

# LOG TRUCKER

VOLUME 39 NUMBER 6

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JUNE 2012

*The Driver's Seat...*

**RICK SARGENT**

**NORTH BEND, OREGON**

*SEE PAGE 14*



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**DEMING  
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**DEMING, WASHINGTON**

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From the stump...

# 50 Years of The Deming Way

by Mike Crouse, Publisher

For many it seems that the Deming Logging Show (DLS) has been in existence forever whereas in fact it came into being in 1962 and celebrates its 50 year this June 9th and 10th at the Deming Logging Show grounds. In today's political climate it must come as a complete shock to many urbanites that the show did not come into being as a result of federal or state governments, lengthy studies consultants and then debated and modified by groups of experts, prolonged legal battles over permits, and months of public hearings.

In fact DLS came into being in what many would call the "old fashioned" way, with working men and women joining together, knowing their goal, making a plan and then placing that plan into action.

The records of the DLS reveal this history: "In late 1962 a logger was seriously injured while working in the logging industry, here in Whatcom County. At that time compensation from the State Dept. of Labor and Industries was very slow. Finley (Hays) came up with the idea of having a logging show, put on by local loggers demonstrating what they do on a daily basis. The first show was considered a success, as 800 people paid \$1.00 each and seemed to enjoy it. The money went to the injured logger. The Deming Logging Show has continued year after year, raising money to help those loggers and their families."

One should keep in mind that a both a penny and a dollar had considerably greater worth and buying power in 1962 than either does today (Calculator.net noted \$1.00 in 1962 is the equivalent of \$7.53 in 2012). Thus the \$800 raised in '62 would be over \$6,000 today.

Fifty years later, the DLS has continued to raised and distribute thousands of dollars a year to help "busted up loggers" as was their original goal.

Over the past two decades the DLS has suc-

cessfully transitioned from the original organizers to the next generation of leaders, in virtually all phases of the show, and has accomplished that with grace, style and efficiency. The show itself continues to evolve, adding, changing, and modifying the competitions program, keeping

the pace, fun, and interest in the show in touch both with logging's history and logging's future.

And perhaps the most treasured of traditions kept alive and well is the "spirit" of giving and helping in any number of ways, from one's time and energy in building, maintaining, and adding to the show grounds, to the cooking and cleaning crews that keep the areas spotless, to generous donations and sponsorships.

The Deming Show holds particular significance to Loggers World Publications, whose founder was the same man who founded the Deming Logging Show: Finley Hays.

Finley has a quip and a story for just about everything, as anyone who knew him would attest. Deming and Whatcom County were always considered home by Finley, just as the worldwide community of loggers was considered family. We often will ask ourselves with the various incidents of the day that come along, "what would Finley have to say," knowing full well there'd be a story and a smile at the end of it.

In the end, he's smiling at the good works of so many that came from "...setting the goal, making the plan, then following that plan." A very good piece of advice we know he'd given many in his life time, that still holds true to this day.

Happy 50th Birthday Deming Logging Show... and we wish you many more.

## Maybe the last live steam show

Each of the past several year's there's been an historic steam logging operation at the Pomeroy Living History Farm near Yaacolt, Washington, and this year they date of that show has been changed to June 9th and 10th (in the past it was held in July). There will be two 1920's era steam donkeys in operation along with numerous period saws, trucks, and related equipment.

The air will be filled with the sights, sounds, and smells of a logging operation as it was done

in the 1920's. This re-creation is made possible by many hours of volunteer labor devoted to keeping this tradition alive in an area rich in logging heritage.

There are admission fees: \$6.00 for adults, \$4.00 for children 3-11. Ages 2 and under are admitted free. Hours are: Saturday 10am to 5 pm; Sunday 1-5pm.

We bring this up for two reasons, one of which is the opportunity to witness steam logging first hand, and appreciate logging as it was (and as much of today's popular media still thinks things are done). The other reason is time waits for no one... and time is moving on for the many who volunteer countless hours to not only maintain, but operate this equipment and actually log on these historic settings, which required a lot of physical force, and boundless energy. A hearty crew indeed, but those skill sets are being lost to time and age.

We know with certainly this show is up and running that second full weekend of June at the Pomeroy Living History Farm. We'd encourage you to bring your cameras, and your family to experience how logging was, and perhaps get a better feel for your own roots, and give the gift of living history to your family and friends.

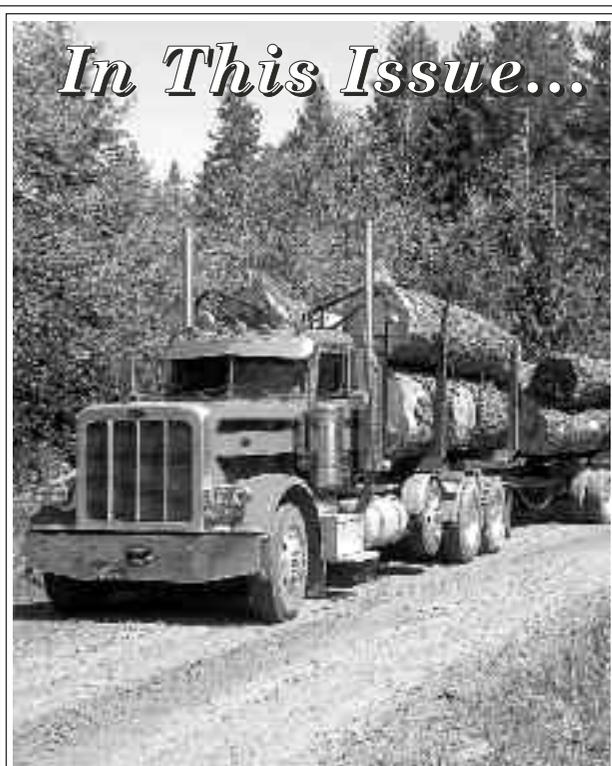
Pomeroy Living History Farm is a non-profit, educational museum located at 20902 NE Lucia Fall Rd, Yaacolt Washington. You can call (360) 686-3537 or visit [www.pomeroyfarm.org](http://www.pomeroyfarm.org) for program confirmation, directions or further information.

## Smart cars

We'd first read about the "smart cars" in Popular Mechanics or some similar magazine many years ago, and first saw one in Germany on a business trip several years ago. The were designed and conceived small, inexpensive motorized transportation in cities and towns and while they're about half the size of what many would consider a "car" to be, they have their niche and we see more of them every year.

Unfortunately, as we've witnessed with alarming frequency over the past year, smart cars do not necessarily mean smart drivers, as we've seen these urban road vehicles being driven upwards of 70 miles per hour on the interstate freeways! Some would call this eco-friendly, however the only thing eco-friendly about one of these roller-

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See "From the Stump"



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RICK SARGENT • NORTH BEND, OREGON

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# LOG TRUCKER

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COVER PHOTO: STEVE SARGENT IS PERFECTLY CONENT being a hired driver. He hauls for Chuck Bracelin, on the Oregon Coast. The 2008 Peterbilt may have Bracelin's name on the door, but Sargent treats it as if it were his own.

See "THE DRIVER'S SEAT" on Page 14

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4 **THEY HOLD HEARINGS BUT...**

JUNE 2012

LOG TRUCKER

# Do they Listen?

by Sherrie Bond

**O**n May 21, Natural Resources Chairman, Representative Doc Hastings (WA-04) and Representative Jaime Herrera-Beutler (WA-03) held a joint Congressional Field Hearing in Longview regarding the impacts of federal forest policies on communities, the economic impact and wildlife management; critical topics that are a matter of life and death to timber providing communities in the Pacific Northwest.

It is a well-known fact that rural communities and their economies have suffered since the infusion of the Northern Spotted Owl into the equation of forest management. Communities have been literally devastated by the curtailment of timber harvest on federal lands as a result of habitat conservation areas set aside for the owl. Frighteningly, new policies being discussed include additional critical habitat designations, which fail to address the real threats to the owl, but will be the death knell of timber towns throughout the West. A comparable situation we witnessed in the first go around with the owl and from which many timber communities

never recovered!

In reviewing the Department of Interior's current-final proposed federal forest policies and submissions to the DOI by "researchers" it is obvious they are bent on an absolute lock-down of federal forests to harvest, management and stewardship; I say "current-final" with my tongue in cheek as we began the Northern Spotted Owl final plan as a draft document in December 1992!! Cruising through research submitted by Oregon State University Cooperative Fish and Wildlife Research Unit, I was subjected to reading "crap" foisted on the Department of Interior in an effort to capture more old-growth timberland. An example of OSU's research indicated there was a strong, negative association between the Barred Owl and the Spotted Owl. Really? I'd have to agree that being eaten by the Barred Owl would be a negative association! The brainiacs also concluded increases of extinction where there were decreases in old growth forests to substantiate their position on further restriction of logging within the National Forests. (Those would be the forests belonging to everyone, not just the Ecology Department at OSU!)

One of the ideas to stabilize the population of the Spotted Owl is to kill the Barred Owl outright or trap and relocate them. Consideration has to be given to where the relocation will take place as well as the "stress level" of the birds being either shot or moved. The proposal is to play recordings to attract the Barred Owls into range of either removal proposal. (Like they really want to hear Ricky Martin's version of *Living on a Prayer*). In all of the reports and studies I read with regard to the Barred versus the Spotted Owls the "researchers" (and I use that term very loosely) provide only statements saying, "...the population of Barred Owls has increased considerably..." "...the Spotted Owl population has decreased..." or (get this) "...the Spotted Owl population decreases considerably when the Barred Owl population rises..." or "... the Spotted Owl population appears to increase when there are no Barred Owls present..." Too funny! I'm reminded of Spotted Owl hearings held in the early 90s at the University of Washington where so-called experts from Fish and Wildlife professed the Spotted Owl population was diminishing. When I asked how many owls there were currently, Joe Expert says, "we don't know". Well how many were there? Joe says, "we don't know". So I asked when will you know if you have stabilized the population? And the answer (all together now) "we don't know!" It's more of that same

faux-scientific B.S. that is spinning the timber industry and its workers into another abyss. One so-called researcher went out on a limb so far as to say the Barred Owl outnumber the Spotted Owl 4 to 1 (but admits not knowing what the actual population IS)! Well get this buddy, the hard working loggers, the log haulers, the mill workers, the timber companies, the families and communities in which these workers live outnumber both the Spotted Owl and the Barred Owl tenfold, but you don't give a rusty-fig about that, do you? Your goal in life is to eliminate timber harvest forever and it doesn't matter who gets crushed in your rush to your own skewed perception of "justice for the species".

This is why we must continue to be vigilant and protect our communities from those who have no understanding of harvest and regeneration. They know nothing of stewardship or maintenance of timbered lands. Even more tragically, they don't care one whit about the economic collapse they cause by creating a panic about the wellbeing of the owl. When did humans slip so far down the food chain that we are viewed as disposable?

While you didn't have the opportunity to attend the Natural Resource Hearing on May 21st, you do still have time to send in testimony

(Continued on Page 17)  
See "Bond"

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# LUNCH TIME

**S**o, what's in your lunch box? Cookies, prime rib sandwich, Twinkies, salami? Here's what some of our readers had to say when we asked them what their favorite lunch or snack is that gets them through their day.

**Zack Smith:** Energy drinks, candy, chips. Roast beef sandwich. Pretty much just snacks get me through-out the day until I get home from work and make a full-on dinner meal.

**Troy Kaelber:** Pepsi, Copenhagen, and yogurt.

**Austin Hatley:** Poptarts, Pepsi and a spare pack of smokes just in case.

**Dawn Slama:** I try to keep crackers and granola bars in my truck to get me through the day, in case I can't stop for lunch somewhere - which happens all the time!

**Forrest Waldron:** A little bottle of Martinelli's apple juice to keep me in shape and regular.

**John Hames:** Salami sandwich and Grizzly Red and a jug of water.

**Brad Jones:** Rockstar 24 oz (at least two cans).

**Ike Hamilton:** Ba-Lone-E. It's the best I can do; I am single and have no lunch skills.

**Ryan Tatham:** Leftovers (I hate sandwiches). Mountain Dew's, a monster chew, gum, equipment keys, pens and tooth-picks.

**Guy Decker:** My lunch box is a tool box parts bin and first-aid kit with room for a sandwich.

**Steve Greene:** I never leave home without one. I did once and was stuck for about three hours behind a fatality accident on Hwy 42 - almost robbed the Umpqua dairy truck.

**Daniel Boone:** Three apples, grilled chicken breast, and a banana or two.

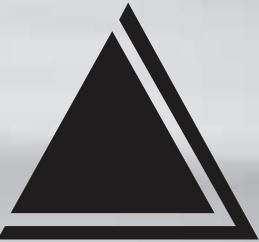
**Bill Libby:** I take a couple of sweets, chips of some kind, hard boiled egg, cheese stick, Yogurt, apple sauce, sandwich of some type and that about wraps it up.

**Alex Boyd:** Who carries a lunch box? Half gallon of coffee, and one meat sandwich. That'll be all for me.



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# ALL

# FOR ONE

## MICHAEL BOWMAN TRUCKING WINSTON, OREGON

by Darin Burt

**B**usiness owners are often a very competitive group. Especially in an industry like log hauling, where the jobs can come and go, owner-operators are always looking for an advantage over the other guy. Some log truckers like to keep to themselves and ride “under the radar,” but Michael Bowman is proof that there’s more of an advantage in working together.

Bowman currently does all the hauling for Tree Tippers, out of Oakland, Oregon. Eichi Hirta and his wife Ginger, are a fairly new logging contractor working with a shovel, skidder and yoder, and produce three or four loads a day – just enough to keep Bowman’s 1990 Peterbilt steadily busy.

But there were a few detours along the road to get to where he is now.

Bowman has been hauling logs since 1989. Before that time, he was an auto upholsterer. Growing tired of that profession, he talked to his father-in-law Mark Garoutte about joining him in his log trucking business.

“I grew up in Roseburg, and there were always log trucks around,” Bowman says. “I’d always thought they were neat.”

Initially, Bowman drove Garoutte’s cab-over pulling a flatbed. But log-

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See “Bowman”

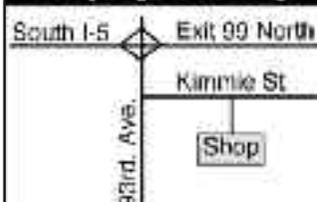


OWNER-OPERATOR MICHAEL BOWMAN may ride alone, but he’s always happy to have some company, especially his nine-month old great-grandson Blake Houck. “He loves the truck” Bowman says, “he really likes to reach up and grab the air horn.”

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IT'S A GOOD DAY when you never have to leave the pavement. Tree Tipper's was working a BLM thinning sale on the other side of a creek so they just shovel logged the job and brought the logs out to the road. Michael Bowman's hauls Tree Tipper's logs with a 1990 Peterbilt equipped with a 3406B Cat motor, 18-speed transmission, 48,000lb Rockwell rear ends with a single locker, Peterbilt Air Trac suspension and an "oldie-goldie" Peerless log trailer. The truck has a Whit-Log slider so that it can be quick-changed to fifth-wheel.



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**8 Bowman**

(Continued from Page 6)

JUNE 2012  
Log TRUCKER

ging was hot and heavy, so they put logging gear on the cab-over and started hauling logs with it. He put Bowman in his 1975 Peterbilt 359 logging truck. The truck had a 6-4 transmission, which Bowman says was a real learning experience.

"We were hauling out of Prospect, OR. My father-in-law rode down there with m; we got back to the mill, he opened the passenger door and said, "Use your head, boy! I've been hauling logs ever since."

When his father-in-law decided to relocate to central Oregon, Bowman decided to stay home. He hired on with Gene Whitaker, where he hauled logs for six years; and then he went to work for Agee Logging, hauling logs and lowboying.

When owner Bruce Agee upgraded his lowboy truck, Bowman had input in putting the truck together. Mark Jones built the 1990 Peterbilt from a kit, and it is spece'd with a 3406B Cat motor, 18-speed transmission, 48,000lb Rockwell rear ends with a single locker, Peterbilt Air Trac suspension. Only a few months later, Agee passed away and his widow and sons eventually chose to sell out. Bowman was out of a job, but he was given the opportunity to buy the truck he was driv-

(Continued on Page 11)  
See "Bowman"

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**2-Spds**

**1985 INTERNATIONAL 9370**, NTC 400 HP, Jakes, 13-Spd RTO14613, 12k Front, 40k 2-Spd Rears, 4:56/6:21 Ratio, Hendrickson RSA Susp., 240" W.B., Page Trailer, Walking Beam Susp., Loadman Scales, Etc. **\$15,750**



**WHEN BOWMAN ISN'T HAULING LOGS**, he's hauling in fish. He caught this fall Chinook salmon in the Coquile River when he was working on a job near Bandon.



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BOWMAN SAYS THERE'S NO REAL SECRET to being a successful owner-operator. "Just do your job and don't whine about it," he says. "Don't burn any bridges . . . but at the same time, be sure and look out for yourself."

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**Bowman**

(Continued from Page 8)

ing.

"The timber market was in the toilet, fuel prices were higher than ever," he says. "I thought, now would be a really good time to buy a truck . . . so, I did."

"It's been challenging, that's for sure," he adds. "Luckily, I've been doing this long enough that I know a lot of people."

Bowman went where there was work, hauling for Chuck Bracelin, over on the coast, and even travelled as far as Yakima and Morton, Washington to find loads. Back home, he hauled for Schaffer Logging, but when work slowed he was lucky to run across the Tree Tippers.

"Tree Tippers logs for Lennard Warren Contracting. If Tree Tippers gets slow, I can bounce over and haul Lennard's logs too," Bowman says.

"My philosophy has always been that you never want to burn any bridges in this business. You just want to get along with everybody, whether it is loggers or other truckers. Even though another gypo trucker is competition, if you have an extra load you can't haul and you give it to them, well, what goes around comes around."

JUNE 2012

LOG TRUCKER

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**GINGER HIRTA**, partner with husband Eichi Hirta in Tree Tippers logging, operates the company shovel and skidder. "She's a good shovel operator," says Michael Bowman. "She's not super fast, but she's really gentle."



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# PACCAR MX

## A Powerful Combination in Fuel Economy and Performance

**I**t's aa bona fide success. That's the message from Gary Moore, Kenworth general manager and PACCAR vice president, as he spoke about the PACCAR MX engine.

"The biggest testament to the PACCAR MX engine's success is the more than 20,000 trucks now running the engine in various customer applications throughout North America, and we expect that number to continue to expand in 2012," said Moore. We're finding that once fleets or owner operators try the PACCAR MX, they're convinced. The performance advantage in fuel efficiency and other performance metrics is just too difficult to ignore. It's steadily becoming a greater portion of Kenworth's build."

The PACCAR MX engine is available with a horsepower range of 380 hp to 485 hp and torque up to 1,750 lb-ft on selected Kenworth Class 8 models. It's an ideal choice for Kenworth customers operating in many over-the-road, pickup and delivery, and vocational applications. "The engine is being highly recommended by our Kenworth dealers," said Reid Nabarrete, assistant Kenworth gen-

eral manager for marketing and sales.

"The PACCAR MX engine has given our customers a lightweight, fuel-efficient option for their fleets," noted Tim Murphy, CEO of MHC, which operates 43 Kenworth dealerships in 10 states. "We continue to see strong interest in the MX engine from our customer base."

One such customer is TransAm Trucking Inc., a leading refrigerated fleet based in Olathe, Kan., which operates 500 Kenworth T660s and T700s equipped with 485 hp PACCAR MX engines. "The PACCAR MX engine and enhanced aerodynamics of our new Kenworths have delivered a 10-1/2 percent improvement in fuel economy, and that's really helped us offset the additional costs of the new emission technology," said Russ McElliott, president of TransAm Trucking, comparing the performance of the company's previous aerodynamic trucks equipped with pre-2007 engines. "The reliability and drivability of the MX engine have also contributed to a 12 to 14 percent improvement in our company's driver reten-

tion rate in 2011."

McElliott said before TransAm Trucking took delivery of its first PACCAR MX in January 2011, the company anticipated some issues with the emission control system. "And yet despite that fact, the Kenworth chassis and PACCAR MX engine combination has been the most reliable truck and new engine platform we have ever run in the history of our company from day one. Kenworth and its dealer MHC Kenworth worked through those new technology issues."

Bobby McConal, fleet manager for Steve Kent Trucking in Lottie, La., agreed that having one service orga-

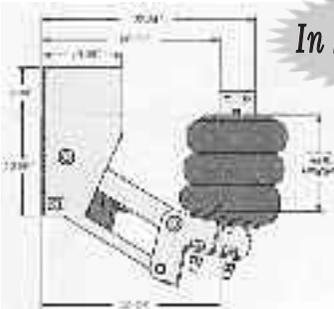
nization handle the truck and engine is a benefit. "Our standard spec going forward is the PACCAR MX engine," he said. "If we have an engine issue, we want it solved at the dealership. That way, at all of our service points, we don't have to wait on another engine manufacturer to make a decision. We want one standard engine that we can depend on in the field and at our Kenworth dealer."

According to Nabarrete, dealer 24/7 support is critical to keeping

(Continued on Page 13)  
See "MX Engine"



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## MX Engine

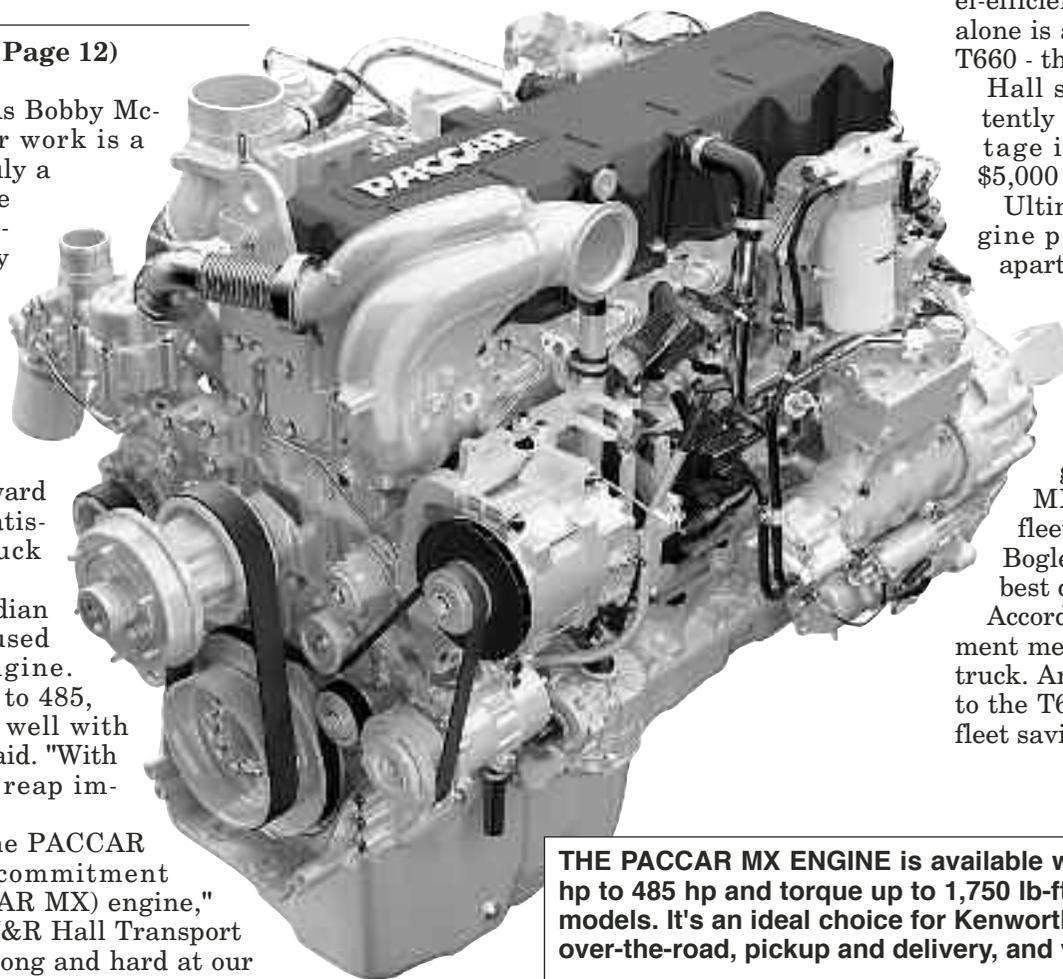
(Continued from Page 12)

downtime to a minimum. "As Bobby McConal said, one-stop repair work is a time-saver for a fleet. It's truly a selling point for the engine and our dealership group - which has been thoroughly trained to work on the engine."

The Kenworth dealer network's constant commitment to superior satisfaction is demonstrated by Kenworth receiving the 2011 J.D. Power and Associates award for "Highest in Customer Satisfaction for Heavy Duty Truck Dealer Service."\*

Nabarrete said that Canadian customers are just as enthused with the PACCAR MX engine. "The higher horsepower, up to 485, and torque level, match up well with many fleets in Canada," he said. "With our 12.9-liter engine, they reap improved fuel economy."

"I have a lot of faith in the PACCAR organization and see the commitment they've made to this (PACCAR MX) engine," said Jeff Hall, president of J&R Hall Transport of Ayr, Ontario. "We looked long and hard at our options to make sure we were getting the most fu-



THE PACCAR MX ENGINE is available with a horsepower range of 380 hp to 485 hp and torque up to 1,750 lb-ft on selected Kenworth Class 8 models. It's an ideal choice for Kenworth customers operating in many over-the-road, pickup and delivery, and vocational applications.

el-efficient and dependable engine. Fuel economy alone is a big advantage, but under the hood of a T660 - the combination really seals the deal."

Hall said the 12.9-liter PACCAR MX consistently provides a 3 percent to 4 percent advantage in fuel economy. "That's a savings of \$5,000 a year per truck," he said.

Ultimately, Nabarrete fuel economy and engine performance will set the PACCAR MX apart from its competitors. "With diesel prices continuing to climb, fleets need to get the best fuel mileage possible. And we feel the MX is best in class and we've been seeing it first hand from customer reports."

"We're getting 4/10ths of a mile per gallon better with the T660 and PACCAR MX engine over the other trucks in our fleet," said Tracy Bogler, president of Woody Bogler Trucking of Rosebud, Mo. "In fact, our best driver is getting almost 8 mpg."

According to Bogler, the fuel economy improvement means about a \$4,000 savings per year, per truck. And, once the entire fleet is converted over to the T660 with PACCAR MX, it will result in a fleet savings of around \$500,000.

13

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# The Driver's Seat: RICK SARGENT

# NORTH BEND, OREGON

by Darin Burt

**R**ick Sargent is perfectly content being a hired driver. "I won't own a truck," he states, emphatically.

Sargent drives a mule train for Chuck Bracelin Trucking, out of Coos Bay, Oregon. He's been part of the Bracelin's crew for three seasons, and has been trucking trees since 1994. Previously, he's worked for King Logging and Grant Creek Logging in the Myrtle Point area. Sargent worked for Bracelin for a short while back in 2004, but when a truck opened up, his old boss asked if he would like the job.

That first season, Sargent was hauling long logs, but he's since

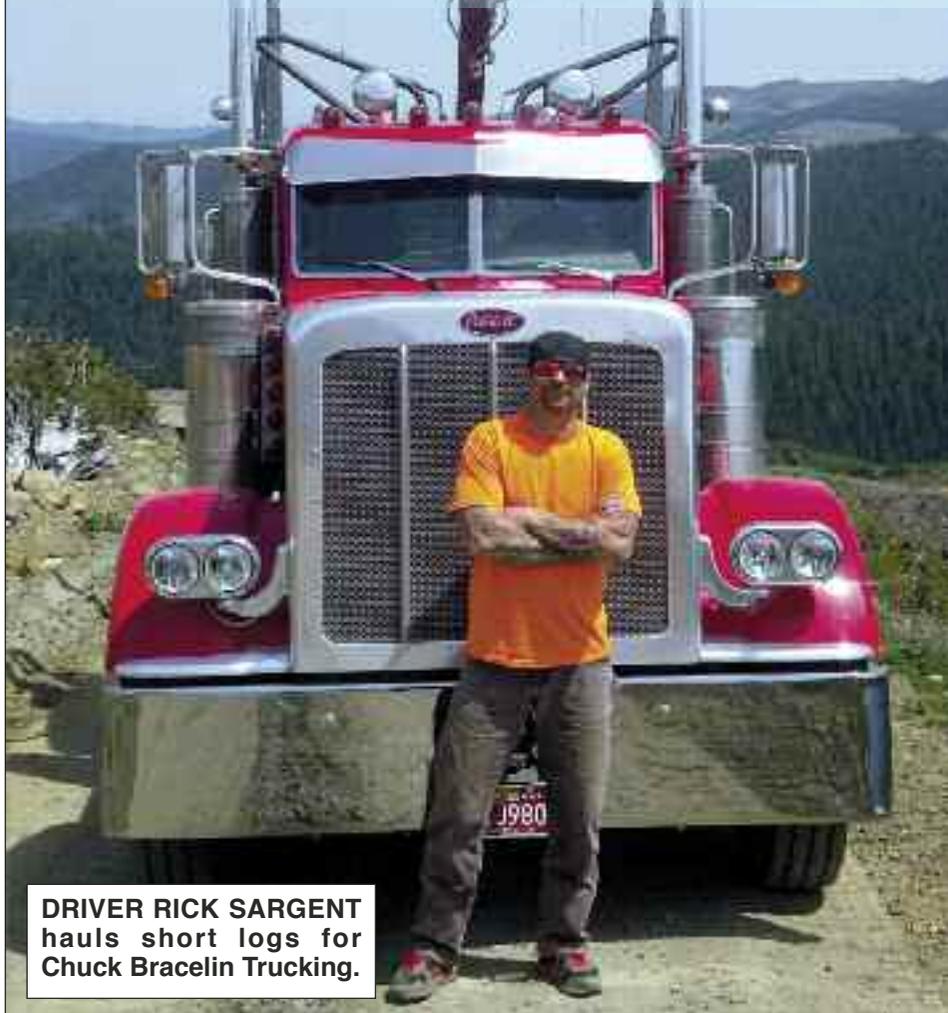
switched over to short logger. That suits him fine, because that's what he originally learned to drive.

"It was a '74 359 Peterbilt with a V12 and a 5-4 transmission. I don't mind short loggers at all. There's not really anything to driving a long logger, but when I first started I didn't know any different."

How Sargent came to get his CDL is kind of unique. He was working in the rigging, and the shovel swung around and hit him and broke his leg. He spent the next two months riding around in a truck with a cast on his leg.

"I've always wanted to drive

(Continued on Page 15)  
**See "Rick Sargent"**



DRIVER RICK SARGENT hauls short logs for Chuck Bracelin Trucking.

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SARGENT'S GRANDPA, ENNO J. DORNATH, drove back in the 1940s and 1950s. Enno also owned the Sturdi-Bilt Toy Company, which designed and built die-cast toy trucks.

## Rick Sargent

(Continued from Page 14)

any drivers. He said come on down. I thought he was kidding. I rode around with him while I learned how to drive," Sargent recalls.

"He taught me 'old school,' that's the best way I can describe it," he adds. "It's really just an attitude - don't think that you're the best driver around if you're new to it; just listen and do what you're told. It's all pretty much common sense. If you pay attention to what the old timers tell you, you'll have it made."

At Bracelin's, Sargent is behind the wheel of a 2008 Peterbilt 389 that is set up as a permanent mule train. The truck is powered by a 550hp Cummins ISX motor and equipped with a 2008 Whit-Log trailer. And along with its old school inspired red and black paint scheme, it shines with lots of chrome - from the stacks to the steps.

"It's the nicest truck I've ever driven," Sargent says. "It's got everything you'd ever want in a truck. It's just like driving a Cadillac."

Being a big guy - 6', 4", 220 lbs - means Sargent likes lots of room in the cab of his truck. That's one of the main reasons he likes the Peterbilt. "I don't fit in a Kenworth. The Peterbilt has lots of legroom because the floor is flat, whereas Kenworth's have a floor that slopes up.

Sargent treats the truck as if it were his own. "Nobody else drives

it," he says. "I keep it polished and cleaned up. Chuck Bracelin takes care of us bar none. He has awesome equipment and is pretty picky about how it looks. Bottom line: If we do him good, he does us good."

"If something happens to my truck, it's MY ass. It's not my truck, but it's my responsibility."

"I've been doing it for twenty years, I've had three opportunities to get my own truck and I've turned them all down. When it's all said and done, a guy with his own truck doesn't make any more money than I do as a hired driver. Plus, I don't have the responsibilities that they do; I don't have to make the payments and keep up with all the expenses," Sargent points out.

Sargent has a handful of loggers, including Smith & Wirth, Four Mile Logging and King Logging that keep him busy. The majority of the jobs are over on the coastal range, where conditions are different than the other side of the mountains, or way up north, for that matter. "The snow over here is more severe than like over in Eastern Oregon. The roads you see on Ice Road Truckers are a joke - I've trucked up in Alaska and it's totally different snow," Sargent says. "The snow here is wet and slicker than snot. You've got to chain up every tire."

Snow or not, the ground can be pretty steep. Sargent can recall times

(Continued on Page 17)  
See "Rick Sargent"

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- Suspension: TufTrac 46,000 lb
- Lift Axle: Hendrickson 13,200 lb
- Cab: Premium Interior

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SARGENT HAULS WITH A 2008 Peterbilt 389 and a 2008 Whit-Log trailer. Smith & Wirth logged this impressive load up Moon Creek in Josephine County, Oregon.



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**Rick Sargent**

(Continued from Page 15)

pulling 20 to 30 percent grades. "When I worked for King Logging, one time I loaded on a road that was 27 percent grade. There was a little cubbyhole in the cab of the truck and stuff was falling out if it," he says.

And being over on the coast, especially during the summer, means watching out for tourists on the road. "Highway 101 is terrible and can get pretty plugged up," Sargent says.

Sargent is a second-generation trucker. His grandpa, Enno J. Dornath, drove back in the 1940s and

1950s. Enno also owned Sturdi-Bilt Toy Company, located in Norway, Oregon, a lumber town near Coquille, which designed and built die-cast toy trucks. The company stopped making toys in the mid 1950s, and Sargent still has the last two trucks to come out of the workshop.

"I've been around trucks since I was a kid. I remember getting a truck and loader for Christmas when I was about seven years old," he says. "I love driving truck and it's what I'll do 'till the day I die."



**Bond**

(Continued from Page 4)

that will be included in the record. (I suggest even if you miss the deadline of the end of May, please send your congressional delegates comments and insight anyway.)

*The address is:*

**Committee on Natural Resources  
United States House of Representatives  
1324 Longworth House Office Building  
Washington, D.C. 20515**

Phone: 202-225-2761  
or Fax: 202-225-5929

You may also reach Deputy District Director, Shari Hildreth, at the office of Congresswoman Herrera-Beutler by calling 360-695-6292 or by email at shari.hildreth@mail.house.gov; she will be happy to pass your concerns and comments along. And to those who did attend the Hearing, thank you.

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

17  
JUNE 2012  
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## NEWS AND INFORMATION

### Lower diesel prices expected for 2012

The Department of Energy expects that on-highway diesel fuel retail prices, which averaged \$3.84 per gallon in 2011, will average \$4.06 per gallon in 2012, which is 9 cents per gallon lower than in last month's outlook. In 2013, diesel fuel retail prices are projected to decline to \$4.03 per gallon, 8 cents per gallon lower than the previous outlook.

In its monthly Short-Term Energy Outlook, the DOE's Energy Information Administration also reduced its estimates for gasoline prices for the summer driving season and its per-barrel estimate for the cost of U.S. crude oil.

EIA's current forecast of the average U.S. refiner acquisition cost of crude oil in 2012 is \$110 per barrel, which is \$2.50 per barrel lower than in last month's Outlook but still about \$8 per barrel higher than last year's average price. EIA expects the price of West Texas Intermediate crude oil to average about \$104 per barrel in 2012, about \$2 per barrel lower than the forecast in last month's outlook but \$9 per barrel higher than the 2011 average price. EIA expects crude oil prices to remain relatively flat in 2013.

EIA expects U.S. total crude oil production to average 6.2 million barrels per day in 2012, an increase of 0.5 million bbl/d from last year, and the highest level of production since 1998. Forecast lower-48 on-

shore crude oil production in 2012 averages over 4.3 million bbl/d, reaching its highest level since 1993. Projected U.S. domestic crude oil production increases to 6.4 million bbl/d in 2013, driven primarily by growth in lower-48 onshore production.

With falling global crude oil prices over the past month, EIA has lowered the average regular gasoline retail price forecast for the current April-through-September summer driving season to \$3.79 per gallon, 16 cents per gallon below the level in the previous outlook. EIA expects regular gasoline retail prices to average \$3.71 per gallon in 2012 and \$3.67 per gallon in 2013, compared with \$3.53 per gallon in 2011.

Very mild weather over the past winter contributed to natural gas working inventories that continue to set new record seasonal highs, with April 2012 ending at an estimated 2.61 trillion cubic feet, about 46% more than the same time last year. EIA's average 2012 Henry Hub natural gas spot price forecast is \$2.45 per million British thermal units, a decline of \$1.55 per MMBtu from the 2011 average spot price. EIA expects that Henry Hub spot prices will average \$3.17 per MMBtu in 2013.

### Electronic speed limiters showing many benefits

The Federal Motor Carrier Safety Administration and the U.S.

Department of Transportation recently analyzed the pros and cons of electrically limiting the top speed of commercial trucks.

The results of the study showed electronic speed limiters improved both trucker safety and compliance, prompting the CEO of the American Trucking Associations, Bill Graves, to petition the federal government to require the use of the limiters in all commercial motor vehicles. Graves said the government should move forward with legislation and regulations to implement the devices on a national level as a means to improve highway safety as well as trucking habits and decisions, Safety BLR reported.

Although many in the trucking industry are applauding the electronic speed limiters and their many proven benefits, officials from the Commercial Vehicle Safety Alliance are not taking any action toward mandating the limiters in commercial vehicles.

Land Line Magazine reported commercial safety and enforcement officials at an industry conference last month were presented with research and data regarding the safety benefits of speed limiters. The officials, however, were not swayed to make any decisions on the devices until further studies had been conducted.

### Western Star introduces powertrain options for 6900 models

Now available for all 6900 truck configurations, the 15.6-liter Detroit DD16 engine features up to 600 horsepower and 2,050 pounds-feet of torque, and it provides superior torque curve for the heaviest loads in extreme vocational applications such as logging, mining, oil field and heavy haul.

In addition to the DD16, the Detroit Series 60 Tier 3 engine is now available for the Western Star 6900

Twin Steer truck model. Ideal for the most rugged off-highway vocational applications, the Series 60 Tier 3 features a single stage turbo and no EGR. This not only increases fuel efficiency, but minimizes maintenance and operational costs, according to the company. The engine's design also eliminates the need for any kind of regeneration.

"Our truck customers have very specific needs, and with new 6900 options that include the DD16 and Tier 3 engine, we continue to be one of the only OEMs to provide a range of products that not only increase productivity but also improve fuel economy for extreme over-the-road and off-highway applications," says Peter Schimunek, marketing segment manager.

The Allison RDS 4500 and 4700 automatic transmissions are also available for the 6900TS. Ideal for oil pumping applications, the transmissions' vehicle propulsion mode puts power to the wheels in rugged or remote locations, while stationary mode provides power the pumps, wi

### "California-Only" diesel will cost state

Significant job losses will be directly attributable to California Air Resources Board's fuel policies, says a new study by the California Trucking Association. Goods movement and agriculture sectors will be especially hard hit if the policies are allowed to go into effect as currently designed.

The report, titled "The Impact of the Low Carbon Fuel Standard and Cap-and-Trade Programs on California Retail Diesel Prices" demonstrates the effect that CARB's regulatory actions will have on the state's retail diesel future leading to a \$6.69 per gallon price tag.

The study, prepared by Stonebridge Associates, Inc., finds that by

(Continued on Page 19)  
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## LT News

(Continued from Page 17)

2020, CARB's Low Carbon Fuel Standard, in combination with the AB 32 Cap-and-Trade Program, could increase the price of diesel fuel by \$2.22 per gallon. That would represent more than a 50% increase in the price of diesel fuel and \$6.69 per gallon at the retail pump. The average price difference between California and neighboring states would be \$2.33 per gallon when accounting for taxes.

According to the study, between the year 2015 and 2020, these higher "California-only" diesel fuel costs will cause a loss of nearly 617,000 jobs in the containerized import sector, \$68.5 billion in lost state domestic product, \$21.7 billion in lost income and \$5.3 billion in lost state and local taxes.

California's transportation and logistics industry is responsible for almost 14% of the state's economy. However the study states that a "California-only" diesel price caused by CARB's program design will put California's transportation sector at a significant competitive disadvantage.

"CTA is supportive of the production and use of alternative fuels, but the cost gap between CARB's Low Carbon Fuel Standard and the diesel fuel that the other forty-nine states will continue to use is unacceptable," says Scott Blevins, presi-

dent of Mountain Valley Express and 2012 CTA President. "This is a serious setback for any business dependent on diesel fuel for its operations."

"State regulators need to step down from their 'ivory tower' and understand the impact of these unfair policies on California truckers," Blevins says. "CARB's blind pursuit of policies that will drive many California-based trucking companies out of state or out of business should be of great concern to all Californians."

The report goes on to say that these diesel fuel price increases of this magnitude will cast an even wider net affecting food, fuel, clothing and other essential services transported by trucks.

"It simply makes no sense that here in California where we wake up every day to double-digit unemployment, businesses struggling to keep their doors open or wheels turning that CARB would intentionally impose policies that makes fuel more expensive," says Michael Campbell, executive vice president and CEO of CTA. "Higher fuel prices create an incentive for companies to fuel up outside of our state costing us jobs that provide for our families and critical tax dollars that fund our roads and transit programs."

### Oregon nets emergency transportation funding

Oregon, Alabama and South Car-

olina will receive a shared \$20 million in federal funds to help cover the costs of repairing roads and bridges damaged by natural disasters or catastrophic events.

The money will reimburse states for fixing or replacing highways, bridges and other roadway structures. Costs associated with detours, debris removal and other immediate measures necessary to restore traffic flow in affected areas are also eligible for reimbursement.

Oregon will receive \$15 million for cleanup from flooding, landslides and erosion that occurred across the state as a result of severe storms in January 2012. Alabama will receive \$3 million for the repair of the March 2010 sinkhole on I-65 in Morgan County. South Carolina will receive \$2 million for repairing the Laurens Street Bridge in Aiken after heavy rains caused erosion and closed the bridge in April 2012.

"Disasters can leave communities immobile as local agencies are left with a huge mess to clean up and a price tag to match," said Federal Highway Administrator Victor Mendez. "The Department is committed to repaying states for work that was necessary to get traffic moving and people on their way."

The Federal Highway Administration's Emergency Relief program reimburses states for the repair and reconstruction of federal-aid highways and bridges that suffer serious damage as a result of natural disaster or catastrophic event. The fund-

ing helps pay for expenses resulting from extraordinary conditions.

### Program aims to increase commercial truck safety

The U.S. Department of Transportation's Federal Motor Carrier Safety Administration recently launched the Compliance Safety Accountability Program. The CSA program works to analyze trucking safety based on violations from crash data to address unsafe behaviors with commercial carriers, and help them take action to prevent safety issues in the future.

The commercial trucking industry has already started to hire more drivers with safe work experience, focusing on qualifications and using technology to help recruit and hire from the most talented pool of applications. The program aims to decrease the number of accidents involving commercial trucks. Truck accidents can be significantly damaging due to the size and weight of the vehicles, thus it is vitally important to improve trucker safety to make American roadways safer.

While the data addresses safety, it also highlights industry trends. According to analysis from QualifiedCarriers, a risk management provider for shippers, carrier registrations have increased 7.5 percent in the past 14 months, reflecting a shift in the industry for many

(Continued on Page 20)  
See "LT News"

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(Continued from Page 19)

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drivers to go into business for themselves. Jeff Tucker, CEO of Qualified Carriers and Trucker Company Worldwide, said many truckers are trying to shed their identities or CSA scores by starting anew in the industry so as to improve their safety record.

LOG TRUCKER

**Large trucks go up in flames**

Large trucks - semi-trucks in particular - are more likely to catch fire in higher speed vehicle crashes compared to light trucks and passenger vehicles, according to a recent study by the Kentucky Injury Prevention and Research Center.

In a study of Kentucky motor vehicle collisions between 2000 and 2009, the Kentucky large truck fire rate was 113% higher than the light truck/passenger car fire rate. Large trucks made up 14% of vehicles that caught fire after a motor vehicle collision.

Kentucky has 762 miles of interstate highway. Although many of these miles include twists and curves, the study showed most large truck fires occurred on long stretches of straight highway, with a steady speed of at least 55 mph, and the majority of these large truck fires involve only the truck and its driver.

Dr. Terry Bunn, director of KIPRC, suggests two possible causes of these collisions: greater impact force of semi trucks in collisions and fuel tank placement differences between semi trucks and passenger vehicles.

"Large trucks typically have two 150-gallon diesel fuel tanks on the tractor, and another 50-gallon fuel tank if the tractor is hauling a refrigerated trailer," Bunn says. "Fuel tanks for large trucks have greater exposure and are much less protect-

ed than light trucks and passenger vehicles."

Bunn says larger vehicles' weight may result in greater impact forces in collisions. These forces may compromise vulnerable fuel tanks, and leaking fuel is more likely to ignite.

Another source of vulnerability with large trucks is the crossover lines between the two fuel tanks. During impact, they may fail due to tear, rupture or puncture and increase the risk of fire. The lack of inertia fuel switches as standard equipment in large truck purchases may also increase the risk of collision fires. The report cites additional causes of large truck fires including decreased vehicle stiffness and reduced crush space in the semi-truck cab.

Other possible contributors to large truck fires are sleepiness and fatigue. If a driver falls asleep and make no evasive maneuvers to avoid fixed objects such as trees and bridge abutments, the driver may be more likely to have a higher impact crash.

Dr. Bunn suggests the incidence of large truck fires can be reduced or eliminated by taking preventative steps to improve safety on the road. These measures included mandatory inertia fuel switches, company training on seatbelt safety, rigid roadside barriers to contain and redirect semi-trucks from leaving the roadway, crossover lines, protected placement of fuel tanks, enforcements of rest period and quality sleep for drivers, investment in driver fatigue technology and elimination of cab distractions.

"Fire safety approaches based on input from truck drivers, trucking companies, large truck manufacturers and roadway engineers are all needed to reduce large truck fires," Bunn says.

**Ox Bodies introduces next Gen Ox SuperDump Truck Bodies and Equipment**

International unveiled its next generation Ox SuperDump at the 2012 World of Asphalt Show in Charlotte, N.C.

The new Ox SuperDump features four, six or seven-axle configurations, increasing payloads up to 25 tons and 80,000 pounds GVWR. With the multiple axle configurations, the Ox SuperDump distributes the weight over a much longer area, meeting payload re-

strictions throughout the U.S., Canada and Mexico. The Silent Drive Maxle air-suspension trailing axle is designed to carry the extra weight of the payload and ensure a smooth ride.

The Ox SuperDump is also available with a wide range of productivity-enhancing options including air

(Continued on Page 21)  
**See "LT News"**

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- 1 - 1981 Alloy 55' 4 axle, 96"
- 1 - 1989 Peerless 56' 4 Axle, 102"
- 2 - 1998 Alloy 48' 3 Axle, 102"
- 1 - 1985 Alloy 48' 3 Axle, 96"
- 1 - 1981 Peerless 48' 3 Axle, 96"



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**LT News**

(Continued from Page 20)

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tions with production facilities in Alabama and Minnesota.

For more information on the Ox SuperDump, go to [www.oxbodies.com](http://www.oxbodies.com).

**Talbert Manufacturing offers 35-ton SRG Double Drop Trailer**

Talbert Manufacturing introduced its 35-Ton SRG Double Drop Trailer, which features aluminum pull-outs, adding a full two-feet on each side.

The 35-ton SRG accommodates wider equipment and at lower heights, making the trailer ideal for over-the-road haulers and trans-

porters of large agricultural equipment such as sprayers and combines.

Consisting of a 48-foot overall length. The tandem-axle trailer has a 29-foot deck length with a rated 35 tons distributed and 30 tons in each 10 feet of deck length. The 8-foot-6-inch deck width has the ability to extend to 12 feet, 6 inches with the optional aluminum pull-outs. Additionally, the 35-ton SRG offers an ultra-low 18-inch loaded deck height with a 6-inch ground clearance.

Offering versatility and ease of operation, the 35-Ton SRG features a lighter-weight mechanical removable gooseneck design. Air-ride sus-

pension provides added operator comfort for a smoother ride.

This customized unit offers heavy-duty T1, 100,000-PSI minimum yield steel construction, a four-beam design and Apitong flooring outside the main beams. The trailer can be equipped with optional aluminum wheels, strobe lights, battery backup and connections for a flip axle.

**Hendrickson launches innovative front steer axle**  
Hendrickson Truck Commer-

(Continued on Page 22)  
**See "LT News"**

**From the Stump**

(Continued from Page 2)

skates on the freeway is the morbid efficiency of not needing a coffin, or medical car, should you have a collision in your soap box "car." You'll not survive a freeway collision... they weren't designed for that!

Aside from an apparent "death wish" by the occupants of "smart cars" on the interstate, the occupants "survivors" of said vehicles hold the same "eco-friendly" mindset to change the laws to accommodate their minority by legislating and suing to drag the rest of us to their "way of thinking" because it fits their fantasy ideology.

We believe this is not their right, but instead is a clear demonstration of evolution in action, where in this case really bad ideas, such as driving a "smart car" on the interstate literally go to die. In town...fine. On the freeway, they join the ranks of flying mosquitoes. Join this minority at your own peril.

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(Continued from Page 21)

**JUNE 2012**  
**LOG TRUCKER**  
 cial Vehicle Systems now offers its next-generation SteerTek NXT axle on select International truck models. SteerTek NXT is the standard axle offering on International ProStar+, TranStar and LoneStar models.

SteerTek NXT includes continuous beam architecture, which minimizes stress points for added durability while providing a strength-to-weight ratio. The rigid, box-shaped cross section of the axle resists horizontal, vertical and twisting forces more effectively than traditional I-beams, says Hendrickson, and is designed to manage the increased brake torque resulting from the recently updated FMVSS-121 stopping distance regulations.

For brake option flexibility, SteerTek NXT is compatible with both drum and disc brakes with either 5/8 inch or 3/4 inch fasteners.

SteerTek NXT saves up to 23 pounds compared to traditional I-beam axles, according to the company. It can be combined with Hendrickson's monoleaf spring technology to form the Softek lightweight front suspension system. Softek provides up to 85 pounds of weight savings. SteerTek NXT can also be paired with Hendrickson two-leaf spring designs.

The patented two-piece knuckle assembly simplifies kingpin bushing serviceability and includes a new double lip seal to further improve

You may remember Luke Zackarias from the cover of our May issue. We just learned that he traded his 2000 Peterbilt to Pape Kenworth for this 2013 W900B. The truck has an ISX 525 Cummins, 18-spd transmission, 46k dbl locker rears, 8-bag air ride and 260" wheelbase.



bushing life, exhibiting Hendrickson's commitment to maintenance efficiency. In addition, integrated steering arm and tie rod attachments increase strength and further reduce weight, providing greater durability helping to reduce maintenance costs.

SteerTek NXT highlights a new integrated clamp group and axle seat, a feature that results in a plat-

proved applications in the U.S. and Canada and within the proper guidelines of SteerTek NXT.

Available in capacities up to 14,600 pounds, SteerTek NXT is approved for on-highway and medium-duty truck, bus and motor home applications.

For additional information on SteerTek NXT, go to [www.hendrickson-intl.com](http://www.hendrickson-intl.com).

**Michelin XZY3 retreads help fleets lower tire costs**

Michelin Retread Technologies is enabling mixed-use fleets and owner-operators to take on the challenges of on- and off-road applications with the new Michelin XZY3

(Continued on Page 23)  
 See "LT News"

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## LT News

(Continued from Page 22)

Pre-Mold retread.

The all-position tread is designed to deliver exceptional wear and durability in on- and off-road use, offering a retread that extends the performance of the popular new tire tread design throughout the casing life, according to the company.

"Retreading is an excellent way for fleets to lower their cost of operation," says Ted Becker, vice president of marketing for Michelin Americas Truck Tires. "The mixed-use application can make retreading challenging to incorporate, because not every retread can perform in a difficult on/off-road environment. The XZY3 retread answers that call to provide application-specific features that promote long casing and tread life."

The XZY3 retread's compound protects against aggression, chipping and cutting, while a center groove bottom protector guards the center channel from any stone drilling and also assists in ejecting any stones or debris from the groove. The tread's four-rib design delivers the traction needed for the tire to operate in soft soil and mud, a regular challenge for tires in the mixed-use environment.

The retread is available in eight sizes - 210, 220, 230, 240, 250, 270, 280 and 290/345. The 290/345 size incorporates a winged tread design into the tread blocks for additional

shoulder adhesion in high-scrub applications. 23

**OTA sues Oregon over DMV fee increase**

The Oregon Trucking Association Inc. is leading a lawsuit against the Oregon departments of transportation and administrative services over a proposed 450 percent increase in the fee for getting a DMV driving record.

The association is joined in the suit by AAA Oregon/Idaho, Oregon Columbia Chapter of the Associated General Contractors of America, Property Casualty Insurers Association of America, Redmond Heavy Hauling, Inc., Gordon Wood Insurance & Financial Services, Inc., Property Casualty Insurers Association of America, and the National Association of Mutual Insurance Companies.

The ODT and DAS want to raise the price of purchasing a DMV driving record from \$2 to \$9.68. The records are used by insurance companies to determine insurance rates and trucking companies to verify the records of prospective drivers.

"Oregon's trucking industry is dedicated to a high level of safety and to keeping skilled drivers on the road," said OTA President Debra Dunn in a statement. "Beyond the substantial cost increase to access DMV records, the impact from this move will be far reaching and will affect all motorists on Oregon roads." LT

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