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VOLUME 39 NUMBER 1

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JANUARY 2013

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SEE PAGE 4

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From the stump...

Looking through a murky crystal ball

by Mike Crouse, Publisher

On a recent morning, as with most mornings, made some coffee and turned on the morning news, mostly from habit... a not so good habit, and I'm not talking about the coffee. Home the past 27 years has been Washington state, what some cynics would refer to as "The People's Republic," of Washington, given that is true with many states (especially on the left (or west) coast, the way the metropolitan area votes lays out the policy mis-direction for all of us.

On the most recent election Seattle decided (for the rest of us) to legalize gay marriage and legalize marijuana, yippee! What a person does with their own time really is their business (life, liberty, and the pursuit of happiness), especially in their own private residence. While the apparent majority of Washington city dwellers embraced the election results, the rest of us get on with life in a lackluster economy shaking our heads and adjusting. But when it comes to the lovely people in the media, NOTHING can go without comment and interpretation by their anointed brilliance, and thus as the weekend approached that gay marriage was legal in the People's Republic of Washington, it was given the same bloated verbose coverage as the Japanese Tsunami of last year, never mind that same gender marriage's importance to most is very incidental.

The lesson here is often repeated: in the very leftist mind set it is not enough to win an issue, victory is only complete when you rub it in everyone's face and do a little victory dance, over and over ad nauseam.

We wonder if similar coverage will be given to the inevitable, and messy string of predictably ugly and expensive divorces in a few years? Nah, more likely we'd see a new "reality TV" show on the subject.

Legalizing marijuana in this, and likely addi-

on your own time is your business, but if you're under the influence of something, which by its very nature "clouds" your judgment, especially where it has the potential of endangering my personal safety, and that of my fellow workers, that's an entirely different matter that I'm opposed to.

Many times when talking to "drug" fans we've noted "...the world is a complicated place, and getting more complex with time. Why would you think that putting a fog over your ability to perceive and judge real time reality would make things better?"

It brings to mind the phrase sometimes heard about patrons of the opposite sex in bars at 2:30 in the morning as they made the last call for drinks and the crowd started to thin out. "They all look better (including the person uttering the phrase) at 2:30!" Inevitably that lead to the phrase of "coyote ugly," in at least some of those cases, the following morning. For those of you not familiar with the phrase, "coyote ugly" applies to whomever those with poor judgment may find themselves partnered with the following morning with your arm beneath their head, and it's being better to gnaw off your arm rather than risk waking them by moving it from beneath their head so you can escape unnoticed.

Unforeseen consequences increase when you're not thinking beyond the immediate goal, and impeding one's thinking increases the odds of unforeseen consequences dramatically.

We've had many "coyote ugly" moments of public policy the past several years, many intruding into our private lives, our public freedom, our private property rights, and perhaps most disastrously in the growth of government largesse and lack on fiscal constraint. Unfortunately, there is nothing humorous about this in light of its long-term effect on the future of our freedom.

tional states in the near future, while widely celebrated has far more questions than answers, in that it is still illegal by federal law, and remains at odds with most (if not all) workplaces, and subject to DUI (driving under the influence) laws. Granted, what you do

It's a spending problem

For all the divisive rhetoric, class, race and economic warfare encouraged by our recently re-elected president, in HIS effort to shift attention to a "rich vs. poor" showdown, the harsh reality is congressional spending the past two decades. As occurs in many young marriages, the money issues the lead to divorce are not so much rooted in lack of income as they are in lack of discipline in spending. Today's congress, and today's administration has all the spending constraints of teenage newlyweds... which is to say none. Regardless of how much they earn, their spending will constantly expand beyond income.

The issue is philosophical, ideological, and has nothing to do with priorities. My five year old granddaughter has more control.

More income will not stem the flow of red ink. It will only spur more spending until we run out of other people's money. "Tax the rich" may carry well, but the current issue is the same as the old issue: too much spending, no prioritizing, and far too much federal government. If you want more government, do it locally where accountability is close at hand.

Workforce

Perhaps one of the best philosophies we've heard on the future of logging came from a contractor we'd recently spoken with about their success in hiring, training, and maintaining a younger work force. To paraphrase what was said, "... we're not just hiring someone for the job, we're hiring them for a career." While at first you may find that simplistic, the difference was in meaning and commitment: We'll bring you into the company as part of the company. They take it a step further with health insurance, and 401(k) retirement plans. "We want to be able to give our young people coming in a profession," and with the healthy mix of ages on the crew, it's clear they've been successful at that.

A positive choice

A few years ago we heard some of the best advice on keeping your perspective and mood positive from a speaker during the Associated Oregon Loggers annual meeting, who suggested we stop listening to the televised national news, not to hide from reality, but to reduce the stress and repetition sensationalized as has been the fashion for the past decade plus.



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ROBERT COMER

His & Hers

ROBERT COMER TRUCKING POLLOCK PINES, CALIFORNIA

by Darin Burt

Robert and Tina Comer are partners, in business and in life. As owner-operators, he has his truck and she has hers. You might even say they're a great example of the old adage, the couple that "hauls" together, stays together.

"Any wife of a log trucker should go and do his job for a while. You'll have a whole new understanding of the business, and why you have to sacrifice so much time," says Tina who's been hauling logs alongside her beloved since 2005. "There's a lot of give, and I don't think I fully understood until I started doing the job."

Robert and Tina have been married for 23 years. They were high school sweethearts and married young, starting a family early on. Tina was a stay-at-home mom and Robert made a liv-



TINA COMER

(Continued on Page 5)

See "Robert Comer"

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THE COUPLE THAT HAULS together, stays together. Robert and Tina Comer may have had their bumpy roads to travel, but their partnership is stronger than ever. "We work well together," Tina says, "because we're good friends and we just click." Adds Robert, "It's not always easy. . . but nothing worthwhile ever is."

Robert Comer

(Continued from Page 4)

ing as a log hauler.

Robert is a third generation log trucker from Columbia, California.

He got his license when he was 16 1/2 years old, learning on the family trucks, but graduating high school at 17, he was unable to find somebody that would take a chance on hiring a 'kid' as a driver. A good friend helped him to get a job in the

shop at Alderman Timber Company. Late that fall, his boss, Keith Alderman, was desperate for drivers and the day after Robert turned 18 he was in a truck and hauling logs. He finished out the year with Alderman Timber, and by spring he'd "begged,

borrowed and saved" enough money to buy an old 1965 Peterbilt.

When the kids were old enough to

(Continued on Page 6)

See "Robert Comer"

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ROBERT COMER TOSSES a wrapper over his load.



TINA COMER TRUCKS WITH the best of them. Just don't get her started on the subject of hood ornaments. "I don't particularly care for the 'super chicken' on the end of the hood.," she says.

Robert Comer

(Continued from Page 5)

take care of themselves, Tina got a part-time job at a local restaurant. But when the driver they had on their number two-truck failed to work out, the idea sprung for Tina to take his place. "Drivers were not easy to find. We took a look at the numbers and were paying a lot of money in comp and in wages that could pay our own expenses," Tina says.

"The truck was already sitting in the yard, and for me, it was much easier than going and getting a degree for another career. I like to be outdoors, and I'd always liked being out in the woods with Robert when I could go with him in the truck. I just figured I'd give it a whirl."

Robert taught Tina how to drive and she liked the job a lot from the get-go. "I liked the setting and the easy-going nature of most of the guys. There are stressful moments,

of course, but most of the time you get to laugh and joke around all day long," she says. "I got to see my husband a lot more too, and that was a big plus."

"Our working relationship has always been phenomenal. Robert is very, very easy-going. Anybody else would have killed me the first six months; I'm not so easy-going and so we balance each other really well," she adds.

When it came to trucking, Tina pretty much a rookie, having never driven other than moving the truck around in the yard at home. She caught on pretty quickly though, and that was partly due to Robert's instructions.

"I always tell people that Robert's other calling would be teaching because he's extremely patient. He would explain things a thousand times if I needed him to, and would

(Continued on Page 8)

See "Robert Comer"

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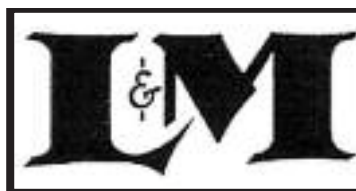


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IT'S A TWO-TRUCK SHOW for the Comers. They've tried running with three trucks in the past, but it turned out to be kind of a "third wheel". Robert and Tina share a similar devotion to the job and plan to be hauling logs together for a long while yet.



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Robert Comer

(Continued from Page 6)

literally draw me a picture if I didn't understand. He really likes to share what he knows," Tina says.

Robert had a feeling that she'd be a natural. "Way, way back when we were dating in high school she learned to drive my pickup. She was a good driver; she can handle just about any vehicle," he says.

The other thing that helped - or forced, Tina to break in quickly, was that the haul they were on at the time was one of those "farmer patch" jobs where there isn't much of a road to speak of, no turnouts or turnarounds and just about every obstacle that can give even a seasoned trucker fits. Not to mention that the logger was high maintenance and go-go-go.

"It was definitely sink or swim: it was tough. It was a high blood pressure situation and I didn't want to screw up," Tina admits. "I've never been a really quiet person, but working on that job, especially, helped me to come out of my shell."

Over time, Tina has learned to take it easier. "I'm not a hard driver and I don't hammer on the equipment - if you don't take care of stuff, it won't take care of you," Tina says. "If it's a bad spot, I don't care whether I have to get pulled out or whatever. I'm very careful; it's much easier than busting something."

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Along the way, a 2008 model truck was added to the fleet. But with tough times, it just penciled out that payments on a new truck weren't practical. Tina was driving an '08, but she now drives a 2006 Peterbilt and Robert is in the 1978 model.

You might believe that Robert was just being the gentleman and giving his wife the nicer ride, but it had a little more to do with giving her a "safer" truck that would have fewer problems. "I do a lot more of the mechanical stuff, and if the '78 breaks down, the mechanic is already on the job. It just made the most sense all around," he says.

Of course, the orange and white Petebilt, nicknamed "The Pumpkin" is a classic. It looks like it belongs in a truck show rather than working in the woods. Robert has made a lot of upgrades to modernize the truck, so he has no issues with being its driver. "It's a neat old truck and in its day it was the s—," Robert says.

Robert and Tina haul primarily for Dan Arens & Son, a logging company from Pollock Pines. Over the years, they've also hauled chips and rocks. Robert has also moved equipment with a lowbed. On occasion, Robert also pulls an end dump for excavation contractor Mike Stiles. During the winter season, when log-

ging is slow, Robert also works as an equipment operator for Caltrans doing snow removal and road maintenance on Hwy 50.

Tina will help with anything that needs doing when it comes to maintaining the trucks. When an axle broke during the busy summer season, she came home and started the repair job until Robert could arrive and help out.

"I'm not afraid to get dirty," Tina says. "Usually on the weekend, Robert does the majority of the

(Continued on Page 11)
See "Robert Comer"

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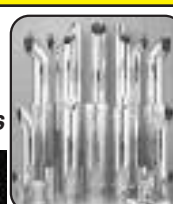
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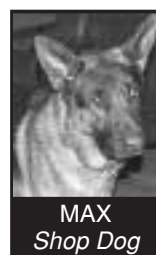
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Robert Comer

(Continued from Page 8)

maintenance, while I catch up on the household chores . . . actually, we should think about trading."

"I do try to keep my truck pretty clean as well. It's a nice truck, and I've got a sense of pride. The longer I take care of it, the longer it's going to last. The better your truck looks, the less you're going to get hassled at the scales too."

It probably doesn't hurt to be a cute lady truck driver either. Just because she works at a dirty job, doesn't mean you're not going to catch Tina without her make-up on and hair done just so.

"That's one of the reasons that Robert makes his own lunch in the morning," she jokes. "I don't feel comfortable being all 'haggy,' that's just who I am. I try to start out looking halfway decent."

As with a lot of partnerships; marriage, business or otherwise, Robert and Tina have had their bumps in the road to overcome. There was a time recently when their relationship was on the rocks. "You might call it the twenty-year itch," Tina says.

"We have a great working relationship and we tried to keep our personal troubles separate from work," she says. "We kind of had a breakdown in communication; things got way too serious and we

went through Hell and back. It took some work, but we're good now.

"We're best friends and he's a good man," she adds. "We work well together because we're good friends, we laugh a lot and we just click."

"When we started out, everybody told us that we were too young to get married. We didn't care. We kind of do our own thing and it's never really been an issue about what everybody else thinks. It's the same way in the business - it's not so much what people think, but more about what matters to us," Robert says.

"Tina has definitely brought good public relations skills to the table (in the business partnership). She's very charismatic," Robert adds.

Just make sure you know that Tina is there to do a job and not just to look pretty. "I've gotten whistled at on the radio," she says, "but I don't put up with that."

Successful partnerships require just the right mix of personalities and abilities; not to mention devotion. Robert and Tina certainly seem to be a good combination.

"We've been partners ever since we've gotten married whether we were driving or not," Robert says.

"It's not always easy," he adds, "but nothing worthwhile ever is."



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SIX TIPS...

*for making it
through the winter*

The winter months can be tough on truckers. A little planning ahead can save a lot of headaches once you hit the icy roads. Of course, carrying extra clothing, water and food (and a can opener if applicable) is a wise move. But there are some truck-specific supplies that can make the difference between a good winter and a bad one for truck drivers.

1. Washer Fluid. When you hit winter weather conditions, you'll be using your washer fluid more. And, chances are, so will everyone else. So if you run out and need to buy some at a truck stop, you're likely to find that they've run out. Even if they do still have some in stock, you may end up paying twice as much for it as you would pay at a discount store if you bought it ahead of time.

2. Wiper Blades. The more you use your wiper blades the sooner you'll need to replace them. And if you need to replace them during a snow storm, you'll find out just how important those wiper blades are. Carry an extra set with you. If you can, get a set of winter blades for your truck- these are wiper blades with a protective rubber cover that are more durable in winter weather.

3. Anti-gel. Diesel isn't the same as gasoline, and one of the major differences is that when it gets cold diesel fuel can gel up. If your truck is running, you are far less likely to run into a gelling problem. But, much like washer fluid, you'll want to buy your anti-gel ahead of time. When the temperature drops, truck stops tend to run out of anti-gel additives. Some popular anti-gel additives are FPPF, Power Service and Howes.

4. Melt Down. If you do gel up, you'll save yourself a lot of time and money waiting for a service truck if you have FPPF Melt Down with you. This is different from anti-gel additives, which are intended to prevent gelling. Only use a product like Melt Down if you have already

gelled up.

5. Bleach. When you've been parked and you want to get rolling, you'll sometimes find that you don't have any traction. There are tricks to try to avoid this- such as pulling into a parking spot and driving forward and back a few times to pack down the snow that will be under your tires when you try to leave. But when all else fails, a little bleach on your tires can give you some added traction if you're stuck on ice. The bleach isn't intended to melt the snow, it makes the tread of the tire slightly sticky temporarily. Don't overdo it- it's not terribly good for the truck tire.

6. Jumper Cables. Your best bet is to make sure your batteries are up to par before winter weather hits- one bad battery can drain all your other batteries. And cold weather makes batteries work harder to start your truck. But if you end up stranded by dead batteries, you'll be glad you carried jumper cables with you. Even if you don't end up stranded, chances are another driver will. Don't buy a flimsy set of jumper cables- the thin cables might work fine on a Volkswagen, but a heavy duty truck will need heavy duty jumper cables. Buy the thickest, longest jumper cables you can find.



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Holding an anvil on the fiscal cliff

by Sherrie Bond

As interesting as "government gossip" is, taking the time to uncover all the dirt swept under the "rug" takes some real sleuthing. As I dig into a topic, I repeat my mantra, "this is the little bit we can uncover; I'd hate to uncover what's really hidden"! If we knew all the deals being cut, the generous gifting of our tax dollars for unbelievably stupid projects to cheaters sucking up "free government money" (as

they call it), or research grants funded to study ... I don't know... mind-benders like "do crows eating fries at McDonalds (r) have higher cholesterol levels than crows eating corn in Kansas" or "does the general public more clearly understand alpha or numeric characters on fire safety message boards in National Forests, we'd march on Washington and I don't mean the State!

Billions of tax dollars are wasted each year impressing the folks back home and we have to put a stop to

it. The lame duck administration is haggling over whether "middle class America" should be tagged with a tax increase or if only the wealthy 2% should take the hit and I don't even know if there still is a middle class America, do you? By government definition, do you ever wonder just who are the middle classes they refer to? Are you poor? Are you impoverished? I "get it" that Oprah is a wealthy "billionaire", but by government comparison does that make Mick Jagger middle-classed with on-

ly a few hundred "million"?

Here's the deal: by federal definition, middle class doesn't exist as a whole. There are now sub-sections of middle classification (all the better to tax your souls): There's the Professional/Managerial Middle Class earning \$100,000 plus per year. Next is the Lower Middle Class considered to be "lower level white collar workers" earning \$50,000 to

(Continued on Page 18)
See "Holding an anvil"

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GOING STRAIGHT...

Good ethics is more than good business

by Darin Burt

You're driving down the highway with the yellow line on one side and the white line on the other. Ideally, you're staying in your lane. But reality is that no matter how well your wheels are aligned, you're bound to drift a little. What matters most, and what keeps you going in the right direction, is how much you swerve and how you react.

It's the same when you're navigating the fine line between good and bad ethics in business. The concept of business ethics has evolved significantly over time. Historically, it referred to operating a business in a way that does not break the law or violate any major moral guidelines. Good business ethics can also be described as making the right decisions for everyone concerned based on the facts and circumstances.

"The question isn't the mistake that's been made or the unethical behavior that might take place, but rather what are you going to do about it? If you stay within the lines, you have a better chance of getting a consistently positive outcome," says Chuck Gallagher, business ethics expert and author of the

book, "Second Chances: Transforming Adversity into Opportunity."

It might seem ironic, but according to the latest National Business Ethics Survey report more poor ethical decisions are made when business is good than during times of crisis. Historically, as the economy improves and companies and workers get more comfortable about their futures, misconduct tends to rise notes the report because "profit takes precedence over proper behavior." In addition, reporting of misconduct declines, pressure to compromise increases and retaliation for allegations rises during improving economic times.

As a result: "The stage is set for a larger jump in misconduct once a strong economy reduces companies' ethics focus and eases employees' worries about job security," the report stated. It finds that misconduct "is already rising at companies where renewed growth is underway."

As a business owner, it's your responsibility to set the ethical standards for your staff to follow. If, for example, you tell your sales people to move as much merchandise as they can, and you leave the details

of how they go about that up to them, you can't blame them for what may be in your eyes unethical behavior. Some businesses have a written policy manual outlining proper business practices. The key is simply to communicate the message clearly with your employees so that everyone knows what is expected.

External social pressure has become a major driver in business ethics. Without the Internet and mobile devices, word did not get around as quickly if businesses engaged in questionable practices. Because people can now find out anything about anyone, and are quick to broadcast that information, especially when the news is negative, your business cannot afford to ignore external social pressure. If you say or do things that go against socially accepted norms, the Internet and other means of rapid communication allow the community to rise against you.

"You have to pay careful attention to everything that you say and do, and assume that it may be recorded and become public," Gallagher says, adding that this is especially true for small businesses in smaller communities where word can spread even fast and reactions can be more damaging.

On the flipside, however, Gallagher points out that the public in general is fairly forgiving. "Most people, as human beings have made mistakes. If a person or business

steps up to the plate and admits that they screwed up and are taking actions so that the issue doesn't happen again, most of the time it blows away. Where you find the big blow-ups is when people try to cover it up.

People want to do business with people they trust. "The role of trust in commerce simply cannot be overstated," states Chris MacDonald, Ph.D., Senior Fellow at Duke University's Kenan Institute for Ethics. "Business - and that includes consumers interacting with any business - simply cannot happen without trust. It is something that's easily lost and hard to regain."

Lets put a couple of real world scenarios to the test. You're selling a used truck and you know that it has a few wiring quirks - do you tell the potential buyer or knowing let them buy the truck in as-is condition and take their chances? You're a hired driver being paid by the hour - do you subtract the time you spent at the mini-mart buying a pop on every trip? Do you show up at worksite at the requested time or do you force the customer to live by your schedule? And the big one - do you knowingly undercut a competitor's accepted rate in order to steal their job?

"It's not that you can't go about your business and make a living," MacDonald says. "The question is

(Continued on Page 21)
See "Going Straight"



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by Darin Burt

Brandon Davis is very enthusiastic about his job hauling logs for Cross & Crown.

"It's a thrill and something that not everybody does. I look forward to going to work every day and I absolutely love my job. I love being in the woods with the wildlife. It beats pounding the pavement and dealing with traffic. I've been to the east coast and back, and I'd rather deal with mud and snow than deal with those roads again," says Brandon, 24, from Carlton, Oregon.

It was only last summer that Brandon started hauling logs, but to him it's nothing new. "I grew in Willamina and I saw all the log trucks there and it seemed like a pretty fun job. I rode with my friend Dusty, one of the Eddy boys from Willamina, and from there I was hooked," he says.

Brandon's first log hauling job was for Stump Branch Logging. After going on the highway, he went back to the woods, driving a 5-axle log truck for Teevin Bros.. He later joined his buddy Tyson Bumgarner

when he bought a second truck. When that job ran its course, Brandon recently got on with Cross & Crown.

Brandon attended Elite Truck Driving School to earn his commercial drivers license. It wasn't like he didn't know his way around a truck. He'd been around them since he was a kid and his dad would let him steer his highway truck out in the flats of Wyoming and North Dakota. Truck driving school was a mere necessity for Brandon because any of the driving jobs he could get required that he be certified from a professional school.

"I got a nickname at truck driving school - Mr. Know-it-all - because I already knew a lot of what they were teaching from having grown up around the trucks," he says. I was just there to get the piece of paper that said I could drive."

Over the road trucking wasn't a particularly good fit for Brandon because it kept him away from his

(Continued on Page 17)
See "Brandon Davis"

JANUARY 2013

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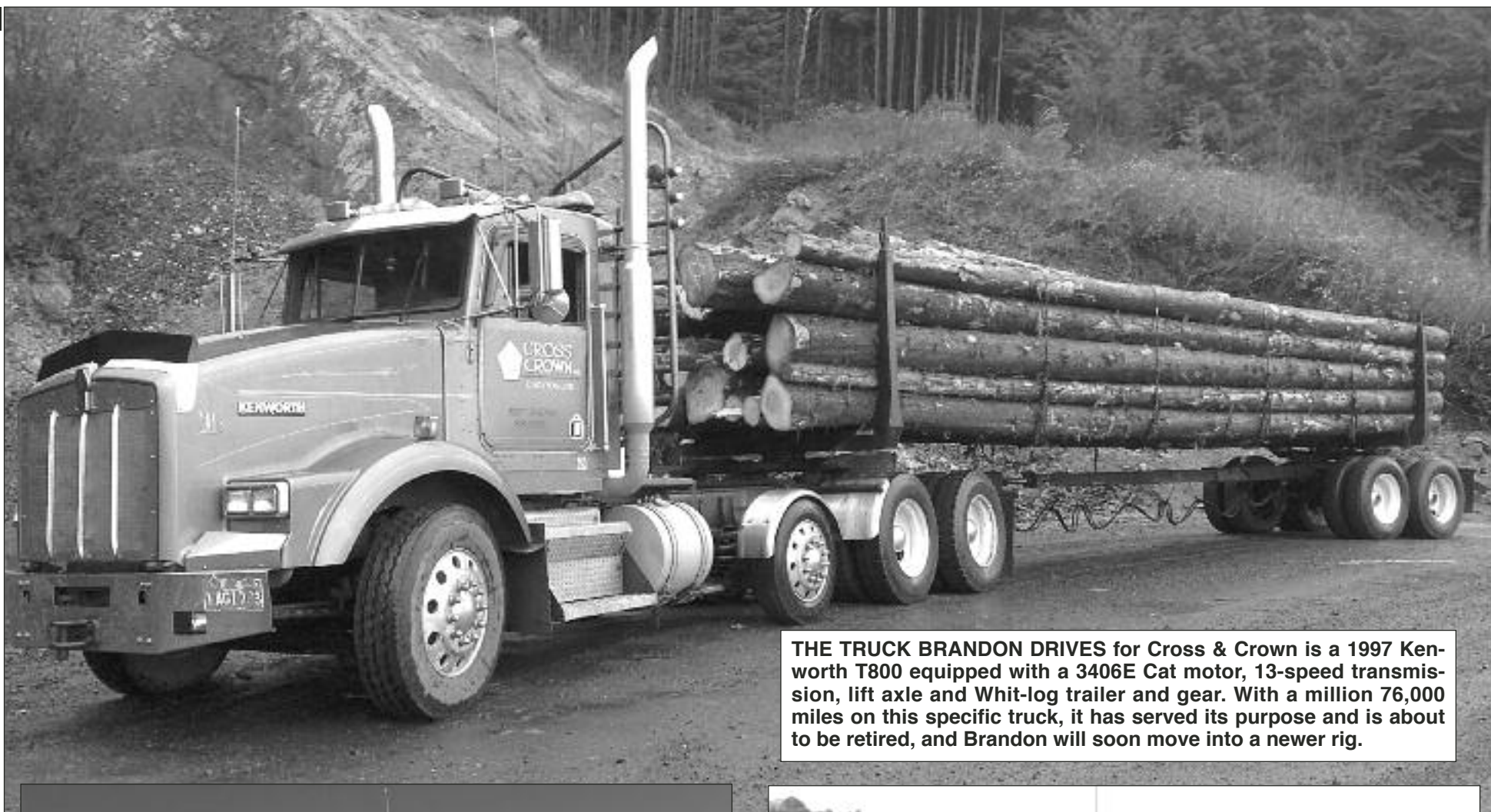
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Brandon Davis

(Continued from Page 15)

family. "As a single father, the only priority I have in my life other than work is taking care of my son Ethan," he says. "I want to be home for my son and for him to grow up with his father."

It was a quick transition into a log truck for Brandon. He tagged along with one of the Stump Branch drivers for a day, and then he was turned loose. "The keys were thrown at me, and they said, 'Here ya go.' When it came to the scales and the trailer loader, I didn't have a whole lot of knowledge, but the rest of it came pretty naturally. I could drive a truck down the road and back it up. I learned as I went along."

"There is a big difference between driving a highway truck and a logging truck," Brandon says. "Steering coming out of the woods is one big one - you don't swing for the corners; your trailer follows your truck. That was one of the big lessons that I learned on my first trip because I just about drove off the road."

"I'm still learning," he wholeheartedly admits. "I was raised that you drive by the seat of your pants and you never get too comfortable. I take my time, I don't let anybody push me and I don't get in a hurry. At the end of the day, I want to be able to park the truck and go home."

Cross & Crown runs a fleet of eight logging trucks, and being the new guy, Brandon is pretty much at the bottom of the string - but he's not complaining.

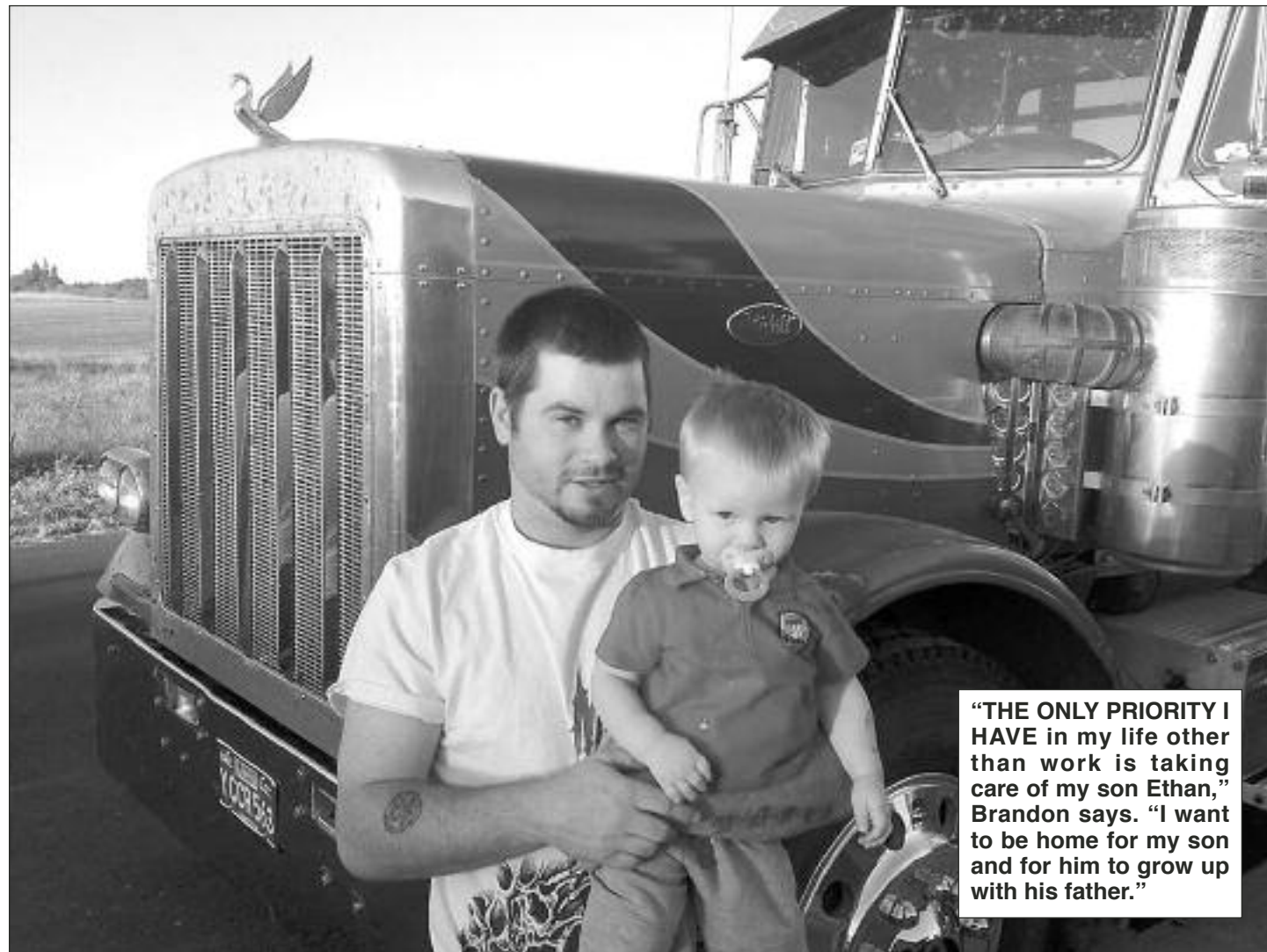
"I hauled for these guys when I was with Teevin, and they've got to be some of the most fun guys on the landing. It's a great atmosphere and good people to work for," Brandon says. "Safety is the number one thing for Bob Luoto,

the owner of Cross & Crown. If you don't feel comfortable or feel that something isn't safe, he doesn't push you."

When Brandon was hauling on the highway, he owned three sepa-

way things are right now, it's hard to make a living as an operator," he says. "Tyson offered to sell me one of his trucks, but being new to logging, there's a lot that I don't know, and I don't have a lot of con-

KW T660 - Brandon learned a few things that he brings to being a hired driver. "Whether the truck is yours or not, you take care of it," he says. "As a hired driver, I drive the truck like it's my own in order to



"THE ONLY PRIORITY I HAVE in my life other than work is taking care of my son Ethan," Brandon says. "I want to be home for my son and for him to grow up with his father."

rate trucks. He enjoyed the challenges and independence of being an owner-operator, but with a new son to think about, he has no desire to accept the insecurity that goes with being an independent trucker - at least for the foreseeable future.

"With the cost of fuel and the

nections with other logging outfits for whom I could haul. I don't think it would be very wise right now, to start what would basically be a new career."

Still having owned three newer rigs - a 2005 Peterbilt 379, 2010 International ProStar and a 2013

make money. Being an owner and going through what I did, I have a better understanding of what my boss is dealing with in terms of things like costs of tires and fuel."

And to those like him, just starting out hauling logs, Brandon offers the following advice:

"Take your time and be safe; don't let anybody rush you, and drive by the seat of your pants." **LT**

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There's changes in the air as we roll into 2013. The new year is a chance to make a fresh start, get in motion those plans you've been stalling on, or make a U-turn on a bad habit. What's your New Year's Resolution? That's the question we asked our readers. -Good luck with all your plans in the new year!

Amy Gladen: New Years Resolution is to make a total change in me and my boy's lives. That includes eating healthier, learning self-discipline better, be the best mom I can be but most of all and the most important for me is getting our lives back to GOD... Taking my boys to church every Sunday and making sure that even with what lies ahead for us and our country we know its

all ok with him by our sides that's my New Years Resolution.

LaRel Herbert: My new years resolution is to completely overhaul my 1967 narrow nose Kenworth that was my very first logging truck at 18 years old and put it back on the road. It's gonna get a nice new paint job as well. It's been sitting with no engine in it for the past 7 years. My

Holding an anvil

(Continued from Page 13)

\$100,000 annually, followed by the Working Class Majority which researchers find to be extremely confusing. Why? Categorically the WCM can be sub-divided into separate classifications depending on education and earnings (not by the color of their shirt collar). Of course if you don't fit into the category, you just may fall into the Vernacular Middle Class division or people who, in the past, would have been classified as old middle class, but now are referred to as Middle-Middle Class with average wage earnings, but "average" not being defined. Of course you may be among the Working Poor or blue-collar workers teetering on "high economic insecurity and risk of poverty", but Praise the Lord you aren't the Underclass or the Lower Class or even (Heaven forbid) the unspeakable Poor!

Is it any wonder the nimrods in Government can't settle the tax issues? Heck they can't figure out who is what or even where who is! In the meantime they turn a blind eye to the average American wage-earners knowing when their backs are against the wall, they will

cough up more taxes under the obvious threat of losing what they do have if they fail comply. And what, you ask, are your hard earned dollars being used to provide? Take a quick look at the 2012 Boondoggles: \$75,000 spent to promote awareness of the role Michigan plays in producing Christmas trees and Poinsettias; \$15.3 million for one of those (much discussed) "bridges to nowhere" in Alaska; how about \$113,227 for a video preservation center in New York or \$550,000 for a documentary of how rock music contributed to the collapse of the Soviet Union? There was \$48,700 provided for the 2nd Annual Hawaii Chocolate Festival and \$350,000 to support an art exhibit in Italy. \$10 million was earmarked for the remake of "Sesame Street" for Pakistani children, \$35 million was set aside for "partying" at political conventions, \$765,828 subsidized "Pancakes for Yuppies" in Washington, D.C. If you really want an eye-full I would suggest you take a gander at U.S. Senator Tom Coburn's "Wastebook 2012". (He annually pinpoints the top 100 wasteful, unnecessary projects funded by taxpayers). There's tax loopholes provided to the NFL, NHL and PGA - all professional sporting associations generating billions of dollars in annual

other new years resolution, is to possibly move out of the state of California so that I can continue to survive doing the job I love.

Clint Lembcke: Haul logs be happy and get my 359 project done.

Adam Larson: My new year resolution is to figure out where every mill in the state of Washington is and how to get to it and to become an owner opp.

Todd Stoffel: Continue to do the best I can. Work hard everyday. Make better choices, eat smarter and might even try getting more of that dreaded exercise.

Colby Jackson: My resolution is to try and take better care of my self and continue to try and be a good example to my two sons on how to care for oneself and others.

Jeff Henke: My resolution will be to have more patience while driving!

profits and paying \$91 million in taxes; how about the \$27 million grant from the US Agency for International Development for Moroccan pottery classes or \$300,000 to promote caviar consumption? The National Science Foundation received a \$325,000 grant using part of it for a "robo-squirrel"; \$505,000 was used for promotion of specialty shampoo/beauty products for cats and dogs; there was \$1.3 million given to the largest snack producer, PepsiCo, Inc. and \$516,000 spent on a video game called "Prom Week" that allows taxpayers to relive their prom night.

The list goes on and when you finish reading it you'll possibly wonder, like me, why we are only now on the edge of the fiscal cliff, instead of a grease spot at the bottom of the precipice. Heck, I feel like Wile E. Coyote just after being handed an Acme Anvil by the Road Runner!

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

LT

It's something that's getting harder to do these days. ?

Dennis Waggoner: My resolution would be to be a better husband, father, brother and co worker to my log trucker buddies, and sell some of Tom Sheets art work and convince him that if you post it, it will sell.

Simon Miller: Quit messing around with civil and either get my own machine or leave the industry, and move back to the railway.

Christopher Knighten: Sweet-talk my dispatcher Louise more for the gravy hauls.

Dan Williams: Mine would be to be the best dad I can be for my munchkin and work hard everyday! Strive to be a good gypo! Not just to stay busy, but help fellow truckers when they need a hand and pass on any extra supplies and/or leads on jobs that are out there, lend a hand to any other trucker or person in need! There's a whole mess of people who could use a pick-me-up. This year may have not treated some as well as it has others of us!

David Noble: My New Years resolution would be to start downsizing! I have come to the realization that I'm a freakin' hoarder! #1) When you have 40 horses and you can only ride one at a time, there is something wrong!! #2) When you have over 20 trucks and you only use a few of them, there is something wrong! #3) When you have a bunch of logging equipment and you contract most your logging out, there is something wrong!! #4) When you have lots of big boy toys and you haven't started then in over a year, there is something wrong!

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NEWS AND INFORMATION

Do logging roads cause too much pollution?

The U.S. Supreme Court will decide whether to switch gears on more than 30 years of regulating the muddy water running off logging roads into rivers.

At issue: Should the U.S. Environmental Protection Agency keep considering it the same as water running off a farm field, or start looking at it like a pipe coming out of a factory?

The case heard in Washington, D.C., was originated by a small environmental group in Portland, Oregon - the Northwest Environmental Defense Center.

It sued the Oregon Department of Forestry over roads on the Tillamook State Forest that drain into salmon streams. The lawsuit argued that the Clean Water Act specifically says water running through the kinds of ditches and culverts built to handle storm water runoff from logging roads is a point source of pollution when it flows directly into a river, and requires the same sort of permit that a factory needs.

"We brought this out of a perceived sense of unfairness," said Mark Riskedahl, director of the center. "Every other industrial sector across the country had to get this sort of permit for stormwater discharge," and the process has been very effective at reducing pollution.

The pollution running off logging roads, most of them gravel or dirt, is primarily muddy water stirred up by trucks. Experts have long identified sediment dumped in streams as

harmful to salmon and other fish.

The center lost in U.S. District Court in Portland, but won in the 9th U.S. Circuit Court of Appeals in San Francisco. The Oregon Department of Forestry and Georgia Pacific-West appealed to the Supreme Court, and 31 states threw in with them.

The timber industry wants to keep things the way they are, with no permits for roads built under a system of best management practices. They contend requiring permits would cost timberland owners and logging companies too much money and thousands of jobs.

"EPA has been absolutely clear since 1976 in its rules and briefs explaining those rules and what it has done," said timber industry lawyer Timothy Bishop. "Never once has it required a permit for discharges from forest service roads. It has been absolutely clear that is a bad idea."

The Obama administration petitioned the Supreme Court not to take the case, arguing that while the appeals court ruling was wrong, Congress and EPA were taking steps to correct the situation already.

Last May, EPA formally proposed to revise storm water regulations to say logging roads don't need the point-source pollution permits that factories must get, and has gone ahead despite the court's decision to take the case. Congress enacted a temporary continuation of the status quo.

Jeffrey Fisher, a professor at

Stanford Law School and co-director of its Supreme Court Litigation Clinic, is arguing the case for environmentalists. He said the court took the case after 31 states joined the timber industry in petitioning for appeal.

He said the Clean Water Act requires industrial activity to get a permit for stormwater that runs through ditches, pipes and channels.

"Industrialized logging operations with all the heavy machinery that takes place on lands at issue here is, we think, pretty clearly industrial in nature," he said. "That's the end of the case, right there."

Bishop said regulations developed by EPA and enforced by the states without permits have done a great job since 1976, and changing them to require EPA to issue permits would cost too much in jobs and money.

The National Alliance of Forest Owners commissioned studies that concluded new permits would cost landowners and logging operators nationwide upwards of \$1.1 billion in administrative costs.

Riskedahl said the timber industry has grossly exaggerated the costs. Each state can issue blanket permits to cover national forests, state forests, and private timberlands, as well as the logging and trucking companies that operate on them. It would be similar to the permit the Oregon Department of Transportation already has for state highways. Cleaning up the water requires low-tech solutions, such as putting roads on ridges, so ditches flow to the forest floor, instead of rivers.

"There is a cost to corporate entities to comply with the permits. The result is pollution reduction and jobs for local companies (working on logging roads)," he said.

In legal terms, Bishop said the three judges from the 9th Circuit ignored court rules that they should defer to the expertise of the regulat-

ing agency, EPA, which has consistently found logging road runoff is a non-point source of pollution, Bishop said. In 1976 it adopted the Silvicultural Rule, exempting logging from point-source permits.

- Associated Press

WSDOT prepares for future I-5 flooding

With TV news of high waters in northern California and the memory of a flooded and closed Interstate 5 in our not too distant past, the State Department of Transportation is working to keep freight moving when the next emergency threatens to close a key commerce corridor.

Later this month, WSDOT will complete a \$2 million project to install cameras, electronic message boards, and upgrades to road signs and the highway advisory radio signal along US 12 and State Route 7. These are used as an emergency detour for I-5 through Lewis County.

The technology and signs are upgrades to WSDOT's Commercial Vehicle Pass System (CVPS), a way to move critical freight when major truck corridors are closed or severely restricted. CVPS allows emergency managers to categorize and prioritize emergency and essential goods during major disruptions and closures, giving first priority to disaster relief supplies.

After I-5 closed from flooding in 2007 and again in early 2009, WSDOT and the Washington Trucking Association, Washington State Patrol, Washington Emergency Management Division and Washington State Patrol developed the CVPS.

Besides monitoring roadway and traffic conditions during emergencies, WSDOT will use the new equipment in Lewis County to monitor traffic and provide traveler information on a day-to-day basis, sup-

(Continued on Page 20)
See "LT News"

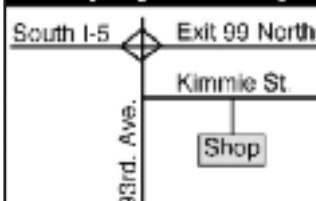
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1999 MACK WATER TRUCK Mack 400+ engine, 10-speed, air ride with a WALKER 3250 GAL. Stainless Steel POTABLE Water Tank. PRICE IS \$39,500

(Continued from Page 19)

JANUARY 2013
Log TRUCKER
 supplementing its information available on the road and the WSDOT Traveler Information website.

Carbon fiber poly fenders give custom style

"Carbon Fiber Poly has become such a popular look and feel," says Craig Kruckeberg, chief visionary officer of Minimizer, which has released a new Carbon Fiber Poly truck and trailer fender.

"We know there's market demand for this new product that combines a great look with the Minimizer poly features and durability you've always depended on."

Minimizer says production process begins with a thermal polyurethane material with a carbon fiber look, similar to that used in the automotive and power sports industries. Then, using Minimizer's proprietary thermoform technology, the material is shaped into almost any of Minimizer's fender styles at its manufacturing facility in Bloomington, Minnesota.

"I'm really pleased that Minimizer now delivers a Carbon Fiber Poly fender that won't dent, crack, or rust," adds Kruckeberg. "Now customers that need a Minimizer fender to protect their loads, control spray, go off-road and on-road, and take the abuse their industry delivers can still have the customized style of Carbon Fiber Poly backed

with Minimizer's tested and tortured, guaranteed for life brand promise."

Clean electrical terminals with IPA tech device

IPA has announced its new product, a heavy-duty technician's electrical terminal maintenance Set. The set cleans and repairs most types of electrical connectors found on trucks and industrial equipment found in North America, IPA says.

The set can be used as a service and preventative maintenance tool for applications such as: Deutsch, Cannon, 7 round pin trailer harnesses, Weather Pack, Bullet Connectors, common ABS sensor and power connectors, trailer light plugs and more.

Packaged in a custom holster, IPA says the set includes two sizes of flat male and female terminal cleaners, two gold 7-round pin socket harness cleaners, one black ABS sensor/power connector cleaner, ten micro diamond round files, one trailer light bullet connector cleaner and one DeoxIT contact chemical cleaner.

Kenworth offers Michelin X Line Energy D tire

Kenworth now offers the new Michelin X Line Energy D drive tire for Kenworth heavy and medium duty trucks involved in line haul applications.

Designed for outstanding traction and wear, the new Michelin X Line Energy D tire breaks the paradigm

of a traditional fuel-efficient drive tire in line haul by featuring an aggressive tread pattern that delivers Environmental Protection Agency (EPA) SmartWay verified fuel efficiency together with long tread life, according to Michelin.

"Kenworth provides the latest fuel-efficient tires to help enhance customers' fuel economy. Fleets and truck operators may especially benefit when these Michelin tires are paired with the EPA SmartWay designated, aerodynamic Kenworth T660, T680 and T700," said Judy McTigue, Kenworth director of marketing planning and research.

The Michelin X Line Energy D tire is also available for the Kenworth C500, T270, T370, T440, T470, T800 and W900.

Michelin says the X Line Energy D tire delivers fuel economy with wear resistance by utilizing Michelin's Dual Energy Compound Tread. The top layer of tread rubber is precisely balanced to deliver fuel efficiency while exhibiting the needed wear properties to resist tread scrub. The bottom layer of tread rubber maintains cool casing temperatures for low rolling resistance and extended casing life.

Kenworth is offering the tire's 22.5-inch version for build in January with the 24.5-inch version expected to become available later in the first quarter of 2013.

This past summer, Kenworth began offering the Michelin X(R) Multi(TM) Energy D drive tire, which is

designed for optimized traction and tread life in regional and super-regional applications. The EPA SmartWay designated drive tire is available for the T440, T470, T660, T680, T700, T800 and W900.

Hendrickson launches Parts Look-Up System

Hendrickson has introduced PLUS - Parts Look-Up System - a system designed to provide serviceable parts information for Hendrickson Truck and Trailer suspension systems. The system will recognize truck suspension assembly numbers, trailer suspension model numbers, trailer suspension serial numbers and display parts or kits available for purchase through any local OEM dealer and distributor. A cross-reference tool is also available for truck suspension part numbers.

ATA outlines flaws in CSA data

In a new white paper, the American Trucking Associations demonstrates how the Federal Motor Carrier Safety Administration's safety monitoring and measurement system, Compliance Safety Accountability, lacks sufficient data on the majority of the industry to render meaningful scores for most motor carriers.

FMCSA said it has sufficient violation data to assess 40% of active

(Continued on Page 21)
See "LT News"

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LT News

(Continued from Page 20)

carriers in at least one category but only enough to "assign a percentile rank or score" in at least one category to 12% of active carriers.

In fact, the vast majority of these carriers are only assigned a score in one category. The agency contends this weakness is not problematic since "those carriers are involved in 83% of the crashes."

"This statement concerns us, since FMCSA doesn't really know how many commercial motor vehicle crashes are occurring or who is involved in them," ATA President and CEO Bill Graves said. "Many crashes simply don't get reported to the agency."

Previous research conducted by the University of Michigan Transportation Institute confirmed this limitation and, as this white paper highlights, FMCSA's self-assessment that most states do a "good" job of reporting crashes is questionable, ATA says.

UMTRI's comprehensive analyses demonstrate that some states do a good job while others do a poor job of reporting crashes to FMCSA. For example, UMTRI found several states report fewer than 75% of their truck crashes to FMCSA.

FMCSA has discontinued funding for the UMTRI crash reporting studies, which provide more accurate and reliable assessments of state crash reporting.

"Moreover, sole reliance on FMC-SA's estimates does little to provide an understanding of how the CSA system lacks important safety data on the vast majority of the industry," Graves said. "This is critical because, as an analysis by the American Transportation Research Institute pointed out, perceived safety risk is dependent on the amount of data available on each carrier."

"The foundation of CSA is scores that reflect measures of comparative performance," he said. "The fact that the government lacks data to score the vast majority of the industry in most categories calls into question not only the assumptions of those who don't have enough data to get scored, but those who do."

Extended protection plans cover 2013 PACCAR MX-13 engine

Kenworth Truck Company is offering Extended Protection Plans for the new 2013 PACCAR MX-13 engine.

The 12.9-liter PACCAR MX-13 engine is designed to meet the demands of heavy duty truck applications and to deliver industry-leading performance, reliability and fuel efficiency. The engine is available for Kenworth Class 8 models, including the Kenworth T660, T680, T700, T800 and W900.

The PACCAR MX-13 engine has a standard base warranty of 2 years or 250,000 miles, whichever comes first. To meet the needs of customers, Kenworth offers a wide range of protection plan options encompassing three engine coverage categories (Comprehensive, Modified, and Major Component) in addition to Extended Engine Aftertreatment options. Overall, available extended warranty coverage options range from 3 to 7 years and from 100,000 to 700,000 miles.

"The PACCAR MX-13 Extended Protection Plans helps provide excellent value and peace of mind with different options to best fit customer needs," said Judy McTigue, Kenworth director of marketing and re-

search planning.

Truck purchasers have three opportunities to add extended warranty engine coverage: When ordering a new Kenworth truck with the PACCAR MX-13 engine, when registering it for warranty, and up to 18 months after the Kenworth truck is warranty-registered (mileage and engine hour limitations apply). No registration fee is required for extended engine protection added to any new Kenworth vehicle up to 12 months after purchase. A \$400 registration fee is required for each extended warranty order placed from 13 months through 18 months after truck purchase.

The PACCAR MX-13 utilizes the latest common rail fuel-delivery technology, which enables injection pressures of up to 2,500 bar, significantly enhancing fuel efficiency and performance. The common rail fuel system uses controls to regulate the fuel in a central manifold, only compressing the amount of fuel mixture needed. The result is finer fuel atomization to optimized combustion, ensuring the lowest possible fuel consumption, emission and noise levels.

The new PACCAR MX-13 engine offers a wide range of horsepower and torque ratings to meet customer power requirements. Kenworth customers can now specify the PACCAR MX-13 on new Kenworth truck orders placed through Kenworth dealers in the United States and Canada for delivery in 2013.

Going Straight

(Continued from Page 14)

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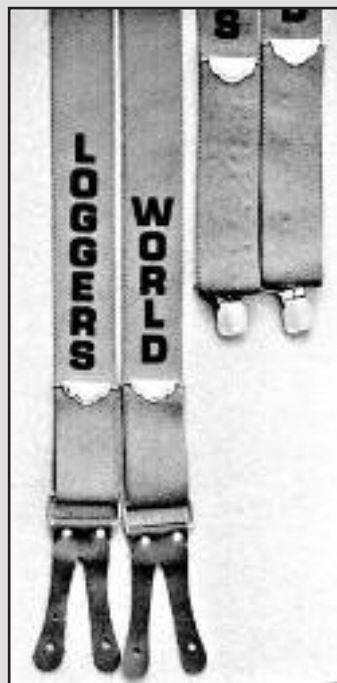
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