

LOG TRUCKER

VOLUME 39 NUMBER 7

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JULY 2012

Earning a Name for Himself

**AUSTIN
HATLEY**

LA GRANDE, OREGON

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JULY 20-21, 2012



**AMERICAN LOGGERS COUNCIL
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COEUR 'D ALENE, IDAHO

OCTOBER 4-6, 2012



From the stump...

Celebrating our independence daily

by Mike Crouse, Publisher

As we prepare to celebrate our country's declaring independence from the England 237 years ago this July 4th we should take a moment to consider our independent status.

Understand the interest in separating from the Crown in 1776 was not uniformly embraced by all members of the colonies. A good number were perfectly happy under the protection, and the costs of that production, for the apparently safety, security and certainty of England. They did not see dependence on the whims of the crown as having a negative effect on their own well being, and perhaps found some comfort in the assurance that King George would look out for them, even though it came at a price, the price was not apparent to many, whose concerns were living their life day to day without risk or complication.

Fortunately liberty from the old world, the old way, and whatever certainty and safety it promised, and the interest of self-determination and self-rule was held by a large enough majority, in addition to the sense of unity as a people enabled us not only to declare our independence but gain it through perseverance and ultimately force of arms that set our great experiment in liberty, accountability and self-determination into action, and through hard work, good fortune, good luck and the grace of God (at least in this author's estimation) we have emerged 236 years later as the beacon of freedom and envy of the world.

Freedom as we've known it comes with a personal cost... participation in our own governance and vigilance of our own elected officials, agencies, bureaucracies, and holding those institutions accountable to our system of government as established by our own Constitution. In this cause, just as in the original case for separation from England, there remain a sizeable core who would be happy to end the experiment in freedom tomorrow. Some profit greatly from the ongoing turmoil (that would be the legal community),

while others find the idea of private property rights quaint but antiquated, and everyone's being entitled to a free lunch, literally and figuratively, with no accountability or effort to earn their own way.

Speaking your mind has been a treasured right from our found-

ing, although the past four decades many have gradually accepted the cancerous notion of political correctness that imposes social penalty from those who would dare to voice opposition or speak or defend standards of conduct. How very European. King George would be proud.

The answer then and now is in participation, voicing your opinion and supporting those ideas that encourage independence in action, interest in community, recognizing priorities and being productive.

The issues in much of our nation give us a very clear choice between taking action, and talk, celebrating a common ground or making political gain by pitting one group against the other, working and creating or seeking the illusive free lunch.

But it all starts with participation in the process, speaking your mind, and taking action.

Red herrings

The current political circumstances demonstrates again and again that part of our population is drawn to the proposition that there is a free lunch and they are entitled to it by virtue of being alive and their ever paying for that lunch should be optional, with the understanding that you'll never "really" have to pay. And the most bizarre twist of all comes that those objecting to this nonsense are demonized for being "insensitive" and "immoral" for not blessing this foolishness.

This past year we've had two recent examples.

The first was the hewn cry from a female law student that she should be entitled to free birth control pills as an entitlement. We're not at all sorry at seeing this for what it is (although we'll modify the phrase): el toro poopoo. It is not a women's issue, but an issue of sheer greed and private overreach. This is taken by some to be a progressive issue, and we'd certainly agree. It's

an issue for those who think the world owes them a living at our expense, and stretching it as an entitlement could only fly in the wildly socialist left.

The second is the student loan issue, where a good many with college aspirations look to taking out government guaranteed loans to pay for it. The level of indebtedness many are graduating with is pretty stunning, some reaching into six figures, yikes!

The root of this is in our primary and secondary schools that plant the idea "...to get a good job you have to have a good (which is to say a college) education," that has been peddled at least since the 1950s where the push was on for graduating more engineers and scientists for the space race. Historically, then and today, college graduates have demanded higher wages and greater opportunities.

I'm a member of that Baby Boom generation, and recall distinctly the message that college was necessary to succeed, but it was evident then and now that while additional education had it's benefits, there were a number of options, and that college is NOT for everyone, and not because (as many would cry) they couldn't afford it, but because many individuals interests, and more to the point many of societies needs were for an array of talents, skills and jobs well beyond the scope of colleges and universities (a moment for the college grads to gasp at this heresy).

And the idea of going into debt to go to college was not even an issue especially for undergraduate degrees! While this may be an astonishing concept to today's collegians, we tried to "anticipate" this cost by "saving" for it over time that would be through having jobs, working, and being part of the economy, and then working once in college to pay our way through. What it meant to achieve this end was being "poor as a church mouse," doing without, sacrificing social lives and prioritizing every nickel to make ends meet, and perhaps even going to school part time, or working to save enough money, then returning to school. It was not an uncommon thing in any sense. I can think of countless loggers, and many other former collegians, who did this very thing. The idea of being in debt at all, yet alone to the tune of five or six figures, would have brought you considerable ridicule.

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COVER PHOTO: AUSTIN HATLEY, 22, is well on his way to becoming a big name in the log hauling industry. Hatley drives for Gunnels Brothers Logging.

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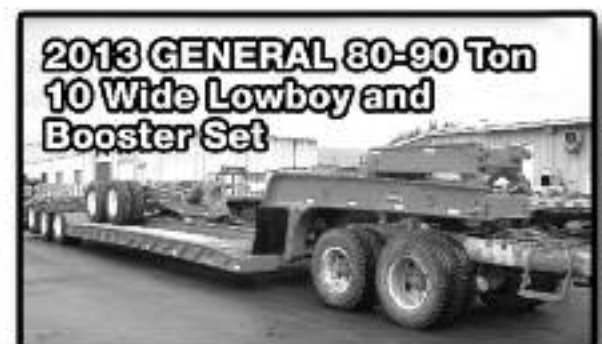
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Is this REALLY rocket science?

by Sherrie Bond

JULY 2012
LOG TRUCKER

This month I had intended to bring you more information concerning proposals for increased habitat of the Northern Spotted Owl. Unfortunately, the transcript of the May 21st Congressional Field Hearing is not yet available to the public. I will have more detailed information in a later column, but for now I will talk about diesel fumes and a recent position taken by the World Health Organization (W.H.O) and announced on all major television networks. Like so many other "health warnings", one must read between the lines to reveal the actual core of the message and weigh the intended results. My opinion follows. Draw your own conclusions!

The brief announcement I heard was on NBC Evening News, wherein a statement from researchers for the World Health Organization linked breathing diesel fumes to lung cancer. While diesel fumes have been classified by three federal agencies in the U.S. as a "likely carcinogen," a "potential occupational carcinogen" and "reasonably anticipated to be a human carcinogen," I believe the W.H.O. is stirring the environmental pot. Sound bites on the news are rarely complete and accurate statements, with most taken out of context. While I have little doubt that heavy exposure to any chemical substance can cause a num-

ber of illnesses or reactions, I wondered about the intensity of the pronouncement made.

In the course of my lifetime, I've known a raft of people who have regularly worked around diesel and machinery that drinks it up like there's no tomorrow. How many of those people have been diagnosed with lung cancer as a result? I can't think of any off hand, but let's say "in the interest of science" there may have been two or three. In my estimation, that's a low percentage when I think of the men who have worked in the woods all their lives, been around a variety of diesel burning heavy equipment or driven log trucks for forty, fifty or even sixty years. I'd call that heavy exposure. Add to that number, commercial fishers, miners, heavy equipment mechanics or operators, road builders, truck drivers, refinery workers, oil field roughnecks or those isolated on ocean oil rigs or tankers, shipping crews, port employees, farmers, factory workers . . . the list is endless and if there is a medical crisis, why now? Are there more incidents or is more research being done? Or, is there an accelerated push toward a greener climate?

W.H.O. based their findings on extreme exposure to exhaust particularly among workers in poor countries, where diesel driven mechanisms belch heavy clouds of smoke, filling the air with sulfurous particulates. It ac-

knowledges the U.S., along with other wealthy nations have modernized diesel fueled equipment to burn cleaner than even a decade ago and regulations provide for limits of the amount of diesel fumes/exposure present in the environment in compliance with the Clean Air Act. However, some are labeling the finding to be as dangerous as arsenic or asbestos toxins and the American Cancer Society is likely to follow the lead of the World Health Organization declaring diesel as a carcinogen.

My gut tells me the impact of the recent research will double-down on the trucking industry, forcing truck owners to retrofit equipment to further reduce diesel exhaust, purchase newer equipment in order to comply with more restrictive standards or ... close businesses. That's a pretty harsh statement, but we've seen it happen before when independents are forced to meet stricter "industry standards". Sadly, mega-trucking fleets will continue as if this was a blip on the radar but it is the smaller independent truckers who will pay the price.

The lead researcher claims, diesel exposure is a far greater lung cancer risk than passive cigarette smoking, but a much smaller risk than smoking two packs a day. This being said, the EPA, OSHA and the National Toxicology Program of the Institutes of Health have rated diesel as a poten-

tial, not proven, carcinogen.

Low sulfur diesel was introduced in 2000 and mandatory by 2006; roughly a quarter of America's fleets were built after that date and on average replaced every 12-15 years which should account for fewer toxins in the air than the boogey-man announcement hints.

The timing of the announcement leads me to believe this will be a campaign issue for both parties. The looming shadow however, is the possibility of the research being used against the trucking industry with a new level of forced regulations and rulings added to the ever-growing compliance list in the march to "go-green". I think the recent study is skewed more toward environmental conscientiousness than to health concerns overall. The U.S. has been burning diesel, in one form or another, industrially for over a century and until now, no one has heard a death knell toll.

Lead cancer researcher, Dr. Debra T. Silverman, says her study "...clearly establishes that the more a worker is exposed to diesel, the greater his cancer risk..." Following that line of thought, I would have to say, "Debbie, ...standing on the freeway poses a greater risk of being hit by a motor vehicle than standing in a cornfield!" So is the finding more closely related to rocket science or is the sky falling? **L7**

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

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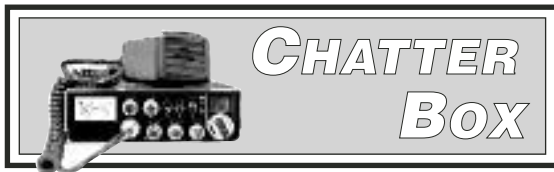


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WORDS OF WISDOM

There's a saying that, "The only thing to do with good advice is to pass it on." Ask any trucker still on the road and he'll probably tell you that the secret to success in this business is heading good advice. We asked some of our readers for their best words of log trucking wisdom and here's what they had to say.

Mark Wilson: Listen to the old timers they have been there done it many times before

Austin Hatley: When you think you know it all about hauling logs, you'd better just hang up the keys because your going to get your self killed.

Todd Stoffel: EVERYBODY screws up. You're never late.

Jimmy Hill Jr.: Patience is key.

Jim Olson: Drive it like you stole it, and remember you gott'a fix it, share the road!!

Dennis Frazier: Show up-shut up-haul logs till they say that's all! Simple job-some make it more complicated than it really is! If the logger's known to be cheap, don't start in the first place.

Christopher Knighten: Keep your load happy with the road... hardest part of your day is getting out of bed its all a breeze after that.

David Noble: Don't get on the bad side of the scaler or loader operator.

Clint Lembke: Don't drive over your head.

Ryan Tatham: That Woods not gonna rot before you get to the mill. Drive accordingly.

Forrest Waldron: Bunk pin, bail latch. Remember those.

Ike Hamilton: A fellow trucker one time loaded behind me on a nice four trip easy haul where you could relax and get your trips with ease. He was on my butt for no reason, so he got the hook ground level from me and the rest of my day was good.

Daniel Boone: Back up, stake up, shut up,

Bryan Conerly: Never show up to early and be in the way - I've dealt with that too often running shovel. Pay attention to what the shovel operator says; watch what he says to watch.

Jerry Hardcastle: Well I've only been doing this for the last 29 years, and I think the best advice is staying sober and don't let your self get groggy. Get out and walk around a little from time to time, stay on top of your game, and don't get side tracked. 29 years in a log truck and no major accidents

Rick Hogg: Just a piece or a whole load, always wear protection.

Bob Holman: Any person who comes to you and says they know everything there is to know is a good one to stay away from.

John Hanson: Chains are a helluva lot cheaper than a new front end!

Jeff Henke: make damn sure the trailer is coming with you after you unload!!

Melissa McCaw: not to let the boys try and push ya around!

Luke Zacharias: U can go down hills or around corners lots of times to slow it only takes once to fast.

Kris Anderson: Everyone screws up; it's just a matter of time . . . always learn from your mistakes. Grandpa always told me "maybe if you puts some god damn air in that seat, you might be able to see what the hell you're doing!"

Jason L. Templin: An old guy had told me about a ticket he had gotten for going down a hill to slow, and he fought that ticket because back in the day you were only supposed to go down a hill as slow as the truck could climb the hill... It made good sense to me after seeing trucks fly down the hill to Clatskanie.

Grant Hayes: Respect the ROAD!!!

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EARNING A NAME FOR HIMSELF

JULY 2012

LOG TRUCKER

AUSTIN HATLEY LA GRANDE, OREGON

By Darin Burt

Austin Hatley is new to log hauling. He's 22 years old and a first-generation log trucker. Still, he's already earning a name for himself. But we'll get back to that in a bit.

Hatley drives for Gunnels Brothers Logging, which operates a Cat and yarder side and runs three logging trucks. He is second in seniority after being with the company for one season. He pulls a conventional long logger during the winter and a short logger set up during the summer months.

After high school, Hatley learned heavy equipment operator skills at West Coast Training in Woodland, Washington. He got his commercial drivers license at the same time.

This isn't his first trucking job though. He's driven concrete truck, belly dump and also hauled scrap metal. When he heard the Gunnels Brothers needed somebody to drive log truck, he jumped at the opportunity. "I grew up around it. My dad always worked on logging equipment and trucks," he says. "I've lived in La Grande my whole life



AUSTIN HATLEY MIGHT BE NEW to log hauling, but he's already got a handle on what it takes to be successful at the job. "I can honestly say that I love going to work in the morning," he says. "When I get in my truck for Gunnels Brothers, I treat it like it's mine. As long as my truck runs five days a week, everybody's happy."

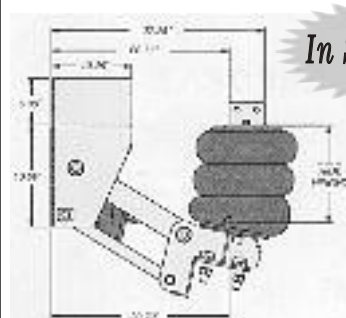
and I have a lot of friends who are log truckers. A buddy of mine, Bobby Stidham, works for a gypo contractor in town and he got me into it. He taught me a lot."

Hatley's initial enthusiasm for being a log trucker waned just a bit when his alarm clock went off the

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See "Austin Hatley"



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8 Austin Hatley

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JULY 2012 LOG TRUCKER

first morning on the job - you might say it was a rude awakening.

"The first week or so I thought, 'Oh boy, this is going to be a heck of a job because of the hours we have to work.' We were hauling out of Cle Elum and getting up around midnight to go to work. I was used to getting up at seven or eight in the morning and going to work. It was a real life change," Hatley says. "It was hard to get used to getting up and starting my day at an hour when other people are just going home from the bars. We've got more done by 10 o'clock in the morning than most people do all day."

Hatley drives a 1996 Kenworth W900B for Gunnels Brothers. The truck features a 340C Cat 425hp engine, 18-speed transmission, 40,000lb two speed rears and a Peerless trailer. The short log trailer is outfitted with Better-Weigh bunks. Lots of people recognize Hatley's truck by its distinct number on the hood - OU812. Not only is that the name of a Van Halen album, but it's also is the license plate

on the red Ferrari that Cheech and Chong drive in one of their movies.

In the short time that Hatley has been hauling logs, he's already learned one of the job's most valuable lessons - never get too comfortable and let your guard down because anything can go wrong . . . and usually does sooner or later.

"The very first day we had to be dragged backwards up the hill to the loader because the road was so muddy. I left the loader, nervous of course, having never really pulled a log trailer before. We had to make a sharp left corner around this big pine tree; I started to swing wide and it was so muddy that I just slid

off the road. There I sat," Hatley says. "I remember the boss coming down the road and telling me, 'Just drive the truck and trust me, the trailer will be there because if it's not, you'll be the first one to know.'"

Hatley also got a quick lesson in driving the short logger. "The pup has a tendency to want to drag you all over the highway and the truck will rock back and forth because of the load . . . it took some getting used to that," he says.

"A lot of guys say it's easier short logging, but I prefer long logging there's less to worry about," he adds.

So far, Hatley has found log hauling to be the best job he's ever held.


Better than working in a steel warehouse, building fence, pumping gas or spraying mosquitoes for the county.

"I can honestly say that I love going to work in the morning . . . even though I go get up early," he says. "When you're in the truck you're your own boss. I figure that if the truck is making money, then the company is making money and I'm making good money for myself."

"I like driving for Gunnels because I know that I'm always guaranteed a load of logs. Everybody at

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See "Austin Hatley"

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Austin Hatley

(Continued from Page 8)

Gunnels gets along really well and it's a tight knit group. I enjoy the heck out of working with them . . . there's never a dull moment.

"It's crossed my mind (about becoming an owner-operator), but from talking to guys, it's getting

harder and harder to pay the bills and deal with the fuel costs and the haul rates. When I get in my truck for Gunnels, I treat it like it's mine in how I drive it and take care of it. As long as my truck runs five days a week, everybody's happy."

Oh, back to Hatley's newly earned nickname. Welcome to the world of log hauling, Big Sexy.

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10 Detroit automated transmission enhances vehicle performance, efficiency

JULY 2012

LOG TRUCKER

The Detroit Transmission is the next component in the complete Detroit powertrain. Detroit is now the only OEM that can offer a complete powertrain package, which also includes Detroit axles and Detroit's industry-leading heavy-duty engines.

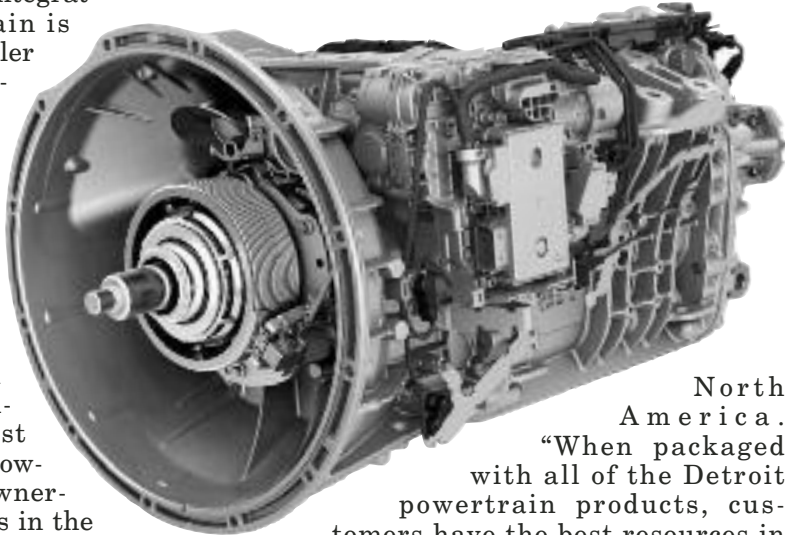
Detroit's integrated powertrain is part of Daimler Trucks' Global Excellence Strategy to have uniform production standards and processes worldwide, resulting in the most efficient, highest quality and lowest cost of ownership products in the industry.

"The Detroit integrated powertrain provides what no other manufacturer in North America can provide – a total product offering paired with the engineering expertise and global resources available only through a company like Daimler," said Andreas Renschler, head of Daimler Trucks and member of the Board of Management of Daimler AG. "Through our total vehicle integration approach, we are providing our customers with world-class technology that will result in the most powerful and fuel-efficient vehicles on the road today."

The development of Detroit's powertrain products has been an international effort, with resources being drawn from all of Daimler's global capabilities. Daimler's transmission technology has been exten-

sively tested and proven in series production in select European markets since 2005.

"Automated transmissions represent the next generation of technology that will increase efficiency and enhance performance," said Martin Daum, chief executive officer for Daimler Trucks



North America.

"When packaged with all of the Detroit powertrain products, customers have the best resources in the world to enhance their bottom lines."

Powering performance

The 12-speed, direct- or over-drive automated transmission combines a traditional clutch-actuated manual gearbox with high-speed, computer-controlled shift and clutch actuators, which automatically and seamlessly selects the right shift pattern for fuel economy and engine power.

The direct drive transmission will be the best technical solution to maximize fuel efficiency for line-haul/long haul operations. It combines improved slow speed maneuvering capabilities with high road speed efficiency. Features such as active driveline protection, which anticipates torque windup; and

torque limiting, also enhance reliability and driver comfort.

The Detroit transmission employs advanced fuel efficiency technologies including skip shifting, enabling drivers to run through lower gears faster to achieve cruising speed sooner; and EcoRoll, which helps the vehicle coast more efficiently. The transmission's lightweight aluminum design results in up to a 300 lbs weight savings (vs. cast iron designs), benefitting fuel economy or increasing bulk payload.

"The Detroit transmission combines the operational ease of an automatic with the efficiency of a manual transmission," said David Hames, general manager of marketing and strategy for Daimler Trucks North America. "This equals a reliable package that appeals to a broad spectrum of drivers."

Detroit transmission: driver advantage

Equipped with driver-friendly features such as a true two-pedal system for ease of operation; helical gears that reduce noise; a control module that communicates with the entire powertrain; and a kick-down feature that improves vehicle acceleration, the Detroit automated transmission is an ideal solution for drivers at all skill levels.

"The industry is changing, and with that we are seeing less drivers with 20, 30 and 40 years of experience," said Hames. "The automated transmission is not only easier to

drive, but because it is so intuitive, it requires less training for new drivers and enhances overall safety."

Additional features of the Detroit transmission include:

- Hill-Start Aid option to prevent roll-back after standing still on a hill;
- Enhanced cruise control and improved dash display;
- Shift lever with gear, auto/manual mode and brake selection, improving ergonomics;
- Driver selectable shift modes for performance or economy.

"We have developed a sophisticated tool that improves driver and powertrain communication," said Hames. "We are committed to providing the best products that help our customers get the job done."

Unmatched Detroit service

Easy serviceability, routine maintenance intervals and a comprehensive warranty program further extend the value of the Detroit transmission.

The Detroit Customer Service network provides immediate access to maintenance information, and with hundreds of authorized locations in the United States and Canada, factory-trained technicians are always available.

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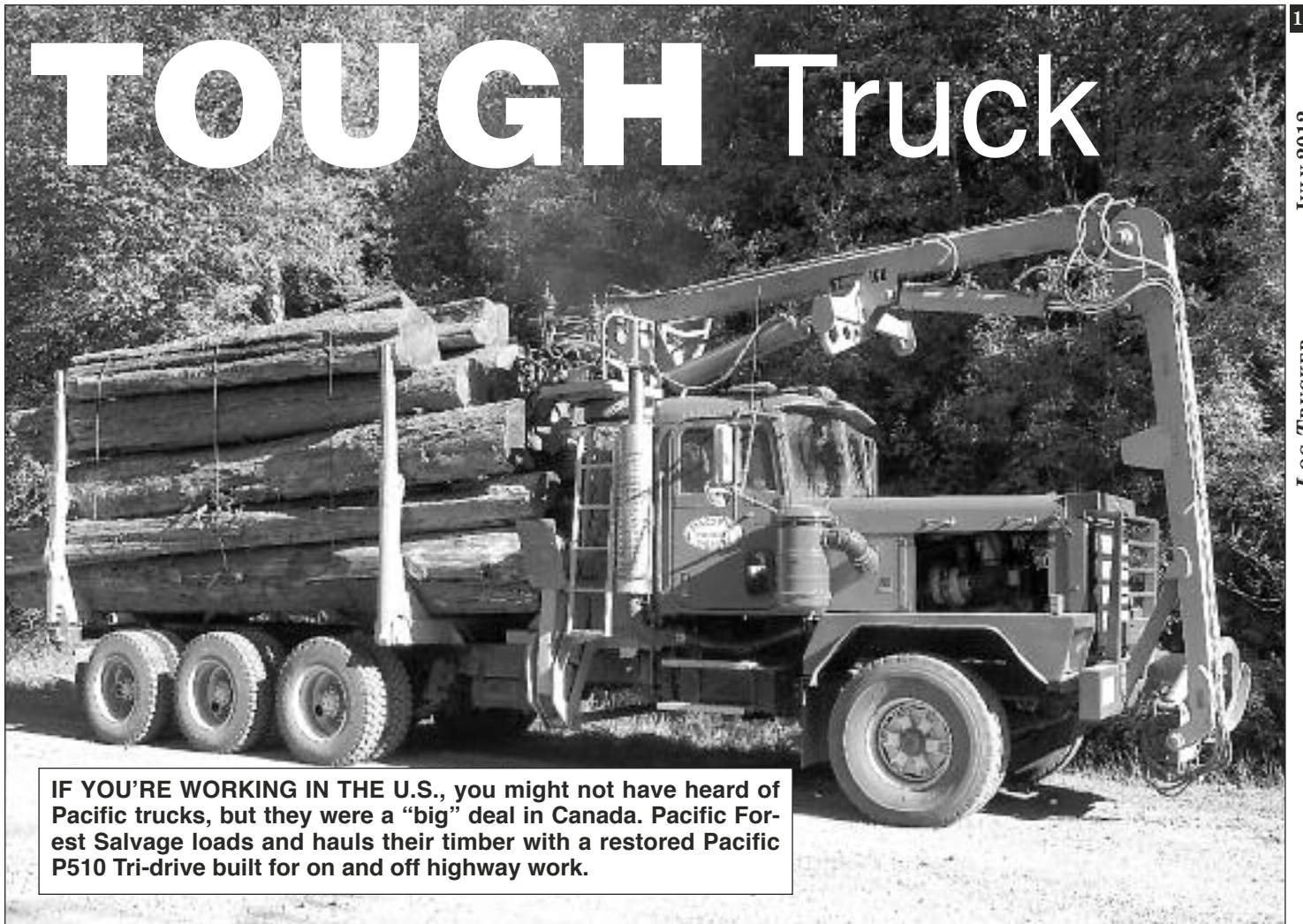
By Darin Burt

You think your truck is tough? Rick Hogg might have you beat with his 1981 Pacific 510 short-logger.

"Pacific built these trucks very strong to last. When we first got it, it looked like a Russian tank carrier . . . it was just really old school," Rick says.

Pacific Truck & Trailer Limited was a Vancouver-based Canadian manufacturer of heavy trucks famed for their durability. Pacific built both highway and off road trucks and trailers. The P-510 trucks came with steel hoods and fenders or fiberglass hoods. Pacific trucks were also used in oilfield work here in the states.

When Rick found the truck it was totally worn out. "We ripped it into



IF YOU'RE WORKING IN THE U.S., you might not have heard of Pacific trucks, but they were a "big" deal in Canada. Pacific Forest Salvage loads and hauls their timber with a restored Pacific P510 Tri-drive built for on and off highway work.

a billion pieces," he says. The restoration process took two years from start to finish.

"I don't think I'd ever do that again," he adds with a chuckle.

It's likely you won't see one like it hauling logs around the Pacific Northwest. Not only was it originally an expensive truck - with a price tag of \$87,000 - it is a bit on the

heavy side. Without the trailer loaded on the back, the truck and loader

(Continued on Page 13)
See "Pacific Forest"

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

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- **Model:** 2013 - 4900EX
- **Wheelbase:** 262"
- **Engine:** Cummins ISX, 600HP, 1850 lb/ft
- **Trans:** Eaton Fuller RTLO-18918B
- **Front Axle:** 14,700 lb
- **Rear Axle:** 46,000 lb, 3:91, w/dual diff locks
- **Suspension:** Hendrickson Primaax 46,000 lb
- **Lift Axle:** Watson/Chalin SL-100 13,200 lb
- **Cab:** Premium Interior; Dual leather seats

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YOU CAN SEE WHAT RICK HOGG is talking about when he says his Pacific P-510 resembles a "tank carrier." "Pacific built these trucks very strong to last," he says. "Pacific made this truck with their own cab and steel fenders . . . where we go, rocks will go right through fiberglass fenders."



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Pacific Forest

(Continued from Page 11)

weigh 37,015 lbs.

But for Rick, it works perfectly. Rick and his brother Rob operate Pacific Forest Salvage. Rick does the trucking and Rob takes care of the harvesting. As a small outfit, a self-loader is a valuable piece of equipment.

The provincial governments hold over 90 percent of the forested land in Canada. It is referred to as "Crown timber." Pacific Forest Salvage logs mainly on the western side of the island, harvesting mainly cedar on Crown land or private

parcels, to be used for logs, cants and shake blocks.

There is more than 400,000 kilometers of government roads in British Columbia. So far, all of the wood has been sent to small mills located on Vancouver Island. It's not uncommon for Hogg to travel a couple of hundred miles round trip to deliver a load.

The logs can be as large as three feet in diameter, and are cut to length so that they can be loaded onto the truck. 24-foot lengths can go on the truck and the trailer will haul as much as 28 feet.

Some of the wood has been down for a hundred years or more and is

soaked through. "Of course, its heavier than water," Rick says. "When you've got dry cedar, you can put a lot of it on the truck, but not when it's soaking wet."

The truck runs 24.5 tires on the back and float tires on the 20,000 lb steer axle. The frame is constructed from 7/16" steel.

"Pacific made this truck with their own cab and steel fenders, or you could buy it with an International cab and fiberglass front end," Rick says. "When we're doing salvage logging, the roads aren't typically kept up, and where we go, rocks will go right through fiberglass fenders."

Parts are available for the Pacific, but they aren't cheap. Simple mirror brackets - from bent steel piping - cost \$1,000 per side. Rob fabricated one of the fenders rather than spending the money,

The Pacific P510 Tri-drive is equipped with a 400 Big Cam Cummins motor, Pacific 13-speed transmission, 46,000 lb Rockwell triple-lock rear ends and a 2000 Serco joystick operated loader.

The boom and grapple are carried in a forward position when the truck is loaded, with the grapple secured

(Continued on Page 15)
See "Pacific Forest"

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RICK HOGG AFTER LOADING some big cedar logs. Some of the wood that is harvested by Pacific Forest Salvage has been down for a hundred years or more and is soaked through making it extremely heavy.



ROB HOGG IS THE OWNER OF PACIFIC FOREST SALVAGE. The log was so big and heavy that he had to cant it into five pieces so that it could be flown out of the brush by helicopter.



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Pacific Forest

(Continued from Page 13)

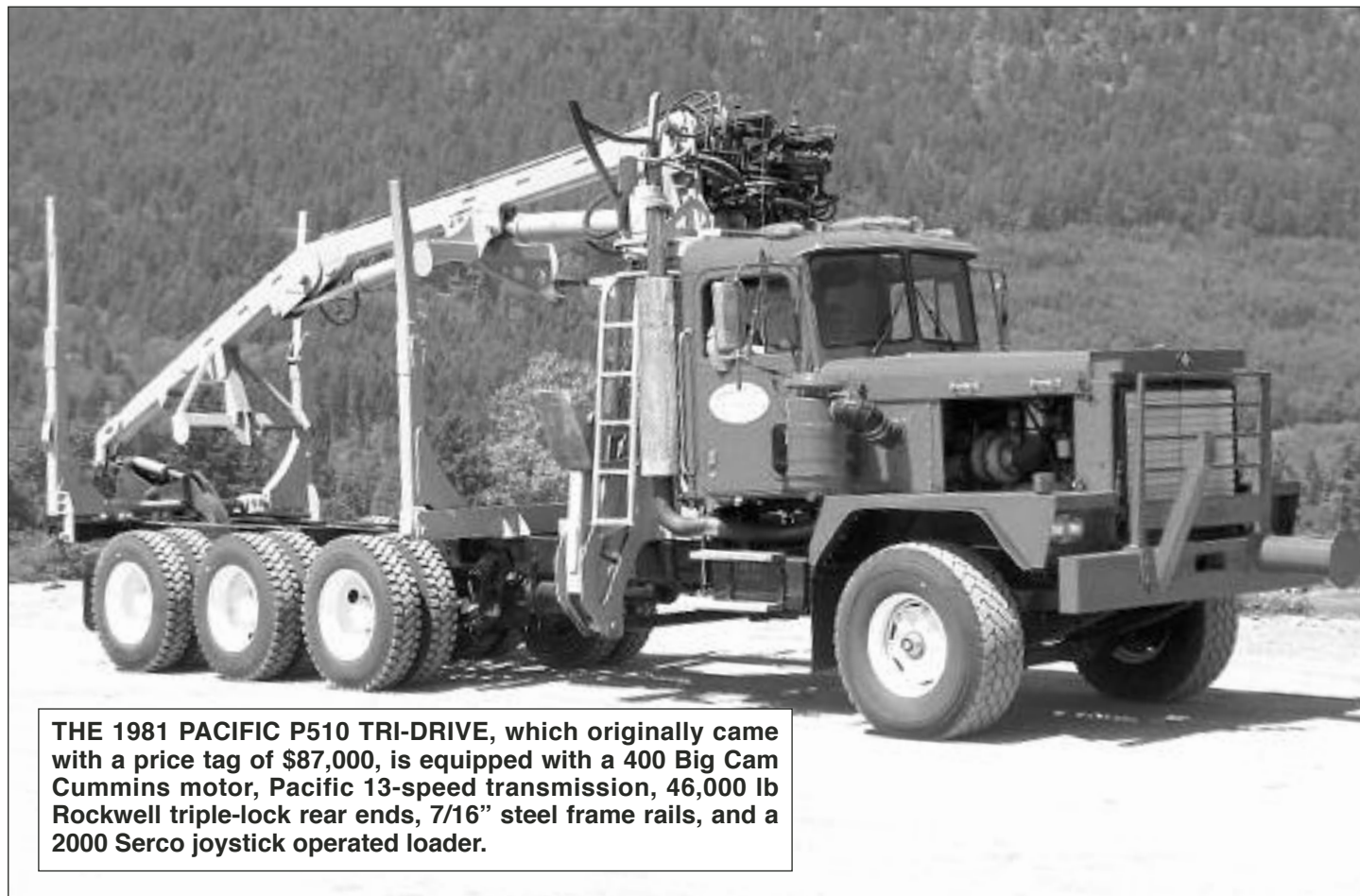
on a bar, known as a “dink” coming off the front bumper. “The loader is super powerful,” says Rick, “and you have to be careful or you’ll yank the bumper right off the cab.”

“The visibility is the shits,” he adds, “but there are a lot of them setup this way. We also got guys who will cut them up so that the loader curls back under and hangs on top above the roof.”

While a good amount of the hauling is done off-road, The Pacific 510 is licensed to be on the main roads. And that is no easy task, requiring the truck to be inspected every six months. “It’s a huge test that they go through, and they’re really, really hard on people. We have a Commercial Vehicle Inspection (CVI) branch and they are roving around inspecting vehicles. We have to go through every scale, and they are required to stop every vehicle over 5,600 kg. They will weigh you and then sometimes they’ll come out and start pulling stuff apart.”

Rick’s self-loader is one of the cleanest you’ll ever see - and for good reason. “You can’t have any leaks here. If an inspector pulls you over, and there’s fluids dripping out, you’re done.”

If you think the roads you’re driving on down here are challenging, it’s likely not as bad as up north. “We’re going dead slow. Vancouver Island has some pretty steep roads



THE 1981 PACIFIC P510 TRI-DRIVE, which originally came with a price tag of \$87,000, is equipped with a 400 Big Cam Cummins motor, Pacific 13-speed transmission, 46,000 lb Rockwell triple-lock rear ends, 7/16” steel frame rails, and a 2000 Serco joystick operated loader.

with lots of switchbacks,” Rick says. “Being a tri-drive, the Pacific doesn’t like to turn corners. You’ve got to go up into the bush and steer back down in. You can’t have all of the differentials locked in if you expect to turn. I’ve had to back up a few times on switchbacks, which isn’t a

whole lot of fun.”

Because drop axles are not allowed in Canada, all axles on the rear must be driven. It has airliner suspension all the way around, and Rick says, “It rides like a Cadillac.”

Yes, this is one tough truck. And, when you put two and two together,

that just might be why you don’t see any new ones on the road.

“I think what probably killed Pacific (which built their last truck in 1991),” theorizes Rick, “is that nobody would buy a new truck; you’d buy one and drive it forever.”



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GIRL

MELISSA McCAW RISKY BUSINESS LOGGING ESTACADA, OREGON

by Darin Burt

You don't see too many ladies in the woods hauling logs. But don't tell Melissa McCaw she'd be better off doing something else where she's not going to get dirty or risk breaking a nail.

"I don't like guys telling me I can't do something just because I'm a chick. The only difference between me and a guy is the anatomy. I can take care of myself," says Melissa, who drives a 1995 Kenworth W900L for Risky Business Logging.

Melissa has been with Risky Business since just this past spring, but has been hauling logs for four years. When she first started, she was in a position where she felt that she had to prove she could do the job as well as any guy. Not only can Melissa talk the talk, she can walk the walk. She's no Barbie, that's for sure. She's not going to be late for work because she was taking extra time to put on her makeup because she rarely wears any while she's working. And she doesn't have to worry about picking out an outfit; she goes to work in Carhartts and an old T-shirt.

"If you ever see me after work, I'm nasty filthy," she says.

Unhappy with the extra-work-for-no-pay approach of her previous employer, not to mention being saddled with poor equipment, Melissa was actively looking to switch jobs when



MELISSA MCCAW, who drives for Risky Business Logging, picks up a load from Wayne Stone, one of her regular customers.

she saw a Craigslist posting by Risky Business Logging needing a log truck driver. She called up and the job was hers.

As Risky Business is headquartered in Stayton, and Melissa lives 50 miles north in Estacada, she is pretty much on her own when it comes to finding work. The majority of the time, she has steady hauls for

(Continued on Page 18)
See "McCaw"

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MELISSA DRIVES A 1995 KENWORTH W900L for Risky Business Logging. The truck is equipped with a 3406e Cat 475hp motor, 13-speed transmission, eight bag air ride suspension, 46,000lb rears with double lockers and a 1974 General trailer with Vulcan scales.



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DON'T TELL MELISSA she can't do something just because she's a girl. "The only difference between me and a guy is the anatomy," she says. "I can take care of myself."



A PRIZE LOAD like this would make any log hauler happy. Melissa picked this four log load up near Mary's River, in the Philomath, Oregon and delivered it to Starfire Lumber in Cottage Grove.

(Continued on Page 16)
See "Melissa McCaw"

Wayne Stone Logging and Jon Greenup Logging.

Now 30 years old, Melissa got her commercial drivers license when she was 25. A friend of hers was a logger and he showed her around and helped her get her start in the business. "He did a lot of pole jobs and he'd need help getting equipment, flagging and he'd also let me drive his old trucks," she says. "We'd haul log length fire wood in the back of this old dump truck making deliveries to customer's homes."

Melissa was already accustomed to hard work. She'd previously worked doing demolition. "It was flat out physical work with a sledgehammer and crowbar," she says.

When it came time to haul her first real load of

logs, she was ready to go. "When I pulled away from the shovel I was so excited," she recalls. "Maybe I should have been scared, but whatever . . ."

Melissa has the common sense to take it easy and just do the job to the best of her ability. One of her mantras is to trust her gut feeling whether it's about driving a new truck or chaining up to haul safely in the snow.

She also knows how that the best way to get through the day is never to take the job too seriously. "When I hear guys complaining, I'll get on the radio and tell them, 'There ain't no cryin' in logging!' I have a really good time; I do the same dang thing they do, but you won't see me out here crying about it."

"The only way you're going to get me out of the woods is if there's no more trees to haul." LT

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From the Stump

(Continued from Page 2)

Today, leaping into debt for college is not only to be acceptable, but expected... even our humble president (that would be Pres. Obama) and the first lady have taken that path.

But to purposefully put yourself in debt, and then complain about it, and complain that the job you've been told all of your life you were guaranteed by virtue of a college degree, fails to hold yourself accountable for your own action, or inaction in not planning, not saving, not re-

searching before you acted. It is demanding rewards in a world that quite clearly has no more guarantees today than when your parents, grandparents, and great grandparents were in that position.

Quite frankly, we're not sympathetic. We think to follow an educational course, which does not prepare you for the real world is a fault of your own making. Buying (actually borrowing) what you cannot afford is unwise and embodies risks your ancestors would not have taken precisely because their survival depended on good judgment and planning.

As it stands, we have an attitude groomed in this country that there should be no risk in life, that everything is guaranteed, and you will never be held accountable. Kick the can down the road, charge it, and tomorrow will take care of itself.

Reality is quite different from this fantasy. Those making policy decisions today would like to distract the hard issues of responsible spending, public, social, business and fiscal policy by these "red herring" issues in an attempt to define black as white, increased taxes as necessary, and increased spending as investments in the future, all while killing the dollar's value, elim-

inating accountability, punishing fiscal responsibility of individuals, and piling huge debt loads on our children while continuing to slay the golden goose that built this country's standard of living as the envy of the world.

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NEWS AND INFORMATION

Were Oregon road funds misappropriated?

Trucking, construction and insurance groups sued Oregon, claiming it used road money to build websites instead - then jacked up the cost of driving records by nearly 400 percent to recoup some of the money it spent illegally.

Oregon Trucking Associations Inc. and six other plaintiffs accuse the state's Department of Transportation and Department of Administrative Services of "diverting revenues from the Highway Trust Fund to build websites for state administrative agencies."

The groups claim the agencies did this despite being advised they did not have the authority to do it - and that Oregon hiked the cost of obtaining public driving records by 384 percent to cover the cost of the websites.

"The unauthorized increase in cost of driving records and the unconstitutional diversion of the revenues from the sale of the driving records sacrifice Oregonian's jobs and motoring safety so that the state agencies may have nicer websites," the complaint states.

The nonprofit Oregon Trucking Associations is joined by plaintiffs Oregon-Idaho AAA, the Oregon-Columbia Chapter of the Associated General Contractors of America,

Redmond Heavy Hauling, Gordon Wood Insurance and Financial Services, Property Casualty Insurers Association of America, and the National Association of Mutual Insurance Companies.

The plaintiffs claim the Oregon Attorney General's Office already told the agencies they did not have the authority to take these actions on their own and advised them to ask the Legislature.

The Oregon Constitution limits the use of the fund "to the construction, reconstruction, improvement, repair, maintenance, operation and use of the state's public highways, roads, streets and roadside rest areas," the complaint reads.

The plaintiffs claim that the defendant Department of Administrative Services (DAS) asked the Legislature a year ago to authorize the state Department of Transportation to grant DAS an exclusive license to provide electronic access to state driving records and allow the DAS to use the money from selling of the records to build and maintain state agency websites. The Legislature refused to adopt the bill.

Despite that, the Department of Transportation gave DAS a 10-year exclusive license to provide access to driving records, the complaint states. The DAS in turn entered into an agreement with Kansas corporation NICUSA, to would provide people electronic access to driving records; in exchange, NICUSA would provide DAS with website services.

The current cost of driving records is \$2, according to the com-

plaint. The cost would increase to \$9.68 per record: a 384 percent increase.

As a result, the fund will receive less revenue, ODOT will build fewer roads and provide fewer repairs, at the possible cost of more accidents and lost lives: "a reduction in highway care that will result in a reduction in highway safety and increase adverse effects on the natural environment," the complaint states.

The plaintiffs want the money from purchase of driving records returned to the Highway Trust Fund.

- *Courthouse News Service*

Michelin, TIA release CSA Tire Inspection Training Video

In conjunction with Tire Safety Week, Michelin North America and the Tire Industry Association have partnered on a free training video for the tire and transportation industries. "CSA Tire Inspection" covers the guidelines for inspecting truck tires under the new Compliance, Safety, Accountability program administered by the Federal Motor Carrier Safety Administration.

The video is available for free download or viewing at www.michelintruck.com under the Tool Box tab or at www.youtube.com/michelintruck. Previous Michelin/TIA videos (In Shop Safety, Wheel End Safety, Tubeless Radial Truck Tire Safety, and Commercial Road Service) are also available for free on the Michelin truck website.

"Michelin is strongly committed to the safety of the transportation industry," says Doug Jones, customer engineering support manager for Michelin. "This commitment is why we have partnered with TIA over the years to produce this series of safety related videos. We strongly encourage fleets, owner-operators and other industry personnel to utilize this and the other training videos to help promote safety in our industry."

Trucker fakes kidnapping to avoid DUI

A Bellingham commercial truck driver allegedly lied to his employers about being kidnapped to cover up that he was too drunk to drive.

Thirty-three-year-old Thomas Conner was hauling a load of frozen berries southbound Wednesday afternoon when he texted Anker Trucking and told them two gun-toting men had told him to stay with the vehicle until they returned to steal it.

The company called Oregon State Police Lt. Douglas Ladd with Oregon State Police says troopers later saw Conner walking along the freeway away from the truck with another person not authorized to be a passenger in the vehicle.

He says Conner had a blood alcohol level of .17, more than four times the legal limit for a driver of a commercial vehicle.

Lieutenant Ladd says an open cocktail container and whiskey bottle were found in and near the semi.

Conner was booked on suspicion of driving under the influence of intoxicants and initiating a false police report.

- *KGMI News*

Kenworth to offer Bendix safety technologies as options

Bendix Commercial Vehicle Systems, a developer and manufacturer of active safety and braking system technologies, announced that Kenworth Truck Co. plans to offer Bendix Wingman Advanced - A Collision Mitigation Technology, and the SmartTire Tire Pressure Monitoring System by Bendix CVS later this year as options on select Class 8 trucks.

Bendix Wingman Advanced is designed to deliver active cruise control with braking features, along

(Continued on Page 21)
See "LT News"



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LT News

(Continued from Page 20)

with collision mitigation technology. SmarTire technology from Bendix is designed to continuously monitor the pressure and temperature of each tire on a commercial vehicle to provide real-time tire status information to the driver or maintenance technician.

“Just as Bendix is committed to providing fleets, owner-operators and drivers with highly proactive safety technologies, so is Kenworth, and the company’s choice of Bendix solutions reinforces that dedication,” says Scott Burkhart, Bendix vice president and general manager, Controls group. “We are pleased that Kenworth has expressed trust in Bendix to provide the leading cost-effective technologies its customers have come to expect - tech-

nologies that will help them succeed in today’s challenging CSA (Compliance, Safety, Accountability) environment.”

“Kenworth continually strives to offer the best in safety advances to its customers, and both Bendix Wingman Advanced and SmarTire TPMS reflect that effort,” says Eric Johnson, Kenworth on-highway marketing manager.

Alternative Hydrogen Solutions available for all diesel engines

Highline Technical Innovations, the creator of a hydrogen system that it says has proven successful in the marine and agricultural industries, announced that its HY-Impact line of Intelligent Hydrogen Systems is now commercially available for all industries utilizing diesel combustion engines.

Through a partnership with Al-

ternative Hydrogen Systems Group Sales & Marketing, LLC, the two entities have merged to form Alternative Hydrogen Solutions (AHS) to bring the products to market. For industries utilizing diesel combustion engines, AHS says its Intelligent Hydrogen Systems will reduce fuel costs and minimize harmful emissions.

The HY-Impact system is engineered to increase fuel economy between 9 and 23 percent and can reduce diesel exhaust fluid (DEF) usage by up to 40%. The system runs on fewer than 3 amps of power and requires one cup of distilled water every 900 operating hours.

The distinguishing characteristic of its HY-Impact product line of Intelligent Hydrogen Systems is “the fact that we aren’t using hydrogen as a fuel. Instead we are using it as a catalyst to help burn the fuel more completely,” says Charlton Coats, CEO of Alternative Hydrogen Solutions. “In addition, we employ three patent-pending pieces of technology. Two of these regulate the exact flow of hydrogen while the other ensures no moisture enters the engine.”

As a natural fuel resource, hydrogen contains three times the energy of natural gas of the same volume. In order to be used as a catalyst to more completely burn fuel, hydro-

gen is first separated from water via the process of electrolysis. When the precise required amount of hydrogen is introduced into the engine’s combustion chamber, a more efficient fuel burn will result, the exhaust will run at a lower temperature, and the reduction in carbon and heat will reduce internal friction. The reduction in heat results in an increase in engine efficiency and consequently a reduction in harmful emissions.

“Put simply,” explained Coats, “we are using hydrogen to completely burn the fuel in the cylinder, instead of allowing roughly 30% of fuel that otherwise would remain unburned and cause the engine to run hotter and less efficiently to ultimately then be released out into the environment in the form of harmful emissions.”

“The key to our success is that we effectively control the release of the hydrogen,” continued Coats. “Different engines require different levels of hydrogen in order to maximize the fuel efficiency of each. Producing hydrogen is the easy part, it is how we control and utilize the hydrogen that separates our HY-Impact line of products from the products of other companies that attempt to use hydrogen in some form.”

(Continued on Page 22)
See “LT News”

21 JULY 2012 LOG TRUCKER



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Kipp Bertelsen, owner-operator of M.K. Bertelsen Trucking, out of Eureka, California shared a photo of his 2001 Kenworth T800 in action. The truck features a C15 Caterpillar (475HP) motor, Roadranger 18spd (RTO18918-B), Rockwell 40,000lb rear ends (3:90:1 ratio) with rear locker, AG400 8 bag Kenworth suspension and a 1967 Peerless Roadrunner trailer with SI electronic scales.

LT News

(Continued from Page 21)

Ultrasonic diagnostic tool "hears" problems

The Tracerline Marksman II ultrasonic diagnostic tool converts and amplifies inaudible ultrasonic sound into audible "natural" sound so service technicians can hear sounds that signify problems, including air brake leaks, compressed air leaks, vacuum leaks and tire leaks, before they lead to major breakdowns.

The Marksman II uses a two-tiered approach to ensure accurate diagnosis. The ultrasonic receiver converts inaudible sound into audible sound using heterodyne circuitry. Then, Sound Signature Technology fine-tunes the audible sound into the natural sound emitted by the leak itself. A 5-LED signal-intensity indicator and audible alarm easily pinpoint the exact problem source.

The Marksman II is sensitive enough to detect leaks from orifices

as small as 0.004 inches at 5 psi from a distance of 12 inches. An Internal Noise Control feature buffers ambient noise, allowing for use even in extremely noisy environments.

(Continued on Page 23)
See "LT News"



2013 Western Star 4900SB-Powered Glider Kit

Engine: Factory-Remanufactured Cat. EPA 98 - Non EGR; Rated 475 HP w/ 1650lb/ft; Re-Rateable to 550HP; Prep'd for Eaton Fuller Transmission 18 Speed; Front Axle: 14,700 lb w/16,600 lb spring suspension; Lift Axle: Watson/Chalin SL-100 13,200 lb pusher/steer; Logger Bumper
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(Continued from Page 22)

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Don't go uncovered in Montana

Montana rolls out its verification database when highway patrolmen begin using web-based listings to instantly confirm whether a driver has a policy in place, highlighting the importance of being covered while driving, according to Online Auto Insurance.

The database holds policy information from insurers that can be referenced by authorities in real time, allowing them to check by license plate number or name to verify that a motorist has the required coverage needed to drive.

As the operation kicks off, motorists should have greater motivation to find the cheapest insurance quotes and get their cars covered. The Montana Highway Patrol began using the system on May 21.

There will be an even greater need for motorists to get proper cov-

erage later this summer when use of the verification system is expanded to all Montana courts and law enforcement agencies. The state Motor Vehicle Division and county treasurers will have access to the database by 2013, according to the state.

"Real-time insurance verification will make the roads safer for everyone," officials stated on the state's website, adding that the database will help bring down the number of uninsured drivers in the state.

Minimum coverage requirements in Montana are \$50,000 total per accident for bodily injuries caused by the driver and \$10,000 for property damage.

Other states in the U.S. are currently considering similar measures allowing database use for instant verification of coverage.

Air precleaners suited for dusty environments

Parker Hannifin's Racor Division designed its Composite Dynamic Air Precleaners for equipment operated in dusty environments to increase the air filter's life, reduce overall intake system restriction, increase equipment productivity and reduce downtime by separating solid dust and debris from the airstream before they reach the main air cleaner.

Eaton enhances Hybrid Drive System

Eaton announced enhance-

ments that it says will increase the fuel economy, performance and payback of its hybrid drive system for commercial trucks, including a new high-capacity battery, a new single-phase 115-volt AC auxiliary power generator, a higher capacity clutch and a remanufactured battery for aftermarket purchase.

The high-capacity lithium-ion battery employs the latest battery cell architecture, said Kevin Beaty, product strategy and manufacturing operations and strategic sourcing manager, hybrid power systems. The battery more than doubles the engine-off capability of the system for job-site operations and has longer life.

This increases fuel savings of Eaton's hybrid power system by 5% to 10%, lowering the return-on-investment time while also improving vehicle performance.

"Not only will fleets realize greater fuel efficiency and reduced CO2 emissions, but drivers will notice faster acceleration with the updated hybrid propulsion system," Beaty said. "The new battery is designed to allow for simplified servicing of internal components."

Eaton is also introducing a new single-phase 5-kilowatt auxiliary power generator (APG) this fall. The APG option converts high-voltage DC current from the battery to 115-volt AC current that can be used by any number of tools on the job site. The APG unit is more compact and 25 pounds lighter than Eaton's previous offering, which increases flexibility of installation.

"The new APG unit offers a soft-

start function that can handle high inrush loads that require an immediate boost of power," notes Gerard DeVito, engineering director for Eaton hybrid power systems. "The APG is also a fully isolated system from the high-voltage battery, which eliminates the need for a separate isolating transformer to further reduce cost and weight."

Both the APG and the high-capacity battery will be available in the fourth quarter of this year for public utility applications. The new battery will be available for city delivery and beverage tractor applications in the third quarter of 2012.

Eaton is also offering higher capacity clutches that can handle engines producing up to 300 horsepower and torque of 860 pound-feet. This expands the hybrid system to heavier applications, including some tandem axle configurations.

The remanufactured battery will provide hybrid truck operators with an aftermarket replacement option "for a fraction of the cost of new service units," Beaty said. It will be available in July.

Eaton's diesel-electric hybrid system is a parallel type that incorporates an electric motor/generator between an automated clutch and an automated mechanical transmission. The system recovers energy normally lost during braking and stores the energy in batteries. Electric torque is blended with engine torque, improving fuel economy and vehicle performance. It is ideal for stop-and-go applications.



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