

# LOG TRUCKER

VOLUME 40 NUMBER 3

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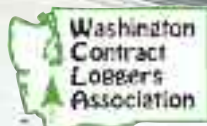
MARCH 2013

*Whatever Comes Along*

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From the stump...

# Some good news in California

by Mike Crouse, Publisher

This Working Group includes ACL member logging companies who have met with CARB officials and taken them on woods tours in 2012 and previous years.

The CFA-ACL Working Group efforts appear to have yielded results, as announced at

the recently completed Sierra-Cascade Logging Conference on February 9th. Tim Hartigan from the Off-Road Ag/Forestry Diesel Rule staff, announced that the proposed Rule on agriculture and forestry (logging) equipment would apply only to the San Joaquin Valley Airshed (counties of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and the Valley portion of Kern County.) He also stated that there were no anticipated performance requirements likely for the forestry equipment within the San Joaquin Airshed but there would be made available incentives to upgrade the equipment. Workshops on the Rule will be announced any day and are likely to be in mid-March 2013. A draft Rule for a 45-day public comment period is likely in late September to the first of November. The final Rule is likely to be approved at the December 2013 Air Resources Board meeting.

Kudos to the ACL logging companies for their active involvement engaging the CARB staff members through tours of logging sites pointing out the differences in the populous south from the wide open northern logging country air quality. Also Kudos to Steve Brink, Vice President of the California Forestry Association, for his expertise and leadership of the CFA-ACL Working Group.

## Selective tolerance

A few weeks ago we watched a 2006 documentary titled "Clearcut Philomath," which premiered at the Sundance Film Festival that same year. Its subject was Philomath, Oregon located just outside Corvallis, Oregon, which at the time was under a community seemingly divided between the "traditional" rural community and the "newer" residents of the past few decades.

As described in Wikipedia, "The roots of the community go back to a man named Rex Clemens, who lived from 1901 to 1985. He was actually a high school dropout who became wealthy through the lumber business. Due to his wealth,

Clemens setup a foundation in 1958 that helped support school functions, construction, and progress while also providing a four-year scholarship to anybody who graduated from Philomath High School."

While the movie's tone was cast as objective, it came with an attitude, which you can read in Wikipedia's review noting Clemens was a high school dropout (never mind that and 8th grade education was closer to the norm when Clemens was in school), and as annoying the reference "due to his wealth" rather than the more accurate "due to his generosity." Perspective and respect for accuracy are jettisoned when you have your own axe to grind in today's journalism.

The point of the film pointed to what was cast as the old against the new, however the larger message throughout the movie appeared to be those stuck in the past forever reluctant to change with the times.

A few issues that were lost in between, not the least of which was the generosity of the Clemens family using their money to fund scholarships to Oregon State University from those graduating from the local high school.

It was NOT public money but money earned by the Clemens family and intended to be spent to enrich the youth of the community.

Also missed was the reality as people discovered this trust existed many moved to Philomath to fund their offspring's college education. To some of us, that might appear to be sheer greed on the part of those individuals taking advantage of something they'd done nothing to deserve. Somehow that aspect was missed entirely.

While the undercurrent of the movie was the Clemens Foundation having made a mistake, there was no hint, or possibility that some within the professional education community perhaps being "wrong" in some of what was done, that ultimately provoked the Foundation's action in changing the parameters of the scholarships.

In the end, the movie seemed to skirt the rampant "entitlement" attitude of the school's administration, the school board, many students, and some within the community. It's an attitude we see far beyond this community and well beyond the borders of the United States as well.

At its conclusion the movie took the "Hollywood" cheap out of Rednecks vs. Progressives.

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COVER PHOTO: IT MAY LOOK SHINY AND NEW, but KW B-Model, owned by BAR Trucking, has been around since 1989. A perfect example of how the Eastern Oregon trucking company takes pride in meeting the challenges of the job head-on.

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## THE DRIVER'S SEAT:

**SARA SWEIDER** • COOS BAY, OREGON

by Darin Burt

**LOG TRUCKER** Sara Sweider had the urge to operate heavy equipment, but she discovered that this considered by many employers to be a man's job. Being 5-1 and blonde didn't quite fit the bill. "People would look at me and say, 'No way,'" Sweider says.

She finally got her chance to run an excavator for a contractor in California, and while she says it was fun, she had more employment opportunities as a driver. Her first job related to trucking was as a grease monkey for a logging outfit on the Hoopa Valley Indian Reservation in Northern California, taking the company's Ford 8000 service truck into the field for fueling, greasing and changing oil on the logging equipment. Moving to Crescent City, she landed a job driving water truck and dump truck for Tidewater Contractors of Brookings. Relocating again, she went to work for Superior Helicopters hauling logs.

"It was awesome. I loved that job," Sweider says. "I loved being out in the mountains. I was driving a



**DON'T LET HER SIZE FOOL YOU.** Sara Sweider, who operates a lowboy for West Coast Heavy, is up to the challenge of transporting the BIG equipment. No matter the load, Sweider has learned a simple, yet valuable lesson. "Take your time, pay attention and watch out for other drivers. One of the most amusing things is watching cars around you. Most people just don't know what to do when they see something wide coming at them. Some people claim that they didn't see you coming - I just don't get that."

Peterbilt 357."

That wasn't exactly her first time as a log trucker, though. She broke in on a short-term job with Crescent City's Gus Allen Trucking. "I was

driving a cab-over mule train, which was a lot of fun and actually pretty easy. I was really nervous about driving a long logger because you got the bunk pin and the reach pin,

and I knew I was just going to forget something," she says.

(Continued on Page 15)  
See "Driver's Seat"

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# RIDICULOUS OR SUBLIME ... You Choose

by Sherrie Bond

**A**t the risk of repeating myself, "Olympia" has just rounded the one-month mark of a 105-day session. Are we closer to solving the budget crisis? No, but we are inching our way into passage of a bill, sponsored by Reps. Stanford, Moscoso, Dunshee, Fitzgibbon, Haigh, Ryu, Lytton and Pollet, forbidding the "docking" of cows' tails! The aforementioned representatives have defined "docking" as inhumane treatment of cows and plan to cut that practice short (pun intended).

Meanwhile the budget gap is reportedly quivering at \$5.3 billion and it is outta whack due to uncensored spending by those given guardianship over taxpayer funds!

For example, look at the ridiculous situation with the new Data Center that was approved for construction in 2009 and in recent months has just begun circulating data through its servers four years later! If you look through the microscope you will see this gargantuan money pit cost \$255 Million in '09. Legislators raised questions immediately as to the grand scale of the project, the necessity and the future burden on the "budget" (a fancy term for taxpayers)! Now the newly formed agency, Consolidated Tech-

nology Services created in 2011 is back at the "well" (another fancy term for taxpayers) requesting a \$34.4 Million subsidy to cover lease payments and some additional "small" projects in the next couple of years. Meanwhile, wringing his hands and dabbing a hankie to his eyes, the Consolidated Technology Services Director whined to a legislative committee last week, "CTS can't shoulder the burden for this!" Why, you ask?

Let's go back to the planning stages where the pie-in-the-sky project calculations were horribly miscalculated when it came to the data storage requirements. Back in the day (2009) Representative Reuven Carlyle criticized the project as too extravagant following a vote on the capital budget in which the project was included. He contacted, then Governor Christine Gregoire to stop the project and presented her with a laundry list of the reason why. She blinked, but not long enough and followed the advice of her information technology "experts" to go ahead on 'er! (After all, she wasn't going to be around to take the kick in the pants when the bottom dropped out of the wallet.)

Carlyle combined his background expertise in the software/cell phone industries with a private consultant

to determine the State's actual data area requirements. Late in 2010 it was determined that only a small segment of the 50,000 square foot data space was in use and less than one 12,500 square foot hall would be needed in the near future. The State uses less than one of the four halls constructed.

While the general idea behind this financial disaster may have been originally well intended, there was no restraint used nor was there any common sense applied. An excuse for the haste to build included the (lame) argument of an urgency to transfer the data storage and retrieval capacity from the building termed Office Building 2 to the new structure a few blocks away. It was said the aging data system in place in Office Building 2 was at risk of emergency shutdowns if the heating and cooling systems failed. (This boogiemanager was blown out of proportion by using the example of a shutdown in 2011 caused by a campus power outage.)

This disaster has multiple chapters and for the sanity of my Editor, I'm going to cut the story short. Bottom line, in my estimation: it would have been a helluva lot cheaper to change out the heating and cooling systems than to end up with an elephant-in-the-living-room spending

\$255 Million on the grossly over-exaggerated project, then pleading for an additional \$34.4 Million to plug the hole in the dike! The current CTS Director winced at the suggestion of charging tenants more for utilized space saying (and I paraphrase), "...he can't just add costs to the rates charged by those using the center because the charges would be so high agencies couldn't afford them or they might look for cheaper space elsewhere..." No kidding? Maybe the good Director should substitute being 'too costly for renters' with 'too costly for taxpayers'! You can bet your butt, spending on this money-pit won't end here, unless the public calls a halt and drops the hammer!

Meanwhile, what's the lesson learned from the disastrous project, the employment of the CTS Agency and the staff to support it? We now know that even with the latest state-of-the-art-calculators available, the preponderance of evidence remains ... they still can't do the math!

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

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# WHATEVER COMES ALONG

## BAR TRUCKING, INC. JOHN DAY, OREGON

by Darin Burt

**D**ave "Squeezer" Nelson, 64, took his first ride in a logging truck when he was just four years old, sitting in the passenger seat of an Autocar alongside his dad Don Nelson. Grandpa owned a sawmill in Beaver, Oregon, and so Squeezer was around the timber industry all the time growing up.

"I was either hauling lumber with my grandfather or logs with my dad," he says. "When I got out of high school, I set about setting chokers and learning the hard way that it wasn't any fun being out in the rain. I had found me a truck driving job, and so I went to work hauling logs for Mel Remington over on the coast; I also drove for Jerry Larrabee, out of Forest Grove, and

(Continued on Page 8)  
See "BAR Trucking"



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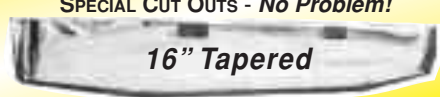
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**BAR Trucking**

(Continued from Page 6)

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Harry Welder, out of Stayton. I ended up in Newport and hauled logs for Braxling."

Nelson started out "just haulin' logs" with a 1974 Western Star in the late 1970s-early 1980s, living in Cloverdale, over on the Oregon Coast. When the work started dwindling, he moved east to the John Day - Baker area and hauled for a local logger there until again, the logging dried up, at which time he switched to hauling rock with a belly dump. The mid-1980s, saw logging pick back up, and so Nelson changed gears again, adding a second truck, hauling logs until up into the mid-90s. For a number of years, Nelson's trucks worked for B&S Stafford, a company from Prineville that was logging around Prairie City.

"Guys kept telling me that I could do better," Squeezer says of why he initially became an owner-operator. "I don't know if I did any better, but I sure as heck got a yard full of headaches now!"

"If you didn't like it, you'd find out real quickly," he adds. "You've got to have the will to do it, and if you don't, there's no sense in being in it."

If you're curious what the name BAR stands for, it's really quite simple. Nelson bought the company back in 1978 when you still needed rock and log authority to haul around the state. BAR stood for then owner, Beverly Ann Rupert.

Today, Squeezer is joined in business by his sons Tim and Dave.

Tim, 34, returned to the family business full-time after working in the admissions office at Eastern Oregon University. "I was sitting in an office surrounded by four walls, and I wasn't enjoying it after a while," he says. "The real reason that I left a good paying, state government, college educated job to essentially drive a log truck was the opportunity to do it with my dad."

"This has been in my blood since

way back when I was still in diapers. This is a lifestyle choice, and you've got to be dedicated to the trucks and the equipment - sometimes that meant sacrifices on your personal time, and sure there have been times when I've gotten a little mad when I wanted to hang out with my friends or go chase a gal, but we still come back to the job on Monday knowing that we're going to do whatever we've got to do to make this happen."

Dave "Walking Eagle" Nelson, 41, got into belly dumping originally for JC Compton, and has been driving since then, hauling rock and equipment for Tidewater Contractors,

driving chip truck for Iron Triangle, eventually joining his dad and brother. You'll have to ask Dave to explain the origins of his nickname.

"There's nothing we don't own that I can't run," Dave says. He's the man at the wheel of the mule train, hauling short logs for Watter-son Logging.

"I'm just trying to carry on dad's legacy in the log trucking," he says. "There's not too many places in the state where when you throw dad's name out there, somebody doesn't know him. There's a lot of the old guys who'll ask, 'Does squeezer still own that outfit? Well, tell him Hi for me!'"

"Dad is a very knowledgeable man and there's not much on these older trucks that he can't fix. He's given me a lot of advice and passed on a lot of shortcuts and tricks about how to simplify things. He's taught us about trucking, that you drive it like you own it; you depend on your truck to go to work the next day, and if you break it, you're not going to be working."

"Back when dad was hauling logs, you never saw a mule train. We've adapted to the needs of the customers. It's challenging at times to

(Continued on Page 10)  
See "BAR Trucking"

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JIM BRYANT, operates BAR's 690 John Deere log loader and 973 CAT when the outfit is on a grinder job.

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**10 BAR Trucking**

(Continued from Page 8)

MARCH 2013  
LOG TRUCKER

be able to read the industry and anticipate what changes are coming. We've accumulated over the years, and we've got a trailer for pretty much anything that you can haul."

These days, BAR Trucking hauls just about anything - logs, sawdust, rocks and equipment, and also grinding hog fuel in the woods. Their equipment list consists of a Peterson Pacific 4710 Horizontal Grinder, 690 excavators with heal rack and grapples, Cat 973 track loader and a Cat 966 with a rollout bucket. On the trucking side, they run four Kenworths - a 1979 long-hood, 1980 B-model, 1989 B-model, and 1998 L-model.

"It's definitely a necessity in order to stay in business over here on the eastern side of the state where the opportunities for work are a lot narrower than they are on the west side," Tim says.

"You have to diversify and go with what comes along versus over there you can haul logs or rock or whatever year-round," Squeezer adds. During the spring break up season, which typically lasts from February to late May, the Nelson's stay busy working on equipment, moving equipment and occasional grinding jobs. "Whatever comes along," squeezer says.

The Nelsons got into grinding hog fuel in 1986, supplying fuel for the D.R. Johnson Lumber Co. co-gen



DAVE NELSON JR. picking up a load of pulp from R.L. Watterson Logging.

plant in Prairie City. The mid-90s brought a fuel problem and nobody in the area would go out and do anything with the slash material. "One day they were scratching their head and said, 'We'll take all the hog fuel you can make if you'd go to doing it,'" Squeezer recalls. "Logs were get-

(Continued on Page 12)  
See "BAR Trucking"

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| RTLO 16913 .....                | \$3500 |
| RTLO 18913 .....                | \$3600 |
| RTLO 18918 .....                | \$4100 |
| FRO 16210C .....                | \$3100 |
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| RD 20145 .....                  | \$2100 |
| RR 20145 .....                  | \$1100 |
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LOADING SAWDUST at Malhuer Lumber Company. TJ Harrison driving and Squeezer at the bin controls.



DAVE NELSON and little Timmy Nelson with the infamous "Beaver Squeezer" truck.



A YOUNG SQUEEZER tightening wrappers when he drove for Hopkes Logging.



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**MOVING EQUIPMENT with the 1989 KW B-model.**

**BAR Trucking**

(Continued from Page 10)

ting slimmer all the time and the work was looking like it wasn't there, so we went and bought an old 22-inch Morbark chipper and then upgraded to a 2400 Peterson grinder."

The grinder allowed them to more than double their output. Along

with that, was the ability to make use of all the material, and get a better yield out of the landings, rather than having to pick through the brush piles to get the smaller stems. "With the grinder, it was guts feathers and all," says Tim.

Grinding was a good venture until the Forest Service decided the slash was theirs to sell and the co-gen plant ceased operations. Yep,

just as Nelsons had invested in a new Peterson 4710 horizontal grinder. "We've got a really big re-

(Continued on Page 13)  
**See "BAR Trucking"**

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**EXCHANGE REQUIRED ON SOME EQUIPMENT - CALL FOR SPECIFIC UNITS**

**BAR Trucking**

(Continued from Page 12)

mote-control TOY now," remarks Squeezer.

"The opportunities are few and far between for grinding now," adds Tim, "but little jobs keep popping up here and there. We just knuckle down and truck as hard as we can, and then when the grinding opportunities are there we work that. We keep crossing our fingers that the grinder is getting paid for, but we're getting there."

The Nelsons are lucky to have a good name in the timber industry, and when things have been tough

going, they've been blessed to have supportive and understanding suppliers and friends. "It's those kinds of people that help us keep going," Tim says. "The work seems to come in cycles, and you have your ups and downs, but you try and maintain through all of it and hope you're here the next year."

Despite the struggles, Squeezer says what's made BAR Trucking successful over the last three decades is a combination of a love for the job and a determination to meet the challenges head on.

"It all comes down to one little deal in life," Squeezer states. "If you want to be independent and make

something of yourself, you've got to create your own destiny. When you want to do something bad enough, and you want to succeed at it, you either stick with it or you give it up and go do something else."

By now you're probably wondering where Dave Nelson got the nickname Squeezer. The story goes something like this. When Dave was growing up, he and his brothers all were given nicknames by their dad - Steve was "Muskrat", Chris was "Weasel", Andy was "Rabbit", and Dave was "Beaver" - all animals that they had trapped during the wintertime. Beaver stuck with Dave as he grew up, and when he moved

to eastern Oregon with his hot-rod A-model Kenworth and word got around that he was "putting the squeeze" on everybody, so they started calling him "Beaver Squeezer." That was too much to say over the CB radio, so somebody shorted it to simply "Squeezer," and that's what it's been since.

"Well, there's a little more to that story," says Squeezer. "The wife went and had 'Beaver Squeezer' put on a bug deflector for the hood of the truck. The girls in town would stop and look at that, and I had to really sit back and laugh. Trust me . . . that day it came off and it never went back on."

13 MARCH 2013 LOG TRUCKER

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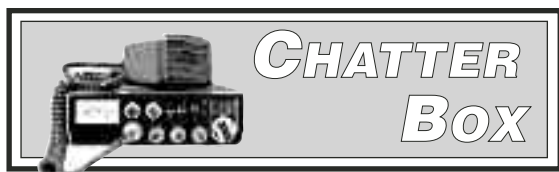
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**B**e prepared for a lengthy conversation if you ask any trucker about the rigs he's driven over the years. We made it simple for this episode of the Chatterbox and asked, **"What's the difference between your first truck and the one you drive now?"**

**Ike Hamilton:** In 1969, I started out in 68 Autocar with a 275 and 5&4 and manual everything. Loaded in switchbacks was not an easy task. Tough old truck though. Now, I'm in a 2005 T800. The difference is like night and day. I will take the electronic headaches over what it used to be any day.

**Paul Goldstein:** I almost get the hives thinking about going back to the first truck I drove. It was a 1964 International (the truck we call ducs now) with a 262 Cummins, 5&4 and a Jake that worked on 2 cylinders. If you held the brakes with both feet it wouldn't slide the drive tires. I pulled a Peerless 16 tire lowboy that had NO brakes at all. But, being young and stupid I didn't know any better and thought they were all this way. The truck I have now is a little better; it's a 2009 Pete 367 with a 600 Cummins, 18 speed and

2 speed rears. 70-inch high roof sleeper and I just love it. I pull a multitude of trailers from a hydraulic beaver tail to an 11 axle low-boy.

**Kenny Renfro:** About 45 years. From a 1962 to a 2007.

**Ryan Luft:** Freightshaker then, 2001 Kenworth now. Wouldn't change it for anything.

**Christopher Knighten:** 1980 Kenworth W9 dump truck what a pile. Had a small Cummins and a thirteen speed. Now I drive a 2012 Kenworth T800b with a 485 ISX and an 18 speed. Night and day wouldn't trade it back.

**Ryan Johnson:** The first truck I drove was when I was 18. It was a 1984 GMC General with a 400 Cummins. What I drive now is a 1999

Peterbilt, and the big difference is horsepower.

**Rollie Thompson:** My first truck was a 95 KW W900 dump truck. Extended leaf suspension. Now I drive a 05 KW W900 log truck. Biggest difference, air ride suspension, and a lot longer.

**Forrest Waldron:** First one was made by Tonka; current one is International. Really not much difference, both are tough and reliable.

**Rod Radway:** First truck was a 75 KW Mule. Train. 400. Cummings. 18 speed. Now I drive an 02 T800 with a 475 Cat, 18-speed I'd take the 75 any day.

**Jodee Litchfield:** 1970 KW long hood, 15 speed with a 1693 Cat. And now 1999 KW with a c15 in it and an 18 speed. I like the 99 but I sure do miss the 70 and that 1693, and the 70 had the retarder in it works much better than a Jake brake does on any cat motor.

**Maurice Yoder:** First truck: 56 KW with a 220, 5&4, water on the brakes, air scales. No air ride seat. Today it's a 2013 KW T800, air ride seat, and cab, 525 Cummins, 18-speed tranny. No comparison. We called the old 56 "Cletter bang".

**Ronald Gulbransen:** A 1966 Pete with a Detroit 318 6&4, no power steering and oil scales. It was a nee-

dle nose with shudders. The thermostats were bad on the shudders, so I had this kinda of a square rock that I had to wedge into the shudders to cool the engine. At the end of the day, was 2gal of oil in the engine, and a new pair of ear plugs back in the day.

**Grant Antilla:** The first truck I was turned loose in was a 1957 KW CJ923. It was bought new by Ben Thomas, of Woodland. It had 335, 9513 trans, sqhd's, Peerless trailer and oil scales. The truck however was a beautiful knockout that was restored by Mike Daniels of Montecano when he worked for Kenworth Northwest.

**Brad Jones:** 1970s International Paystar with a 335 Cummins and 5&4 - it was a rust bucket with one head light, two marker lights and off highway dump box. Now - 04 379L Pete mule train, 550 Cat, 18-spd, airtrac and double lockers.

**Justin Wallis:** 1979 KW long hood. 400 Cummins, 15-speed and cable bunks. Straight piped with no power steering. Recently sold my 05 Peterbilt (cuz I hated it) now 1992 long hood Pete 425 cat 15 speed. Back to the basics, I love it

**Luke Zacharias:** 1966 Mack with 335 Cummins, 13-spd, Mack camel back suspension and 4,000 gal water tank. Now 2012 KW W900B with ISX 525 Cummins and an 18spd. **L7**

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**Driver's Seat**

(Continued from Page 4)

When Sweider's husband Richard relocated for work to Bend, Oregon, she followed, and got a job driving a maxi-set. Operating the company's lone truck, Sweider got the opportunity to do her own maintenance. It wasn't really what she wanted to do, though. Her goal was to get into a lowboy. The problem was finding an opening – the guys that had the lowboy jobs weren't giving them up. "The way people talked, once you were in a lowboy, you were pretty



**WHILE MOVING A PIECE** of equipment from San Diego, California, the floor in the truck cab got so hot that Sara decided to go barefoot.

much there," Sweider says. "My goal was to get to that point."

What it took to accomplish her goal, she says, was luck. "Moving to be nearer to my husband's parents in Coos Bay, Oregon, I went to work for Coos, driving a logging truck. My husband went to work as a lowboy operator for West Coast Heavy Hauling (the transport side of West Coast Contractors, which specializes in heavy construction projects including bridges, harbors, marine facilities and governmental projects), but he wanted to get into the union and operate a crane. When he did that, they offered me the lowboy job," Sweider tells.

That was five years ago, and the job has turned out to be everything she thought it would be and more. There's a real sense of accomplishment, Sweider says, especially when she hauling something a bit unusual other than a crane or other piece of heavy equipment. Recently, she had the challenge of transporting a massive "truck dump."

"It's this thing that looks kind of like a really big ramp. It's flat on the bottom and pumps up in the middle, like a really big speed bump. It's over 13 feet wide," she says. "I hauled it on a stepdeck, and that was interesting, because it was sitting on the entire deck, and it had to be leveled up in the back so that it could sit down and ride level."

"The job is a LOT of fun, but it's still a challenge. Every load is different and the places that you go are



**SOME LOADS ARE REAL "STINKERS".** After moving this campground restroom, the deck got a good bleaching.



**SARA DRIVES A 1988 PETERBILT 357** set up as a nine-axle lowboy. West Coast Heavy Hauling utilizes General and Kalyn Siebert trailers.

different. There are certain pieces of equipment that you have to pull differently because they may be top or side heavy," Sweider says. "I like the

odd loads and the loads that go really far away. Every time I get to where I'm going, I'm pretty happy."

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# KENWORTH CELEBRATES

## 90 years of quality and innovation

THE 1920S SAW MANY INNOVATIONS in truck design. This early fleet illustrates the transition from solid to pneumatic tires and from open to enclosed cabs.



**K**enworth Truck Company is celebrating its milestone 90th anniversary during 2013. With an excellent heritage of quality, innovation and technology, Kenworth has provided thousands of customers with "The World's Best" trucks over the decades.

It all began in 1923 when Harry W. Kent and Edgar K. Worthington incorporated the Gersix Motor Company as "Kenworth". The company name was formed from a combination of letters from the founders' last names.

That first year, the small Seattle truck manufacturer produced 78 six-cylinder, gasoline-powered trucks. Since then, Kenworth has produced more than 900,000 trucks.

Kenworth's success and staying power in a competitive business can be traced back to a philosophy established early in the firm's history. The goal was to build the right Kenworth truck for each customer's application to get the job done...and

build that truck to last. That philosophy, which continues to be true to this day, resulted in Kenworth establishing a solid reputation for its quality, innovative and durable trucks that are driven by state-of-the-art technology.

Kenworth was the first truck manufacturer to install diesel engines as standard equipment in 1933 and sold the first sleeper cab in 1936. The Kenworth T600A transformed the industry as the first truly aerodynamic Class 8 truck in 1985. A year later, the Kenworth T800 was introduced and is

widely recognized for serving productively in applications such as

(Continued on Page 11)  
See "Kenworth's 90th"

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**EARLY KENWORTH** assembly process. The goal was to build the right Kenworth truck for each customer's application to get the job done...and build that truck to last.

**Kenworth's 90th**

(Continued from Page 16)

dump truck, mixer, logger, and extreme heavy haul. The milestone 250,000th T800 was produced and celebrated last year.

At the 2012 Mid-America Trucking Show, Kenworth significantly pushed aerodynamics ahead again with the introduction of the all-new Kenworth T680, the company's most aerodynamic truck in its history.

"Over the past 90 years, Kenworth has played an essential role in the development of trucks that are more fuel efficient, productive and economical to operate," said Gary Moore, Kenworth's general manager and PACCAR vice presi-

dent. "It's the foundation that began when Harry Kent and Edgar Worthington incorporated the Gersix Motor Company as 'Kenworth' in 1923, and delivering trucks that provide exceptional performance continues today.

"Kenworth takes great pride in our history of achievement and excellence. As we go forward, Kenworth's core values of quality, innovation and technology will remain steadfast as we provide customers with The World's Best trucks," said Moore.

In 2013, Kenworth will host many customer events to commemorate the company's 90th anniversary milestone and showcase their exciting new truck lineup.



1920'S KENWORTH logging truck.


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**#126 R861710 2000 T-800 Kenworth**, Cummins ISX 475, Jake brake, 18spd trans., RTLO 18918 BAS (auto shift), single spd Eat rear ends, DS 462P (4:11) w/locker, Hendrickson walk-beam suspension on rubber pads, 3/8 steel frame, 250"wb, 4 axle truck.....**\$48,000**  
**#127 R861712 2000 T-800 Kenworth**, Cummins ISX 475, Jake brake, 18spd trans., RTLO 18918 BAS (auto shift), single spd Eat rear ends, DS 462P (4:11) w/locker, Hendrickson walk-beam suspension on rubber pads, 3/8 steel frame, 250"wb, 4 axle truck.....**\$48,000**  
**#128 R861711 2000 T-800 Kenworth**, Cummins ISX 475, Jake brake, 18spd trans., RTLO 18918 BAS (auto shift), single spd Eat rear ends, DS 462P (4:11) w/locker, Hendrickson walk-beam suspension on rubber pads, 3/8 steel frame, 250"wb, 4 axle truck.....**\$48,000**  
**#130 R861714 2000 T-800 Kenworth**, Cummins ISX 475, Jake brake, 18spd trans., RTLO 18918 BAS (auto shift), single spd Eat rear ends, DS 462P (4:11) w/locker, Hendrickson walk-beam suspension on rubber pads, 3/8 steel frame, 250"wb, 4 axle truck.....**\$48,000**  
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## NEWS AND INFORMATION

### Roll Stability Control available on Western Star trucks

Meritor's WABCO Roll Stability Control System (RSC) is now available on Western Star 4700, 4800 and 4900 truck models equipped with Meritor's anti-lock braking system (ABS). Ideal for on-highway and vocational applications, RSC assists drivers in maintaining vehicle control by monitoring road conditions and automatically intervening when a rollover risk is detected.

When the RSC system senses an impending slide or roll-over, it slows truck speed by reducing engine torque and engaging the engine retarder while automatically applying drive axle and trailer brakes. Once the risk has passed, the RSC system resumes normal vehicle operation, allowing the driver to regain control of the truck.

In addition to reducing vehicle rollover, Meritor's RSC system provides ease of maintenance with fewer components due to its integration with Western Star's existing ABS architecture.

"With Meritor's RSC system, we're providing our customers with the best combination of performance and safety to reduce accidents and keep operating risks to a minimum," said Mike Puncochar, product strategy manager, Western Star. "In an arena of increasing job challenges, our safety options are designed to help our customers focus less on those risks and more on improving their daily operations."

Western Star offers Meritor's

RSC system as part of its ongoing commitment to making commercial vehicles safer for drivers, passengers, and others on the road.

### Washington bills cover unsecured loads, driver database

Two bills at the Washington statehouse cover unsecured loads and a voluntary database of truck drivers.??

State law requires vehicles, including large trucks, operating on public highways with loads of dirt, sand or gravel to be covered. An exception is made for loads with at least six inches of freeboard within the bed.

The House Transportation Committee took up for initial consideration of a bill to add loads of rock to the coverage requirement. A provision is included to gradually remove the freeboard buffer.

The changes would take effect Aug. 1. Specifically, loads equipped with covers would be required to be covered. Starting July 1, 2014, all such loads would be required to be covered. In addition, loads could not exceed the horizontal freeboard of the vehicle bed.??

"We hear all the time about people getting their windshields smashed, or chipped," Rep. Ruth Kagi, D-Lake Forest, told lawmakers. "It's important that we address this to make our highways as safe as possible.??"

State vehicles would be included in the load rule. The Washington State Department of Transportation

estimates a one-time expense of \$392,000 to equip the agency's 302 maintenance trucks with covers.??

WSDOT's Enrico Baroga said the agency supports the requirement for all vehicles.??"Covering loads generally improves safety on the highway. It will also result in less debris," Baroga testified. Kagi's bill - HB1007 - also specifies that the Washington State Patrol continue random "emphasis patrols" to enforce the load-covering requirement.??

Opposition testimony questioned whether the issue warrants a tarp requirement. Few reported incidents combined with the expense of purchasing and maintaining tarps were cited.??

Another bill in the House Transportation Committee covers suspensions of commercial driver's licenses. HB1070 would require the state's licensing department to notify certain employers about CDL suspensions, revocations or cancellations.??

Truck drivers already are required to notify their company.??

Advocates say the bill would help with drivers who do not follow that rule.??

Sponsored by Rep. Christopher Hurst, D-Enumclaw, the bill would make the state DOL responsible for setting up a voluntary database where employers can register drivers for notification. Cost to set-up the database is estimated at \$236,000. - Landline

### Study: Traffic costs trucking \$27 billion/year

The trucking industry as a whole was the victim of a \$27 billion loss in 2011 in the aggregation of time spent and fuel wasted in congestion on U.S. roads and highways, according to a study from Texas A&M.

The university's Transportation Institute says that U.S. drivers as a whole lost \$121 billion in 2011 due to traffic congestion - an average of \$818 per commuter on American roads.

These numbers were offered up in the Transportation Institute's Urban Mobility Report, compiled initially by Texas A&M with the intent to offer the public a reliable measure of how long it would take to get from one place to another via car, because of congestion, the report says, planning has become more difficult. That aspect of the report is called the Planning Time Index.

The report also compiled the top 10 most congested cities in America. For us, here in the Pacific Northwest, the news wasn't as bad as in Washington DC, Los Angeles and San Francisco - Seattle ranked number 10.

### Paccar engine brochure available

The new Paccar MX-13 engine

(Continued on Page 19)  
See "LT News"



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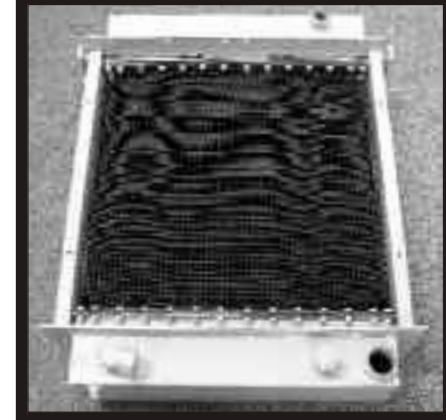
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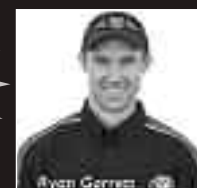
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**LT News**

(Continued from Page 18)

brochure is now available to customers and dealers. The brochure contains operating features and technical specifications, as well as highlighting the MX-13 engine's technology and fuel-economy innovations, Paccar says. The MX-13 is available in Peterbilt's on-highway and vocational product line-up. The engine comes in horsepower ranges from 380 to 500, and meets the EPA's 2013 emissions requirements.

**FMCSA publishes hours of service guidance**

The Federal Motor Carrier Safety Administration has posted two new guides regarding upcoming changes in hours of service rules on its website.

"Interstate Truck Driver's Guide

to Hours of Service" and "Hours of Service Logbook" are aimed at helping truckers comply with the Dec. 27, 2011 final rule. The 28-page guide covers topics including the restart provision and sleeper berth use, while the 49-page logbook's 28 examples have Record of Duty Status samples and explanations of violations.

On March 15, a federal appellate court will hear the American Trucking Associations' case against the new rule. The association has asked to postpone the July 1 compliance deadline because the court's ruling could alter the regulation.

Congress has set a March 31 deadline for the agency to complete a field study on effectiveness of the 34-hour restart provision.

**Will natural gas fuel the future of trucking?**

Natural gas-powered heavy

trucks could represent a 40 percent to 50 percent market share by 2050 if the fuel retains its significant price advantage over diesel, according to an update of a two-year National Petroleum Council study.

With fewer than 2,000 Classes 7-8 trucks fueled by natural gas on the road today, natural gas-powered trucks represent less than 1 percent of the market, said Michael Gallagher, senior adviser to Westport Innovations, a Canadian natural-gas technology company. He is also a former president of Westport, which has partnered with engine maker Cummins Inc. to design heavy-duty natural-gas engines.

"These are pretty robust findings, particularly as you get into the out-years of the study," Gallagher said during a Jan. 30 session at SAE International's 2013 Government/Industry Meeting here. "It certainly shows a strong economic potential for natural-gas trucks over time."

**Centennial celebration at Six Robblees**

Over the past 100 years, Six Robblees Inc. has grown from a small family business with three employees to a small family business with 165 employees and 18 locations across five states.

Their product offerings have also grown; from wheels to trailer axles to today's offering of complete heavy-duty truck and trailer components including brakes and suspensions, filters, lighting and accessories.

Six Robblees started in 1913 when three brothers went into business tuning bicycle spokes. By the end of World War I, that had transformed to race car wheels for the Indy car circuit.

In 1919, they took on Budd wire wheels and one brother designed

(Continued on Page 20)  
**See "LT News"**

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**1993 20-TON TRAIL KING TRAILER,**  
with 11x22.5 Rubber  
PRICE IS ..... **\$10,500**

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and built truck hubs for pneumatic tire conversions. When one of the original brothers, Jim Robblee, passed away in 1930, he willed his interest to his remaining six brothers and the company then became Six Robblees.

As things progressed during the 1960s, Dave Robblee, through his industry networking with National Wheel and Rim Association, expanded the business into custom wheels, installer undercarriage auto parts and a complete line of tire shop supplies and equipment.

The company added locations and acquired other businesses to grow into what is now 18 locations operating in Alaska, Washington, Oregon, California and Montana. Six Robblees' joined Heavy Duty America in 1982 as one of the original members and remains a strong, active supporter of the HDA Truck Pride organization today.

### HOS app designed for small trucking , owner-operators

A new electronic hours-of-service logging application is now available for small trucking companies and owner-operators. The app, from BigRoad, is specially designed for use by small fleets looking for a cost-effective logging solution.

BigRoad partnered with the Na-

tional Assn. of Small Trucking Companies (NASTC) and Sprint to create the app.

"CSA compliance is less of an issue for large fleets, who have the resources and deep pockets to invest in big hardware solutions. But for the small fleets and independent contractors who can't afford the more expensive solutions, CSA compliance is a significant burden, and has very little to no return on investment," said David Owen, president of NASTC. "BigRoad's app is a perfect solution for the small fleet and independent driver. It's an easy to use and deploy solution for the smaller guys who form the bulk of the trucking market. It runs on a smart phone so there's no in-vehicle hardware to buy or install. It allows us all to move off paper logs, and provides clean, error free electronic paperwork."

The smartphone e-Log app replaces paper logbooks with an electronic logging system that improves driver record accuracy and saves fleets money, BigRoad said. The app, which is free for drivers and costs \$15 per vehicle for a complete fleet solution, is tailor-made for the needs of the independent driver and small fleet owners looking to lower log auditing costs, and protect their CSA 2010 safety score, the company added.

BigRoad's app for Android is available free for download directly from Google Play using the following link <http://bit.ly/GPlayStore>. An

iPhone version of the driver app is expected later this year.

### Well Spoken . . .

"Never cut a tree down in the wintertime. Never make a negative decision in the low time. Never make your most important decisions when you are in your worst moods. Wait. Be patient. The storm will pass. The spring will come."

- Robert H. Schuller

### Mack launches suspensions featuring proprietary Mack axles

Mack Trucks has launched its breakthrough MACK Twin Y(tm) Air Suspension, the trucking industry's first suspension to utilize an innovative Y-shaped high-strength steel design.

Offered with proprietary MACK(r) axles, the Mack Twin Y Air Suspension delivers unmatched comfort, handling and fuel efficiency for highway customers desiring a smoother, more stable ride. The Twin Y is up to 400 pounds lighter than other air suspensions, offering a significantly lighter weight option for customers.

Mack also announced today the availability of Mack proprietary axles on its MACK(r) mRIDE spring suspension, ideal for vocational customers demanding a durable, stable ride with greater articulation.

"The Mack Twin Y and Mack mRIDE are designed specifically for

what customers have told us they need to be successful," said John Walsh, Mack vice president of marketing. "Both of these suspensions benefit from our Mack proprietary axles, which provide even greater stability and fuel efficiency."

Design of Mack Twin Y Key to Improved Control, Stability

Customer field tested for more than three million miles and available on the MACK Pinnacle(tm) Axle Back and Axle Forward models, the MACK Twin Y features MACK S38 and S40 series axles with C125/126 and C150/151 carriers.

The design of the Mack Twin Y air suspension includes two stamped high-strength steel Y-shaped blades per wheel end. The Twin Y blades are joined to the axle with both upper and lower axle seats, which greatly reduces suspension windup and significantly improves tire traction and braking control.

The axle seats are clamped to the axle housing by Huck U-bolts on both sides and never need to be re-torqued.

Bushings in the upper and lower axle seats offer greater roll control and deliver easier handling and a more comfortable ride. Lighter weight and non-torque reactive, the Twin Y requires less maintenance

(Continued on Page 21)  
See "LT News"

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## LT News

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and extends tire and component life, significantly improving customer ROI. The Twin Y's design means the load on the suspension is entirely on the air ride and not on the pivot bushing.

"The industry has never before

seen an air suspension system engineered like the Mack Twin Y," said Jerry Warmkessel, Mack marketing product manager for on-highway. "Offered with Mack axles for even greater fuel efficiency, the Twin Y air suspension sets the bar for the industry. Our customers demand a good ride at a competitive cost and lower weight. We're offering all of

that and more with the Mack Twin Y."

Mack mRIDE for the Tough, Vocational Applications

The Mack mRIDE spring suspension, paired with the Mack C150/151 series axle carriers, delivers superior performance for vocational applications and is available on the MACK Granite(r), Titan by

MACK, Mack Pinnacle Axle Forward and the MACK TerraPro(tm) model trucks.

The use of spring leaves over four separate rubber block packs offer stability and articulation, while also allowing the needed clearance for larger tires and brake components required in construction and vocational applications.

In addition to being lighter than other spring suspensions, the mRIDE delivers a smoother ride, improved stability and greater ground clearance over difficult terrain. The Mack mRIDE provides constant ground contact for all wheels over its articulation range, which in turn maximizes traction on any jobsite.

The parallel pinion angles of the Mack axles extend the driveline joint life. Coupled with the greaseless mRIDE suspension, the offering boasts easier maintenance and is easier to align, contributing to reduced customer maintenance costs.

"The completely integrated drivetrain offered by a Mack MP engine, Mack transmission, Mack axles and now the Mack mRIDE suspension creates superior performance, stability and handling," said Curtis Dorwart, Mack vocational marketing product manager. "Mack vocational customers can count on mRIDE-equipped trucks to absorb more of the rough work on jobsites, keeping drivers more comfortable and productive."

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## From the Stump

(Continued from Page 2)

But the reality was quite different, and brings to mind the narrow definition of tolerance in today's America where one audience is very tolerant of their own beliefs, and utterly intolerant of any who have the gall to disagree and are written off as being narrow, stupid, and steeped in ignorance.

Solving an issue requires tolerance in both directions, respect, and a willingness to accept fault in your own reasoning, while admitting your foe may be right.

### Comparative gas pricing

California drivers get pinched for gas prices a bit more than the rest of us, and while that varies with the times, when we were down there for the SCLC, the difference in prices for regular gasoline were running 70 cents more a gallon in

the Sacramento to Redding area we'd driven in versus the cost in Portland, Oregon. Why the difference?... in a word formulation. California's formulation is significantly different than all the other states in the union, for the sake of their clean air requirements.

Granted, the further south you go, the smog is a fact of life, and conditions are noticeably improved from ten years ago.

### The good old days

In every age 'the good old days' were a myth. No one ever thought they were good at the time. For every age has consisted of crises that seemed intolerable to the people who lived through them.

- Author Brooks Atkinson

### Leadership

Emcee for the SCLC, Jed Gibson, made several noteworthy comments on leadership, and the

importance of positive relationships, to our attitude, demeanor and quality of life. "Attitude is everything! Negative people with no optimism have cancerous attitudes," said Gibson. "Bad attitudes cause anger. A study, verified at Loma Linda University confirmed that anger weakens the immune system in the body and laughter increases it. In fact the ratios to effects are staggering. One (1) minute of anger weakens the immune system for 4-5 hours. One (1) minute of laughter can increase the immune system for up to 24 hours. Folks an assignment of finding laughter and joy is one I am happy to accept."

"The world will give you what you're willing to accept," Gibson continued. "Evaluate your relationships, know how they affect you. We have no reason to hang our heads, we did in the past but not today. We have a bazillion reasons to be optimistic today."

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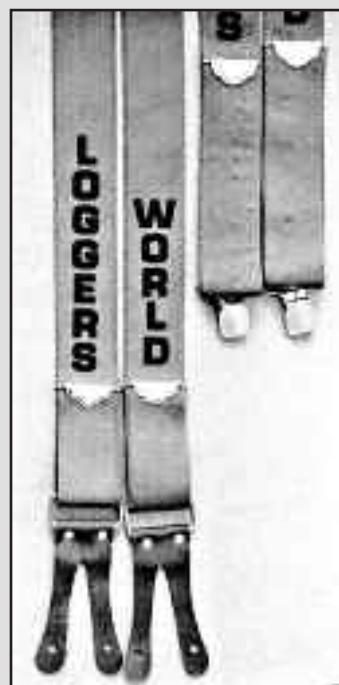
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