

50 years of Harvesting

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Logging Safety

Logging Safety 1970

- Accident LTI frequency rate for fallers and drivers was >120
- Workers Comp was at 38%
- Logging costs were escalating
- Why?



Logging Safety 1970

- First thinning
- 1.2m pulp logs
- ER 10
- Normal Truck
- Faller cuts and stacks pulp
- Manually load truck
- Max log weight 80kg.



Logging Safety 1970

- Long length logs
- Crane Truck
- Ex-military base, winch and luffing crane
- Skid, load and transport
- What could go wrong?



Logging Safety 1970

- Long log from big CF
- Big trees, big logs
- 50+ years old
- Crane Truck
- Skid, load and transport.
- Carefully!



Logging Safety Solution 1

- Introduce faller training.
- An industry-funded logging training unit, LITA, was started.
- It's still going, 53 years later.
- Training fallers for T1 to CF.
- Later; machine operators and truck drivers.



Logging Safety Solution 2

- Replace crane truck with forwarder in long log operations
- OK for T2 to small CF



Logging Safety Solution 3

- Change T1 to ER5
 - Replace 1.2 m pulp with long length (5 m) pulp
 - Harvest mechanically
 - John Deere 743 shown
 - Extract with forwarder.
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- Sounds easy; took a lot of negotiation.



Logging Safety Solution 4

- In big CF, logs were too big for forwarders
- Manually fall, extract with grapple skidder even in late thinnings.
- Dock on break and load with rubber tyred loader.
- OK for CF but not in thinnings.



Logging Safety 1985

- First single grip harvesters
- Kockums 84/62.
- OK for T1 to T2
- Later versions were more robust and could cut bigger trees
- Alternatives were SGH heads on excavator base.
- Major leap in technology.



Logging Safety 1997

- Rotation ages had reduced to 32 to 39 years
- Waratah 626 was first BIG SGH head which could fall up to 80 cm trees.
- By 2000, fallers had been replaced by machines in all operations.



Logging Safety: Transport 1970's

- When forwarders replaced crane trucks, transport could be done by simple pin trucks.
- Load capacity 17 tonnes???



Logging Safety: Transport 1070's

- Unloaded using drop pins, triggered from the “safe” side.
- Chain around the load to keep it as a bundle so it can slide down the skid. 17 tonnes uncontrolled.
- If it doesn't slide off, give it a push with a loader!



Logging Safety: Transport 1970's

- Then pick up the pins and put them back in.
- They only weigh 40 kg, and don't mind the mud.
- What could go wrong?



Logging Safety: Transport 1980's

- After a major road accident in 1979, the industry went to fixed pins with better load restraint.
- Mills had to get bigger loaders to unload over the pins.
- Most loaders couldn't lift a full bundle, at about 15 tonnes.
- W&F went overboard with a Raygo Wagner L70.



Logging Safety: Transport 2020's

- In the 1970's semitrailers replaced singles.
- In the 1980's B-doubles arrived, with scales and CTI.
- In the 1990's automatic winches and electronic braking were added
- In 2020 A Doubles were introduced, with the works.

