

# *Idaho Logging Safety News Volume 30 Number 3 September 2019*



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## ***SOMETIMES I FORGET TO SAY...GOOD JOB LOGGERS!!!!***

When I am on a logging job and going through the Safety Check List, it is, “*Do you check on these? Do you have that? Do you know where this is at?, etc.*”. In most cases these days (I am proud to say) you loggers have all your ducks in a row.

While a logger was showing me some of the required paperwork the other day, he mentioned how long it took to put it together. I stopped what we were doing and really looked at what their company had done and how professional it was. It is easy for ol’ Galen to say “*You need this, you need that*”, but sometimes I need a whack along side my head to remind me how much effort you put in getting your company into compliance with all the safety requirements.

So, to you and your crews, thank you for taking this safety stuff so seriously and doing so much work to get there.



**Corey Cochran and Clint Sickels of Jesse Geis Logging** hold up their SDS “catalogue” that looks like a professional publisher put together! Corey said he reads it every night before bedtime.



**Joe Smith**, yarder operator for **Kuykendall Logging** laid out his Emergency Rescue Plan, which has the job’s Longitude and Latitude, driving directions, phone numbers and much more, before I even started asking the questions!

***One more time....GREAT JOB YOU LUMBERJACKS!***

## ***Better Get Their Autographs Before They Head To Hollywood!***

The Associated Logging Contractors recently hired a company to film some videos for next spring's safety classes. All that was left for us to do was find some "actors" to put in front of those professional film makers. When asked if he had any personnel to help out, Len Young, boss of the *CLEARWATER POTLATCH TIMBER PROTECTIVE ASSOCIATION*, responded, "Where do you want them and when do you want them there?!"

When we arrived, the CT's crews from Headquarters and Orofino were there rarin' and ready.

We took up most of their day filming a couple of their crew doing this and then three of them doing that, then one of them doing...well, you get my drift. Even though there was a lot of sitting and waiting, they all paid attention, were overly polite and when it was their turn in front of the camera they were great!

Young, hard working, polite folks that show up on time and work until the work is done...yeah, we see that all the time...right. All I am saying is if any of this crew has a hold of the chokers and you forget to kick out some slack, there is a real good chance the yarder is going over the hill!

Thanks again to the *CPTPA* and all the people involved!



***Left to Right: Wyatt Yoemans, Cambria Hahn, Doug Courson, Taran Burke, Devon Howell, Darby Zick (Clearwater County Ambulance), Sabin McKinney, Cory Dawson, Kobe Hueth and Tyler Cochrell.***

***WE ALSO WANT TO THANK...DARBY ZICK*** (pictured above) the ***EMS Director for Clearwater County***. Darby also spent ***ALL*** day working on the videoing. Darby not only helped "direct" (*told us what the heck to do*), but she also explained what we are trying to accomplish with the first-aid steps and how to properly perform those, what could be, life saving steps.

Again, young, hard working and extremely intelligent. They are still out there and a pleasure to be around. ***Thanks Again Darby!***

***EVERY LOGGER IN IDAHO READ THIS AND TAKE CARE OF THE PROBLEM NOW!***

This season we have been having major problems with a crew (possibly more than one) operating on the *STATE COMMUNICATION EMERGENCY DISPATCH CHANNEL* for personal business. ***THIS CHANNEL IS FOR MEDICAL EMERGENCIES ONLY.***

Any communication that goes out over this channel can be heard not only by State Comm. but by all emergency responders in that area. Using this channel for anything other than an emergency could result in the loss of your ability to have this channel on your radio and possibly cause you to lose your FCC license to operate your radios at all.

The logging industry’s ability to use this channel is a *PRIVILEGE, NOT A RIGHT!* To maintain that privilege, we need to be sure we all follow the terms of our use agreement. Please talk with your crews and identify which channels are for normal logging traffic and which one is the emergency dispatch channel. This will make sure there is no inappropriate use and eliminate any confusion if they ever have to call in an emergency.

The logging industry’s relationship with State Communication has saved lives. If we don’t eliminate this problem there will be trouble ahead not just for the ones at fault but for our entire industry. ***GET IT FIXED NOW!!!!***

***SIGNS, SIGNS, EVERYWHERE THERE’S SIGNS, CLOGGING UP SCENERY BREAKING MY MIND—DO THIS, DON’T DO THAT, CAN’T YOU READ THE SIGNS!***

*By Terry Streeter and Stan Leach (Editors Note: Not all of you will get the reference above, but those of you that do, you are admitting you are as old as Terry and Stan!)*

We put up signs to communicate information, to inform people of what’s ahead, and yes, to help protect ourselves from liability. Some signs are required: *CAUTION LOGGING AHEAD, TRUCKS ENTERING, TIMBER FELLING*, etc., if those situations exist.

Many others are great ideas. Having the road name and CB channel along with mile markers can help prevent an accident. Others such as, *HARD HAT REQUIRED, PINCH POINT AREA, POWER LINE OVERHEAD, EYE PROTECTION REQUIRED*, etc., alert us to specific hazards.

These signs are not just for the public; they are reminders for us in the industry as well. It is easy to get distracted by all the things that life demands of us and the things we have to deal with. Taking your focus off of where you are and what you are doing can have dire consequences though. When you see all the signs and warning labels, just remember they are there because somebody at some point got hurt because they weren’t aware or they weren’t paying attention. Signs can help if we are willing to see and think about them.



*Good Job and Thank You*

← *NELSON BROTHERS LOGGING*  
And  
*MOORE LOGGING* →

*Yes, they do make Power Line Overhead Signs!*



## ***REMEMBER, LOGGING AND POWER LINES ARE SOMETIMES NOT THE BEST OF FRIENDS!***

I recently came across a job that a logging company had just started working on that was right next to some major power lines. There were two guys up the hill talking so I wandered on up.

The company doing the job was **John Larson Logging** out of Orofino and he had contacted the **Clearwater Power Company** to get their help. The two guys visiting were **Doug Lacey** (on the left) from the power company and **Mike Vaughan**, feller buncher operator for Larson.

These fellows had everything figured out and had clear communication between them. It was a perfect video for the safety classes...all I lacked was a camera!



Doug said he had set the “breaker system” so that any contact would shut the power off immediately and there was no chance of it “kicking” back on. Mike is very experienced and very good at what he does, falling trees. So, putting these two together was the perfect scenario to get things done safely.

There was one thing however; Doug has previous logging experience and friends and family in the industry. So, all of a sudden, Doug and Mike are telling stories and talking about logging in the old days. It was just lucky Galen was there to get them back to work. (Well, maybe it didn’t happen quite like that)

Anyway, **THANK YOU** to **Larson Logging, Clearwater Power and Doug & Mike**. They took the time (which ended up being next to nothing) to do it right. No damage, no injuries and the logs are now headed to the sawmill.

Doug repeated what we have heard from the power guys for years: ***“It is easier, cheaper and safer when we hear about it BEFORE, than cleaning up the mess AFTER”.***

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### **WRAPPING UP**

*By Stan Leach*

We have already had at least two accidents this year that I know of that happened during the wrapping up process. The time frame from when the loader finishes until the load is secured is dangerous for anyone in the area. We go through this process several times a day, most of the time with no problems, so it is easy to become complacent and not think about the hazards and what could happen. If you are around an unsecured load, keep in mind that there are logs above your head that will hurt you if they fall. It might be worth a review of the safe way to go about wrapping up with your truck drivers.

Many companies have the loader pull the wrappers over the load. Drivers need to stay up near the cab guard until the loader operator has put the bucket down and stopped moving it. Then the driver can approach and hook the wrappers on or throw them through. Drivers should move back away from the load while the wrappers are being pulled over in case this process kicks something loose. The logs we deal with anymore are often very small and it doesn’t take much force to dislodge one. Once the operator has pulled the wrappers over and stopped moving the grapple the driver can approach and unhook the wrappers. ***(cont. on next page)***

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**(wrapping up)**

Whether you have the wrappers pulled over or you throw them, you typically have to pull the wrappers over a little further by hand to get enough slack to throw them back under the load. This is the time when most of the accidents occur. If at all possible, back away from the load when you pull on them by hand. That way if a log is pulled off the load, it can fall between you and the load, not on you.

We often times flip the wrappers forward or back to get the right spacing on the load. This action can put a “half hitch” around the end of a short log if the end is up just a little. If the driver pulls hard on it to get slack that can be enough force to move it, causing it to roll off the load. It is easy to get complacent and stand right next to the load when pulling the slack but that puts the driver in the danger zone. Once all the wrappers are under the load and the drivers moves to the other side to secure them, you need to hook the middle wrapper first. Doing so gives you the best chance of securing the logs on top without moving them. If you hook the front or back one first there is more opportunity for a short log on top to tip and move. When you lock down the binders do the middle one first for the same reason.

Most of the loads you guys haul will not be a problem, but if we get in the habit of doing it right, it will save you the one time it is a problem. Safe work habits will get you home safe and sound. I’d say that just about wraps it up.

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## ***JOB SPECIFIC DOCUMENTATION FOR EVERY JOB THE CREW DOES***

As mentioned on the front page, the logging companies around the state are doing better and better getting up to compliance with all parts of their companies. One thing that contractors have mentioned that has really helped in doing that is having their crew go through the “*Job Specific*” sheets out of their safety plans and then have them sign off on them at the start of each logging season.

One thing to think about is, logging being logging, there are times when the crew does more than one job. When something breaks down, the operator and maybe the hooker turn into a mechanic. If the faller gets too far ahead they might turn into a hooker. If the processor is ahead he might turn into a water truck driver. If there is an emergency, the loader operator may have to go to the hospital and do brain surgery!

In other words, when going through those job specific sheets, have the crew sign off on all possible scenarios. If you need new *Job Specific Sheets* you can go to [dbs.idaho.gov](http://dbs.idaho.gov) then hit *DBS Programs* then to *Logging Safety* and there they are!

These are what we have come up with. Remember, this is your outfit. Read through them and add what you need to. Documentation gets you into compliance, but I have noticed by having the crew all sign off on these, it puts everybody on the same page and clears up “misunderstandings”.



## ***KEEPING UP WITH CORROSION!***

*By Terry Streeter*

I know it is a little early to be talking about this, but I am doing it for a reason and that is **PREVENTIVE MAINTENANCE**. It won't be long before the weather person is standing out on the corner with snow blowing sideways predicting there is more to come, and then the snow plows will start to do their thing.

The Transportation Department's policy is *Clear and Wet*. They clear the snow off with plows when it is snowing and keep it wet with salt or a salt brine, depending on the temperature. This seems to be the most cost effective and safest way for the state to deal with the roads and they do a great job.

OK, so how does this affect us in our industry? That ice melting substance that does keep our highways safe also causes corrosion, "eating" away on anything metal and raises havoc with electrical connections.

The thing about salt, it does not just go away on its own, even if the sun comes out. It simply dries and waits for moisture, then activates. Once it has "got on" or "up in", it is there until it is washed away with water (*lots of water*) and soap. I know, at 30 degrees or lower that is a problem, but that is the way it is.

My advice is *Preventive Maintenance* on steroids! What you do "annually", do it at least twice a year. The more time salt is on your equipment, the more it eats things up.

You are doing the trailer reach inspections already, but there is much more. Front axles where the U bolts go though is a spot salt can gather and eat the U Bolts. I have seen 5/8" suspension bolts eaten down to a 1/4". Bolts of the same size on torsion bars from the frame to the rear ends can be corroded the same way. Brake shoes can rust under the pads and distort. Anywhere you have something bolted is a place salt can gather and needs to be checked before it fails.

Scale pad bolts are a big one to check on or change. Don't forget to anti-seize them up good. I have seen those bolts eaten half away by just mid season. Something to think about to help prevent equipment failures down the road.



*Not much left of the bolts from the hitch off a pup trailer. The trailer ended up in the ditch. Yeah, it is 85 degrees while you're reading this but those snow flakes (and road salt) are just around the corner!*




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### ***TALKING ABOUT INSPECTING YOUR EQUIPMENT***

*Stan ran across this and we thought it was well worth passing along. Sometimes "simple" works the best!*

Imagine you have a fleet of log trucks and the corresponding trailers. You have to do the annual reach inspection (*or more if you read Terry's article above*) on each one and keep the documentation. The problem is the same trailer doesn't always stay with the same truck. How do you keep proof of the reach inspection and the date?

One Idaho company has come up with a solution. They have started painting the inspection date on the outside of the reach tunnel. That way if there are any questions about the inspection it is always with the trailer.

## ***TAKE THE TIME OR EVENTUALLY YOU WILL TAKE A RIDE!***

*By Stan Leach*

The pictures you see are of some of the hazards that sawyers face on some of the jobs they are working on these days. Snags; some standing, some leaning, some down on the ground, create significant challenges for these men as they work to fall the trees on their strips. Being aware of and taking the time to deal with these hazards is the only way to do the job safely.

Sometimes it will take several minutes to saw your way into a standing tree. Then you have to clear out any leaners and open up an escape path. You also need to think about what will happen when the tree falls. What will it hit and how will those pieces react? It is possible for this part of the process to take longer than actually falling the standing tree you were after in the first place.

Taking chances and hoping things will turn out OK is a recipe for disaster. The minute or two you might save will be nothing in comparison to the months you will be off work if you end up getting hit.

For every tree, think about where you are going to go and what can happen so you can plan accordingly. The bunchers get all the good ground anymore and we will be working in younger stands of timber in the future. Younger, thicker stands will self-prune as the more vigorous trees out-compete the rest. This results in conditions like you see in the pictures.

Let's take the time to do our jobs safely or the "ride" I mentioned in the title could be in an ambulance or helicopter.



*Remember playing Dominos as a kid? Taking whatever time is needed to do it safely is part of the job!*




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*I need to mention that Monte Biggers, long time logging safety advisor, has moved on and no longer works here at the Division of Building Safety. Monte's knowledge in certain aspects of the logging industry helped greatly in identifying safety issues and solving those issues for our logging safety program. Thanks Monte, and you are still welcome to help teach the safety classes! Galen*

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