

Idaho Logging Safety News

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LOGGERS TAKING CARE OF THE "LITTLE THINGS" ALONG THE WAY!

Getting the logs to the mill at the end of the day is the goal loggers strive for. They are up earlier and work harder than the majority of the population, doing jobs that few are capable of. And let's face it, those jobs bring with them levels of danger that ordinary people never encounter.

So, with that in mind, when we run across loggers going out of their way to make their logging jobs as safe as possible, it is not only appreciated but god-darn impressive!

A perfect example of this is how Dolan Mclean handles



Doug Mattson and Dolan Mclean visit at lunch time. Doug verified that Dolan does check in on a regular basis. "Yeah, he bugs us all day long"!



the safety issues a timber faller faces. Dolan is one of the most experienced fallers in the state and is very, very good at what he does. He makes it a point to check in with the crew throughout the day letting them know he is alright. If he moves he lets the crew know that *before* he starts sawing. Dolan also wears all the required safety apparel, including eye protection. Since Dolan is one of the best fallers I have ever been around it proved to me that it is possible to run a chain saw *while wearing eye protection!*

The picture above shows evidence of another logging crew going out of their way to take care of one of the "little things" concerning safety on the logging job. The skidder operator took a couple of extra minutes to put a log across the road to block traffic into their active sale. This crew also happens to be made up of very experienced loggers, which I think has a lot to do with things getting taken care of correctly. I know it doesn't sound like much, but having a crew taking care of the "little things" is worth a bunch. ***Good Job***

A SMALL SIGN MAY SAVE YOU FROM A BIG HEADACHE

By Mike Moore

Idaho minimum safety standards state that “Logging Ahead” type warning signs shall be placed at the entrances of active logging jobs. The vast majority of sites I visit are doing a really good job of warning sign placement.



Other than the signs, another important thing to consider is posting the CB channel you are operating on. Granted, some roads are permanently marked for CB channels, but most are not. In my area, **Pine Creek Logging** does an exceptional job of marking their roads and work sites. Besides using conventional “*Logging Operation Ahead*” signs they also make up laminated paper signs with site/road specific information on them such as the CB channel and job name. **Pine Creek Logging** is also really good about putting in (or improving on) mile markers on their roads, which is good for their trucks as well as everyone else driving onto their jobs.

Activity specific signs such as “*Timber Felling Ahead*” are useful at times. Remember to block access in conjunction with the use of these signs, never relying on the signs alone. Line machines that are hanging line over open roads typically use, “*Skyline Overhead*” signs. If these crossings are un-manned (low traffic volume areas) the signs should include a CB channel and maybe the logging companies name as well. Line crews need to remember to keep these signs moving as you change lines.

I have noticed a lot of companies making use of “*Trucks Entering*” or “*Caution Log Trucks Ahead*” signs out on the highways. This is a necessity in some spots but not a bad idea even in areas with decent visibility. I think it is safe to say these signs are appreciated by both trucks and the general public.



Keep an open mind to unique situations that may require warning signs. One job I looked at this summer had a VERY HEAVILY traveled 4-wheeler trail through it. The crew posted warning signs on the trail as well as their hours of operation. At the end of the day, especially Friday, they made an effort to see that the trail was clear for use. This was commendable effort at safe operations as well as good public relations!

As a final thought, if you are not absolutely certain you are working on a dead end road, post signs on both ends of your strip. Surprise visits can especially be a problem during fall hunting season and as we move into snowmobile time. If you have all your signs up, at least you have done *your part* in warning others.



LOGGING RULE: *Employers shall place highly visible “LOGGING AHEAD” type warning signs at the entrances of active logging jobs.*

LOGGERS TEACH THE SAFETY GUYS A THING OR TWO WHILE MAKING VIDEOS

By Monte Biggers

While we were filming some new videos for our first aid classes, a few things really stuck out to me. Working on a “mock” helicopter rescue, we had the crew put the injured logger on a backboard and call for help. It was obvious that these guys had been paying attention in the previous classes because they did a great job and everything went smoothly. However, there were some glitches with communications and a little confusion about what needed to be done. Granted, having four safety guys running around with cameras while you are trying to get something done doesn't help, but it did show how many “obstacles” can crop up when you are in an emergency situation.



FOUST LOGGING not only has a heck of a good logging crew but several of them are just made to be on the BIG SCREEN! Scott Fairchild, Marcus Reoch, Rex Koehler, Marc Taggart and Keith Unruh fit that bill!

All of the guys on the crew were real pros and I have no doubt they could handle most any challenge. To me though, it just proved how important it is to have every thing ready ahead of time. It took almost the whole crew to pull off the rescue and if these guys hadn't been as good as they were and known what to do in a rescue situation, there was no way they could have done it so quickly. We always stress that time matters during an emergency rescue, and I think instructing the crew on your emergency rescue plan *before* the wreck could end up being the key!

We also filmed a video on bleeding with another crew. We had the fellow doing the work go get the first aid kit, come back and get supplies out and then stop the bleeding. Once again this logger did a great job, but it would surprise you how long it took. All I can say about this is make sure your first aid kits are up to snuff and readily accessible. Also, let the *whole* crew know where they are. If you really need a kit, you don't have any time to spare.

A COUPLE OF THE GOOD ONES!



*Sometimes we mention people we meet that make the logging industry here in Idaho as special as it is. **Mitch** and **Larry Donohoe** fall into that category. We know that taking time out from work to help us make a safety video is a big deal, and to do it without growling and grumbling is really appreciated!*

When you are in North Idaho and mention the “Donohoes” every body has the same response... “They are just great people”!

Larry says they are often mistaken for brothers so he wanted us to let everyone know Mitch is actually his son!

Thanks again to all the loggers that help us out.

THIS IS ONE TO MAKE US ALL THINK

By Monte Biggers

A very experienced loader operator was hurt when a log fell off a loaded truck and struck him. This accident took a while to unfold. There were many things that went wrong which eventually led up to the accident occurring.

The loader operator was loading right-of-way logs that were strung out along a new road. On this particular one, he was loading a rookie truck driver. The driver didn't get the hitch latched properly and when he backed up the road to finish off his load, the trailer became unhitched. Unfortunately neither the driver or the loader operator noticed the problem as it didn't become unhitched until the truck had stopped. When the truck was loaded the driver went to wrap up and saw the trailer was unhitched and informed the loader operator of the problem. The loader operator told the truck driver to hold off wrapping up until he looked things over because he might have to unload the truck to get him hooked up. When looking it over the loader operator determined that the tongue was not too far away from the hitch and with a little jockeying around they should be able to get it hooked up. Usually this is not too much of a problem if you have enough compensator out. You can set the trailer brakes and move the truck carefully. There was enough compensator and the driver was careful, but for some reason it took quite a bit of moving around to get everything lined up. The loader operator was beside the load giving the driver directions. When he moved closer to the load and bent down to look and see how things were going, the top face log came out from behind the trailer stake landing on him.

The loader operator suffered a concussion, 5 cracked ribs and a broken leg. The problems didn't end there.

The trailer wasn't hooked up yet, there was a log most of the way off the truck, there were only the two of them on site and the pickup was trapped behind the loader and the truck! Since he was a new guy, the driver wasn't really sure about what to do in an emergency situation. The loader operator did...but he was the one hurt and with his injuries it was a pretty tough getting himself help!

It seems that about the time the log fell off, the trailer had become lined up with the hitch so they were able to get it hooked up. The loader operator hauled himself up into his machine and fixed the load and then moved the loader so they could get his pickup out. The loader operator at this point was able to drive himself toward town. When he got to where he could, he called his wife and told her he had been hurt and was coming in. She felt he was hurt worse than he let on so she got a hold of their mechanic and they headed out to meet him. It's probably a good thing they did. After meeting them, the operator tried to get out of his pickup but collapsed. The wife and mechanic had to carry him to their rig.

When I talked to the loader operator later this is what he had to say about the accident. First off, he had noticed the hitch didn't look like it was latched but he thought there were enough logs where they were to load the truck so he was going to check it when they were done. There weren't quite enough logs so they had to back up the road a ways to finish the load off. If they hadn't moved, the hitch probably wouldn't have come undone or at least wouldn't have been out of line as much. Secondly, the trucks always wrap up before they leave the loader but since he thought there was a chance he might have to unload the truck they didn't wrap it up. With a fairly new driver it may have taken more tries than usual causing the log to work itself off the load. Since there was only the two of them and the truck driver didn't have much idea of what to do, the operator thought he needed to take charge and get himself to help. In the end it all worked out mostly due to the loader operators determination, but it could have been much worse.

P.S.—I ain't messin' with this loader operator ever again!!!!

MAN CREATED FIRE....AND LOGGERS HAVE BEEN BURNIN STUFF UP EVER SINCE!

By Galen Hamilton

Sometimes it is nobody's fault, such as the loader to the right and the pickup below, it just happens. But one thing about it, when a piece of logging equipment or one of the crummies does catch on fire they have a tendency to burn a little on the warm side! (Probably something to do with the grease, oil and fuel in and on the equipment along with the significant amount of woody debris in the area.)



Obviously having your fire extinguishers handy and in working order is not a bad idea, even when it is 15 below. Loggers that have been through it tell me you have a good shot at putting an equipment fire out if you hit it early. I guess that is the way it is on all fires but the afore mentioned loggers said that once the oil and grease gets going you are pretty much done. "At that point you have all the extinguishers on the job emptied out and then you start worrying about log decks and the other equipment going up in smoke too!"

We talk about knowing which fire agency to call and how to get a hold of them in a hurry throughout the summer, but I guess in the winter time you loggers are kind of on your own.

Speaking of winter, that means *WARMING FIRES* are in season. A fellow I used to work for averaged burning up about 1 piece of equipment a year due to various causes, but most had something to do with a warming fire. I think he thought that if he could keep that equipment warm over night, we would skid more logs the next day. Unfortunately, he sometimes parked stuff a little too close to that heat source! I know this sounds like common sense but when you are throwing a bunch of chunks on the warming fire at quitting time with the loader, make sure the fire is far enough away from the log deck and the D-6.



LOGGING RULE: All equipment and apparatus for fire protection and fire fighting shall be regularly inspected and be maintained in good and serviceable condition at all times. A record of the date of the latest inspection shall be kept with each portable fire extinguisher. This includes all automatic sprinkler systems and hose lines.



BUGGING THE BOOKKEEPER CAN BE A SAFETY ISSUE!

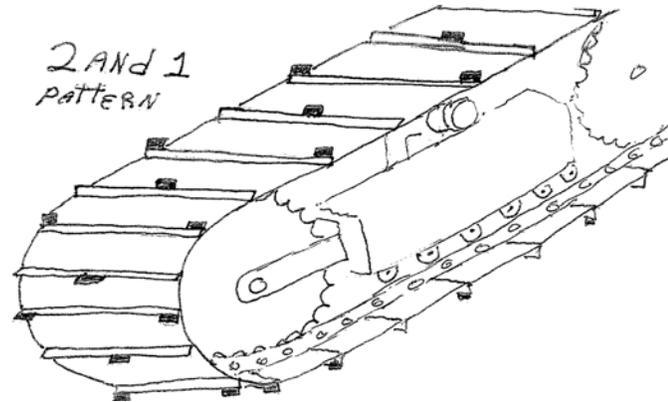
The next time the bookkeeper starts complaining about being just too darn busy, you might want to ask them “*doing what*”?

In this case, ***Renfro Logging***’s bookie, ***Marlyn Donley***, was busy out shooting the biggest dang deer on the whole mountain!

Loggers know it is never a good idea to give the bookkeeper trouble. I suppose that idea is reinforced when they are also a good shot!



2 AND 1
PATTERN



ICE BITS, CHAINS, FOG, MUD and ICE

By Terry Streeter

We are now in December which means rain and mud, then a little snow, then a little more snow, then a litt....well you know what is coming. It is just that beautiful time of the year! Hopefully you already have your proper clothes, boots, tires and chains all set out and ready to go.

What I really want to talk about is ***ICE BITS***. It might not be really frozen yet, but even wet packed snow will send a track machine sliding sideways. Over all the years that I have been working in the woods, I have seen a lot of different ideas on how ***ICE BITS*** are put on. Down the middle with the rails, zig-zag, criss-cross and even a diamond pattern. In my opinion, the best, and also easiest to figure out, is a ***2 and 1*** pattern. You put 2 on a grouser and then 1 on the next. I also use chunks 2 inches (2 1/2" at the most) long. Anything longer always seemed to work like skis and just didn't dig in like they were intended.

Keep an eye on them and replace them when they wear down. In the spring when you only have a week left and you think you might just chance it, DON'T! At least weld something on every other grouser so you can get off the hill. It takes time, but not nearly the time it takes to get that machine back up on the road!

BEING PREPARED FOR THE WORST

By Terry Streeter

It's easier said than done. Since loggers started working on company "Safety Plans" all those years ago, the chances of surviving a logging accident have improved dramatically. We are getting better at it each year, but it does take an effort. Getting the *RED BOOK* filled out ahead of time with GPS readings, phone numbers and road directions is the place to start. Going over this information with the crew and the trucks gives us a procedure to follow. This will be the fastest way to get the medical help to you and get the injured crewman out of the woods and into the hospital.

Attitude is also important. I have heard of crews saying, "*we don't have accidents*" or "*we're professionals, we don't get hurt and we don't need all that safety stuff*". It's hard to understand but that is how some people think. I guess they just don't believe it can happen to them. This is such a mistake. Accidents can happen to any of us, even the most experienced. We don't plan to get hurt but sometimes it happens, **THAT IS WHY THEY CALL THEM ACCIDENTS!**

The fact is that a lot of accidents could be avoided if safety measures and safety gear were used. Twenty-five years ago saw cuts were one of the most common injuries in the woods. Now days, because of chaps, you hardly hear of one. On that same line, eye protection and hard hats have also reduced logging accidents. There is no question about that, but we still need to be prepared. Having your Safety Plan in place, I feel, is a must.

We are going into the cold time of the year and that means if a machine is going to break down it will. Winter is tough on equipment, it brings out the weak spots. It does the same with people, so be prepared .



LOGGING RULE: Every employer shall furnish to crew a Company Emergency Rescue Plan.

LOGGING RULE: Every employer shall obtain specific job location (longitude and latitude preferred) and furnish to crew for emergency evacuation.

ACCIDENT: A truck driver was seriously injured when his loaded truck went off the road and flipped over. Apparently the driver was reaching for his lunch pail and was momentarily distracted. The driver suffered a broken neck and was taken to a local hospital then later transferred by helicopter to another. He is expected to recover fully, but it is going to take awhile.

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IDAHO LOGGING SAFETY GUYS

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