

Idaho Logging Safety News

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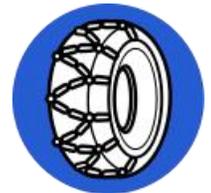
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CHAINING UP

By Monte B.



Every year we hear stories of the trucks that didn't chain up when they should have and ended up over the bank or stuck. A lot of times the reason for not chaining up is "*If that SO & SO made it without chains, so can I!*"



Just remember that every truck handles differently, every load handles differently and road conditions change very quickly. Old **SO & SO** might have made it in or out without chains but by doing so he polished the road into a sheet of ice making it much more difficult for the next truck.

If you think about it, all that time you saved by not putting on chains can be lost very quickly if you get messed up. I am sure that most bosses would rather you chain up and not tear up their truck rather than try to save them some money on wages.

I have yet to hear a truck owner say "***Gosh darn it, you had too many chains on, what were you thinking!***" as they watch their truck being pulled back up to the road.

(By the way, the truck pictured above did this so we could have something for the newsletter. After we snapped the photo he calmly backed up, went to the mill, stopped by the clean underwear shop and then came back for another load!)

So much knowledge in this issue it will make your head hurt: New Lights for your Log Truck, Ice Bits (or lack of), Picking your landing spot after you Slip and Fall, Guying your Yarder to keep it on the hill, and logging Burnt Timber.

A TURNING POINT.....LITERALLY!!!

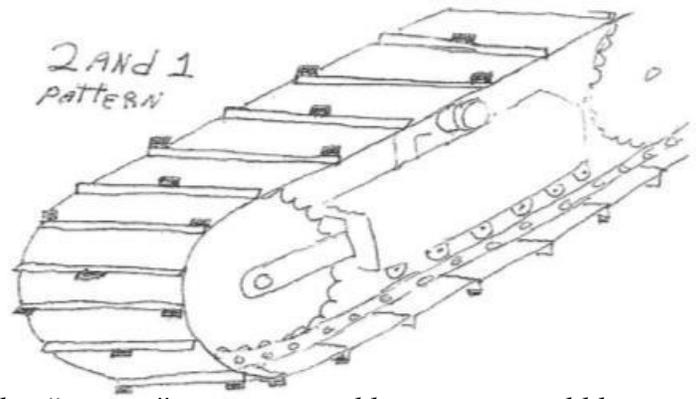
By Stan L.

Years ago when I was just getting started with my own company, I was just like a lot of you that are logging now. That being, *under a lot of pressure to produce and had seemingly a million things to do and worry about every day.*

That year, as fall turned into winter, I knew I needed to weld on some ice bits to my track machines, but there always seemed like there was something more important to do. The weather was warmer than normal and I was getting around OK in the processor without the bits....UNTIL one night when the temperature dropped down to 12 degrees.

I was cutting on a jump landing that had a fairly steep road up to it. The road split into two landings, so I would cut on one side while they skidded into the other side. The moving from one side to the other had developed an outward slope to the road at the top of the steep approach and the drop in temperature had turned the ground into a skating rink. The trucks would be coming soon to haul off the logs I had just finished cutting so I needed to move around to the other side across the out-sloped section.

I thought if I pulled a little dirt out onto the road I could get around the bad part. I eased up to the edge of the out-slope and reached out to grab some dirt. That motion was enough to break my grip on the frozen ground and start me sliding. I dug the front grab arms in as best I could but it wasn't slowing me down. I didn't like sliding backwards so I tried to swing around thinking I might be able to stab the boom in the ground and stop my descent. My hurried attempt to swing around....well, have you ever watched ice skating on TV, where the skater builds up some speed and then pulls his arms in and starts to spin in a circle. This was something like that, *minus the cheering crowd and the cranky Russian judge!*



This "pattern" was suggested by an ornery, old logger from up north. Loggers have different ideas but will agree, ANYTHING IS BETTER THAN NOTHING! (Just ask Stan)

My spinning around in a circle didn't stop my descent but it did give me a quick look at a couple of potential problems. I had several trees above the road, close enough that the boom could get caught between them possibly bending it. I also had a fairly steep drop off on the lower side of the road and if I went off that I might flip clear over. Fortunately neither of those things happened. I merely went sliding and spinning all the way down to the main haul road.

I came to a stop and had a moment of complete mental clarity (fear has that effect on me) and realized that this would be a perfect day to weld on some ice bits. It only took a couple hours, plenty of time to realize how lucky I was that things had turned out OK. Any time after that if I started to make excuses in my mind for not putting on ice bits, I would remember that day!

I know you guys are busy, but you wouldn't run your \$ 300,000 machine without insurance would you? Ice bits may be the cheapest insurance you will ever get! Good operators are hard to find, as are good machines, so let's keep them both safe and productive with some ice bits. You'll be glad you did.

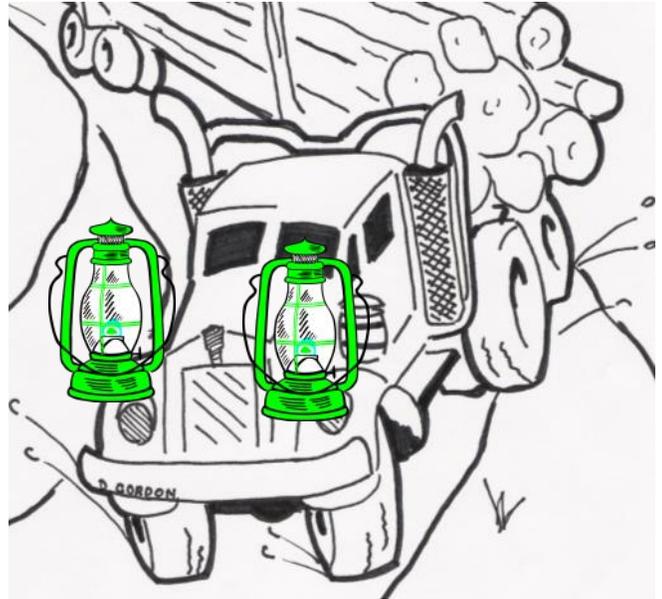
L.E.D. LIGHTS ON LOGGING TRUCKS....I CAN SEE THAT

By Monte B.

LED lights have become a great choice of lighting to use on log trucks. They are bright, durable and draw less watts than a regular incandescent bulb. By drawing less watts the **LED** lights can help reduce corrosion in your wiring.

The price of **LED** lights has come down in recent years and, when you figure in their durability, they can be cheaper to run than a normal incandescent bulb.

However, by drawing less watts a **LED** bulb also generates less heat. During winter driving conditions this can lead to a build up of snow and ice on the light making them hard or impossible to see. Its important to check your lights for snow or ice build up no matter which type of lights you use. Just be aware that the **LED** lights will be more prone to ice build up than an incandescent light. It does no good to have your truck lit up like a Christmas tree if no one can see it!



We have had several questions about the new “reporting rules” so we thought we would put that information out again. It is also suggested that in cases such as these or major accidents, the state logging safety advisors should also be contacted.

New Rules on Reporting Fatalities and Work Related Injuries

Effective January 1st 2015 you must report to OSHA :

- *All work-related fatalities*
- *All work-related inpatient hospitalizations of one or more employees*
- *All work-related amputations*
- *All work-related losses of an eye*

For any fatality that occurs within 30 days of a work-related incident, employers must report the event within 8 hours of finding out about it.

For any inpatient hospitalization, amputation, or eye loss that occurs within 24 hours of a work-related incident, employers must report the event within 24 hours of learning about it. An inpatient hospitalization is de-fined as a formal admission to the inpatient service of a hospital or clinic for care or treatment. Employers do not have to report an inpatient hospitalization if it was for diagnostic testing or observation only. The hospital or clinic makes the determination whether the patient was formally admitted or not.

Employers do have to report an inpatient hospitalization due to a heart attack, if the heart attack resulted from a work-related incident.

O' BOY, WE GET TO LOG BURNT TIMBER!

By Galen H.

As we all know, it got pretty exciting in several parts of the state this summer with fires doing incredible damage to property, which of course includes the trees. I must say that people waited until most of the flames were gone (or at least smaller) before they started looking for loggers to come harvest their timber. You can't blame them! Standing next to land-owners looking at what was supposed to be their retirement or what they wanted their grandkids to have, leaves you with a pretty helpless feeling inside.



Of course the pressure is on to get those logs to the mills while there is still some salvageable lumber in them. That means we will be in a "hurry" this winter and into next logging season.

Logging green, sound trees can be quite interesting sometimes as far as safety is concerned, but when you start in on the burnt stuff, well, that is whole different can of safety worms!

I visited with **Bruce Glover** (pictured to the left) recently, who is a very experienced, safety conscious timber faller and is VERY good at his job. I asked how falling the burnt timber was going and he responded in a true professional way that all loggers will understand. "***Galen, this is some scary crap!***"

Bruce talked about how the bigger trees were very brittle and the small trees were like springs. "*You fall a tree, the tops break out and the whips send the chunks back at you. You have to be looking at everything all the time!*" He also talked about how slick it got when it rained and how unstable areas were because the fire burnt so hot down deep in the ground.

This was confirmed by a timber fallers story about stepping into a hole with his one leg clear up to his thigh. He said as he was get-



ting turned to pull his leg out, his foot was becoming warmer and warmer. By the time he got free and looked down at his boot *it was smoking!*

I know the ground has cooled down by now but there is still stuff to look out for that we don't normally have to deal with. A contractor doing a bunch of logging in the fire areas pointed out the houses they were working around, power lines they were working under and traffic going by.

I tried to make him feel better by pointing out he got to breath the black soot every day, his skidder just ran over somebodys garbage cans and he absolutely had no room to deck. As I then found out, even though pine limbs are burnt, they still hurt when being hit along side the head!





IT IS THAT SLIP AND FALLS TIME OF THE YEAR

By Monte B.



It goes without saying that your chances of slipping or falling increase greatly this time of year. Snow, ice, mud and water on any surface makes climbing (or for some of us, walking) much more difficult. I know its hard to do but we need to slow down a bit this time of year to avoid those types of accidents.

When climbing into your truck or onto equipment we need to be sure we are following the ***THREE POINT RULE***. The three point rule simply means to maintain three points of contact any time you are climbing. This helps keep us from slipping or falling and helps us catch ourselves if we do.



Truck steps are notorious for becoming slippery in winter conditions as is most equipment we operate in the woods, so it is up to ***YOU*** to use caution when getting out of your truck or off of your machine. You might have been motoring along in your T shirt at a comfortable 85 degrees but your step is out there freezing up just waiting to take all of the hide off your shins!

TAKING OWNERSHIP

By Stan L.

A lot of times when loggers hear about a logging accident they immediately feel bad for the victim, his family and crew. They are also thankful that it didn't happen to someone they log with. After the initial shock begins to wear off you will often hear the statement "***THAT'S LOGGING***". The problem with that is it is a fatalistic viewpoint, it implies that things are going to happen no matter what you do. I completely understand why we would say that. No one ever wants to speak ill of a person who was injured or killed. No one wants to dwell to long thinking about all the hazards and risks in the logging industry. If you do, that job in town starts to look a little better.

The reality is that there are risks in any job. To avoid those risks you have to be constantly thinking about them so you can recognize those potential problems and be prepared to deal with them. Of all the accidents I have investigated or been involved in, 98% of them could have been avoided if a couple of basic safety practices had been followed. Sometimes three or four things all come together at the same time resulting in an accident. Now it's easy to look back after the fact and see these things, but my point is that it is not just fate. There are decisions made and actions taken that contribute to these accidents, and those are things that we do have control of.

The objective here is that we learn from these tragedies, use them to remind ourselves of what can happen, to keep focused on the hazards, knowing that our own decisions and actions can keep them from happening again. There are a lot of things in our work environment that we don't control like weather, ground slope, rocks, dust, timber size or integrity, so we need to focus on the things that we do have control of....our thought process and actions.

It is empowering to know that YOU are the greatest single factor involved in whether you come home safely or not. Exercise that power, it is not just fate, it is up to YOU. The last eighteen months the loggers here in Idaho have seen more than their fare share of accidents. Let's all make a commitment to start the new day, the new week, and the new year with a laser sharp focus on keeping ourselves and co-workers safe.

LOGGING FATALITIES

Even though the loggers here in Idaho have made huge strides over the last couple of decades in how safe they do their job *REALITY* reminds us how dangerous logging can be. As you read about each of these accidents I want you to think about two things. Both of these loggers were *VERY EXPERIENCED* and the companies they worked for *TAKE SAFETY VERY SERIOUSLY*.

FATALITY #1

An experienced logger was killed when he was struck by the carriage while setting chokers on a line machine.



FATALITY #2

An experienced logger was killed when the line machine he was operating tipped over after two support lines broke.

ROB FLORY FORESTRY DOES IT RIGHT

By Terry S.

This is **Rob Flory** standing in front of his logging operation somewhere above Bonners on a snowy, windy day. He had a truck coming back but had no problem taking time to go through everything to make sure he had what safety items he needed, *which he did!* He was eager to ask questions about things he was not sure about and had a good safety plan in place.

I first met Rob and his brother Kevin around 1990 when (at my old job) I hired them on as sawyers. I asked if he remembered those days of the big timber, “*Yeah, we were just kids then!*”

They were top rate saws and Kevin sometimes also ran skidder. Because they were a team and did such good work I put them on a high priority job we had in Priest Lake where the trucks had only 6 to 15 log loads!



Rob, his crew and his brother Kevin are always at the Safety Classes every spring. Even if they are working, they want to make sure they stay caught up on all the new information.

I watched his operation a while and it is a smooth running outfit, plus everyone is crossed trained. That’s good business because if someone had to do something (like talk to me) one of the others can jump into that machine and stay caught up. Rob has been in the woods for 32 years, 23 of those on his own, logging mostly company ground which is now under contract with Mopus Timber Land Management.

Rob runs the processor and has a good crew with *Darin Flory* running the loader, *Erik Schlicht* on the skidder, *Kevin* has his own log truck and *Tim Bertling* of *T & W Falling* does the sawing. ***GOOD JOB GUYS!***

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GUYLINE SAFETY

By Stan L.

It is important to understand that how you rig your guylines effects how much support your machine has, which controls how hard you can pull safely while skidding. The Idaho Minimum Standards For Logging (that small spiral bound tan colored book that you have in the pickup) has a lot of useful information about cables safe working loads and breaking strengths. It also has a chart to show how the angle of your guylines effects the support strength of that line. These angles are measured from horizontal. The chart on page 52 shows that if this angle is 60 degrees your guyline is only 50% effective. A 45 degree angle raises your effectiveness to 75%, and so on.

The strips you guys are logging these days present some challenges when you are trying to figure out what to tie to. A lot of times the ground behind you has already been cut, the stumps may be old enough to make you question their support capacity, or there may be a patch of younger timber or no timber at all. The way the ground lays also has a lot to do with how you have to guy back. Ridges, where the strip lays in a fan shape and you have to skid all the way around, can be problematic.

DEGREE	EFFECTIVENESS
60 TO 45	50% TO 75%
45 TO 30	75% TO 85%
30 TO 10	85% TO 90%

There never seems to be the perfect stumps or the perfect spot to park the anchor cat, so we end up tying to what is available and try to make due. That's OK as long as you and your crew understand how much support you have when they are picking out what to send in each turn. A poor angle of support coupled with a severe angle from the boom to the tailhold puts tremendous stress on your boom and every component of your support system.

The best turns to send are the ones that will go all the way to the landing without a problem. It only takes one time of the hooker having to hike halfway to the machine to release a choker or two to cost you all that you could gain by trying to send the turns too heavy. Banging that expensive carriage into rocks or stumps or breaking a guyline could cost you way more than that.

As the operator, part of your job is to understand how well you are supported and how much you can safely pull. You then need to convey that information to the hookers. They may not have the experience to understand all that is going on. Running a line machine has been described as hours of near boredom punctuated by a few seconds of sheer terror when things go wrong. Planning ahead and truly understanding what you are dealing with can help prevent those few seconds.

There is a lot of experience and information in that Minimum Standards book. Open it up and put it to work for you.

IDAHO MINIMUM SAFETY STANDARD AND PRACTICES FOR LOGGING

17.08.09 Rigging, Lines, Blocks and Shackles

A. Stumps used for fastening guylines and skylines shall be carefully chosen as to position, height and strength. They shall be tied back if necessary.

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