

LOG TRUCKER

VOLUME 39 NUMBER 5

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MAY 2012

In the Blood



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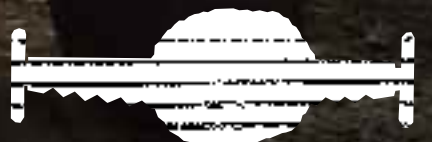
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From the stump...

Hectic, busy and gradually improving

by Mike Crouse, Publisher

A man for all seasons

We've known Idaho Forest Group's Doug Bradetich for a number of years through his involvement and leadership in the Intermountain Logging Conference, and working his way through the various

leadership chairs on his way towards being this year's conference president. In past years they'd had other vocalists step to the podium to lead the national anthems for both the United States and Canada. In the past three or four years that duty had been shouldered by an ad hoc a'cap pel'la performance by fellow board member and past president Joel Nelson (Plum Creek) and Bradetich... very well done, considering initially they had no forewarning.

This most recent Intermountain Conference, Bradetich kicked it up a few notches again presiding over the opening ceremonies, in gaveling the meeting to order, leading both national anthems solo, giving the invocation, and a bit later giving the president's address as well. Hats off and kud-dos to now past president Bradetich!

Better engineered

There's a bright spot within the prolonged economic doldrums of the past several years. That shining factor, which continues to perform daily, is the new generation of equipment being used in the logging business that continues to perform well beyond the time where historically it would have been traded or retired. Even though one may grumble over the cost of new or used equipment, the difference in design, quality, engineering and manufacturing of the past several years has in many cases yielded both longevity and durability above and beyond what had been considered the norm not very many years ago. It is becoming common place to hear contractors and operators talk about engines and components that are still running well with 14,000-18,000+ hours of continuous use, that in turn has delivered strong performance even late in what has been considered a machine's life.

The timing could not have been better in continuing to deliver value, and keep the companies working, through these challenging times, with-

out the added burden of new payments when the cash flow is tough.

Even the best engineering in the world would mean little if the emphasis on routine maintenance, greasing, changing oil, and care when adding oil and hydraulic fluids, were not adhered to in the field by a better trained and quality conscious operators. Many contractors have invested in automatic lubrication systems that constantly feed key lubricants to critical joints and pins.

The bottom line has been longevity, durability, and performance one could only have dreamt of in decades past. The difference is bankable, and we think has been the difference to many contractors survival through the lingering recession.

We are a performance based industry, but as Finley Hays would note time and again in these pages, "it's not just about working harder, its about working smarter." Today's smart contractors and operators recognize a tube of grease is a very cheap insurance policy for machinery life, and one's job.

Thus as we wince at the cost of today's equipment keep in mind what we are buying today is not the same as your father or grandfather was buying decades before. In fact the quality, consistency, design and engineering are paying off in the longevity and durability that's helped us weather the current economic storm. Even if it is silent, give thanks for those things today's machinery delivers that was unimaginable just a generation ago.

Transportation costs

When fuel costs last spiked some while ago the immediate sting came in our personal and business fuel bills, yet most were aware that the true cost would take a while to ripple through the economy reflecting that added expense in the energy costs as it worked its way through the supply chain.

Part of what is particularly confounding in dealing with policy makers is their dedication to achieving change not because the market wants it, but because someone's ideological dreams elected to impose those costs.

Energy is the driver not only of our economy, but of the world's economy. Where our country has the good fortune of having many resources to draw from, and have worked to capitalize on

(Continued on Page 20)
See "From the Stump"

In This Issue...



COVER PHOTO: LUKE ZACHARIAS'S PETERBILT is a hard one to miss, especially when it's lit up like a Christmas tree. Luke carries on the proud family tradition as a fourth-generation log hauler from Joseph, Oregon

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4 Cripe sakes...

MAY 2012

LOG TRUCKER

GIVE A BREAK!

by Sherrie Bond

Every time you turn around you see, hear, read about another trucking regulation hitting the books (as if there aren't enough on the books all ready)! There was a huge rush to regulate recently as televised media dumped hours of investigation into the trucking industry operating around the Ports in Washington and the lack of enforcement onsite. Some of the areas of news coverage included the "fifty-buck per load trips" and the resultant inability to maintain the trucks by independent can-haulers. This report concluded that the price of fuel was the match-in-the-tank creating even tougher times for the haulers due to the rising cost of diesel. There was also a rush to judgment by our state legislature five or six years ago when a Bill was passed to clamp down on trucks as a whole and log trucks in particular following a fatal crash on Hwy 101 that killed two UW Seismologists.

This clamp-down aura surrounds the trucking industry each time there is an accident that is publicized or someone has a pet-peeve to air. Heaven forbid the current rules and regs be enforced instead of new laws written. Truckers also see the "peeve" results

when they cross the scales. Hmm, not sure if that should say "peeve" result complicated by "revenue shortage" or not but you catch my drift. The tighter the control, the more revenue generated and the fatter the cat doing the state spending. We are living in a time of little or no wiggle-room and zero slack for the truckers in a nit-picky environment of inspection, camera shots, transponders and electronics.

As the convenience of up to the minute electronics has made its way into the industry we have met "the good, the bad and the ugly" face to face; for example what a blessing and a curse the development of cell phones has been for safety issues alone. Countless lives have been saved when someone has been injured with the ability to reach 911 immediately. How about vehicle accidents and getting emergency responders on the scene or having the capacity to photograph the wreck? Electronics in a negative sense impacts everything from the computerize truck you drive to the GPS unit used to find your way and puts a little "tick mark" in the universe somewhere showing what you are doing, who you are talking to, where you are going and where you have been in addition to how fast you got there, what route you took and

were you within the law when you did all of this. The good, the bad and the ugly for sure!

Everyone has had the run-in with the Weigh Master or the Trooper who ties you up or runs you down and all you have in your defense is your recollection of what was going on at the time and who said what to whom. Your word against his and who (more often than not) wins? The imbalance of authority and reality of circumstances perks my interest in some of the new apps available for truckers. (Man, did any of you graybeards out there ever think you'd even know what an "app" is let alone use one?!) Anyway, the My Max Speed smart phone app is pretty darned cool when it comes to having a defense against speeding tickets. It keeps track of your speed, clocking it every five seconds. It shows up in spreadsheet form giving you the ammo to display not only your speed, but the location as well for back-up verification. This app or others like it will bring the opportunity to contest a citation with real-time statistics and verifiable proof in court. It may be a method of contesting safety points against you on your DAC report as well. While I know that none of you are lead-footed, having this app activated on your smart phone may just be a reminder making you more aware of the speed you're traveling. Check out **HYPERLINK** "<http://www.mymaxspeed.com/>" www.MyMaxSpeed.com for more information or Google "speed apps" and it will take you to a variety of sites.

There's another big push with the CSA (Comprehensive Safety Analysis

which has morphed into Motor Carrier Safety Advisory Committee) about accident data gathered. There is another issue of focus by the trucking industry and not unexpectedly, to separate "at fault/no fault" collision information after it was discovered the crash data was being logged into the driver/carrier crash indicator score. With points being added to the driver's record whether at fault or not, there could be repercussions when it comes to enforcement action, insurance costs, certainly safety records and a driver's DAC that could follow him to the next job or forever for that matter. So the question has arisen as to why a no-fault collision would be calculated into the overall safety data? Could it be to skew the score and reflect the lack of safety as a whole in the industry? I think that's possible if not probable.

When that question was recently posed to the CSA Administrator, Anne Ferro, she spoke of the correlation between at-fault drivers and no-fault drivers having a future risk of other accidents as the reason why the data of no fault was included in a DAC ...they "might" have an accident in the future! Well using that criteria for pulling down scores makes about as much sense as me saying someday I'll be five-foot-seven cause my Pop was over six feet tall! I'm telling ya, it ain't gonna happen now or in the future, but like Ferro I guess I have to allow there "might" be a possibility.

Another DAC situation to keep at

(Continued on Page 19)
See "Give a Break!"

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Who's at fault?

Crashes that your trucks are involved in — even when they are not your fault — will still count against you in your CSA scores.

That news comes despite promises to the contrary from the Federal Motor Carriers Safety Administration (FMCSA).

As recently as February of 2012, the FMCSA said that it would be amending regulations so carriers can challenge the use of crashes in which they were not at fault in determining Crash Indicator Scores. But FMCSA Administrator Anne Ferro explained in an interview that safety advocacy groups raised questions about the proposal that caused her to reconsider the agency's approach.

The questions had to do with using just the Police Accident Report and a carrier's statement to determine crash accountability, Ferro said.

She said that approach is too limited because it does not allow for comment from others impacted by the crash. These presumably could include victims, insurance companies, shippers and witnesses.

Also, the process did not allow other parties to even know that a carrier was filing a request for an accountability examination, Ferro said. And, if the agency created a window for others to participate, it would have to create a new process to manage the exchange.

"It was just too early out of the box

in this proposal, quite frankly, so I pulled it back," Ferro said.

Accountability question

The agency has been working on this proposal since CSA began being tested in 2009.

Early on, carriers raised concerns about the way the system records crashes as part of its CSA crash indicator score whether or not the crash was the carrier's fault. When that happens the carrier's score goes up and can possibly trigger enforcement action, even if there was nothing the carrier could have done to prevent the crash.

The FMCSA's response has come in two parts. First, the agency has said it is legitimate to include non-preventable crashes because statistics clearly show that past crashes are a predictor of future crashes, no matter who is at fault.

But the agency also has recognized that non-preventable crashes should get different weight than preventable crashes.

To create a proper weighting system, the agency has been working on an appeal process in which carriers would use the CSA data correction system, DataQs, to submit a Police Accident Report and get an assessment of accountability on their crashes. That plan was supposed to be published in the Federal Register last month, or early this month.

Safety advocate concerns

The initiative started to go off the rails when the agency aired its planned proposal at a meeting of the Motor Carrier Safety Advisory Committee last month. Safety advocacy members of the committee objected, saying that they were not aware of the proposal.

Ferro said she heard about the concerns (she was not at the MCSAC meeting) and asked the safety advocates to meet with her.

The timing of that meeting last Monday has led to speculation among trucking interests that the safety groups were bringing political pressure to bear against the agency, because safety groups met with Transportation Secretary Ray LaHood the same day.

That speculation "is baloney," Ferro said. "The meeting with Secretary LaHood was not on this topic. It was on issues relating to reauthorization (and) insurance research."

A spokesman for Secretary LaHood confirmed that CSA was not on the agenda at the meeting.

"There's nothing about this particular series of actions that was influenced by anybody other than me," Ferro said.

She said she was reacting to the questions that were raised at the MCSAC meeting, "the recognition that some very good questions were raised that we do not have answers to today."

Trucking reacts

Trucking interests are dismayed by the move.

"The biggest casualty in this is the agency's credibility," said John Conley, president of the National Tank Truck Carriers.

Conley said the turnaround is frustrating because he has defended FMCSA, urging patience as the agency readied a response for carriers who say the system punishes them for crashes they did not cause.

Crash correlation

Steve Owings is co-founder and president of Road Safe America, one of the advocacy groups involved. Owings lost his son, Cullum, in a 2002 crash caused by a speeding truck. He said in an interview that the CSA appeal process the agency was considering "sounds like motherhood and apple pie, the right thing to do, on the face of it."

But, he said, the agency's data shows "a very clear and strong correlation" between past and future crashes regardless of who was at fault.

"My understanding from statisticians and database experts is that any time you start manipulating data, which is what they would be doing, you mess up your whole intent. It corrupts the data, basically," Owings said.

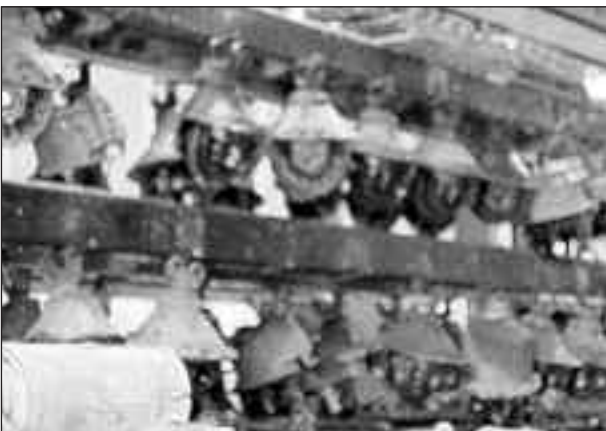
Neither Owings nor anyone else interviewed for this story could explain exactly why a no-fault crash would accurately predict greater risk of a crash in the future.

Ferro confirmed that agency data containing both at-fault and not at-

(Continued on Page 19)
See "Who's at Fault?"

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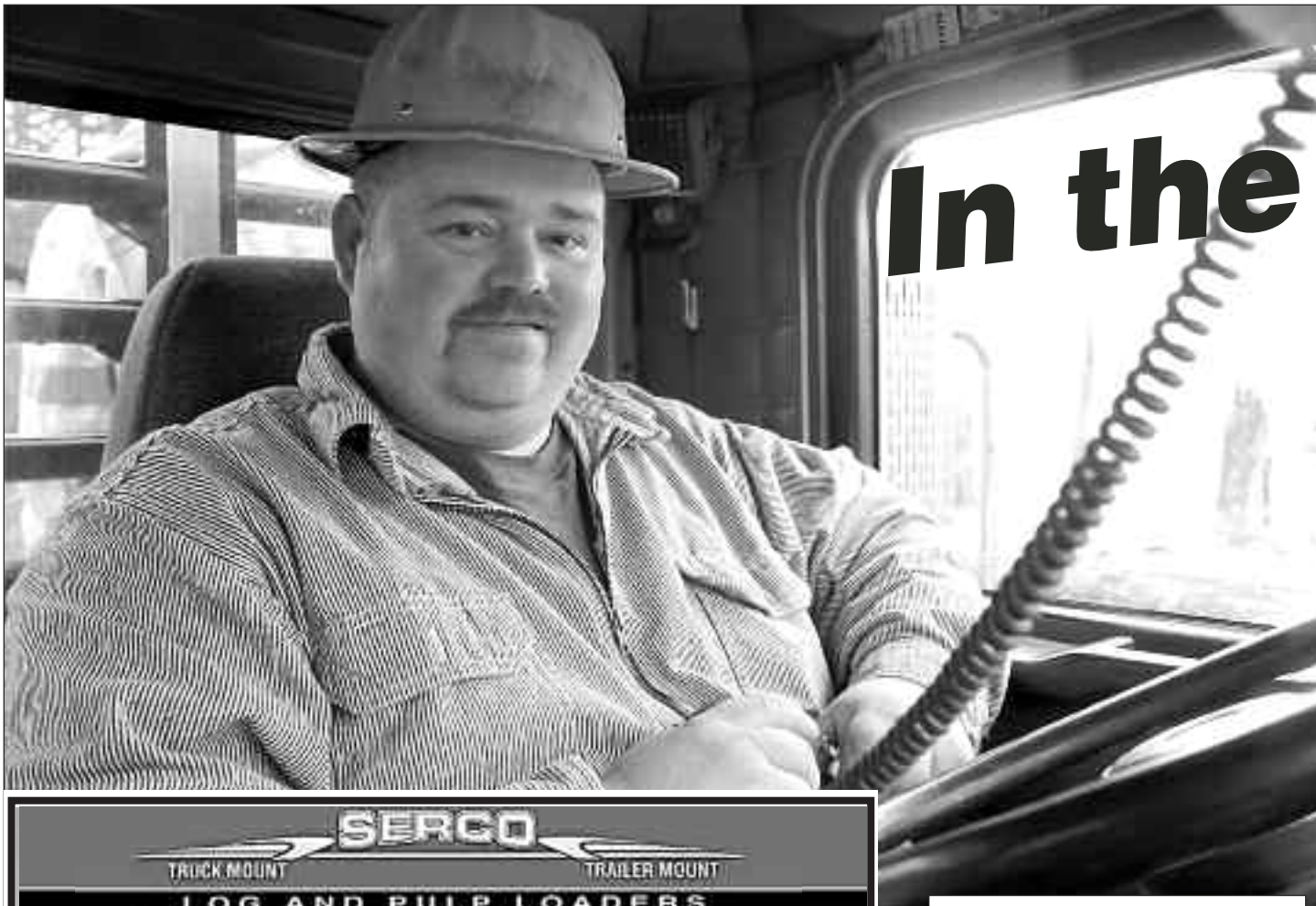
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In the Blood

LUKE ZACHARIAS TRUCKING, INC. JOSEPH, OREGON

By Darin Burt

It's common to hear log haulers say that the life is in their blood. To most, that means that they really like doing the job. When Luke Zacharias says that log hauling is in his blood, he means it, literally. Luke is the fourth generation of his family to be involved in the business. He follows in the tire tracks of his great grandfather, both grandfathers, grandmother and his dad. Even his great grandmother and mom have driven truck on occasion, and there are a handful of uncles, all of whom have hauled logs for a living either as hired drivers or owner-operators.

When Luke's at home in Joseph,

(Continued on Page 8)
See "Luke Zacharias"

OWNER-OPERATOR LUKE ZACHARIAS comes from a family chock full of log haulers. "I've got big shoes to fill," he says. "I look up to my family and I try to do as good as they have."

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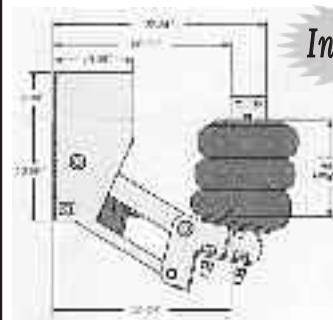


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LUKE BROKE IN AS A LOG HAULER with a 1981 Peterbilt. The truck is still in the family; in fact, when Luke's little sister got married, he delivered her to the wedding in that very truck.



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8 Luke Zacharias

(Continued from Page 6)

MAY 2012
LOG TRUCKER

Oregon, he's the number one truck for Zacharias Logging, operated by his grandfather Bob Zacharias. Luke's dad, Chet Zacharias, contracts his loader to the family logging company. Zacharias Logging is a ground-based harvesting operation and they typically rely on 8 to 10 trucks to handle their log hauling. Bob and Chet each, at one time, had a fleet of eight or so log trucks, but now they just have a single truck on the job.

In the Northeast corner of Oregon, loggers and log haulers commonly work 8 to 9 months out of the year. During the spring, when the roads are too soft to haul on, Luke and some of his friends – hired drivers and owner-operators will migrate to the Westside where work continues year-round. For the past few years, Luke has taken his camp trailer to the Oregon coast and hauled for F&B Logging in Seaside. This past year, when time came to make the trip, F&B was slow and so, Luke got on with Greenup Logging, working out of the Molalla area.

"If I guarantee somebody my truck, I don't care if it's for a day or three months, they have it as long as they need it," Luke says.

Luke, 33, has been hauling logs since April of 1997. As soon as he turned 18, he was in a truck. "I've always wanted to drive truck," he says. "Most kids in school from fourth grade on were out playing soccer and baseball, but even in high school, my weekends weren't spent out with my buddies; I was in the shop helping my dad and his drivers work on trucks."

"The whole family knew I wanted to be a log truck driver," Luke says. "They tried to talk me out of it, but I wasn't going to hear it."

When Luke was just 13, he asked his grandpa for a summer job, and he was hired on to work on the landing branding logs. That lasted one week until the outfit got onto a forest service sale and needed to have a water truck running. Luke was more than happy to jump into the driver seat of the 1966 Mack to keep the roads watered down.

Although not everyone approved of the idea, Luke quit school his sophomore year and went to work in the woods. During the summer he would drive the water truck, when he was 17 he operated a forwarder on the company's short log side. As soon as he turned 18, he passed his CDL test and the rest is history as they say; he's been hauling logs ever since.

Luke broke in driving his dad's 1981 Peterbilt 359. "That truck is still in the family and always will be," Luke says. He stayed with his dad for a few years until it was time to go out on his own. He was making payments on the '81 Pete, but it wasn't long before his dad helped

LUKE LOVES THE SHINY STUFF. He picked up most of the chrome, doo-dads and custom accessories from Esley Truck Accessories and BJK Truck Parts.



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(Continued on Page 13)
See "Luke Zacharias"



LUKE ZACHARIAS GETS THE JOB DONE with a 2000 Peterbilt 379 with a 550 Cat motor, 18-speed transmission, 265" wheelbase, double-locker rear ends and a 1995 Whit-Log conventional log trailer. One special note: After boosting the horsepower and installing a PDI Big Boss Turbo and Manifold, he's seen not only more power, but improved fuel efficiency of about one mpg.

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LUKE'S GRANDMOTHER MARGARET MAGEE was the first female log truckers to haul out of the Ochoo National Forest near Prineville. She started hauling logs after her husband, broke his back. With four kids to feed, she quit her job as a nurse and went to work keeping the family business going. She hauled logs up into the early 1980s until she hurt her back and could no longer do the job. "Grandma was always full of life," Luke says. "It just made her days even better when she could get in a truck."



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NICK PERKINS DRIVES A 2003 PETERBILT, or BL Lathrop Ranch, out of Lostine, Oregon. He normally pulls short logs back home, but during the slow season, he asked the boss if he could take the truck over to the Westside and haul logs. The response was, "Yep. Go to work." Perkins, from Pilot Rock, has been hauling logs for three years. Nick, 23, has the bug for log hauling and hopes to have a truck of his own within the next couple of years.



YOU'LL RECOGNIZE LUKE'S HOOD ORNAMENT from the movie *Convoy* based on the classic song by CW McCall. "Yeah, breaker one nine. This here's the Rubber Duck, and I'm about to put the hammer down."

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2012 Pete 389,
PACCAR MX @ 485HP,
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Front Axle: Dana 14,600
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Air Trac 46,000 lb,
Lift Axle: 13,200 lbs,
WB: 272 inches



2013 Pete 389 Logger Chassis, Cummins ISX @ 525HP, Fuller RTLO18918, Dana 14,600 lbs front axle, Dana 46,000 lbs rear axle, 13,200 lbs lift axle, 46,000 Air Trac, 272" WB

2013 Pete 367 Logger Chassis, Cummins ISX @ 525HP, Fuller RTLO18918, Dana 14,600 lbs front axle, Dana 46,000 lbs rear axle, 13,200 lbs lift axle, 46,000 Air Trac, 264" WB

2012 Pete 367 Dump Truck, Cummins ISX @ 525HP, Fuller RTLO18918, Dana 14,600 lbs front axle, Dana 46,000 lbs rear axle, 13,200 lbs lift axle, 46,000 Hendrickson Haulmax, 232" WB, Beall body

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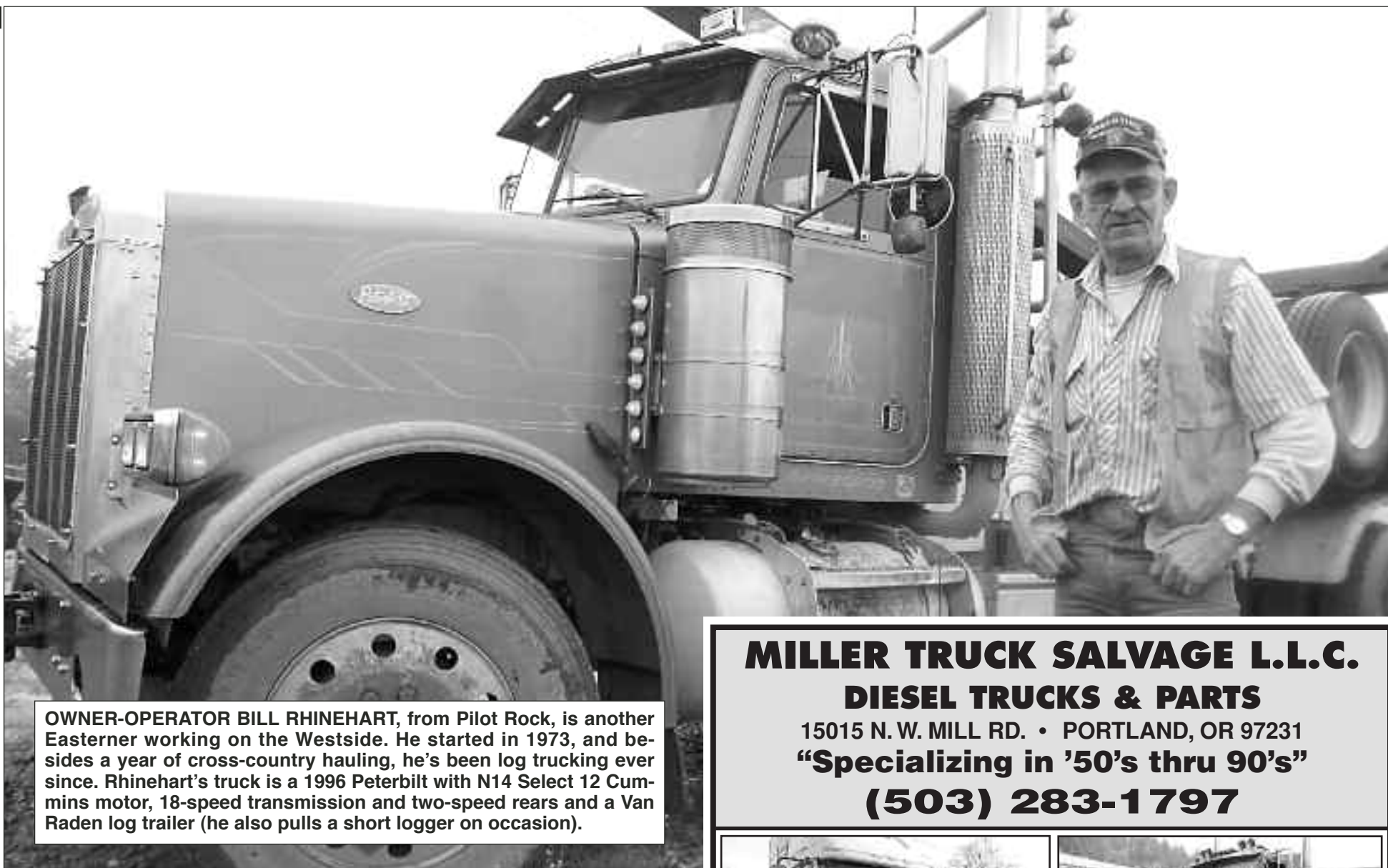
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OWNER-OPERATOR BILL RHINEHART, from Pilot Rock, is another Easterner working on the Westside. He started in 1973, and besides a year of cross-country hauling, he's been log trucking ever since. Rhinehart's truck is a 1996 Peterbilt with N14 Select 12 Cummins motor, 18-speed transmission and two-speed rears and a Van Raden log trailer (he also pulls a short logger on occasion).

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ENGINES

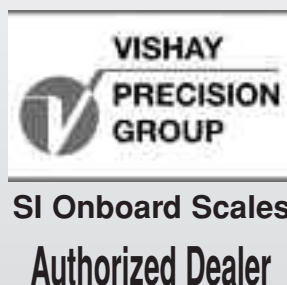
• 3406B 425 h.p. Inspected.....	\$5,000
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Luke Zacharias

(Continued from Page 8)

him get into a 2004 Western Star that they found at Woodpecker when the dealership was still located in Troutdale. The truck was virtually new, with just 104,000 miles on it.; it had come from back east and they had stretched it out long enough so that it could haul logs.

"It was a really nice truck; in fact, dad and I have talked a couple of times about how I should have kept it," Luke says.

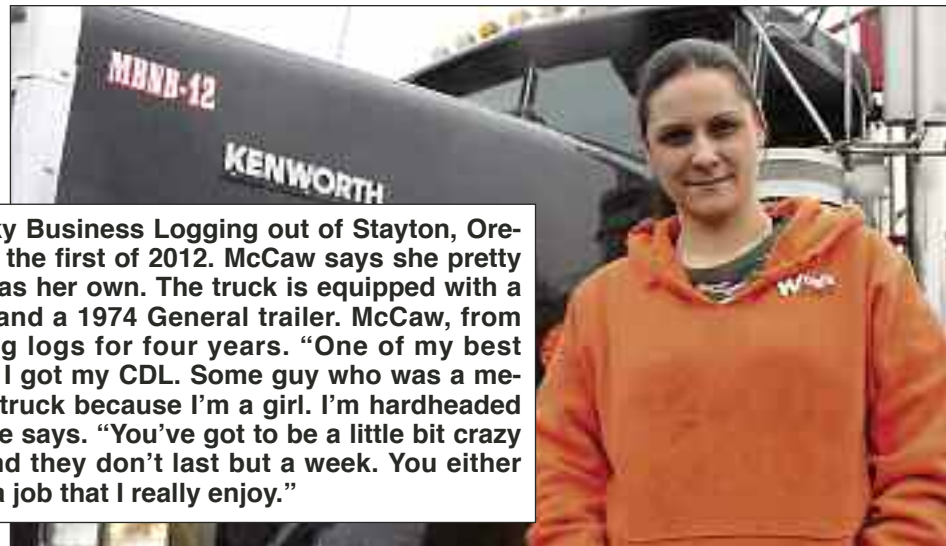
As often happens, things were going well, and then work started get-

ting slower, quotas were rumored and things were getting tight. Luke

(Continued on Page 14)

See "Luke Zacharias"

MELISSA MCCAW, 30, drives for Risky Business Logging out of Stayton, Oregon. The company just got started at the first of 2012. McCaw says she pretty much runs her 1995 W900 Kenworth as her own. The truck is equipped with a 475 Cat motor, air ride suspension, and a 1974 General trailer. McCaw, from Estacada, Oregon, has been hauling logs for four years. "One of my best friends got me into logging and then I got my CDL. Some guy who was a mechanic told me I couldn't drive a log truck because I'm a girl. I'm hardheaded and I've been doing it ever since," she says. "You've got to be a little bit crazy to do this. I've trained a few guys and they don't last but a week. You either have it in you or you don't . . . this is a job that I really enjoy."



13

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14 Luke Zacharias

(Continued from Page 13)

MAY 2012 had the truck payments under control, but when the opportunity to sell it came about one day, he let it go. He went back to the '81 Pete until he could find something better.

Log TRUCKER "I wanted either a Pete or a Kenworth. The '81 Pete now has over 2 million miles on it and it has had little to no issues," he says. "To make a long story short, I settled for another Western Star."

Certainly nothing against Western Star, which is a great brand of truck, but within three months, the motor came apart and Luke was dealing with a lot of problems he shouldn't of had. He went back to Woodpecker and found a 2000 Peterbilt 379 with a 550 Cat motor, 18-speed transmission, 265" wheelbase, double-locker rear ends and a 1995 Whit-Log conventional log trailer.

With uncertainties surrounding the new emissions motors, Luke says he'll be sticking with the 2000 Peterbilt for the foreseeable future. With only 560,000 miles on the odometer, the truck has lots of life left in it anyway. Hamilton is dedicated to preventative maintenance and makes sure to grease the truck each weekend, and change oil at regular 10,000-mile intervals.

"I try to treat it pretty decent because a truck is only going to treat you as well as you treat it," he says. "If you go to driving a truck hard, you're just asking for trouble down the road."

Luke credits his uncle with teaching him the dos and don'ts of log hauling. Lessons he learned in a hurry.

"The first load that we hauled was in Fossil, Oregon for Kellerman

Logging. We were pulling up out of a yarder spur in really, really soft mud. I started to power out and went to catch a gear, and of course, my uncle got me to stop. He said, 'that's a big mistake, you're going to pop a rear end.'"

"My fourth load of logs came off of Hat Point, which is a really steep and long hill out of Hells Canyon. There have been a lot of trucks

wrecked on that hill, and my uncle told me to just respect the road and not come down thinking that you've got it under control – be confident, but not over confident."

"There's one thing my dad has always told me, and still does to this day; the day you think you know everything there is to know about hauling logs, throw the keys and walk to town."

So far, that hasn't happened. In fact, Luke takes great pride in being a log trucker upholding the family tradition.

"I've got big shoes to fill. I look up to my family and I try to do as good as they have," he says. "I like to think I'm successful at it. I don't need to get rich doing this; as long as I can pay my bills, provide for my family, I figure I'm doing good." LT



KEITH JOLLIFF, from Pendleton, has been hauling logs for some 30 years. He and his son pretty much rebuilt the 1996 Peterbilt with which he runs. Jolliff and Luna can be found on the Westside year-round hauling logs for logs for Greenup.

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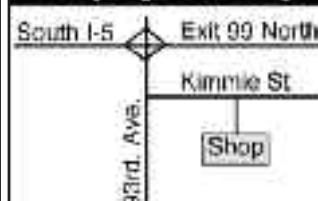
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Ryan Dunn:

"I like to put some acid cleaner in a weed sprayer and clean the bunks and frame rails. Just gotta be careful and not use it on a windy day. And I clean all the aluminum before I polish it."

Do you ever find yourself getting behind with cleaning your truck? The laundry at home can wait. Having a dirty truck is something else. Not only is it a piece of equipment, but it's your office – you work there, you eat there, and you drive entirely too many hours there every day. Keeping it clean can seem impossible. Here are some tips from our readers about how to keep your truck looking the bright and shiny.

Jeff Tellefsen:

"The biggest secret I have learned is to dry it after you wash it. Water spots will collect dirt and leave rings on chrome and aluminum. Drying your truck with a dry towel will also keep the aluminum from oxidizing as well. If you have the pleasure of a low dust job, try detailing the rubber. Makes everything POP!"

Rick Sargent:

"Scrubbing Bubbles works awesome on the floor and the door panels."

Colby Jackson:

"Pledge on the interior and aluminum - the dust falls right off. Wash daily with a good automotive soap; don't use dish soap."

Grant Hays:

"I wash my truck almost every night. I do the whole thing by hand. If you stay up on it, it doesn't take too long. I use tree sap remover to get the pitch off and it doesn't hurt the paint. I also wax the whole thing bumper to bumper. It really helps keeping pitch and dirt from sticking. Oh and lots of polish! I keep a bottle

in the truck, and if I'm bored waiting to get loaded, I put a little shine on!"

Lee Stafford:

"I clean the aluminum (stacks, tanks, flap hangers, rims, grill, bumper, mirrors, visor, etc.) then polish it. Then wash the whole thing front to back, bumper to stack (start at the top and work your way down). If you want shiny stuff on dash, you can't beat Clear Guard. It's an oil-base and won't make your dashboard crack. Update once a week. Keep dust to a minimum all week. While waiting to get loaded, dumped, waiting for truck to warm up, end of day, etc."

Clint Lembcke:

"Acid on pipes works good and Eagle One wax gives the wet look shine."

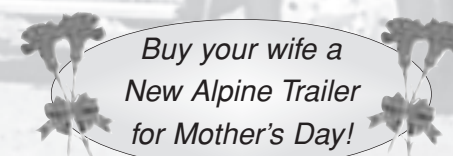
Kent Grossman:

"For the inside, Tire Foam or something similar: spray it on the dash, door panels, floor mats (don't get it on the glass, smears bad). Drink an adult beverage or two, then wipe it down."

LT



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The Driver's Seat:

IKE HAMILTON • ROSEBURG, OREGON

by Darin Burt

It's taken 43 years of truck driving, but Ike Hamilton is beginning to think of himself as an old-timer.

"I've thought about that a lot this last year," says Hamilton, 63, a



hired driver for Gene Whitaker, Inc., out of Roseburg, Oregon.

"When I first started driving, I'd talk to these guys I'd ridden around with as a kid and they'd been doing it for 35 or 40 years. I'd say, 'are you guys nuts? There's no way I'm going to be doing this for 40 years . . . well, look here; it's what I'm doing.'"

Hamilton has been behind the wheel of one kind of truck or another since returning from Vietnam in 1969. Log hauling wasn't something new to him by any means; having grown up near Eagle Point in Southern Oregon, he'd been around the logging industry his entire life.

"My dad was a shovel operator and I would hitch a ride with the trucks," he recalls. "My uncles all drive and I just always liked trucks."

Hamilton's uncle who was driving for RW Jacks, in Jacksonville, encouraged him to apply for work there as the company needed log truck drivers. In those days, you didn't apply; you just went in and



IF IKE HAD HIS PREFERENCE, he'd pull a hayrack all the time. Here he is picking up a load from Bruce Standley Construction on a cut-to-length side near Elkton.

asked for a job. I had my chauffeur's license, but I didn't have any real driving experience . . . but I didn't tell them that. I hopped into an Autocar and followed my uncle into the woods. I was scared half to death," Hamilton says. "I knew how to hook the trailer up and how they loaded the logs and stuff, but getting it off the mountain with a load on was something else."

"Word got around that I'd never driven before and Bob Jacks thought it was pretty funny. He caught up with me at the shop and said, 'You've never drove before have you?' I said I'd driven before, just not for a living. He says, 'You're a con artist . . . I like that.'"

Hamilton learned the rope there at RW Jacks before moving into a job with Eagle Point's Bob Kimmel, an old timer who he had ridden with as a kid. From there, Hamilton worked for Les E. Ferris, another Southern Oregon log hauling company. The next stop was with White City Plywood, pulling flatbed on the highway.

For a young, single guy, life on the road, hauling between Oregon, Southern California and Salt Lake City, seemed more glamorous than hauling logs. "It was fun going ev-

erywhere and chasing women," Hamilton says with a laugh.

After several years on the road, he returned home and went back into the woods, hauling for Allen & Gibbons Logging. He was with the

company for 13 years and worked his way up to first in seniority. "Not only was Lawrence (Gibbons) a good

(Continued on Page 18)
See "Ike Hamilton"

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IKE HAMILTON STARTED OUT his trucking career in a 1964 Autocar that he drove for RW Jacks Logging.



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

18 Ike Hamilton

(Continued from Page 16)

MAY 2012 boss, he was a good friend of mine," Hamilton says. "They had 13 or 14 sides back then and we're really, really busy."

After his friend passed away, Hamilton moved on to work for Roseburg Paving in 2000, moving equipment as a lowboy driver; something he had also done on occasion for Allen & Gibbons.

LOG TRUCKER In 2004, Hamilton hired on as construction foreman with Bruce Standley Construction. "In between driving jobs, I'd built a little road here and there, and Bruce knew that. He was just getting started in logging road construction and he knew that I knew a lot of people," Hamilton says.

Hamilton's background as a log hauler gave him first-hand knowledge of what was needed to build a drivable road. "Most of the people who build logging roads have no idea what it takes to get a truck in and out of a job," he says. "The corners and switchbacks are too narrow . . . Bruce went above and beyond and knows what it takes to get a truck in and out. He wanted to build roads so that they weren't any problems – and their never were on anything we ever did."

"I had my grader operators grade the road spread rock just like they were driving a log truck through there rather than a grader," he adds.

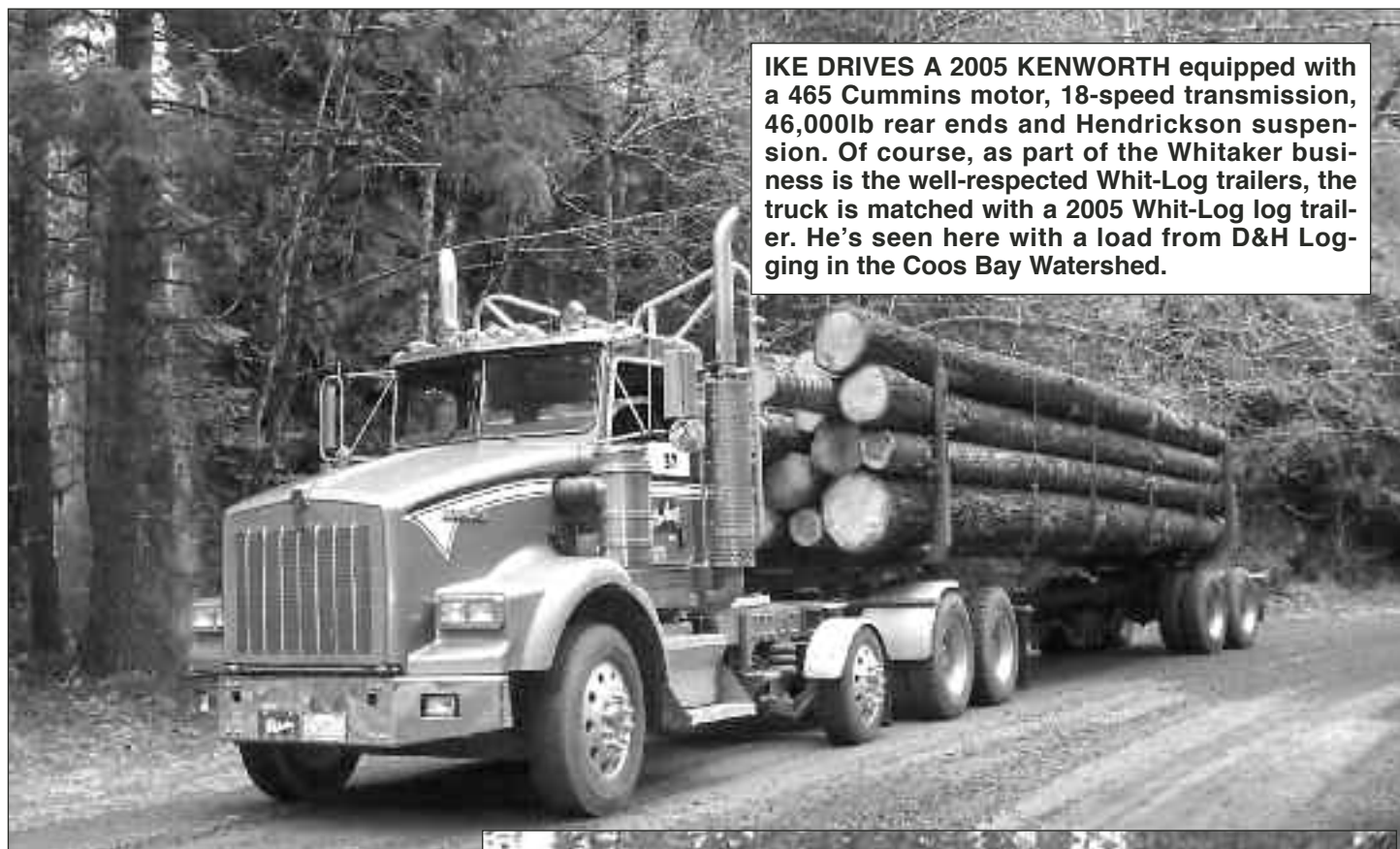
Hamilton built roads with Standley for five years before the economy went to pot and the construction slowed. After taking a break for a year, Hamilton returned to log hauling as a hired driver with Gene Whitaker Inc., one of the log trucking companies in the state. "I'd known Gene for years," Hamilton says. "I was out talking to Gene's daughter Kelly, who runs the trucking part of the business; she asked if I wanted to go to work there and I told her I'd give it a try."

"It's an awesome job," Hamilton adds. "I know what it used to be to drive log trucks for people and what you were required to do. Here, you don't have to do anything but drive your truck, check the oil and fuel up. We're well taken care of and the equipment is always in excellent condition."

When he's not pulling a conventional log trailer, Hamilton hooks up to a hayrack setup. "People hate 'em; but I like 'em. I wish I could do that all the time," he says of the hayrack. "It's just so much easier; you're out there by yourself most of the time and you never have to load or unload the trailer."

With a fleet of 50, you can find a Whitaker truck on most any job in the state. Hamilton hauls primarily for D&H Logging, Bruce Standley Construction and Aaron Nash (with the hayrack).

Over the years, Hamilton has been behind the wheel of mostly Kenworth and Peterbilt trucks. In his opinion, the only difference is the name on the front of the hood.



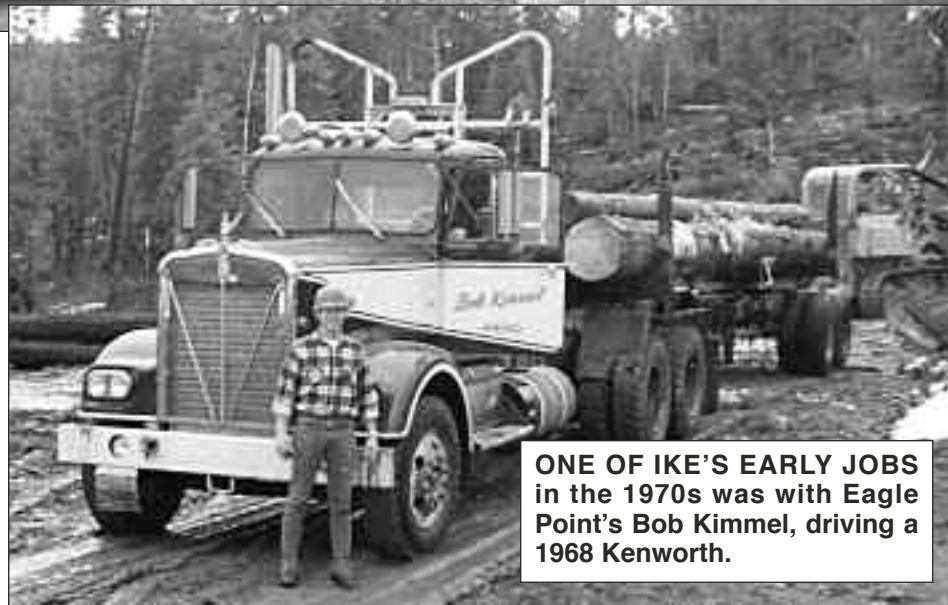
IKE DRIVES A 2005 KENWORTH equipped with a 465 Cummins motor, 18-speed transmission, 46,000lb rear ends and Hendrickson suspension. Of course, as part of the Whitaker business is the well-respected Whit-Log trailers, the truck is matched with a 2005 Whit-Log log trailer. He's seen here with a load from D&H Logging in the Coos Bay Watershed.

"About the only real difference on any of them is the cab," he says. "The only true truck in the world is a Mack."

Looking back on four decades as a trucker, Hamilton has seen things change; mostly for the better. Trucks are more comfortable, safety is everybody's concern and hired men are more respected for their skills rather than just being another nameless cog in the machine.

"Back in the day, when you drove for somebody, you either took care of the truck or you didn't work," Hamilton says. "It was a given that you were going to work every Saturday to get your truck ready to go again for Monday . . . and that was on your own time."

"When it comes to the drivers in the industry nowadays – even the old guys like me, I tell them, 'you guys need to remember what it was like 20 years ago and stop your



ONE OF IKE'S EARLY JOBS in the 1970s was with Eagle Point's Bob Kimmel, driving a 1968 Kenworth.

bitchin'," Hamilton says. "Sorry . . . I just tell it like it is."

"It's got to be in your blood if you're going to drive this long," he adds "You're not going to take some-

body out of school, stick 'em in a truck and say good luck for the next 40 years. They're either going to like it right off or they're not. I still like doing it every day."

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Bond: Give a Break!

(Continued from Page 4)

the front of your mind is a written "warning" issued to you as opposed to a ticket is far more dangerous in the long run as 1) you cannot fight the violation in court and 2) it still appears on your DAC safety record!!

I find all of this tracking capability a serious issue and something to keep a close eye on, because like so many other regulations, restrictions and rules snuck into the books by government officials, this could blindside you and your future.

To say everybody's watching you, is no longer a lyric to a pop song – it's

true. Whether stop-light cameras, GPS data, vehicle manufacturers placing a black-box in your car to detect how quickly you brake/accelerate or the cameras mounted on the roof of Wallyworld, it's hard to escape public surveillance. If you are engaged in social media it can be even more overreaching as you innocently click the "like" button on this or that; somewhere in the universe a marketer or corporation gets a tidbit of information on you that goes into a slot that produces a profile. All of this electronic, rapid passage of personal information is a concern to me. Not so much for those of us old enough to figure out that someone is gathering data, but especially for the younger generations

who (for the sake of socializing) are ready, willing and able to provide personal statistics without a second thought as to how it will be used. The reality is, the easier it is to figure out your personal habits (driving, market preferences, politics or social activities) the easier it is to interfere with your ability to function independently.

What was that slogan from the '70s? "There's a little truth in all paranoia."

LT

(Sherrie Bond serves as Director of the Northwest Log Truckers' Cooperative. She can be reached via email at ohsee@aol.com)

Who's at Fault?

(Continued from Page 5)

fault crashes show a "very, very close correlation" between crash experience from year to year.

The hypothesis is that all of the carriers have a greater risk, but the at-fault carriers have a significantly greater risk, she said. But one reason she stopped the proposal is to test this hypothesis.

Figuring risk

Ron Knipling, a noted truck safety scientist, agreed that including non-accountable crashes in the database increases the numbers and thus strengthens the statistical relationship between past at-fault crashes and future risk.

"But it is spurious, or at least primarily spurious," he said in response to an email inquiry. If the agency's data were entirely valid, which it is not, there probably would be a small but measurable relation between involvement in not-at-fault crashes and future crash risk, he said.

The bigger problem, he said, is that the agency's data does not control for risk exposure in terms of mileage or type of road.

"Two drivers could be exactly alike in actual safety but one could drive more miles and/or drive in denser traffic year after year," he said. "The data would show that driver to be higher risk for all types of crashes."

Knipling's take is that the CSA system would be better if it weighed accountability, but that still would not solve the core problem of exposure.

"I may be an excellent driver, but the more miles I drive, and the more dense the traffic is, the higher my risk of causing a crash as well as just being in one."

ATA's Abbott made the point that the CSA system would be improved if accountability were weighted.

"If crashes are the best indicator of crash risk, how much better would the system be if they discounted those crashes that clearly weren't the truck driver or trucking company's fault?" he said.

"The agency will have difficulty convincing anybody, regardless of what statistics they say they have, that a truck driver who's struck while parked is more likely to be a future crash risk, and intervening with that carrier."

Because the point of CSA is to help the agency focus its resources on the riskiest carriers, the system should cull out the less risky carriers, he said.

"Every time they target one carrier for intervention they are saying that another is not worthy of intervention," he said. "So some carrier who is more worthy of intervention escapes scrutiny as a result. And that's bad for safety."

Ferro said that at this point she's still focusing on getting more clarity on the questions surrounding the issue. She does not have a schedule for what happens next.

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20 From the Stump

(Continued from Page 2)

MAY 2012
LOG TRUCKER

those resources, we've competed very well and our economy as a whole has grown.

The insight of previous generations demonstrated the wisdom of planning ahead, expanding and modernizing the electrical power grid, increasing the sources of energy to supply future needs. More recent we've worked to reduce waste, increase efficiencies, and getting the most out of existing resources, which most of us would find no fault in.

Somewhere during transition into the present the well indoctrinated "Captain Planet" generation had the bright idea that business was bad, the environment was in danger, and that balance was passé. If you're an environmental attorney, not only is this politically popular but very lucrative, especially when the legislatures are primarily composed of other attorneys all of whom either are or were feeding up to their haunches at the public litigation trough, and anxious to write laws guaranteed to enrich the legal community.

Thus since the 1970s to present times, the public debate has been derailed from sustainable public policy to sustainable litigation income streams, great for the legals and the public be damned.

Thus in the quest for the ever popular sustainable energy, many in

the political culture celebrate lengthy permitting processes (15-years minimum, not counting years of legal battles) for new power plants, while similarly celebrating removing existing hydropower plants, apparently without considering where the power will come from. Does that seem myopic?

Similarly the glamour of wind turbine farms has been heavily subsidized by our tax dollars and glorified by the public media, led by our illustrious president, as power for the future, and perhaps it will be. Yet especially in the pacific northwest, when compared to hydropower, wind power is present only because of subsidies for their construction, and now subsidies when they are not running because their power isn't needed (only in America).

Who is paying for all of this? If your guess is you, your children, and your grandchildren, you're right. Who profits: society? Well, no. Imagery does well, and well serves the purposes of the current administration because they have an entire generation raised on Captain Planet, et al that has been indoctrinated to accept any expense, any folly, is fine and above criticism because it is in defense of Mother Earth (and into the pockets of the legally connected).

The real play in all of this will be in another 20 or so years, assuming our form of government can continue to stand in the light of such lunacy, when many of us baby boomers will either be dead or the subject of

a government agency who considers the benefit of keeping us alive versus cutting off the medical care.

By that time the wisdom of two generations ago might be reflected upon and studied to see why they had done so well in building a nation of dreamers and doers. The first lesson should be finding how to do things better and spending less. That would mean less emphasis on image and more on doing things that actually work. That, in fact, is what has separated us from the "old world," the freedom that comes from a capitalist society that rewards the risk takers who create workable solutions the market wants, not the whimsy of those using the public money to force change of their own ideological dreams.

When you guess wrong in business, you're out of business.

When you guess wrong in government, you change departments.

President Obama campaigned touting the benefits of expensive gasoline driving our economy towards alternative fuels. The real answer is in inexpensive oil and alternative fuels combined with an energy policy that encourages and rewards innovation in the market place, rather than in the picking winners and losers in bowels of the bureaucracy.

Afternoon pick-me-up

A few years ago, unsolicited, we received a single vial of an "energy" drink that would, according to

the promotional prose, energize the user at the start (or end) of the day, in addition to other benefits.

Perhaps the product will do that very thing, but we have doubts, although we do know a few loggers who swear by the stuff.

We've always been skeptical of such things put into the system that promises a miracle cure with no downside at all.

The past few weeks we've been driving several hours a day with the radio playing in the background. One of the commercials explained in "matter of fact" language that the reason we're not able to lose weight is because of a "hormonal imbalance," which not too surprisingly, they had the very product that offered the cure. Thus take whatever it was they were offering (cost was not mentioned) and no diets, no exercise, the weight will "magically" melt away.

Magically indeed. Folks, the problem with weight loss is too many calories in, too few being burned through some form of exercise. There is no miracle cure. The miracle comes from enriching the manufacturer of the product.

There's a host of these "magical" energy drinks out there, most of which sell for \$4-6 per container, and we see people buying them in droves. Such is faith in advertising.

The smarter bet is setting your own mind on the right course steering clear of the elixir.

LT

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NEWS AND INFORMATION

Three Oregon Ports of Entry switch to phone-based services

The Oregon Motor Carrier Transportation Division is closing its registration offices at three ports of entry and replacing over-the-counter services with phones and fax machines truck drivers can use for registration and over-dimension permit services.

The MCTD registration offices at Farewell Bend, Ashland and Umatilla have been open 8 a.m. to 5 p.m. weekdays, but use of over-the-counter services at these offices has been declining in recent years. At the same time, the Motor Carrier Transportation Division Headquarters in Salem has been experiencing a steady increase in demand for services.

The registration office at Farewell Bend near the Idaho border will switch to phone services as of June 1, 2012. Staff currently providing over-the-counter registration and permit services there will be re-

assigned to motor carrier enforcement duties.

The MCTD registration offices at Ashland near the California border and at Umatilla near the Washington border will switch to phone-based services as of Oct. 1, 2012. Eight staff members from these offices will be reassigned to Salem.

Size and weight enforcement, Green Light weigh station pre-clearance and safety inspection activities will continue as usual at these three ports of entry. The Portland Bridge Office will continue to provide over-the-counter registration and over-dimension permit services.

The vast majority of truck drivers who have been using over-the-counter service at these three ports of entry need only registration trip permits or weight-mile tax temporary passes. These can be obtained by phone and fax. MCTD offers service 24 hours a day, seven days a week by its Phone Service Center at 503-378-6699 and online OregonTruckingOnline.com.

Motor carriers are expected to

plan ahead before coming to Oregon. Drivers entering the state without credentials are subject to citation and a \$435 fine.

FMCSA studying overweight trucks' connection to safety

The DOT wants to better understand the safety performance of overweight vehicles -- both permitted and illegally overloaded -- so it is looking for state agencies to work with in a study of the issue.

In a notice published in the Federal Register, the Federal Motor Carrier Safety Administration says it is soliciting applications for the Specialized Heavy Vehicle Inspection Study Cooperative Agreement.

State agencies can get funding to collect safety data from roadside inspections on vehicles exceeding certain weight levels to determine if there are any associations between higher vehicle weights and motor carrier safety violations, particularly those that result in out-of-service orders.

"It's a heavy vehicle inspection program, including illegally overweight and permitted vehicles," explains Luke W. Loy with the FMCSA's Vehicle & Roadside Operations Division. "But we are looking at certain vehicle types and axle configurations. We are looking at common vehicles, not 1-ton dually pickups pulling three-axle gooseneck, or 13-axle super heavy."

Details will be provided in a Notice of Funding Availability to be released April 16 or soon after. The FMCSA intends to enter into these cooperative agreements by June 1 or as soon after as it can.

DOT allows UVA-blocking window film

The Federal Motor Carrier Safety Administration now allows the use of compliant window films on big rigs to block UVA rays, which have been linked to skin cancer.

Historically, the enforcement community and the trucking industry have taken the position that no film is allowed on any commercial vehicle, according to the International Window Film Association, a nonprofit group.

"The clarification represents information that impacts millions of truck drivers who drive many hours at a stretch," says Darrell Smith, executive director of the IWFA. "The FMCSA has agreed with the International Window Film Association that the use of 'clear' window films with a minimum 70% visibility rating installed on the front side windows is permitted."

The change follows numerous reports of higher-than-average rates of skin cancer on the left side of the face and arm, according to a 2011 article in the Journal of the American Academy of Dermatology. That article pointed to driver-side UVA exposure as a likely contributor to the disease.

"Sadly, long-haul drivers have faced skin cancer as 'one of the hazards of the job,' and we hope to help change that with this clarification," says Smith.

Professionally installed window film typically reduces exposure to UV radiation by up to 99%, reduces glare, interior fading and hot spots, according to the group.

FMCSA proposes guidance for sleep apnea

The Federal Motor Carrier Safety Administration is propos-

(Continued on Page 22)
See "LT News"

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Talk about HEAVY HAULING!

Steve Greene, of North Bend, Oregon shares this photo he took while working for KBR in Iraq. Greene drove a specially equipped armour-plated Volvo with a 600hp Volvo motor, 12-spd transmission and oversize fifth-wheel for a 3.5" kingpin to pull a 65' lowbed. Greene transported tanks and oversize equipment for the U.S. Army. The approximate gross weight of truck, tank and trailer was 195,000 pounds.



LT News

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ing tougher standards for sleep apnea evaluation. The agency is adopting the recommendations of two advisory panels, one from the medical community and one representing industry, enforcement, labor and safety advocacy interests, for how medical examiners should evaluate the condition.

The panels say the agency should tell medical examiners that drivers with a body mass index of 35 or more must be evaluated for sleep apnea. In a Federal Register notice posted today, the agency asks for comments on this and a number of additional recommendations concerning apnea screening, evaluation and treatment.

The recommendations will provide guidance to examiners, but the panels see this as an interim step

toward a comprehensive rule.

The guidance includes conditions which should trigger immediate disqualification of a driver, such as falling asleep while driving or having a fatigue-related crash, pending evaluation and treatment for sleep apnea. The examiner could approve a 60-day conditional card during evaluation and treatment.

The two panels are the agency's Medical Review Board, a panel of five physicians who advise the agency on medical issues, and the Motor Carrier Safety Advisory Committee.

The Medical Review Board has long been pushing stricter regulatory standards for sleep apnea. In 2008 the Board recommended that

the agency require all drivers to be screened for obstructive sleep apnea, a significant change from the current rules that do not explicitly require testing and treatment.

The selection of a body mass index of 35 as a trigger for screening arose from research that shows BMI, a measurement of body fat based on height and weight, is a primary indicator that a person may have sleep apnea.

The higher the BMI, the greater the likelihood of sleep apnea. There are other indicators, such as middle

age and male gender, but BMI would be an effective tool for medical examiners to make the initial screening, the Board found.

Examiners need a prescriptive BMI number, said Benjamin Hoffman, chairman of the Medical Review Board, at a conference last December. A BMI of 35 is a reliable indicator of sleep apnea, he said.

Members of the Board say sleep apnea can lead to chronic fatigue,

(Continued on Page 23)

See "LT News"



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LT News

(Continued from Page 22)

which in turn causes performance problems such as slowed reaction time, lapses of attention and distractibility.

The crash risk for a person with sleep apnea is 242% greater than a person without the disorder, according to Charles Czeisler, professor of sleep medicine at Harvard Medical School.

Understanding of the problem is not widespread in the trucking industry, but awareness is growing and a number of carriers have implemented groundbreaking programs to screen drivers for apnea and treat them if they have it.

Schneider National, for instance, has put in place a program that produced a 30% reduction in crash rates and a 48% reduction in the median cost of crashes. The kicker has been a savings of \$539 per driver per month in health care costs, according to senior safety VP Don Osterberg at a sleep apnea conference in 2010.

Treatment for the disorder is typically handled with a nighttime sleep-aid device that provides continuous positive airway pressure, called CPAP for short.

Lowering truck speed could increase safety

New research released this week by the Federal Motor Carrier Safety Administration confirms the safety benefits of using technology to electronically govern and limit the top speed of commercial trucks.

The study team, which included the American Transportation Research Institute and the Virginia Tech Transportation Institute, found that "multiple analyses indicated a profound safety benefit for

trucks equipped with an active [speed limiter]."

Data for the study was collected from 20 carriers in calendar years 2007, 2008 and 2009. The overall crash rate for trucks without a speed limiter was higher compared to trucks equipped with an SL (16.4 versus 11 crashes per 100 trucks per year).

"Domain research on the potential downside of speed deviations among vehicles that could occur due to the interaction of [speed limiter]-equipped vehicles and those without [speed limiters] seems to be far outweighed by the significant safety benefits associated with a reduction in absolute speed afforded by [speed limiters]," the study says.

Six years ago, ATA petitioned FMCSA and the National Highway Traffic Safety Administration to mandate the use of speed limiters on all commercial motor vehicles manufactured since 1992. "This study strengthens ATA's case and we call on both agencies to swiftly move forward with rulemakings to ensure that these devices are required on as many trucks as possible," says ATA President Bill Graves.

Every little bit counts

Walmart takes air out of its pillows and shrinkwraps mp3 players rather than shipping them in huge cardboard boxes. Average mpg has increased by 3% to 5%.

Peterbilt makes stability control standard

The Bendix ESP full-stability system with Automatic Traction Control becomes standard equipment in May 2012 on most Peterbilt Motors Company's heavy-duty trucks and tractors.

The Bendix ESP full stability system works in conjunction with Anti-lock Braking Systems to maintain vehicle stability and help mitigate rollovers, jackknifing and loss-of-

control situations by selectively 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 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.

Goodyear DuraSeal survives 367 punctures

Mid-America Trucking Show attendees last month drove 367 nail holes into a Goodyear G394 SST wide-base trailer tire at the tire manufacturer's booth -- without any impact on tire inflation, according to the company.

Attendees punctured the tire using Goodyear's "DuraSeal Popper," a device that enables users to pierce the tread area of a tire by pulling down on a handle. (The tire was mounted on the DuraSeal Popper, but not under a load at the time.)

"The results were eye-popping," says Tim Miller, marketing communications manager, Goodyear Com-

mercial Tire Systems.

DuraSeal is a yellow, gel-like rubber compound that instantly seals punctures of up to 1/4-inch in diameter in the tread area of the tire. (It does not seal sidewall punctures.) As a nail enters the tire and reaches the tire's inner liner, DuraSeal immediately surrounds the puncture to seal the leak.

"If the nail is pulled out, DuraSeal can instantly fill the hole and keep air from escaping," said Miller. "People are amazed that a truck tire can seal itself."

Win a Kenworth T680 test drive

Kenworth is hosting a special promotion in the United States that will award prize winners with an all-expenses paid trip for two persons to the Kenworth assembly plant in Chillicothe, Ohio, to test drive the new Kenworth T680™ and tour the plant.

The three prize winners in the "Kenworth T680 Test Drive Contest" will be among the first to take the wheel of the fuel-efficient T680, Kenworth's most aerodynamic truck ever, which was introduced at the 2012 Mid-America Trucking Show.

Each prize winner and their guest will receive two nights of hotel accommodations Aug. 8-9 in Columbus, Ohio; round-trip coach airfare for two to Columbus, Ohio, from any major U.S. airports; and meals, airport transfers and shuttle transportation to the Kenworth - Chillicothe plant.

No purchase is necessary to enter. The "T680 Test Drive Contest" is open to legal U.S. residents only in the 50 states and the District of Columbia. Entrants must be 21 years old or older. A valid Commercial Driver's License (CDL) is required to drive the Kenworth T680. Only one entry per person allowed. The promotion ends June 30, 2012. No purchase is necessary to enter. The "T680 Test Drive Contest" is open to legal U.S. residents only in the 50 states and the District of Columbia. Entrants must be 21 years old or older. A valid Commercial Driver's License (CDL) is required to drive the Kenworth T680. Only one entry per person allowed. The promotion ends June 30, 2012. For complete rules and details: www.kenworth.com/test-drive-contest.aspx.

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