Idaho Logging Safety News

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LETS GET ALL THE LOGGING CREW INTO THE SAFETY CLASSES….AND HERES WHY!

(CLASS SCHEDULE ON PAGE 2)

I have two reasons I think it is a good idea to load the crummys up and get them headed to a logging safety class this spring.

My number one reason comes from you, or at least people like you. I have been doing this for quite a few years now, and in that time I have heard a bunch of different stories about accidents loggers have dealt with, and they have all ended the same way…"*You just don't think that 1st Aid stuff is important, until you have to try and help someone that is seriously hurt!"*

I thought it would be funny to hide all the doughnuts from the boys at the safety meeting!

Even though you loggers are doing an unbelievable job in the safety department, lets face it, you work in a profession that has a potential for accidents. Whether it is in the woods or out on the road getting to work (*truck drivers especially)*, chances of coming upon an accident are far higher than "normal" people.

Being able to deal with someone that is hurt in the proper manner is obviously important to the victim, but knowing you did everything you could, and did it right, is also very important to oneself. If you don't believe me, just ask those lumberjacks that have been through it!

Since we are talking about 1st Aid, my second reason to get the crew in also has to do with a fragile body part, ***YOUR WALLET!***

You logging contractors (some more than others) are well aware there has been an increase in *inspections* over the last couple of years. Going over the citations logging companies have received, I can promise you that getting your crew trained in all the different areas (*Haz Com, Blood-Borne Pathogens, Energy Control, Hearing Conservation, etc)* will definitely save you a few dollars down the road.

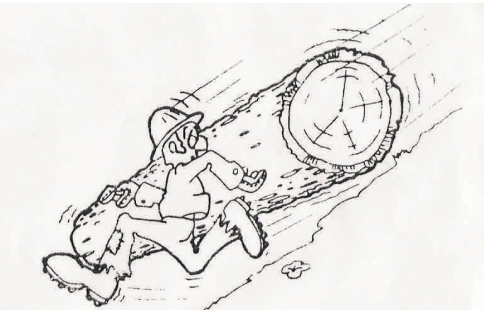
Two darn good reasons to attend the Logging Safety Classes….Plus there will be DOUGHNUTS!

HIRING A NEW LOGGING SAFETY ADVISOR (Info on the bottom of page 3)
the LOGGING SAFETY CLASS SCHEDULE and much more inside this issue!

2013 LOGGER'S FIRST-AID AND SAFETY TRAINING

Complimentary Coffee and Doughnuts at 7:00 A.M. Classes Start at 8:00 A.M.

Breakfast will be provided at Post Falls and Both the St. Maries Classes, so bring an Empty Belly



*NO Pre-Registration for the Safety Classes...HOWEVER Registration is Necessary for those attending the LEAP UPDATE **

It is required by Idaho Minimum Logging Standards and Federal Logging Rules that all employees have a current First Aid Card. The training provided in these classes is also a required component of the Idaho Pro-Logger continuing education program.

University of Idaho Extension is offering a 1 1/2 day "LEAP UPDATE" class in several locations (*see locations marked with an asterisk below)*. The Leap 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.

To register for the Leap Update: Idaho Panhandle 446-1680, or North-Central Idaho 476-4434.

LOCATION	DATE (2013)	ADDRESS
POST FALLS *	Tuesday, March 5	American Legion Hall, 1138 E. Poleline Ave.
PRINCETON	Wednesday, March 6	Palouse River Community Center
OROFINO	Thursday, March 7	Best Western Lodge at Rivers Edge
BONNERS FERRY	Tuesday, March 12	Kootenai River Inn, 7169 Plaza St.
ST. MARIES #1	Wednesday, March 13	Elks Lodge, 628 Main Ave.
MOSCOW *	Thursday, March 14	Latah County Fairgrounds, 1021 Herald St.
PONDERAY *	Tuesday, March 19	Ponderay Events Center, 401 Bonner Mall
PIERCE	Wednesday, March 20	Piece Community Center
NEW MEADOWS	Thursday, March 21	The Old Depot, 101 S. Commercial St.
ST. MARIES #2 *	Tuesday, March 26	Elks Lodge, 628 Main Ave.
GRANGEVILLE	Wednesday, March 27	Elks Lodge, 111 S. Meadow
OROFINO *	Thursday, March 28	Best Western Lodge at Rivers Edge
EMMETT	Tuesday, April 2	Emmett Nazarene Church, 1144 N. Wash.
ST. ANTHONY	Wednesday, April 3	South Freemont Senior Center, Bridge St.

REPLACING THOSE STOLEN SIGNS CAN BE EXPENSIVE. MAYBE WE WILL BUILD OUR OWN!

By Mont Biggers

It seems that the occurrences of sign theft and vandalism have really picked up lately. We have heard reports of signs going missing within hours of being put up or of locations where signs get taken routinely. The cost of replacing these signs can really add up BUT the cost of the liability for not having signs posted could be much higher.

One way that may help with the expense is to manufacture your own signs. You can make them out of almost any durable material as long as you follow a few general guidelines. The Federal Highway Administration (FHWA) has a publication titled The Manual on Uniform Traffic Control Devices (MUTCD) that outlines the requirements for road signs of every type. After checking with ITD, these requirements are what the State of Idaho look for also.

From what I gathered by reading through the manual signs should generally meet the following requirements:

On main roadways with speeds 55 mph or higher, signs should be at least 30" or 36" (36" is preferred) long per side. If you make them larger they suggest you lengthen them in 6 inch increments. The lettering on these signs needsto be 6 inches high. These would most likely be the "TRUCKS ENTERING AHEAD" signs.

On secondary roads the signs should have at least 24" sides with 4" lettering. These would be the "LOGGING ACTIVITY AHEAD" or "GET OUT OF THE ROAD, CLIFF IS HEADED THIS WAY IN THE OLD MACK" type of signs.

For our purposes in the logging industry the signs should be painted with an orange retro reflective background with black lettering. The reflective paint is available in many hardware type stores or you can make your own using a reflective glitter additive available at most craft/hobby type stores. The paint and additives are also easily found online for purchase. In most cases the lettering on a sign will be black. This information is just intended to give you a general idea of the materials used to make the signs so you can calculate cost to see if building your own signs might save you some money.

Another idea I came up with to curb the loss of signs is more proactive. The placement of trail cams, such as those used for hunting, placed in problem areas could help identify the culprits. Trail cams are easily concealable in forested areas and have come down in price a lot the last few years. You usually can get a basic one for under $100.00. What you do with any information gathered from the use of the trail cams would be up to you (and six of you biggest friends).

JOB ANNOUNCEMENT FOR THE LOGGING SAFETY ADVISOR POSITION IN THE POTLATCH, ST. MARIES, DEARY AREA!!!!

For more information and how to apply please go to the following web sites:
dbs.idaho.gov and click on DBS Job Openings
or
dhr.idaho.gov

If you have questions please call 208-332-7101

SOMETHING THAT COULD MAKE IT EASIER ON US OLDER….I MEAN US MORE EXPERIENCED LOGGERS

By Terry Streeter

FERNO BASKET STRETCHER. MAKES THINGS GO A WHOLE LOG EASIER AND QUICKER WHEN IT IS MOST NEEDED!

As everyone is aware, and justifiably so, there is not as many young people getting into the logging industry these days. We are more mechanized and that has allowed loggers to continue to work for years doing a great job using that experience, which is like gold!

There are, however, still a few things that happen out in the woods that are very physically challenging. One of those is packing out someone that has been hurt.

Whether you are 20, 50 or 70, the thought of going down several hundred feet and dealing with an injured crew member is scary, not to mention what the conditions could be like; steep, rocky, tree lengths, logs and probably brush and limbs everywhere. Weather can make it even worse, especially deep snow. To pack a man up hill, keep him up out of the snow and the stretcher from getting caught on things is unbelievably hard no matter if you are young or old.

Here is something that I think would make that job a lot easier for anyone, even us "experienced" loggers! It is the FERNO BASKET STRETCHER. It has a high density polyethylene shell attached to a heavy duty aluminum frame and is used in Mine Rescue. It can slide across dirt, rocks, wood, snow, or whatever with ease. Some models can even be broken in half for better storage in pickups

I have used this type of stretcher in three feet of snow on steep, brushy, tree length covered ground and it worked great! One of the best things is that it doesn't get hung up on every limb or stob on the hill.

It only weighs around 15 lbs. and you can lay a spine board in it. It has plenty of straps to tie a man down on a foam pad and hand holes are all around it. The bottom has runners for reinforcement and to keep it in a straight line.

The price I heard was a little on the expensive side, but, if you have to pack someone out it could be worth every penny! We are not getting any younger so you might consider it. For information on how to get these stretchers give me, Terry S., a call.

IDAHO LOGGING SAFETY ADVISORS

Terry Streeter 446-4149

Monte Biggers 369-6631

Galen Hamilton 935-0401

SHOP SAFETY MEETINGS (THE SKIDDING CREW IS IN THE HOUSE!)

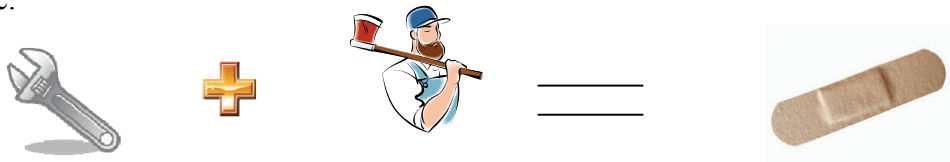
By Monte Biggers

Throughout the season you should have regular safety meetings for the shop crew just as you do with the woods crew. However, if you bring in more shop help during winter/spring overhaul, you might want to hold the meetings more frequently.

Every day before start up is a good schedule. When you're bringing extra help into the shop it's usually guys that have been around the shop equipment and are familiar with most of the tasks they will be doing, but they just might be a little rusty! By going over the "project" for that day, it allows the regular shop guys an opportunity to point out the dangers involved and precautions to be taken *before* something goes wrong, instead of *after*.

Also remember that anyone brought into the shop will need to be educated on where the MSDS sheets, first aid kits and personal protective equipment is located. You may have to provide extra safety glasses, ear plugs, gloves or other safety supplies as needed for the extra help.

Just a little extra time spent on shop safety can make a big difference and actually, usually makes things go smoother. When everyone knows what the other guys have planned for the day, you can get more done.



AND SINCE WE ARE TALKING ABOUT FIRST AID KITS AND THERE ARE BEES AROUND THE SHOP IN THE SPRING……

More Stuff by Monte

Every year we go over first aid kits and their required contents in our first aid classes. One item that we mention that you might consider adding is an antihistamine such as Benadryl. I heard stories this past year from both sides; those that had added it to their first aid kits and those that hadn't.

When an allergic reaction to bee stings occurred and Benadryl was available and taken by the victim, it reduced symptoms. In the severe cases it was thought that this allowed more time to get to medical services or allowed the victim to recover on their own.

In the cases I was told about where severe allergic reactions occurred and no antihistamine was available, everyone thankfully recovered. *BUT,* the most common comment was, *"Man that was scary! I wish we would have had some of that antihistamine stuff you guys talk about in the first aid classes, I know it would have helped."*

As always we aren't allowed to administer medications to someone else and you should be sure that it is safe for you to take any medication, even those available over the counter.

MAG CHLORIDE IS CHEWING UP MY TRUCK!

By Terry Streeter

Now that winter is over (for the most part) it is time to go to the shop and fix, repair, replace and maybe even paint equipment. This is always a tough time for Company owners. There are a lot of decisions to make. Number one is probably *where to spend the money, since there is no money coming in for awhile.*

Well, the one problem area I hear the most about is the trucks because they have been taking quite a beating. I am not talking about from loader operators or the rough roads, but by the **Magnesium Chloride** they have been running in it all winter long!

It works on metal **24/7.** In its wet stage it is more corrosive and in its dry stage it attracts moisture, so it is a no win situation!

I have seen the ¾ inch bolts inside suspension torque arm bushings eaten down to a ¼ inch (which I would have never found if it had not been broken). That is not something you usually see on a newer truck. After that we looked at the rest of them and found that they were all bad. This is something you might want to check out this spring.

Truckers have told me they have found where the MAG has ate away their wheels, housings, fuel tanks, frames, sub bunks, trailer reaches, frame bolts and trailer bodies.

Brakes also are affected and we all know how important they are. Mechanics and truckers have noticed severe rust build up on the brake shoes which they call ***jacking.*** It causes the brake linings to deform and then crack and break. Or, when the lining would deform, they would wear unevenly and would have to be changed only after being 50% worn.

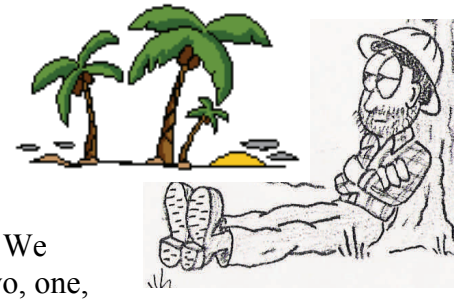
I don't have to tell any of you truckers that *wiring, lights* and *scale wires* is a never ending battle! Chasing shorts or rusted wires and connections is ongoing. Even equipment that has not spent much time on the highway, maybe just being moved on lowboys from one job to another, has showed signs of rust and wiring problems.

MAG is the ***TERMITE OF TRUCKS!*** Water as you know will get into anything, and if the water is **Corrosive** then ***HOUSTON, WE HAVE A PROBLEM!!!***

The only way I know to help is to wash it off, but simple spraying does not seem to be enough. It takes gallons, almost fire hose style, to wash out the reach tunnel and trailer bodies or to get the corners in the frame where dirt piles up. Plus, I just don't know how to do that during the winter. If anyone has any ideas I would like to hear them.

A COUPLE OF THINGS TO THINK ABOUT WHILE YOU'RE LYING ON THE BEACH IN THE CARRIBIAN THIS LAY OFF SEASON

By Galen Hamilton



I know I am always bugging you lumberjacks about one thing or another, but there are a few things that are going to come back and bite us in the derriere! I feel really strong that this is not one of them *"if"* deals, but rather one of those *"when"*.

We all know the law says we run ***3 wrappers*** on all long log loads. We also all know which mills we can slip into and get unloaded with two, one, or NO wrappers at all.

Most of the truckers are working their tails off to do it right, even on loads that don't reach the top of the stake, but there are still those *FEW* out there that don't. What I am concerned about is when a log comes off a truck driven by one of those *FEW* and lands on Joe Tourist, it is going to effect us *ALL!*

Another of my concerns is a touchy one, and that is the hours the truck drivers are putting in. I will never knock someone that is working hard trying to make a living, but 18 or 19 hours behind the wheel is way over the top. After the log truck and the school bus run into each other and they look on the computer and see how many hours that driver has been working, our whole logging world will change, no matter who was at fault! Log books, increased truck inspections and 8 hour work days would not be good in our industry.

I know it is awful easy for me to be saying this stuff, but not so easy to fix. I do think our industry needs to address safety issues such as these instead of just "hoping" nothing bad happens.

When that truck leaves the log landing with no wrappers on and the bad thing happens, the legal type people might say, "*Yeah, we know it was Joe's truck, but who's timber sale is it?"* Or when the truck frame breaks and scatters 64,000 lbs. of logs off the truck that is licensed to haul 52,000 lbs. of product, the legal types might say, "*Yeah, we know it was Joe's truck, but who's logging job did it come off of?"*

So, while you are down there on that beach holding one of them drinks with an umbrella in it (*why do they put them things in there anyway?)* roll up your sleeves on that hickory shirt and do some cyphering on how we are going to set things straight. Fixing it *NOW* would be a whole lot easier, AND CHEAPER, than *LATER!*

With the north wind blowing, temperatures hitting zero and mothers keeping children close to the stove, I ventured out into the isolated, frigid tundra. With survival gear on my back, I used ice picks and climbing gear to try an ascent into a logging job. With my eyes frozen, snow limiting my vision, I thought I could see a human form up ahead. And then I heard it…..

"HEY GALEN, WANT SOME LUNCH!"

As Jeremy Johnson (Johnson Logging) dished me up an 1 1/2" steak smothered in baked beans I couldn't help thinking Loggers are some kind of special breed I am proud to be associated with. (I swear I am going to write a loggers cook book someday!)

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