

# Idaho Logging Safety News

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C.L. "Butch" Otter, Governor  
C. Kelly Pearce, Administrator  
Suzy Kludt, Editor

## THANKS TO ALL OF YOU, THE 2007 FIRST AID / SAFETY CLASSES WERE A HUGE SUCCESS!!

If it was not for all the support we get from the logging community throughout Idaho every spring, all these classes would amount to is Don, Monte and me sitting in a room somewhere listening to Cliff tell us the story (again) of how he shot an elk in the ear once making it turn sideways so he could get a better shot. Here are a few pictures that represent the different areas we get help from. THANKS AGAIN.



Above, Monte and Larry Heustis go over the proper steps of CPR in the Troy class. One of the neat things about loggers like Larry, is if they are going to do a job they want to do it right.



Above, Dan Musselman, safety man for the logging association, tries to keep everything "in tune" for our movies. When Dan gets a little testy, Don sneaks over and twists some of the dials on the equipment. This really comes in handy as a "visual" in the blood pressure section!

The Associated Loggers here in Idaho pick up the bill for renting the buildings for the classes, so a big THANK YOU goes out to them!

Speaking of thanking people, the little lady in the background in this picture is Dianna Hull. Dianna does all the paperwork that goes with putting on these classes as she travels all over the state. Don says it all works out because this is the way they celebrate their wedding anniversary each year. You are married to a real peach Dianna.



Thanks also to LES SCHWAB and WESTERN STATES EQUIPMENT for the doughnuts. Dave Morrison and Sean Welsh (left) made dang sure we ate them all at Post Falls!

## WHAT'S BEEN HAPPENING ???

By Galen Hamilton

That is a very good question. Coming off a spring filled with what felt like more meetings than usual left us safety guys asking just that, what has been happening? After traveling across Idaho a few different times doing the safety classes along with a few other meetings and conferences thrown in for good measure, I think I can speak for the four of us when I say **IT IS TIME TO GET BACK TO THE WOODS!**

While on the subject of traveling, I would just like to say that I would rather meet Crazy Charlie in his old log truck, one brake hung up and the rest not working, hauling 103,000 pounds on the steep side of suicide hill than drive on the freeway through some of our more densely populated areas of the state. Being around loggers my whole life I always considered myself a somewhat “rugged” type of fellow, but by the time I reached the off ramp to the rest area, I had changed my mind. With tears running down my cheeks, hands and arms aching from the grip I had on the wheel and an uncomfortable feeling in my lap because of the wetness, I realized I wasn't even close to being tough enough to drive in the city!

I would give you some big speech about having patience while driving our busy highways, but coming from me that would be (what is the word when you say one thing and do the other) . To all of you loggers that travel those highways on a daily basis, especially you truckers, my hat is off to you.

As far as the spring safety meetings, I think they went great! I know the rule book says nobody is suppose to get hurt, but logging is logging and we do have accidents. Listening to several stories this year of how some of the logging companies handled the first-aid and emergency rescues on their job sites reinforces the pride I have being associated with this industry. I was squeezed on the arm several times this spring and reminded by you lumberjacks how important this training is, and I appreciate it.

I have a pretty good feeling that by the time you are reading this all of you loggers across the state will be back in the woods. The mills are talking positive about the future and most are needing logs, so that is some good news. Now, I will just slip on some dry pants and get this pickup back on a good, safe logging road where I belong. “How about it Crazy Charlie, you got a copy!”

### **LOG SAFE**



Even with ice growlers, some days it would be better just to stay home! Luckily when this loader slid over the bank it laid up against a big tree, which uprooted very slowly letting the loader down easy. The operator was uninjured but announced that was an event he would rather not repeat!

After bringing in several more machines and spending days getting this machine back in the road, the owner was asked how much it cost? He responded by chewing a cheater pipe in two!

**A PICTURE FROM AMERICA'S MOST WANTED ??? >>>**

Actually we caught up with these culprits at the Emmett safety classes.

Steve Keys is our new boss over the logging safety program. He has family ties to the logging and sawmill industry, and we can already tell that his work ethic backs up those ties. Steve works out of the Meridian office but I have an idea it won't be too hard getting him out on some logging jobs this summer.



**(L to R) Steve Keys, Steve Gurnsey, Marsi Woody and Kenny Renfro**

Steve Gurnsey is the Idaho Land Manager for Western Pacific Timber which owns a considerable amount of the land that the loggers from the south-central part of Idaho work on. Steve G is a very personable and relaxed fellow but when it comes to how safely the loggers are working on their ground, he becomes quite serious, which we appreciate.

Marsi has also been part of the logging safety program (from one end of it to the other) for quite some time. Even though her shoulders are quite a bit narrower than the three guys she is standing with, I can promise you that she has packed more than her share over the last several years. As hard as she works it is obvious she is part Lumberjack.

Kenny has been part of a very safe and productive family logging company in Horseshoe Bend with his brother Jerry for about the last 60 years. Even though he has known me since quite a few years before I was born, he seems to have a hard time listening to all the advice Galen spreads out. I just don't know if he will last in the industry!

**LOGGING SAFETY ADVISORS**

Monte Biggers 365-4769

Cliff Osborne 875-0690

Don Hull 667-8646

Galen Hamilton 935-0401



## **SAFETY IN THE WOODS VERSES THE LOG YARD—— TWO DIFFERENT THINGS???**

BY DON HULL

This was the topic I was asked to help cover at the Intermountain Logging Conference this spring. For those of you unable to attend the conference or were there but missed that part, here is a summary of the points we tried to make.

In the woods things should be no different than they are in the mill log yard. Whether you want to categorize them as rules, laws or just common sense, when your truck is being loaded or unloaded many safety issues are the same.

- \* Put your hard hat on before you get out of your rig. I know they are hot, uncomfortable and make you sweat, but they save lives. Wear them.
- \* The driver should always be completely out of the loader operators road from start to finish.
- \* Never go behind the cab guard until you have CLEARLY let the operator know your intentions.

We do not have a lot of accidents in the log yard because in most yards you won't get unloaded if you don't do it right. I wonder if the number in these types of accidents we are having in the woods would go down if we approached it the same way?

We talked about getting your truck close enough to the siwash to allow it to work the way it was designed to. A fellow might bend a mirror or two this season, but that is cheaper than a broken shoulder when a shorty comes off the load.

There are still injuries every year from truckers slipping off the frame rails while putting in or taking out their extensions. There was some discussion about the aluminum extensions with the slotted bunks and even air lift extensions to help in that area.

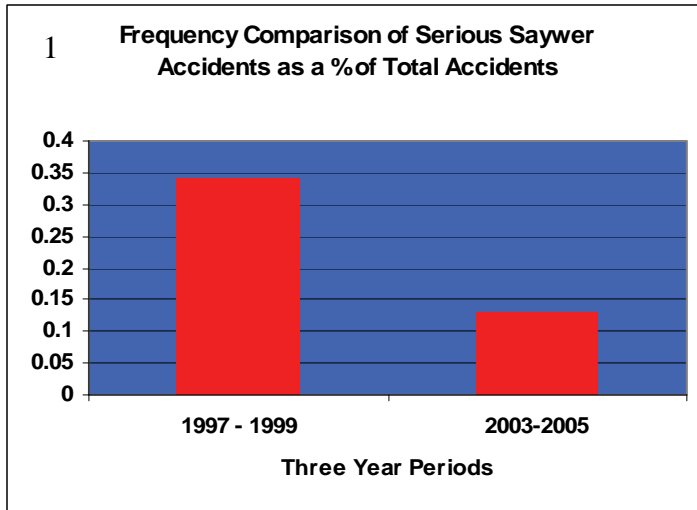
Trailer loaders was another topic we talked about. Some had very good "cages" and guarding to protect the drivers and others did not have much at all. Try to find something to push that trailer around besides your head. We certainly don't want you under that trailer trying to get it straight. A trucker also mentioned that if you see something wrong with the loader mention it to the yard boss. I guarantee those sawmills want all their equipment as safe as possible.

As you know, we are already short on truck drivers. We want to keep all of you as safe as possible. Please, don't get all fired up and mad at us for picking on you guys. It is just that we want all of you to get home every night to your kids and grandkids.

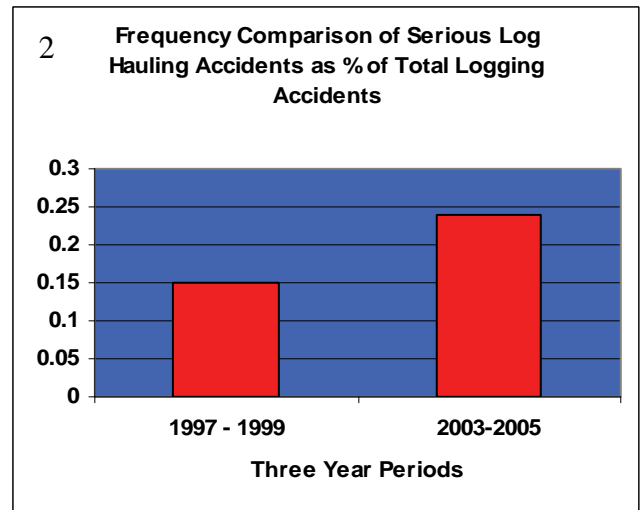
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## GRAPHS TELL A STORY

35% to 14% GOOD



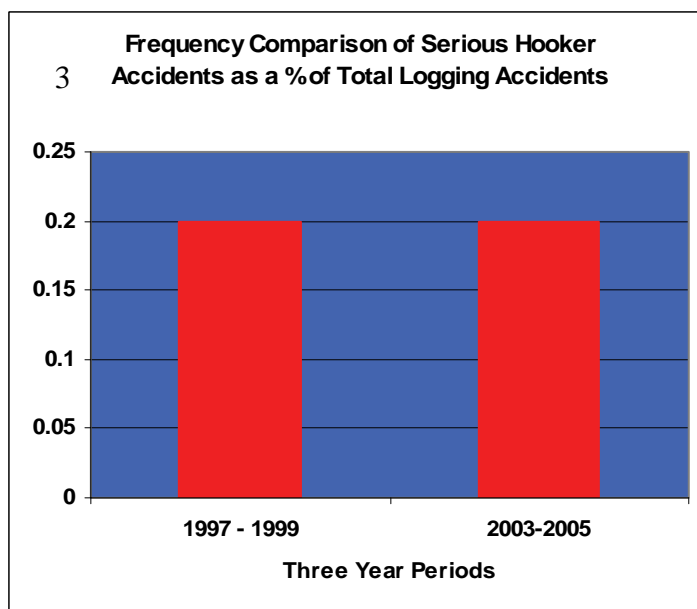
15% to 24% BAD



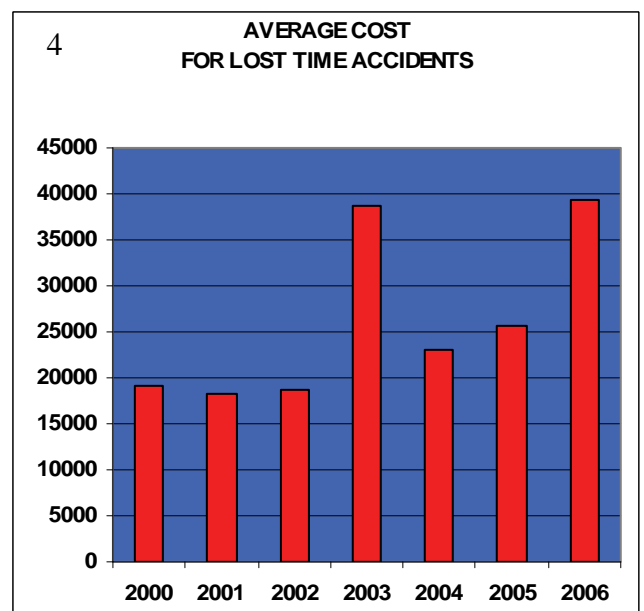
These graphs show a fairly current three year period (2003-2005) to an older three year period (1997-1999) There are three graphs (1,2,3) that show the primary occupations and their frequency of the total logging claims. You can see there was a dramatic shift with the Sawyer and Log Hauler group. The Hooker distribution stayed exactly the same. Mechanical harvesting played a big role and we also had some major accidents with falling and hooking in 06, but we do believe we see a trend, or at least something for all of us to work on.

The other graph (4) shows an overall upward trend of average cost of lost time accidents. This is caused by an increasing % of serious accidents along with increased medical costs.

20% to 20% LETS IMPROVE



LOOKS LIKE DIESEL PRICES



# THE WHAT, HOW AND WHY OF A LOCKOUT / TAGOUT PROGRAM

By Cliff Osborne and Monte Biggers



## WHAT

### EQUIPMENT TAGOUT PROGRAM

COMPANY \_\_\_\_\_ DATE \_\_\_\_\_  
 EQUIPMENT MAKE \_\_\_\_\_ YEAR \_\_\_\_\_

| ENERGY SOURCE | HAZARD                            | ELIMINATION METHOD                              |
|---------------|-----------------------------------|---|
| A. Electrical | Shock, Burns, Fire                | Disconnect Negative Battery Lead                |
| B. Mechanical | Start-Up                          | Remove Master Key and Tag at the Starter Switch |
| C. Air        | None on Machine                   |   |
| D. Hydraulic  | Hot High Pressure Oil             | Secure & Block Blade, Boom etc., Bleed System   |
| E. Thermal    | Pressurized Cooling System        | Cool Down Period                                |
| F. Gravity    | Falling Grapple, Boom, Blade etc. | Place on Ground, Block and/or Chain             |

After above energy control procedures are completed, tag machine before commencing maintenance or service

#### PERSONS AUTHORIZED TO TAGOUT

- A. Mechanics
- B. Supervisory Persons
- C. Trained Operators

#### SPECIAL PRECAUTIONS

- A. Fire
- B. Chemicals
- C. Cool Down Periods

**NOTE:** Wear Eye and Face Protection, Gloves etc. as needed. Maintain a copy of energy control procedures on maintenance truck and always follow manufacturers recommendations. Update as needed and train employees annually

IT DOES NOT PAY TO TAKE SHORT-CUTS WHEN PERFORMING ROUTINE MAINTENANCE AND REPAIRS ON YOUR LOGGING EQUIPMENT.

ALL OF THE NEWER MACHINES HAVE AN ENERGY CONTROL PLAN WITH THE MACHINE. MAKE SURE YOU ARE FAMILIAR WITH THE PROCEDURES. IF THE MACHINE DOES NOT HAVE ONE, HERE IS A PROGRAM THAT YOU CAN MAKE "MACHINE SPECIFIC" TO DEAL WITH ALL THE TYPES OF ENERGY ASSOCIATED WITH THAT PIECE OF EQUIPMENT.

## HOW

A sound Lockout/Tagout policy is an important tool to aid in the prevention of injuries during service and maintenance on logging equipment. Some machines provide a place for a lock to be installed or an energy isolating device to hold it in a safe position. Other machines not so equipped can be tagged out by attaching a prominent warning tag on the energy isolating device. If possible using both is preferred as the locks are the more secure device and information can be written on the tags clarifying the reason for the lockout. Only authorized employees can lockout or tagout a machine to perform service or maintenance work. They should only tagout or lockout a machine that they have been trained on. The employee that performs the service or maintenance is the one who is responsible for making sure the machine is properly locked out or tagged out. Any affected employee such as someone that might operate the machine must be trained to know the purpose and use of the companies lockout tagout program. Other employees that may come into contact with the machine must be trained to know what the lockout tagout program means and to not attempt to start a machine that has been locked out. Employees that are authorized to lockout a specific machine must be trained to recognize the types and sources of the hazardous energies they are dealing with and how to isolate and control them. Written machine specific energy control procedures should be located on the machine or readily available.

### #1 WHY

An experienced mechanic was hurt while changing an air can on a pup trailer. He was working on a 30-30 piggy back style of air chamber that is common on many log trucks and trailers. The mechanic, not realizing the brakes had been set on the trailer, figured that he could pull the service side of the air can off the base without installing the release bolt to take the pressure off the parking brake side of the air can. When he removed the clamp that secured the service side of the can to the base, the air can assembly sprang out and struck him in the side of the face with considerable force. Outside of massive swelling and bruising he was lucky enough to escape serious injury.

Most people have heard stories about people getting injured when they take a brake can apart on the maxi or parking brake side, but don't realize the service side of the assembly can spring apart with a lot of force also. Anytime you are working on an air can you should install the release bolt that is usually provided or take other measures to cage the air can. If you are unsure what procedures to follow you are better off not to try to take air cans apart and leave the job to someone that is qualified. The mechanic said that he was just IN A HURRY and TOOK A SHORT CUT, but was pretty positive that he would not do it again!

### #2 WHY

Recently a logger was fatally injured when he was crushed while doing maintenance on a processor. After raising the cover/hood compartment (dog house) he leaned over in that area to do the work. The "dog house" came down at that time.

The lockout, which was available, was not used.

### #3 WHY

A yarder operator working on his rigging lowered the boom to help out in the process. The boom was lowered so low that it reached the point that the "braking" was over powered by leverage. The operator was crushed by the boom and later passed away due to those injuries.

### #4 WHY

There are people at home that wouldn't do so good without dad or papa coming through the door at night!

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Call (208) 334-3950 or write:

Idaho Logging Safety News, Logging Safety Bureau,

1090 Water tower St.

Meridian, Idaho 83642

[dbs.idaho.gov](http://dbs.idaho.gov)