

Idaho Logging Safety News

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TIME FOR THOSE SAFETY CLASSES AGAIN...ALREADY!!!!

Forgive me for sounding like that old logger that used to drive us to work in the crummy, telling stories about "***when I started out logging***", but it just feels like time is flying by these days! It seems like it was only a few weeks ago when a logger in Bonners Ferry nudged me and said, "*Hey Galen, wake up and get the class started*". Oh well, here we go again!

First Aid techniques are something every logger out there hopes they will never have to use, but sometimes reality butts in. Even though the loggers here in Idaho do an incredible job doing what they do safely, we have an occasional accident and in logging, they are usually physically vicious.

Looking back at some of the recent accidents, I am unbelievably proud with how the logging crews handled those terrifying challenges. By using their First Aid knowledge and having a Company Rescue Plan in place, well, I will just say those accident victims came through it in a more positive shape than "*what could have been*".

So, just to remind everyone, having a current FIRST AID CARD and the other annual training we cover in the classes is **REQUIRED** for ALL LOGGERS....including **TRUCK DRIVERS!** So lets get everyone in a class this year so we can go over a bunch of stuff we will hopefully never have to use.

Which reminds me, "*When I started out loggin.....*"

CHANGES IN THE LEAP UPDATE CLASSES

The U of I is offering just **THREE CLASSES** for your Pro-Logger credits this year. The classes will be a ONE DAY event in the following locations: **March 14th in Lewiston, March 15th in Sandpoint and March 15th in Coeur d'Alene.** Classes will run from 8 am to 5 pm and 8 Pro-Logger Credits will be awarded. Registration IS necessary!

To register please contact your Extension office: Panhandle 446-1680 and North Central 476-4434.

YOUR FIRST AID / SAFETY CLASS SCHEDULE IS ON PAGE 3

TOWING SAFETY SUGGESTIONS

By Monte Biggers

It's that time of year when inevitably some of us will become stuck. It can be an embarrassing ordeal or we could be holding up the whole operation until someone gets us back on our way. This can lead to some very unsafe situations.

In the hurry to get things going, there are often people darting in to hook up things and others giving directions and advice on how best to get the job done. This can lead to what's best described as, "mass confusion", or as one guy said, "*This reminds me of a story about a monkey and a football!*"



It's best to just slow down a bit, look things over and proceed in an orderly fashion. Make sure the operator knows exactly where everyone is before they move. Visibility is not the best directly behind most equipment. Make sure the operator knows you are going behind them and there should be good communication between the operator and anyone involved on the ground.

Once the pulling starts, get in the clear! Don't stand in the bite or even close, so if whatever you're pulling with breaks you won't get struck. (Are you sure that old kinked up rusty wrapper can pull that 80,000 pound truck out of the ditch without breaking?)

Once everything is back on the road, make sure the operator knows your diving in there to unhook. Once again, good communication is the key for getting things done safely!



OPPORTUNITY TO HEAR SOMEONE SPECIAL!!!

The Associated Logging Contractors are sponsoring a chance for our Idaho loggers to hear Professional Speaker *Syd Muzzy's—TACKLING DISTRACTED DRIVING!*

Mr. Muzzy's driver training is being offered in 3 locations following the morning first aid and safety training classes. Mr. Muzzy combines humor with real life stories of the dangers of driving distracted and the tragic outcomes that can occur. Mr. Muzzy provides common sense tips on how to avoid distractions while driving!

March 21st in Ponderay—March 22nd in Lewiston—March 23rd in McCall
Classes will run from 1 p.m. to 3 p.m. and 2 Idaho Pro Logger Credits will be awarded.
No pre-registration is required!

2017 LOGGER'S SURVIVAL FIRST AID AND SAFETY CLASSES!!!!

Coffee and Doughnuts at 7 with classes starting at 8. This class is for ALL Idaho Loggers, so make sure the whole crew is there! This is the chance to get the required annual training done in one sitting.

<i>LOCATION</i>	<i>DATE</i>	<i>ADDRESS</i>
<i>Coeur d'Alene</i>	<i>Tuesday, March 7th</i>	<i>ALC Office, 10589 S. Hwy 95</i>
<i>Princeton</i>	<i>Wednesday, March 8th</i>	<i>Palouse River Community Center</i>
<i>Orofino (1)</i>	<i>Thursday, March 9th</i>	<i>Best Western Lodge at Rivers Edge</i>
<i>St. Maries (1)</i>	<i>Tuesday, March 14th</i>	<i>Elks Lodge, 628 Main Avenue</i>
<i>Pierce</i>	<i>Wednesday, March 15th</i>	<i>Pierce Community Center</i>
<i>Grangeville</i>	<i>Thursday, March 16th</i>	<i>Elks Lodge, 111 S. Meadow</i>
<i>Ponderay</i>	<i>Tuesday, March 21st</i>	<i>Ponderay Event Center 401 Bonner Way</i>
<i>Lewiston</i>	<i>Wednesday, March 22nd</i>	<i>Elks Lodge, 3444 Country Club Drive</i>
<i>McCall</i>	<i>Thursday, March 23rd</i>	<i>Holiday Inn, 210 N. 3rd Street</i>
<i>St. Maries (2)</i>	<i>Tuesday, March 28th</i>	<i>Elks Lodge, 628 Main Avenue</i>
<i>Bonnars Ferry</i>	<i>Wednesday, March 29th</i>	<i>Kootenai River Inn, 7169 Plaza Street</i>
<i>Orofino (2)</i>	<i>Thursday, March 30th</i>	<i>Best Western Lodge at Rivers Edge</i>
<i>Moscow</i>	<i>Tuesday, April 3rd</i>	<i>Latah County Fairgrounds, Herald St.</i>
<i>Emmett</i>	<i>Wednesday, April 4th</i>	<i>Nazarene Church, N. Washington Ave</i>
<i>Coeur d'Alene</i>	<i>Thursday, April 5th</i>	<i>ALC Office, 10589 S. Hwy. 95</i>

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SALT CAUSES HIGH BLOOD PRESSURE...(BUT IT'S NOT WHAT YOU THINK!!!)

By Stan Leach

Salt used as a de-icer on some of the highways in Idaho is causing some serious problems for trucks that have to travel those roads. A recent accident where a reach broke while turning a ninety degree corner may be the latest example. The load tipped over after the reach broke damaging a car, pickup, and the awning of the local burger joint. Fortunately nobody was hurt, but it doesn't take much to imagine what could have happened.

Investigation after the accident showed that salt used as a de-icer had eaten the reach metal that was 1/4 inch thick down to the point that it was only 1/8 of an inch thick at the point where it broke.

For several years, truckers have been dealing with the effects of the mag-chloride de-icer, but this salt appears to be much worse. One of the big trucking companies in my area showed me the problems that the salt is creating. Trailers that are only eighteen months old are having to be completely rewired because of the corrosive properties of this de-icer. They showed me a section of electrical wire that looked fine on the outside, but once cut open, showed that a pinhole from a continuity tester had allowed the de-icer to penetrate the coating, allowing it to completely destroy the copper wire inside.

Salt, which has a crystalline structure, can also grow in confined spaces such as the area between your reach and the tunnel in your log trailer, or the spaces where the cross members bolt onto the frame rails of your truck. We have always recommended that you pull the reach out of the tunnel every six months to check its condition, but you may need to do it more often than that. Regular washing of the truck and trailer with a steam cleaner can help dilute the corrosive properties and prevent the salt from growing and causing problems.

I have talked to a few truckers that were unable to pull their reaches out because of buildup in the tunnels. Others have had their frame rails spread and load cells crack from the pressure of the salt growing. I believe it is well worth your time spent to clean off this material.

We are putting more stress on our reach systems these days. A lot of the newer trucks have a shorter turning radius which increases the torque on the reach during sharp turns. Adding a pup trailer to the back of a long log load also puts added pressure on the reach. We need to spend the time to be sure that this vital part of our truck trailer configuration is in a safe and operable condition.

As we are writing this newsletter, the State Legislature is looking at some proposed updates to the Logging Minimum Standards.

*One of them states: **DOCUMENTED reach inspections shall be performed annually.***

Stan's article points out the importance of the reach inspections and, as we have learned over the years, documentation has become an important part of our world.

Just wanted to give you truck owners and mechanics a "heads up" as we are headed toward breakup.

MAKING SAFETY A HABIT

By Monte Biggers

If we do something the same way every time we perform a task, it will become automatic and we will do it without even having to think about it, creating a ***HABIT!***

Putting on your hardhat when you're out of the truck or on the ground on a logging site is a good ***habit*** to develop. If you don't have your hard hat on it becomes a scramble to put it on when the forester, land owner, insurance person, safety guy or someone worse shows up on your job (*not to mention the cost of missing work to get stitches in your head*).

If we throw our wrappers at the loader or within the sight of the loader every time it will become a ***habit*** and we won't have to worry about a logger laying there hurt with no one around to help them. If you don't wrap up at the loader it starts to become too tempting to drive out a few miles to that big wide spot on the county road, which becomes a ***BAD HABIT!***

Same goes for saw chaps, eye protection, hearing protection, etc.. If we use our PPE's and safe work practices every time then we are developing ***good work habits*** that will make our jobs safer. If we only go get our eye protection because we have just got something in our eyes, the damage could have already been done.

If the ***crew's habit*** is to fill out our emergency rescue plans and put up our logging signs the moment we start a job, we won't get caught up and delay or forget to do it. Having your emergency rescue plan ready ahead of time takes a lot of pressure off in case something bad happens. Having your signs up when you start a job can help protect you if a tourist wanders onto the jobsite.

We can develop ***unsafe habits*** as easily as we can safe ones. Unsafe work practices usually start out as a ***shortcut*** and develop into ***habits*** after being repeated time after time. Once you start developing ***safe work habits*** they will become second nature and will take no more time than the ***bad habits***.

Safe work practices can be developed the same way by just repeating them until they become a

GOOD HABIT!!!!



Jerry Huston has been doing a very good job driving a log truck for ***Renfro Logging*** for a lot of years. Over all those years he has made wearing his hard hat a ***habit***, even when he is only tightening up those wrappers

TOO FAST

By Terry Streeter

What is TOO FAST? (and yes I am talking about trucks). Well, let's see.

I have had loaded trucks catch and go around me and then out run me on the highway, and I was doing the speed limit.

I followed a truck into the woods that was doing 53 mph on the haul road.

I have heard (from a reliable officer...I mean source) of trucks as fast as 82 mph out on pavement.

Three great examples of TOO FAST!

Drivers are saying they have to speed up to make their trips. Chaining up takes time and it gets worse when you need to put on trailer chains or even a steer axle chain. Truckers getting that load to the mill dealing with traffic now days that hates them, takes time. Cars won't let them pull out or won't let them get over even if they have had their blinker on for a half a mile, which takes time. Now add winter road conditions to this, and yes, it takes extra time.

The reality is you may lose a trip in the winter because of these conditions to keep it SAFE, and it still might take all day!

Ok, that's on the highway, now what is TOO FAST in the woods.

In the winter, logging contractors are sometimes put on jobs in the same general area, so keeping the roads open is easier. A good example in my area is that with all the burnt timber sales going on, we have a lot of different contractors in close proximity with each other. The companies are on different spurs, but are on the same main haul route out of the woods. It can get confusing at times with different channels then switching to another on the main road. If someone forgets, you know what happens. Maybe not a good place to be going TOO FAST!

Speaking of radios, let's talk about CBs. A CB is not a license to kill! CBs and mile markers are a luxury. You can't rely on them to know if someone is just around the corner whether it be a berry picker, another truck or a logging crew that you walked on with the CB.

I talked to a truck driver this winter who met a pickup on a corner pulling behind him two little kids on a car hood on the truck route. It had happened a few days before and it still was bothering him. He was very relieved he had not been going TOO FAST to get stopped.

I think the rule of thumb is drive in a Prudent (careful and sensible; marked by sound judgment) and Safe (free from harm and danger) Manner according to Conditions.

You truckers do an unbelievable job. In reality there are not many people out there that would, or could, get those logs to the mill. Use your heads, we can't do it without you.

NOT A TIME TO BEAT AROUND THE BUSH

By Galen "letting off some steam" Hamilton

I usually try to throw out ideas in these articles hoping you loggers might give them a try. With this one, it will be straight to the point. *IF YOU HAVE OPERATORS WORKING AROUND OTHER CREW MEMBERS AND THEY HAVE A LEVER IN ONE HAND AND THE **PHONE** IN THE OTHER, THROW THE #*) @!\$% THING UNDER THE NEXT CAT THAT COMES BY!*

We have all seen the *takeover* of phones to our lives and people like Syd Muzzy (page 2) will talk to us about Distracted Driving, but if you are yarding in a drag of logs or pulling tree lengths away from the yarder and not paying full attention, that just isn't acceptable boys!

Stan wrote a great article about this in the last newsletter telling about different incidents we have seen, and there have been quite a few lately. My article is directed to the owners, bosses, and operators to put a stop to this before a hooker or chaser gets whacked.

Talking to an experienced yarder operator the other day he put the shoe on the other foot and told the story about his chaser. Even though the chaser always wore earplugs, the logger said he could always holler down and get the fellow's attention. After he recently spent time yelling at full volume without any response from the chaser, the operator discovered he had "*ear buds*" in and was listening to music! (In his article Stan also mentioned this same scenario with some hookers down in the brush).

Guys, we are logging, not sitting in the corner drinking cappuccino dreaming about becoming a gold fish! You have to keep your eyes and **EARS** open 100% of the time to get home every night. After you get home you can think about what bowl you will live in after you become a gold fish!

TRAINING FROM THE "BOSS" CAN SOLVE A LOT OF PROBLEMS



A J WATERS was training GRAMPA MIC MCLAUGHLIN how to plow snow. A J said Grampa was "coming along" (then he rolled his eyes!)

As we all know loggers are the best folks on the face of the earth, but can sometimes be a tiny bit "independent". Most of the time they will listen to a forester, sawmill guy or even a safety guy.....most of the time!

The one person they will listen to (if you want to continue in this trade) is the **OWNER / BOSS!**

In our articles and on job visits we try and let you know where we are having accidents. I know it is easy to say, but if the boss lets his crew know *how things will be done*, I think the number of those accidents would lessen and perhaps some just go away!

Going through your company safety plan with your crew can be a good way to make sure you are all on the same page. If you need your plan "updated" before you start up again, let one of us safety guys know.

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