

LOG TRUCKER

VOLUME 39 NUMBER 4

To Advertise Call (800) 462-8283

APRIL 2012

*Still
Rolling*

GOIN' BROKE
Trucking

COLVILLE, WASHINGTON

SEE PAGE 6



Intermountain **LOGGING** Conference, Inc.

MARIBEAU PARK HOTEL • SPOKANE VALLEY, WA

APRIL 12-14, 2012



OLYMPIC LOGGING
CONFERENCE

EMPRESS HOTEL • VICTORIA, BC

APRIL 18-20, 2012



From the stump...

A required read for today's youth

by Mike Crouse, Publisher

The past few weeks while traveling to conferences and stories, we were hearing various books being bantered about that either were or "should be" required reading for our public schools.

As we've witnessed the style and manner of the current political movements, the one book that constantly is brought back to mind is Orwell's "1984." This was a must read in the 60s and 70s, but seems to be rarely if ever mentioned, which is unfortunate. Orwell's sci-fi fantasy appears to have come home to roost. We think exposure to today's students would provoke a much needed discussion, hopefully one that would put the cancer that is political correctness and the unintended dire consequences of such a flawed philosophy to the forefront. It parallels with current philosophy of winning at any price, winner take all, tolerance confined to what a single side subscribes to with zero interest in finding any middle ground.

Restoring public forests?

On the heels of 30 (yes, three decades) of planning, re-planning, revamping, extensive public hearings, arm twisting, posturing, with much fanfare the USFS finally released the "Final Planning Rule" for our National Forests. The release noted:

Agriculture Secretary Tom Vilsack today announced the U.S. Department of Agriculture's final Planning Rule for America's 193-million acre National Forest System that includes stronger protections for forests, water, and wildlife while supporting the economic vitality of rural communities.

This final rule - which follows USDA's Feb. 3 publication of the Programmatic Environmental Impact Statement - replaces the 1982 rule procedures currently in use, and provides a new framework to be used for all individual management

plans for 155 national forests and grasslands across the country. Over half of Forest Service units are currently operating with plans that are more than 15 years old.

We've grown accustomed to reading news releases, and note with in the guts and feathers of this the undertone of

vagueness and slippery language that has the thumbprints of the legal community who know how to milk a good cash cow when they've created it.

Wiser heads point to this "final rule" as less of an action plan than an invitation to prolong the process and enhance litigational opportunities for the many legal firms lusting for the pot of cash that is the U.S. Treasury.

The original intent of multiple-use management is but a distant memory.

Do not haul out your whips for the U.S. Forest Service. They continue to be a ship without a rudder because the U.S. Congress, in their haste to be environmentally proper added to existing law over the past few decades allowing various federal agencies to trump other agencies expertise leaving forest management in the wake, and gutting the economic base of rural communities in the name of environmentalism theoretically, but in reality providing a steady income stream for decades for countless attorneys, as the national forests retired to Neverland.

The only solution to the malaise of our public forest is congressional action to revamp and coordinate the five laws that govern our public lands, and there is absolutely no interest whatsoever for that to occur. While this screams for leadership congress has no interest in diving into that tar pit, at least not in our lifetimes. It speaks volumes as to why public ownership of lands sounds good while in reality where everyone owns it, no one is responsible or accountable.

While we're sure many are cheering this as a grand accomplishment, when the dust settles the public servants, the legal community, and the environmental community have all been well paid over the course of this exercise, while the communities and citizens have languished. It is a damnable shame.

Opportunity, attitude, and proof

We talk with many young people just out of college or nearing graduation and hear the same message: "... there's no opportunity and they're deeply in hawk from college loans."

Recalling the dark ages when I was at that point in life, just as many of our friends had done, I'd worked to earn the money that put me through college. It was not some noble effort, and though my folks would likely have helped me out, I felt it was a point of pride to be out on my own and making my own way. Part of the incentive in staying in school came from the guys I worked with during the summers, spring and Christmas breaks, (when i'd return to the mill to supplement funds and keep me afloat) and listening to them go on and on about how bored they were, hated their job, etc., etc. even thought they had NO risk and NO headaches... when their shift was completed, it was the next guys issue not theirs... except for the really exceptional folks I admired, who were bent on figuring the issue of the day out and fixing it. I liked that a lot... and typically those were the same people who advanced, made better money, etc.

The lesson was clear... finding solutions paid, whining didn't.

What we see for problems and headaches today is not particularly different from what we saw 40+ years ago. Life can be a struggle, things can be difficult, however opportunity is there now, just as it was when I'd got out of college in 1971 but it doesn't come knocking and throwing heaps of cash in your hands. For those who seek it... its there.

What has changed is our economic base, which has, in many cases, been chased away from our own shores elsewhere... where there is "greater opportunity" available and fewer hindrances to business. Anyone in business can appreciate that hindrances go well beyond the growing scope and girth of rules and regulations, and boils down to the general contempt of some in our political culture to business in particular and capitalism in general. The general misunderstanding comes from their sheer ignorance of business as being a risky venture, with no guarantees whatsoever to success.

The opportunity our younger population feels they are missing appears to come from their being no easily accessible route to a living wage job,

(Continued on Page 4)
See "From the Stump"



COVER PHOTO: FOR AS LONG AS HE CAN REMEMBER, Ryan Johnson has dreamed of being a log truck driver. With the help of his dad, Bob Johnson, who backed him up and partnered in the business, Ryan is now an owner-operator making a go of it on his own. His Motto: Just don't give up and just keep going.

See Still Rollin', Page 6

2 RIGGING SHACK

- by Finley Hays
Starts on Page 2 of *Loggers World*

4 A REQUIRED READ...

- by Mike Crouse

5 OUR OWN WORST ENEMY

- by Sherrie Bond

8 STILL ROLLIN'

GOIN' BROKE TRUCKING • COLVILLE, WASHINGTON

9 THE DRIVER'S SEAT

COLBY JACKSON • REDDING, CALIFORNIA
AARON STACEY • MOUNT VERNON, WASHINGTON

17 OLC...OPTIMISM AND INNOVATION

20 LOG TRUCKER NEWS

24 ADVERTISERS INDEX

LOG TRUCKER

Founded in 1975 by Finley Hays

Published by

LOGGERS WORLD PUBLICATIONS

Phone (360) 262-3376

PUBLISHER Michael P. Crouse

EDITOR EMERITUS Finley Hays

EDITOR/WRITER Darin Burt

ADVERTISING MANAGER Kevin Core

OFFICE MANAGER Holly Larson

POSTMASTER: Send address
changes to:

LOGGERS WORLD PUBLICATIONS,
4206 Jackson Highway, Chehalis, WA 98532-8425

E-Mail: logworld@aol.com

SUBSCRIPTION RATE (In U.S.A.): \$12.00 per year;
Two years for \$20.00

LOGGERS WORLD PUBLICATIONS cannot and does not assume responsibility for the contents of any advertising in Loggers World. The representations made by advertising is the responsibility of the advertiser and not Loggers World. Loggers World does not knowingly accept advertising that is false or misleading. The limit of Loggers World liability in case of a mistake made in advertising copy by Loggers World will be the charge of the actual space containing the error or less for that particular advertisement.

★ **GENERAL TRAILER** ★
Building the Best...Repairing the Rest.



WHERE CONNECTIONS COUNT

To connect your business with the best equipment in the trailer industry, call the **GENERAL** today on this 60-ton 1988 Jeep Lowboy and Booster Package.



General Trailer Parts, LLC

Only \$75,500



April Parts Specials

Watson Chalin

SL119068TT-13

Tru-Track Alumilite Self Steering Lift Axle
 13" Ride Height Hub-Piloted Hubs

\$4441.50 Ea

TL2200-9

Non-steerable Trailer Lift Axle Suspension,
 25,000 lb. Capacity, Maintenance Free,
 9' Ride Height Compact Design

\$1957.50 Ea

Sloan

441015	Sloan Service Glad Hand-Blue	\$2.85 Ea
441016	Sloan Emergency Glad Hand-Red	\$2.85 Ea
441017	Sloan Universal Glad Hand	\$2.70 Ea
441721	Sloan Glad Hand Pacifier 1 Ea	\$1.50 Ea
441737	Red Poly Glad Hand Seal	\$5.60 Ea
441738	Blue Poly Glad Hand Seal	\$5.60 Ea
441739	Black Poly Glad Hand Seal	\$5.60 Ea

Williams Air

100074P	Poly Seal for Air Scale Coupler	\$1.25 Ea
101131	Air Scale Pad Spring	\$1.25 Ea
101145	Scale Pad Diaphragm 18" Dia.	\$12.50 Ea
103721	Scale Pad Diaphragm 21" Dia.	\$10.15 Ea
113979	Williams Pop off Valve High Lift	\$49.50 Ea

We Have Many Small Trailer Part in Stock
 Check us Out For Your Axles, Wheels,
 Brake, Suspension, Hitch, And
 Electrical Parts Needs

Call the General's Headquarters.

1-800-452-9532

www.generaltrailerparts.com



At General Trailer we're all about connecting you to the most rugged, reliable trailers on the road today, like this 1991 GENERAL 50-Ton Lowboy.

Only \$40,000



When Siegmund Excavation & Construction, located in Stayton, OR is on the road, they'll be connected to this durable, dependable new GENERAL 80-Ton Lowboy. Thanks, Siegmund Excavation & Construction!

VanWell Timber, out of Dallas, OR knows in business it's all about connections and why they chose to connect with this 2012 GENERAL 80-Ton Lowboy. Thanks, VanWell Timber!



To connect with success you need to roll with the best. That's why Jim Hubbard, headquartered in Graham, WA purchased his new GENERAL 80-Ton Lowboy. Thanks, Jim!



1420 South B Street • Springfield, OR 97477
 Phone: (541) 746-8218 • 1 (800) 452-9532 • Fax: (541) 726-4707

MILTON

7200 Pacific Highway East
 Milton, WA 98354
 Phone: (253) 926-8903
 1 (800) 562-6380
 Fax: (253) 926-8908

OREGON CITY

21195 S. Highway 99 E.
 Oregon City, OR 97045
 Phone: (503) 263-2702
 1 (800) 452-9683
 Fax: (503) 266-9498

REDDING

5875 Eastside Road
 Redding, CA 96001
 Phone: (530) 246-3813
 1 (800) 475-4057
 Fax: (530) 246-3823

If You Would like to Have Your Invoices, Statements or these Monthly Specials E-mailed to You, Please Contact Jim Fritz at jfritzgm@qwestoffice.net

4 From the Stump

(Continued from Page 2)

and to some degree i concur. When in college the community my parents lived in had six mills with living wage jobs, all based on the natural resources that surrounded us. Today none remain and its economic base is but a shadow of its former self. Those mills were not the nice "clean" industries the progressives felt should reflect the future. A good idea, however one needs to be mindful of what they wish for... and mindful that throwing out the baby with the bathwater may not be the wisest course of action.

In business, modernizing is driven by markets and innovation and you value your work force. In governmental policy, the value of existing industry is typically ignored and taxed, while incoming industry is "incentivized" with tax concessions of all sorts for the good of the future... perhaps. 40 years after the fact, those mills, their payrolls (and summer jobs for college students) have vanished to markets where they are welcomed.

As seems to occur with alarming yet predictable frequency (at least to some of us), poor policy decisions, based on ideology alone, can have unintended consequences.

One such example of policy myopia: in the 1970s the (in this case Oregon) legislature, in their infinite wisdom, changed the labor laws es-

entially eliminating a slew of summer jobs for youth, and seriously reduced jobs available for high school aged youth by changing the rules, all in the belief it would create a better world. The unintended consequences of this "progressive" legislation left kids with nothing to do during most of the summers, also leaving exposure to a "work ethic" early in life to their late teens, when many of their life habits were established. The progressive mindset, however, failed to consider that possibility.

We see similar "wisdom" extolled virtue currently and promoted with vigor in touting the brilliance of knocking out dams, eliminating coal as an energy resource, eliminating all that "messy" industry, and placing rules, regulations and onerous fines for misdeeds that essentially kill what exists without ever asking HOW any of what they produce might be replaced BEFORE the tried and proven means are removed from the scene.

The reason many of the nouveau ideologies of today push a change with such urgency, because their overwhelming intolerance of the present they know could not stand up under serious review of what unintended consequences their scheme may bring.

There's a reason former House Speaker Pelosi wanted her Health Care program voted on before people read it, and why this administration is anxious to push "stimulus" pro-

grams, massive spending programs, unaccountable appointed czars in control of government programs, etc. The test is not for programs and policies that work, but policies that match their radical ideology, with the hope once they're adopted it will be more difficult to change or remove them.

The wealth of our nation is built from our own abundance of natural resources, and the creative industry of our citizenry, and our faith in a better tomorrow. The last time we had a generation being told opportunity and our best years were behind us, the ever agreeable Pres. Jimmy Carter was in office. Our current President reminds me a great deal of Pres. Carter.

For our democratic republic to work, we need to get off our collective keisters, stop looking for someone else to do the hard work, and actively participate in our government. Apathy is not an option. Without our participation this treasure in history can easily perish.

At the close of the Constitutional Convention, a woman asked Benjamin Franklin what type of government the Constitution was bringing into existence. Franklin replied, "A republic, if you can keep it."

Things are improving, gradually

Several years ago at the AOL (Associated Oregon Loggers) Annual Meeting, immediately after the economy fell off the table and

cratered in 2008, we heard a presentation from a knowledgeable east coast economist who got it right noting this economic cycle (the plummet of 2008 would not be a rapid drop followed by a rapid resurgence of business, but a "long, slow, gradual recovery."

That'd proven to be right on the money. His prediction that we'd see a housing recovery in 2011 missed the graph by a wide margin, but in fairness, no one had any idea the depth and breadth of damage from the financial housing markets toxicity, not only the damage wrought by the lunacy in housing markets, but wholesale abandonment of any business principles for so many of the players involved, from speculators in land, finance, insurance, developers and more.

Congress, that bastion of wisdom, humility, and myopic vision, played a major part in meddling with the markets and insisting that everyone should "have the right" to own their own home, whether they had the cash, experience, background or interest in actually taking ownership beyond grabbing for 'free' federal money. While charitably this came about with the best of intentions, it seems bereft of forethought had anyone bothered to consider the consequences if: 1) people couldn't pay their mortgage, 2) couldn't maintain the home, or 3) the housing market

(Continued on Page 16)
See "From the Stump"

Thank-You Reed Allred!

for purchasing an
ALPINE
Long Log Trailer
and truck equipment



From your friends at Alpine



**2005 Late Model,
2-Axle Short Log Trailer Available
Call for Details!**

CALL (208) 877-1714

2810 Big Bear Ridge Road • P.O. Box 341, Deary, ID 83823

Fax: 208-877-1198 • email: alpineindustrial@cpcinternet.com



In the mirror: Our Own Worst Enemy

5

APRIL 2012
LOG TRUCKER

by Sherrie Bond

Isometimes hear comments on past articles I've written that are laced with frustration and tinted with discouragement. It's as if there lies ahead an unconquerable mountain standing between our everyday toil and what we perceive as an easier road to travel. To me it's sort of like the illusion of an oasis in a desert which is always just out of reach, unable to obtain.

I feel that way when I talk about log hauling with someone who isn't in the industry. Describing the hours spent, the mechanical problems that can and do arise, the lack of money to repair and replace parts routinely, instead of at the point of desperation is difficult to explain. When the conversation turns to how truckers are affording fuel as the cost shoots up each day, I am at a loss to explain why you keep going. A question that I hear and I am certain you do as well is, "...why don't you just quit?" Why don't we?

The first response is "...you can't just quit! There's money owed. There's a job to do. It's not something you can just turn your back on and walk away!" So what is the answer? What can you do? Sink further and further in debt? Take hauls that don't pay the bills? Be forced to work closer to home when your truck eventually gets to the point of being untrustwor-

thy to get you back?

It's a worry. It's a problem. Its one of those things that keep you up all night, trying to figure out an answer and all that gets you, is a tired "gitty-up" and a long day tomorrow.

What we can count on is fuel, parts, maintenance and operating costs aren't ever going down once the price rises so the only counterbalance you have is to earn more money for the job you do. How do we do that?

March 15th, I met with Congresswoman Jaime Herrera Beutler at her Vancouver office and laid before her the above scenario, but instead of asking her to solve the problem, my question revolved around the "old days" of logging road classifications and tariff guidelines set by the WSDOT. Pre-federal deregulation. The question I posed was about anti-trust violation and if there is a way to establish a "base" formula that can be created as a guide when haulers are determining their fees?

I brought as an example a copy of the Logging Road Classification sheet used last in 1995; back in the day when a log hauler "ran the road", calculated the miles and road conditions for loads that would be weighed or scaled or if the hauling fees would be based on gross weight, less tare or where scales were not available, 95% of the net capacity. The forms were signed off by the logger, the hauler and a WUTC agent and filed.

The hauling fees currently being paid aren't too far from the 1995 calculations with a little fluff added here and there, out of conscience more than anything I suppose. Some loggers are throwing in a fuel surcharge as the "black gold" continues to reach unheard of prices, but not all. The word on the streets for the most part, however, is that there isn't enough money being paid to haul logs and allow maintenance of equipment, repairs or meet industry standards that keep being heaped on by bureaucrats who haven't ever seen a logging truck, let alone crossed west of the Mississippi!

Let me give you a "fer instance" of operating costs based on the 1995 scale for 200 gallons of diesel then (\$300) and now (\$869.80); gross load revenue for the day \$424.50 (then and now), 110 gallons burned and net revenue then \$259.50 versus net revenue now minus \$52.79. That's simply a fuel cost - no figures for tires, insurance, driver, parts, licenses/permits, equipment depreciation ...

The encouraging news is there may be the possibility of using regulated hauling rates on intrastate hauls as proposed in the Federal Trade Commission report of 1995, entitled "Disentangling Regulatory Policy." There is a strict policy in the regulation standards and while every state permits motor carriers to belong to rate bureaus, only about half of them grant motor carriers antitrust immunity for

the bureaus' joint activities such as rate making and scheduling. According to this document, forty-two states continue to regulate intrastate truckers and states frequently consider proposals to relax or to expand the extent to which truckers are regulated in their states. Regulation of intrastate shipments has a huge economic impact as two-thirds of the commodities shipped are intrastate.

Proponents argue that continued or expanded economic carrier regulation enhances and stabilizes the industry while also preventing "rate cutters" from dragging down the living wage level.

Economic stability suggested above may be possible. We'll further investigate the options. Congresswoman Herrera Beutler is open to whatever information we can provide her about the states that are still working productively under the regulated intrastate guidelines with the hope Washington can be among that fraternity.

While I don't have a dog in this fight, I most certainly have your best interests at heart and will work toward a solution that may tip the scales in your favor for once.

While I'm doing that, I ask a favor of you ... take a look in the mirror and let's hope the guy you see lookin' back at you, is the one who will join ranks and help turn this truck around, not the one throwing up road blocks. **LT**

EFFICIENCY = SUCCESS

ON-BOARD WEIGHING SOLUTIONS FOR THE TIMBER INDUSTRY



STILL ROLLING

GOIN' BROKE TRUCKING COLVILLE, WA

by Darin Burt

At the time when most kids are thinking about getting their first car, Ryan Johnson was already working on fixing up his first log truck.

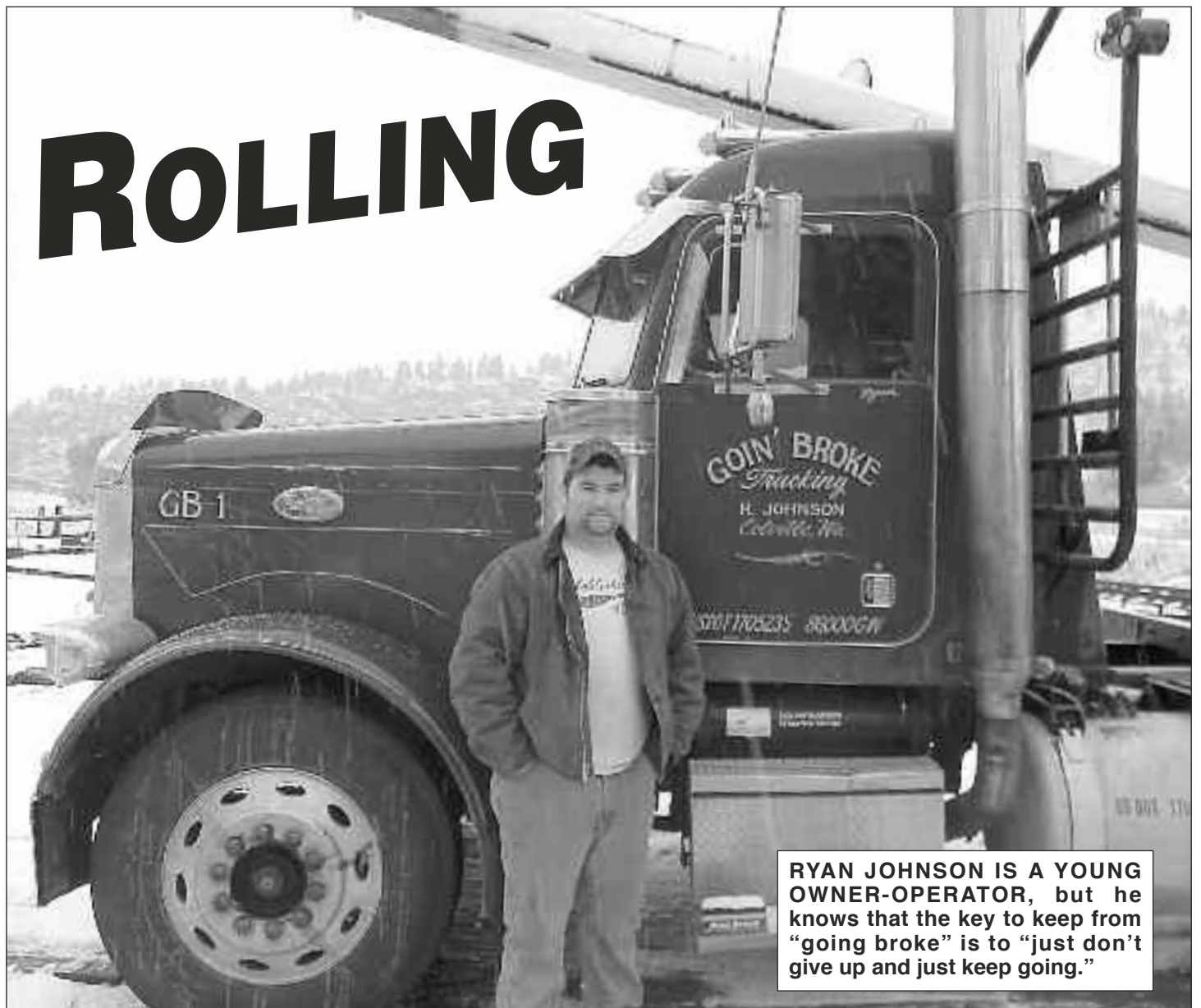
"Ever since I was really small I've always loved trucks, especially log trucks. Anytime anybody asked me what I wanted to be, I said I wanted to drive log trucks," says the 23-year-old co-owner of Colville, Washington's Goin' Broke Trucking.

Ryan got his CDL shortly after he turned 18 with the plan of going to work as a hired driver. But the reality was that nobody was willing to take a gamble on such a young kid or pay the high premiums that go along with insuring somebody his age. He settled for operating a log processor, but it was hard to see the trucks leaving the landing and

me being stuck in a machine.

Bob Johnson, Ryan's dad, has been employed by Boise Cascade as a log truck driver for the past thirty-five years. He'd always had a dream to have a truck of his own, but at the same time, didn't want to

(Continued on Page 8)
See "Goin' Broke"

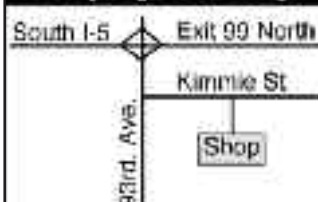


RYAN JOHNSON IS A YOUNG OWNER-OPERATOR, but he knows that the key to keep from "going broke" is to "just don't give up and just keep going."

WE OFFER:

- General Truck Repair
- Complete Diesel Engine Service
Cat - Cummins - Detroit
Exchange Engines
- Hendrickson Rebush Center
Incl. Hendrickson 380 Series
Equalizer Beams
We Rebush Log Trailers
CHALMERS & 8-BAG
KENWORTH SUSPENSION
REBUSHES

Stop By Our Shop -



COMPLETE LOWER REBUSH

\$875⁰⁰

Incl. Parts & Labor

Usually in 3 Hours or less
Call For Appointment



SCHELLER DIESEL SERVICE

9144 Kimmie Street - Olympia, WA. 98502 • (360) 943-9818

ROAMIN' SCALES LLC

ELECTRONIC ON-BOARD SCALE SYSTEMS
SALES • SERVICE

MOBILE SCALE REPAIR

VULCAN
ON-BOARD SCALES
Authorized Dealer

pnt
Pacific Northwest
TECHNOLOGIES
Authorized Dealer

VISHAY
PRECISION
GROUP
SI Onboard Scales
Authorized Dealer

"We Go The Extra Mile!"

Serving the Pacific Northwest
Will Ship Anywhere!



Dan Holum 360-430-0538



Office: 503-728-2162 • Fax: 503-728-9689

RYAN JOHNSON delivers a load of logs to the Boise Cascade plywood mill in Kettle Falls, Washington. Ryan's truck is a 1999 Peterbilt 379.



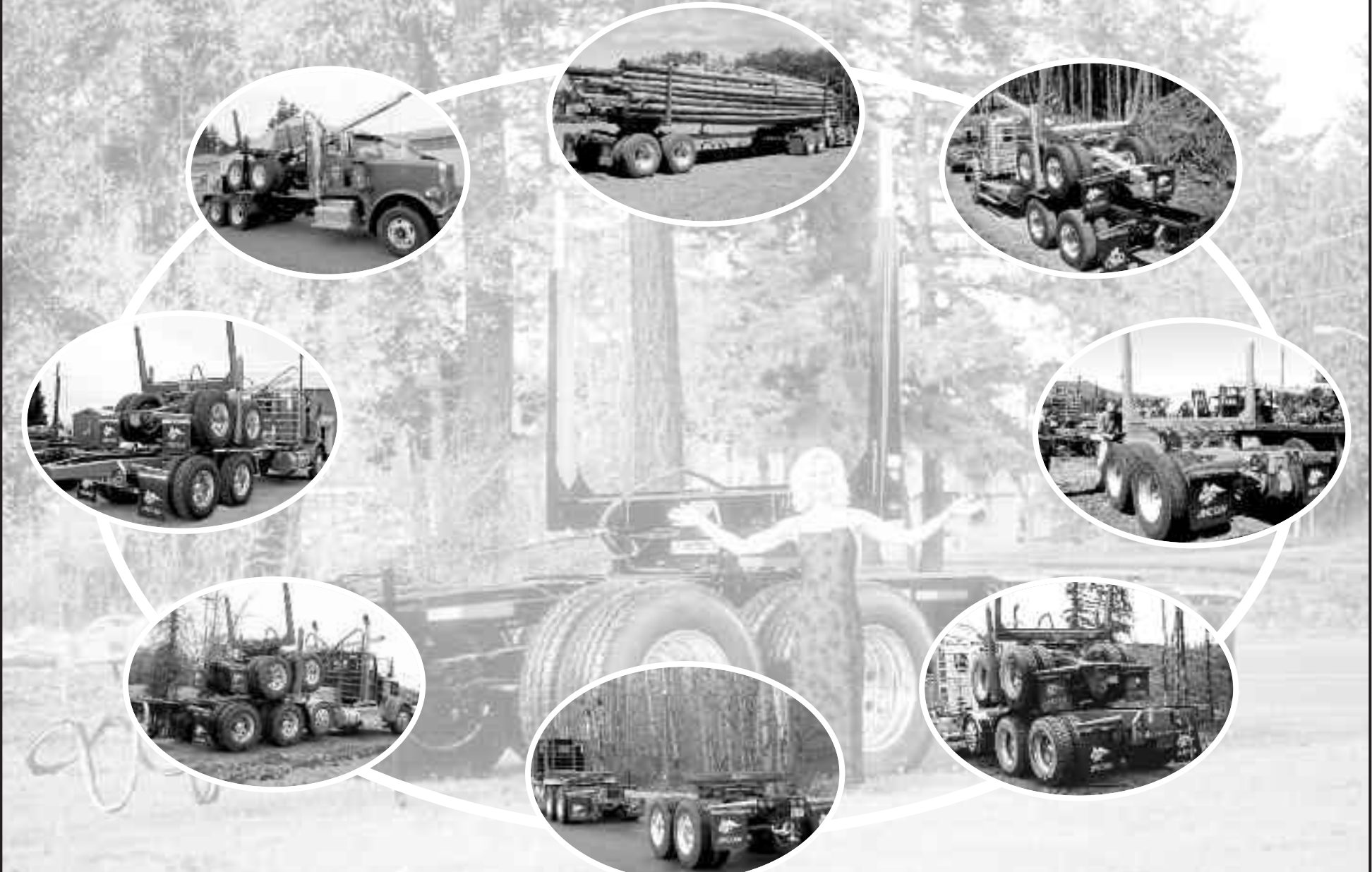
LINCOLN INDUSTRIAL CORPORATION, INC.

4130 TUMWATER TRUCK ROUTE • PORT ANGELES, WA.

1-800-492-6122

Installation Center in:
• **Woodland, WA**

WE DO IT ALL! CALL WAYNE KINBERG FOR A CURRENT QUOTE • CELL # 360-461-3795 OR 1-888-212-0514



OUR 66TH YEAR... KEEP THINK-N-LINCOLN ... 1946 - 2012

8 Goin' Broke

(Continued from Page 6)

APRIL 2012

LOG TRUCKER

leave the security of his long-standing job. Ryan, on the other hand, was eager to become a log hauler, and so father and son formed a partnership.

Before Ryan even had his CDL, they had already purchased a 1984 GMC General and set Ryan up as the driver.

Ryan's first steady hauls were for Barry Beardslee Logging out of Kettle Falls. After that, he hauled for a number of area contractors, including Blanchard Logging, until the fall of 2011 when he found his latest steady gig with Marshall Forestry of Kettle Falls.

The General is still around as a spare truck, and Ryan's brother Ritchy will drive it part-time if there is a load or two to get on the weekend. Along the way, Ryan's also had a 1977 Peterbilt and even a '77 Pete self-loader that he tried out for six months or so, but not being much work for it, he threw on a turkey rack and hauled short logs. Ryan's current daily-driver is a 1999 Peterbilt 379 – which he purchased from Western Peterbilt in Liberty Lake, Washington – equipped with a 550 e-model Cat engine, 13-speed transmission, 40,000-lb Eaton rear ends, Peterbilt Air-Leaf suspension and a 1984 Miller conventional log trailer.

"The e-model Cat pulls good and is an all-around good motor. About the only thing I would change on my truck is to have an 18-speed, and different suspension and rear ends – I'd like to have 46,000 pound Rockwells with double lockers and Hendrickson extended leaf suspension. There are a lot of rough roads and steep ground and mud and snow over here. All the old timers and my dad have always told me that the spring-over is the all-around best suspension for logging – it rides good loaded and it gets around a lot better than other types of suspensions."

Ryan may be a fairly new owner-operator, but growing up around the industry, he didn't have much of a learning curve when it came time to go ahead with the job.

"Even as a kid, I rode with my dad as much as I could during the summers, paid attention to him and listened to what he had to say. I definitely have a lot of respect for him because he's been doing it so long and knows what he's doing," he says.

"When I first started out, he made sure that he went with me the first time I went over Sherman Pass and showed me what gear to come down in and what I should and shouldn't do. He's always just a phone call away and is pretty good at explaining how to do things."

One thing for certain is that Ryan isn't lacking enthusiasm. One of the benefits of being a young

driver, he says, is the ability to, "Go, go, go."

"I'll be around as long as there are logs to haul," he says.

Looking down the road, Ryan says he'd like to keep his business to no more than two trucks with the possibility of it being he and his brother at the wheels. "I don't want to hire anybody else except for family members," he says. "It's nice to know who's driving your truck and being able to trust them." Ryan plans to have his truck paid off this spring and the next big step is building a shop for it. Most of the repairs he handles himself, with

the help of family members, but on occasion, he'll take work to Gopher's Diesel Repair in Colville.

Ryan's mom Betty takes care of the company bookwork. His wife KaLelia lends a hand with the repairs, maintenance and truck cleaning; in fact Ryan says she's a pretty good electrician. "She fixes my tail lights. Whenever I get frustrated and walk away, by the time I come back, she's got 'em fixed because she's patient and figures it out pretty quickly."

There have been a few bumps along the way already, such as a recent engine rebuild, but Ryan has

been smart and not let any unexpected hiccups put his business at risk.

"I just don't give up and just keep going," he says.

"There are a lot of trucks that you used to see running all the time, but since the fuel prices shot up, those guys have given up and aren't in it any longer. Really, all that did was open up more work for guys like me who enjoy what they're doing and don't want to give up just yet. I'm definitely one of the small guys and I'm still rolling."

LT

ST. JOHNS

THE POWERTRAIN PEOPLE

TRUCK & EQUIPMENT



REBUILT TRANSMISSIONS/ REAR ENDS
(ALL SOLD EXCHANGE)



FREE FREIGHT!

For a Limited Time St. Johns will pay the Freight to you on any **REBUILT TRANSMISSION** or **REAR END** sold in Washington, Oregon, or Idaho

DIFFERENTIALS - ROCKWELL

PRICES VARY BY RATIO, ALL PRICES STARTING AS LOW AS...

RD20-145	\$1,895.00
RR20-145	1,125.00
RDL20-145	2,425.00
RRL20-145	1,595.00
RD23-160	2,925.00
RR23-160	1,695.00
RDL23-160	3,495.00
RRL23-160	1,625.00
SQHD	1,450.00
SQHR	925.00
QD100	1,575.00
QR100	1,050.00
SSHD	2,095.00
SSHR	1,395.00

EATON:

DT461P	\$4,525.00
RT461	2,950.00
DD461P	4,695.00
RD461	2,695.00
DS461P	3,250.00
RS461	1,725.00
DS402	1,575.00
RS402	1,025.00
DS404	1,495.00
RS404	995.00
DT402	2,695.00
RT402	1,825.00
DD404	2,695.00
RD404	1,895.00
DSH40	2,125.00
RS40	1,395.00
DDH40	3,375.00
RDH40	2,075.00

Many Other Transmissions And Differentials Available... Call Us First! Custom Repair For Your Unit

CALL US FIRST!

CUMMINS® MANIFOLDS

3801322 855 LARGE PORT	\$325.00
3801915 855 SMALL PORT	295.00

FLYWHEEL HOUSINGS

CUMMINS® FW HOUSINGS	CAT® FW HOUSINGS
3680063 ISX	\$795.00
1302802 3406E	\$1295.00
3036005 855/N14	399.00
1694153 C15	1795.00

REPLACEMENT FLYWHEELS



CUMMINS FLYWHEELS		
3071535	855/N14.....	\$435.00
3016495	855.....	375.00
CAT FLYWHEELS		
9L6392	3208.....	\$425.00
9Y9313	3208.....	399.00
4P4797	3406.....	465.00
DETROIT FLYWHEELS		
23509709	SERIES60.....	\$450.00

"Our Fuller Transmissions are rebuilt using Genuine OEM Fuller parts!"

FULLER

RT/RT06613	\$2875.00
RT8609A	2955.00
RTO12513	2050.00
RTO12515	2095.00
RTX12609B	2125.00
RTX14609B	2195.00
RTO14613	2395.00
RTLO14613BP	3095.00
RTX14708LL	2395.00
RTX14710B/C	2495.00
RTX14710B/CP	2650.00
RT14715	2995.00
RTO15613P	2795.00
RTX15710B/CP	2650.00
RTO/RTX15715P	3095.00
RTX16710B/CP	2650.00
RTAO16710B/C	3295.00
FRO16210B/C	3195.00
RTLO16610BP	2695.00
RTLO16618A	3125.00
RTLO14713A	2895.00
RTLO16713A	3125.00
RTLO16718B	3695.00
RTLO16913A	3295.00
RTLO16918B	3895.00
RTLO18718B	3895.00
RTLO18913A	3695.00
RTLO18918B	4150.00
RTLO20913A	4395.00
RTLO20918B	4595.00
RTLO22918B	6295.00

ROCKWELL

RMX10-145A	\$3195.00
RMX10-165A/C	3295.00
MO16G10C	3695.00

POWERSTEERING PUMPS / GEARS

PUMPS

- Eaton
- Parker
- Vicker
- Saginaw
- ZF
- TRW

GEARS

- Ross/TRW
- Saginaw
- Bendix
- Gemmer
- Sheppard



Same Day Shipping!

Check out ALL our TRUCKS at...
WWW.STJOHNSTRUCK.COM

2005 FORD F550 SUPER DUTY FLATBED



Powerstroke diesel, automatic transmission, NEW 11ft. 3in. flatbed, nice truck
\$22,500.00

1995 FORD F800 SERVICE TRUCK



Cummins 5.9L diesel, 6 speed transmission, utility box, 6000# Auto Crane, Miller welder, and gas air compressor.**\$19,950.00**

2005 GMC W4500 VAN TRUCK



Isuzu 4 cylinder diesel, automatic transmission, 14ft. van body with lift gate, low miles, clean....**\$18,950.00**

FULL SERVICE TRUCK & TRAILER REPAIR
Call St. Johns First!

8435 N. CRAWFORD STREET • PORTLAND, OREGON 97203

NATIONWIDE TOLL FREE:
(800) 222-8435

PORTLAND:
(503) 286-8336

FAX:
(503) 283-3423



WOODPECKER TRUCK

www.woodpeckertruck.com

I-84 Exit 202 • Pendleton, OR

888-WOODPECKER (966-3732)



MaxxForce 15

NEW 2012 INTERNATIONAL 5900i SBA, MaxxForce-15 500 HP, Jakes, 18-Spd RTLO18918B, 13,200 Front, 40k Rears, 3:90 Ratio, Rear Diff Locker, Hendrickson HAS Susp., 3/8" Frame, 242" W.B., 118" A.F., All Alum. Wheels, Power Windows & Locks, Full Gauges, Etc.. **\$112,950 + FET**



TERRAStar

NEW 2012 INTERNATIONAL TERRAStar, MaxxForce 300 HP, Allison Automatic 1000RDS, 7k Front, 13,500 Rear, 4:88 Ratio, Spring Susp., 158" W.B., 63" A.F., 84" C.A., 147" C.F., Block Heater, Air Driver Seat, Tilt Column, 2 Person Passenger Seat, Etc. **\$47,750**



Cummins

(3) 2008 KENWORTH W900, ISX 485 HP, Jakes, 10-Spd FRO16210C, 13,200 Front, H.D. 40k Rears, 3:91 Ratio, Dual Diff Lockers, Hendrickson PRIMAXX Susp., 222" W.B., All Alum. Wheels, Etc., From 302k Miles..... **\$83,750**



Cummins

2008 KENWORTH T800, ISX 500 HP, Jakes, 13-Spd RTLO16913A, 13,200 Front, 40k Rears, 3:70 Ratio, 8 Bag Air Susp., 213" W.B., All Alum. Wheels, Air Slide 5th Wheel, Etc., 350k Miles..... **\$87,500**



Cummins

2007 KENWORTH T800W, ISX 530 HP, Jakes, 18-Spd RTLO22918B, 2-Spd Auxiliary, 22k Front, 46k Rears, 3:91 Ratio, Neway Air Susp., 201" W.B., All Alum. Wheels, Lowboy Ramps, Storage Boxes, Cab Guard, Beacon Lights, Etc., 224k Miles **\$117,500**



189K Miles

2006 Peterbilt 357, C15 550 HP, Jakes & Brake Saver Retarder, 18-Spd RTLO22918B, 22k Front, 46k 2-Spd Rears, 4:11/5:61 Ratio, Air Trac Susp., 200" W.B., All Alum. Wheels, Lowboy Ramps, Storage Boxes, Cab Guard, Beacon Lights, Etc., 189k Miles ... **\$107,500**



Overhaul

2006 KENWORTH T800, C15 475 HP, Jakes, 18-Spd RTLO18918B, 14,600 Front, 46k Rears, 3:73 Ratio, Dual Diff Lockers, 8 Bag Air Susp., 4th Axle, 210" W.B., All Alum. Wheels, Air Slide 5th Wheel, Cab Guard, Full Gauges, Etc., 341k Miles, Engine Overhaul..... **\$95,000**



Mercedes

2005 STERLING LT9513, MBE 450 HP, Jakes, 10-Spd RTO16908LL, 20k Front, 46k Rears, 4:30 Ratio, Rear Diff Locker, TufTrac Susp., 4th Axle, 16' Dump Body, Power Tarp, Etc., Heavy Duty Dump, 202k Miles **\$59,750**



Air Compressor & Crane

2001 INTERNATIONAL 4700, T444E 175 HP, 5-Spd ES46-5A, 6k Front, 15,500 Rear, 3:73 Ratio, Spring Susp., 11' Service Body, Work Lights, Beacon Lights, 2,200 lb Crane, Air Compressor, Hitch, Power Windows, Etc., 171k Miles..... **\$18,750**



Overhaul

2001 WESTERN STAR 4964FX, ISX 565 HP, Jakes, 18-Spd RTLO18918B, 14,600 Front, 46k Rears, 4:30 Ratio, Dual Diff Lockers, Hendrickson HN Susp., 4th Axle, 17' Dump Body, Pup Equip., Power Windows, Etc., 400k Miles, Engine Overhaul **\$57,500**



RITCHY JOHNSON (Ryan's brother) drives part time for Goins' Broken when there are logs to haul on the weekends. Ritchy's kids Natalee and Nathan have also caught the trucking bug.

9

APRIL 2012

Log Trucker



**RADIATOR
SUPPLY HOUSE, INC.**

NATIONWIDE SHIPPING!!!

1-877-615-3002

WHOLESALE PRICING!!!

Onsite Custom Aluminum Manufacturing



- Aluminum Hydraulic Oil Coolers
- Aluminum Radiators
- Charge Air Coolers
- Pickup & Delivery Nationwide
- Mining
- Logging
- Drilling
- HD Construction
- Stationary Gen Sets
- Motor Coaches

CAT - MADILL - DEERE AND MORE...

Give us a call. We'll treat you
RIGHT!

Fast, Friendly and Honest
SERVICE!



**VERY QUICK
TURNAROUND**

CALL TODAY!



www.RadiatorSupplyHouse.com

COLBY JACKSON

REDDING, CALIFORNIA

by Darin Burt

“As a kid, growing up over on the coast, we lived over by Ukiah, and Schuster Enterprises was a big logger and trucker, and they had a whole string of Mack Superliners. One of my earliest memories was seeing one HUGE tree on all five of the trucks,” says driver Colby Jackson. “It was always in the back of my head that I wanted to be a log truck driver.”

Jackson, 42, is now sixth in seniority among the company drivers in Sierra Pacific Industries’ Anderson, California Division. He’s been hauling logs for them 12 years, and has been trucking a total of 25.

“I wouldn’t do it, if I didn’t really enjoy working in the woods,” he says. “Not many people have the chance to get out and see what we do and do what we do.”

Jackson started out in the woods, working as a chaser on the landing, and as a mechanic in the shop, turning wrenches. “I was working for Blue Ridge Forest Management here in Redding; they taught me to drive truck and I just kind of fell into it and whenever they needed a water truck or chip truck driver or something I would go out and do

that,” Jackson says. “I ended up driving lowbed after the driver left, and when we weren’t using it as a lowbed, we had a hayrack trailer we’d put on it.”

Jackson’s real driving lesson came on the lowbed, moving heavy logging equipment such as shovels,

(Continued on Page 11)

See “Colby Jackson”



“CALL ME CRAZY,” says Sierra Pacific driver Colby Jackson, “but I like hauling on steep, hard ground . . . It’s a challenge and it keeps you on your toes.”

MILLER TRUCK SALVAGE L.L.C.

DIESEL TRUCKS & PARTS

15015 N. W. MILL RD. • PORTLAND, OR 97231

“Specializing in ’50’s thru 90’s”

(503) 283-1797



2000 Century, Detroit, 10-sp, Eaton rears.....**Parting Out**



2005 T800, 3406 550 HP, RTLO18918B, DBL Lkrs on AG400.....**Parting Out**

1996 T800, 3406 w/retarder, dbl locking 46-160 on Neway air
Parting Out



1994 F800, 8.3 Cummins, 10 spd Fuller, 40 145 rears
Parting Out



1995 4700 IHC, DT 466 mech., 5&2, 4BT Cummins pony
Parting Out



1994 Western Star, 3406C, RTLO 16713, 402 on Hend. RT.
Parting Out



ENGINES / TRANSMISSIONS Check With Us Before You Buy!

TRANSMISSIONS

• RT 6613	\$1,250
• RT 6610	\$1,250
• RTO 15613	\$2,000
• RTO 14715	\$1,500
• RTO 14613	\$1,500
• RTLO 16713A	\$2,600
• RTLO 18718B	\$2,750

ENGINES

• 3406B 425 h.p. Inspected.....	\$5,000
• BC4 350 runs good, Inspected.....	\$4000
(Uninspected)	
• 5.9 Cummins, runs good	\$2,750
• E-7 300 W/Jakes, good runner	\$4000
• 675 285 hp., low miles	\$3500
• 3406E 550 hp., runs good, ser# 1LW	\$6500
• 8V71T, runs clean.....	\$3000
• DDEC4 450hp., runs good.....	\$5000

EXCHANGE REQUIRED ON SOME EQUIPMENT - CALL FOR SPECIFIC UNITS

800-439-9073 White Mountain Chain 208-267-6215
Bonners Ferry, Idaho • www.whitemountainchain.com

SUPER DUTY 9.5mm

SUPER DUTY!

The ultimate in traction and durability.

The Super Duty has 7/16" (11 mm) studs to increase grip and strength.

The SUPER DUTY cross chain hooks and side chains are made of hardened Grad 80 material and the cross chain itself is 50% tougher and stronger than before. The hardened boomers vouch for a chain quality not previously available.

TRYGG

SCAN TRAC

LIGHT & STRONG!

Highway traction and front wheel steering application.

TRYGG Scan Trac is the lightest chain of its kind on the market. This chain, made exclusively of the best alloys, maintains the good grip and enhances the remarkable TRYGG durability.

SUPER 2000 - 7mm

LIGHT & STRONG!

Save 35% on weight and keep the strength of a standard truck chain.

The Super 2000 has 8mm (5/16") studs to increase grip and strength.

Chain made from chrome, nickel and manganese alloyed steel reinforced with boron give us the possibility to offer a super tough lightweight chain.

TRYGG "EASY TRAC"

TRYGG "EASY TRAC" is made like Scan Trac without wear bars.

TRYGG Studded Truck

TRYGG Studded truck chains. All purpose - Superior traction

Double Duty Studded

Square Ice

Colby Jackson

(Continued from Page 10)

delimbers and chippers, in the woods and on the highway. “That was a sudden learning curve. We

had a good truck- A Kenworth T600 - with big Cat power and a super Jake brake and retarder so it was an easy truck to learn to drive on,” he says. “You just have to take your time, make sure everything is tied down and make sure you don’t get

an over-height ticket . . . or worse, take out the overpass.” Although, he liked the challenges of his job, one thing Jackson realized was that working for a gypo logger, with no health insurance or benefits, wasn’t exactly the best way

to take care of his wife and kids. Working as a hired driver for Sierra Pacific, on the other hand, provides him with a steady job, a predictable

(Continued on Page 12)
See “Colby Jackson”



JACKSON DRIVES A 1999 PETERBILT for Sierra Pacific. The truck is equipped with an N14 Cummins, 18-speed transmission, 46,000-lb full locking rear ends, pulling a Peerless log trailer. When the market calls for it, the truck serves dual purpose and can be set up as a mule train.



Progressive Insurance. We get you back out there fast.

Progressive will never leave you on your own to fix your truck. Instead, our highly trained claims specialists work with you as a partner and your single point of contact throughout your claim process. You get all that attention and competitive rates. No wonder we’re America’s #1 truck insurer. Keeping you moving. Now that’s Progressive.

Call for a Free Quote | Find an Agent
1-888-375-7905 | **ProgressiveCommercial.com**

PROGRESSIVE
COMMERCIAL



WANT AN ESTIMATE?
SCAN HERE.

United Financial Casualty Company & affiliates. No. 1 truck from Highline Data’s 2009 national written premium data. 11800314.T1 (03/12)

12 Colby Jackson

(Continued from Page 11)

APRIL 2012

LOG TRUCKER

hourly wage and a good benefit package. He likes working on an hourly basis, and says, in his opinion, that's how it should be everywhere.

"They ought to outlaw letting a guy work on percentage or by the mile," he says. "You're just looking for somebody to tear up the truck, kill themselves and/or somebody else."

The trucks from Sierra Pacific Industries' Anderson Division haul logs all over northern California's Siskiyou, Shasta, Tehama, Lassen, Trinity and Humboldt Counties. Jackson's favorite hauls are over on "the Westside," on the west side of Interstate-5 in the Trinity and Humboldt area.

"Call me crazy and silly, but it's steep, hard ground and it's hard on trucks. It's a challenge and it keeps you on your toes. There's one road over there with a half-mile long 30 percent grade," he says.

If he had his druthers, Jackson would also rather pull a mule train than a conventional long logger. "It's just different. It's a little slower pace and you've got to pay more attention to what you're doing," he says. "People say you're doing twice the work for the same pay, but you've got to throw just as many wrappers."

Log hauling in this part of the

country is relatively steady, although Jackson jokes that, "Being that this is California, we're not allowed to work, period." Typically, there's a spring thaw break up period where trucks are not allowed to run on soft, muddy roads.

Hired drivers with Sierra Pacific are expected to haul right up to a legal load – nothing more. Their responsibility with the trucks – other than being a safe, conscientious operator – is little more than filling out a report detailing any problems for the mechanics to check out and hang it on a clipboard at the end of the day. Jackson goes a step further, taking special pride in his "office."

"A truck doesn't have to be all shiny and look like a show truck, but I'm a firm believer that if you have a clean truck when you roll across the scales, the inspectors are going to be more likely to just let you go," he says.

And what would Jackson pass along about what others should look for in a good hired driver? "Don't hire me, that's for sure . . . that's why I've never been asked to become management," he jokes.

"The main thing I'd tell (new drivers) is to just do what they're told, do it and go home. There are guys who will run their truck until you feel sorry for that old truck, but that doesn't get them any farther ahead at the end of the day. Just keep it steady as you go."

LT



THE JACKSON FOUR – Colby, Lori, Conner and Mason.

United Gear

"Your Quality Gear Shop"

2480 Kotobuki Way
Vancouver, WA 98660

360-518-6440

ALL TRANSMISSIONS
are tested on our
In-House Dyno

✓ NO LEAKS

✓ NO NOISES

✓ TESTED SHIFTABILITY

- United Gear will guarantee on a time and material basis your costs will not exceed your exchange price.
- In most cases you receive a completely rebuilt, fully warranted, one year unlimited miles unit for less than the exchange price.
- With over 600 trucks and 10 shops of our own, we know your needs
- Our master gear tech, Dean Clark, makes sure every gear box is done right and every customer is treated fairly

Only OEM parts are used
All cases are machined to
factory specs
Exchanges, custom rebuilds,
repairs
R&R available

Exchange Prices - Transmissions

RTLO 16713A	\$3200
RTLO 16718B	\$3700
RTLO 18718	\$3750
RTLO 16913	\$3500
RTLO 18913	\$3600
RTLO 18918	\$4100
FRO 16210C	\$3100
FRO 16210IC	\$3150

Exchange Prices - Rearends

RD 20145	\$2100
RR 20145	\$1100
DS404	\$1500
RS404	\$1100
DSH40	\$2100
RSH40	\$1400
RDL20145	\$2300
RRL20145	\$1600

United Gear
A Division of United Road

360-518-6440

McCOY FREIGHTLINER

WESTERN STAR TRUCKS

WESTERN STAR LOG TRUCKS IN STOCK NOW!

★ Service

★ Sales

★ Parts

★ Body Shop

WESTERN STAR

FREIGHTLINER

DETROIT DIESEL

SPRINTER

CALL FOR DETAILS

Phone: **503-283-0345**

www.McCoyFTL.com

9622 NE Vancouver Way
Portland, OR 97211

3 locations in the Portland / Salem Area



"IT'S MY OFFICE, and I take care of the truck as if it were my own," says Aaron Stacey, who drives for Rob Graham Trucking. An true team-player, Stacey has the mindset that, "If I'm not working, I'm not making a paycheck, and if the truck isn't working, Rob's not making money either."

WASHINGTON TRUCK WRECKERS

SHELTON, WASHINGTON 98584 **(360) 427-7007**



Heavy Duty Truck Parts • Engines • Transmissions • Differentials • Rear Clips • Drop Axles



801 SE Craig Road, Shelton, Washington 98584

With its gleaming chrome, polished aluminum wheels and dancing flame graphics, Rob Graham's steel blue T800 is one of the sweetest log trucks on the road. And don't think for the minute that driver Aaron Stacey takes it for granted.

"Nowadays, a new truck costs a guy over \$200,000. That's a big investment to trust a person with," says Stacey. "I take care of the truck I drive as if it were my own and want it to stay in good working order. It's my office . . . the appearance of the truck reflects on the company."

Stacey, 35, has been driving since he was 20 years old. Thirteen of those years have been spent hauling logs. The last three years, Stacey has been a hired driver with Rob Graham Trucking, out of Bellingham, Washington. It's a return to where he started out; Rob took Stacey under his wing and gave him one of first log trucking job even though he had little experience driving in the woods.

Stacey's very first log hauling job was for Hamilton Bros., for whom his brother worked as a yarder operator. He knew little about trucking other than having been around farm trucks and riding with his dad who drove a milk tanker. Stacey's first log truck was a 1981 Kenworth. "I rode with one of their experienced drivers for about a week, and then

they just threw me in the truck and said, 'Stay on the road, and remember your bunk pin and compensator.'"

After Hamilton Bros. got out of logging, Stacey moved on to operating a lowbed for Mike Hawkins. He also did some flatbed work, and while he has all the respect in the

world for guys running on the highway, being gone from his family for extended periods of time just wasn't for him.

Ironically, Stacey got the staring roll, with Graham driving one of his trucks through a parade in a commercial for the Deming Log Show.

Graham now has nearly a dozen trucks, but back then there was just a couple, and when one of the drivers got injured, Stacey had to step up and pull a pup trailer. "I hadn't even been hauling logs for a

(Continued on Page 16)
See "Aaron Stacey"

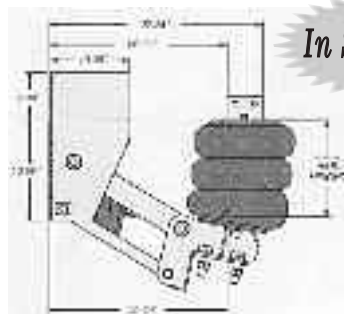


GRAHAM'S T800 IS EQUIPPED with a wet-kit so it can be used to pull hydraulically operated trailers like this side dump.

KNOX

DOUGLAS, INC.

NEW Silent Drive AAS-747-13



In Stock Now!

Pushers
or Tag,
Utilizes
Steer Axle
(Single
Tire only)
13,200 lbs
Capacity

**With Rebuilt Axle or your Axle.
Call for your Application**

Suspension and Air Parts in
Stock and Available Now!



Authorized PULLTARPS Dealer.
We carry parts and provide service
for all your PULLTARPS needs

Pederson

FOR LOGGING OR DUMP TRUCKS



FENDER KITS

Spindle Mounted for Self Steering
Auxiliary Axles. Available with
instructions to install it yourself
or we can do it for you.

SILENT DRIVE INC. **Suspension
Component
Group**

**WE SELL and
INSTALL THEM!
CALL US!**

**P.O. Box 5701
Salem, OR 97304**

We Accept



**503-363-0892
fax 503-362-5435**

WESTERN PETERBILT INC.



206-730-6773

Call Bob Carpenter



2010 Kenworth T-800,

ISX 525 (2007 emissions) 18 speed, 13,200 front,
DSH40 rear axle on Hendrickson Primax suspension,
280,000 miles approx

2012 Pete 388 Lowboy, 244" WB , 20,000 front axle,
20,000 lift axle and 46,000 rear axle on 52,000 Neway
suspension, ISX 550 with 18 speed

2008 Pete 386 4 axle Tractor, Cummins ISX 485, 13 speed
244" wheelbase 490,000 miles metered

2006 Pete 378 4 axle Tractor, Cummins ISX475, 13 speed,
244" Wheelbase, 507,000 miles metered

OTHER LATE MODEL HEAVY SPEC DAY CABS AVAILABLE

Call Bob Carpenter 206-730-6773



THE TRUCK STACEY DRIVES for Graham is a 2006 Kenworth with a 475 Cat motor, 18-speed transmission, 46,000-lb rears with a single locker, Vulcan scales, lift axle, wet kit, aluminum wheels and Pedersen Bros. bunks and trailer.

Pacific **Truck Centers**

Oregon - Washington - Alaska - Hawaii



New & Used Truck Sales

9 Locations - Extensive Inventory - All Makes & Brands

Parts & Service for Truck, RV, Bus & Equipment - Collision Center & Body Shop

NEW or GLIDER KIT

*The BEST of
BOTH WORLDS
for your
LOG TRUCK Needs*

★ **Call Denny Drennan** ★
"Your Log Truck Specialist"
(541) 465-8392

WESTERN STAR NEW Log Trucks

Call for more info



- Model: 2012 - 4900SA
- Wheelbase: 266"
- Engine: DD15 560HP w/ 1850 lb-ft
- Transmission: RTLO-18918B
- Front Axle: 14,700 lb
- Rear Axle: 46,000 lb w/double lockers
- Suspension: TufTrac 46,000 lb
- Lift Axle: Hendrickson 13,200 lb
- Cab: Premium Interior

WESTERN STAR GLIDER KIT Log Trucks

Call for more info



- Model: 2012 - 4900FA
- Wheelbase: 270"
- Engine: Reliablit S60, 560HP, 1850 lb-ft
- Trans: Factory Rebuilt RTLO-18918B
- Front Axle: 14,700 lb
- Rear Axle: 46,000 lb, 4:56, w/dbl lockers
- Suspension: TufTrac 46,000 lb
- Lift Axle: Hendrickson 13,200 lb
- Cab: Premium Interior

WASHINGTON: Ridgefield - Kent - Spokane **OREGON: Medford - Redmond - Coburg**

16 Aaron Stacey

(Continued from Page 14)

year, so I learned really quick,”

From the Stump

(Continued from Page 4)

value went down in value rather than up... duh.

Lots of hands were involved congressionally, and the few who wanted to bring this train wreck under some semblance of control were shouted down by the many who stood to, and did, profit nicely... policy be damned. The national media's again abandoned its role of skepticism of all sides to the more 'enlightened' role of picking who were good guys and bad guys, rather than noting the follies and failures embedded in the "get something for nothing," and "get rich quick" ideology evident throughout this fiasco from at least a decade or two prior. There are many fingerprints on this mess.

Jumping forward to 2012 the hangover in the housing market is the number of homes, properties, projects, developments either in or near foreclosure. UNTIL they are cleared up, and their value in the market stabilized, the hangover will carry on as it has. Regardless of intention, as long as those properties are left in the position of limbo, rather than being allowed to find their true value in the market, the housing crunch will continue on because (for example) if the property isn't allowed to meet and find its market level, lenders, borrowers, builders, etc.

Many in congress, this administration in particular, would like for this bit of reality where real people lose homes they cannot afford now, and likely were unable to afford even prior to the meltdown, to go away with time. Thus letting reality come to pass, people who made

Stacey says.

The truck Stacey drives for Graham is a 2006 Kenworth with a 475 Cat motor, 18-speed transmission,

poor decisions for whatever reason, losing those homes, banks taking the loss in values, declaring their real value as the market will pay, and putting them back into the market and clearing the inventory, actually serves the lesson that makes capitalism work: invest wisely and prudently you profit, invest foolishly and recklessly, you lose.

Doing otherwise, as we continue to see with the meddling of congress, merely prolongs the pain.

Thus in this political year, the incumbents want to take credit for this gradual improvement we're seeing in business, even though it is still pretty tentative. The truth of the matter, however is this: the business engine that is American enterprise is resilient, strong, and is in the midst of recovery because of its own strength and drive.

Not only did Congress, and in particular THIS anti-business administration, have NOTHING to do with the current recovery, they've done their absolute inept best to derail it through their asinine blind dedication to rules, regulations, excessive growth of government, and general ineptitude.

The hope in the nearing election is in our younger generation finally realizing the government intervention and interference does not represent their hope for a better future, but a looming anchor, and vacuum that's swallowing opportunity for a better future through creativity, in addition to passing a massive debt to their heads as well (How is this a benefit?).

There is no such thing as spending yourself to prosperity, not in logging, not in government, not in life, just as there is no such thing as a free lunch.

46,000-lb rears with a single locker, Vulcan scales, lift axle, wet kit, aluminum wheels and Pedersen Bros. bunks and trailer. The truck is set up with a quick-change so that it can also pull side dump, as it did recently hauling rip-rap for the ARMY Corp of Engineers. Even with the wet kit, the lightweight on the truck is 27,000. Most of the time, a Pedersen pup trailer (weighing 5,000-lbs) tags along.

"As a quick-change log truck, you couldn't ask for it to be set up any better," Stacey says. "It's one of the most comfortable log trucks I've driven. It has air-ride, a drop axle with a 12-foot spread and it gets around really well."

Stacey has been around the trucking industry long enough that he has a good handle on operating costs. He understands that in order for the business to make a profit, the truck has to produce and make its numbers – that means everything from preventative maintenance and striving for a clean driv-

ing record to being proactive and going after the extra load (when time allows, of course).

"There are a lot of guys out there who like to cowboy their truck and they're usually the ones complaining about the fuel prices and maintenance costs. If you want to drive a nice truck, you have to be responsible for your actions in the truck," Stacey says.

"A good hired driver is one who isn't there just to collect a paycheck," he adds. "One of the first things that Rob told me when I was starting out is that if your truck is broke you don't work. It sunk in that if I'm not working, I'm not making a paycheck, and if the truck isn't working, Rob's not making a paycheck either."

The handwritten note tucked in with Stacey's Christmas bonus, showed that his efforts were much appreciated by his boss. It read simply: "Thanks for looking out for the company."

LT



LOG AND PULP LOADERS

Several Used Sercos Available

 <p>2004 KW T-800, Cat C-15 475hp., Jake, 18 spd., 18,000# Front, 46,000# Rears on Hend Beam, Lockers, Pusher Axle, 16' Box with Trailer Hook up. Stk.# 3794</p>	 <p>2005 KW T-800, Cummins ISX, 400hp, Jake, 13spd., 14.6 Front, 40,000# Rears on Chalmers, Pusher Axle, 16' Dump Box, Rear Hitch. Stk# 4519</p>
 <p>2006 Olympic 25 ton capacity, 62,000GVW., Tilt Deck Trailer, 32' Deck, 8'6" Wide. Stk #4612</p>	 <p>2002 Olympic 10-ton, Log Loader, Joy Stick controls, 25' Boom, 44" Grapple. Very Nice Condition. STK #4442</p>
 <p>New 2012 Serco 160, 25' Boom, 46" Continuous Grapple, Frame mounting Kit, 3-Section Hydraulic Pump. Factory Warranty. Stk# 4533</p>	 <p>2005 Kenworth T300 Service Truck, Cummins ISC 260 hp., 9-Spd., IMT model 5525, 10,000# crane, IMT Dominator II 11' Mechanics Body, Hyd., Air Compressor, Work Bench, Tool and Drawer package. EXCELLENT CONDITION</p>

Sold & Serviced by



L&M Truck Sales, Inc.
 4001 E. Boone Ave.
 Spokane, WA 99202
800-796-9813



1-800-547-3667

CALL FOR OUR CATALOG!

WWW.TRUCKCHROME.COM

I-5 Exit 263
 8983 TRUCKMAN WAY
 SALEM, OR 97303

SHOWROOM HOURS
 Monday-Friday: 9:00-5:30

Spring Clean-up
CHROME SPECIAL!

- 60 Lug Nut Covers 1.5" or 33MM
- 2 Front Axle Caps - Specify Notches
- 4 Rear Axle Caps - Specify Size
- 2 24" Chrome Flap Weights

\$44.50/PACKAGE!

DYNAFLEX PRODUCTS
 Diesel Exhaust Technologies

Monster Stacks
 Chrome Mufflers,
 Elbows and MORE!



4-IN. STOP/TAIL/TURN L.E.D. LAMPS

SPECIAL... **\$8.95** EACH
 #TLED4100R

CHROME BUMPERS

We Have *Square & Tapered* Bumpers, 12", 16", 18", 20" & 22"

SPECIAL CUT OUTS - No Problem!



16" Tapered



CHROME SPRING LOGGER HANGERS

\$89.95 PAIR

Sale!

Your Home for Chrome!

• BUMPERS • STACKS • LED LIGHTS • CHROME • FLAPS • FENDERS

74TH OREGON LOGGING CONFERENCE...

OPTIMISM AND INNOVATION

LANE COUNTY FAIRGROUNDS
EUGENE, OREGON

by Mike Crouse

The 74th Oregon Logging Conference (OLC) greeted visitors with sunny skies, moderate temperatures, and a prevailing mood of cautious optimism amongst vendors, programs, and participants. While the relative size of the conference was similar to the past few years, the prevailing attitude was upbeat, with some innovative products being presented for the first time, recognizing again the OLC's position as the premier logging conference and equipment display in the western United States.

The opening session was packed (conference fees cover the morning breakfasts), and after the preliminaries, this year's president, Ken Wienke, introduced the key note speaker William (Bill) Springer, Vice President, Diversified Products Division of Caterpillar, Inc.

Springer's speech reflected the theme of this year's conference, "The World Needs Our Wood," but strongly reflected the positive tone seen throughout the conference: the positive signs of an economic resurgence. (This view mirrors much of what we've heard from three other economists we've heard this past year.) Following specifics towards Cat's corporate position overall, Springer noted addressed the economic outlook saying, "...we think the stars are aligning, which bodes well for the future for years to come."

"First, there is a huge influx of new money coming into the world's economy. In fact, the flow of new money coming into the world from central banks, and in turn lending institutions, is the highest it has ever been since WWII. Of the 12 countries we track closely, nine have real growth in money supply, with the US leading the charge



KEYNOTE SPEAKER
BILL SPRINGER,
VP Diversified Products Div. of Caterpillar

with real money growth in the last year of over 16%. In fact in the last six months, US money supply has increased at a rate of 20%; in the Euro zone, bank liquidity in Europe grew at a whopping 40%; and even in China, where they slowed their economy down by restricting the money supply, they saw some quantitative easing in the last quarter 2012, indicating they will likely move back into a growth mode soon. For the first time in a long time, all of the major central banks in the world seem to be on the same page relative to this issue. That is why we think the global economy is getting a "second" wind.

"Second, companies are beginning to invest in capital equipment again. One example is what we are seeing with equipment fleets around the world... And, what we are now seeing is a small increase in industrial and consumer confidence to start to replace these aging assets. This emerging replacement cycle is driving more orders on plants, especially in developed countries like the US, Germany, and France. This is beginning to impact employment numbers and even though it is slow, higher employment levels will put people back into the housing market, and that is critical in the US. I will get more into that later.

"Third, interest rates and inflation remain low, and we think that will continue well into the future. In fact, in North America short term interest rates are below 1960 levels. And, from interest rate highs in 2007/8, interest rates in the

(Continued on Page 18)

See "Optimism & Innovation"

APRIL 2012
LOG TRUCKER

WHIT-LOG Trailers

P.O. BOX 668 • WILBUR, OR 97494

We are your Southern Oregon and Northern California Olympic Log Loader Dealer, ready to install whatever capacity loader you need to get the job done.
CALL FOR YOUR QUOTE TODAY!

**Show Specials
Extended Through
April 30!
Save money now!**

**BEST PRICE
ON EXHAUST
SYSTEMS ON
THE WEST
COAST**
Free Shipping
to your door on
orders of
\$1400 or more

dp
**Dynaflex
Products**

L
**LINCOLN
CHROME**

**UNITED
PACIFIC**
GG GRAND GENERAL
ACCESSORIES & MANUFACTURING
AFTERMARKET EXHAUST, TRUCK ACCESSORIES AND LIGHTING PRODUCTS

**10% OFF ALL
United
Pacific &
Grand
General
Accessories**
Sale lasts until
April 30th

10% OFF!

**10% Off
ALL Whit-Log
Chrome Light Bars
including:**
6 & 7 Hole Truck and Trailer
Lights Bars, 8 & 9 Hole U Shaped
Light Bars, 3 & 5 Hole Square &
Tapered ID Light Bars, and
Swing Away Flap Cans.
Sale lasts until April 30th

OFFICE: (541) 673-1166
EVENINGS: GENE: (541) 673-0491

TOLL FREE **1-800-452-1234**
www.whitlogtrailers.com

18 Optimism & Innovation

(Continued from Page 17)

APRIL 2012
LOG TRUCKER

developing markets have been declining, and the major countries that can impact this are also managing their inflation at very manageable levels. As long as this kind fiscal policy is maintained, we are confident interest rates will remain low, and this will eventually have a big impact on US housing as more people return to work and consumer confidence grows.

"Fourth, we feel the world economies are growing at rates even higher than we felt six months ago. In 2012, the world's GDP will grow from 2.8% in 2011 to 3.3% this year, and we believe there might be an upside to that, mainly on the back of stronger growth in the US, and possibly a stronger recovery in Europe the last half 2012."

Springer voiced the same optimism the U.S. economy and markets saying, "All good news. We had growth of 1.8% in 2011, and we see 3.1% in 2012. We see US construction beginning to come to life again, and we even see turnaround starting with housing. Commercial properties are already growing and you can see that in rental properties and new apartment buildings. And we see new housing starts growing to 700,000 in 2012, up from 650,000 a year ago. Even in the last quarter of 2011, we saw the run rate for housing that would put starts at 680,000 in 2012." He added, "Another reason we see housing beginning to take off is that employment levels are recovering. And while they are still high, it is our expectation that more and more people will be getting back to work, and as people get more confidence in a more stable economy, they will begin to want to invest in housing again, and that will further drive employment. If this projection comes to fruition, there will no doubt be a positive impact on the logging industry."

There are potential clouds with the greatest uncertainty at the hands of government, hinted Springer saying "...there are global uncertainties and potentially stupid policy makers, that could derail what we believe is a realistic outlook. These are just a few of our concerns, with probably the one that concerns us the most being trade policy protectionism."

"But China will still be the big gorilla in this part of the world for the foreseeable future," Springer said. "With GDP for 2012 forecast to be near 8%, it is hardly evidence of a major slowdown. This will continue to drive the need for lumber, as well as softwood fiber since they have limited domestic demand. The thing we have to watch for closely in China is housing, since it represents 25% of their GDP. Any disruption is that could be a problem, but right now we don't see that being the case, especially with inflation expected to fall from 5.5% to three (3%) percent."

"And, looking long term at China, this is what is on the horizon. Specifically, you can see what they are doing: Lots of roads, lots of airports, lots of growth. But, with plans to build 35M homes in the next five years, if those homes move to more lumber structures, the demand for lumber could be huge."

New technology

The always-popular "What's new in logging" panel led off with Michelin field engineer, Bob Kimble, outlining six factors that can make a considerable difference in operation costs to trucking fleets: low air pressure, high air pressure, missing valve caps, dual (tire) mismatch, dual mismatched heights, and irregular wear.

Shawn Hagen, with Pierce Pacific Mfg. introduced their new Grapple Processor (GP), which he explained is, "...designed to gain utility and productivity from a single machine: It loads, shovels like a grapple, delims and measures like a processor." It received a lot of attention at the show.

Husqvarna's Cary Sheperd presented "Chain saw technology applied to logging," on some innovations on this generation of Husqvarna chain saws, particularly in their emissions technology X-Torq(r) engine, their auto-tune feature, and

the Rev-Boost that's part of that feature.

Keith Hicks, from Caterpillar, outlined the emerging technologies from Cat, touting their "...purpose built products for this industry," and their ACERT engine technology, integrated with other innovations, and particularly in their Cat 568 shovel logger. "WE increased the horse power on the 568," Hicks said. "More horse power (12%) using less fuel (5%)."

Another product receiving lots of comment was Tigercat's 880 shovel logger, being sold locally through Triad Equipment, both for its strengths in engineering, performance, and a very frugal use of fuel.

There was a new, and very innovative tower displayed at this year's show: Koller 721 remote control tower. We've heard of remote control towers for over a decade, but this is the first we've actually seen, designed to be operated with a two-man crew. It's a build strong, comes with a slew of options, including a Koller designed remote control con-



KOLLER NORTH AMERICA introduced their remote control 602 yarder designed for two-man operation at this year's OLC, which has a range of options available.



PIERCE PACIFIC'S GP (Grapple Processor) was introduced at this year's OLC.

trol motorized carriage (though most carriages can be modified to work with this technology, . We look forward to seeing it operating in the real world environment of the Pacific Northwest in the next few months.

The conference also provided several class room and "hands on" seminars as has been the practice the past decade, enhancing professional skills, and bringing some of the industries most capable hands to the conference to share their expertise.

In all the 74th edition of the Oregon Logging Conference was very upbeat in approaching the coming few years, and cautiously optimistic in preparing for the next upbeat cycle in our business.

Kudos on another great job by the conference manager and the board of directors.

LT

FOR SALE

2001 KW Long Hood,
flat windshield, 550 Cat just in framed,
18-spd, Jakes & brakesaver, super 40
rears, on air ride, double lockers, air ride
cab, all tires good, all alum. wheels, 8'6"
bunks, 1997 General Trailer & bunks
\$6,500

509-985-6977

I-5 & Exit 59 Toledo, WA **(800) 373-3719**

Monday to Friday 8-4:30pm
wtrparts@gmail.com

Customization • Painting
Collision Repair

TRUCK • TRAILER • COLLISION
FIBERGLASS REPAIR

Washington
Truck Rebuilders
www.washingtontruckrebuilders.com

AFTERMARKET • NEW OEM • USED
PARTS • HOODS

APRIL ONLY SPECIALS

\$2,699

PETERBILT 379
Fiberglass Extended
Hood with Grill

Used ProTec Headache Racks
\$400 & up While Supplies Last!

FREIGHTLINER
FL 60/70/80 Style
AFTERMARKET GRILLS

\$295

BUILT TOUGH
Gorilla Hoods

BEFORE
AFTER

Call For an Estimate

View Our Line of Hoods Online @ www.washingtontruckrebuilders.com



NEWS AND INFORMATION

Cummins to have 2014-compliant engines in service by 2013

Cummins Inc. says it will be ready to ship its full line-up 2014-compliant heavy-duty diesel and natural gas engines a full year

ahead of deadline, and they'll feature improved reliability and fuel economy.

Cummins announced at the Mid-America Trucking Show yesterday that the engines will deliver up to 2% fuel economy improvement over

today's products and will use the same proven high-pressure common rail fuel systems, VGT Turbocharger and fully integrated electronics for improved combustion efficiency, performance and reliability.

Base engine improvements reduce the parasitic load on the engine through high-efficiency water, fuel and lube pump systems. Cummins engines will meet the 2014 fuel efficiency and greenhouse gas standards beginning in January 2013.

"We met the EPA 2010 standard on time, and our engines have earned their industry-leading reputation for great reliability and fuel economy. Our product development

teams are delivering even better products where it counts -- to our customers -- and our engines are meeting the 2014 fuel-efficiency and GHG standards a full year early," said Rich Freeland, Cummins Vice President and President of Engine Business.

Cummins will build on the success of its EPA 2010 MidRange and Heavy-Duty products with the same capable base engines and emissions architecture for 2013. All commercial vehicle diesel engines feature the Cummins Emission Solutions EcoFit Ultra-Low Emissions ex-

(Continued on Page 20)
See "LT News"

NORTHWEST TRUCK PARTS LEADER

JUST IN!
2012 KENWORTH T800
ISX Cummins, RTLO18918B,
46-170 Rears on Nuway Air
LOW-LOW MILES



CAT C-15
475 W-JAKE
SEVERAL TO CHOOSE FROM
\$8,000 TO \$12,000

- EXCHANGE REBUILT REAR ENDS -

SQHD Front	\$1,325	RD20-145 Front ...	\$1,750	RS402 Rear	\$950
SQHD Rear875	RR20-145 Rear	1,050	DS404 Front	1,450
SQ100 Front	1,550	DS402 Front	1,450	RS404 Rear950
SQ100 Rear950				

- LATE MODEL REAR ENDS -

DS461 Peterbilt Air Trac	\$6,500
SSHD Peterbilt Air Trac	4,000
DS402 Eaton Peterbilt Air	3,750
DS404 Eaton Peterbilt Air Trac	5,250
RT40-145 Rockwell Peterbilt Air Trac	5,250
DS461 Kenworth AG100 Suspension	6,500
RT46-160 Hendrickson Pad Suspension	Call!
RT46-160 Chalmers Suspension	8,000
RT46-160 Air Liner Suspension	6,500
RT40-145 Hendrickson Air Ride	2,750
RT40-145 Air Liner Suspension	2,750
DS404 Air Glide 200 & 400	3,250
DS404 Airliner II Suspension	2,850
SSHD Hendrickson Pad Suspension	3,500

- REBUILT TRANSMISSIONS - (All Prices Exchange)

RT-6609A	\$2,350	RTLO-16610B ..	\$2,750	RTO-14713 ..	\$2,750	RTO-16915 ..	\$2,650
RT-7608LL	2,750	FRO-16210B,C ..	3,150	RTO-16713 ..	3,200	RTLO-16618 ..	3,000
RTX-14908LL ..	3,250	RTO-16710C ..	2,950	RTO-16913 ..	3,500	RTLO-16718 ..	3,750
RTX-14609B ..	2,150	RTO-12513 ..	2,100	RTO-18913 ..	3,650	RTLO-18918 ..	4,150
RTX-16709B ..	3,100	RTO-14613 ..	2,150	RTO-14715 ..	2,750	RTLO-20918 ..	4,625

"SPECIAL"
CAT 3406
425

Complete Rebuild

\$12,500

Exch.

"SPECIAL"
DT466
3208T CAT

5.9

CUMMINS

CALL

"SPECIAL"
REBUILT
CUMMINS

BCIII 400

\$9,750

"SPECIAL"
CUMMINS
ISM-400

CPL 2608

\$6,500

Exch.

"SPECIAL"
Cummins
N-14 Plus

Reconditioned

\$12,550

Exch.

- MACK -

E6-300, Good Runner.....	\$4,250
E7-400, Mack Brake	8,500
E7-454, Elect	7,750
E7-460, 2001 Model	8,750

- DETROIT -

6-71T Inline	\$4,250
6V-92TA Silver, Used	4,500
6V-92TA Silver, Rebuilt.....	10,000
Series 60 12.7 DDEC II	5,200
Series 60 12.7 DDEC III	6,500
Series 60 12.7 DDEC IV	7,750
Series 60 12.7 D-III, Rebuilt.....	13,000
Series 60 12.7 EGR.....	7,000-10,500

- CUMMINS -

ISX EGR 535-2005.....	\$12,000
ISM 420, w/ Jake	8,750
Big Cam III 400, Rebuilt/ Exch.....	9,750
Big Cam II 400, Rebuilt/ Exch.....	8,500
N-14 Celect+ 460-525 Exch	7,750
N-14 Celect 460, w/ Jake.....	7,500
M-11 Celect 370, w/ Jake	5,750
Big Cam III 350, w/ Jake.....	4,750
8.3 210 HP	4,750
5.9 6-Cyl., Super Shape.....	3,750
NTC 335, w/ Jake.....	2,850

- CAT -

3208N 210 HP	\$3,500
3406B 400, w/ Jake	6,000
3406B 425, Rebuilt	12,500
3406B 425, Used	5,750
3406E 435, w/ Jake, Used	6,750
3406E 475, w/ Jake, Used	8,500
C-15 475, w/ Jake, Used Starting @ ..	7,500
C-15 475, 2006 Model	9,500
C-13 Accert 430, 2006	10,000

- VOLVO -

VD-12 465, 2006	\$7,500
VD-12 425, 1997	5,000



SPECIAL

N-14 Cummins Celect+,
460-525 h.p.-Super Condition

\$5,500-\$8,000



2008 SER. 60
DeDEC VI

SUPER LOW MILES - **CALL!**



CUMMINS EGR ISX

485H.P. BUILT 2008

2008 KW TRUCK

100K MILES - **CALL**

NORTHWEST LEADER IN
46,000 LB. REAR ENDS!



Air Liner, Hendrickson HN, Hendrickson
Air, Kenworth 8-Bag, Air Trac, Neway

LKQ WHOLESALE TRUCK PARTS & EQUIPMENT

Nationwide & Canada

6126 N.E. 60th Ave. Portland, OR 97218

HOURS: 8:00 - 5:30 Monday thru Friday

Portland

1-800-547-1315

FAX# 1-503-288-6337 • DELIVERY AVAILABLE

(503) 288-6333

(Continued from Page 19)

APRIL 2012 haust aftertreatment system, integrating a Diesel Particulate Filter and Selective Catalytic Reduction. On-Board Diagnostics, proven on hundreds of thousands of engines since 2007, will be extended across the entire lineup.

Log TRUCKER In addition to the broad diesel lineup from the ISB6.7 to the ISX15, Cummins will continue to offer the Cummins Westport ISL G, the top-selling natural gas engine, and it will introduce the Cummins Westport ISX12 G into full production in 2013. Cummins Westport is a joint venture between Cummins Inc. and Westport Innovations.

Well spoken . . .

"Being responsible sometimes means pissing people off."

- General Colin Powell

Safety groups go to court over new HOS rule

The federal rule for truck driver hours of service still fails to make needed improvements regarding tired truckers and should be subjected to judicial review, according to Advocates for Highway and Auto Safety, Public Citizen, the Truck Safety Coalition and two truck drivers who filed a lawsuit challenging the new rule.

In the lawsuit, filed with the U.S. Court of Appeals for the District of Columbia Circuit, the parties seek judicial review of the final HOS rule issued on Dec. 16, 2011, by the Federal Motor Carrier Safety Administration. The groups are challenging the fact that the agency's final rule failed to reduce the 11-hour limit on consecutive driving hours to 10 hours, despite the agency's statement in the proposed rule that "the 10-hour rule is currently FMCSA's currently preferred option" because it would be most effective in reduc-

ing driver fatigue. Although the agency had no data to support its adoption of the longer 11-hour limit in 2004, the agency decided to stand by it, say the groups.

The new final rule also fails to eliminate the 34-hour restart provision, which the groups say encourages cumulative fatigue and allows drivers to exceed weekly driving and work limits. The lawsuit says changes included in the December 2011 final rule do not prevent the most fatigued drivers, those who work on a schedule of 70 hours of driving in eight days, from continually using the 34-hour restart every week or being required to do so by their trucking company.

The safety groups also are challenging a new definition of off-duty driving that would not require the entire 10-hour rest period to be spent in the sleeper cab, but allow up to two hours of it to be taken sitting in the passenger seat.

The American Trucking Associations announced that it is suing over the rules, as well. ATA said the agency overstated the safety benefits of the new rule, and that the costs outweigh the claimed benefits.

Diesel exhaust pollution found to be 'Negligible'

Contrary to what the scientific community expected, the exhaust fumes from gasoline vehicles are a bigger polluter than diesel exhaust when it comes to a specific type of pollution, according to a new study.

Gasoline-powered vehicles contribute more to the production of secondary organic aerosols, or SOA, say scientists from the Cooperative Institute for Research in Environmental Sciences (CIRES), NOAA's Earth System Research Laboratory (ESRL) and other colleagues.

SOAs are tiny particles that are formed in air and make up typically 40-60% of the aerosol mass in urban environments. Fine-particle pollution can cause human health effects,

such as heart or respiratory problems.

Due to the harmful nature of these particles and the fact that they can also impact the climate and can reduce visibility, scientists want to understand how they form, explains CIRES research scientist Roya Bahreini, who led the study and also works at NOAA's ESRL.

Researchers had already established that SOAs could be formed from gases released by gasoline engines, diesel engines, and natural

sources, but they had not determined which of these sources were the most important, she said.

In Los Angeles, the scientists made three weekday and three weekend flights with the NOAA P3 research aircraft, which hosted an arsenal of instruments designed to measure different aspects of air pollution.

Because diesel trucks are used

(Continued on Page 21)

See "LT News"

AT&T Affordable Truck & Trailer Repair

24 Hr. MOBILE TRUCK & TRAILER REPAIR - PORTLAND/VANCOUVER AREA



Rebuilt 3406E or C15 or Detroit 12.7 Series 60 \$10,000
(exchange)



RTLO-147-13B Reman.....\$3,000
RTLO-14610 Reman\$2,500
DS-404 Rear, 3.70 ratio, good used \$700
DS-402 Cutoff, on Freightliner Air Ride, 3.36 ratio, complete...\$1,500 (will separate)



EATON 13,000 lb. Steer Axle, complete, new brakes, drums & king pins.....\$500

INSTALLATION & TOWING AVAILABLE OR WE CAN INFRAME YOUR TRUCK

Call: 360-883-5511 or 503-292-5466

SUBSCRIBE TODAY! LOG TRUCKER

The magazine about the forest products transportation industry

12 Issues - 1 Year Subscription

\$1200

2 Year Subscription - \$2000
Inside U.S.A.



Offer expires
December 31, 2012

LOG TRUCKER

Send your check or Money order to:

LOGGERS WORLD PUBLICATIONS
4206 JACKSON HIGHWAY
CHEHALIS, WA 98532

○ \$12.00 for 1-Year Subscription ○ \$20.00 for 2-Year Subscription

NAME:

ADDRESS:

CITY:STATE:ZIP:

PHONE: ()

WASHINGTON RESIDENTS: ADD 7.7% SALES TAX

(ALLOW 3 WEEKS FOR DELIVERY OF FIRST ISSUE)

ART'S AUTOMOTIVE

AUTOMOTIVE MARINE, TRUCK SERVICE & REPAIR

Mon - Fri 7:30 am - 5:30pm
1320 Industrial Way, Longview, WA 98632
(360) 423-0890

ON & OFF ROAD TRUCKS, VEHICLES & EQUIPMENT

Largest Inventory of Off-Road Alternators and Starters in Our Area

All in Stock
Units Rebuilt to
O.E.M Specs
in Our Shop

12V - 24V - 32V
NEW & REBUILT
On Truck Diagnosis
& Installation

If We Don't
Have it, We
Can Rebuild
Your Unit The
Same Day in
Most Cases



Starters



Alternators



Batteries

GET READY FOR COLD WEATHER!
ELECTRICAL SERVICE AND REPAIR

★SUDDEN SERVICE while you wait ★MAJOR & MINOR SERVICE & REPAIR

LT News

(Continued from Page 20)

less during weekends, while the use of gasoline vehicles remained nearly constant throughout the week, the team expected that the weekend levels of SOAs would take a dive from their weekday levels. But that was not what they found.

Instead the levels of the SOA particles remained relatively unchanged from their weekday levels. Because the scientists knew that the only two sources for SOA production in this location were gasoline and diesel fumes, the study's result pointed directly to gasoline as the

key source.

"The contribution of diesel to SOA is almost negligible," Bahreini said. "Even being conservative, we could deduce from our results that the maximum upper limit of contribution to SOA would be 20%."

That leaves gasoline contributing the other 80% or more of the SOA, Bahreini said. The finding was published online March 1 in Geophysical Research Letters. "While diesel engines emit other pollutants such as soot and nitrogen oxides, for organic aerosol pollution they are not the primary culprit," Bahreini said.

And, of course, today's diesel engines put out far smaller amounts of

soot (particulate matter) and NOx, thanks to strict EPA regulations.

The study was funded by the National Oceanic and Atmospheric Administration's Climate Change and Air Quality Programs, the California Air Resources Board and The National Science Foundation.

DTNA recalls trucks for fuel system problems

The National Highway Traffic Safety Administration has issued a recall notice on up to 110,000 trucks equipped with Detroit Diesel DD13, DD15 and DD16 engines manufactured from January 20, 2006, through February 20, 2012.

According to NHTSA, the pump-to-rail high-pressure fuel line support system used on these engines is sensitive to assembly torque and may be damaged during service work. As a result of other repairs, the line supports may loosen, potentially leading to fuel line cracking and a fuel leak.

Possible fuel leaks could create a road hazard, increasing the risk of a crash. Also, a fuel leak in the presence of an ignition source can result in a fire, NHTSA says in the recall notice.

On Feb. 27, 2012, Daimler Trucks North America filed a Defect Information Report with NHTSA and Transport Canada, alerting those agencies to the problem. DTNA is now implementing a proactive and voluntary safety campaign.

"Dealers, distributors and customers will be notified shortly," says DTNA spokesperson Amy Sills. "Inspection of the HPFL support system and replacement -- if required -- will be performed at authorized Detroit Diesel repair facilities."

Sills says the campaign involves approximately 110,411 Freightliner, Sterling and Western Star vehicles manufactured between January 20, 2006 and February 20, 2012 with Detroit DD13 and DD15 and DD16 engines. An additional 428 Detroit DD13 and DD15 and 16 engines sold to other vehicle manufacturers are included in the campaign. Company officials estimate that less than 1% of this vehicle and engine population is affected by the reported defect. There have been no related accidents or injuries, DTNA says.

NHTSA Recall Campaign Details
Campaign ID number:
12V074000

Vehicles Involved:
Freightliner 114SD, 2012-2013
Freightliner Business Class M2,
2006-2013

Freightliner Cascadia, 2006-2013
Freightliner Century, 2006-2013
Freightliner Columbia, 2006-2013
Freightliner Coronado, 2006-2013
Sterling 9500, 2006-2013
Western Star 4700, 2012-2013
Western Star 4900, 2006-2013
Western Star 6900, 2006-2013

The safety recall is expected to begin in March 2012. Owners may

(Continued on Page 22)
See "LT News"

21

APRIL 2012

LOG TRUCKER

WE ARE THE BEST DARN DIESEL SHOP IN OREGON! COME IN AND SEE WHY!

AND WE ABSOLUTELY, POSITIVELY HAVE THE BEST
REMANUFACTURED ENGINES AVAILABLE ANYWHERE!
HUGE INVENTORY... EXPERT TECHNICAL ASSISTANCE

GAS ENGINES

FORD	NEW HOLLAND
4.0\$1450	Gas & Diesel Engines
4.6-5.4\$2150	
300\$1395	CHEVROLET
302-351W-400M ..\$1395	4.3 V6 85-91\$1195
360-390\$1550	350 69-85\$1195
460 72-92\$1550	454 75-87\$1450
415-V10.....\$2950	
CHRYSLER & JEEP	FOREIGN
4.0-4.2\$1495	Toyota 22RE\$1395
318-360\$1395	Toyota 3.0L V6.....\$1995
488 V10\$2895	

Our Rebuilt Engines Include:

- ★ New Bore, Pistons & Rings Or Piston And Liners, Cam Shaft, Lifters & Cam Bearings
- ★ Crankshafts Ground, New Rod & Main Bearings, All Connecting Rods Reconditioned, Complete Gasket Set & Remanufactured Cyl. Heads, New Valves, New Guides & Seats, New Valve Stem Seals & Surface
- ★ Complete Replacement and Rebuilding: Engines & Transmissions, Turbos, Injection Pumps and Injectors
- ★ Cylinder Head & Block Welding Available
- ★ Best Warranties In the Industry • 100,000 miles • Cheap Shop Rates!

All Engines Exchange & Must be Rebuildable Core

THIS MONTH'S SPECIALS!

New & Rebuilt Injectors, Injection Pumps,
Turbos & Upgrade Performance Parts,
Automotive, Agricultural, Industrial, Heavy
Duty Truck & Marine
Up To 3 Year Warranty & 100,000 Miles!

DIESEL ENGINES

CAT	ISUZU
3066\$6495	4BD2\$5695
3114\$6295	6E1-TC\$6795
3116\$6495	6-HK1-TC\$6995
3126, 2V\$6995	FORD
3204\$5350	6.0 P/S\$4995
3208\$5850	6.4 P/S\$6499
3304\$5995	6.6\$5495
3306\$6495	6.9-7.3\$2800
NAVISTAR	7.3 P/S\$3695
DT408\$4850	7.8\$6295
DT414\$4895	FORD INDUSTRIAL
DT366-466\$4985	256-268\$4295
530\$5695	401\$4485
JOHN DEERE	456\$6495
2010\$3950	mitsubishi
329\$4650	4-D34T\$5695
404-466\$4995	6-D31T\$6695
CUMMINS	6-D34T\$6995
3.9-4B\$2995	PERKINS
4.5-4B\$3395	4-203 - 4-236\$4899
5.9 12V\$3195	4-318\$5299
5.9 24V\$3495	4-354\$5995
5.9 24V, HD\$3895	6-354\$6995
5.9 24V, C/R 04-10 \$5995	GM
8.3C\$5695	6.2-6.5\$2800
8.3 ISC 24V\$7399	6.6 Duramax\$5395
	8.2\$5495

**Allis Chalmers, Bobcat
Kubota, Nissan, Yanmar,
Toyota, Carrier & Thermo King**

**Problems with your
6.0L P/S or 6.4L P/S?
CALL US, we have
the solution!**

CALL FOR APPLICATIONS NOT SHOWN FOR PRICE AND AVAILABILITY!

ASE CERTIFIED AND IN BUSINESS SINCE 1975
OVER 200 ENGINES AND 400 CYLINDER HEADS IN STOCK!

R & G MACHINING AND ENGINE PARTS

ALL MAKES AND MODELS - FOREIGN AND DOMESTIC
AGRICULTURAL, INDUSTRIAL, MARINE AND MOTOR HOMES

GRUMPY'S DIESELS AND TRUCK REPAIR

WE WORK ON TRUCKS, TRACTORS AND LOADERS



MULINO, OREGON: **800-823-6038**
SHOP: **503-829-6038**



FOR SALE



**2007 Assembled General Trailer
and Matching Truck Bunk/Bol-
ster.** All 8'6" Bunks. Includes Electric
Scales. NO Tires/Wheels.
Call Gene @ 1-800-452-1234

22 LT News

(Continued from Page 21)

contact DTNA at 1-800-547-0712, referencing DTNA recall campaign # 12C-2.

Kenworth launches World Best trucks website

Kenworth Truck Company today launched an impressive and user-friendly new website (www.kenworth.com) that features The World's Best® trucks.

"We're made tremendous improvements to the new, informative and easy-to-use Kenworth website," said Reid Nabarrete, Kenworth assistant general manager for marketing and sales. "Kenworth trucks, PACCAR MX engine, Kenworth NavPlus®, Kenworth dealers, parts and services information, Kenworth news and more -- it's all there to assist customers to learn more about Kenworth or to locate their nearest Kenworth dealer."

The comprehensive Kenworth website offers major sections on Trucks, Dealers, Parts & Services, and News. The Trucks section offers useful information on the full family of quality Kenworth heavy duty and medium duty trucks that serve a wide range of customer applications.

These Kenworth trucks include the Class 8 C500, T660, T680, T700, T800 and W900; the T440 and T470 with gross vehicle weight (GVW) rating ranging from 33,000 lbs. to 68,000 lbs.; the new K270 Class 6 and K370 Class 7 cabovers; and the T170 Class 5, T270 Class 6 and T370 Class 7 conventionals. Downloadable brochures are available from the website.

The new, aerodynamic Kenworth T680 -- which offers superior fuel efficiency, performance and comfort -- is highlighted with an informative 'Making of the Kenworth T680' video showing the T680 in action, a behind-the-scenes look at its development, and customer comments, along with more details about Kenworth's most aerodynamic truck ever.

Learn more about the 12.9-liter PACCAR MX with excellent fuel efficiency, high reliability and durability, lightweight design, and low cost of ownership. Explore the industry-leading Kenworth NavPlus® system, a multi-function communication system which includes hands-free cell phone calls via Bluetooth connections and voice commands. Interested in contacting a Kenworth dealer? There is an easy-to-use dealer contact form.

There are also convenient links to Kenworth's merchandising (

www.ShopKenworth.com), Facebook and Twitter sites, along with links to the PACCAR, PACCAR Engines, PACCAR Global Sales, PACCAR Financial, PacLease, Kenworth Mexicana, Kenworth Australia, and DAF websites.

Peterbilt makes stability control standard feature

A key safety system that provides vehicles with additional stability and traction -- the Bendix® ESP® (Electronic Stability Program) full-stability system with Automatic Traction Control (ATC) -- becomes standard in May 2012 on the majority of Peterbilt Motors Company's heavy-duty trucks and tractors, including the newly announced 579, the company announced during the Mid-America Trucking Show in Louisville, Ky.

"Stability control has long been an option for our product lineup and we are now advancing it to a standard feature due to customer demand and our continuing focus on serving the industry by offering vehicles with uncompromising performance, reliability, efficiency and safety."

The Bendix ESP full stability system works in conjunction with Anti-lock Braking Systems (ABS) to maintain vehicle stability and help mitigate rollovers, jackknifing and loss-of-control situations by selec-

tively applying brakes when excessive wheel slip or a critical stability threshold is compromised.

"Stability control has long been an option for our product lineup and we are now advancing it to a standard feature due to customer demand and our continuing focus on serving the industry by offering vehicles with uncompromising performance, reliability, efficiency and safety," said Bill Kozek, Peterbilt General Manager and PACCAR Vice President.

The system is ideally suited for loads with a high center of gravity, such as mixer, dump and tanker applications, and helps improve safe operation across all vocations and industry segments.

Landon Sproull, Peterbilt's Chief Engineer, explained the system works by monitoring numerous vehicle parameters and automatically makes adjustments while accounting for a wide range of road conditions.

"The system integrates and analyzes input from sensors monitoring wheel speed, lateral acceleration, steering angle, brake pressure, weight distribution and yaw rate," Sproull said. "When a potential stability hazard is detected, the system provides near instantaneous correction by selectively engaging brakes

(Continued on Page 23)
See "LT News"

FOR SALE

Parting Out, 1979 Mack Superliner, BCIII 400, airliner suspension, 402 390 single speed rear ends, 18spd trans.

541-786-3099



The Lusty Life of Loon Lake Lloyd

9556 Loon Lake Rd
Reedsport, OR 97467

1930-on
400 Page Book

Illustrations, Photographs
WWII Marine, Gyppo Logger
& Resort Owner

\$20.00

(541) 599-2220 (includes S&H)

FOR SALE



2001 Kenworth W900B,
C15 500 Cat engine, 18spd, 8 air bag
susp., alum cab guard, 1978 Whit-Log
trailer w/electric scales.

\$52,000 OBO

541-673-1166

Need a "Brake" on your Truck Insurance Rates?

T.W. MORGAN INSURANCE SERVICES

Since 1991 Insurance & Financial Services Brokerage Agency

- Log Trucks
- PUC Filings
- Dump Trucks
- Chip Trucks
- Tow Trucks
- Sand & Gravel Trucks
- Mail Haul Trucks & Contract Hauling Trucks
- Commercial General Liability Coverage Available

**90% of Our Quotes
Save Our Callers \$\$\$
WHAT ABOUT YOU?**

Ask for Tim • 503-245-3345 or 888-821-4717 • Tigard, Oregon
Serving Oregon & Washington



Quality Diesel Parts

PH: 800-852-9488 Fax: 503-252-9652
www.qualitydieselparts.com

Allis Chalmers
Bendix
Buda
Case
Cat Industrial
Cat Marine
Cat Off-Highway
Cat Truck
Continental
Cummins
Davis Brown
Detroit
Deutz

**NEW
ARRIVALS
Cummins N-14E
Navistar 466E**

Dresser/IH
Dodge Truck
Ford Industrial
Ford Tractor
Ford Truck
GMC Truck
Navistar/IH
Iveco
John Deere
Komatsu
Mack
Massey-Ferguson
Perkins
And Much More



**BEST IN THE WEST
FARM HOME AUTO**



We are proud to represent Grange Insurance Association. This regional mutual company has been serving Western families since 1894. Grange Insurance is small enough to pay individual attention to every customer, yet it has the financial strength to provide the coverage you need at competitive rates.

As a mutual company, Grange is owned by its policyholders. By staying independent it stays focused on serving families in towns, suburbs and farm communities like yours.

WCLA Insurance Agency, Inc.

www.loggers.com

800-422-0074

Serving the Pacific Northwest

LT News

(Continued from Page 22)

and accurately supplementing the operator's actions throughout the maneuver."

The Bendix® ESP® full-stability system will be standard on all Class 8 trucks and tractors with the exception of the Models 320 and 382.

Western Star reports historic sales

The Western Star division of Daimler Trucks North America is adding another shift at its Portland, Oregon, plant to meet the growing need for its 4700 model.

As Western Star's General Manager Michael Jackson told a group of assembled journalists at the company's opening press conference at the Mid America Trucking Show in Louisville, "2012 is turning out to be a great year for Western Star."

In that, he was echoing the sentiment repeated by executive after executive, as the American Trucking industry seems to be coming out of one stellar year and headed into another.

Peterbilt General Manager and PACCAR Vice President Bill Kozek put it this way: "This could be the

fourth-best year in North American class 8 market history."

Cummins is expecting 278,000 truck engines to go out the door this year and company executives predicted production should stay at that level through 2014.

Joe McAleese; president and CEO of Bendix Commercial Vehicle Systems LLC, says he saw a 15-percent expansion in class-8 builds over 2011 and 2012; and he says the fact that the American unemployment rate has dropped to 8.3 percent from about 12 percent the same time this year presages a prosperous year.

Cummins Filtration releases revolutionary fuel filter

Cummins Filtration, a division of Cummins Inc., has released its revolutionary Fleetguard® FF5782 fuel filter with nanotechnology-based filtration media. The first of its kind for fuel filtration, the FF5782 was developed specifically to meet the high-performance demands of Cummins QSK high-horsepower engines.

"The most important and expensive component in today's high-pressure common-rail fuel system is the injector. Hard particles in the fuel

flow can cause significant wear, disrupting its precise operation, reducing fuel efficiency and leading to premature injector replacement"

With extensive field-testing over a three-year development cycle, this latest in the Fleetguard fuel product lineup is developed to deliver unmatched protection and superior uptime for customers. Trapping 98.7 percent of all particles as small as 4 microns (12 times smaller than the smallest particle visible to the human eye), the FF5782 exhibits 13 times greater retention of particles during fuel surge and engine vibration than its closest competitor. Fuel surge results from the fluctuation of fuel flow due to the increase and decrease in the engine output.

Focused on reducing injector failure by removing harmful particles and by delivering fuel that meets Fuel Injection Equipment (FIE) manufacturers' suggested ISO 12/9/6 cleanliness level, engines equipped with the FF5782 fuel filter showed no signs of injector wear after more than 190 hours of testing. An engine in identical condition, using standard fuel filters, showed significant wear after only 50 hours, ultimately leading to premature injector failure. "The most important and expensive component in today's

high-pressure common-rail fuel system is the injector. Hard particles in the fuel flow can cause significant wear, disrupting its precise operation, reducing fuel efficiency and leading to premature injector replacement," said Kevin Westerson, Chief Technical Officer – Cummins Filtration. "Our FF5782 fuel filter with nanotechnology-based media protects up to 13 times better than its predecessor, so injectors work better, longer." Because the Fleetguard nanotechnology media filter captures and holds particles better than any other filter in the marketplace, engines fitted with this technology will have fewer injector failures and are expected to offer a 25 percent reduction in the total cost of ownership.

The FF5782 fuel filter provides customers with the best technology for maximum filtration efficiency in the most challenging conditions. All Fleetguard filtration systems are manufactured to meet or exceed OEM specifications. To learn more about the FF5782 fuel filter and the other industry-leading Fleetguard filtration, coolant and fuel additive products visit cumminsfiltration.com or contact us at 1-800-22-FILTER (1-800-223-4583).

23

APRIL 2012

LOG TRUCKER

L7

For businesses that run on diesel, a better running diesel.

Cenex® is currently the only premium diesel brand containing a special additive to help prevent fouling issues – a problem experienced in modernized diesel engines (2007 models and newer) built to meet EPA standards. In those engines, increased pressure and temperatures can literally "cook" typical #2 diesel, leading to injector/filter problems, reduced efficiency and costly repairs. No diesel fuel contains a more complete, balanced and quality additive package. Ask us today about putting Cenex Premium Diesel Fuels to work for your business.

Cenex Premium Diesel Fuels:

- ◆ Improve fuel economy by as much as 5 percent*
- ◆ Increase power by up to 4.5 percent*
- ◆ Boost lubricity by 10-15 percent*
- ◆ Extend life of injectors/injector pumps*
- ◆ Lower maintenance costs*
- ◆ Higher cetane number (typically 48)*

Cenex® Premium Diesel Fuel
The product of refined thinking

*Versus typical #2 diesel fuel

CHS Inc

1-800-811-0016

Find us on Facebook!

CHS Inc, Energy Division:
Chehalis, WA

www.cenex.com
www.chs-propane.com



FOR SALE

'96 Kenworth 900L Self Loader, 3406E, Serco 160 re-pinned, 30' end dump, 4 bunk hayrack, 25 ton lowboy, all 5th wheel application, can separate loader.

\$51,000 for all

360-391-2832

FOR SALE



2006 T-800, 475 Cat motor, 18spd trans, Hendrickson drop axle, 46k double locking rears, Hendrickson Primax rear air susp., and 14.6k front axle, all alum. wheels, truck and trailer. Peerless log gear with 8'6" bunks, two stage reach, out board drums, and pump for pup trailer, one owner operator truck, very well maintained w/all maintenance records, tires all Michelin, 11.22, 5 tires, tire tread on truck is about 75%, asking price for full outfit ready to work is **\$92,500**, truck will be avail in mid May 2012, call for information,

**360-393-7292 or
night 360-592-2642**

LOG TRUCKER

APRIL 2012

ADVERTISERS INDEX

Affordable Truck & Trailer Repair.....	20	McCoy Freightliner	12
Alpine Industrial LLC	4	Miller Truck Salvage LLC	10
Art's Automotive	20	Pacific Truck Centers	15
CHS Inc.....	23	Progressive Insurance Co.	11
Esley Truck Accessories	16	Quality Diesel Parts.....	22
General Trailer	3	R&G Machining & Engine Parts.....	21
Knox-Douglas, Inc.....	14	Radiator Supply House, Inc.	9
L&M Truck Sales, Inc.	16	Roamin' Mobile Scale Repair..	6
Lincoln Industrial Supply	7		
LKQ K.C. Truck Parts.....	24		
LKQ Wholesale Truck Parts..	19		
Log Trucker Subs	20		

DON'T FORGET !

Deadline For Advertising
In The
MAY 2012
LOG TRUCKER ISSUE
Is April 11th, 2012

FILTERS

Air • Fuel • Water • Oil • Hydraulic

Gates Hoses & Fittings
Lincoln Lubrication Equip.

Open Saturdays 8 a.m.- 1 p.m.
Williams Oil Filter Service Co.
1247 Puyallup Ave., Tacoma, WA 98421
(253) 627-8163
Toll Free: **1-800-522-1250**

Scheller Diesel Service	6
St. Johns Truck & Equipment..	8
Tim Morgan Insurance	22
United Gear.....	12
Vulcan Onboard Scales.....	5
WCLA Insurance	22
Washington Truck Rebuilders	18
Washington Truck Wreckers ..	13
Western Peterbilt.....	14
Whit-Log, Inc.	17
White Mountain Chain.....	10
Woodpecker Truck	9

EQUIPMENT & TRAILERS

D8H-46A Semi U Dozer Excel-
lent Condition-work ready (Also
Available Beals rake and stump
splitter) **Financing Available** ..
..... **\$22,500 OBO**

LOWBOY "TEMPTE" 40 ton 3
axle single drop, mechanical fold-
ing, goose neck, air suspension.
Real good condition ... **\$9,750**

END DUMP "Pointer Willamette"
20yd Alum box, stretchable, with
controls, good condition **\$5,750**

Location: Bremerton Wa.
Call John 360-478-0905

WANT TO BUY
KT and KTA Cummins engines,
also trucks with KT or KTA engines,
any condition, running or not.
We will pick up and **PAY CASH**
501-834-3425
Fax: 501-835-6505

FOR SALE



1994 Mack CH613, E7
400, 18spd Eaton, Mack rears with
springs over beams. **2005 Lincoln stick**
pup, extendable drawbar, low miles on
both, good condition, **for more info call-**
Corey 509-738-2034 or
509-675-2314 **\$36,500**

FOR SALE



1991 Peterbilt, 3406C,
15spd, 2spd Eaton rearends, air ride,
Whit-Log gear w/8'6" bunks, set up by
White-Log, q/c to 5th wheel, very clean.
\$29,450

509-433-1891

LKQ KC TRUCK PARTS

www.kctruckparts.com

800 Numbers for WASHINGTON, OREGON, IDAHO, MONTANA • WE HAVE WHAT YOU NEED - CALL US!!

NAPAVINE, WA.

(360) 736-3344
(800) 622-5170
183 STATE HWY. 508

SPOKANE, WA.

(509) 536-8499
(800) 622-5171
1100 N. HOWE

BILLINGS, MT

(406) 652-7616
(877) 622-5169
10148 RUDIO RD.



2005 KW T800, Cummins ISX, RTLO18918B,
69K Tri Drive on Neway **PARTING OUT**



2007 Peterbilt Day Cab, C-15 Cat, RTLO
18918B, 46K rears on Air Trac **PARTING OUT**



2007 KW T800B Day Cab, ISX 530,
RTLO18918B, T69-170/lockers tri-drive,
Hend. Primax 4.30 ratio ... **PARTING OUT**



2007 KW T800B Day Cab, ISX 530,
RTLO18918B, D46-170 Neway HPW,
lockers 4.10 ratio **PARTING OUT**



2006 KW T800, C-15 ACERT, RTLO
18918B, 46K rears with lockers, Neway ... **PARTING OUT**



2005 KW C500, C-15 Cat, RTLO20918B, Tri-
Drive on Neway **PARTING OUT**