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VOLUME 39 NUMBER 10

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OCTOBER 2012

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SEE PAGE 6

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From the stump...

We Require Better than we are getting

by Mike Crouse, Publisher

Solutions that work

As you watch some of the confounding gamesmanship that passes for leadership both in state and national legislatures, you may find yourself feeling a sense of De Jovv and with good reason, you've lived through this before, during the woods wars of the 80s and 90s, where the battle lines changed from that of public policy and compromise to imagery and "no compromise in the defense of mother earth."

While the 70s version of "no compromise" made for good headlines, passionate television, and great drama, it's yields demonstrably poor public policy, a very myopic point of view and does little to truly resolve an issue. Much of the legislative traffic jam we've seen come to pass in recent decades were spawned from this era of no compromise, and particularly as it pertains to our federal forest's health: it's been a disaster for communities and the forest.

To make matters worse the resulting "no compromise" shift was not only about drafting laws that changed policies but expanded to punish your enemies, real or imagined through onerous fines and voluminous regulations. Thus lawmakers have dramatically changed their underlying principle of compromising to make things work "to our way or the highway" including punishment. Little wonder our system has problems making progress.

The result: we're no longer seeking solutions but paying off constituencies, and punishing opponents, while kicking the can down the road. After three or four decades the emphasis has shifted dramatically from deliberations (seeking solutions) to the sort of legislation that gave us what's referred to as "Obama care" rammed through with NO pretense of cooperation, behind closed doors, then rushed to a vote, giving a whole new meaning to "transparency."

Not too surprisingly people were, and are, upset at the "Chicago-style" ramrodding, which is

becoming common place. Two-thousand page documents are just the beginning, what comes next is even more pages or rules, regulations, and in the case of Obama care a HUGE new bureaucracy. That is progress?

While the media moans about partisan politics, they take no ownership of their accepted practice of spinning rather than reporting the news, self-censoring reporting that should be done, ignoring the naked lack of transparency, while subduing any hint of outrage at a process that dutifully casts a pall over any opposing point of view. This is the watchful eye of skepticism?

The politics of today was spawned from the imagery of the 60s and 70s used to conveniently bypass compromise and fact in favor of the warm and fuzzy image de jour. Thus the rise of political correctness, which promotes censorship in the name of enlightenment, eliminates debate, and stifles criticism and in so doing erodes the very foundation of our freedom... all under the umbrella of the "progressive" movement.

Too frequently what's sold by the press as compromise reminds us of the concessions pushed during the timber wars: "What's mine is mine, what's yours is negotiable" also known as "let's compromise and you'll do it my way."

For our country to prosper, all sides need to be held accountable to the same ethical standards, far beyond the swamp standards of Washington DC (or Chicago) but to the standards of main street business. The presses culpability in allowing the process to sink to this level while adoring one side and abhorring the other does not promote either fair play or accountable solutions.

As to the November election for president, we need to consider competency, over imagery, and accountability over delivery. Our issues as a country deserve more than a politically correct glossy cover.

Acceptable bigotry

For a country that espouses religious freedom our beloved media (and other political entities) have done their utmost to bring one candidates religion to the forefront again and again. Regardless of his (or her) individual affiliations the president's job first and foremost is to lead

our nation, hopefully with some degree of faith and guided by a greater sense of right and wrong. Yet how often religion comes up again and again is little more than a culpable bigotry selectively tolerated by a media obsessed with their own importance beyond that of the country.

To bring this into perspective, in spite of the bigotry of the time, the American people in fact elected John F. Kennedy as our first Catholic president.

In fact during the 1960 presidential campaign Kennedy's being a Catholic was cast as a major issue with the media fanning the flames that "the Vatican, the Pope would be calling the shots." We survived the unfounded fears then, and in fact should we elected a Mormon to the office, we expect the significance will again only be of importance to the bigotry shown so nakedly in the media.

The elected "class"

The rhetoric during the election season has historically emphasized the candidate's being "one of us" and "representing" the common good, which resonates with the original concept of our nation's founding where members of the legislative body "serviced" the electorate temporarily and was not elected for life. Members had an occupation within the boundaries he or she represented prior to election and they would return to it following their term (or terms) in office.

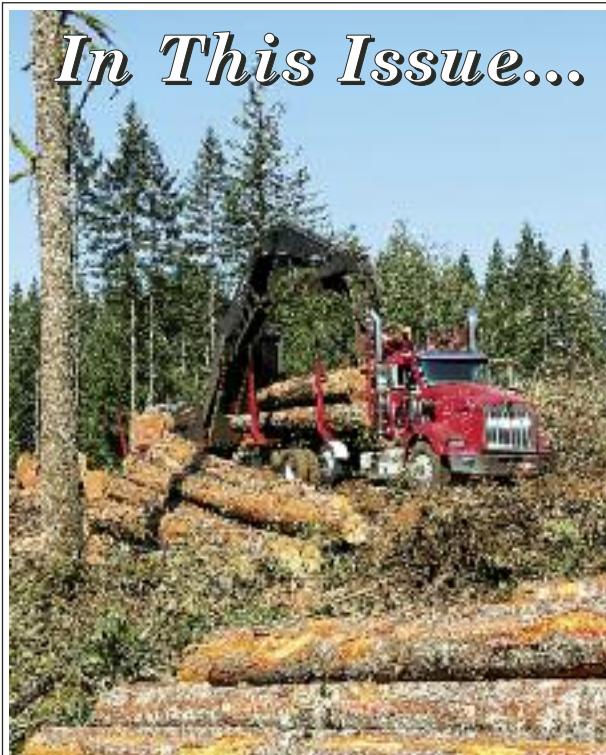
Unfortunately reality, as demonstrated in real life, notes many if not most of the legislative leadership sets a tone in action that's embraced and accepted by the majority of elected officials, which by example demonstrates the very attitude that erodes their "service to the country" to "servicing themselves first," and has both created and continues to perpetuate the legislators as being an elite class above those they represent.

Thus when congress passes laws that affect business and industry (rather it be safety standards, hours of service, the rights of employees, to name a few) those laws frequently exempt Congress. How convenient. How contemptible.

The most recent and publicly galling example was Congress' specifically exempting itself from the numerous provisions of what's referred to as "Obama care" because the benefits of congressional health care (which they retain long after they leave office) far exceed those of the public they're "serving."

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See "From the Stump"

In This Issue...



COVER PHOTO: A THIRD GENERATION family business, Mike O'Neill Trucking, of Oregon City, Oregon, takes pride in operating quality equipment and employing dedicated, experienced drivers.

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Rates aren't exactly keeping up with the level of cost increase for equipment, a trend owner-operators have felt hard in the last several years. With budgets in mind, what's your best cost saving tip when it comes to the business of log hauling?

ROB GORDON: For owner operators the one of the biggest cost savings is to do your own maintenance. If a guy was to rely on a shop to do work on their truck they will pay basically the hourly truck rate for the repair plus parts and lost time. I even mount my own tires, \$25-30 per tire savings myself just to mount the darn thing on the rim.

JEFF TELLEFSEN: Fuel is right up at the top so we buy large amounts in bulk so we get a bulk rate a lot cheaper than at the pump. Every penny helps. Also a truck is said to burn a gallon an hr at an idle so do the math of how much you may idle during the day ,loading,un-

loading,etc. 10 20 \$ a day in savings ads up at the end of the month.

ROB GORDON: When I worked on a large farm south of Pullman we would buy fuel by the tanker, 9500 gallons at a time and the savings was usually .75c to a \$1 per gallon

DENNIS ERICKSON: Tires are a big cost also. More money up front, but buying better tires and having good tire maintenance is key to fuel mileage and downtime. Running junk can cost flats and lost loads. Better tires also last more miles so cost per mile is down even though the bigger expense upfront.

Russell Rutland: PM services, get it fixed before it becomes a problem.

JEFF WIMER: Been doing some research on super singles. Can provide up to 8-9% increase in fuel mileage. That coupled with 2500 lb in weight savings. Talking with a Michelin rep, that new compounding is giving tanker trucks, running the freeway, with up 300,000 miles on a set of tires.

STUART LOEWEN: Driving slower and loading approx legal can make a huge difference. Affects tires fuel brakes and can help keep a rate from getting hacked.

ROLLIE THOMPSON: If you know something small is going wrong, fix it now before it becomes a bigger problem and you are stranded along the roadside.

ROB GORDON: If we all go back to hauling 80k we will reduce the amount of wear and tear on the truck, save road maintenance, reduce fuel consumption and be cheaper in tires, and tonnage.

RYAN WHITE: The logs don't rot coming out of the woods, I've learned to slow down off road and thus not tear up tires like other guys.

DAWN SLAMA: Take advantage of parts on sale out-of-season. For example, buying chains in the summer

when some parts outfit is looking to get rid of them, instead of paying premium price in the winter.

PAUL MARTHE: Grease and oil is cheaper than the parts it goes in. know your equipment.

BILL LIBBY: Napa in South Salem has half off on all filters on the first Friday of each month. Best call them before making a trip. Also, make sure air pressure is where it should be, and rotate those drive tires - that in it's self will save a lot.

CLINT LEMBCKE: Keep your truck in alignment helps with tires and fuel.

DAVID NOBLE: I don't run recaps on my trucks, Over a year's time, if we lose a few caps away from the shop or out of town, we lose everything we gained by running caps. In the long run, we're way ahead to run virgin rubber.

TERRY BRACKEN: I remember when I was young, my Mom told me that you can always figure out if you are making money or not by how much your fuel costs are. She said if you pay 10% or less of your gross for fuel you are doing great; 15% you are still doing okay.

CLINT LEMBCKE: Stay home.

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FIFTY-TWO DAYS AND COUNTING

5

OCTOBER 2012

LOG TRUCKER

by Sherrie Bond

As a follow-up to last month's campaign information, I was able to speak with John Morgan, who is a Republican candidate running for position 2 in the 20th District against incumbent Ed Orcutt.

Originally from California, Morgan has lived in various locales in Washington State. In early 70s his family settled in Moses Lake before returning to California and around 1997 he and his wife relocated to the Pacific Northwest. In 2003 he started his own over-the-road trucking business. I appreciate that he took time out of his work schedule to speak with me and discuss his political opinions.

While never having served in public office, he has held the position of vice president of a local gun club and is an observer for the Department of Homeland Security's Highway Watch anti-terrorism/safety awareness program. His interest in serving as the state representative for District 20 stems from encouragement of those who know him well and feel that he could incite a needed change in Olympia; the rebirth of what is right, he calls it. Opportunity to run for office knocked at his door when recent redistricting of legislative boundaries

left a vacant seat in the District.

Morgan believes there is room for new blood in the House and with it, creation of new jobs, retention of businesses in the state and solutions to educational issues. He stands firmly for a balanced budget, zero-based budgeting and debt limits. He's no shy-violet when it comes to expressing his opinions and wouldn't expect to change his brazen presentations and ideals should he be elected. He supports term limits of "ten years being plen-

ty of time to serve".

With fifty-two days left to campaign and the clock ticking, Morgan would like to get out more and mingle with voters; not an easy task when he is on the road the majority of the week. He is trying to work that kink out, but has also been plagued by typical campaign woes such as removal of his signs along Hwy 12 and he told me he has even had two death threats! His response to that, when asked was, "come get some"! I don't know if

that's a threat or a promise from John, but it leaves one with a colorful and vivid image!

If interested in contacting the John Morgan for State Representative campaign, go to <http://johnmorgan4stcongress.nationbuilder.com> or call him directly at 360-701-5856.

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

From the Stump

(Continued from Page 2)

The message is unmistakable: while the rhetoric is about "equality" and "serving" at the end of the day the majority of legislators, both Democrat and Republican, demonstrate a clear contempt of those they were elected to serve grabbing perks and shelling out the scraps to their constituent base.

Is it any wonder that Congress conducts itself with such reckless abandon on unconstrained spending, and governmental growth when their own actions are not about "what you can do for your country"

but demonstrably about "what your country can do for you."

To cure the ills of our nation we must first look to the individual members of the Senate and the House demanding they must be subject to the same laws, rules and regulations they cheerfully dump on the rest of us, from incomes, perks, retirement, rules, regulations and health care.

The movement in government over the past 40 years demonstrates the very thing our nation was founded to prevent: a caste system of the ruling and a separate working class.

Instead we now have a President in particular who talks about an

open and transparent administration, but whose actions are anything but. He talks about cooperation and compromise, yet in action it's his way or no way.

And the media, rather than reporting what is actually going on, serves as a mouth organ for Washington DC and the ruling caste.

To clean up the current mess takes some courage and leadership from those of us who are actually out in the world beyond the swamps of Washington DC, where you must earn a living, make a profit, and beyond all other goals, encourages the legislators to find working solutions, not just fund one constituency over another.

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See "I T Carry"

ON DOWN THE LINE

MIKE O'NEILL TRUCKING OREGON CITY, OREGON

By Darin Burt

Mike O'Neill, best known as "Mikey," doesn't really like the title of "truck boss." As he points out; he's the boss of nobody. Maybe "manager" is a better title, as he's buddies with all his drivers, orders parts and takes care of the day-to-day operations of the family trucking business.

You might even call him the "guardian" of the business. It says "Mike O'Neill Trucking" on the doors of the trucks, but this is a company that's sort of been handed down through three generations of O'Neill's - all of them happening to have "Michael" as their middle name.

Mikey has fond memories of riding in his grandpa's log truck. Tommy was a single owner-operator, and his son Mike followed him into the business after serving in the NAVY. "Dad drove for his dad and then bought his trucks, so I'll probably do the same when the time is right," Mikey says.

Mikey, 34, got into the trucking industry directly after high school. His mom pushed him towards col-



MIKE O'NEILL PICKS UP a load of logs – the front half of the mule train anyway, from Pacific Forest Contractors before heading out for the sort yard at Longview Timber.

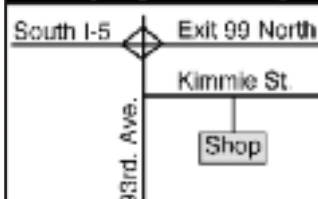
lege, while his dad encouraged him to join the family business. "I leaned towards dad as most sons do," Mikey says. "You always wonder what the other side might have held, but I've got no regrets; it's been a great job and provided for my

(Continued on Page 8)
See "Mike O'Neill"

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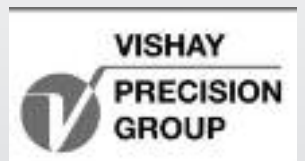
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ALWAYS WITH A SMILE and a positive attitude, Mikey O'Neill has fun on the job, but always heads the advice his dad handed down to him – never burn a bridge, keep your loggers happy, always make the guys happy who put the logs on and take them off and pretty much life will go easy after that.



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“The main reason I went with Lincoln is weight”
I'd heard how light these Lincolns were so I called Wayne (at Lincoln). Everything we did to it when we put the trailer together was to keep the weight down.

Hooked to my truck it weighs just a hair over 5,000 pounds.

That's about 900-1000 pounds lighter than your average trailer.

If I put the Super Singles on, I'm right around 4,700 pounds. I ran them (Super Singles) Spring to Spring and I was impressed with them. They handle really well.

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Mike O'Neill

(Continued from Page 6)

family and other people's families too."

Because he was a little young to just hop into a log truck and haul over state lines, he started out in a dump truck rocking driveways, working on local construction jobs and hauling for a local rock pit. As soon as Mikey turned 21, he upgraded his CDL and jumped into a Mack log truck that had been driven by his uncle before he moved across country. It was a steady, though unexciting, haul between mill yards in Boring, Oregon. Some way or another, they landed a job in Grande Ronde, between Lincoln City and Dallas, and took the Mack there to

haul logs for five or six months. That was also the time when they updated to their first Kenworth log truck - 1988 model.

"It was so much nicer. It wasn't fancy, but it went up and down the road and the air-conditioner worked," Mikey says. "The old Macks got bad mileage and 'stank' because of the smoke . . . they didn't really care much about emissions back then."

A few years later, Mikey's cousin expressed an interest in hauling logs, as did his best friend, so they added a couple of trucks to their little fleet. "It wasn't really a plan," Mikey says. "Logging had started

picking up a bit, and we knew the guys, and they wanted to drive really bad and were good drivers, so we figured we'd see what would happen."

"Back then we would bounce around some looking for work, and just pretty much through word of mouth, we'd get calls from loggers and they'd keep us pretty busy."

These days, Mike O'Neill Trucking hauls almost exclusively for Pacific Forest Contractors, which logs for Longview Timber. Mike Sr., 58, is off on his own, operating his self-loader, on call for smaller independent loggers.

The main O'Neill fleet - four con-

ventional long loggers and a mule train quick-change setup, is all Kenworth and all heavy spec'd with 18-speed transmissions and 46,000 lb rears with lockers. "Lockers come into play a whole lot out here because of the weather conditions and the mud and snow," Mikey says. "We always want to be prepared. If our trucks can't get into a job then nobody should be able to get in there."

"We have good faith in good equipment."

"Kenworth is the best truck out

(Continued on Page 10)

See "Mike O'Neill"

OCTOBER 2012 LOG TRUCKER

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(9) 2007 INTERNATIONAL 5900i Eagle, C13 430 HP, Jakes, Allison Automatic, 20k Front, 46k Rears, 4:56 Ratio, Dual Diff Lockers, Hendrickson HAS Susp., 240" W.B., Power Windows & Locks, Etc., 269k to 476k Miles.....**\$79,500 ea.**



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Wet Kit

2006 Peterbilt 357, C15 475 HP, Jakes, 18-Spd RTLO18918B, 20k Front, 46k Rears, 4:30 Ratio, Dual Diff Lockers, Air Trac Susp., 235" W.B., Hydraulic Wet Kit, Power Windows, Etc, Only 258k Miles.....**\$79,500**



Overhaul

2006 KENWORTH T800, C15 475 HP, Jakes, 18-Spd RTLO18918B, 14,600 Front, 46k Rears, 3:73 Ratio, Dual Diff Lockers, Air Susp., 4th Axle, 210" W.B., Cab Guard, Power RH Window, Etc., 341k Miles, Engine Overhaul.....**\$89,500**



321k Miles

2005 Peterbilt 379, C15 475 HP, Jakes, 10-Spd FRO18210C, 12k Front, 46k Rears, 4:10 Ratio, Dual Diff Lockers, Chalmers Susp., 220" W.B., Cab Guard, Quad Horns, Power Windows, Etc., 321k Miles.....**\$63,500**



AutoShift

2004 KENWORTH T800, C12 430 HP, Jakes, 10-Spd AutoShift RTO16910C-AS2, 16k Front, 46k Rears, 4:11 Ratio, Dual Diff Lockers, Air Susp., 4th Axle, 250" W.B., Hydraulic Wet Kit, Cab Guard, Etc., 343k Miles, Engine Overhaul.....**\$59,500**



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MIKEY AND HIS DAD take care of the majority of maintenance and repairs on trucks and trailer in their company truck shop.



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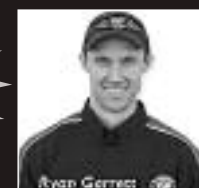
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10 Mike O'Neill

(Continued from Page 8)

OCTOBER 2012 there," Mike Sr. says, adding the parts are affordable, service is outstanding and the KW logo means a strong resale value

Log TRUCKER "We have fairly good drivers too," Mike Sr. adds with a laugh.

When it comes to keeping the drivers happy with their jobs, Mike Sr. jokes that what he does is like Mikey take care of them. In all seriousness, the company is like family, and while everyone has a good time, they're all committed to making it work out for everyone involved.

The drivers work on percentage, and they get to know everything about what a job pays so they know exactly what they are making at all times. A 401K retirement plan and health benefits for the crew are in the works.

"You have to give your drivers a little added incentive," Mikey says. "Otherwise, you're going to have drivers who don't want to stay with the company. We're looking for solid, long-term employees."

Of course, having nice equipment helps, as does adding a few driver comforts such as "working" air-conditioning and satellite radio. Another thing Mikey does as "manager" is to work with individual schedules to give the crew as much home and family time as possible.

(Continued on Page 15)
See "Mike O'Neill"



MIKE O'NEILL SR. was a little shy about getting his picture taken, but we caught him while he was using his self-loader to load a trailer after finishing a brake job on it at the shop. The 14-ton Olympic can handle most anything, and doubling as a trailer loader is one of the benefits.

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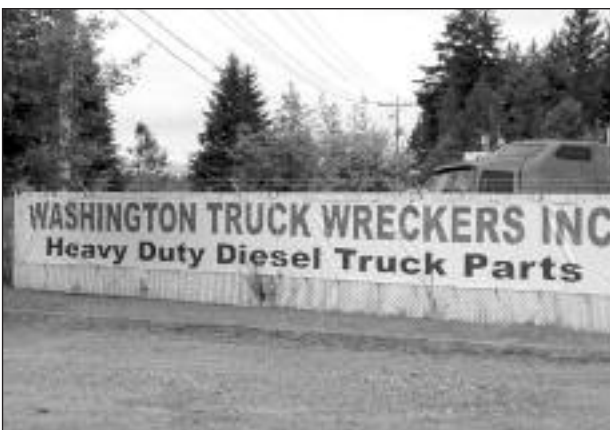
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JAMIE CURRY has been friends with Mikey O'Neill since they were in high school together. He was running excavator, but when work got slow, he asked his buddy if he could go log hauling. That was 12 years ago. He drives the company's newest truck - a 2009 Kenworth with a 600hp Cummins ISX motor, 18-speed transmission, 46K rears, double lockers and a General log trailer.



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"KENWORTH IS THE BEST TRUCK out there," says Mike Sr., adding the parts are affordable, service is outstanding and the KW logo means a strong resale value.



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DRIVER LONNIE JACKSON, from Carlton, Oregon, recently joined the O'Neill crew. "I'd hauled with them for a year with another company. Mikey had an opportunity come available and called me up and asked if I wanted it. I said, 'You betcha!'," says Lonnie, who previously hauled logs for Marson Trucking. He's a seasoned trucker, having driven OTR for more than 20 years, and now enjoys being able to park his truck and be at home every night with his wife and kids. For those that think a highway driver can't hack it in the woods, Lonnie says otherwise. "Anybody can do this if they choose to and they have a half an ounce of their brain and will listen to people. Anybody who can drive a truck, and is good at what they do, can drive anything."



ANOTHER MEMBER of the O'Neill trucking family: Mikey's cousin Sean has been driving for them for seven years.

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New Logger Chassis, 2012 T800B, Cummins ISX 15, 550HP, 1850 lb-ft, RTLO 18918B, D46-170HP Rears w/Double Lockers, Hendrickson Primax Air Ride, 260" W.B., Whit-Log Gear, LOADEDP.O.R. Location: Aberdeen, WA

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Mike O'Neill

(Continued from Page 10)

"Family time is a top one priority. If you're not happy with your home life, you're not going to be happy with your job life," Mikey says, adding that his own wife, Sadie, is very understanding and patient, knowing how much time the trucks take out her husband's life. Anything extra, he gives back to Sadie

and their two daughters, Ireland and Samantha. He recently took Sadie on a Vegas vacation – his first in seven years.

In return for a good paying, steady job, Mikey expects his drivers to show up on time, do their job and treat their truck as if it were their own – pretty basic management philosophy. "If the truck runs, it makes them money and it makes the company money, and that's

what we want," he says.

Drivers are responsible for washing and greasing their trucks. Mikey and Mike Sr. handle most everything else on the repair and maintenance tickets. They keep extensive maintenance records and are sticklers for oil change intervals. Anything that they can't fix, like engine overhauls and transmission work, they take to Troy's Diesel in Molalla. Tires come from Les Schwab and truck parts from Pape Kenworth.

It's not too difficult for Mikey to speculate about the future of the family business. The future, for the most part, relies on him and his drivers. "We might think about expanding a little – maybe eight to 10

trucks, but that would entail having steady spots for the trucks to work and being able to find more good drivers," Mikey says. "Nothing is for sure in this world, but we've been treated good by our loggers, and if they've got a good spot and they offer it to us, we'll jump on it."

"If you have enough ambition, you can succeed at anything," Mike Sr. adds.

"My definition of success is having trucks that work every day, providing drivers a good job, and being able to enjoy what you do," Mikey adds. "There's really nothing too exciting about making it happen – you just show up, be safe and get the job done as best as you can."



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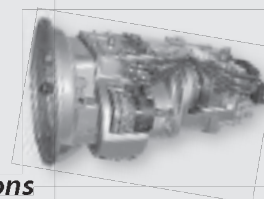
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by Darin Burt

Winning an award at the Deming Log Show is a feather in the cap of any logger or log trucker. Being awarded the first place plaque for Best Load of Logs at the 2012 show was especially rewarding to Miriam Murcay - the first female to ever take the prize.

"I just started bawlin' I was so happy. I just couldn't believe it," says Mim, who drives for A.L.R.T. Corporation.

Miriam, who everyone knows simply as "Mim," drives a 2003 Kenworth T800 for A.L.R.T. Corporation. The truck is equipped with an N14 Cummins engine, Eaton-Fuller 18 speed transmission, double lockers, 4:11 rears, drop axle, 240" wheelbase and a 2004 General conventional log trailer. She has been with A.L.R.T. for five years, and is in the middle position of their three-truck fleet.

Mim, who turns 50 in November 2012, began her trucking career when she was 25 years old. She had her first ride in a truck during a visit with a relative in Montana who ran over the road for Pierce Packing, "I was sitting on the dog house of the cabover on a run to South



MIRIAM MURCAY, who everyone knows simply as "Mim," drives a 2003 Kenworth T800 for A.L.R.T. Corporation. The truck is equipped with an N14 Cummins engine, Eaton-Fuller 18 speed transmission, double lockers, 4:11 rears, drop axle, 240" wheelbase and a 2004 General conventional log trailer.

(Continued on Page 17)
See "Mim Murcay"

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DSH40	\$2100
RSH40	\$1400
RDL20145	\$2300
RRL20145	\$1600

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Mim Murcay

(Continued from Page 16)

Dakota, and I was just mesmerized. It must have been two o'clock in the morning, and he asked me if I wanted to drive. I said, 'Well, YEA!' I'd never driven a truck before in my life, but I got the hang of it really quick," Mim recalls.

After high school, Mim sold auto parts, worked in warehouses as a forklift operator, but thoughts of becoming a truck driver crossed her mind now and again. "I'd be in the warehouse where trucks would come, and I'd be thinking that I

ought to be in one rather than unloading it," she says.

She proceeded to get a job in Seattle as a dump truck and end dump driver. Not without a little uphill pull.

"The people who owned the dump trucks (to whom the person she'd applied with was leased) didn't want him to hire me, but he said, 'BS, I think she's got potential.' He gave me a chance and I caught on right away like I'd been doing it forever," Mim says.

Of course, working around all the guys, especially the "old boys," meant she had to prove that a woman could do the job. "They said I

couldn't do it, and that just made me want to do it even more," Mim states.

"Most of the guys are alright, but there have been a few over the years, even up 'till just recently, that don't think girls should be doing this kind of job. Get the heck out of my way - I've got it handled."

"I told people, 'Throw down a dime and I'll dump the dirt and give you nine and half cents change.'"

The first log truck that Mim ever drove was a 1969 Kenworth with Armstrong steering. Being a petite lady, weighing about 115 pounds soaking wet, it was a bit of a challenge. But Mim wasn't about to let

some hard steering detour her from her goal. "I really wanted to get out of the dirt and up into the mountains with the scenery, the animals, the sunrise . . . that kind of crap," she says.

Her second log hauling job happened when she filled in for a friend who'd gotten hurt. When the friend had recuperated and returned to work, Mim found a haul with Pacific Logging. When the company went out of business, Mim drove tanker and flatbed for a couple of years before she got on with A.L.R.T., which

(Continued on Page 18)
See "Mim Murcay"

17
OCTOBER 2012
LOG TRUCKER

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RTX-14908LL ...3,250	RTO-16710C ...2,950	RTO-16913 ...3,500	RTLO-16718 ...3,750
RTX-14609B ...2,150	RTO-12513 ...2,100	RTO-18913 ...3,650	RTLO-18918 ...4,150
RTX-16709B ...3,100	RTO-14613 ...2,150	RTO-14715 ...2,750	RTLO-20918 ...4,625

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E7-454, Elect	7,750
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6V-92TA Silver, Rebuilt	10,000
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Series 60 12.7 DDEC III	6,500
Series 60 12.7 DDEC IV	7,750
Series 60 12.7 D-III, Rebuilt.....	13,000
Series 60 12.7 EGR.....	7,000-10,500

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Big Cam III 400, Rebuilt/ Exch.....	9,750
Big Cam II 400, Rebuilt/ Exch.....	8,500
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N-14 Celect 460, w/ Jake.....	7,500
M-11 Celect 370, w/ Jake	5,750
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C-15 475, 2006 Model	9,500
C-13 Accert 430, 2006	10,000

- VOLVO -

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VD-12 425, 1997	5,000

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ALWAYS PROUD to show off her ride, Mim took the Kenworth that she drove for Pacific Logging through the Arlington 4th of July parade.



MIM HAS HAULED EVERYTHING from rocks to logs and poles – seen here on trip from Bellingham to Colorado for Brett Engholm Trucking. “Being an over the road truck driver was one of the highlights of my life,” Mim says.

Mim Murcay

(Continued from Page 17)

just happened to have a truck available.

As it happened, Mim got back to A.L.R.T. just a bit too late and they'd already filled the seat. But their truck boss was so impressed with her abilities that he talked the company into buying a truck for her to drive. “That made me feel really good. I'd hauled for a A.L.R.T. off and on for a long time and I knew all the shovel operators,” Mim says.

Mim treats the truck as if it were her own, keeping it at her house, some 70 miles from the A.L.R.T. shop in Everson. Any basic maintenance that needs doing, Mim handles with the help of her husband Mark, who pulls a hayrack for Leonard Hornbeck Trucking. She takes the truck into the shop every three weeks or so for a complete look-see. Because A.L.R.T. has six logging sides going at any given time, Mim is able to work fairly close to home on their jobs in either



NEVER TELL MIM MURCAY what she can't do, especially if you think she can't do it because she's a “lady”. She's been driving truck alongside the best of them for some 25 years. “Get the heck out of my way,” Mim says. “I've got it handled.”

Index or Granite Falls.

Looking back, has log hauling been everything she'd dreamed it would be? “It's been all that and more,” Mim says. “I don't think I would have ever picked anything else.”

“We work all year long; I'm guar-

anteed to work every day and the people from the girls in the office to the shovel operators to the guys in the rigging crew are fantastic. When I pull into the job in the morning and wave hello, every one of the guys will tip their hard hat to me. . . that's really special.”

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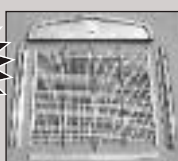
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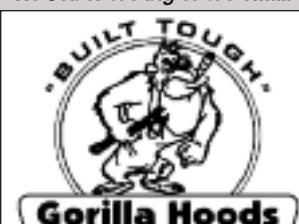
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(Continued on Page 11)

See “LT Carry”

EPA BLUES

Emmissions regs taking a toll on quality and customer satisfaction

The introduction of engines that meet revised EPA regulations is once again taking a toll on heavy-duty truck quality and customer satisfaction, reports J.D. Power and Associates. In its 2012 customer satisfaction study on U.S. heavy-duty trucks, the global marketing info company says customers are reporting more problems with their truck engine.

The study is based on responses from 1,725 primary maintainers of one-model-year-old Class 8 heavy-duty trucks. The study was fielded in April and May 2012.

Overall customer satisfaction with heavy-duty trucks declines to 737 index points on a 1,000-point scale in 2012, compared with 751 in 2011, primarily due to an increase in the number of problems experienced. The study finds that quality of Class 8 trucks that are one model year old has decreased, with problem levels rising 9 percent to 223 problems per 100 trucks in 2012, up from 204 in 2011. Overall quality is determined by the level of problems

experienced per 100 trucks, with a lower score reflecting higher quality. Much of the overall quality decline is attributed to a higher rate of engine- and fuel-related problems, which have increased by 14 percent from 2011.

The most problematic engine and fuel problems are driven by technology that is designed to reduce emissions from heavy-duty truck engines.

"Following the revised EPA regulations in 2007, there was an increase in problems and a decline in customer satisfaction, and we anticipated the same thing would happen with the introduction of 2010 EPA-compliant engines," said Brent Gruber, director of the commercial vehicle practice at J.D. Power and Associates. "Emission-related technology results in a high rate of problems, particularly with ECM calibration, exhaust gas recirculation (EGR) valves and engine sensors. The new, more complex engines are resulting in more problems and downtime."

Vocational truck customers experience an average of 2.2 unsched-

uled maintenance procedures per year, resulting in an average of 7 days of downtime, while on-highway owners report an average of 2.9 unscheduled maintenance procedures, or an average of 7.7 days of downtime.

"Engine reliability has the greatest impact on overall product satisfaction, so it's vital that truck and engine manufacturers work quickly to reduce the number of problems related to the emission technologies," said Gruber. "The truck brands of European companies have fewer problems, specifically, those related to the technology required to meet the emission standards, because they have been using the technology for years in other markets."

Gruber explains that since 2008, Europe has had emission standards similar to those enacted in the U.S. market in 2010, so manufacturers that build heavy-duty trucks for that market have the advantage of applying technology proven in Europe in its U.S. models. As a result, brands such as Freightliner and Volvo earn above-average satisfaction for engine reliability and dependability, as well as fewer engine- and fuel-related problems than industry average. On average, truck brands owned by U.S. companies experience 22 percent more engine- and fuel-related problems than their competitors owned by European companies.

The study measures the satisfaction of primary maintainers of Class

8 heavy-duty trucks that are one model year old in two product segments, on highway and vocational. In each segment, satisfaction is determined by examining six key factors: cab/body; cost of operation; engine; ride/handling/braking; transmission; and warranty.

Freightliner ranks highest in heavy-duty truck customer satisfaction in both the on-highway and vocational segments.

In the on-highway segment, which evaluates long- and short-haul trucks, Freightliner ranks highest with an index score of 750 and performs particularly well in all six factors. Volvo ranks second (739), while Peterbilt ranks third (736).

In the vocational segment, Freightliner ranks highest with an index score of 789. International ranks second (766) and Peterbilt ranks third (753).

The study also measures satisfaction with service received from authorized truck dealers by examining six factors: service advisor; service delivery; service facility; service initiation; service price; and service quality.

Kenworth ranks highest in Class 8 customer satisfaction with dealer service for a second consecutive year. Kenworth, with an index score of 804, performs particularly well across all factors. Following Kenworth in the rankings are Freightliner (802) and Volvo (784).

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NEWS AND INFORMATION

Teevin Bros. bring Rainier new dock, more jobs

A new pier at the Teevin Bros. facility on the Columbia River could help the company expand its reach around the region and create more jobs.

As reported in the Longview Daily News, the Oregon Transportation Commission awarded the timber and shipping company more than \$2 million in grant money to build a "T-pier" at its Rainier marine terminal.

Company General Manager Eric Oien estimates the project — which may be completed by late 2013 — will create 10 to 15 new permanent jobs. Oien said Teevin's expanded shipping capabilities could have a "trickle-down effect" on area companies that use the company's services.

Teevin Bros. was one of 38 applicants statewide to receive money from the \$40 million Connect Oregon fund, a program that focuses on improving freight connections between rail, river and highway across the state.

Since its inception in 2005, the program has contributed to more than 100 projects around the state, according to an Oregon Department of Transportation press release. The grant will help Teevin Bros., which provides barge, rail and trucking services, move products around the region more efficiently, Oien said in a phone interview Wednesday.

"The program just made a lot of sense for us because it allows us to bring those three pieces together and help Oregon businesses get their commodities to market and put people to work in the process," Oien said.

The new dock will be used primarily to load cargo bound for Hawaii and lumber bound for California, Oien said.

The company, started as a small logging business in the 1970s, continues to grow steadily despite the sour economy. "As little as five years ago we were 15 to 20 employees, and now we're in the low 100s," Oien said.

A new dock will make continued growth possible, Oien said, noting

the company's existing dock is at full capacity. "This is going to allow us to expand into new markets and new commodities, and help us reach upriver," Oien said.

Using state money for private enterprise is an efficient way to increase opportunity for small business owners, Oien said.

"I think Oregon has recognized the importance of really making the connections between highway, river and rail and what that does for the Oregon economy," he said. "Without the ability to get products to market, the economy just doesn't have the opportunity to grow."

"Yes, it is state money, but making that investment in private enterprise allows Oregon tax dollars to go much further."

Kenworth/Paccar Financial extended warranty program

The Kenworth Truck Company and Paccar Financial extended warranty program is now available through December 31, 2012, for customers who purchase new Kenworth Class 8 factory trucks that meet eligibility requirements.

Kenworth customers may receive a three-year/300,000-mile basic vehicle extended warranty by choosing Paccar Financial to finance purchases of new Class 8 trucks with a standard highway warranty.

"Qualifying Class 8 customers receive an additional two years and 200,000 miles of warranty coverage

valued at \$3,100 per eligible truck under this joint Kenworth and Paccar Financial program," said Preston Feight, Kenworth assistant general manager for sales and marketing.

The offer is available on Kenworth trucks ordered between January 1 and Dec 31, 2012, and financed through Paccar Financial no later than March 31, 2013. There is a maximum quantity of 20 units per customer. Contact your local Kenworth dealer ([HYPERLINK "http://www.kenworth.com"](http://www.kenworth.com) \t "_blank" www.kenworth.com) or nearest Paccar Financial office ([HYPERLINK "http://www.paccarfinancial.com"](http://www.paccarfinancial.com) \t "_blank" www.paccarfinancial.com) for program terms and conditions.

Mack Trucks introduces two new Bulldog coolants

Mack Trucks has introduced two new proprietary Bulldog-branded coolants. Mack Bulldog Extended Life Coolant uses carboxylate-based, organic additive technology that contains nitrite. Mack claims that it delivers a service life of 600,000 miles or 12,000 hours or 48 months, with no extender needed. It is silicate-free and phosphate-free, and can be distinguished by its red color.

Mack Bulldog Heavy-Duty PF

(Continued on Page 21)
See "LT News"



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LT News

(Continued from Page 20)

Coolant is a fully formulated, phosphate-free coolant. It offers a service life of 300,000 miles or 6,000 hours or 24 months and has a purple or fuchsia color.

Win a new Dodge Ram in Shell Rotella's new photo contest

Shell Rotella's new "Hard Working" campaign features a "Work Hard. Play Hard" photo contest that will award a 2013 Dodge Ram pickup truck to two contest en-

trants, one in the Work Hard category and one in the Play Hard category. To enter, contestants upload a photo of themselves hard at work or play to www.rotella.com/workhard and include a brief story that must include a reference to Shell Rotella. The contestants can share their photo with friends to get votes.

Entries finishing among the top 10 in votes will have the opportunity to win one of two 2013 diesel-powered Ram pickup trucks, plus a \$10,000 check to offset taxes. And \$500 Walmart gift cards will also be awarded. The contest ends Oct. 31, 2012.

Also part of the "Hard Working"

campaign is Shell Rotella's updated, expanded Road Show, currently on display at the Great American Trucking Show in Dallas. The interior features visual demonstrations of the capabilities and benefits of Shell Rotella engine oils and the advanced technology of Shell Lubricants products.

YZY3 retread delivers exceptional durability

The ZZY3 Pre-Mold retread from Michelin Retread Technologies enables owners to take on the challenges of on/off-road applications. The all-position tread is designed to deliver exceptional wear and dura-

bility by extending the performance of the new tire tread design throughout the casing life.

The tread compound protects against chipping and cutting, with a center groove bottom protector guarding the center channel against any stone drilling and enhancing ejection of stones and debris. A four-rib tread design delivers the traction needed for the tire to operate in soft soil and mud.

It's available in eight sizes: 210, 220, 230, 240, 250, 270, 280 and 290/345. The 290/345 size incorpo-

(Continued on Page 22)
See "LT News"

OCTOBER 2012
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OCTOBER 2012
LOG TRUCKER

rates a winged tread design into the tread blocks for additional shoulder adhesion in high-scrub applications.

Goodyear blog lets trucking professionals interact with tire expert

The Goodyear Tire and Rubber Company has launched the fleetHQ "Ask The Tire Answer Man" blog, exclusively available at: <http://blog.fleethq.com/>.

"This unique blog gives fleets and owner-operators an opportunity to interact with Tim Miller, Goodyear's 'Tire Answer Man,'" said Bruce Woodruff, director of business solutions marketing, Goodyear Commercial Tire Systems.

A 30-plus-year commercial tire veteran, Miller also serves as marketing communications manager for Goodyear's commercial tire business.

"Having spent his career working with original equipment truck manufacturers, fleets and owner-operators in a variety of capacities from engineering to national account sales, Tim will draw upon his vast knowledge of the tire and trucking industries to discuss issues that are

important to transportation professionals," said Woodruff.

Goodyear's fleetHQ program offers a variety of tools and benefits, including the 24/7 fleetHQ Solution Center, which dispatches service technicians to downed trucks. It also offers TV Track, a powerful online management tool that helps fleets monitor tire conditions and performance, among other functions; Gold Medallion retreaded tires; the fleetHQ Truck Stop Network, which encompasses more than 300 locations; and more.

Cummins adds new NG engine to heavy-duty lineup

Cummins is adding a new natural gas truck engine to its heavy-duty lineup. The engine is aimed at regional-haul truck/tractor, vocational and refuse applications. The new Cummins Westport ISX12 G burns either compressed or liquid natural gas and is currently in field trials with full production expected to begin in early 2013.

The ISX12 G natural gas engine is based on the Cummins ISX12 diesel engine platform.

Well spoken . . .

"Every morning I look in the mirror and asked myself: 'If today were the last day of my life, would I want to do what I am about to do today?' And whenever the answer has

been 'No' for too many days in a row, I know I need to change something." - Steve Jobs

Yokohama updates Fuel Savings Calculator

Yokohama Tire Corp. has long been helping commercial fleet owners and truckers improve their bottom line in terms of fuel savings through its innovative Fuel Savings Calculator.

Now the interactive, web-based tool has received an update, making it even more beneficial to the trucking industry, said Rick Phillips, Yokohama director of commercial sales.

"We want to show fleets how they can save money with Yokohama fuel-efficient products and the new features we've added to the Yokohama Fuel Savings Calculator will do just that," Phillips said.

The Yokohama Fuel Savings Calculator is housed within the commercial web section at http://www.yokohamatire.com/fuel_calculator/.

"The updates include more data points on Yokohama tires, as well as our competitor tires to allow users expanded comparisons of our fuel-efficient tires, including our Zenviroline, against others," Phillips said. "Plus, we've added a print functionality that fleet owners have asked for."

Phillips said the savings are shown in three ways — annual fuel

savings per truck, annual fuel savings for fleet and annual gallons of fuel saved.

According to Phillips, the fuel savings calculator not only saves truckers money, but also has a "green" benefit because it shows the total carbon footprint reduction of Yokohama tires compared to its competitors.

"It's important for fleets to see how the right choice of tires can dramatically reduce the carbon impact on the environment," Phillips said. "For example, one of our tires saved more than 2,000 pounds of CO2 from being released into the atmosphere. It's another example of our commitment to produce environmentally-sound products."

Yokohama Tire Corporation is the North American manufacturing and marketing arm of Tokyo, Japan-based The Yokohama Rubber Co., Ltd., a global manufacturing and sales company of premium tires since 1917.

For more information, visit www.yokohamatire.com.

Smartphone app targets trucking sportsmen

With so many truck drivers interested in hunting and fishing, Interstate Sportsman Radio expects that its new smartphone application will prove to be popular.

(Continued on Page 23)
See "LT News"

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2007 KW 1999 Whit-log, drop axle included, 46k rr lockers, elec. scales, Hendrick air ride, c15, 435k miles.....**\$112,500 OBO**
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The Interstate Sportsman Radio Network says it is the world's first radio network devoted exclusively to reaching North America's professional truck driver. An Internet-based broadcast, the Interstate Sportsman Radio Network offers a free app, which enables listeners to catch the broadcast anywhere in the U.S. via their mobile telephone. Broadcast all day, every day, this network features entertainment, news and outdoor content specific to the continent's over-the-road drivers.

The brainchild of Brock Ray, co-host of the Interstate Sportsman Radio show on the Sirius XM Road Dog channel, the Interstate Sportsman Radio Network prominently features the country's leading hunting and fishing radio shows as well other sports and recreational entertainment.

Peterbilt Montana breaks ground on new facility

Peterbilt Motors Company announced the construction of a 54,000-square-foot Montana Peterbilt dealership facility in Lockwood, Mont.

Kevin Gustainis, Montana Peterbilt owner and president, hosted the ground breaking ceremony, attended by numerous state and local dignitaries. The new facility, scheduled to open May 2013, will feature 26 full service bays for truck maintenance and repair operations, and a spacious drivers' lounge with numerous amenities including wireless connectivity.

"We are proud of Montana Peterbilt and the entire Peterbilt dealer network for the continued investments in facilities, technology, and services," said Bill Kozek, Peterbilt General Manager and Paccar Vice President. "The new Montana Peterbilt facility is ideally located to provide excellent parts and service sup-



PER TRUCKING IN ELMIRA, OREGON added another "new" truck to their fleet recently. According to Ryan Pardovich, they bought the 2001 Kenworth W900B mainly for the 600hp C15 motor that's under the hood. The truck is also equipped with an 18-speed tranny, 46k rear ends with double lockers on Chalmers suspension, and 2001 Alpine bunk equipment. "Took a ton of work on the truck before paint and chrome to get her back into shape," says Ryan, "but I personally drove it all week after I finished it and she's as good as new now."

port for our mutual customers."

Located near two major truck stops on the I-90 and I-94 corridor, the new Peterbilt Montana will have a premier location according to Gustainis.

"We want to grow our business while continuing to care for our local customers, and to do that we need a bigger facility that provides convenient access to operators running the major interstate corridor," said Gustainis. "And, with increased demand from the area's oil industry, this new facility can provide the support levels they require."

Daimler Trucks launches Elite Support website

Daimler Trucks North America

(DTNA) has launched a new website for customers focusing on the Elite Support dealer network—a collaborative program between DTNA and its truck dealers focused on improving the customer experience at Freightliner and Western Star branded dealerships.

The new website at www.ServiceSupportNetwork.com helps customers find an Elite Support Certified dealer and provides them with information about what they can expect at an Elite Support Certified location.

"We know that customers will want to make sure their service providers are committed to continually improving their support," said

Martin Osborne, general manager of distribution network development for Daimler Trucks North America LLC. "The dealers on this site have committed to and demonstrated by their actions and results that they will meet that requirement."

The new website includes details on [HYPERLINK "http://www.ServiceSupportNetwork.com/ExpressAssessment"](http://www.ServiceSupportNetwork.com/ExpressAssessment) \t "_blank" Express Assessment, a service program promising that within two hours of the service write-up the dealer will communicate to the customer the di-

(Continued on Page 24)
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(Continued from Page 23)

agnosis, availability of needed parts, estimated cost and estimated repair time. The website also features the updated xpress Assessment logo and color scheme.

"Continuous improvement creates higher service standards throughout the Elite Support Certified network," said Osborne. "

Loan assistance available to purchase cleaner equipment

The California Air Resources Board and the California Pollution Control Financing Authority, part of the State Treasurer's Office, has hit the \$100 million mark in financial assistance to small-business truckers.

The funding is provided through a program that provides small businesses with financial assistance to obtain loans or lease-to-own arrangements so they can purchase newer, cleaner trucks ahead of schedule for state clean truck and bus regulations.

"The success of this program means that truck owners are serious about using the financing options available to them to prepare for the truck regulations we have in place," said ARB Chairman Mary D. Nichols. "California residents get to enjoy cleaner air and more hard-working truckers are prepared to comply with CARB's clean air regulations."

"Reaching the \$100 million mark represents a milestone in providing truckers with an affordable way to

reduce emissions, increase fuel efficiency and save themselves money," said State Treasurer Bill Lockyer. "We have helped diesel truck owners through our loan guarantee program that may not have otherwise received financing to upgrade their vehicles. It's a win-win for truckers and the environment."

The loan assistance program provides loans and lease-to-own opportunities (known as Terminal Rental Adjustment Clause or 'TRAC' leases) to the small business owner that has 100 or fewer employees and generates \$10 million or less in annual revenue primarily in California.

The program — officially known as "Providing Loan Assistance for California Equipment" or PLACE provides additional funding opportunities to small businesses in today's tight credit market.

So far the program has been instrumental in issuing 1,511 purchasing loans and 88 leases, totaling 1599 financing agreements. These funds helped purchase 1,671 clean trucks and 183 exhaust retrofits (installing special filters on older trucks that capture 85 percent of the soot in the exhaust).

The loan guarantee programs are designed to assist truckers who are prepared to comply ahead of schedule for two separate regulations: the statewide clean Truck and Bus regulation; and the Heavy Duty (Tractor Trailer) Vehicle Greenhouse Gas Reduction regulation. Both were adopted in 2008 and are part of the state's overall commitment to cut

toxic diesel emissions 85 percent by 2020.

Diesel Exhaust contains a variety of harmful gases and over 40 other known cancer causing compounds. California identified diesel particulate matter as a toxic air contaminant based on its potential to cause cancer, premature death and other health problems.

For more information on the state's diesel reduction programs call 1-866-6DIESEL, e-mail 8666DIESEL@arb.ca.gov or visit www.arb.ca.gov.

Goodyear to hire 1,000 veterans over next three years

Employer Support of the Guard and Reserve National Chairman

joined Steve McClellan, president of Goodyear's North American tire unit, July 27 at an event in Akron, OH, supporting veteran and reservist employment at Goodyear.

During the event, McClellan announced Goodyear's intent to hire 1,000 veterans over the next three years through its partnership with the U.S. Chamber of Commerce Hiring Our Heroes program and signed a statement of support for the Guard and Reserve on behalf of Goodyear.

Goodyear's hiring commitment will be counted toward the U.S. Chamber's goal of having 500,000 veterans and military spouses hired by the end of 2014.

LT

FOR SALE



2006 Western Star 4900FA, self loader, C13 Cat (475hp) motor, 18spd Eaton Fuller, 16,600 front, 46k rear, dbl lockers, Whitlog hop on log trailer, SI scales, 282k miles, 2006 Serco 160 loader..... **\$100,000**

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1998 Western Star Dump Truck, 3406E Cat, 18-speed, Hendrickson pad, 16.5' steel box.....PARTING OUT



2006 KW T800, C-15 ACERT, RTLO 18918B, 46K rears with lockers, NewayPARTING OUT



(2) 1998 IH 2574, M-11 plus Cummins, 18-speed, 18K front axle, spreader dump box, Low MilesSELLING COMPLETE