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VOLUME 39 NUMBER 11

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*Journey Man*

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*SEE PAGE 6*

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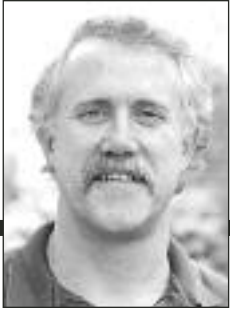
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From the stump...

# We are, in fact Moving Forward

by Mike Crouse, Publisher

**W**e are, in fact, moving forward...and that is in spite of, not due to, government. We'd heard the prediction four years ago from a number of economists: this will be a long and slow recovery, which has proven to be the case, and it's distinctly different than anything most of us have ever seen before. It's been brutal, and its remnants are all around us in vacant store fronts, vacant homes, and unemployment still lagging. The good news in this comes in what's generally considered to be an improving environment, businesses cautiously expanding with great care, and an improved outlook on the future.

Many policymakers would have us believe the resilience of business is due to the brilliance of their policies, however the reality is business is its own driver because succeeding in business is at the initiative of those in business regardless of what the regulatory environment hands to us. The drive to succeed requires we do it better, faster, creating or innovating and serving our customers better.

If we fail in that pursuit, we perish. The driver is innovation, anticipating change, and working within the ever changing environment to stay ahead.

Government's part in this is greatly overstated. With rare exception, every time we hear an aspiring politician talk about creating jobs it serves as a reminder than very few politicians have any experience in actually doing that. At best their policies either serve to encourage or to hinder growth. When policies complicate the business place or create uncertainty, they hinder growth.

Business is resilient: look at your own business. Markets change, rules, regulations change, and those of you still standing have done so on your own resourcefulness and hard work.

Thus whatever comes of the November election, the creative and resourceful will find a way to succeed, grow and adapt.

with the emphasis directed towards winning with one point of view rather than finding a solution and finding a better solution where everyone wins and we carry on, would rightly put any business out of business.

The leadership of each party needs a house cleaning on a regular basis. Certainly experience has a value, but when one's personal and party agenda are advanced ahead of those you represent, and they start to believe their own press releases, the interest in serving the electorate takes second place to your re-election.

## Forward... lemmings

**T**he campaign season mercifully comes to an end early this month.

We feel the choice could not be clearer. Six years ago then Sen. Obama started his campaign, which has yet to end. He inherited a mess created by many, and in four years done precious little to improve it. In many ways in mirror's the Carter administration.

All campaigns are marketing plans, advancing your "new and improved" brand above whoever you're competing with. The difference in this year's campaign... President Obama has a record we've all lived through and at best are where we were four years ago, and which he would like to cast as an improvement, um, right.

Marketing campaigns like catchy phrases, such as Nike's "Just do it."

Forward is the word for Obama's 2012 campaign, which he contrasts with "we don't want to go backwards, we've been there."

We've seen the before and we've seen the present. Those wishing to join hands and charge merrily forward in the direction we've been directed to over the past four years do so at their own peril. We'd suggest that Obama's forward is in fact a path that leads to a cliff with a very sharp drop of opportunity, freedom, the value of

## Leadership

**W**hile much of the attention on national political leadership in our country is focused on the presidency, we feel strongly that the switch in leadership should extend beyond into the leadership of both parties.

The attitude of posturing, obstructing,

our own dollar, and stability for future generations.

We can and will survive even four more years with this administration, yes.

However we'd far rather shift the attitude and contempt for business into the more positive light of finding solutions, rather than placing blame.

Blindly forward on this path is not new, and it has four years of debt and failed policy to prove it. Forward lemmings, maybe. But four more years of what we've seen just puts us four additional years away from correcting the past four years disaster.

The immediate step in that direction is committing to vote in this election, and encouraging your friends, neighbors, crews and business associates to vote as well for the future.

Either way, we control our own future. *"Just because you do not take an interest in politics, doesn't mean politics won't take an interest in you."* - Pericles

## Natural management...

### The smoke gets in your eyes

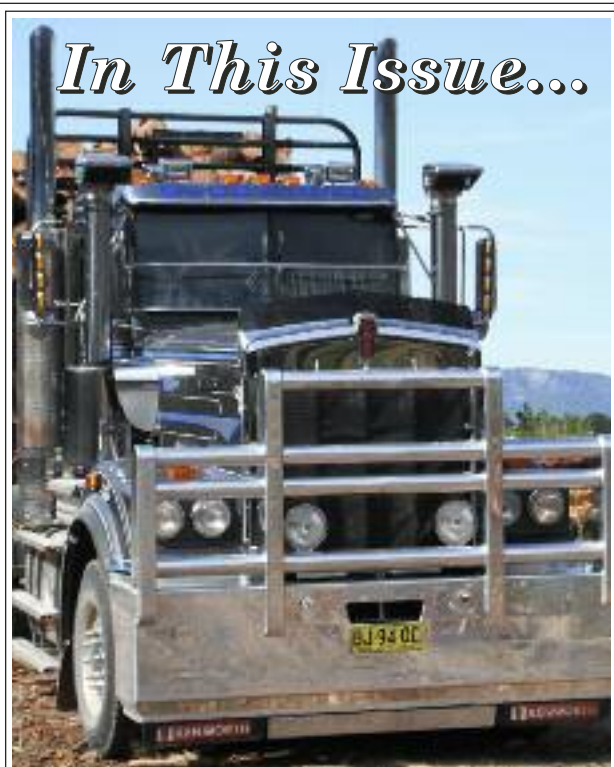
**E**arly in October we were driving to the 18th Annual American Loggers Council in Coeur d'Alene, which meant we were traversing the Cascades on Interstate 90, a six-hour or so drive, with one difference from typical drives: smoke, specifically smoke from the wildfires of North-eastern Washington, which charred in excess of 196,000+ acres of forestlands, much of it Washington DNR (41,708 Acres) and U.S. Forest Service/BLM (154,907Acres) grounds.

Certainly this could have been a far worse wildfire season, although acreage consumed by wildfires this year nationally this year totaled some 8,482,785 plus acres, the most since 2006.

Wildfires are a natural fact of life, yes, and there are many who would cheer these catastrophic events as Mother Nature at work, a position far easier to occupy when those making these verbose claims are in the cities and far away from the harsh reality of natural management, which includes erosion, loss of productivity, life, homes, habitat, etc. Out of sight, out of mind, and with our national forests being far away from the national media and the population, it is far easier to essentially ignore the long term care and vision of how to best manage this resource.

Gradually the mindset of the rank and file ma-

(Continued on Page 21)  
See "From the Stump"



COVER PHOTO: YOU THINK HITTING A DEER IS BAD - try meeting up with a kangaroo! Owner-operator Daniel Boone shares his adventures from the season he journeyed "Down Under" to haul logs with the "truckies" in Australia.

See "Journey Man" on Page 6

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

**2 WE ARE, IN FACT, MOVING FORWARD** - by Mike Crouse

**4 ANOTHER "FIX" FOR L&I** - by Sherrie Bond

**5 CHATTER BOX: SAYING THANKS**

**6 JOURNEY MAN**  
DANIEL BOONE TRUCKING • BRENNAN, WASHINGTON

**16 THE DRIVER'S SEAT**  
TODD STOFFEL • VANCOUVER, WASHINGTON

**19 LOG TRUCKER NEWS**

**20 READER PHOTOS**

**25 ADVERTISERS INDEX**

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# L&I Looking for another "Fix"

by Sherrie Bond

**W**orkers' compensation rates are (again) rearing their ugly heads as proposals are in order to gnaw away at the bones of the timber industry. Any of you who received a postcard from L & I know what I'm talking about already and for those of you who didn't receive the notice here's the lead-in line:

No General rate increase proposed for workers' comp

But, before you wipe your sweating brow and breathe a sigh of "phew" (as in, we dodged a bullet), you will need to read the fine print: "L&I has proposed there will be no general rate increase on average in workers' compensation rates in 2013. While there will be no general rate increase, individual employers may see their rates go up or down, depending on their recent claims history and changes in the frequency and cost of claims in their industry."

How does that translate in "our" world? Well, you are going to pay more as a logger than you would racing hydroplanes (non-mecha-

nized up 6% to \$19.6110/hour and mechanized logging up 4% to \$1.7764/hour). If you are driving around all day in a flashy K-Dub or Pete your rates may even go down by a nickel and a half (now don't go hogwild and start lookin' at chrome, boys).

L & I lists 319 job classifications under businesses ranging from Agriculture, Forestry, Construction, Mining and so on - 16 types of industry all together. Out of the 319 types of work listed for these industries: in 37 workers' compensation rates were down, 137 areas were up between a 1 and 10% increase and the remaining 145 job types had compensation rates unchanged. (note that these figures may be off a smidgeon as slight increases or reductions of one or two cents are counted by L&I as 0%)

The rate hearings are being held this month (October 23-29) and I will be attending as many of the locations as possible. Not only do I enjoy the surprised look on the faces of the moderators as they assess me in much the same way as they would a "matching sock" that has been eaten by the dryer, but also because I

want them to receive multiple testimonies from me in different locales to emphasize that my attendance isn't just for one industry or one location, but for all businesses that are struggling to stay alive in the current economic climate!! By the time you are reading this, the hearings will be over but, in the next issue I will have a report for you with regard to the hearing sessions. Until then I ask you, as I've asked myself many times over: Are the yearly rate increases a necessity for the Department of Labor and Industries or has the "fix" become an addiction with them?

## One more thing . . .

As I close this month's column, I want to mention a thought that crossed my mind the other night as I listened (for the umpteenth time) to yet another raggedy-assed remark from a wanna-be political candidate. There's little difference between hiring a politician and hiring a driver. Both should have experience to do the job, knowledge of what is required of that job and the ability to perform. When turning one loose on the job, you want to feel certain of

their ethics, moral compass and their integrity. Inability to successfully execute the requirements of the position may lead to lying, lame excuses and worse. More often than not, when the truth is discovered it's hard to rein in a loose cannon and havoc can be wreaked in an instant.

When you get ready to make your choice of either the driver or the politician, think first of the impact either will have on you, your life, your business and your ability to earn a living. Either genre of profession holds other lives in the balance; responsibility, creativity, logic, basic fundamentals ... all play a part in both jobs.

A phrase I've heard repeated over the years is, "my vote doesn't matter". Let me say this on closing. Your vote could be the one to "tip the scale" in getting America back in balance. It only takes ONE!!

LT

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

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**B**reaker, breaker. Time for the next installment of Log Trucker Chatterbox. Since this is November, and soon we'll be sitting around the table for Thanksgiving dinner and thinking about all the riches in our lives, we thought we'd ask as our topic:  
What are you Thankful for?

**Darin Burt:** I'm thankful to all you guys who have cleared your lunchbox and the dog hair off your passenger seat so I could ride along and tell your story.

**John Hanson:** I'm really thankful for all the "old timers" that let me ride along as a kid and taught me well, then accepted and continued my "schooling" when I got old enough to be driving myself!

**Rob Gordon:** So much to be thankful for, but with out the freedom and sacrifice that our servicemen and women have defended past and present, we would not have the opportunity to do what we do. I am thankful for the privilege to be a

log/dump trucker. I'm so thankful to my dad for teaching me how to work on the trucks and getting me my license when I turned 18. I had no idea he would leave us so soon and how important that what I had learned from him come to be my way of life.

**Stuart Loewen:** The friendship and support of you all with my business. Huge thank you.

**Ryan Luft:** DOT layin' low on me. Never had too many run-ins with them, but when I do it don't turn out the best.

**Scott Waggoner:** Thankful for family and friends. Thankful after a

couple of very debilitating back injuries that I was able to turn wrenches enough to make a living for my family. Thankful that I'm able to share my life experiences as a gypo mechanic teaching diesel/heavy equipment technology and welding at the local community college.

**Dawn Slama:** I'm very thankful for good friends and great customers!

**Ryan Ronning:** I am thankful that I have gotten to meet so many great people in the business and have learned so much from them. The stories I hear from some are the best part.

**Bob Holman:** Thankful for a great family, fairly good health, and crawling in the cab of a truck 43 years ago, which has been a great career in all the different jobs I have done driving.

**Mike Shelley:** I'm thankful that I got to log in the days of cable shovels, tongs and big wood.

**Matt McCorkle:** Thankful everyday I make it home with the clean side still up. And for good health.

**Robert Holcomb:** I'm thankful for freedom, coming home everyday and some rain if we'd get some . . . this humidity is killing me.

**Christopher Knighten:** I'm thankful for a loving wife and two beautiful daughters and that I get to

come home to them everyday.

**Charles Slagle:** For family and friends. Plus Maxidyne engines, Bulldog hoods and Caterpillar equipment.

**Todd Stoffel:** I'm thankful for my grandpa taking me to work with him all those years. My many friends who have become family. But first and foremost to the good Lord for giving us trees to truck!

**Jeff Henke:** I'm thankful to be like my father, man I truly admire.

**Jeanne Paulsen:** Mickey and I were thankful we were able to haul logs when the trucking was good and fair. It was a great life and we enjoyed it right up to the end. He was a Log Trucker among log truckers.

**Tina Hamilton Comer:** I'm thankful for 25 years with my best friend and the 4 great kids we were blessed with. And for a bird free hood!

**Mike Osborn:** Friends and family and the ability to recover from a devastating blow to my life.

**Bryan Conerly:** Getting home and having a smiling wife and kids because that's what its all about . . . oh, and no broken parts to fix!

**Zack Smith:** First a foremost thankful for family and friends for supporting me and what I do for a career. Thankful for a stable full-time job and to be able to provide

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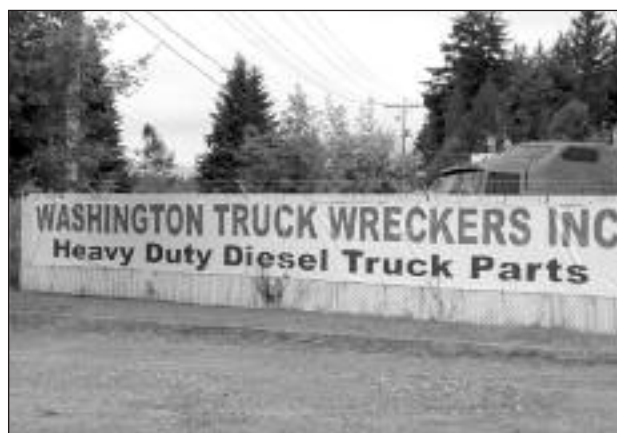
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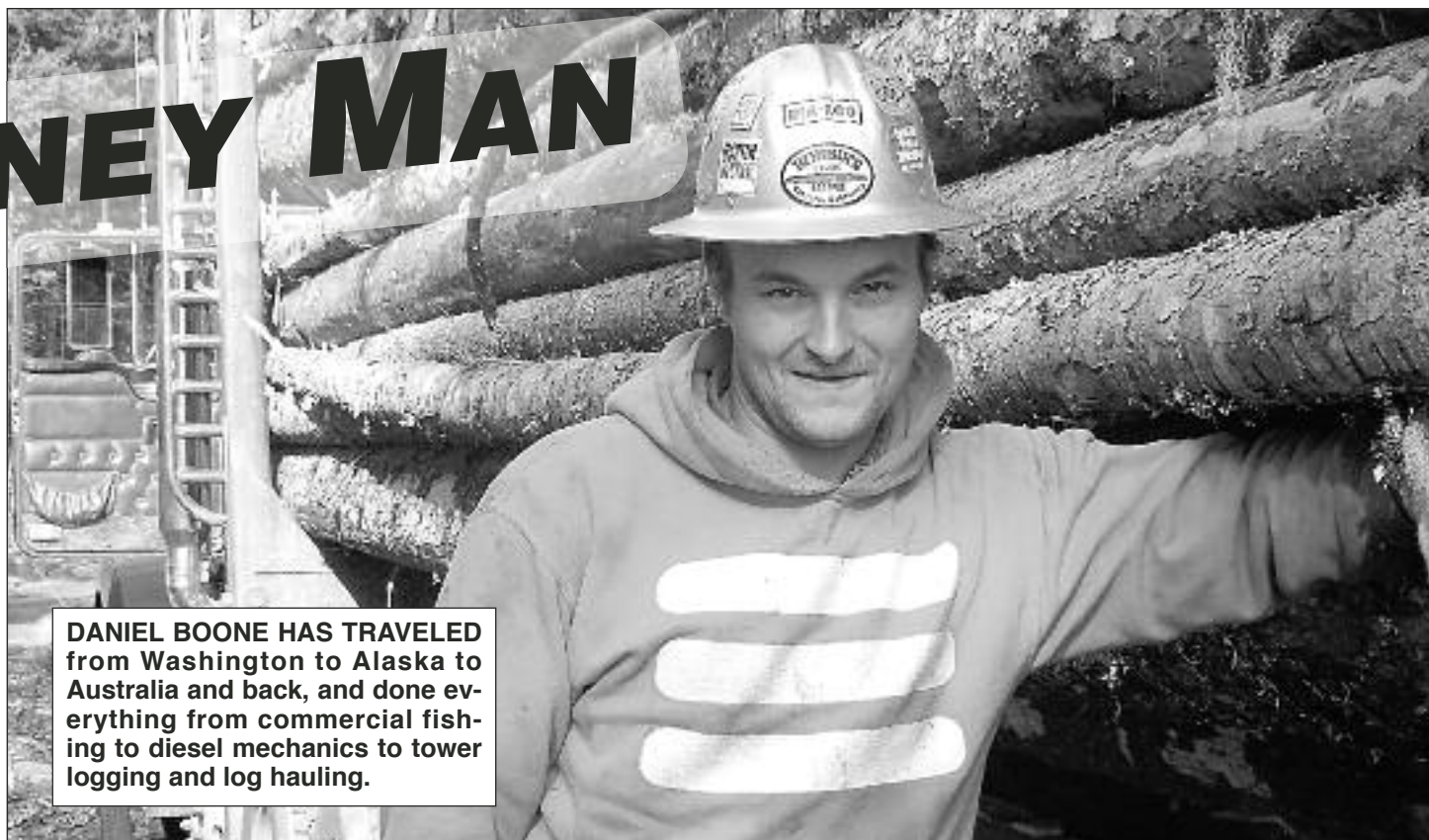
## DANIEL BOONE TRUCKING BRENNAN, WASHINGTON

by Darin Burt

“My story? It’s a long one . . .” remarks Daniel Boon. And Yes, that’s his real name, but rather than a coonskin cap, this Daniel Boone wears a hard hat and a drives a logging truck.

Boone was involved with the timber industry at an early age. Being home schooled, he was able to go to work on a tower logging side during the day, and then fit in his lessons when he got home. He was 17 years old at the time, and when tower logging slowed down, he joined up with the skidder crew at JSB Logging.

“I just showed a genuine interest in it and the guys just gave me a shot,” says Boone, “I just went out there and did it. I knocked my head



DANIEL BOONE HAS TRAVELED from Washington to Alaska to Australia and back, and done everything from commercial fishing to diesel mechanics to tower logging and log hauling.

against the wall a number of times trying to figure things out, but I had guys who were willing to teach me and show me the ropes.”

Boone tramped around some, working for R&H Logging and American Timber Resources, and even packed his bags for Alaska

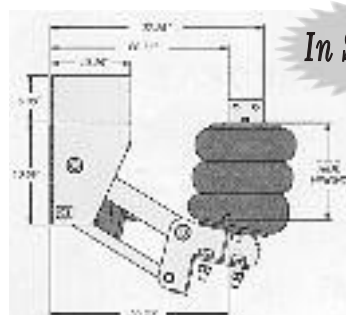
(Continued on Page 8)  
See “Daniel Boone”

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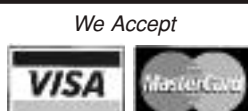


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**Daniel Boone Trucking**

(Continued from Page 6)

where he worked as a commercial fisherman and diesel mechanic. He got his first log trucking experience in 2009 back in Washington for a guy with whom he'd previously tower logged. It was a real lesson too, behind the wheel of a 1979 Mack Super-liner.

Jump ahead to March of 2011 when Boone followed a girlfriend to Australia. "I figured I might as well do it while I can still get away, do some traveling and live the Life of Riley. I took my work boots with me because I'd heard they had a big hardwood timber industry."

Boone and his girlfriend traveled down under, making their first stop in Tasmania, an island state 150 miles to the south of the Australian continent. They went "drive-about" in a little van they bought, and Boone went to about 30 different logging outfits on the island looking for job; unfortunately, it was during a recession period and a time when green activists were forcing a slow-down in the industry.

The next stop on the journey was the Snowy Mountains, known informally as "The Snowies"; the highest Australian mountain range, where Boone bumped into a logger processing logs one afternoon. He told guy that he was looking for work on a tower logging crew, and as it would happen, the logger owned one of just three tower operations in the area. The logger offered to give Boone a chance as a rigging slinger, which in Australia are known as "breaker

outs." The tower is referred to as a "hauler" and the carriage "a shotgun carriage."

Most of Australia is too dry to support forests as arid lands occupy about 70 percent of the interior of Australia. Most forests are located in areas of the continent that receive more than 500 milliliters of rainfall annually. It's a small amount compared to our lush forests, but Australia has some 370 million acres of forests comprising 365 million acres of native forests and 5 million acres of plantations.

"When I first got to Sydney, I wasn't really sure what I'd be getting into and then I saw logging

trucks cruising around and I thought 'What in the dickens is this about?' I had to get outside of Sydney, probably three and a half hours, before I saw any timber harvesting," Boone says. "Right along the coast line is pretty flat, and a few hours inland you'll get into some mountainous terrain, but of it isn't as rugged - Australia's mountains are more like hills compared to our mountains."

Boone decided to hang out in Brisbane until the logging season started, but he never stepped foot in the brush, as the logger called with an offer to drive a logging truck. Boone lived with the logger and his

family for the next nine months while he hauled logs for the outfit. He started out in a 2001 Sterling, pulling a hayrack, then got into a 2002 Westernstar 4964 with a hayrack and a Mack Superliner.

The majority of Aussie trucks are setup to haul 20-foot logs and 120,000 pounds; most trucks are B-Doubles, consisting of a truck and trailer combination of a tractor coupled to two trailers Since Boone's U.S. issued commercial license covered trucks shorter than the B-dou-

(Continued on Page 12)  
See "Daniel Boone"

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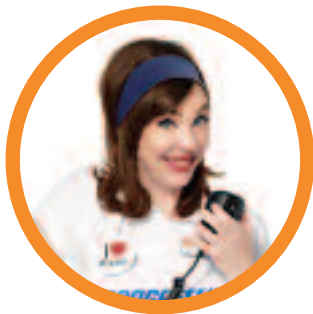
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ONE OF THE TRUCKS that Boone drove in Australia was a 2011 Kenworth C508 powered by 550 EGR Cummins motor, 18-speed transmission, 46,000-lb rears and a three-axle hayrack trailer, known down under as a “skeleton” trailer. The front of the truck is protected by a massive “roo bar” to deflect the kangaroos that hop across the roads like deer in the headlights.



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THE MAJORITY OF AUSSIE TRUCKS are setup to haul 20-foot logs and 120,000 pounds; most trucks are B-Doubles, consisting of a combination of a tractor coupled to two trailers.

**Daniel Boone Trucking**

(Continued from Page 8)

ble, he drove a hayrack, or "skel" as in skeleton as it's called down under. The skel' is a rigid frame three-axle trailer equipped with four sets of bunks.

Trailers are loaded using forwarders. Trucks pull up to long cold decks in the woods, and the for-

warder will take the next load from the end of the stack. Off-loading at the mill is done with a large front-end loader or overhead crane.

There are a few other things that differentiate the truck from ones you see in the Pacific Northwest. Dual air cleaners, for instance, have a tall stack that helps to filter out

(Continued on Page 13)  
See "Daniel Boone"

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**Daniel Boone Trucking**

(Continued from Page 8)

the "bull dust" which can be three inches thick. A mesh screen stretching across the bottom on the front windshield helps to protect the glass from rocks and debris thrown up for the chip-sealed roads.

Probably the most obvious feature of Australian trucks that operate in the forest and the outback is a massive front bumper and grill guard known as a "roo bar." Some resemble the cowcatcher on old locomotives, and the idea is the same - to help protect the front of the vehi-

cle from collisions with Kangaroos. The average kangaroo can weigh a few hundred pounds, and Boone says that they will run out in front of a truck just like a deer.

"I've hit more than I can count. They breed like rats and are very stupid animals," he says. "They actually hang out in the tree plantations, and they'll be cruising around looking for something to eat and will just hop across the road. They don't really look around, and next thing you know, their right in your grill."

Kangaroos aren't the only creatures native to Australia that truckers "run into" on a daily basis. There are forest-dwelling wallabies, a

smaller version of the kangaroo, and wombats, small bear-like animals that Boone says are hard as rocks if you were to hit one. One of the first things they warn about in the occupational health and safety program is to watch out for the Sydney Funnel Web Spider, considered one of the most dangerous spiders in the world with a nasty temperament and a deadly bite.

To some Australians, Americans are seen as a kind of nuisance. "Americas are seen as kind of gluttonous people who are always wanting more," Boone says.

"In general, you're getting into an outback community where logging is

the big thing, so there's a common interest. Most people accepted me coming in to their industry - some thought I was Canadian, so their accepted me a little easier," Boone adds.

If you think it can be difficult at times to understand guys chattering on the CB radio here, think how challenging it was for Boone to try and decipher not on only the Aussie accent, but their unique lingo. "Fair dinkum," for instance, equates to our "No kidding." Of course, the curiosity went both ways.

(Continued on Page 14)  
**See "Daniel Boone"**

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UPON RETURNING TO THE U.S., Boone jumped head-first into log hauling as an owner-operator with a 1983 International Transtar 4300, equipped with a 400 Cummins motor and a 20-speed Spicer transmission, that he picked up cheap at a Ritchie Bros. equipment auction.

### Daniel Boone Trucking

(Continued from Page 13)

"A lot of them were really curious to know if the stuff they saw on the TV show *Axe Men* was really how the work is in America," Boone says. "A lot of people were very interested in learning what the timber market here is like and just the differences in how the timber is harvested and how it gets to the mill."

Boone's Australian adventure lasted nine months. He returned home in February of 2012 to visit his ailing grandmother, and had planned to go on to New Zealand where he had a job lined up running a yarder, but as sometimes happens, a little voice told Boone to do different. He had become a Christian

(Continued on Page 15)  
See "Daniel Boone"



DANIEL BOONE TOSSES A CABLE WRAPPER over his load. In Australia, loads were secured with straps and winches similar to what would be found on a flatbed load of lumber.

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## Daniel Boone Trucking

(Continued from Page 14)

while in Australia, and through prayer felt that his path going down

the road hauling logs.

"Like it says in the Bible, 'Trust in the LORD with all your heart and lean not on your own understanding,' and I just went and bought a logging truck," Boone says.

Boone says the yellow and white 1983 International Transtar 4300 with hand lettering on the door that he picked up cheap at a Ritchie Bros. equipment auction was a "real blessing" because he pretty much hopped in and went right to work. The "morphodite old rig" was equipped with a 400 Cummins motor and a 20-speed Spicer transmission.

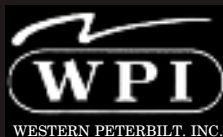
Boone's first haul as an independent owner-operator was with Logs R Us, out of Chehalis, Washington. He was bouncing around a bit as most gypos do when they're trying to stay busy, and eventually he found a steady haul with Jim Bower Logging, out of Port Angeles. With the new job came a newer truck. Bower had a 2005 Kenworth W900L

and matching logging trailer for sale, and Boone peddled his old truck and a pickup truck, and somehow was able to swing the deal.

Of all the different roads that Boone has travelled he's never found one that suits him as much as logging and log hauling. "It's just being out in God's Country, being able to see animals scurry across the road every once in a while and being able to smell the fresh air when you're up on a mountaintop."

"From where I've been in my past, I'd consider myself successful because I've gotten out on my own and dove into some uncertain waters," he says. "I'm doing well and I've been blessed. Every day there's something new and it's been a total journey." LT

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## The Driver's Seat:

# TODD STOFFEL • VANCOUVER, WASHINGTON

by Darin Burt

“I say that I was born into the timber industry,” states Todd Stoffel, of Vancouver, Washington, who works as a hired driver for Chilton Logging out of nearby Woodland.

Stoffel, 43, has roots in Tillamook, Oregon. His grandfather, Gerry Sorensen, was a logger working out of Nehalem, and was one of the pioneers in thinning back in the 1970s, and his great grandfather was Edward Sorensen, who in the 1950s, operated Kilchis River Logging.

“That was my life,” Stoffel says. “I was raised in Monroe, Oregon and during Christmas and summer vacations growing up we’d visit the coast and I’d go to work with my grandpa. I started out setting chokers behind the Cat when I was about 10 years old. It was awesome! After working for him all one summer, he said, ‘That kid saved me a ton of steps this year.’

“The highlights of my childhood were riding in the log trucks with some of the log truckers who hauled for my grandpa. I’d sit in the shovel with grandpa when he was loading and I’d spend all day in the trucks with Al Semia and Milt Collins.”

“I love the woods,” Stoffel says. “It’s where I belong.”

Following high school, Stoffel joined the ARMY, and after serving in Operation Desert Storm, he went right back to the mountains, working in the rigging for R&R King, Littlejohn, Penagor, Weyerhaeuser and International Paper.

“I loved being in the rigging and working with the guys. There’s a lot of camaraderie and team spirit. You’re working hard every day; yea, you get pissed off at each other and want to fight, but at the end of the day, you’ll have a beer together and you’ll be buddies again.”

In 1999, Stoffel accepted an offer to work installing pipe for fire control sprinkler systems. He did that for nearly 10 years, and while he enjoyed the job, he missed being involved with the logging industry.

Towards the tail end of 2009, Stoffel suffered a catastrophic injury on the job. He was picking up a piece of heavy pipe and ruptured his left bicep. He was out of work for 14 months, and when he was cleared to go back, there wasn’t any work to be had. Through the State of Washing-

(Continued on Page 17)  
See “Todd Stoffel”



ALWAYS UP FOR A CHALLENGE, Todd Stoffel drives a super-train for Chilton Logging. The truck is a 2005 Kenworth T800 powered by a C15 Cat 550hp motor and equipped with Hassell bunk gear and a Peerless pup trailer.

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**Todd Stoffel**

(Continued from Page 16)

ton's dislocated workers program, he was able to obtain his CDL. As soon as he climbed into one of the training trucks, he knew he wanted to haul logs.

"Secretly, trucking was something I'd always wanted to do," Stoffel says. "When it was raining sideways and snowing, I'd look up from the hole and see the guys in their trucks and think, 'Someday . . .!'"

After getting a little trucking experience driving over the road, Stoffel started banging on doors and eventually got a shot hauling logs.

"Log trucking has turned out to

(Continued on Page 18)  
See "Todd Stoffel"



TODD STOFFEL WRAPPING UP a load aboard the 1996 Westernstar that drove for Mills Trucking.



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## 18 Todd Stoffel

(Continued from Page 17)

NOVEMBER 2011  
LOG TRUCKER

be more than I ever thought it would be. I really like the emotional freedom; you still have somebody looking over your shoulder, but you don't have somebody chipping at you constantly."

Being that Stoffel had worked in the woods all his life, hauling logs came naturally to him. That's not to say there weren't a few lessons to be learned. His very first job was driving a 1996 Westernstar for a small outfit that had placed an ad - WILL TRAIN THE RIGHT PERSON. Stoffel called and said that was him. He remembers one of the first trips when something shiny caught his attention and he looked away for just a second and the next thing he knew he was in the ditch.

"It happens," he admits, "but you've got to stay focused because at the drop of a hat you can go off the road, and if you're up in the woods, that could mean going over a cliff."

"You just have to slow down and pay attention . . . the wood's not going to rot before you get it to the mill," he adds. "I use my mirrors constantly and if I have a question, I don't hesitate to ask."

Stoffel also overcame a more personal challenge. He is proud to state



**LOG HAULING KEEPS STOFFEL close to home and family; he's posing proudly here with with Tammy and sons Carson and Tyler at the oldest's graduation from Air Force Basic Military Training.**

that he's been sober for almost five years. "If I wasn't sober, I wouldn't have had the courage to follow through with getting my CDL," he says. (Being sober) is one of the greatest gifts there is . . . since I've quit drinking, things have definitely improved."

Eventually, Stoffel found a steady haul with Chilton Logging as one of a dozen company drivers.

"I'm grateful that they gave me a

shot when nobody else would even give me the time of day," he says. "I rode with the truck boss one day and then they put me in the oldest truck in the fleet for about a week. At the end of that week, they said they were moving me up."

Stoffel started out with a conventional long logger, but even though he'd never pulled a pup and didn't know much about it, he didn't hesitate to take on the challenge. He drives a 2005 Kenworth T800 powered by a C15 Cat 550hp motor and equipped with Hassell bunk gear and a Peerless pup trailer. Pup trailers are typically pulled empty, but Chilton, which three super-trains, has this one set up so that it can be loaded onto the frame along with the main log trailer. It's a long load with the pup attached - 72 feet or so from grill to tail lights.

Stoffel has only been pulling the super-train for a short time, but he's

already picked up a few pointers there as well - such as how the well the pup tracks has a lot to do with how it's loaded. "Obviously you try to load it as evenly as you can, but you want the back to be just a little bit heavier," he says.

"With the pup, you have to be even that much sharper, and I like that," Stoffel says. "It keeps me that much more focused and in tune with what's going on."

Chilton has logs to haul everyday, and even though Stoffel is one of the low men on the totem pole, he's happy to be where he is at. Still, there's a part of him, as there is with most passionate drivers that would like to try log hauling on his own.

"Right now, I'm still learning the ropes, but I'd love the opportunity to eventually be an owner-operator," he says. "There are some advantages to being a hired driver - if something is broken, you just write it down and the mechanic will fix it. I also like being able to spend time with my family."

Stoffel and his wife Tammy, who've been married for 20 years, have four children and two grandkids. When he's not working, Stoffel is watching his son Carson playing baseball, and helping his oldest son Tyler as an Eagle Scout. Not to mention plenty of hunting and fishing.

One thing's for certain, whatever road Stoffel takes, it's going to lead into the woods.

"I'm a log trucker now. The rigging is a young man's game," he says.

"I enjoy getting up and going to work everyday. Like the old guys says, 'If you do what you love, you'll never work a day in your life,'"

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## NEWS AND INFORMATION

### CSA truck safety program under scrutiny

Scrutiny of the CSA truck safety program went up a notch in October with a congressional request for an audit and the launch of a review

by a Federal Motor Carrier Safety Administration advisory group.

Rep. Peter DeFazio, D-Ore., asked Calvin Scovel, the Inspector General of the Department of Transportation, to audit CSA concerning issues raised in a recent congress-

sional hearing.

DeFazio wants the Inspector General to look into the accuracy, reliability and significance of CSA scores, in light of testimony that the system does not accurately rate carrier performance. He wants the audit done by August 1, 2013.

The CSA Subcommittee of the Motor Carrier Safety Advisory Committee began work on an analysis that will ultimately lead to recommendations to FMCSA on how to improve the program.

In a related development, American Trucking Associations called on FMCSA to be "more candid and transparent" in its evaluations of

CSA.

The agency must acknowledge shortcomings in CSA before it can make improvements, said Rob Abbott, ATA vice president for safety policy.

In a continuation of ATA's ongoing critique of the program, Abbott urged the agency to make sure that the CSA Subcommittee hears from researchers who have found flaws in the system.

DeFazio, the ranking member of the House Subcommittee on Highways and Transit, listed nearly a dozen questions he wants the Inspector General to answer.

#### Among them:

\* How many active carriers have enough data in the system to generate scores in any or all performance categories?

\* What is the relationship between scores and future crash risk in each category?

\* Do violation weights reflect future crash risk or increased crash severity?

\* Has the agency been transparent with respect to the data on which severity weights are based?

\* In light of shipper and intermediary use of CSA data to make business decisions, do scores accurately

(Continued on Page 20)  
See "LT News"

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(Continued from Page 19)

NOVEMBER 2011 reflect a carrier's safety?

DeFazio has said CSA does not require legislative action at this point, and that agency Administrator Anne Ferro is getting the message about the program's shortcomings.

He wants to see what FMCSA does in its pending safety fitness rulemaking. This rule, which the agency is expected to propose early next year, will formally incorporate the CSA data and rating system into a standard for determining if a carrier is fit to operate.

The Motor Carrier Safety Advisory Committee, a group of 19 officials from industry, the enforcement community and labor and safety advocacy groups that provides counsel to FMCSA on a variety of issues, set up the subcommittee to look into CSA issues.

The subcommittee is at this point focused on planning its approach to the wide-ranging and complex problem of CSA.

At the outset of deliberations yesterday, Chairman David Parker, senior counsel at Great West Casualty, urged the panel members to start with premise that CSA is a good idea that can be improved by compromise among those who use or are affected by the system.

He suggested that the list of questions posed by Rep. DeFazio

might be a good place for the panel to start.

Robert Pentracosta, vice president of safety for Con-Way Freight, urged the panel to start its review by identifying CSA's objective. He said it was conceived as a way to leverage the agency's resources to prevent more crashes, but has become a way to account for compliance with the rules.

"If we don't start at the beginning we'll get mired in the details," he said.

The subcommittee continues work today with the aim of producing a preliminary report that will shape its recommendations to the full committee.

### ATA urges science-based outcomes in sleep apnea testing

Seeing disturbing indications that the Federal Motor Carrier Safety Administration may plan to address the issue of sleep apnea among truck drivers with a "guidance" rather than a rulemaking, the American Trucking Associations has a new policy position that will allow its staff to work to convince agency leaders that a formal rulemaking process is necessary.

The new policy was approved by the ATA board of directors during ATA's annual Management Conference & Exhibition.

"Fatigue and driver health are two serious issues facing the truck-

ing industry," ATA President and CEO Bill Graves said. "However, as important as it is to address those issues, it is equally important for the federal government to use the regulatory process - with its emphasis on and cost-benefit analyses."

ATA's new policy reads in part that any effort to address sleep disorders, such as obstructive sleep apnea, should be done "through rulemaking and not through the publication of regulatory guidance;" and that those rules focus on "conditions that pose a substantially elevated crash risk based on sound data and analysis, be cost beneficial and promote effective treatments that minimize the impact to motor carriers."

"There's potential that in the future, guidance could be made effective immediately, and that would not be a good idea from our perspective," says Dave Osiecki, senior vice president of policy and regulatory affairs. "A rulemaking requires public input," which would allow the trucking industry and ATA to comment on how it would affect them.

"It also requires a cost benefit analysis, which goes to the point that there has to be enough benefit to outweigh the cost," Osiecki says. "We're a little concerned that that is not the current plan of this administration."

"We know that federal regulators are looking to address the issue of sleep disorders," said Mike Card, president of Combined Transport, Central Point, Ore., and new ATA

chairman, "what we are doing today is asking the government to follow its own normal processes and do this properly."

### Mack Pinnacle to deliver tree for Capitol Christmas Tree Project

Mack Trucks is providing a custom-decorated Pinnacle Axle Back model to deliver the tree for the 2012 Capitol Christmas Tree Project from Meeker, Colo., to the Capitol.

U.S. Senator Ben Nighthorse Campbell will drive the Mack Pinnacle model delivering the tree, which will be selected from the White River National Forest in the heart of the Rocky Mountains in northwest Colorado.

The Superintendent of Grounds for the Capitol will choose the tree from candidates selected by White River National Forest staff. Once selected, the tree will be cut in early November and brought to Meeker for a celebration. Following the celebration, the tree will be wrapped and ready to embark on its multi-week journey to the Capitol.

After arriving in Washington, the tree will be decorated with almost 10,000 low-energy LED lights and thousands of ornaments. A lighting ceremony on the west lawn of the Capitol will be conducted, and the

(Continued on Page 21)  
See "LT News"

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**LT News**

(Continued from Page 20)

tree will remain lit throughout the holiday season.

**Congress it's easier for veterans to get their CDL**

The House of Representatives in October passed a Senate bill (S. 3624) that lets states issue commercial driver's licenses to military personnel stationed in the state instead of in their home state.

The Military Commercial Drivers License Act of 2012 will ease the transition of recent veterans into jobs as commercial truck drivers. President Barack Obama is expected to sign the bill within the next few days.

Rep. Larry Bucshon sponsored the House version, which was identical to S. 3624, along with Mike Quigley and John Carney.

American Trucking Associations President and CEO Bill Graves thanked the House and Senate for quickly passing the bill.

"As the economy continues to recover, it is becoming ever more challenging for trucking companies to find qualified drivers to move America's most essential goods," Graves said. "Veterans with experience driving trucks in the military are highly sought after."

"Making it easier for veterans to move into these jobs is a good thing for the military, for the veterans themselves and for our industry."

This bill would remove a barrier which some military members needlessly face: barring of the receipt of a CDL by an individual who is not domiciled in the state. BY carving out an exception for individuals who are stationed, temporarily or permanently, in a state due to military service, this bill moves toward the goal of ensuring that no one who has served be unable to secure gainful

employment. "Again, The American Legion fully supports enacting H.R. 6456 and applauds your leadership in addressing this critical issue facing our nation's veterans."

James E. 'Jim' Koutz, national commander of The American Legion, noted that the legislation removed a barrier some military members needlessly face.

"By carving out an exception for individuals who are stationed, temporarily or permanently, in a state due to military service, this bill moves toward the goal of ensuring that no one who has served be unable to secure gainful employment," Koutz said.

Other groups expressing their support included the Owner-Operator Independent Drivers Association and the Military Officers Association of America.

**BBQ burgers pollute more than diesel Trucks**

Just how clean is the latest clean diesel technology? Put it this way: A study by the University of California-Riverside found commercially cooked hamburgers emit more particulate matter than diesel trucks meeting EPA 2007 and EPA 2010 emissions standards. The UC-Riverside study was funded by the South Coast Air Quality Management District and the San Joaquin Valley Air Pollution Control District.

"While the primary focus of this new study was on emissions from commercial charbroilers, this comparison clearly illustrates the significant improvements from clean diesel technology on California's air quality," said Allen Schaeffer, the executive director of the Diesel Technology Forum. "In fact, the study also found that the particulate matter inventory from commercial cooking is more than double the in-

ventory from heavy-duty diesel trucks."

Schaeffer notes that his was an extremely unusual comparison. "Generally, clean diesels are matched up against natural gas, hybrids or electric vehicles for emissions or fuel efficiency tests. This is the first time we've gone head-to-head against fast food," Schaeffer said.

"But more of these kinds of comparisons are likely, especially in California, where clean diesel technology has been such a success story. Today, in California the majority of particulate emissions come from brake and tire wear, with diesel emissions making up small and declining fraction."

According to the Diesel Technology Forum, in the United States, emissions from heavy-duty diesel

trucks and buses have been reduced by 99% for nitrogen oxides (NOx) - an ozone precursor - and particulate emissions. A key part of reducing emissions has been the shift to ultra-low sulfur diesel fuel that has been available since 2006.

This change in fuel specification reduced sulfur emissions by 97% - from 500 PM to 15 PM - and enables the use of advanced emissions control technologies. Similar advancements are taking place in off-road engines and machines.

"Across the U.S. emissions of particulate matter from diesel engines are declining and make up less than 6% of all particulate emissions," Schaeffer said. "Because of the investments in new technology, it now takes 60 of today's technology trucks to emit the same level of PM emissions as one truck built in 1988." **LT**

21 NOVEMBER 2011 LOG TRUCKER

**From the Stump**

(Continued from Page 2)

turing environmentalists has moderated towards more active management as being a needed critical tool of habitat restoration, and restoring the health of our national forests. Programs encouraging fuels reductions, thinnings, and actual logging green trees for firebreaks have proven to be both cost effective and help to reduce severity of fires on public forests. Both BLM and USFS Stewardship Contracts have helped reduce fuel loads as well, but the pace and commitment is in the hands of congress, and few in congress find this an issue they can address without incurring the wrath of the environmental industry. Courage in congress is an endangered species.

The smoke permeated the air once we were on the east side of the cascades, within a few hours of Spokane visibility was down to 1/4

miles for several miles, until dropping down into the Spokane valley itself.

Inconvenient, you bet... but when all is said and done, this is the result of natural management that's been touted the best three decades. It's unfortunate this cloud of smoke "reality" is not visiting media and city centers throughout the country. How do you suppose this enormous load of noxious fumes and particulates created in wildfires compares to the output from vehicles? What if we were to make such a comparison and if the numbers bear out, were to shift from funding bureaucrats writing and enforcing air quality rules, to harvesting, manufacturing wood products and managing our forests for multiple-use?

Radical concept, I know... but far more effective to actually encourage an economy with raw materials that create industry, jobs, and build communities outside the cities. **LT**

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# READER PHOTOS



CLINT LEMBKE'S NEWEST TRUCK is a 1981 Peterbilt 359 with a 3406 Cat motor, and Eaton 13-speed. Lembke, who trucks out of Colville, Washington on the Eastern side of the state, writes that the truck was hand painted by John Race when he got it, "but my wife said it was ugly, so I named it Ugly Betty. The other saying was on the hood so we left it cuz it's right -- a bad day hauling logs is better than a good day in jail."



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THE LOAD ON JEN JORGENSEN'S 2006 KW 900L was a danger tree from east of Ashland, Oregon on Dead Indian Road. "The tree was standing when I arrived. One hour later it was on the trailer and I headed to Myrtle Point," he says. "It was a great day of doing what I love."

JENS JORGENSEN SR., of Jorgensen Trucking in Coquille, Oregon, shows off his 2012 KW 900L "CreamSicle" near a patch of dead and down trees near Loon Lake.



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## NOVEMBER 2012

### ADVERTISERS INDEX

Alpine Industrial LLC .....20  
 American Alliance Drug Testing .....7  
 Anderson Bros. - Portland .....11  
 Art's Automotive .....14  
 Esley Truck Accessories .....16  
 Forest Industry Network .....23  
 G.W. Gannon Equipment .....21  
 General Trailer .....3  
 Kenworth Northwest .....11  
 Knox-Douglas, Inc. ....6  
 L&M Truck Sales, Inc. ....6  
 Lincoln Industrial Supply .....17  
 LKQ K.C. Truck Parts .....24  
 LKQ Wholesale Truck Parts, Inc. .13

Log Trucker Ad Deadline .....25  
 Log Trucker Subscription .....22  
 Loggers World Suspenders .....22  
 Miller Truck Salvage LLC .....12  
 Progressive Insurance Co. ....9  
 Quality Diesel Parts .....15

R&G Machining & Engine Parts ...19  
 Radiator Supply House, Inc. ....10  
 Roamin' Mobile Scale Repair .....12  
 Scheller Diesel Service .....21  
 Skip's Truck Repair, LLC .....22  
 St. Johns Truck & Equipment .....8  
 Tim Morgan Insurance .....14  
 United Gear .....10  
 Valley Freightliner .....16  
 Washington Truck Rebuilders .....18  
 Washington Truck Wreckers .....5  
 Western Peterbilt .....15  
 Whit-Log, Inc. ....4

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