companies have to deal with, that is, keeping in contact with your crew that might be working a little ways away from the main bunch (fallers, cats doing some ditching or brush piling, etc.) Any of their people that falls into that category call in on the radio every 2 hours to "check in". Those folks also get the longitude and latitude as soon as they reach their work location and report that. If there is no check in, Howard and his bunch know exactly where they are going to check things out. Not a bad idea for many of you loggers.

The last thing I want to mention is what great folks those CT people are, real friendly, unless you're a FIRE!!!

Most people know that logging is not exactly the easiest business out there. Loggers are asked to fall and skid timber on ground that is most often approximately as steep as a cows face, manufacture logs out of those trees according to species and size (better not be off an inch!!!!), then sort them from 8 to 15 different ways so they will arrive at the correct sawmill. Since times are tough the loggers need to do all this by increasing production with the incentive of doing it for less money, and oh yeah, **DON'T GET HURT DOING IT!** But every once in awhile something pops up that makes logging tough and I think that is when I appreciate loggers the most.

Recently, Dean's crews were all on one



## NOT ANOTHER “PICKING ON LOG TRUCK DRIVERS AGAIN” ARTICLE!

By Galen Hamilton

Let me start out relaying a story that does show that I am on your side. I followed a fellow that happens to own a logging company down the canyon the other day. Things have been a little slower than usual so when one of his trucks came up driverless he figured he would jump behind the wheel. We were talking on the radio and he mentioned that he probably hadn't hauled a load of logs for over twenty years and had kind of forgotten just how much crap log truckers had to put with. “This is a lot tougher job than I remembered it to be.”

I couldn't agree more. Heck, just driving down the highway makes me want to pull my hair out. (yeah, yeah, I know—if I had any!) So, knowing that I do appreciate how trying your job is, don't look at this as a “*picking on log truck drivers again*” article, but rather “*just a reminder list of things not to do because I love you man*” article.

I know this is an old topic, but we are seeing drivers wandering around BEHIND THEIR CAB GUARD while being loaded. If you have to get back there for some reason, let the loader operator know and he will stop moving logs around until you get things straightened out. If you're back there spraying load numbers or laying out wrappers, you're not gaining one dang thing. If you don't believe me jump in my pickup and we will travel around the state. I know several cemeteries with people in them that will back me up.

Another old practice that has become somewhat popular lately is seeing how far out from the loader you can travel with no wrappers on. *Just letting the load settle* past the first J hole, doesn't cut it. There are a few things to think about here. When the boss has to walk the loader out a mile to load those two shorties that rolled off your truck, it doesn't make him overly happy. If a log rolls off and lands on Joe and Joleen Tourist's Geo, there isn't enough money in the world to pay for those damages. One experienced truck driver mentioned another good reason to wrap up close to the landing. “If something goes wrong and I get hurt, I want to be around people to take care of me”. Oh, and one last thing on wrappers, *there are supposed to be at least three on each load, I don't care what the mill requires!!!!*

Driving by the radio does allow a person to know when he (or she) has to slow down or when they can slide around the corners at unbelievable speeds; I watch it work every Sunday—on the NASCAR RACE! I am not sure that it is the way to go while bringing 80,000 lbs. down Steep Creek. I know Tom and Connie have radios in their log trucks, but again, I am not so sure about Joe and Joleen Tourist's Geo.

Speaking of tourists, another experienced log hauler told the story the other day about hauling through an area with a lot of vacationers. The sheriff was getting on the truckers saying he was getting complaints about the log trucks running the tourists off the road. The experienced trucker, a friend of mine, said they weren't speeding but when one of those non locals would come around the corner and see the log truck, they would panic and drive in the ditch! “We all slowed way down and just eased through the entire area. It added a few minutes on to each trip but we were loosing more than that pulling them knuckle heads back on the roads anyway”! I know that is kind of a hard pill to swallow, but these guys handled it right.

I know you have to put up with enough crap out there, you don't really need to hear any more from me, but I just don't want anyone of you getting whacked. It is just that—*Hey, I Love You Man! (and ladies)*



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