

Idaho Logging Safety News

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DO YOU KNOW????

By Sharon Vore....Transmission System Forester for AVISTA POWER

That Logging near Power lines is dangerous? Of course you do. **BUT**, do you know that a phone call to the right person can get you help with getting those trees safely on the ground? Or how to get in touch with the power company to get help logging trees near the energized wires? Or what to do if a tree or equipment comes in contact with a power line? It's good to get help for a lot of reasons, but mostly because you want to get the job done, make some money and go home to your family in one happy healthy chunk!

First, figure out which power company owns the lines. The power poles are often tagged with the name of the electric company. You can call their main phone number and get in touch with someone to do a site visit to make a plan to deal with the risks, assess the situation and determine if the lines can be de-energized, insulated, dropped or if the electric company can send a falling crew to fall the trees for you. It's also good to set up the communication process in case it is needed.

- *Assume the lines are always energized, even if they are laying on the ground! Do Not Touch or contact any wires with equipment or with your hands either!*
- *If a tree or equipment comes in contact with the line, leave everything as is and call the power company. We will often know the line has tripped, but maybe don't know the location. Be careful about walking in the area. There could be fault current rippling through the ground.*
- *If you are on a piece of equipment that makes contact with an energized line, the safest place to be is inside the machine until the power company comes and grounds the line. But if the equipment is on fire, and you must exit the equipment, jump clear and land with both feet together, then shuffle your feet together to get well away.*
- *Never place yourself or equipment over 10' in the air near overhead transmission lines. Lower the equipment boom and use a spotter when traveling under the lines.*



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In this Issue: * **UPCOMING SAFETY CLASS SCHEDULES (SEE YOU ALL THERE!)**
* **Training doesn't end with the safety classes *Training continues to the SHOP**
* **EXTREMELY Important information for LINE MACHINE OWNERS AND OPERATORS!** * **Pro Logger and Fire Fighting Training is also on the spring agenda!**

3 AREAS OF TRAINING: ANNUAL, DOCUMENTATION and COMMON SENSE!

By Monte

Every year we go through all of the “required” training in our first aid classes. When the class is over everyone receives a certificate they can sign and turn in to their employer (documentation) proving that they received the training. This is a good start on training an employee, but it’s not all that needs to be done.

Each employee needs to be trained annually for the duties they perform and this training also needs to be documented. This documenting can be done using the job description sheets in your Company Safety Plan (*If you don’t have one of these plans or if you haven’t updated in a while, get ahold of the Logging Safety guy in your area and we will get you one.*) Even if you have a different plan the information in ours could prove to be valuable. Right after the first aid classes is a good time to complete this training so that it corresponds with the annual “required” training the employee receives.

Throughout the season any new hires to your company will also need to be trained and this training also needs to be documented. This includes both rookies and experienced guys. It is important to observe someone with experience doing their job and make sure they are not bringing some bad habits with them. New hires also need to be trained in how your company handles an emergency rescue, communications, etc. no matter what their level of experience is.

Now that we have got all of the ***required*** and ***documented*** training out of the way, let’s talk about the ***common sense*** stuff that could make a big difference. Most accidents can probably be linked one way or another to lack of training and many are considered preventable. However, as much as we can hope, with all of the variables you loggers face and the speed that stuff happens we are probably not going to prevent them all... *but we may prevent a few!*

Anytime we see someone doing something we don’t think is right (or that we know is not right) we should point it out immediately. No matter how experienced you are, sooner or later bad work habits or shortcuts will catch up to you. Sometimes saying “*Someday you’re going to get hurt doing that*” is just not enough. We need to take a moment and really talk about what is being done wrong and why it’s being done that way. It could be that they never learned any other way or that they know better and are just taking a shortcut trying to get things done faster. Whatever the reason, it needs to be addressed.

This kind of training might not be required or may not ever get documented, but it’s the training that could really make a difference in the long run. No one knows everything but we can all benefit safety wise by sharing what we do know with others.

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BEFORE YOU START TURNING THE WRENCHES

By Terry S.

It's warming up, raining and load limits are going on the roads everywhere. Maybe a little early, but all of a sudden contractors are faced with "what needs to be repaired or replaced" and "what do we take to the shop." The next question is "who is going to do the work and do it safely."

In the past, during "layoff", it was common practice if an employee had nothing to do he could head to the shop and they would find something for him. That's great, and contractors like to keep good men working, but repairs must be done by qualified people and not everyone is qualified or trained to do certain repairs. Contractors and their crew depend on the equipment to do what it's supposed to do *safely*, so repairs must be done with this in mind.

Mechanics need to be focused on those repairs and too often the shop, not the office, becomes a social gathering place. This is a prime situation for accidents and injuries to happen so save the long stories, jokes and horse play for the lunch room. You need to hear what is going on around you and be focused because a shop setting is no less dangerous than working in the woods.

You are operating machines in tight quarters, steam cleaning, welding and cutting, grinding, climbing on and under machines, taking equipment apart, using cranes and forklifts to lift heavy objects and parts etc. These repairs are being done on the same big machines used in the woods and on the trucks hauling logs down the road. Yes it can be dangerous and it is possible accidents can happen, so you need to keep your attention on what you are doing to avoid anything going wrong.

The best way to lower the risk of accidents is to set up rules and good work ethics for the work place and enforce them daily. Have a plan for the day and how to do it economically and safely. Make sure the person or persons doing the job are trained and qualified to work on the equipment. Have workers clean and pick up their area after themselves.

Wearing some types of clothing, for example, you are just asking for trouble.

**** Hoodies limit your vision * Tank Tops exposes your skin * Torn or Frayed Clothes can catch on equipment or tools and can easily catch fire when grinding, cutting or welding * Tennis shoes (slippers, etc.) offer no protection for your feet *SHORTS ARE JUST WRONG!***

When you're in the shop, *Coveralls and Boots* are the safest way to go.

Eye protection is absolutely a must at the shop. Don't think it can't happen to you! A few years ago a friend of mine was walking into a shop and was hit immediately in the eye by a chunk of steel. It came from 30 feet across the shop from a mechanic hammering on something, and just that fast, he lost his eye.

When you start your people in the shop it would be worth it to have a safety meeting to remind them how to work safely in that environment. Your company works hard to do the logging safely, so lets bring that effort toward safety on into the shop!



2016 LOGGERS SURVIVAL FIRST-AID AND SAFETY CLASSES

It is that time of the year again (already) for the annual safety classes. As you can see by the schedule below we have tried our best to offer many opportunities to attend a class, which we strongly encourage **ALL** loggers to do. Getting that *Required Annual Training* for you and your crew taken care of gives you at least one less thing to worry about when the logging season starts up again!

University of Idaho Extension is offering a 1-1/2 day “LEAP” Update class in several locations (see locations marked with asterisk on the schedule). The Update classes are co-scheduled with the safety classes so participants can get all the continuing education credits required by the Idaho Pro-Logger Program within two days, should they wish to do so.

NO registration is necessary for the safety classes but **is required** for the Leap Update. To register please contact your extension office. Idaho Panhandle—208 446 1680 or North-Central Idaho 208 476 4434.

Fire Fighting Training (info on bottom of page 5) marked with ## below.

As usual, coffee and doughnuts at 7 with the safety classes starting precisely at 8!!! (*Full breakfasts for both CdA and St. Maries classes, sponsored by Les Schwab Tire*)

SEE YOU ALL THERE!

<i>LOCATION</i>	<i>DATE</i>	<i>ADDRESS</i>
<i>Hayden*</i>	<i>Tuesday, March 8</i>	<i>CdA Shrine Club, 1250 W. Lancaster</i>
<i>Princeton</i>	<i>Wednesday, March 9</i>	<i>Palouse River Community Center</i>
<i>Orofino (1)</i>	<i>Thursday, March 10</i>	<i>Best Western, 615 Main St.</i>
<i>Ponderay*</i>	<i>Tuesday, March 15</i>	<i>Ponderay Event Center, 401 Bonner Mall Way</i>
<i>Pierce</i>	<i>Wednesday, March 16</i>	<i>Pierce Community Center</i>
<i>St. Maries ##</i>	<i>Thursday, March 17</i>	<i>Elks Lodge, 628 Main Ave.</i>
<i>Orofino (2)*</i>	<i>Tuesday, March 22</i>	<i>Best Western, 615 Main St.</i>
<i>Grangeville</i>	<i>Wednesday, March 23</i>	<i>Elks Lodge, 111 S. Meadow</i>
<i>McCall</i>	<i>Thursday, March 24</i>	<i>Holiday Inn, 210 N. 3rd St.</i>
<i>St. Maries (2)*</i>	<i>Tuesday, March 29</i>	<i>Elks Lodge, 628 Main Ave.</i>
<i>Bonnars Ferry ##</i>	<i>Wednesday, March 30</i>	<i>Kootenai River Inn, 7169 Plaza St.</i>
<i>Kamiah*</i>	<i>Thursday, March 31</i>	<i>The Life Center, 4432 Hwy. 12</i>
<i>Moscow*</i>	<i>Monday, April 4</i>	<i>Latah County Fair Grounds, 1021 Herald St.</i>
<i>Emmett</i>	<i>Tuesday, April 5</i>	<i>Nazarene Church, 1144 Washington Ave.</i>
<i>Coeur d'Alene ##</i>	<i>Tuesday, April 12</i>	<i>ALC Office, 10589 S. Hwy. 95</i>

LOGGERS “ALLOW” LOGGING SAFETY GUY TO TRY OUT THE LATEST IN SNOW REMOVAL TECHNOLOGY!!

By Stan



Aaron Patton (chaser) and Shane Garcia (loader operator) instructs the safety guy in proper operation of the Manual Backhoe.

I visited a line skidding operation this winter and got quite an education. A weekend storm had deposited over two feet of snow and the dozer was still on the last job keeping that road open so that the logs could get hauled. The crew was almost done with the line they were on and were needing to move down the road to the next setting.

When I showed up they were working to get the road cleared, using what they said was the *latest* in snow removal technology. They referred to this wonder of modern science as a *Manual Backhoe*. Now this tool looked remarkably similar to a shovel, but I was told if I were to operate it for awhile I would see the difference. They were using the manual backhoes to break down the hard-packed snow and then using an ATV to push it over the edge of the road.

I have always been interested in new technology so I decided to give it a try. It wasn't long before the repetitive digging and lifting motions required to operate the Manual Backhoe left me with a stinging sensation similar to having sweat running down your face and into your eyes. The guys were quick to reassure me that those were just tears of joy from being allowed to operate such a wonderful new machine. Fortunately for me the crew had most of the road already cleared before I showed up so it didn't take long to finish opening enough road to safely move the yarder.

When faced with a challenge, loggers usually tackle it head on with creativity and a dose of old fashioned hard work. This crew was a shining example in my mind. Instead of going home they figured out a way to keep logging, doing it safely and they were still smiling the whole time!!!



Rigging man Michael Schilling removed the snow after it was broken loose by the “new technology”. He then used the ATV to haul a worn out safety guy back to his pickup!

FIRE TRAINING AVAILABLE

“For those who are interested in helping out in the state fire suppression effort, a 2 hour ***FIRE-LINE SAFTEY TRAINING*** session will be offered in ***St. Maries 3-17, Bonners 3-30 and CdA 4-12***. The classes will follow the Logging Safety Classes and will start at 1:00.

This training will meet the requirements necessary to work on state (IDL) or Timber Protective Association (CPTPA and SITPA) fires. The training will **NOT** meet the requirements to work Forest Service or BLM fires. No pre-registration is required.”

For information call your local IDL or Timber Protective Agency.

IF YOU WORK AROUND CABLE.....READ THIS!!!!

The following is the story of a fatality accident that occurred this summer. As part of the settlement agreement with OSHA, the owner of the company was required to share the details of what happened with fellow loggers in the hopes that it will prevent it from happening again. We offered to put it in the newsletter to reach a broader audience.

This summer the logging company owner purchased a used 98 Link-belt line machine. The 98 they were using earlier suffered a serious breakdown and they were looking to upgrade to a better machine. He found a machine and made the purchase. He, along with his operator, spent several days going over the machine. There were no maintenance records that came with the machine.

They inspected, adjusted and replaced anything they thought they needed to. A visual inspection of all the cables on the machine was conducted by using a marlin spike to open up the cable to check the core for lubrication and strand fractures. To the naked eye everything appeared to be OK.

The guyline cables ran from the winches up through blocks, which were attached to the top of the boom by a short section of cable that had poured on sleeves on each end. The sleeves terminated in a yoke with a pin to attach to the block on one end and the boom on the other.

They moved the machine out to their job and started skidding. The accident took place a little over a week later. The line they were skidding when it happened had a rock shelf in it about half way up to the machine. The drag they were skidding was found butted into that rock shelf. The shock of that happening caused both of the guy block cables to fail. The 7/8 inch guy lines did not fail but the 1 inch guy block cables did. Unsupported, the machine tipped over killing the operator.

OSHA came to investigate the accident and later asked the owner to bring in the guy block cables for forensic testing, which he did. The forensic tests revealed some significant degradation of the cable *inside* the poured sleeves that was not visible to the naked eye. OSHA determined that this was a major contributing factor in the accident and issued a citation because of it.

In hindsight, the owner believes that the lack of maintenance records should have been a red flag. He and the operator did everything they knew to assess the condition of the guy block cables. But, unable to see the problems inside the sleeves or have any information as to their age, hindered the decision to have them tested or replaced. The owner would also like to remind all the operators out there to constantly be prepared to deal with unexpected developments. It is easy to develop a false sense of security over time. *(That's actually a good message for all you loggers regardless of what job you might be doing.)*

This tragic accident has taken a terrible toll on all of those involved, emotionally and financially. Both of the fatalities that occurred in Idaho this past summer involved recently purchased machines. OSHA will be looking more closely at line skidding operations and the required maintenance records in the future.

OSHA rules require that you do monthly visual inspections of the boom and cables on your machine and that you document them. You must keep that documentation and records that show when you change out lines. If you have lines of undetermined age, especially pennant lines with poured sleeves that are used to guy back the machine, they need to be tested or replaced. There are testing facilities that can give you a clear picture of what's going on in areas you cannot see.

STRAIGHT SKINNY (for the last time) ON WRAPPING UP!

“Gee Galen, the mill is only 3 miles away!”

Now I will be the first to admit I am not the sharpest fellow when it comes to knowing all the logging rules, but after looking for days I cannot find the rule anywhere that says: ***NO LOG SHALL ROLL OFF A LOAD BEFORE TRAVELING AT LEAST 3 MILES!***

So, getting to the *Straight Skinny* I promised, if a log comes off your truck and causes damage or injury to someone and you do not have the 3 wrappers required, you are in the grease.

If you are in an accident (it doesn't have to be your fault) and you do not have the load wrapped up correctly, you are in the grease.

If you with no wrappers.....you're in the grea.....OK, you get where I am going!



While some loggers were out salvaging burnt timber from this summer's fires, they ran across some decent size pine that resulted in a 4 Log Load, which we don't see much of anymore.

As this load was headed out of Idaho into another state, it required 4 Wrappers.

So, just because its dark for the whole first round or the mill doesn't require 3 wrappers (none, in some cases) that just doesn't help out your case when the lawyer shows up at the shop and starts taking inventory.

Now I am no lawyer (even though I use legal terms such as “*in the grease*”) but over the years I have noticed when something goes wrong it effects not only the immediate person, but the person they are perhaps “subbing” for and perhaps the company that company is “subbing” for.

It also effects the whole industry. Lets take a truck getting into a wreck and the load is not wrapped up according to the rule book. If costs are involved such as insurance, those costs are passed to the rest of the logging community. If perhaps the wreck is looked at and it is decided there should be more rules (remember the 4 wrappers in the picture) that effects the whole industry.

You loggers do an unbelievable job out there. Many people don't realize just what you are up against each day and how you get through it with the least amount of problems we have is incredible. With that in mind, we don't have to figure out ways to make more problems for the industry.

DO YOU KNOW...Continued from pg. 1

**Don't leave a fringe of trees uncut next to the lines either (if possible). Those will fall “onsie-twosie” for years to come, causing outages and damage to the lines. You might as well add them to your decks and haul them while there is equipment on site.*

**No decking logs on the right of way.*

**No piling slash on the right of way or burning piles. Smoke columns can trip out the power lines too!*

**Don't load trucks on the right of way. And for that matter, look around before you throw the wrappers up in the air.*

**Locate all power poles and guy wires in the area. Mark them so they are visible to the machine operators and fallers.*

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