

LOG TRUCKER

VOLUME 40 NUMBER 7

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JULY 2013



SEE PAGE 4



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ANNUAL MEETING

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SEPTEMBER 26-28, 2013



From the stump...

Risks and Rewards

by Mike Crouse, Publisher

While I've spent most of my life in the Pacific Northwest and frequently travel all over in pursuit of working loggers building roads, harvesting and transporting trees to meet customer demands for the most ecologically sound building materials, this past month was the first time I'd spent any time on the Washington side of the Columbia River in the Columbia River Gorge. Not too surprisingly the beauty and diversity of this portion of the gorge mirrors that of the Oregon side, even though the highway is not quite as easy to traverse.

Other than summer road building, and the beautiful scenery, this land produces very healthy stands of timber, actively managed because they are privately and corporately held, thus those stands are robust, growing and being replenished for the next generation.

Innovation

For all the conversation and chest pounding over creative and innovative ways to better manage, better harvest, all with a light footprint on the ground, when it comes down to innovation occurring on the ground this risks frequently are greatest not for the landowner, forester, equipment manufacturer or individual companies selling equipment but for the contract logger. Certainly along the way, the other parties listed above have some skin in the risks of innovation, but the financial risk largely rests on the shoulders of those loggers who conceive a different method that brings a new idea, equipment, and approach to work in real life circumstances.

We had a lengthy conversation with one such innovator a few weeks ago, and he brought to the surface a theme we've heard many times the past few decades: innovation, a different approach, new technology, new equipment, and discovering how to implement all those moving

pieces into a productive system that achieves goals in safety, harvest, "light touch" on the ground and yield takes time, economic risk, and perseverance with no assurance of success short of the loggers determination. Were that not sufficient risk, one needs keep in mind that by virtue of such innovation being both new and (as yet) unproven, the logger has to negotiate his concept to all of the above mentioned parties who are far more inclined to "play it safe" and go with "tried and proven," albeit the "older" systems. Thus again the burden is placed on the contractor to "prove" that system will work, not atypically by essentially logging to demonstrate it will do what he says it will do. The cost of equipment, maintenance, crew, time and risk are all the loggers, and a part of doing business, that when proven, give him a competitive edge, and thus a payday and future as a reward. This is why capitalism works... we are constantly in pursuit of the better mouse trap.

Everyone loves a winner, and most are more than willing to take credit when a new approach works, from the top of the food chain to the bottom, just as has been the case through time, to no one's surprise.

However, the concept of risk being coupled to rewards for that risk has been seriously discounted for contract loggers over the past few decades at least, and is another recurring theme prevalent within the industry.

Once the system is proven to work, contracts are ratcheted back, the gains over previous systems forgotten, and the window to profit from that innovation is shrinking dramatically.

Old habits die very hard, even inside our world of accelerating change. The difference with logging is a shrinking profit margin doesn't just discourage today's innovator/contractor, but it seriously compromises those who would be tomorrow's innovators by losing them to other industries well prior to logging even being considered precisely because the rewards, especially in the past few decades are not equal to the risks.

We've all lived through the economic cratering of the past six to eight years and while that is ever so glacially recovering, and there is a LOT

of talk about a future work force, what to do to attract a younger demographic into this industry, and we're seeing some longer contracts and improvement in pricing, we remain decades off the pace with other industries.

Although we deal with commodities, ours is not a commodities business but a people business with considerable risk, requiring a growing base of knowledge and skill from those loggers to maintain the public license to grow and harvest the most ecologically sustainable gift of nature that the public wants.

And those loggers do not grow on trees. The influx of loggers in the 40s-70s was fueled by high pay, and high potential rewards, plain and simple. To have a future logging workforce, and convert those trees from vertical asset to horizontal cash, the rewards have to exceed the risks.

ALC Annual Meeting

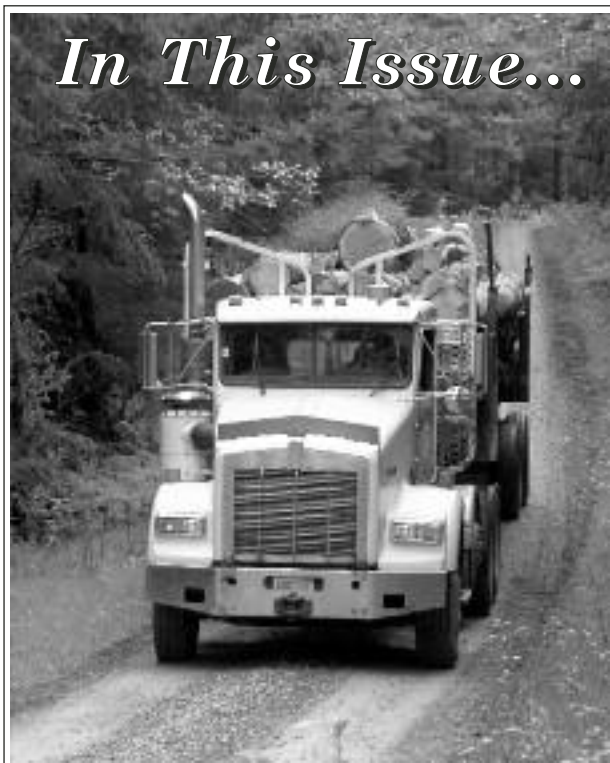
In this month's *Loggers World*, on page 17, is the registration form for the American Loggers Council 19th Annual Meeting to be held September 26th-28th in Marksville, Louisiana. We've promoted the ALC literally since its 1994 formation in St. Louis, Missouri almost 19 years ago, and with good reason: it's a national voice for our industry in Washington D.C., which represents working loggers whose interests do not necessarily reflect the will of industry as a whole. Prior to the ALC's formation, national policy issues, which affected our profession, and image were largely left to corporate, and DC policy insiders and had no individual or group identity.

As we begin our 20th year, we're recognized both by corporations and non-profits as the distinct and well respected voice of logging professionals all over the country.

Twenty six states, and numerous individuals are members of today's ALC in addition to many manufacturers, and service providers. Whether you're able to come to annual meetings, read the news releases and monthly column (As We See It) that appears in *Loggers World*, or occasionally browse the ALC web site (<http://www.americanloggers.org/>), take the time to know how the American Loggers Council is working for you. The organization is comprised entirely of loggers

(Continued on Page 18)
See "From the Stump"

In This Issue...



COVER PHOTO: HARKNESS TRUCKING & LOGGING utilizes a diverse fleet of trucks from log haulers to dump trucks to support their logging and road building operations.

See "The Complete Package" on Page 4

2 RIGGING SHACK

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

2 RISKS AND REWARDS

- by Mike Crouse

4 THE COMPLETE PACKAGE

HARKNESS TRUCKING & LOGGING • ACME, WASHINGTON

12 WHAT DAD DOES BEST

TROY PAUL TRUCKING • PENDLETON, OREGON

15 READER PHOTOS

18 WHAT'S \$100 MILLION. . .

- by Sherrie Bond

19 LOG TRUCKER NEWS

22 ADVERTISERS INDEX

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THE COMPLETE PACKAGE

HARKNESS TRUCKING & LOGGING ACME, WASHINGTON

by Darin Burt

If you looked through the story on Harkness Trucking & Logging in the last issue of *Loggers World*, you may have noticed a lack of truck photos. Well, that only makes sense as the story was focused on the logging side of the business. But as company owner Frank "Butch" Harkness points out, it wouldn't be a complete logging outfit without the ability to transport timber from the woods to the mill.

"If somebody calls me tomorrow and says they have x-amount of trees on the mountain and they need them cut, logged and hauled – everything from the stump to the mill - that's what we want to be able

(Continued on Page 5)
See "Harkness"



HARKNESS'S 2001 KENWORTH T800, with a C15 Cat motor and Peerless trailer, is driven by seven-year trucking veteran Josh Isaacson.



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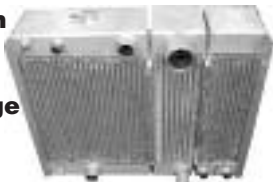
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BUTCH HARKNESS WATCHES as the company's 2005 Kenworth T800 (powered by an ISX Cummins) and three-axle Pederson trailer heads off the landing with a load.

Harkness

(Continued from Page 4)

to do," Harkness says.

Harkness Trucking and Logging, which has been around the Northern Washington logging industry for

more than half a century, starting out as Harkness Brothers Logging with founder Frank Harkness Sr., has grown, modernized, and maintain its versatility to handle a wide array of projects.

On a typical day, Harkness will

have two towers and two shovel sides working. As Butch explains, they have five towers: two BU84s, a TTY70, and a BU80, but only run two; their primary dogs are the BU84, and the TTY70.

"Our big thing (having so many

towers) is to make sure we have a steady flow of wood. We set a goal and we stay at it," Harkness says.

The trucks play an important role

(Continued on Page 8)
See "Harkness"

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CHRIS "CHICKLET" TENBORG drives Harkness's 2006 Peterbilt 379 and Lincoln trailer. She comes from a family of log truck drivers, following in the tracks of her dad and two brothers. Chicklet went long hauling for a couple of years, and has been with Harkness the last two years. "Every day is a new learning day," she says, "I love this truck."

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JEFF DEITZ AND JOHN GRINDER (left-right) ready to head out from the Harkness shop. Deitz, who's been with the outfit for 4 years, drives "Logzilla II" a five-axle truck and a four-axle Pederson trailer that can gross 105,500 lbs. Grinder, who used to haul garbage, now pilots a 2001 Kenworth T800 with Haskel trailer body and bunks.

Harkness

(Continued from Page 5)

in having a productively consistent operation. The Harkness fleet consists of 13 log trucks, with 10-12 on the road at any one time. In addition, they have five dump trucks that work on their company road building projects, and a lowboy truck and trailer to move equipment from one job to the next.

"The log trucks are primarily for our own use as well," Butch says. "We've been trucking as long as we've been logging, and have had as many as 17 at one point."

The road building side operates with several different machines: along with the conventional dump trucks and an off-road 6x4 that can carry as much as two dump truck loads of material, they utilize four excavators, and several crawlers.

Helping out with the log hauling are three to five independent trucks. Among the regulars are Happy Valley Trucking and Leonard Hollenbeck. The majority of the Harkness trucks are conventional long loggers with the addition of a short logger.

"I like hauling our own logs because that way we can keep track of them," Butch explains. "Right now, for example we're working a job out of Burlington that hauls back to Darington to Sierra Pacific, and then we're hauling from Darington to another job, so we're going in circles. We try to get as many loaded miles as we can, just like everyone else. When (or logging sides) are spread out, it certainly helps."

Butch's middle son Brandon handles the truck boss duties. Pee-Wee, as he's called, keeps in contact with the trucks and shovel operators to make sure everyone goes where they are need for the maximum efficiency.

"Generally we'll set guys up with somewhere to start out with and if they go by another job they might get a load there as well. Most of the time they stick to one side; if they start out someplace in the morning and the day goes the way it's supposed to, they'll be right back there the next day."

"We have a goal to meet each week and it doesn't change a lot –

(Continued on Page 10)
See "Harkness"

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DRIVER NEIL INGERSOLL has worked in the woods for 48 years, and has been hauling logs for four decades. Ingersoll, who lives in Bridgeview, has had a lot of friends in the logging business and fondly recalls the days when there were lots of jobs around.



DRIVER GEORGE WELCH has been hauling logs since he was 18 – he's 72 now, so you do the math. "I'll get it right one of these days," he jokes. Welch has been with Harkness for the past six months. "I needed something to do and Butch was nice enough to give an old guy a job."



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Brand New 2013 Lincoln Log Trailer and Truck Equipment set up for Erland E. Blaser out of Sandy, Oregon.

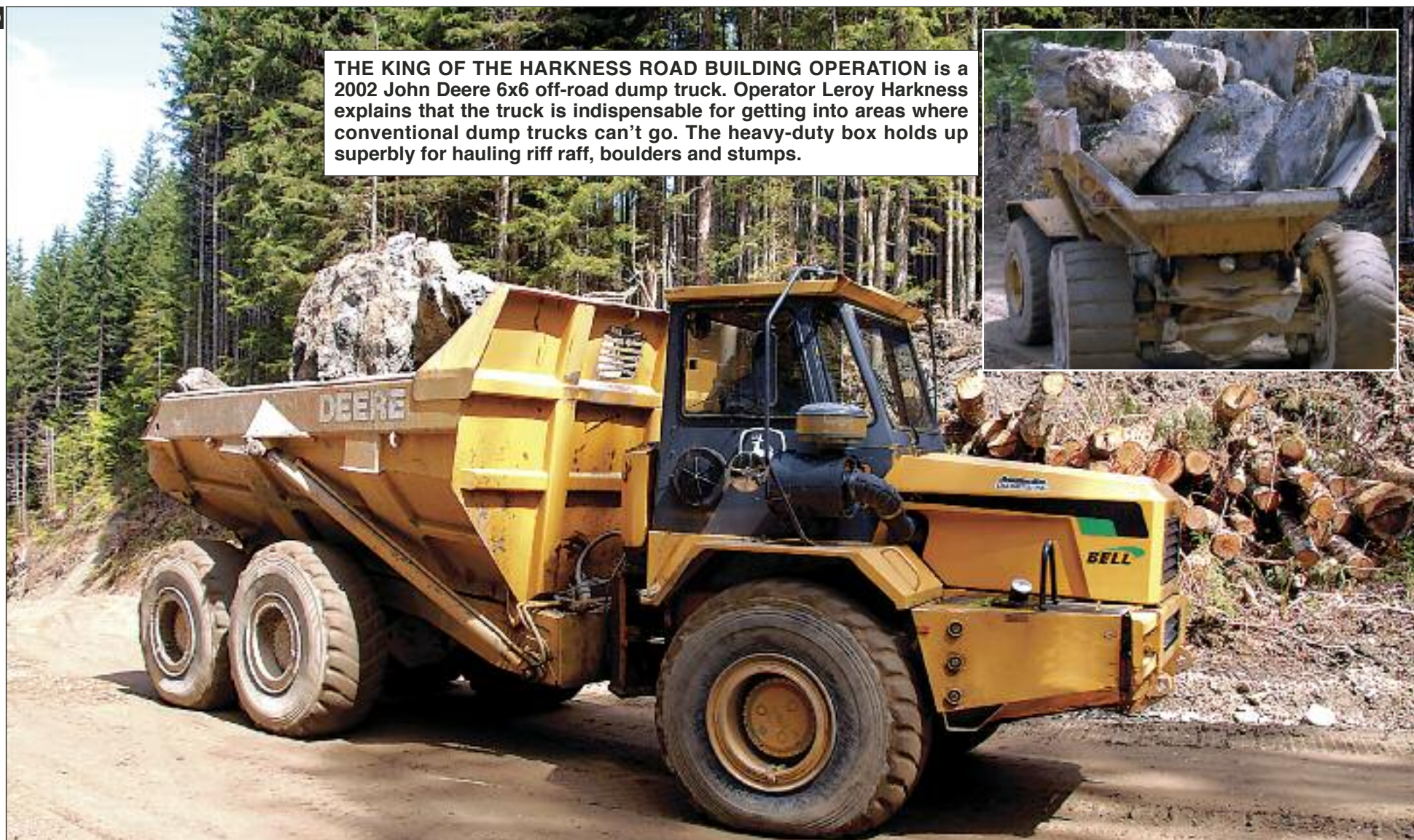
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Brand New Kenworth set up with Lincoln Gear for Hadaller Logging out of Longview, Washington.

Thanks, Jason, Mike & Schawn!

Have a Safe & Happy 4th of July!



THE KING OF THE HARKNESS ROAD BUILDING OPERATION is a 2002 John Deere 6x6 off-road dump truck. Operator Leroy Harkness explains that the truck is indispensable for getting into areas where conventional dump trucks can't go. The heavy-duty box holds up superbly for hauling riff raff, boulders and stumps.

Harkness

(Continued from Page 8)

we figure our trucks haul 15 loads each in a typical week. If you have trucks that are broken down for one reason or another, or the drivers are on vacation, it doesn't take long to knock you off the mark."

Another approach to being more efficient is adding axles to be able to carry the maximum payload possible.

"If it only has five axles, it's probably not going out in the woods," Butch says with a chuckle. "We've

had both three and four axle trailers and I think the three axle is where we want to be. I've driven them both down the road, and the four axles can be a little dicey at times. You lose a few thousand pounds (only using the three-axle), but on the county roads that dip and dive, with two axles back there they want to take over the steering. With just one extra axle, there's more weight on the trunnion and doesn't tend to steer the trailer. You run one drop axle in front of the drivers and one behind so that it evens things out. "

"I have one guy who drives a four

axle trailer and there have been a couple of times where a valve or something wasn't right; there's an electric lockout that malfunctioned one time, and the driver said the trailer started going into a shake-down and he thought he was going to wreck."

Another aspect of running extra axles is not only for the company to make more money, but also so the drivers can make a decent wage. "You've got to attract these guys to drive for you," Butch says. "If you've got a five axle truck, and the driver can't make his rent payment, he's

not going to want to work for you. If you have a truck with which he can make a decent wage, you'll get a better driver."

"We've always had trucks," Butch continues. "My dad was partnered with his brother for a number of years, and they had some trucks. When I joined my dad, we had a couple of trucks and we've just built off of that."

Frank Sr. drove truck quite a bit

(Continued on Page 11)
See "Harkness"

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BRANDON HARKNESS (left) is the company truck boss and, "...spend lots of time in the lowboys in between taking care of odds and ends," he explained. **Shane Johnson** has been wrenching since he was out of high school in '86 "learning by doing," and joined Harkness 13 years ago. **Kenny Harkness** (Frank's brother) is the head mechanic and started with the company almost 15 years ago.

Harkness

(Continued from Page 10)

himself. Some of the early ones that Butch remembers were LT Macks with quadraplex transmissions. Over the years, Harkness has continued to grow and modernize their trucking fleet. The majority of their current fleet are Kenworth T800 models.

"We've had a lot of different trucks over the years, but I like the Kenworth best. The T800's seem to hold up the best in the woods and they get around good," Butch says. "We've bought a bunch of new trucks over the years; we went through a stage where we bought a bunch of new Freightliners, but they've been weeded out except for one."

Harkness's trucks range from 1995 to 2010 models; most are 2000 and above. The trucks are powered by either a Cat or Cummins engine turning out between 425-475 horsepower.

"We buy trucks as we need them," Butch says. "We started buying good used ones here and there, so we run them however they're spec'd. I prefer a T800 outfitted with lockers and extra axles; we've had good luck with both Cummins and Cat motors."

In order to keep the diverse fleet in ready-to-go condition, Harkness employs a four-person shop crew who rotate between logging equipment and rolling stock. Routine greasing and oil changes are a given, but Harkness is also particular about making sure the little, but important, components like lights, signals and air leaks – things that, if not working properly, could cause a wreck or have the truck stranded.

"Especially in the conditions in which we run, it's not always easy to keep the air systems clean and the valves working. We run covers on the air lines whenever they aren't hooked up so that road grime doesn't clog the air line. The other thing is to keep cleaning the screens in the valves," Butch says. "It's a full-time job to keep the trucks going. They're always in the shop for something or other."

"The reason that we have trucks is that we need them. I'm also a control freak and I like to have control of my destiny," Butch says. "There have been times when the rates aren't right and everybody is arguing and bickering about not wanting to haul logs, but we can take care of the whole thing. It makes us more of a competitor to be able to manage everything."

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WHAT DAD DOES BEST

TROY PAUL TRUCKING PENDLETON, OREGON

by Darin Burt

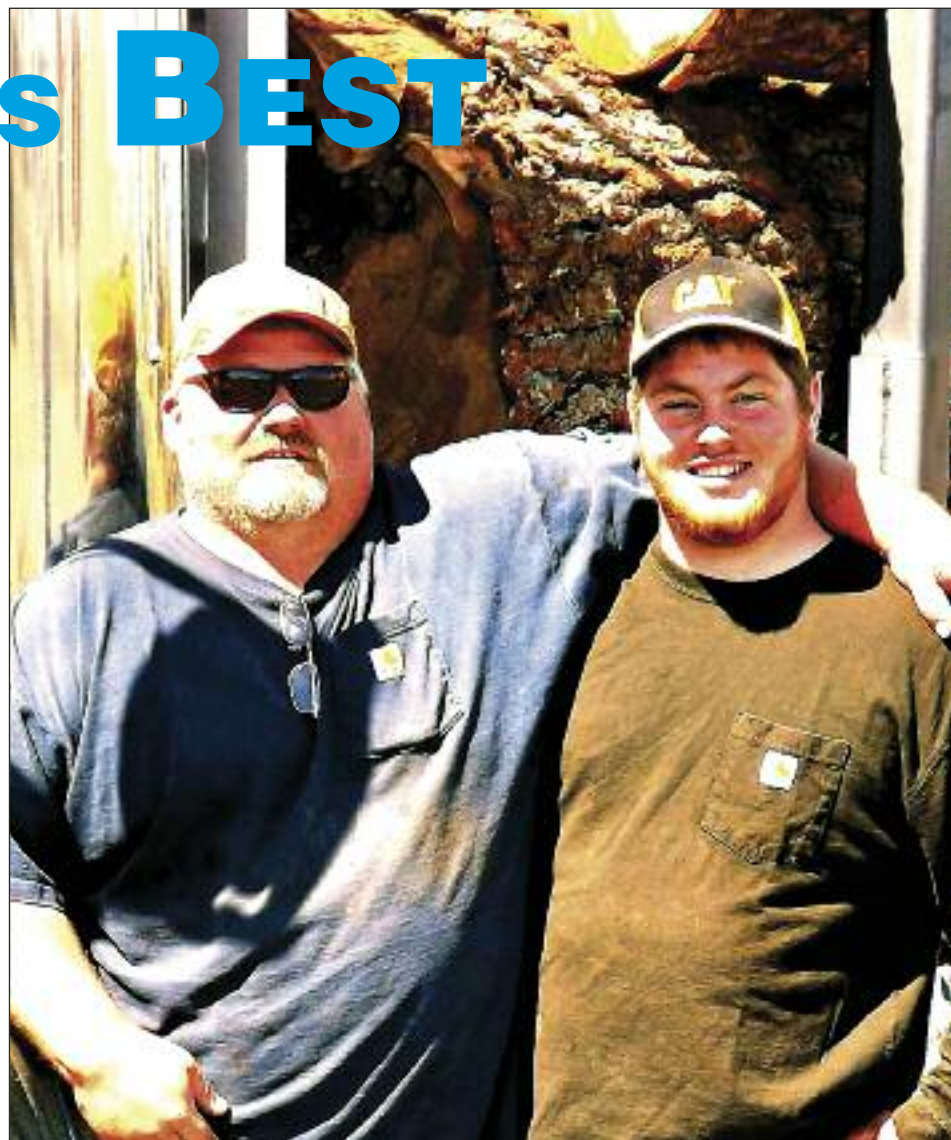
It's an age-old quandary - what to get dad for Father's Day. A tie? Some fishing gear? A story in the Log Trucker? At the request of his son Danny, who proudly asked if we would feature his dad Troy Paul in the magazine as a Father's Day gift.

"I believe that my dad does what he does because he knows that he can wake up in the morning and know that he can go to work and support his family; he does all of this for my mom, my sister, and I," says Danny, a soon to be high school senior. "My dad could just have a

plain old nine to five job, but he chooses this occupation because it has provided our family with the best the world could provide."

"To be a logger is a dream I may accomplish someday, because every little boy wants to be what their father is," Danny continues. "I don't know if my dad could do anything to make me more prouder. It sounds kind of backwards, but I just fill up with pride when I see him; when he teaches me; every little thing he does. He's my role model, my friend,

(Continued on Page 13)
See "Troy Paul"



TROY PAUL (LEFT) AND SON DANNY make a great team. "He's a dang good hand," says Troy. "He's my role model, my friend, and most of all, my dad," Danny says with pride.

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Troy Paul

(Continued from Page 12)

and most of all, my dad that is there whenever I need him."

Troy Paul started trucking 1987. He'd been a logger before that time, skidding and decking lodge poles and hiring out the loading and hauling, but when the chip market hit the skids, he was doing some other work with the Cat when he stumbled upon a guy needing a driver for his 1982 International. Paul had driven a bit, but never hauled logs.

"He said the best way to learn is to get in the seat and go. I got in the

driver's seat and he got in the other side and said lets see what you can do. He rode one trip with me to the woods and back to my house; his wife picked him up and he said I should be just fine and to just go with it. I never looked back," Paul says. "I'd been around logging and the trucks a lot, so it was a pretty natural progression."

"The first job we started out on was a really steep, narrow climb around the mountain. Having driven on that for years, it didn't seem like that big of a deal. My dad had told me that a log truck is a just a big pickup with a trailer on behind."

Paul bought a 1969 Kenworth to

become an owner-operator with hydraulic scales. "About the only thing that ever worked on it was me," Paul says. He drove it for about a year and a half, but just couldn't take it any more, and so he traded it in (for what it was worth) on a brand new 1989 Western Star.

That was the start of a string of new Western Stars from a 1994 model, 2004 model and his current 2007 Western Star with a 625 AC-ERT Cat C-15 motor, 18-speed transmission, 46,000 lb rear ends with double lockers, Ridewell lift axle, and a 1993 Alpine short log trailer.

Most trailers don't have much of

a story behind them. But this one happens to be the very first short log trailer built by Alpine. Paul had purchased an Alpine long log trailer in 1991 about the time that the loggers for whom he was working started to switch over to single grip harvesting. He had need for a short logger and so Paul put a hayrack on his long logger, but as he recalls, "It was beating the hell out of everything," so he worked with the logger to have a short logger designed and built.

At the time he bought the '07

(Continued on Page 14)

See "Troy Paul"

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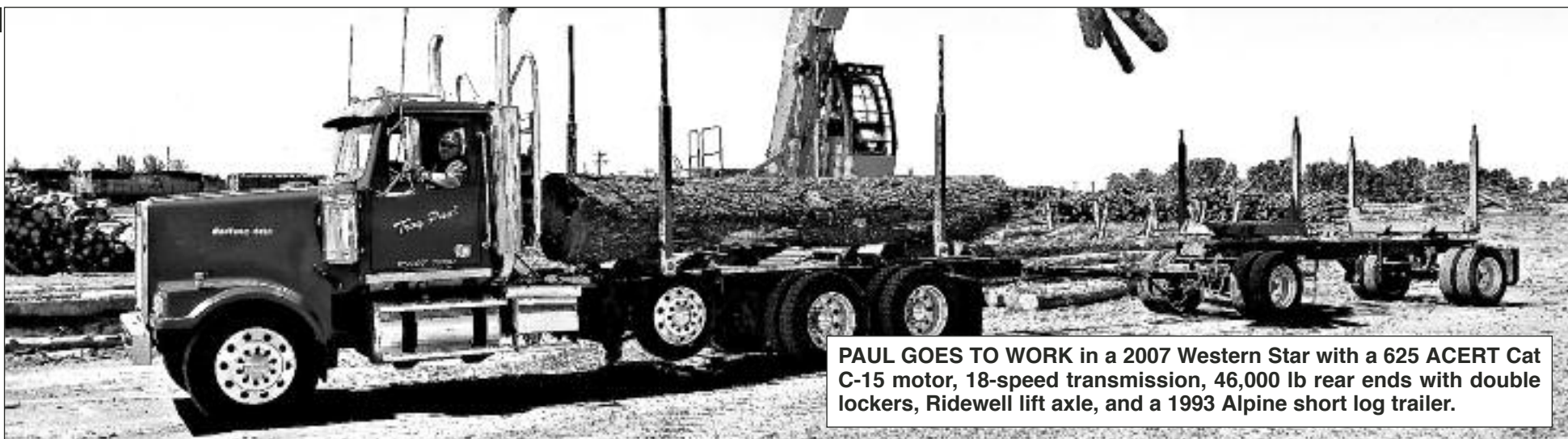
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PAUL GOES TO WORK in a 2007 Western Star with a 625 ACERT Cat C-15 motor, 18-speed transmission, 46,000 lb rear ends with double lockers, Ridewell lift axle, and a 1993 Alpine short log trailer.

Troy Paul

(Continued from Page 13)

Western Star, Paul's approach was that a new truck was always an improvement. But now, with all the new emissions requirements, he'll probably opt for a glider kit.

Earlier, Paul says, there was no big advantage in running an older truck because even though it might be paid in full, the maintenance costs tended to equal the payments on a brand new truck. Paul frankly admits that he'd rather be duck hunting or fishing on the weekend than working on a truck.

Danny helps his dad out a lot with the maintenance chores, and Paul says that it is much appreciated. "He's been riding with me since

he was four years old. He's been very instrumental in helping me with the tires and the brakes. He's a dang good hand and has been very helpful to me in my business."

The uncertainty of the work is another factor in not going with a new truck. "It's a struggle in the industry with the fluxuations in the lumber market, not to mention over here we're starting to run out of trees to cut down. It's hard to be staring down the barrel of five years worth of truck payments. It's a pretty big gamble to take. I'm not willing to move away from my family to go to wherever the work might be — my family is way more important to me than logging or log trucking."

Presently, things are going pretty well for Paul. He hauls primarily for Dodge Logging out of Maupin, Ore-

gon. Not only does the family own the logging company, but a local lumber mill and chip plant, so the work is steady. Paul also hauls for Corley Logging from Pendleton.

"At times, I think it would be better if I could change from short to long, but I tend to stay about as busy hauling short logs as I want to be," Paul says. "Most of the pulp market here, for many years, was just the top of the trees. Smaller trees are being cut for scale and, there are more thinnings."

"Over here, everybody knows everybody, and there's a pretty good network. You can just about pick up the phone and have a haul," Paul adds. "It's amazing how often it comes back around full circle with the people for whom you are hauling."

"I try to have fun, even though it seems that the fun is kind of going out of the business anymore. Back in the day, you'd go out on jobs and you'd be joking around with your friends. Before I had a family, I was just hauling logs, making money, buying cars and going out to the bar. Then all of a sudden I realized that I'd better make this into a successful business. I pay attention to doing my level best for my customer. Short loggers require a lot of maintenance, so I try to keep up on things so I'm not broken down."

"I've been very fortunate in my tenure with hauling logs. There have been some lean years, but by and large, it's a great way to make a living. It's kind of like the Wild West in that you're the master of your own destiny."

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JULY 2013

LOG TRUCKER



JIM DEMPSEY, of Wallowa, Oregon, with a nice load of pine from Hagedorn Logging coming off the South end of Mt Emily headed to Pilot Rock. Dempsey's 1985 Peterbilt 359 long hood is equipped with a 550 C-15, RTLO 18713A, Eaton 402 2 speed rears.

KELLON OBRIST IN FALL CREEK #6, a 379 Peterbilt, at the 5 mile up Murphy.



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MATT WOMACK TRUCKING, Priest River, Idaho, hauling with his 1988 Peterbilt 379 extended hood short log self loader. The load of oversize was taken off Flowery Trail in Western Washington. Stimson Lumber Company logged by Greg Robertson Logging, headed to Thompson Falls, Montana.

PAUL STADEM PROUDLY SUBMITTED this great photo taken on the la porte/ quincy hwy just outside of la porte, California. The logger is Stump LT Logging and Timber Falling out of Grass Valley Paul's truck is a 1981 Kenworth W900A.



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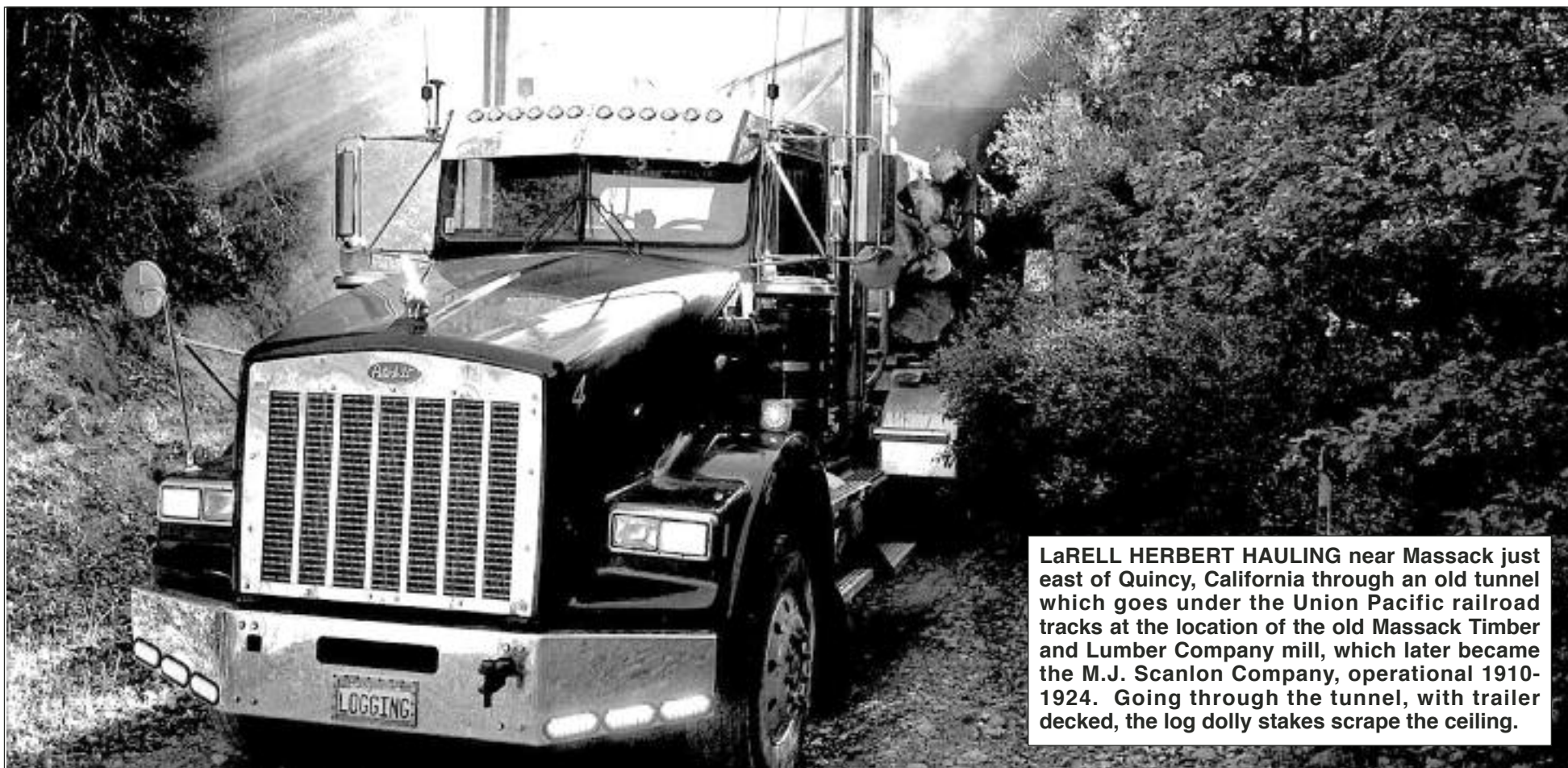


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What's \$100 Million between friends?

by Sherrie Bond

JULY 2013
LOG TRUCKER

Just when I thought the shenanigans of the state legislature would be, at the very least, in my rear view mirror they are back again riding my donkey! On this 150th day of the 2013 legislative session there is more finger-pointing, wool-gathering and back-stabbing than ever before; with two weeks plus one day left in the second special session, the state is not only without a passed budget, but for the first time in its history, about to default on the required July 1st deadline which some say will create lay-offs and shut-downs within sacred walls of Olympia!

Oh wait! Is it me or just coincidental we heard that same bull-hockey come out of the White House a couple of months ago?? Oh yea, I remember . . . the White House was forced to stop public tours of the mansion as the "government" was

clean-outta-money (well, they must have found some recently because BHO is taking the Missus, the Muhtha in-law and the kids to Africa to look at the lions the end of June!) What does it take to get this party started? How about air transportation for 56 vehicles (which includes 14 parade limos), trucks loaded with bullet-proof glass to be installed at the hotels where he stays and two ambulances (one for biological/chemical toxins and the other supplied with X-ray equipment – see, Obamacare isn't all that bad). But wait, there's more ... 100 Secret Service agents will hit the first three cities visited and 65 will be needed at the fourth stop. This isn't counting the 80 to 100 G-Men along for the ride to protect the family. (I can understand why they are so anxious to participate in the fieldtrip; it's been more than a year since they had all the fun in Columbia with the "tutes" and rum-runners!) Oh, let's not forget the aircraft carrier that will be

used as a hospital and fighter jets patrolling 24/7! Imagine how many would travel to a country that wasn't welcoming him !! You think I'm making this up, don't ya?

I do have to give credit where credit is due though, as once the agenda and itinerary was made public, BHO quickly eliminated plans for a safari including 35 more security agents! It seems questions arising to the cost of this excessive spree revealed the agents included were Obie's counter-assault team members carrying sniper rifles and high caliber rounds to neutralize (and I swear this is the statement) cheetahs, lions or other animals if they became a threat to the President and his kinfolk! Praise the Lord; I was really worried about those cheetahs! This explains why the cost of the trip is estimated at \$100 MILLION for a week of travel. Besides, it's not really a "vacation-vacation" because he is making those business stops he can write-off his taxes! (Of course I'm not really worried about his income tax returns because I know the IRS won't be targeting Mr. B and scrutinizing the legitimacy of his federal filing!) The corker in the explanation of the trip and the small town accompanying the Prez, was partially explained by his deputy security adviser, Ben Rhodes; he tried to justify the bloated spending by suggesting "emerging areas (like Africa) are not as designed to facilitate the "footprint" of the U.S. President". Well, I'm not sure what that means precisely, but I've heard rumors of what to expect of guys with

big feet!

With all this being said, I guess the state legislators and the folly that sometimes surrounds their efforts isn't quite as bad as the exorbitance attributed to Barak Hussein Obama and his posse. I am quite certain that guarding the C'mander in Chief from lions and tigers and bears (oh my) and blowing \$100 million plus doing so, is far more important than spending that same amount funding 1,350 WEEKS of tours through the White House. (By the way, that's a hair less than 26 YEARS!)

OMG! It just dawned on me that maybe BHO had this trip planned prior to his re-election ... maybe he was saying in his campaign speeches that he supports "lion-item-veto"! Ya think?

LT

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

From the Stump

(Continued from Page 2)

and contractors just like yourself who continue making a difference to you and your livelihood.

Magic... the slight of hand is very expensive

When you're tempted to grumble about the state of politics and your desire to avoid it at all cost, keep in mind that leaving public policy matters in the hands of the "interested parties" is in fact costing you a great deal of money in terms of taxes and lost opportunities at least, to say nothing of the health of our freedom.

Today's politicians, in far too many cases, have become an exercise in protecting their interests rather than our interests. They're magicians whose slight of hand misdirection is intended to please the political activists and sooth the politically missing majority, by casting their political "message" in the headline, then burying the details so far away it never makes coverage at all. Our current President is highly skilled at this, along with those in his administration. When one considers this is how far too many states also operate, you

come to understand why government largess continues by leaps and bounds while the private sector continues to be mugged.

DO NOT blame the elected officials entirely for this state of affairs. Our form of government absolutely requires our vigilance and participation. When we find "reality": TV, and other vices to have more importance than participation in public policy (including spending), we've left the badgers guarding the hen house, or in the literal sense we've left the attorneys to writing laws that require more attorneys as gate keepers for any and all transactions. As the cartoon character from the scrip "Pogo" once said, "We have met the enemy and he is us."

Thus the "...open and transparent process" touted both by then Speaker Pelosi, and President Obama, which in fact has primarily been carried out behind closed doors, came to pass because a mesmerized media, and lethargic public elected representatives who allowed it to pass.

Whether you wish to be involved in politics or not, politics is involved with you, and many of those on the "inside" have an agenda that is not very beneficial to you.

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NEWS AND INFORMATION

NTSB says oversize load caused bridge collapse

The National Transportation Safety Board has issued its preliminary report into the May 23 bridge collapse along Interstate 5 in Washington, sending two vehicles into the Skagit River below.

It says immediately prior to the collapse, a 2010 Kenworth truck-tractor in combination with a 1997 flatbed trailer with and oversize load was following a pilot vehicle traveling southbound on Interstate 5.

According to witnesses, as both vehicles approached the bridge in Mount Vernon at mile marker 228, another southbound tractor-trailer overtook and passed the oversize load in the left lane. The driver of the oversize load reported to investigators that he felt "crowded" by the

passing combination vehicle so he moved his vehicle to the right.

As the oversize load was being transported across the bridge, the top of the load collided with the overhead portal and multiple sway braces on the far right side of the truss structure. The impacts, says, NTSB, caused significant damage to load-bearing members of the bridge's superstructure, resulting in the failure and subsequent collapse of the northernmost bridge span.

During the post-collision investigation, the driver reported to investigators that he thought the height of the oversize load was 15 feet 9 inches. The lowest portion of the sway braces, as measured over the active portion of the roadway, was determined to be 14 feet 8 inches. According to the operator of the pilot vehicle, the clearance pole

mounted on the front of her vehicle was set at 16 feet 2 inches.

The bridge, constructed in 1955, had four concrete approach spans on the north and south ends and four 160-foot-long steel through-truss spans over the river. The collapsed span, located on the north end of the truss portion of the bridge, consisted of two northbound and two southbound traffic lanes divided by a concrete barrier.

Two passenger vehicles were on the bridge span at the time of the collapse. The vehicles and the damaged span fell into the river. The three vehicle occupants were later rescued from the water. The motorists on the collapsed span received injuries of varying degrees; no fatalities resulted from the collapse.

In addition to the span that collapsed, at least one adjacent span was found to have impact damage from the oversize load.

Shortly after the bridge collapse, the Washington State Department of Transportation began work on building a temporary span to replace the part the I-5 bridge that broke away.

CARB report claims success with Diesel Emissions Regulations

Reductions in emissions of black carbon since the late 1980s, mostly from diesel engines as a result of air quality programs, have resulted in a measurable reduction of concentrations of global warming pollutants in the atmosphere, according to a new study from the California Air Resources Board.

The study, funded by CARB and led by Veerabhadran Ramanathan of the Scripps Institution of Oceanography at the University of

California, San Diego, estimates that reductions in black carbon as a result of clean air regulations were equivalent to reducing carbon dioxide emissions in California by 21 million metric tons annually, or taking more than 4 million cars off California roads every year.

"We know that California's programs to reduce emissions from diesel engines have helped clean up the air and protect public health," said CARB chairman Mary D. Nichols. "This report makes it clear that our efforts to clean up the trucks and buses on our roads and highways also help us in the fight against climate change."

Critics of CARB, including those in trucking, say the agency has taken too tough a stance in trying to regulate diesel emissions, which has led to higher prices for goods moved by truck, along with forcing some trucking operations out of business due to the high costs of compliance.

Black carbon, which are the tiny soot particles released into the atmosphere by burning fuels, has been linked by CARB to adverse health and environmental impacts and also notes it is one of the major short-lived contributors to climate change. The major sources of black carbon in California are diesel-burning mobile sources, residential wood burning in fireplaces and heaters, agricultural burning and wildfires.

The three-year study, titled Black Carbon and Regional Climate of California, was conducted by UC San Diego and the U.S. Department of Energy's Lawrence Berkeley National Laboratory and Pacific Northwest National Laboratory. CARB

(Continued on Page 11)
See "LT Carry"

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(Continued from Page 8)

JULY 2013 says it is the first comprehensive regional assessment of the climate impact of black carbon on California. In conducting the study, scientists used computer models and air pollution data collected by aircraft, satellite and ground monitors.

LOG TRUCKER CARB claims the study's results support a growing body of scientific evidence that suggests it is possible to immediately slow the pace of climate change regionally by reducing emissions of short-lived climate pollutants, like black carbon.

Study co-author Dr. Tom Kirchstetter of LBNL, says black carbon levels have decreased by about 90% over a 45-year period, beginning with the establishment of CARB in 1967. Researchers say they found the state's efforts to reduce diesel emissions to have lessened the impact of global warming on California, supporting earlier theoretical computer modeling that reducing black carbon from diesel combustion is a potent 'climate cooler.'

The reductions occurred during a time when diesel fuel consumption increased by about a factor of five, CARB says, attesting to the effectiveness of its regulations requiring cleaner fuels and vehicle technology.

Navistar recall notes brake problems

Navistar is recalling more than

9,500 2012-2013 International ProStar and TranStar commercial trucks, manufactured from August 1, 2011, through July 10, 2012, that are equipped with front brake linings listed as feature codes 0504501, 0504504, or 04EWM. The brake S-Cam tube bracket assemblies made by Meritor on the steer axles may fracture.

A National Highway Traffic Safety Administration bulletin says brake assembly fractures may result in an inoperative brake on the affected wheel and could cause the vehicle to pull to one side unexpectedly during braking and/or increase the stopping distance. Either result may increase the risk of a vehicle crash.

Navistar has already notified all affected owners about the defect during the course of the 2012 campaign that did not launch due to parts delays. The remedy is expected to be available in August.

Dealers will replace the S-Cam tube bracket assemblies, free of charge.

Owners may contact Navistar at 1-800-448-7825. Navistar's number for this recall is 12530.

Driver safety becomes top priority of fleet managers

According to a recent survey by GE Capital Fleet Services, the biggest concern for fleet managers is ensuring the safety of their drivers.

With more than a third (36%) of fleet managers citing it as their predominant concern, driver safety outpaced cost-savings goals and workforce productivity (22% each).

The results signal a shift since last year's survey when just 23% cited driver safety as their leading concern. At that time, meeting cost-savings goals (26%) was the most pressing issue facing fleet managers.

Cost savings is still a leading concern. To help manage costs, fleet managers are using a number of different tactics. Forty-two percent cited vehicle purchasing decisions as the greatest opportunity for savings. This was followed by activating telematics and analytics solutions (31%) and managing maintenance expenses (28%).

"Even as fleet managers remain sharply focused on cost savings, more of them are making safety and well-being of their drivers a top priority," said Mark Hayes, chief marketing officer of GE Capital Fleet Services.

Additional key findings from the survey included:

Productivity: The two biggest areas of focus for enhancing fleet productivity were refining preventative maintenance strategies (36%) and defining a comprehensive vehicle replacement/cycling plan (28%).

Alternative Fuels: Sixty one percent of fleet managers stated that alternative fuel vehicles were already in their fleet, with an additional 11% planning to incorporate

them within the next two years. Just 19% of fleet managers stated they do not have plans to incorporate AFVs into their fleets, down from 30% last year.

Analytics: When asked how analytics have most helped their fleet, 33% of fleet managers cited improved operational efficiency, with an additional 25% naming cost savings.

Mack recalls trucks for braking issues

Mack Trucks, is recalling 5,203 model year 2013-2014 CHU, CXU, GU, MRU, and LEU trucks manufactured July 16, 2012, through March 18 of this year that are equipped with drum brakes.

A National Highway Traffic Safety Administration bulletin says the clevis pin for the brake slack adjuster may be missing a cotter pin. If the cotter pin is not installed, the clevis pin may loosen and fall out causing a loss of brake function on the affected wheel. It says a loss of brake function at one wheel will lead to increased stopping distances and pulling to the left or right when braking, which may increase the risk of a crash.

Mack will notify owners and dealers will inspect the brake slack adjusters and install the brake hardware, as necessary, free of charge. The recall is expected to begin on, or

(Continued on Page 11)

See "LT Carry"

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before, June 17. Owners may contact Mack Trucks at 1-800-528-6586. The recall campaign number is SC0370. Affected owners may also contact the National Highway Traffic Safety Administration Vehicle Safety Hotline at 1-888-327-4236 or go to "<http://www.safercar.gov>" www.safercar.gov.

Papé Kenworth opens new parts and service facilities

Papé Kenworth has opened new parts and service locations in Klamath Falls and Tangent, Ore., and Kelso, Wash.

Papé Kenworth - Kelso is located at 2504 Talley Way, near the south end of the Kelso-Longview Airport, and less than a mile from Exit 36A off Interstate 5. The 10,000-square-foot facility offers room for a parts inventory tailored for the local market.

There are four dedicated Kenworth service bays, a four-post service lift, and a mobile service truck, which can respond to the remote service needs of logging companies and other customers. The 5-acre site provides plenty of room for customers to park their trucks and trailers.

Papé Kenworth - Klamath Falls is located at 9135 Highway 97 South, about two miles south of Klamath Falls off The Dalles-California Highway (U.S. Highway 97). The Klamath Falls location has a 3,500 square-foot maintenance facility with two dedicated Kenworth service bays, a 3,750 square-foot parts area, and excellent parking.

Papé Kenworth - Klamath Falls also provides parts delivery service and a mobile service truck.

Papé Kenworth-Tangent is located at 33693 McFarland Road in Tangent near the Albany-Junction City Highway (Oregon Highway 99E) Interchange and Route 34.

The facility offers four service bays, 3,750 square-foot parts area, and comfortable driver's lounge. Papé Kenworth - Tangent also provides a parts delivery service and a mobile service truck.

Fontaine Fifth Wheel offers major rebuild kit

Fontaine Parts Connection's new Major Rebuild Kit for Fontaine fifth wheel models combines six kits into one to streamline the repair process.

The Major Rebuild Kit (P/N KIT-RX-67NTL) includes parts required to service all left-hand 6000, 7000, 7000 Clean Connect and Ultra NT top plates. It supports Fontaine's No-Slack II lock technology, which has been installed in the majority of Fontaine fifth wheels for the past 15 years.

Only genuine Fontaine parts are utilized in the Major Rebuild Kit to ensure a quality repair. The box includes easy-to-follow disassembly

and reassembly instructions and the contents are packaged in the sequence they are needed. There is even QR code printed in the kit that links to an instructional video about the rebuild procedure.

Learn to eliminate water tanker rollovers

On November 11, 2012, Firefighter Mark Haudenschild II, 26, was killed when the water tanker he was driving overturned while he was responding to a brush fire near Fort Wayne, Ind. He left a wife and two young children. He was a volunteer with the Washington Township Volunteer Fire Department serving his community.

Over the past several years, too many firefighters have been killed or injured in water tanker/tender rollovers while responding to emergencies. National Tank Truck Carriers has produced a new version of the Cargo Tank Rollover Prevention Video it developed with the U.S. Department of Transportation to help educate water tanker drivers on the special characteristics of tank truck vehicles and the actions they can take to avoid rollovers.

"While this DVD was originally developed for commercial tank truck drivers, the principles of tank truck vehicle dynamics, road challenges, and safe driving practices it presents are equally applicable to water tankers used in emergency response," said Jim Shaeffer, president of McKenzie Tank Lines, Tallahassee Fla., and chairman of National Tank Truck Carriers, Inc.

Fire Department water tanker rollovers are not a new phenomenon. The Department of Health and Human Services Centers for Disease Control and Prevention (CDC) issued a report on Firefighter Deaths from Tanker Truck Rollovers in 2001. That report said there had been 62 deaths from wa-

ter tanker rollovers from 1977-1999. The report did not include the injuries. The ability to track media and other reports on such crashes today shows that they continue to be a real issue of concern. Firefighters continue to be killed and injured in these usually preventable crashes.

The original 20-minute video was produced by the U.S. DOT with input from National Tank Truck Carriers in 2010 following increased industry and government concerns about the number of tank truck rollovers. It focuses on: Tank truck vehicle design; cargo/load factors; highway factors; and driver factors.

The video features real tank truck drivers who share their experiences, different types of tank truck equipment and detailed graphics, and various highway challenges. The video has been translated into French, Spanish and Japanese.

The video was based in part on information developed in 2007 in a detailed cargo tank rollover report prepared for the Federal Motor Carrier Safety Administration by Battelle. Among information in that report was that over 75% of rollovers are caused by a driver's action or inaction, the majority of rollovers are single vehicle crashes that occur on straight dry roadways (not exit ramps as is often thought,) and that about one-quarter of tanker rollovers involve straight trucks where the tank sits on the truck body.

The DVD is free for downloading at HYPERLINK "<http://www.tanktruck.org/www.tanktruck.org>."

A free copy of the DVD can be obtained for review and reproduction by contacting NTTC at 703-838-1960, by email to HYPERLINKmailto:nttcstaff@tanktruck.org "nttcstaff@tanktruck.org, or by mail to NTTC, 950 N. Glebe Rd., Arlington VA 22203. None of this material is copyright protected.

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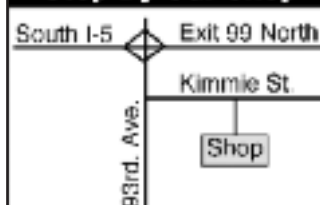
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Art's Automotive16	Lincoln Industrial Supply7
	LKQ K.C. Truck Parts22
Esley Truck Accessories6	LKQ Wholesale Truck Parts13
	Log Trucker Subscription.....21
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2007 KW W900, C-15 Cat ACERT,
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