

# Idaho Logging Safety News

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C.L. "Butch" Otter, Governor  
Chris Jensen, Administrator

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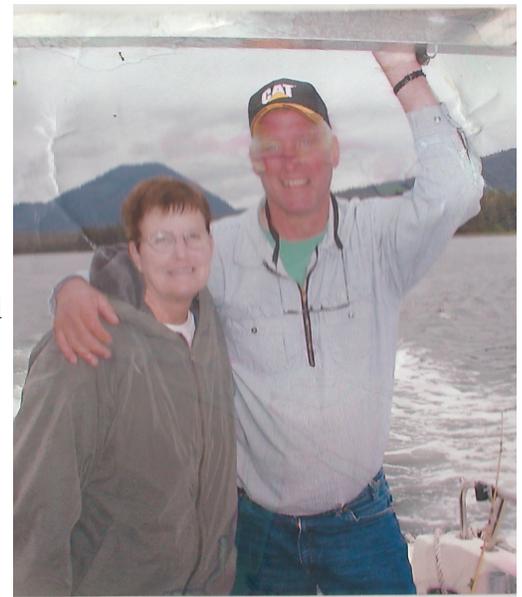
## **LONG TIME EDITOR SAYS ADIOS!!!!**

After only about 30 years, **SUZY KLUDT** has turned in her walking papers as the editor of the Logging Safety Newsletter.

Suzy's husband David started the Logging Safety Program all those years ago and immediately wrote the first newsletter. Suzy glanced at it and suggested the words should perhaps be spelled correctly. After David hired Donny Hull, Cliff Osborne, and myself, and we started sending in articles, Suzy started putting the words in a sequence so those stories made sense! Even after David passed away, Suzy continued to edit Monte, Terry, Stan and my articles.

So for the last 10 years, I have been dropping off the newsletter at her doorstep and by the time I got home, the phone would be ringing. Each conversation started the same, "It is a good newsletter, but I did find a couple of things; on page 1....." After 15 or 20 corrections, she had things straightened out.

For those of you that know Suzy you will appreciate this story. A couple of years ago I called her and said the next newsletter was ready to be looked at. Suzy said she was just leaving for a few days and would not be able to. I said in that case she would not be getting paid. Her reaction, "I have been doing this for 30 \*\*!!!## years and haven't seen a penny yet!!!"



**Suzy and David Kludt** worked together making the logging safety program an asset to the logging companies here in Idaho.

**THANK YOU SUZY**



## **A (CHAIN) SHOT HEARD AROUND THE WORLD...OR AT LEAST FIFTY YARDS AWAY!**

By Stan Leach

The picture to the left shows **NELSON BROTHERS TIMBER MANAGEMENT'S BRET NELSON** holding up a broken chain. Bret agreed to help us with filming a new first aid video for the upcoming classes. He is a strong advocate of being safe and prepared while working in the woods. I always ask about any recent incidents or problems, hoping to share that knowledge with others to prevent things from happening again. Bret shared the story of the broken chain.

He was processing trees being brought in by a skidder to a small landing, so he was hustling to keep up.

**Continued on page 2**

## ***SAW EXPLOSION***

*By Monte Biggers*

Recently there was an accident that was initially reported to me as a *chainsaw explosion* that caused the operator severe burns. Turns out we're not exactly sure what happened, but I will try to explain it best I can.

The logger had just got done fueling up his saw and had it started and idling. When he throttled the saw to cut off a limb, the saw exploded into flames. It is unclear whether the gas cap came off or was blown out in the explosion. Either the cap came off or the melted gas tank spilled gas down the logger's leg. This resulted in gas vapors igniting between the loggers chaps and his leg. He suffered 3<sup>rd</sup> degree burns from the heat generated by the vapors igniting even though his pants weren't burnt. We still don't know if the cap was secure, the cap seal was leaking, or if spilled gas from fueling caused the vapors to be present.

It is suspected that the sparkplug boot was loose and that may be where the spark came from that ignited the vapors. The saw is being sent back to the manufacture to see if they can provide further information. Since this accident, a man in Pennsylvania has died from injuries apparently from his saw also exploding.

All I can say for now is be careful to not spill gas or over-fuel the saw. If you have a saw with the "flippy caps" double check them before you start the saw. It has been noted that these caps can seem like they are locked tightly when in fact they are not.

It is also important to inspect your saw periodically, including the ignition system, and make repairs as needed. In this case it appears there may have been several factors that led up to the saw catching on fire. If we learn anything from the manufacture we will pass it on. Be careful out there; remember little things can add up and lead to bad things happening.



### ***HEARD AROUND THE WORLD....continued:***

Small landings often create challenges trying to find space for the trees, all the different sorts of logs, and the brush. Bret is very conscious of not ever sawing with the bar pointing towards the cab because of the possibility of chain shot, when the chain or parts of it can break and be launched away from the head under tremendous pressure. That is what happened to the chain he is holding in the picture. It broke and was thrown over fifty yards away into a cedar tree. Bret saw it land and was able to retrieve it.

Imagine the force required to throw a ¾ pitch chain over fifty yards. Imagine what it would do to the cab glass or a person on the ground ten to thirty yards away. Newer machines have higher pressures and faster chain speeds to help increase production. They also have increased the thickness of the *Lexan* in the cab windows to help protect the operators. Your best defense though is to be sure you never cut with the bar pointing towards the cab or any person in the area, especially the SAFETY GUY!



*Kind of hard to see but the top of the fuel tank and part of the air cleaner case is completely melted away....WOW!*

## ***HOW WILL THE ELECTRONIC LOGGING DEVICE (ELD) AFFECT THE LOGGING TRUCK INDUSTRY HERE IN IDAHO?????***

I have been asked by a bunch of truckers what is up with the new ELD law, so I figured I would take a quick glance at it and explain exactly what is required. What I found out is I knew more about it when I didn't know anything, than I know now after reading the rule.

I am going to list some of the requirements and exemptions below, but I strongly encourage each owner/operator to look into their specific situation to determine what they need to do. The two things I think I am getting is that 1: *Not many Idaho log trucks will fall under the "exempt" title, and 2: The penalty for not being in compliance is going to be a BIG deal!*

### ***WHO MUST COMPLY WITH THE ELECTRONIC LOGGING DEVICE (ELD) RULE?***

*The ELD rule applies to motor carriers and drivers who are currently required to keep records of duty service (RODS) under the hours-of-service (HOS) regulations.*

### ***WHAT MIGHT BE CONSIDERED AN EXEMPTION TO THE ELD RULE***

*The following drivers may keep paper RODS:*

*Drivers who keep RODS no more than 8 days during any 30 day period.*

*Drivers of vehicles manufactured before model year 2000.*

***These next two "exemptions" might show that most of our log trucks are NOT exempt from the ELD rule! Under the Short Haul Operation rule which exempts drivers if they fall under the 100 mile air radius they must:***

*-The driver must return to the work reporting location and is released from work within 12 consecutive hours*

*-The driver has at least 10 consecutive hours off duty separating each 12 hours on duty*

*It is important to understand that ALL of the qualifications must be met in order to use the exemption. If a situation arises that nullifies even one of the qualifications, then all of the standard hours of service apply.*

### ***How soon must ELDs be used in commercial vehicles?***

*All motor carriers and drivers subject to ELD rule must use either an ELD or an AOBDR (automatic onboard recording device) by December 18, 2017. Starting December 16, 2019, all carriers and drivers subject to the ELD rule must use ELDs.*

*Again, I strongly suggest you get in contact with your local port of entry person to find out where you stand. The ones I talked to said they were still in the "learning" mode themselves, but wanted to pass along two suggestions. When purchasing your ELD unit, make sure it is what is required. They said there is stuff out on the market that does not comply. They also said if you fall under this rule and are not in compliance, the penalty is going to be significant!*

*There, now you are as confused as I am! Glad to help.*

## ***HO, HO, HO, IT'S THAT SPECIAL TIME OF THE YEAR... YOU KNOW, WHEN THEY DUMP ENOUGH SALT ON THE ROAD TO DESTROY EVERY PART OF YOUR LOGGING TRUCK AND TRAILER!!!***

*By Galen Hamilton*

I wrote an article a while back reminding you truck owners on the requirements of inspecting your trucks and trailers to be in “compliance”. After last winter (and I know I don’t have to remind any of you) we have to inspect the trucks and trailers just to see if they will make it down the road the next day after running through the salt that is being dumped on the highways. I spent the last twenty five years complaining how the de-icer was eating up equipment, but I think I would rather take a bath in that stuff than come within a mile of the new salt mixture they use now.

It was always suggested we slide the reach out and inspect on a “regular” basis. Well I think “regular” ought to be like the “regular” we talk about after eating a bad burrito at the county fair.....”REGULAR”!

It is also suggested to “wash all equipment completely after each work day”. That is always easy to do when it is 27 degrees below zero and dark when you get back to the shop.

Below are some pictures from last winter of different parts. These pictures came from companies that work their hind ends off trying to keep their equipment in good shape...and look at these results. I am the safety guy that is suppose to have all the answers, but on this issue I am relying on your experience and knowledge to get you back home each night! Let us know any ideas dealing with this so we can pass them along!



*I hope you can see these pictures. The corrosion is unbelievable!*

*To the left a trailer reach that broke and resulted in the trailer and load in a ditch.*

*To the right is the outside of a trailer which was painted and polished at the beginning of last season.*



*Even where we thought things were “sealed up” parts were destroyed. The electrical systems are a complete nightmare to keep working.*

*To the right is the inside of a truck frame that is not that old.*

*Rusted bolts and nuts make everything easy to work on too.*



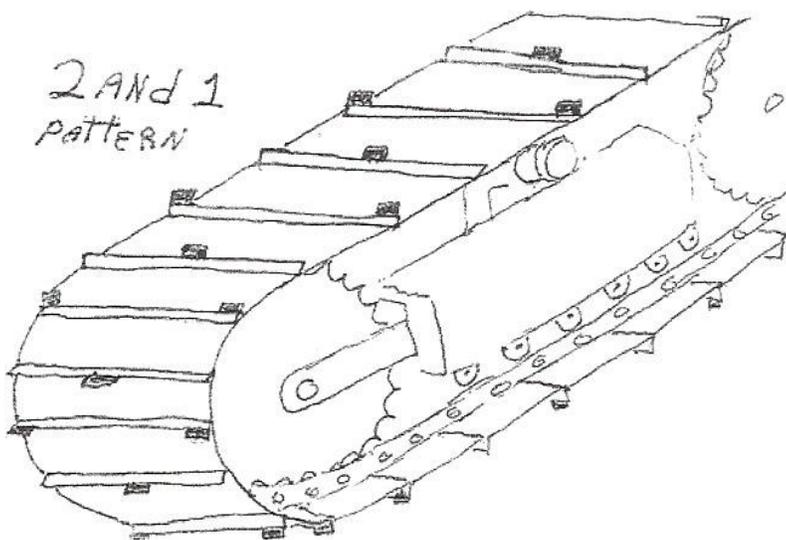
## ***HOW IMPORTANT ARE ICE BITS? THIS ARTICLE WILL LET YOU KNOW***

*By Terry Streeter*

I know what you are thinking, ***“There goes Streeter again yelling about Ice Bits!”*** Well it is that time of the year that you should have them already on or at least be putting them on as soon as possible. If you have ever had the unfortunate experience of having a machine break loose and slide, it is one, I promise, you will not forget. There is not a more helpless feeling and there is not a lot you can do once it has started. Hopefully you have a berm on the outside or some unpacked dirt to catch you or you are leaving the road.

As you can tell I have strong feelings on this subject, and with good reason. Long before I was a Safety Advisor, I was up looking at a logging job to bid. As I was being shown the job, we came up behind a large cat (nothing to do with logging) traveling up the road sliding sideways several times on the no berm, ice floor, narrow road. I brought this immediately to his attention that there were no ICE BITS on the cat and he told me they didn't use them. I voiced my opinion several times before leaving saying that this is a bad deal and I didn't feel good about it. I suggested they should at least stop the cat and bring the shop truck (that was only a ½ a mile away) and weld something on the tracks; bolts, nuts, anything before going any farther. I was getting nowhere and since it had nothing to do with my company or logging, I had no control over him. I was in a hurry like everyone else and had a long drive ahead of me, so I left.

I found out two months later, and it still bothers me today, that the cat slid off the road and the operator was killed. Apparently it happened only 20-30 minutes after I left. Now you know why I keep pestering you loggers (and always will) on the importance of ***Ice Bits*** this time of the year.



### **IDAHO LOGGING SAFETY ADVISORS**

Monte Biggers 369-6631      Terry Streeter 446-4149

Stan Leach 512-2354      Galen Hamilton 935-0401

Let us know if we can help with any of your safety issues.  
**LOG SAFE**

Over the last 30+years I have seen a lot of ideas on ICE BIT location. Down the middle with the rails (which I am not a big fan of), a Zig Zag pattern, a Criss Cross pattern and even a Diamond pattern.

All of these are better than nothing, but in my opinion the best and easiest to figure out is the **2 and 1** pattern.

You put **2** on one grouser then **1** on the next all the way around, using bits about 2 to 2 1/2 inches wide.

The thickness of the bit depends on the size of machine. If you have the **2** grouser pads you have to go taller because of the ice build up between the extra grouser. If you use too wide of a bit they will work like skis and won't let them to dig in.

You're all busy and money is tight, but we need you all making it home every night. I have seen it not work out that way before.

## *FATALITY 2017*

A sawyer was killed this summer. He was falling tree lengths for an escoliner on a moderate slope. He had two cedar trees that were around fifteen feet apart. He had the front tree all sawed up and ready to go and then went back and sawed up the back tree as well. It is possible that the limbs were intertwined and he thought he needed to fall them together. With the back tree sawed most of the way, the front tree apparently fell over on its own. The front tree was large enough that it would need to have a log sawed off to be skidded. With the back tree still standing, he went out in front of it to buck the log off. When in position to make the cut, the back tree fell over, striking and killing him. The crews were on hoot owl restricted hours at the time and the accident occurred in the last ten minutes of the work day. He had over twenty years experience in the woods.



## ***Shout Out to Potlatch for Setting a Great Example of Making Travel Safer!***

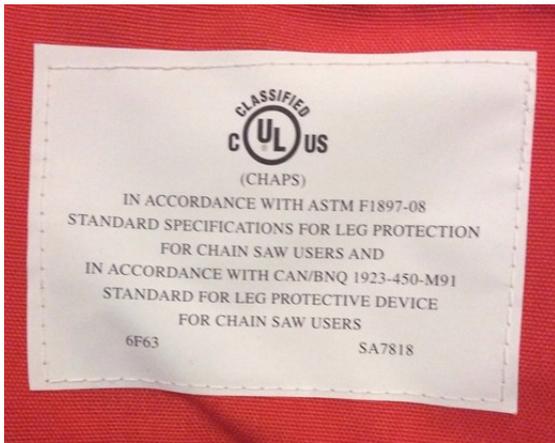
*By Stan Leach*

The Potlatch Corporation has put time and effort into eliminating confusion, thereby increasing safety for people traveling the logging roads in the St. Maries area. New road signs that clearly identify the road name and CB channel to be used are a great idea. Some of the creek drainages have roads going up both sides of them, so just calling it “Trout Creek” road only works for one side. Labeling both roads eliminates any confusion. In another area along the Blackwell Divide there are almost a dozen roads that connect up to this road along the ridge. I have met several people in this area that were asking what channel the trucks were on. Having these roads labeled makes that info available for anyone at any time.

This same information should be on a sign going into your job as well. Having your road clearly marked will help make it a safer job for all who travel your way. Each year there seems to be at least one wreck where two trucks run into each other. It often turns out that they were on different channels. We all know that you should never drive by the radio alone and you still need to travel at a safe speed and be prepared to meet someone who may not have a radio, but for all those that do, things will go smoother if they are on the same channel.



There is a shortage of trucks this year, so let's help make the ones we do have safe and productive.



## ***NEW RULES ON CHAPS***

*By Monte Biggers*

There is a new definition on what qualifies as cut protection. The new standards say that no matter which style of leg protection you use it must meet ASTM f1897-08 ratings as determined by Underwriters Laboratories. Any product that meets these standards will be clearly labeled usually on the side facing the front, such as the one pictured to the left.

As always, your cut protection must extend from the upper thigh down to over the boot top. The cut protection should be worn in a way to minimize the chance of it being pulled away if contacted by a saw. This means whatever you are wearing should be snug to the leg. They should also be kept clean and in good working order. They should be replaced if they are subject to a cut that disturbs the fibers under the outer layer.

They have made advances in the materials used for cut protection. There are now many different options out there that fit better and are more lightweight than the products we have had available in the past. I encourage everyone that is required to wear cut protection to do some research to find what's most comfortable for them.

I haven't found any inserts yet that meet the requirements, and even if they did, I don't think they are a good idea in the logging industry. We have had injuries where the saw contacted the inserts and then was pulled into the leg. It appears that inserts cannot be worn in a way that would be effective in stopping the larger saws we use in the logging industry. It's like we say in class: *If you are going to use something it might as well be able to work if you need it!*

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We welcome your comments and suggestions.

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