

LOG TRUCKER

VOLUME 38 NUMBER 12

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DECEMBER 2012

Diversified Benefits

**MONTERO
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COLFAX, CALIFORNIA

SEE PAGE 6



Merry Christmas!

FROM THE CREW AT...

LOG TRUCKER



From the stump...

Working with what you've got

by Mike Crouse, Publisher

As the dust settles from the recent election and reality settles in, we're left with a choice on the single issue we solely have control of: our own attitude. Of all the businesses one could be involved in (government excluded) natural resources in general, and logging in particular, there's the constant reinforcement that circumstances change constantly, and those who survive and thrive are those who can flex, change, and find the opportunities because you are looking for solutions.

The temptation for many is to believe the worst case scenario, and allow that to permeate your thinking, or worse, your leadership, buying into the "end of the Earth" predicted by some, and hunker down, or be caught grumbling about "how bad things are." That may be fine for a few fleeting moments of solitary thought, then return to the reality of the present and lead with what you have and proceed your vision of the future to your company, crew, and others.

The economic engine of our country has proven its resilience over the decades, including the past four years. We're even hearing of longer term contracts for loggers in some markets, a trend we hope will continue in recognition of the future demand as markets continue an upward trend.

It all starts with your positive attitude, looking ahead, being diverse, progressive and finding opportunities. One of the chief benefits from being a part of your state logging association comes in knowing and sharing that mindset with others who see and think in the same fashion. Positive minds attract others of the same mind, where you're sharing ideas, and encouraging each other, and exposed to future possibilities.

These are common themes we see amongst the best contractors in our business, large or small, in any part of the world. Maintaining focus, retaining optimism, encouraging and training your crew, keeping an eye on efficiency, and doing your best, all are factors that are infectious, tangible,

in demand and under your control.

How we react, adjust and think paves our own future.

Some humor

Marijuana was legalized in several states in the past election cycle, which perhaps explains some of

the incredulous results. Regardless of how you feel about the issue, we feel there may be a solution available to those states who've legalized cannabis, for whatever use, if we take it one step further and not only supply these drugs free but encourage the use within the legislature amongst elected officials, staff and state offices! The benefit is two-fold: 1) at least it may provide some reasoning behind the bizarre legislation we've seen from those legislatures over the past few decades and 2) at best, perhaps our legislative members could be so anesthetized in their smoke induced stupor that would do less harm!

Hump bump

While out with Idaho logger Mike Reynolds we traveled to a project on Idaho Department of Lands (IDL), which Reynolds had earlier warned me was some pretty rough roads, which turned out to be no understatement. The site was called "Hump Bump" whose origin was apparent as you approached the site, and the rolling terrain we were on for a good hour plus on the way up (and of course on the return run). "They call them rolling dips," Reynolds explained, noting it was designed for run-off erosion control. "They say it works, rather than culverts and ditches." We had no opportunity to talk with anyone from IDL, but we assume they have a record of success with these, and thus so be it.

What we will assure you is that these "hump bump" style of erosion control represents the worst logging road I've ever been on, something which most of the loggers working the site agreed with. While certainly not quite as bad as the bombed fields of Vietnam, the construction of these erosion barriers would be challenging enough every mile or two, but these were situated every few hundred feet as you climbed a few thousand feet up to the logging site. Each of these structures started with a hump maybe 12-14 inches, immediately followed by a rolling drop

over perhaps 15-20 feet, bottoming in a bit perhaps 20 inches down in the middle of that drop, then bring it back up on the other side with another hump. It may not have been quite that severe, however as Reynolds had warned at first, it did take an hour or more in each direction and seemed to be as much a deterrent to travel in general as it was for erosion control. Your "speed" on such a road would be 10-15 miles an hour max, though I'm sure there are some hearty souls that might take it at 20 (perhaps in someone else's truck?), they do so at their own peril.

Taking this road with an empty, yet alone loaded, log truck would be a most challenging venture.

This particular unit is a Grizzly bear management unit they're not even allowed into until July 1st. The public should take some comfort at these extraordinary efforts made to protect their lands and streams.

Forest fire scars

Heading over the Santiam Pass to the Associated Oregon Loggers Statewide Logging Safety Conference in Bend, Oregon we again drove by the remnants of the B&B Complex fire of '03 where some 94,000 acres were consumed most of which remains rotting and has lost all value. Not everyone would agree this site should have been salvaged while there was still value in the wood (which has no value presently). Nor would everyone have agreed it should be immediately replanted and regenerated, and thus we have 94,000 acres charred remnants as a monument to the type of management you have with Mother Nature. Some would celebrate this as a success. Every time we drive by it, especially in light of current economics, it serves as a reminder of a failed policy and waste of time, money, years of lost growth of the forest, and a very ugly scar on the landscape.

I'd like to see PBS (Public Broadcasting) make an hour long documentary on the history of this fire, highlighting those who waged a successful battle to block its salvage, and "won" the battle over its current Natural management scheme. Nearly a decade after the wildfire smoldered to its end, sitting and largely out of public attention, shining the light on this "do nothing" ideology and reminding the public that those charred black and grays stick, which used to be a forest, is

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LOG TRUCKER

Founded in 1975 by Finley Hays

Published by

LOGGERS WORLD PUBLICATIONS

Phone (360) 262-3376



Member and Supporter of the
American Loggers Council Since 1994

PUBLISHER Michael P. Crouse

EDITOR EMERITUS Finley Hays

EDITOR/WRITER Darin Burt

ADVERTISING MANAGER Kevin Core

OFFICE MANAGER Holly Larson

POSTMASTER: Send address
changes to:

LOGGERS WORLD PUBLICATIONS,
4206 Jackson Highway, Chehalis, WA 98532-8425

E-Mail: logworld@aol.com

SUBSCRIPTION RATE (In U.S.A.): \$12.00 per year;
Two years for \$20.00

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READER PHOTOS



LUKE ZACHARIAS, of Joseph, Oregon, hauling in a snowstorm off the top of Whiskey Creek outside Wallowa. It's that time of year, when Old Man Winter turns the woods white with snow and the roads slick with ice. Throw a few chains, grab a cup of hot cider and check out all the great snow trucking photos that our readers have submitted starting on page 15.



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A “Tok’n” initiative?

By Sherrie Bond

So, it's all over but the shouting (the election, that is and the swirling backwash that's a result of the 2012 elections). Before I go much further, I feel the need to say that I am grateful for people who think long and hard about what they can do as voters, to make life better for the rest of us. So stated, there are numerous issues that make it to the ballot after being introduced to the public through initiatives. (You know the ones we are all urged to sign outside our local big box stores by people who may (or may not) have any idea what they are promoting).

One Initiative of interest to me was I 502 - the legalization of marijuana; a vote that was counted and declared a victory long before we figured out who was elected Governor! My interest wasn't about where to shop, but what are the implications as far as our industry is concerned? We all know that L & I classifies all facets of the timber industry as a high risk, so what may we be facing as far as premium rate increases when we add a little TCH to the

mix? While the initiative passed with ease, the basis for governance over the legal issues will require exact sculpting before the creases are all ironed out.

For example, marijuana possession becomes “legal” in limited amounts as of December 6, 2012, but won't be available for purchase in stores before 2014. What does that mean? Well, for one thing, buyers will still be purchasing weed from Jerry Joint on the corner of Howmuchuwant Avenue and Igottabong Road until then. Limited quantities of marijuana will be defined by a “usable” ounce. Now, this is where it gets muddy as the ratio is a “usable ounce” per mix. “Usable” quantities are defined by the method in which it is available; for example if infused in a liquid, 72 ounces is considered the maximum (I would suppose that to be something like ‘dope in yer coke’), dried leaves alone will be held to one ounce and in marijuana-laced food (such as brownies) the limit is set at one pound ... which I find to be totally unfair as I don't know anyone who can limit themselves to a pound of (unlaced) brownies without wanting more!! Kinda like those infa-

mous potato chips ~ you can't eat just one! Oh and let's not discount the fact that the purchase and possession is still illegal under federal law!

In all seriousness though, beginning December 6, 2012 there will be new provisions under the law for DUI (drugged driving), so this is no laughing matter. DUIs and possession charges take effect and are punishable from that date forward. Just like drunk driving where the point of intoxication is set at a .08 (.04 for commercial drivers) as a cut-off threshold, the guidelines for pot are 5 nano grams of active TCH per milliliter. Law enforcement must have probable cause that you are impaired before requiring a blood test and as yet it is undetermined how the blood testing will occur. This new law also does not change the state employment laws of drug testing and firings.

The new law will go through some changes before it is set in stone, but keep in mind the legislature needs a two-thirds majority to change or repeal an initiative under state law. It is my guess significant changes won't take place prior to 2014, but guidelines will have to be

introduced to govern the situation at hand before that date.

As I close off my column, for this year I want to thank those that have emailed me with comments or who get a chuckle out of my tongue in cheek observations. I have no doubt we will face many challenges in the next few years but, want to leave you with this thought. For decades the logging industry has been pummeled with vicious slurs of raping the forests, insensitivity for the environment and neglect of wise stewardship with which we are entrusted simply because the tree huggers and do-gooders don't think the industry should exist. However, let me brighten your day with this tidbit --- marijuana growers and medical pot distributors are now being blamed for clear-cutting in Nevada County, California in an effort to bring more sunlight to the pot-patches planted in forest habitat (and here I thought we had cut the last tree standing)!

LT

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

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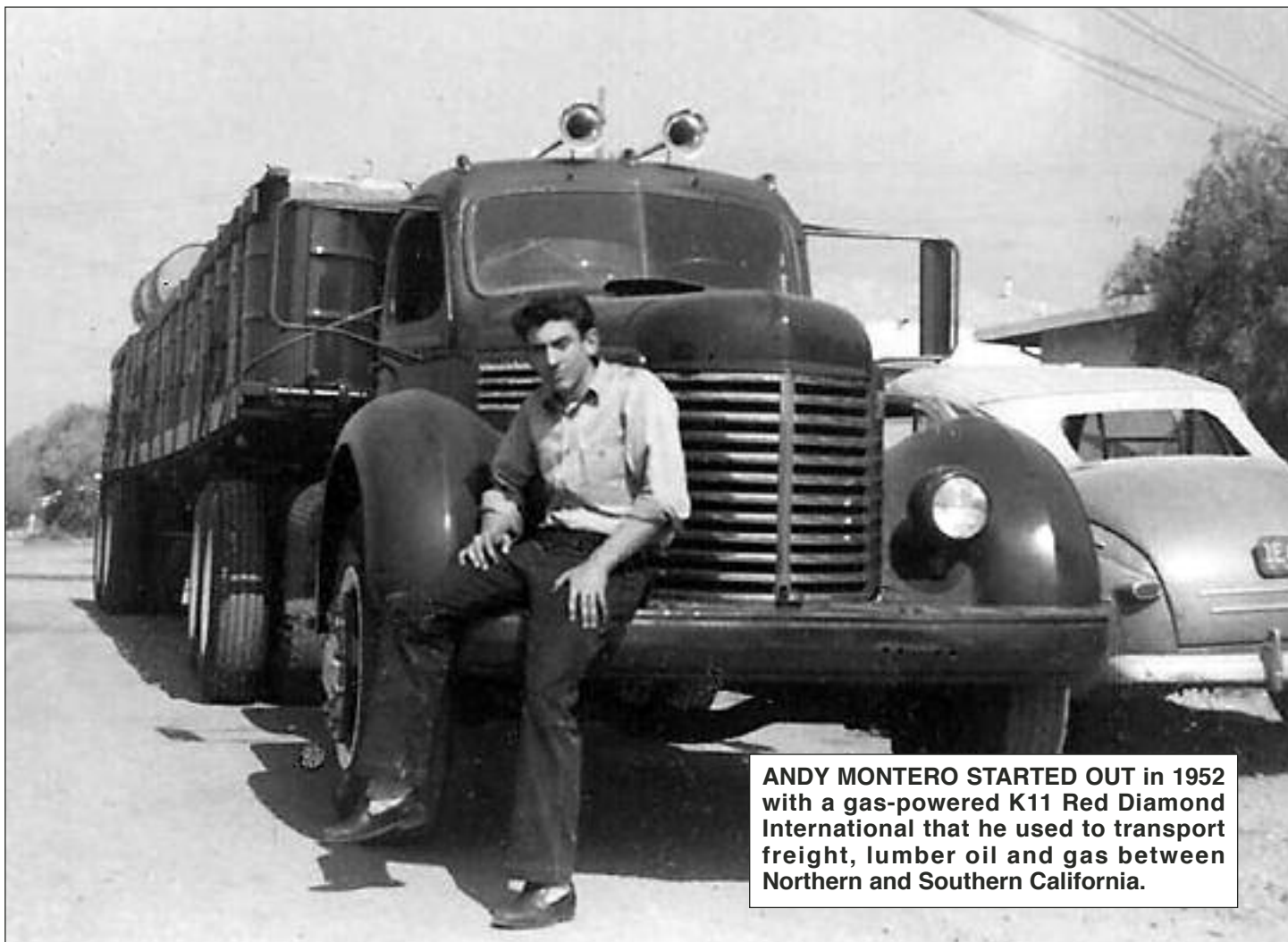
By Darin Burt

From rock hauling and timber transport, Montero Trucking has driven through the road's ups and downs to arrive at a personal definition of success.

Originally naming his company Montero Log & Lumber Transportation, founder Andy Montero, now 78, started trucking in 1952 in the San Francisco Bay area.

With his one International Montero began hauling freight, lumber oil and gas between Northern and Southern California. In 1954 he moved to Bodega, in Sonoma County, bought a 1946 flat fender and went to work hauling logs in the summer and lumber in the winter. In 1956, he upgraded to a new Peterbilt and continued to switch back and forth between logs and lumber depending on the weather conditions well into the 1960s. Montero had a couple of trucks and was hauling log and short logs "for everybody on the coast" between Bodega Bay and Fort Bragg.

Around 1960, Montero took his trucks to the little backcountry town of Julian in San Diego County. They hauled big timber from the Mount Palomar area to the ports in San Diego. During that time, the environmental movement was kicking in and not having the temperament to deal with the "beatniks," he switched to hauling lumber, hay, fruit and even pre-fabricated homes.



ANDY MONTERO STARTED OUT in 1952 with a gas-powered K11 Red Diamond International that he used to transport freight, lumber oil and gas between Northern and Southern California.

In 1968, Montero headed north again to haul logs on a burn in the Ice House recreational area near Lake Tahoe. It was supposed to be a couple years worth of work, but at the same time, his cousin talked him into hauling rock for a large brokerage firm in Auburn. Montero had six trucks at this point; two were converted two dump trucks

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See "Montero Trucking"


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MONTERO HAULS CHIPS from a mobile chipper at a golf course/sub-division project to the Rio Bravo co-gen plant in Lincoln, California.



Montero Trucking

(Continued from Page 6)

and the others were sold.

Rock hauling continued to be Montero's gig through much of the 1970s. After a falling out with the company for whom he was hauling, Montero decided to go out on his own developing his own gravel customers. He began to update to newer Peterbilts. Montero's business expanded along with the booming construction market during the 1980s. A multi-million contract to haul the rock and equipment for a freeway contract gave Montero even more of a boost. The job was using as many as 60 trucks a day, most of them sub-haulers working under Montero. While the job may have not added many trucks to Montero's personal fleet, it gave the company a lot of strength to do different jobs because they had so many trucks moving around. A contract delivering wet batch concrete for another road construction project followed;

(Continued on Page 9)

See "Montero Trucking"

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(2) 2008 Peterbilt 367, C15 475 HP, Jakes, 18-Spd RTLO18918B, 14,600 Front, 46k Rears, 3:91 Ratio, Lockers, Air Trac Susp., 220" WB, Hyd. Wet Kit, Cab Guard with Storage, Power RH Window, 182k & 234k Miles.....**\$79,500 ea.**



OPT Overhaul

2007 FREIGHTLINER FLD12064SD, C15 475 HP, Jakes, 18-Spd RTLO18918B, 14,600 Front, 46k Rears, 3:91 Ratio, Lockers, AirLiner Susp., 205" WB, Power Mirrors & Windows, 538k Miles, OPT Overhaul Good Until 2015**\$59,750**



Overhaul

2006 KENWORTH T800, C15 475 HP, Jakes, 18-Spd RTLO18918B, 14,600 Front, 46k Rears, 3:73 Ratio, Lockers, Air Susp., 210" WB, Air Seats with Lumbar, Power RH Window, 341k Miles, Engine Overhaul**\$76,500**



Cummins

1997 WESTERN STAR 4964EX, N14 460 HP, Jakes, 13-Spd RTLO16913A, 12k Front, 40k Rears, 3:73 Ratio, Hendrickson HAS Susp., 246" WB, Air Seats with Lumbar, Power RH Window, 554k Miles**\$29,500**



Pup Equipped

1997 WESTERN STAR 4964F, 3406E 475 HP, Jakes, 13-Spd RTO16913, 12k Front, 40k Rears, 3:90 Ratio, Hendrickson RTE Susp., 4th Axle, 15' Dump Body, Pup Equipped, Heritage Cab, Quad Horns, 889k Miles.....**\$39,750**



Overhaul

1996 INTERNATIONAL 9400 Eagle, 3406E 475 HP, Jakes, 9-Spd RTX16709B, 14k Front, 46k Rears, 4:56 Ratio, Hendrickson RT Susp., 252" WB, Air Seats, Tilt-Tlspc Column, 793k Miles, Engine Overhaul**\$32,500**



2-Spd Rears

1989 INTERNATIONAL 9300 SBA Eagle, NTC 400 HP, Jakes, 13-Spd RTO14813, 12k Front, 40k Rears, 2-Spds, 4:11/5:60 Ratio, Hendrickson RSA Susp., 230" WB, 118" AF, 8'6" Bunks, Vulcan Scales, AM-FM-CD, CB**\$24,500 Truck & Trailer Package**



Vulcan Scales

1987 ALPINE Log Trailer, Walking Beam Susp., All Aluminum Wheels, 8'6" Bunks, Fixed with Extensions, Vulcan Scales, Scale Box, Cord.....**\$7,500**



2-Spd Rears

1985 INTERNATIONAL 9370, NTC 400 HP, Jakes, 13-Spd RTO14613, 12k Front, 38k Rears, 2-Spds, 4:56/6:21 Ratio, Hendrickson RSA Susp., 240" WB, 118" AF, High Back Seat with Lumbar, AM-FM-CD, CB**\$13,750**

Montero Trucking

(Continued from Page 8)

this time more of Montero's own trucks were on the job.

However, with the good comes the bad. Montero was embroiled in minority regulation issues; the fault of those hauling for him, but because he was the one managing the contract, he was ultimately the one that took the fall and was penalized hundreds of thousands of dollars. The end result was that Montero was forced to sell all but a handful of his own trucks in order to pay the fine.

By the mid-1990s, construction had slowed dramatically. One of the rock companies for whom Montero hauled, decided to harvest the timber on a 16,000-acre parcel near Dutch Flat, mid-way between Sacramento and Lake Tahoe, near Interstate Highway 80. Wah-lah, Montero was back in the log hauling business. They supplied the logger with a loader and put one of their trucks on the job hauling timber.

Montero's son Tony took over the business – which had changed its name to simply Montero Trucking, in 1997. The company was back to their roots of excavation and rock hauling. During this same time, Montero also got more involved with moving equipment, not only for their own project, but also for outside customers including loggers in Northern California and Southern Oregon.

Another interesting sideline was hauling landscape rock between Northern California, Nevada, Idaho and Montana. "People sometimes have more money than brains," jokes Tony. "They'd pay big money for rock from Montana and Idaho and northern California so that they could have exposed aggregate fireplaces and patios in an exotic color. It was pretty nice deal for us for a while until California environmental regulations interfered killed the exposed aggregate business."

"The mentality they have in the state government is that California is its own little nation," Tony adds. "The regulations here are intense and that's one reason that so many people don't want to run in this state."

As the economy tanked, rates dropped and fuel prices skyrocketed, Tony made the realization that if something didn't change drastically, the business was going along the same route. By the time 2010 rolled around, the majority of Montero's aggregate customers had either slowed dramatically or gone out of business. Montero began to downsize their fleet and equipment holdings to stay on a level playing field.

Other trucking companies might have just hung up their keys. Tony admits that that idea has been discussed a number of times in recent years, but what he and his father

(Continued on Page 10)
See "Montero Trucking"

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MONTERO'S PEARL WHITE 1995 PETERBILT, featuring a 475 E-model Cat motor, 18-speed transmission, 46k rears, is driven by Brian Moniz.

Montero Trucking

(Continued from Page 9)

have learned over the last 60 years is that keeping a business going is always a challenge no matter the circumstance.

"Even in the best of times, it's a challenge of trying to balance stress and work and customers and drivers. My father is as stubborn as a mule and he doesn't know how to quit – that's something that is in both of our natures," Tony says. "We just knuckle down and deal with the hard times and wait for better times to come."

"Trucking is just what we do. It's a disease," Tony adds with a laugh. "For the most part, we just don't know anything else. We do have equipment, and we do know how to do other things in relation to the trucking business, but realistically, it's way to late for us to change."

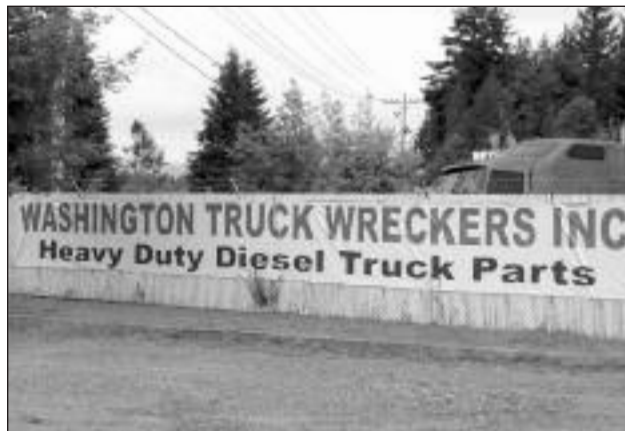
Presently, Montero Trucking is hauling logs, aggregate and bulk cement. They have a fleet of seven trucks, but the majority of the time there are four on the road. Tony drives a 2001 Peterbilt that is a "whatever it has to do truck" from logs to lowboy to pulling end dump. Andy still drives and he's behind the wheel of a 1998 Peterbilt pulling an end dump. Driver Brian Monesse operates a 1995 Peterbilt logging

(Continued on Page 13)

See "Montero Trucking"

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IN THE MID 1950S, Montero Log & Lumber Transportation hauled logs and lumber with a 1946 low mount flat fender Peterbilt. Flat fenders, available on factory-built log trucks, were more rugged than those on standard highway trucks. In those days, recalls Montero, the mills were often as difficult to get into as the landings in the woods.



TONY MONTERO BACK IN 1994 with his 1974 Peterbilt hauling a three-log load. A side note about the truck is that it had no power steering. "None of our trucks had power steering until 1997. My father had a philosophical belief that power steering was just about anti-religious. He didn't like the way it drove or felt," Tony says. "He still doesn't believe in air-conditioning. He takes spartin life to a whole new level."

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MONTERO TRUCKING has made much of their success from rock hauling. Here they are transporting large landscape boulders from the quarry floor at Chevro Aggregate in Chula Vista. In order to protect the lightweight materials handling box on the 1977 Peterbilt, they first put in a bed of sand.



THREE GENERATIONS of the Montero trucking family: (left to right) Andy, Ginger, Tony, Heather and Aidyn.

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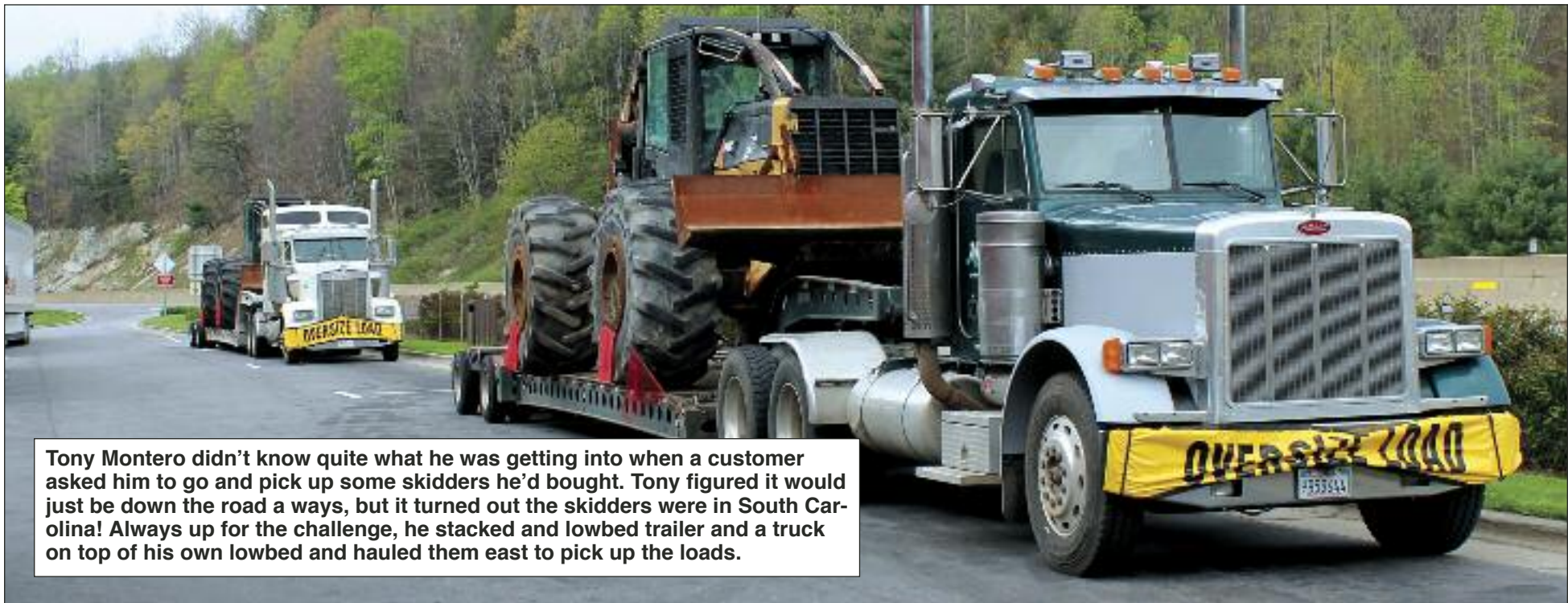
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Tony Montero didn't know quite what he was getting into when a customer asked him to go and pick up some skidders he'd bought. Tony figured it would just be down the road a ways, but it turned out the skidders were in South Carolina! Always up for the challenge, he stacked and lowbed trailer and a truck on top of his own lowbed and hauled them east to pick up the loads.

Montero Trucking

(Continued from Page 8)

truck hauling from Chester to Quincy, California. Doug May operates a transfer carrying ready-mix. Most of the logs that they hauled the last few seasons have been for Robinson Enterprises.

"We're kind of spread out doing a lot of different things. Most of the reason that we survived over the last five years has been because of

diversification," Tony says, adding that for the last year, they've been hauling mostly logs and are considering putting another truck on for next year.

"Hauling logs is certainly something that my dad and I have always enjoyed doing. The guys that we work with are really nice people and the environment is very pleasant. There's a higher level of ethics, professionalism and integrity in the timber industry than just about anything else in which I've been involved. The people are harder work-

ing, more devoted, less whining, and most of the guys that we've had hauling logs for us would do whatever needed to be done," Tony says.

He adds, however, that log hauling is not something that they're stuck on. "If it turns out that there's not enough money in it, we're not going to do it," he states.

"Our primary interest in the trucking business isn't so much a romantic sense; it's trucking to make a living. If we can make more money hauling turnips from one side of town to the other, then that's what

we'll haul."

"We're successful in that we've survived a wide variety of storms. We've done really well when times are good and we've managed to do okay when times were really bad. The ironic part (about downsizing) is that it seems that we keep about the same amount of money at the end of the year whether we run four or 15 trucks. We're content with who we are and what you do and we're content with our operation, so I'd say we're successful."

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We know all of you log haulers have been especially good this year. Since you're all bound to be on Santa's nice list, and we know you're too busy to write him a letter, we thought we'd help. We asked "What do you want for Christmas"; We hope you get everything you wish for and that you have a safe and prosperous New Year.

Dawn Slama: I would like all of my friends and customers to have a fun, safe, and prosperous holiday season! Oh, and I want my hubby and I to have a romantic get-away somewhere!

Forrest Waldron: A bumper and new Pederson bunk gear. And a paint job and new frame rails, new suspension too. And a CB that can walk the dog. Other than all that, I'm content with what I've got.

Todd Stoffel: Someone to buy all my extra crap so I can get my truck.

Jeff Henke: I'd be happy with

anything for my Harley!

Brandon Davis: I would like too be with my son truckin trees; that's all I want . . not too much to ask for a lil' father son time.

Darren Risseuw: All I want for Christmas is my two front teeth and a new visor for the ol' timber totter.

Julie Zacher: I just wanna be here to celebrate it.

Troy Kaelber: Better rates for everyone.

Johnny Magee: Number one on

my list would probably be for my whole family to be in good health; 2nd would probably be a brand new long hood Pete with an ISX 600 Cummins.

Mike Hays: A second truck, lots of work and to truck with my son and Forrest - that would be fun!!

John Hayes: Just a C-18 cam for my E model.

Randy Hobgood: I want a cheap set of straight pipes.

Jeff Roberts: A new president and a new economy so I can buy a buncher and work for myself.

Lacey Rice: I want a truck driver with a big bank account.

Ryan Luft: To get back into the woods. I miss it.

Austin Hatley: A nice old B-model Kenworth with 260" wheelbase and 46,000lb rear ends with dual lockers!

Dan Williams: Some nice short log gear . . . old or new, just as long as it's nice!

Jesse Jernigan: A safe trip for my son and my expecting wife to Oregon to spend Christmas with my side of the family.

Bob Holman: I've met a lot of great people here and My Christmas wish is for all of them to be blessed with a easy winter, and lots of straight timber and good loads to haul in the new year, plus a rate that will help them get a leg up on all life has to offer.

Kenny Keeler: For this economy to improve and a better year for everyone!! And eight more 20" five hand hole Alcoa's for the mistress!!

LaRel Herbert: I want an Astar 350BII Helicopter.

Lupe Hobgood: I'm asking Santa for a welding jacket!

John Parks: To be able to keep on supporting my family and enjoy what I do everyday.

David Noble: I just want everyone be to safe and have a great Christmas with thier families!

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ROBERT COMER WAS HAULING for Dan Arens & Sons from Pollock Pines, California in this photo. This was the first snow of this year on a job off of Silverfork Rd. "We have been very fortunate in that none of the storms have put us out for more than a day at most," Comer says. "Just the luck of the draw, I guess. I love hauling when few others are. I love the challenges the weather brings."

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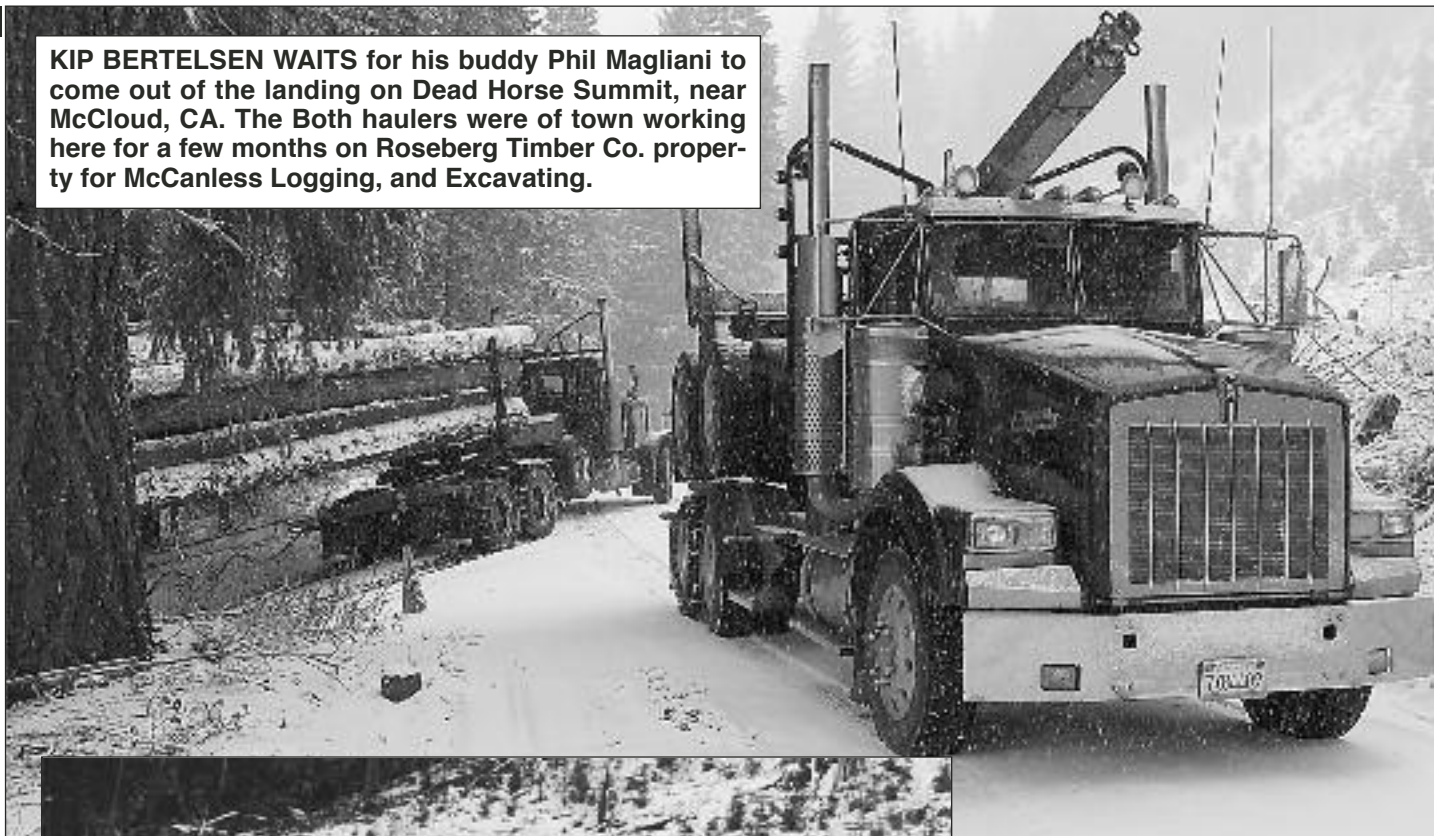
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KIP BERTELSEN WAITS for his buddy Phil Magliani to come out of the landing on Dead Horse Summit, near McCloud, CA. The Both haulers were of town working here for a few months on Roseberg Timber Co. property for McCanless Logging, and Excavating.



MIKE AMMONS, of Sedro-Woolley, Washington sent in this photo taken near Lake Cavanaugh, east of Mount Vernon. It was taken in February of 2001. "The truck was hauling for Nielsen Bros. I was the last truck in the string that day," Ammons writes. "By the time I left the landing, it was pretty well iced up. I knew I couldn't get the truck slowed down before the next switch back so I jumped out and this is where the truck ended up."



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RRL20145	\$1600



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MIKE FRIEDEN, OWNER OF MIKE FRIEDEN TRUCKING, shares a photo he snapped at Westside rock in the Cornelius/Forest Grove area. "It was so icy on the driveway in we had to take a 4x4 pickup and load it with 3/4-0 to shovel up and down the driveway so we could get enough traction to get in," Frieden recalls of the job.



CLINT LEMBKE AND LARRY BODY on Rocky Creek in Pend Oreille County, Washington waiting to get their last loads of the day before heading down the mountain.



GRANT HAYS, OF MEDFORD, brings a load of short logs off the mountain near Tennant, California with his 1999 Peterbilt cabover.

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DAVID NOBLE of South Bay Timber hauling on Spooner Summit, Glenbrook, Nevada.



AARON JOHNSON driving, for Magnum Trucking, pulls a load off of School Bus Saddle, eight miles from Headquarters, Idaho.



FORREST WALDRON TOOK ADVANTAGE of one of the few snow days he's seen this season to snap this photo of his International log hauler on the site of this past summer's Barry Point Fire near Lakeview, Oregon.

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The Driver's Seat: RYAN TATHAM • CASTLE ROCK, WASHINGTON

By Darin Burt

Had you asked Ryan Tatham a few years back if he saw himself ever driving a logging truck, the answer would have been no way.

"I always swore up and down that I'd never (drive a truck) because everybody always said that once you get in it you'll never get out," he says. "I thought it might be a cool job to be in the woods everyday, but I just felt that I needed to go and do something else where I'd make big money."

Yet here he is pulling a hayrack and lowboy for Jerry Debriaie Logging Company from Cathlamet, Washington. And you know . . . he's pretty happy doing what he's doing.

Ryan is a guy that's done a number of different jobs over the years, but they've all had a connection to heavy equipment and trucking. Right out of high school, he went to work for Cowlitz Clean Sweep in Longview, operating vacuum and sweeper trucks. He followed that with summer and winter work for the state highway department keeping roads clear of snow, blacktopping and various road cleanup jobs. Looking for steadier work, he found a job pulling a logging truck outfitted with a turkey rack for Dave Moore, a thinning and cut-to-length logger working with Weyerhaeuser.

Log hauling wasn't particularly a job Tatham was aiming for, but rather something he just stumbled across that was a good fit for his background and abilities.

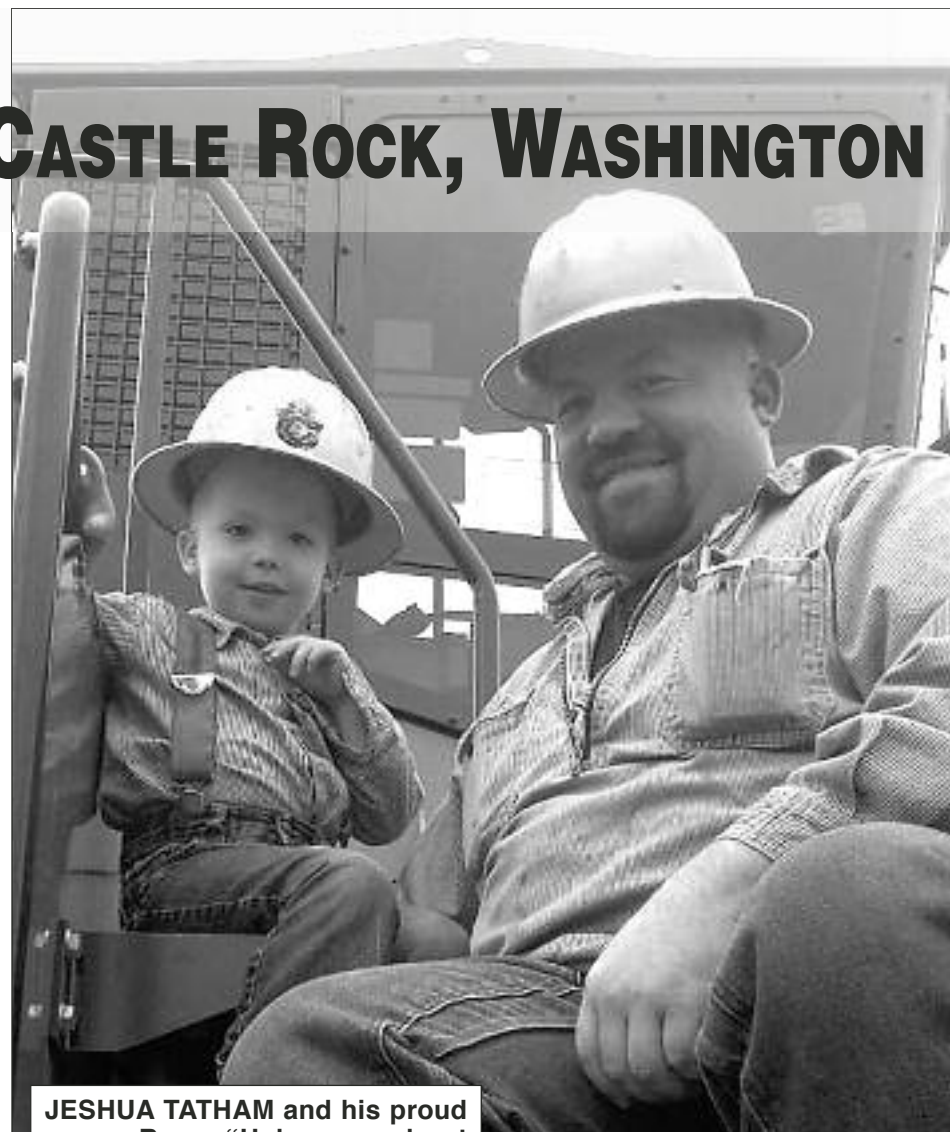
"I'd grown up riding in trucks with my grandfather and my uncles; my whole family has been involved with the timber industry. My dad worked at Packwood Lumber and my uncle is

a lowboy driver with McCallum Rock Drilling," Tatham says.

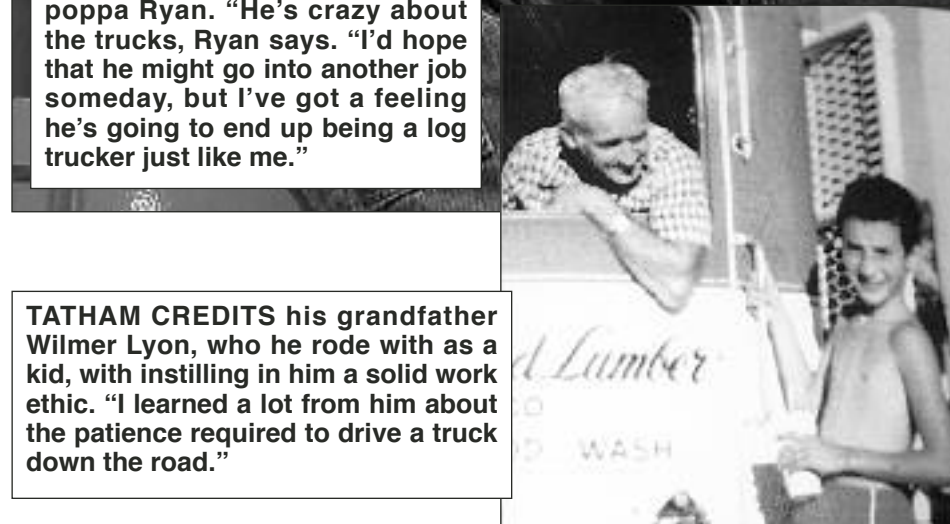
Tatham drove for Moore until he went out of business a few years later. His next driving job was pulling a long logger for Don Fudge Contract Cutting. Fudge eventually sold his trucks to Tight Line Industries – the trucks and the drivers went as a package. The situation didn't work out for Tatham, so he found work as an excavator and acting as foreman on a fibre optics project. It was a union job, and Tatham was making that big money he'd been seeking. It was a great job for a single guy, but after about six years, the work faded away. He turned his excavator operating skills to a few pipeline jobs. Again, when the work slowed, Tatham went back to the woods, driving a long logger, mule train and lowboy and operating processor for his old boss Don Fudge. Once again, when that job fell off after a few years, Tatham left the wood to work for a demolition outfit knocking down buildings with an excavator. He liked the work, but when the company asked him to relocate to Colorado, it wasn't hard for him to say no thanks so that he could stay home and be closer to his family.

At that same time, Tatham had an offer to buy his own logging truck. He called up Debriaie and asked if he had a truck that he could drive in the interim. Debriaie asked if he wanted to drive the company lowboy as the driver was about to retire, but Tatham was upfront that he wasn't sure how long he'd be around. While he hauled logs, Debriaie kept at him about the lowboy job, and eventually

(Continued on Page 20)
See "Ryan Tatham"



JESHUA TATHAM and his proud poppa Ryan. "He's crazy about the trucks, Ryan says. "I'd hope that he might go into another job someday, but I've got a feeling he's going to end up being a log trucker just like me."



TATHAM CREDITS his grandfather Wilmer Lyon, who he rode with as a kid, with instilling in him a solid work ethic. "I learned a lot from him about the patience required to drive a truck down the road."

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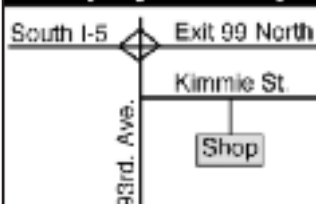
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20 Ryan Tatham

(Continued from Page 19)

DECEMBER 2012
LOG TRUCKER

he said okay. Part of it was loyalty, and having a "do whatever it takes" mentality, and part of it was just that the lure of being an owner-operator was starting to wain.

"I'd crunched the numbers and I could come up with a figure that made sense to have my own truck. It didn't seem like I was going to make any more money than I would by working for somebody else. I'd still love to have my own truck, but there would have to be a drastic change in the economy. For a guy just to go and buy and start out, just doesn't work out anymore," Tatham says.

"Jerry said he'd pay me an hourly wage to operator the lowboy . . . and here I am."

For a guy who thrives on variety and challenges, switching between hayrack and hauling equipment has proved to be the perfect combination.

"I could never go to work in a mill because I couldn't go to work in the same place every day. Even with just hauling logs, you're going to the same place every day. With lowboying and us having six or seven sides going, I'm always on the move and it's always something different," Tatham says.

"You never get comfortable with lowboying because you can haul the same machine 500 times and there's something different about it every time," Tatham adds. "The challenges keep my mind going. Once you get in

a hurry with lowboying, something bad is going to happen . . . you have to stay focused."

Hayracking, as well says Tatham, is a little bit more of a challenge than your conventional long logger. "The hayrack doesn't bend in the middle like with a long logger. Because you put on two short loads, and it's stacked to the height limit to get up to weight, they can be little tippy," he points out. "There's a lot more of a challenge to backing up, especially around corners, with a hayrack. It's not like you can just back under the shovel and he can pick up your trailer and set it behind you. You're backing 65 feet of truck and trailer around corners and down hills. It's also a challenge because there's no weight on your drivers - on a hill, you either get a run or you're crawling. There are just some landings you can't get to with a hayrack."

"I hear a lot of guys saying, 'What else could I do?' I've worked for a lot of different outfits, but I've gained experience in every job that I've had and I've always pushed myself to the challenges," Tatham says.

"You never know everything. I learn something new every day. The more skill you have, the more you're going to work and the more valuable you're going to be to your company."



TATHAM DOES DOUBLE-DUTY pulling both lowbed and hayrack for Jerry Debraie Logging. "I like the challenge and variety," he says.



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NEWS AND INFORMATION

Washington State chain law in effect

On Nov. 1, Washington state law requires commercial vehicles and combinations of vehicles heavier than 10,000 pounds GVWR to carry sufficient tire chains.

State Patrol troopers will strictly enforce the Nov. 1 deadline. The WSP will have a special chain-emphasis patrol in early November to ensure drivers are carrying the appropriate number of chains, including spares.

Failing to carry chains will cost drivers \$124. When highway advisories call for chains, drivers who don't chain up will face a \$500 penalty.

On the following routes, all vehicles and combinations of vehicles over 10,000 pounds must carry sufficient tire chains to meet the requirements from November 1 to April 1 of each year or at other times when chains are required for such vehicles:

- I-90 between North Bend (MP 32) and Ellensburg (MP 101)
- I-82 between Ellensburg Exit 3 (MP 3.00) and Selah Exit 26 (MP 26.00)
- SR-97 between (MP 145) and Junction
- SR-2 SR-2 between Dryden (MP 108) and Index (MP 36)
- SR-12 between Packwood (MP 135) and Naches (MP 187)
- SR-97 between junction SR-14 (MP 4) Columbia River and Toppenish (MP 59)
- SR-410 from Enumclaw to Naches
- SR-20 between Tonasket (MP 262) and Kettle Falls (MP 342)

- SR-155 between Omak (MP 79) and Nespelem (MP 45)
- SR-970 between (MP 0) and (MP 10)

SR-14 (MP 18) to Junction 97 (MP 102)

- SR-542 Mt Baker Highway between (MP 22.91) and (MP 57.26)

Approved chains need at least two side chains, to which are attached sufficient cross chains of hardened metal so that at least one cross chain is in contact with the road surface at all times. Plastic chains are not allowed.

The Washington State Patrol may approve other devices as chains if the devices are equivalent to regular chains in performance (cable chains allowable).

The law requires carrying at least two extra chains in case road conditions require the use of more chains or chains are broken or otherwise made useless.

For a diagram on proper chain placement, visit [HYPERLINK "http://alturl.com/w2gwg"](http://alturl.com/w2gwg) <http://alturl.com/w2gwg>.

KW adds Pre-Wire option

Kenworth has added a PeopleNet(R) pre-wire option for the Kenworth Class 8 T660, T800 and W900.

PeopleNet is a leading provider of innovative and integrated on-board computing and mobile communications systems for effective fleet management. The company provides fleets with real-time automated tools that can help to enhance safety and compliance, reduce operating costs and improve customer service.

Automatic vehicle location, lane departure notification, onboard event recording, remote vehicle shutdown, speed monitoring, and vehicle management are some key PeopleNet applications available with its onboard computer. These and other PeopleNet technology tools and services can be utilized by fleets to promote efficient and cost-effective transportation.

The Kenworth option includes an adaptor for J1939 to communicate to J1708 for use by the system. The pre-wire is compatible with all versions of the display units. The new option also includes the harness, antenna and roof bracket. The connector locations are located on the left-hand sleeper tool box on Kenworth AERODYNE(R) sleepers and behind the right-hand side of the driver seat on day cabs, extended day cabs and modular sleepers.

Kenworth also offers many pre-wire options for Qualcomm systems to accommodate customer needs.

CLASS 8 engine displacement getting smaller

The average displacement for Class 8 truck engines in the U.S. is going to shrink anywhere from 2% to 3% by 2018 as OEMs and fleets seek ways to improve fuel economy

and payload capacity simultaneously for tractor trailers, according to a soon-to-be released study compiled by global consulting firm Frost & Sullivan.

However, Sandeep Kar, global director of commercial vehicle research for Frost & Sullivan stressed that the power density of Class 8 engines will actually increase significantly some 6% to 8% over the next six years even as they shrink in size; providing in many cases an opportunity, in his words, for fleets to have their cake and eat it too.

"What we're finding is that criteria such as total cost of operation [TCO] are becoming more important to fleets in the face of rising fuel prices," Kar told Fleet Owner Magazine. "The upfront purchase price and total lifecycle costs of smaller engines are lower, while fuel economy is better."

The key, however, is that power isn't necessarily lost in the transition to smaller engines anymore, he explained, meaning fleets don't necessarily have to sacrifice performance to gain a better TCO position. And it's the ability to retain power density that's getting more fleets to consider downsizing their truck engines, Kar said.

(Continued on Page 22)
See "LT News"

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(Continued from Page 21)

Based on its research, Frost & Sullivan projects that average Class 8 truck engine displacement will fall to between 13.4 and 13.7 liters by 2018, down from an average range of 13.7 to 14.1 liters back in 2011. Conversely, average horsepower will climb to between 425 and 540 by 2018, compared to a range of 400 to 520 back in 2011. Torque will also jump as well, increasing to between 1,300 and 1,750 ft.-lbs. on average compared to between 1,250 and 1,650 ft.-lbs. averaged in 2011.

A variety of technologies such as improved fuel injection systems and turbocharger designs for starters are helping engines shrink in size while pumping out more power, with more such improvements on the way, according to Kar, in the form of waste heat recovery systems among others.

The influence of natural gas and hybridization will also be factors in this engine displacement shift as well, as OEMs seeks ways to comply with stringent greenhouse gas rules set to go into effect between 2014 and 2018, while fleets continue efforts to reduce impact of high diesel prices on their bottom lines.

As a result of all those many factors, by 2018, Frost & Sullivan predicts the makeup of the Class 8 engine market be very different compared to last year.

In 2011, the firm said 14 to 16 liter engines comprised 56% of the Class 8 market, with 12 to 14 liter engines making up 35% and 11 to 12 liter models at 3% market share.

By 2018, however, Frost & Sullivan expects 14 to 16 liter market share to shrink down to 42%, while 12 to 14 liter models jump to 40% market share, followed by a steep rise market share for 12 to 14 liter engines to 15%.

The trend towards engine downsizing will also result in a shift away from third party engine makers to models provided by vertically integrated OEMs, Frost & Sullivan projects.

The real game here for truck OEMs is the trend toward global platforms and outside the U.S., smaller engine displacement sizes dominate, Kar said. "Those smaller engines offer better fuel economy and payload for fleets, but also better margins for the OEMs. That has to be considered in this shift as well."

Yet he stressed, however, that the long haul Class 8 segment will continue to remain dominated by 14 to 16 liter engines as those models offer the best power rating and optimized performance metrics. "Also, sales of those larger-displacement engines will be aided by a strong used truck market, where 15 liter engines in particular are attracting higher valuations," Kar noted.

That being said, though, he pointed

From the Stump

(Continued from Page 2)

presented as good public policy.

Don't hold your breath for a PBS documentary.

Safety Conference

The 13th Annual AOL Logging Safety Conference drew a couple hundred loggers from all over the state and was set again this year at the Bend Convention Center. The programs were excellent and presentations on time throughout.

The ultimate theme in any safety article, meeting, or conference, is to work safely so you and your crew can return home every night to friends and family. Through the course of the conference there were two projector screens for presentations, and between those presentations was the picture of a Oregon Logging Safety ranger's Troy Stoud's new two month-old grand-

son, he uses as the screen saver for his laptop computer that was used for the conference for those presentations. We found it a particularly appropriate reminder of what we all are striving for in a safe workplace: returning home safely.

The Holidays

By the time you receive this month's issue we'll be into Thanksgiving with Christmas right around the corner. We're constantly reminded that we live in challenging and stressful times, even though the times we live in are very bumpy right now, we have been through worse historically and still landed on our feet.

We have much to be thankful for: family, children, grandkids, friends, colleagues, and our good health. While this is assumed, take a moment to recognize and confirm that.

We wish you all the best these holidays and into the new year.

LT

ed out that length of hauls will continue to shrink in future; and that will aid in the proliferation of downsized engines in Class 8 segment.

Link discovered between obesity and crash risk

A study has confirmed what many in trucking already believed - that there's a direct connection between a truck driver's crash risk and his or her body mass index. Obese truckers, during their first two years on the road, are 43% to 55% more likely to be involved in a crash when compared against those truckers with a normal BMI.

Stephen Burks of the University of Minnesota-Morris, a former truck driver and behavioral economist, has been working with Schneider National for more than a decade to study truck driver health and safety.

According to an article by Science Now, it was two years ago that Burks and his team decided to study drivers' BMI numbers and see how that related to crash rates.

They asked 744 rookie drivers with Schneider National for their height and weight, and from that information calculated the each driver's individual BMI. Those with a BMI higher than 25 are consid-

ered overweight, while those with a BMI greater than 30 were considered obese.

The study followed the drivers for two years.

"That's when the data stood up and shouted at us," Jon Anderson, a biostatistician at the University of Minnesota-Morris told Science Now. "We found really clear evidence that the highest-BMI drivers are at higher risk of having an accident."

During their first two years on the road, drivers with a BMI higher than 35 ("severely obese") were 43% to 55% more likely to crash than were drivers with a normal BMI, the team reports in the November issue of Accident Analysis & Prevention (<http://www.sciencedirect.com/science/article/pii/S000145751200084X>).

Drivers who are overweight or obese, but not severely, did not appear to be at higher risk. The study does not indicate why. "The relationship held even when the researchers corrected for number of miles on the road, geographic location, age, and other crash risk factors," stated the article by Science Now.

Some ideas behind the increased risk may include sleep apnea, limited agility, or fatigue associated with obesity, according to the article.

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DECEMBER 2012

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