

# *Idaho Logging Safety News*

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## ***THOSE 3 SPECIAL DAYS OF THE YEAR—CHRISTMAS, YOUR BIRTHDAY and the LOGGING SAFETY CLASS!!!!***

In the title area above, the "Volume" represents how many years the logging safety newsletter has been around. As you can see this is #25, which means some of you yeahoos have been attending the logging safety classes for a QUARTER OF A CENTURY!

Now after that long you would think we would have all that 1st Aid and Emergency Rescue stuff down pat, but I always go back to what many loggers have told me over the years *after* they have been through an accident.

***"You sit through the classes each year thinking yeah, yeah, I get it. Then one day one of your buddies is laying out on the side of a mountain hurting really bad and you start thinking, Oh Crap, what do we do first". Their story usually ends with "From now on I'll be sittin in the front row!"***

For that reason alone I think it is a good idea to get the whole crew in for that "refresher" every year. Another reason is to get the required yearly training (*Haz Comm, Tag-Out, etc.*) out of the way, so you can concentrate on logging when the season starts.

Take some time to check out the *schedule* on page 2. There have been a few changes to what were used to in the past. The Coeur d'Alene area class will be held in *Hayden*. *Sandpoint's* class is in a new location and the New Meadows area loggers will be traveling to *McCall*.

The *Emmett* class will be earlier in the year than usual and *McCall* will be later. *Pierce* has also been scheduled a little later so we don't have to shovel quite so much snow to get the door open. We have also added a class in *Kamiah* to reduce the overflow crowds in that area.

When I mentioned to *Suzy Kludt*, who has been the newsletter's editor since the get-go, that we are headed into the 25th year she responded, ***"Yeah, and I am getting paid the same #%&@ amount of money as when I started"***!

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***In this issue: Hard Hat Maintenance, Shop Safety, Drug Testing, Making Sure***

***Your Lights are On and.....Your SAFETY CLASS SCHEDULE on Pg. 2***

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## 2014 LOGGERS SAFETY CLASSES

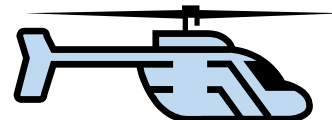
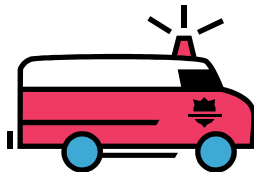
**COFFEE AND DOUGHNUTS AT 7:00, CLASSES START AT 8:00**

*Several 1 1/2 day LEAP UPDATE classes (marked with an asterisk on the schedule) will be “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, if they wish.*

*NO pre-registration is necessary for the safety classes but IS necessary for the LEAP UPDATE. Idaho Panhandle 446-1680 or North-Central at 476-4434*

*Special Note: Breakfast will be provided for the spoiled loggers in St. Maries and Hayden, so bring your appetite!*

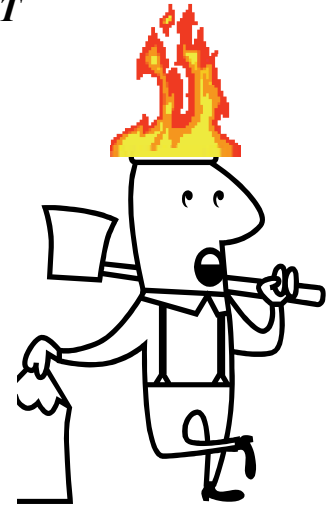
LOCATION	DATE	ADDRESS
<i>Hayden *</i> <i>Princeton</i> <i>Orofino</i>	<i>Tuesday, March 4</i> <i>Wednesday, March 5</i> <i>Thursday, March 6</i>	<i>Coeur d’Alene Shrine Club 1250 W. Lancaster</i> <i>Palouse River Community Center</i> <i>Best Western Lodge at Rivers Edge</i>
<i>Bonnars Ferry</i> <i>St. Maries #1</i> <i>Kamiah *</i>	<i>Tuesday, March 11</i> <i>Wednesday, March 12</i> <i>Thursday, March 13</i>	<i>Kootenai River Inn, 7169 Plaza St.</i> <i>Elks Lodge, 628 Main Ave.</i> <i>The Life Center, 4432 Hwy 12</i>
<i>Sandpoint *</i> <i>Pierce</i> <i>Emmett</i>	<i>Tuesday, March 18</i> <i>Wednesday, March 19</i> <i>Thursday, March 20</i>	<i>Sandpoint Event Center, 102 S. Euclid</i> <i>Pierce Community Center</i> <i>Emmett Nazarene Church</i>
<i>St. Maries #2*</i> <i>Grangeville</i> <i>Orofino *</i>	<i>Tuesday, March 25</i> <i>Wednesday, March 26</i> <i>Thursday, March 27</i>	<i>Elks Lodge, 628 Main Ave.</i> <i>Elks Lodge, 111 S. Meadow</i> <i>Best Western Lodge at Rivers Edge</i>
<i>Moscow *</i> <i>McCall</i>	<i>Tuesday, April 1</i> <i>Wednesday, April 2</i>	<i>Latah County Fairgrounds, 1021 Herald St.</i> <i>Holiday Inn, 210 N. 3rd Street</i>



## ***DON'T STORE YOUR GLOVES IN YOUR HARD HAT (AND OTHER NIFTY HARD HAT FACTS!)***

*By Mont Biggers*

If you store your dirty gloves in your hard hat it can lead to contamination of the suspension or headband. If your skin is broken (scratched, cut, etc...) and comes into contact with these contaminants it can cause a condition known as Cellulitis. Cellulitis is a bacterial skin infection that causes the infected area to become hot, red, irritated and painful and can cause your hair to fall out. I think your hair grows back after the infection runs its course, but maybe not. This could explain a lot about the logger's hairlines I see throughout the state. *(Galen comes to mind)!*



I have also learned that most manufactures recommend replacing the suspension every 12 months or if there is any damage or contamination, which can also lead to the breakdown of the suspension. You can wash the suspension in warm water with mild detergent to decrease the chances of infection.

Outside of replacing your hard hat if there are visible signs of damage or it has lost its sheen, there are no regulated standards on the lifetime service of a hardhat. However, many manufactures of hard hats set a guideline for lifetime service based on grades of material used and tests on the hard hats when they are made. It seems most manufactures recommend you replace your hard hat after 5 years of use regardless of the outward appearance. All hard hats made after 1997 are stamped with the date.

Bullard, a leading hard hat manufacturer, recommends this test to check your hard hat for usefulness. Hold your hard hat upside down and gently squeeze the sides together about 1 inch. Release the sides without letting the hard hat fall and it should spring back to its original shape. If it doesn't, replace it! I also read that if you hear a crackle while performing this test the hard hat should be replaced.

Remember, pretty much everyone on a logging job should wear a hard hat (even the boss) so we want to make sure they will perform if needed.



### ***Idaho Minimum Standard — Head Protection:***

*Persons required to work where falling or flying objects, overhead structures exposed electrical conductors, equipment or material create a hazard shall wear approved safety hard hats or caps at all times while exposed to such hazards.*

*(pretty much from when you get out of the pickup!)*

## ***SAFETY ALL AROUND THE SHOP .....***

*By Stan Leach*

This is the time of year when many of you will be moving machinery into the shop for the spring overhaul or you will brave the elements and work on the machines in the woods. Wherever the work occurs, quite often you end up with people doing tasks they are unfamiliar with. The use of steam cleaners, cutting torches, and welding machines brings on a lot of safety hazards. Taking a few minutes to go over proper safety procedures for operating this equipment may help prevent an accident.

Steam cleaners operate at temperatures high enough to burn your skin on contact. Blowback from spraying into a corner of a machine can cover you before you realize it. Protective gear needs to be worn including gloves, face shield, and rain suit.



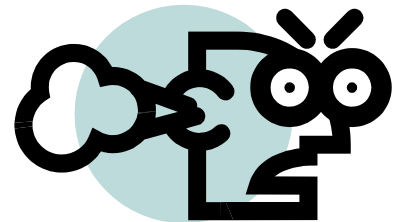
Oxy-acetylene tanks need to be opened while standing on the side opposite of the way the gauges are facing. There is tremendous pressure in those tanks, especially the oxygen, and there have been injuries caused when the valve was opened and the gauge explodes. The acetylene should only be opened a quarter to half a turn to make it easier to shut off in case of a problem. Only use acetylene with the bottle in the upright position. If it has been stored on its side it needs to be set upright and left for several hours before use. Mechanical strikers are the best way to ignite a torch. Cheap disposable lighters are essentially a small bomb in a thin plastic coating. Don't use them or keep them in a pocket where a spark could ignite one.

***KA-BOOM!!!!***



Heavy leather gloves will help protect your hands. Cotton gloves catch on fire easily and won't protect you from the heat. Good goggles with the right shade of lens will protect you from flying debris and the intense light. On some projects a full face helmet is your best bet. Hot slag in your collar or in your ear will leave a strong impression on you, sort of like a branding iron! Always be sure the path of the sparks and slag is clear of burnable materials.

Make sure everyone knows the location of the fire extinguishers and the MSDS sheets just in case. Never assume that everyone else knows what you know, share your knowledge in a safety meeting (and throughout the day) with your crew.



***WEAR PROPER CLOTHING to avoid getting hung up on a machine or pulled in!***

***WEAR PROPER FOOTWEAR to avoid slipping or getting your toe smashed!***

***Make sure everyone knows the EMERGENCY NUMBER to call in case there is a wreck!***

***And don't forget to take a day off to attend the SAFETY CLASS!!!!***

.....**AND AFTER YOUR DONE STEAM CLEANING**

*By Terry Streeter*

As Stan mentioned in his article next door, many times in the spring we get people working in the shops that are not used to that side of the industry. They are usually the hard, safe workers out in the woods, but not everyone is a mechanic!

As you continue with your training, make sure they understand and use the **LOCK OUT / TAG OUT SYSTEM**.

Make sure the person doing the job knows how to take apart or repair the machine or piece of equipment and the dangers involved while working on it. Working on a spring brake can be quite an adventure when you loosen the wrong bolt and it is hard to explain to the boss why there is twenty gallons of hydraulic oil on the floor and the boom of the loader is laying on his pickup after taking off the “wrong” hose! Help them reduce that equipment to **ZERO ENERGY** before starting.

There have been serious injuries caused by people working around or *operating* equipment they are not used to. “*Jump up there and open the grapples Bill, I will look for the leak*” has turned out really baddly in a few cases over the years!

You have **Wheel Chocks, Chains and Good Blocks.....USE THEM!**

## **SAFETY ADVISOR GETS NO BREAK FROM LOGGERS**

*By Stan Leach*

Not all the safety hazards are found on the actual logging job site. Here is a picture of the end result of a failure to communicate. A deer possibly distracted by a text message or face book posting failed to signal his intent to cross the road in front of an oncoming vehicle. (ME)

The logging safety advisor (ME) driving the vehicle traveling at 55 mph, had only a fraction of a second to apply the brakes and was unable to avoid the collision.

The picture shows the “drive of shame” that I had to endure until I could get it fixed. Several of you loggers (seventeen to be exact) were quick to point out the irony of the safety guy being in an accident. It just goes to show that it can happen to anyone.

We work and travel in a sometimes unpredictable environment (*Idaho*) so constant vigilance is our best defense. Try to keep in mind what might happen not just *at work* but on the roads to and from work as well.



*Hopefully you can see the bent fender, broken headlight and bug screen of the official logging safety rig driven by safety professional Stan Leach.*

*Stan is an overachiever so when he heard that another logging safety guy had wrecked in the first few weeks of employment years ago, he was apparently going for the RECORD!*

*Galen*



## ***DRUG TESTING COULD BE A “WIN-WIN” FOR YOUR LOGGING COMPANY***

*By Galen Hamilton*

Over the last several years there seems to be two topics that many of our loggers have in common. “*MONEY IS TIGHT*” and “*IT IS HARD TO FIND GOOD HELP*”. Listening to a few logging contractors talking about *drug testing* the other day, I heard some interesting information I thought was worthwhile to pass along.

One of the positives they talked about was drug testing is a great way to save money! Apparently, if your company has a testing program you can be eligible for a return of up to **5% of your workman’s comp premium**. Saving a few bucks wherever you can is not a bad thing.

Another mentioned how a testing program had helped “clean up” their logging crew. Yes, it was still hard to find help sometimes, but once it was made very clear their company drug tested, the people that did apply for work were usually pretty darn good hands. This person also added, “*It made our company more PROFESSIONAL*”, which really impressed me.

I asked how you get started setting up a testing program and these loggers all agreed the first step is to get in touch with your *workers comp insurance carrier*. I was told that they will point you to companies that put these programs together. As a side note, it was also suggested when you got to that point to do a little looking around because there were different programs offered that might be cheaper. It is important to use a company your insurance provider suggests however, because it has to be done correctly. There are state regulations your testing program has to comply with.

These loggers also agreed they couldn’t believe how easy everything was after the program was in place. The record keeping was taken care of, they were told when their crew was to get tested and they were even helped finding the places to do the testing.

Of course nobody wants to see anyone hurt, that is a given. What is also a given but is not mentioned out loud so often is how much money an accident costs these days, which does affect your insurance costs which in turn effects every logger out there. With that in mind, drug testing seems like a win-win situation for not only a logging company, but our whole industry. Who is more apt to get hurt, the guy that passed the test or the one that didn’t...I am just sayin!



*Stan Leach 512 2354*



*Terry Streeter 446 4149*



*IDAHO LOGGING SAFETY ADVISORS*

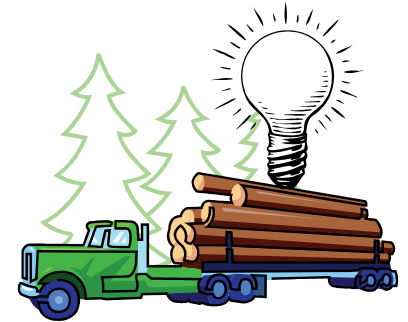
*Mont Biggers 3696631*

*Galen Hamilton 935 0401*

***LED LIGHTS are O.K. BUT....****By Mont Biggers*

I see a lot of trucks running *LED* lights nowadays. These lights are brighter and due to the fact they draw less amperage they are supposed to help prevent corrosion in the wiring. This is great except when its snowy, freezing or foggy. The *LEDs* often won't build enough heat to keep themselves clear.

It's important that people can see your tail lights or marker lights especially in bad conditions so remember to keep them cleaned off. Addition of reflective tape to the back and sides of your bunks, reach and trailer can help also.

***A LITTLE BIT OF A CHECK LIST BEFORE YOU HIT IT AGAIN NEXT SPRING:***

***Look into getting some radios for your sawyers. They usually work away from the main crew and it takes a lot of time getting help. Radios on the sawyers make sense, just ask the loggers that have been through it.***



***Go through your safety plan with your crew and have them sign off on YOUR company Policies. (If you need your safety plan updated, let us know.)***



***Dig the fire extinguishers out and have them checked. Get them back in ALL the machines and crummies, then make sure the crew knows they are there.***



***Re-fill your 1st Aid Kits with the required contents. (The list is in the Minimum Safety Standard book.)***



***Get all the sand out of your hair you got in the Bahamas, AND GET BACK TO LOGGIN!***

***A RASH OF TRUCK WRECKS RECENTLY****By Mont Biggers*

We have had some pretty bad wrecks lately. I am not going to say much here other than you drivers have a very hard job. You have to pay attention and think ahead all of the time. There is a lot of stress involved in driving a logging truck and it's a much harder job than most people give you drivers' credit for.

That being said, let's remember it only takes a second for bad stuff to happen. Don't drive distracted by phone calls, texting, radios or anything that takes your attention off of your driving. I know this is easier said than done, but always get lots of rest. Let's not make a tough job even harder.

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