

LOG TRUCKER

VOLUME 40 NUMBER 11

To Advertise Call (800) 462-8283

NOVEMBER 2013

Forward Thinking



SEE PAGE 10



**AOL STATE WIDE
SAFETY CONFERENCE**

THE RIVER HOUSE • BEND, OREGON

NOVEMBER 9, 2013



**PACIFIC LOGGING
CONGRESS**

PARIS HOTEL • LAS VEGAS, NEVADA

NOVEMBER 4-6, 2013



From the stump...

Profitable Logging

by Mike Crouse, Publisher

Each fall the past 20 years has included travel to the American Loggers Council Annual Meeting, held in which ever state that year's president resides, a practice established in that first year. This year's meeting was held in Marksville, Louisiana roughly 90 miles north of Baton Rouge, picturesque and lush with greenery, but a real contrast for those of us from the Pacific Northwest who have little experience with the South's humidity. And according to the locals, the humidity wasn't even serious! (All relative I assure you).

Many contractors eschew the idea of such national, or even statewide logging association meetings as a "waste of time," yet many successful contractors, and growing companies, invest their time and energy not as a cost of doing business, but a way to make connections with other contractors, discover new technologies, new approaches, changing rules and laws, and ultimately find a way to more profitable logging. How many ideas from seeing something new, talking to others about their problems, their solutions, meeting someone who shares your interest or curiosity on how to find a better solution do you need to make this meeting help build your future?

The ALC was formed as a unified voice of professional loggers from throughout our nation, which represents the working logger. In the twenty years since its formation in St. Louis in 1994, as was evident through the course of both the Board and General Meeting, in reports and conversation, our voice is recognized in the halls of congress, speaking to members of congress, and respected for their experience and knowledge. We're the experts, with hands on experience who actually can accomplish on the ground progress.

We've also formed a number of strategic alliances with the equipment manufacturers, both large and small that have helped both politically and with a better understanding of our needs in the woods, a definite plus that's helped to refine and focus our message to legislators and the public

in general.

One speaker standing out in this year's program was Jim Hourdequin, managing director of The Lyme Timber Company, which is a "so-called" TIMO (timberland investment management organization), and has also been a logging contractor. "My path is not your

typical path into the logging business, but the challenge of figuring out how to make money in logging, while also doing quality work, and paying good wages has become a passion of sorts, and that's why I've stayed in the business as a co-owner and part of the management team. It should come as no surprise to you, however, that I haven't touched a chainsaw in almost 10 years."

Hourdequin's perspective on logging's future mirrors concerns held by many of the "logging capacity shortage" facing our industry on the heels of a prolonged recession. We heartily agree, in that there's not only a shortage of qualified loggers, but of equipment. "According a recent RISI/ Wood Supply research Institute study, capital expenditures by logging contractors dropped in half during the period from 2008 to 2010 relative to pre-recession levels. The authors predict that capital expenditures on logging equipment will need to increase by 50% in the next three to four years to meet fiber and round wood demand from mills."

And while the conversation on logging capacity is a valid concern it, "...obscures a more fundamental issue, and that is logging business profitability - your profitability," Hourdequin said. "When people talk about 'logging capacity,' what they really mean is a lack of incentive for contractors to expand their existing businesses, or for would-be logging contractors to start new businesses. And this comes down to that simple issue of profitability. "Why borrow hundreds of thousands of dollars to replace aging equipment without confidence in future business opportunities?"

"Profitability is the deciding factor between contractors seeking a future in the logging business," Hourdequin emphasized, "and planning an exit strategy."

He hits the nail squarely on the head. "And if that's the case," said Hourdequin, "the next question is: how do contractors - and the logging industry more broadly - become more profitable?"

Additional productivity efficiencies and gains can come from additional investment in men and equipment yes, but only, "...if existing businesses are more profitable and provide a platform for expansion and growth."

Profitability stems from the pricing. "In short, the price we charged for our services," he explained, "rather than the cost of providing those services, was the deciding factor on profitability."

He talked of the changing dynamics with mills, REITs, TIMOs, and its effect on contracts pricing historically and presently. "I would challenge the consuming side of the industry - mills - to recognize that profitable and successful logging contractors living in rural communities are ambassadors for the industry," said Hourdequin, "and the best defense against negative public perceptions of logging and the forest products industry. Successful logging contractors are leaders in their communities - providing tours to school groups, speaking in legislators, and doing all sorts of things that present the industry in a positive light. If their businesses are successful and growing, they will be in a position to provide a level of positive public relations that cannot be matched by even the most ambitious marketing budget. Their investments in people and equipment will also make the entire supply chain more globally competitive."

"I would challenge the environmental community to recognize the importance of successful and profitable logging contractors as well," he said. "These are the businesses that have the capacity to continually raise the bar and do quality work that causes the least damage to soils, streams, and habitat."

"Finally, and perhaps most importantly," said Hourdequin, "profitable logging businesses will be able to pay the kinds of wages necessary to recruit talented young people to the industry and to rural communities, many of which have lost this talent and wage base, and are struggling in a variety of ways."

(To see the complete text of Hourdequin's presentation go to www.lymetimber.com)

The \$11.00 McDonalds BigMac

Early in October we accepted an invitation from Ponsse (www.ponsse.com) Corp. to visit their factory in Finland to celebrate their 9,000 machine sold and tour their facilities. The Ponsse

(Continued on Page 19)
See "From the Stump"

In This Issue...



COVER PHOTO: LOGGING TRUCKS are part of the equipment package that makes Everson Logging a Self-sufficient company. Newer trucks help to bring in the next generation of drivers to the long-standing company.

See "Forward Thinking" on Page 10

2 RIGGING SHACK

Starts on Page 2 of *Loggers World*

- by Finley Hays

2 PROFITABLE LOGGING

- by Mike Crouse

4 CLASS OF '62

JOHN HOWE TRUCKING • RED BLUFF, CALIFORNIA

9 HOW AFFORDABLE IS HEALTH CARE?

10 FORWARD THINKING

EVENSON LOGGING CO. • CLATSKANIE, OREGON

17 READER PHOTOS

18 LOG TRUCKER NEWS

20 FORECLOSING ON D.C.

- by Sherrie Bond

21 ADVERTISERS INDEX

LOG TRUCKER

Founded in 1975 by Finley Hays

Published by

LOGGERS WORLD PUBLICATIONS

Phone (360) 262-3376

PUBLISHER Michael P. Crouse

EDITOR EMERITUS Finley Hays

EDITOR/WRITER Darin Burt

ADVERTISING MANAGER Kevin Core

OFFICE MANAGER Holly Larson

POSTMASTER: Send address changes to:

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

E-Mail: logworld@aol.com

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

LOGGERS WORLD PUBLICATIONS cannot and does not assume responsibility for the contents of any advertising in Loggers World. The representations made by advertising is the responsibility of the advertiser and not Loggers World. Loggers World does not knowingly accept advertising that is false or misleading. The limit of Loggers World liability in case of a mistake made in advertising copy by Loggers World will be the charge of the actual space containing the error or less for that particular advertisement

OUR REPUTATION IS BUILT ON QUALITY

★ GENERAL TRAILER ★

Building the Best...Repairing the Rest.

General
PEERLESS



General Trailer Parts

NOVEMBER PARTS SPECIALS

MINIMIZER SPRINGMOUNT 1/2 TANDEM FENDER SET (PR) W/O BRKTS \$265.00
SPRINGMOUNT BRACKET SET FOR 1/2 TANDEM FENDERS \$235.00
SPRINGMOUNT 1/2 TANDEM FENDER SET (4 FNDRS) W/O BRKTS \$560.95
SPRINGMOUNT BRACKET SET FOR FULL TANDEM FENDERS \$365.00
(SALE PRICES LIMITED TO STOCK ON HAND)



JAMES KING 1/4 FENDERS

AM140001 STAINLESS STEEL 1/4 FENDERS (PR) \$134.95

JAM100001 BLACK POLY 1/4 FENDERS (PR) \$69.50

JAM100002 8" MOUNTING POST (STUD STYLE FRAME MT.) \$7.49 ea

REDECK YOUR LOWBOY - GREAT PRICE

WAMP DECKING 3"X12"X24' WOOD DECKING \$69.50 ea

EXTRA HIGH QUALITY BINDER CHAIN AND BINDER
made in the USA

PAC0075 3/8" X 20 FT G70 - BINDER CHAIN \$47.00 ea.
DOR0005 3/8" CHAIN BINDER \$32.50 ea.



WV000000 VULKEM ROOF SEALER (GAL.)
\$32.50 EA

PROLINE HEAVY DUTY AUTO AND
MANUAL SLACK ADJUSTERS
COMPARE TO BENIX WESTINGHOUSE SLACKS
AUTO SLACKS \$49.95 EA



PROPL-05170 1-1/2" 10 SPLINE 5.5" AUTO SLACK (REP.BW65170)
PROPL-05172 1-1/2" 10 SPLINE 6" AUTO SLACK (REP.BW65172)
PROPL05174 1-1/2" 28 SPLINE 5.5" AUTO SLACK (REP.BW65174)
PROPL05176 1-1/2" 28 SPLINE 6" AUTO SLACK (REP.BW65176)
PROPL-05178 1-1/2" 28 SPLINE 6" AUTO SLACK (REP.BW65178)
MANUAL SLACKS \$10.95 EA
PROPL-05170 1-1/2" 10 SPLINE 5.5" AUTO SLACK (REP.BW65170)
PROPL-05172 1-1/2" 10 SPLINE 6" AUTO SLACK (REP.BW65172)
PROPL05174 1-1/2" 28 SPLINE 5.5" AUTO SLACK (REP.BW65174)
PROPL05176 1-1/2" 28 SPLINE 6" AUTO SLACK (REP.BW65176)
PROPL-05178 1-1/2" 28 SPLINE 6" AUTO SLACK (REP.BW65178)

ORR-LAC - PREMIUM SPRAY PAINT - 12 OZ CAN \$3.69 EA

PL ORR 000 GLOSS WHITE PL ORR 000 GLOSS BLACK
PL ORR 001 BRIGHT RED PL ORR 001 DARK BLUE



NOTE: NOT ALL ITEMS ARE IN STOCK AT ALL LOCATIONS. HOWEVER, WE WILL BE HAPPY TO TRANSFER INVENTORY TO THE BRANCH NEAREST YOU.



**New Ranco LW11-20
Cross Gate Belly Dump**

If you count on quality equipment to get the job done, you'll want to call on this new Ranco Cross Gate Belly Dump today.



**New General 11-Yard
Cross Gate Belly Dump**

You appreciate operating with quality, durable equipment, reasons why you should call about this new GENERAL 11-Yard Cross Gate Belly Dump.



Thank You, Dilley & Soloman

Looking for rugged, quality equipment for your business? You can't go wrong with this new Ranco Tandem Axle Belly Dump. Call the GENERAL today at 1 (800) 452-9532, and we'll work with you to have it behind your rig tomorrow!

**New Ranco Tandem
Axle Belly Dump Trailer**
LW21-40

Only \$38,500!



**Used Ranco 16-ft Rock Body
Good Condition**
Call for a Quote

Quality and value are two of the reasons why you should check out this used Ranco 16-ft Rock Body. Call the GENERAL today for a price that can't be beat!

Each load counts in the trucking business, so make sure you have quality equipment to get the job done, like these Peerless Chip Trailers. See them today at the GENERAL!



**2013 Peerless 48-ft
Live Floor Chip Trailer**



**2013 Peerless 53-ft
4-Axle Chip Trailers**

In Stock for Immediate Delivery

**Call Jerry Blair
in Oregon City
1-800-452-9683**

Call the General's Headquarters.

1-800-452-9532

www.generaltrailerparts.com

1420 South B Street • Springfield, OR 97477
Phone: (541) 746-8218 • 1 (800) 452-9532 • Fax: (541) 726-4707

MILTON
7200 Pacific Highway East
Milton, WA 98354
Phone: (253) 926-8903
1 (800) 562-8380
Fax: (253) 926-8908

OREGON CITY
21195 S. Highway 99 E.
Oregon City, OR 97045
Phone: (503) 263-2702
1 (800) 452-9683
Fax: (503) 266-9498

REDDING
5875 Eastside Road
Redding, CA 96001
Phone: (530) 246-3813
1 (800) 475-1057
Fax: (530) 246-3823

**If You Would like to Have Your Invoices,
Statements or these Monthly Specials
E-mailed to You, Please Contact Jim Fritz at
jfritzgm@qwestoffice.net**

CLASS OF '62

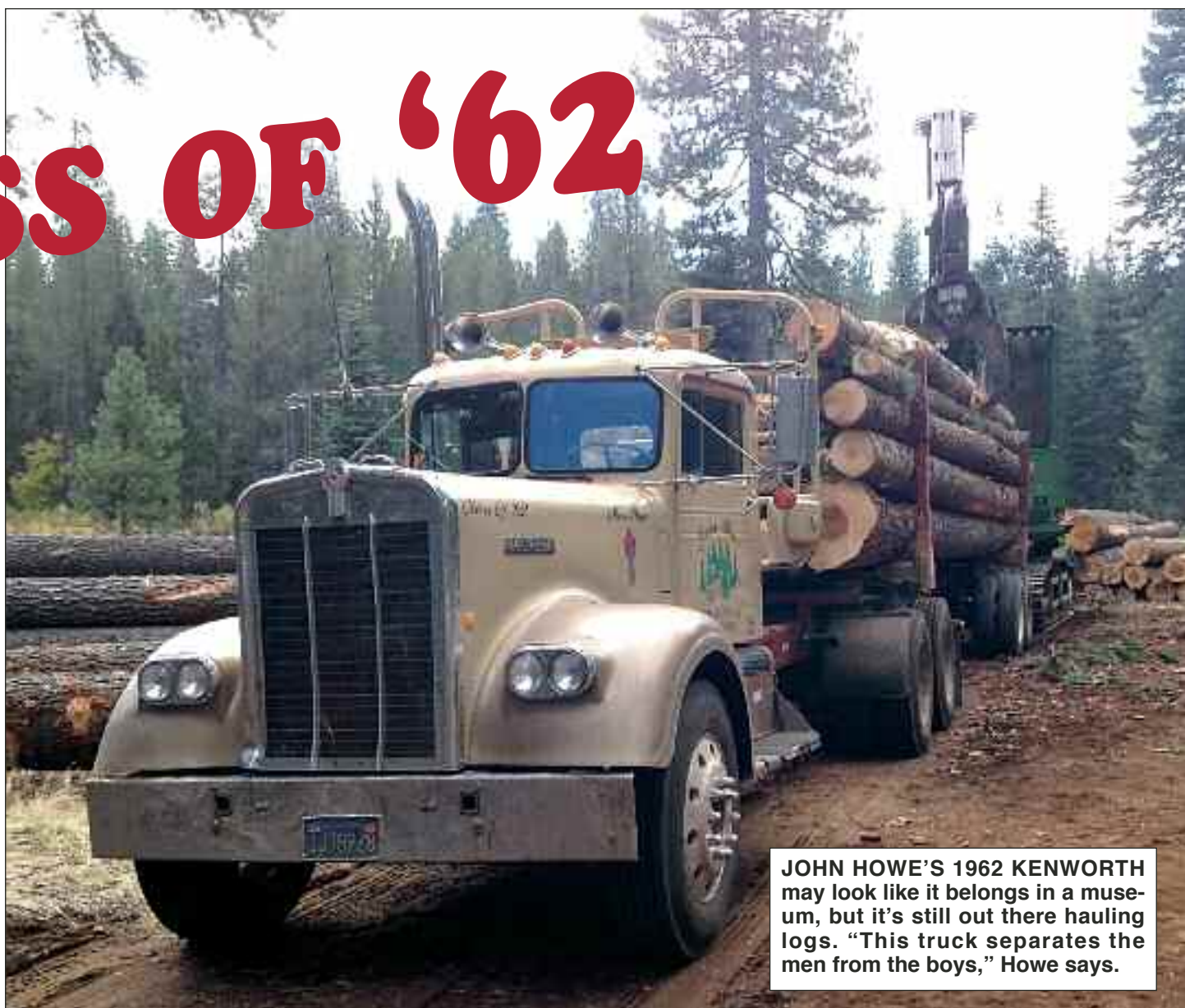
JOHN HOWE TRUCKING RED BLUFF, CALIFORNIA

By Darin Burt

John Howe hauled his first load of logs when he was just 10 years old. Even more impressive than that is the fact that the 1962 Kenworth he drives today is the one he used to accomplish the job.

"This is how the story goes," says Howe, 40, owner of John Howe Trucking, out of Red Bluff, California. "I'd been moving the trucks around the yard and washing them when I was that young. My 'uncle' Charlie Scheckla was a log truck driver all of his life, and he was al-

(Continued on Page 11)
See "Class of '62"



JOHN HOWE'S 1962 KENWORTH may look like it belongs in a museum, but it's still out there hauling logs. "This truck separates the men from the boys," Howe says.



RADIATOR

SUPPLY HOUSE, INC.

1-877-615-3002



www.RadiatorSupplyHouse.com

John Deere Charge Air Coolers



OVER 10,000 Units In Stock



Caterpillar Folded/Modular Core Conversion



- Gen - Sets
- Windmills
- Stationary Pumps
- Trucks
- Tractors
- Heavy Equipment
- Specialty Harvest Equipment

Tier 4 Custom Cooling Packages Radiator/Charge Air Cooler/Oil Cooler



Kobelco 250 Oil Cooler



Samsung 210 Oil Cooler



WHAT CAN WE BUILD FOR YOU?



All Metal Replacements



Big Bud PTO Ag Core



NATIONWIDE SHIPPING!! • WHOLESALE PRICING!!

CAT - MADILL - DEERE - JCB - CASE - PETE - KW

McCOY

PORTLAND, OR
800-851-2208

W

SALEM, OR
877-532-3492

WESTERN STAR

2012 WESTERN STAR 4800SB



LONG LOG CHASSIS



2012 WESTERN STAR 4900SB



2012 WESTERN STAR 4800SB



WWW.MCCOYFTL.COM

Class of '62

(Continued from Page 4)

so a heavy drinker. He took me with him on the job one morning and told me that he was too drunk to drive, so since I knew how to work the sticks he wanted me to drive the truck into the woods while he sobered up.

"He passed out and we couldn't get him awake. So we got the trailer down, got it loaded and the guys helped me get the load wrapped up and tied down. I took it all the way to Burney Forest Products in Burney, California some 40 miles and went back into the woods and started out for the mill again. Halfway there, my uncle decided to wake up, and that's when he realized that I'd already hauled two loads of logs."

"I'd actually been riding in that truck since before I could talk. The truck has a small cab so I didn't have any problem seeing or reaching the pedals. That's when everybody realized that I had some talent as a truck driver," Howe says. "That was back in the late 1970s when you could still get away with that stuff."

Four years later, when Howe was 14, he grabbed one of the logging trucks belonging to Scheckla Trucking and drove it all the way to Redding and back on a bet. That was enough to prove he could handle a truck, so they put him to work during the summer on the water



THE 1962 KENWORTH NARROW NOSE was purchased new from Roberts Motors in Portland for what at the time was a large amount of money - \$13,000. It is equipped with a 335 Cummins with a compression release starter, 5-4 transmission and a 1961 Peerless sliding reach conventional log trailer. The engine has been overhauled several times, but in total this is a truck that's been going strong for more than 10 million miles.

truck.

After graduating from high school, Howe enlisted into the United States Marine Corps where he saw action in Desert Storm and Desert Shield and was deployed in

hot zones such as Afghanistan and Somalia. After 23 years of service, he decided to return to what he calls, a love affair with trucking.

The 1962 Kenworth narrow nose conventional is equipped with a 335

Cummins with a compression release starter, 5-4 transmission and

(Continued on Page 8)
See "Class of '62"

WHIT-LOG Trailers

P.O. BOX 668 • WILBUR, OR 97494

We are your Southern Oregon and Northern California Olympic Log Loader Dealer, ready to install whatever capacity loader you need to get the job done.
CALL FOR YOUR QUOTE TODAY!



Double E Trucking, GOLD BEACH, OR, Brand New 2013 Whit-Log SE100 Long Logger with Matching Truck Equipment. Custom Steel Cab Guard, Whit-Log Aluminum Frame Steps, and Much More... Thanks Greg!!



Darryl Jacobs Trucking, KLAMATH FALLS, OR, Brand New 2014 Custom Whit-Log SLE100 Short Logger... Thanks Darryl!!



Kenworth NW Aberdeen/Ace Logging, ABERDEEN, WA, Brand New 2014 Whit-Log SE100 Long Logger with Matching Truck Equipment. Custom Aluminum Cab Guard, Whitlog Lift Axle Fender kit, and Much More... Thanks Clay & Josh and Tracy Stoken!!



Troy Charley Trucking LLC, CENTRAL POINT, OR, Brand New 2014 Whit-Log SE100 Long Logger with Matching Truck Equipment. Custom Aluminum Cab Guard, Whit-Log Lift Axle Fender kit, Double Tapered Stinger, and Much More... Thanks Troy!!

OFFICE: (541) 673-1166
EVENINGS: GENE: (541) 673-0491

TOLL FREE 1-800-452-1234
www.whitlogtrailers.com

SHORT ON DRIVER COMFORTS, but built to work.



"MY OIL SCALES ARE MORE ACCURATE than electronic and air," states Howe. "The best part of all, they don't freeze up and they don't short out."

THE TACHOGRAPH KEPT AN EYE on the truck driver as it recorded time and speed on a card locked in it.



DANA-SPICER SST split torque transmission equates to 20 gears.

SERCO

TRUCK MOUNT TRAILER MOUNT
LOG AND PULP LOADERS
Several Used Sercos Available



2005 Pete 340, C-7 Cat 300 hp., 9 Spd., Steller 6620 Crane, Steller Mechanics Body with a Complete Drawer Package, Hyd., 30 CFM Air Compressor, Miller 302 Trail Boss Welder, Diesel Fuel Tank with Pump, Hose and Nozzle, Grease Barrel with Hose Reel and Nozzle, Engine Oil Tank with Hose Reel and Nozzle. Work Bench with Vise. Only 96,300 Miles Stk # 4868



1991 Trail King TK100 HDG-503, 50 ton, Tri axle, 48', 102" Wide, 10' Axle spread, Outriggers, 7hp. Pony Motor, 255/70R22.5 Tires, New Deck, LOW MILE Excellent Trailer Stk# 4842



NEW United 4000 gal. Water Tank Kit, (6) spray heads, Air Cab Control Valves, Pond Fill, Hydrant Fill, 4X3 Berkley Pump, Plumbing Kit, Fenders, Lights, Mounting Kit STK # 4678



2007 KENWORTH T800, ISX Cummins, 475 hp, Jake, RTLO 18918B, 18 speed, Full Lockers, 14,600# front, 46,000# rear, Chalmers susp., air tag axle, 16' Tub Dump Body STK. #4679



New 2013 Serco 160, 25' Boom, 46" Continuous Grapple, Frame mounting Kit, 3-Section Hydraulic Pump. Factory Warranty. STK# 4533



1994 SERCO 160, 17000# capacity, 25' boom, non-continuous rotating grapple STK. #0075

Sold & Serviced by



L&M Truck Sales, Inc.
4001 E. Boone Ave.
Spokane, WA 99202
800-796-9813

ESLEY
TRUCK ACCESSORIES

1-800-547-3667
CALL FOR OUR CATALOG!
WWW.TRUCKCHROME.COM

I-5 Exit 263
8983 TRUCKMAN WAY
SALEM, OR 97303
SHOWROOM HOURS
Monday-Friday: 8:00-5:30

HOWES LUBRICATOR
Diesel Treat
Quality Products To The Trade - Since 1929
• Anti-Gel • Adds Lubricity • Increase MPG
BEST ANTI-GEL AVAILABLE!
• 15 oz • QUARTS • 1/2 GALLONS
Quantity Pricing Available

4-IN. STOP/TAIL/TURN
L.E.D. LAMPS
SPECIAL... **\$8.95** EACH
#TLED4100R

2" CHROME
LIGHT
HOLDER **\$3.75** EACH

2" CHROME
LIGHT HOLDER **\$5.00** EACH
for Spring Hanger

SPRING HANGERS
\$89.95 PAIR

CHROME BUMPERS
We Have Square & Tapered Bumpers,
12", 16", 18", 20" & 22"
SPECIAL CUT OUTS - No Problem!
16" Tapered

Your Home for Chrome! • BUMPERS • STACKS • LED LIGHTS • CHROME • FLAPS • FENDERS



TRUCKS HAVE CERTAINLY CHANGED over the years. "Guys tell me that they remember their dad or grandfather driving a truck like mine," says owner John Howe. "As far as drivers go, it sets me apart from the mundane and makes me a true driver."



LINCOLN INDUSTRIAL CORPORATION, INC.

4130 TUMWATER TRUCK ROUTE • PORT ANGELES, WA.

1-800-492-6122

WE DO IT ALL!

CALL WAYNE KINBERG FOR A CURRENT QUOTE • CELL # 360-461-3795 OR 1-888-212-0514

Installation Centers in:

- Tacoma, WA
- Longview, WA
- Sagle, ID
- Woodland, WA
- Shelton, WA
- Aberdeen, WA



LINCOLN
Truck Bodies & Trailers

Ampliroll
HOOKLIFTS

Rugby
HOISTS & BODIES

OUR 67TH YEAR. . . **KEEP THINK-N-LINCOLN** . . . 1946 - 2013

8 Class of '62

(Continued from Page 5)

NOVEMBER 2013
LOG TRUCKER

a 1961 Peerless sliding reach conventional log trailer. The truck is original down to the still operational Wagner Sangamo Tachograph on the dash. The stakes on the trailer are still collapsible, and Howe still has the original cheese blocks that we're used in the early days to stabilize the load. The engine has been overhauled several times, but in total this is a truck that's been going strong for more than 10 million miles.

Scheckla bought the truck at Roberts Motor Company in Portland, Oregon in 1962 for \$13,000. Howe is the second owner and he put it back to work this past season after it sat retired for seven years. It had been destined for the scrap yard, but after a coat of paint it was ready for action. With the compression release, he was able to turn the key to start it up and drive it home. A little grease, oil change and new rear ends, wheel seals and turbo and it was set to haul logs again.

So why would Howe want to spend his days hauling logs in a 50 year old truck rather than a newer one that is better equipped with modern components and is obviously going to be more comfortable to operate even though Howe was smart enough to add an air driver seat.

"It's paid for so I don't have to make a boocoo amount of payments on it," Howe says. "With all the emissions requirements for California's smog law coming up, I just didn't want to buy a brand new truck."

Recently, when a piston seized during a trip to Shasta Lake, a rod started knocking about halfway up the climb, but Howe still took the truck another 50 miles and delivered his load of logs then drove it another 40 miles to home.

"It still starts right now with a busted rod and five cylinders," he says. "You couldn't do that with the modern stuff today."

Other than an engine that now needs to be rebuilt, Howe reports that the truck is in perfect condition. The aluminum frame has gone its life without so much as a single crack. Howe has changed out the rear ends, as well as swapped the tube tires with split rims or tubeless.

Howe proudly points out that the truck and trailer and a full tank of fuel only weighs 23,000 pounds - 5,000 pounds lighter than a modern T800 logging truck.

"I was the only guy around here in the woods this year who didn't break a suspension or ruin a rear end, and I hauled out of steeper roads because with the brownie transmission, I can get to a lower gear than most trucks," Howe says. "My old truck has had to tow a handful of brand new trucks out of

the woods because they were broke down."

From the factory, the truck had a lightweight torsion bar suspension under it, which made it unstable when it was loaded and caused it to tip over if the driver wasn't careful on a corner. "It wouldn't hurt nothing other than ruin the air cleaner or exhaust pipe. . . and twenty minutes later you had it back on its feet and were headed to the mill," Howe recalls. The truck was originally #23 when it was new, but after about its fifth or sixth time on its side it was renamed #32 to try and change its luck. At some point during its life, the truck got a walking

beam suspension and it's never been tipped over again.

Howe's '62 KW is certainly a classic example of a day gone by. There are no modern conveniences; no air conditioning other than open windows and no power steering.

"I get all kinds of comments from 'How can you drive that?' to 'That's the coolest truck I've ever seen.' I've had guys open the door and look at the two sticks and say that they doubt they could even move the truck out of the driveway," Howe says.

"I hear a lot of guys tell me that they remember their dad or grand-

father driving a truck like mine. As far as drivers go, it sets me apart from the mundane and makes me a true driver."

"The challenge is that you've got to be on your game and really know how to drive a truck. Trucks today pretty much drive themselves; they've got electric scales that give the weight to the ounce, compensators where all you have to do is flip a lever, and cruise control for running up and down the road," Howe continues.

"This truck separates the men from the boys."

L7

ST. JOHNS

THE POWERTRAIN PEOPLE

TRUCK & EQUIPMENT



REBUILT TRANSMISSIONS/ REAR ENDS
(ALL SOLD EXCHANGE)



Check out ALL our TRUCKS at...
WWW.STJOHNSTRUCK.COM

FREE FREIGHT!
For a Limited Time St. Johns will pay the Freight to you on any **REBUILT TRANSMISSION** or **REAR END** sold in Washington, Oregon, or Idaho

DIFFERENTIALS - ROCKWELL
PRICES VARY BY RATIO, ALL PRICES STARTING AS LOW AS...

| | |
|-----------|------------|
| RD20-145 | \$2,025.00 |
| RR20-145 | 1,150.00 |
| RDL20-145 | 2,475.00 |
| RRL20-145 | 1,695.00 |
| RD23-160 | 2,975.00 |
| RR23-160 | 1,695.00 |
| RDL23-160 | 3,575.00 |
| RRL23-160 | 2,350.00 |
| SQHD | 1,495.00 |
| SQHR | 1,195.00 |
| QD100 | 1,625.00 |
| QR100 | 1,095.00 |
| SSHD | 2,150.00 |
| SSHR | 1,375.00 |

EATON:

| | |
|--------|------------|
| DT461P | \$4,550.00 |
| RT461 | 2,975.00 |
| DD461P | 4,750.00 |
| RD461 | 2,750.00 |
| DS461P | 3,275.00 |
| RS461 | 1,750.00 |
| DS402 | 1,650.00 |
| RS402 | 1,075.00 |
| DS404 | 1,575.00 |
| RS404 | 1,025.00 |
| DT402 | 2,725.00 |
| RT402 | 1,850.00 |
| DD404 | 2,725.00 |
| RD404 | 1,925.00 |
| DSH40 | 2,150.00 |
| RS40 | 1,425.00 |
| DDH40 | 3,395.00 |
| RDH40 | 2,095.00 |

Many Other Transmissions And Differentials Available... Call Us First!
Custom Repair For Your Unit
CALL US FIRST!

"Our Fuller Transmissions are rebuilt using Genuine OEM Fuller parts!"

FULLER

| | |
|---------------|-----------|
| RT/RTO6613 | \$2925.00 |
| RT8609A | 2995.00 |
| RTO12513 | 2150.00 |
| RTX12515 | 2195.00 |
| RTX12609B | 2195.00 |
| RTX14609B | 2295.00 |
| RTO14613 | 2395.00 |
| RTLO14613BP | 3195.00 |
| RTX14708LL | 2495.00 |
| RTX14710B/C | 2695.00 |
| RTX14710B/CP | 2650.00 |
| RT14715 | 3025.00 |
| RTO15613P | 2895.00 |
| RTX15710B/CP | 2650.00 |
| RTO/RTX15715P | 3125.00 |
| RTX16710B/CP | 2650.00 |
| RTAO16710B/C | 3895.00 |
| FRO16210B/C | 3195.00 |
| RTLO16610BP | 2775.00 |
| RTLO16618A | 3225.00 |
| RTLO14713A | 2975.00 |
| RTLO16713A | 3395.00 |
| RTLO16718B | 3775.00 |
| RTLO16913A | 3375.00 |
| RTLO16918B | 3975.00 |
| RTLO18718B | 3975.00 |
| RTLO18913A | 3795.00 |
| RTLO18918B | 4225.00 |
| RTLO20913A | 4475.00 |
| RTLO20918B | 4695.00 |
| RTLO22918B | 6395.00 |

ROCKWELL

| | |
|--------------|-----------|
| RMX10-145A | \$3250.00 |
| RMX10-165A/C | 3250.00 |
| MO16G10C | 3895.00 |

POWERSTEERING PUMPS / GEARS

PUMPS

- Eaton
- Parker
- Vicker

GEARS

- Ross/TRW
- Saginaw
- Bendix
- Gemmer
- Sheppard



Same Day Shipping!

CUMMINS® MANIFOLDS

| | |
|------------------------|----------|
| 3801322 855 LARGE PORT | \$325.00 |
| 3801915 855 SMALL PORT | 295.00 |

FLYWHEEL HOUSINGS

| | |
|----------------------|------------------|
| CUMMINS® FW HOUSINGS | CAT® FW HOUSINGS |
| 3680063 ISX | \$795.00 |
| 1302802 3406E | \$1295.00 |
| 3036005 855/N14 | 399.00 |
| 1694153 C15 | 1795.00 |

REPLACEMENT FLYWHEELS

CUMMINS FLYWHEELS

| | |
|-----------------|----------|
| 3071535 855/N14 | \$435.00 |
| 3016495 855 | 375.00 |

CAT FLYWHEELS

| | |
|-------------|----------|
| 9L6392 3208 | \$425.00 |
| 9Y9313 3208 | 399.00 |
| 4P4797 3406 | 465.00 |

DETROIT FLYWHEELS

| | |
|-------------------|----------|
| 23509709 SERIES60 | \$450.00 |
|-------------------|----------|



2005 FORD F550 SUPER DUTY FLATBED



Powerstroke diesel, automatic transmission, NEW 11ft. 3in. flatbed, nice truck **\$22,500.00**

1992 FORD LTA9000 With 2,000 Gal. Randco Tank



Cummins L10, Eaton/Fuller T14607A Trans., Spring Susp., Disc Brakes, P/S, Single Axle, 5-Spray Nozzle, Hose Reel **\$16,500.00**

'08 CHEVY SILVERADO LT1 Ext. Cab 4X4 & Canopy



Vortec 5.3, 4-Spd. Auto, Locking Rear Diff., Trailer Pkg., Z71 Off-Road Pkg., Dual Zone Heat & Air, P. Windows & Locks, Spray Bedliner, Side Steps, Parrot Hands-Free Blue Tooth, 105K miles **\$19,950.00 Firm**

8435 N. CRAWFORD STREET • PORTLAND, OREGON 97203

NATIONWIDE TOLL FREE: **(800) 222-8435** PORTLAND: **(503) 286-8336** FAX: **(503) 283-3423**

The Affordable Health Care Act...

Is IT REALLY AFFORDABLE?

The Affordable Care Act (ACA), which was signed into law on March 23, 2010, despite many businesses' hopes that the controversial law would be repealed or revised, will go into effect on January 1, 2014.

"2014 is what everybody has been scared about as that is the full implementation date," said benefits group manager for AHM Financial Group Tom Goedde, during his presentation to trucking fleet administrators at the 2013 CCJ Spring Symposium in Birmingham, Ala.

Basically, individuals have to have coverage or pay a penalty, while big businesses – those with 50 or more workers – have to offer healthcare coverage to its employees, according to Commercial Carrier Journal. Small business employers don't have to offer coverage but if they choose to

do so face costs that are higher than current healthcare plans because of market reform and higher taxes.

According to employer-related research on new healthcare policy, around 90% are keeping their plan coverage to retain current workers. Of those employers choosing to discontinue plan coverage, the biggest reason cited, at 86.4%, was that the cost was too high.

"Unfortunately, I think we're going to find that the Affordable Care Act, as it is called, is not that," says Goedde. "It is going to add a lot more to business costs."

Using numbers published by health carrier UnitedHealthcare, Goedde found that individuals, small businesses and big corporations will all face considerable premium increases. Big companies should expect a 20-25% increase, small companies a

25-50% increase, while individuals should see an enormous increase of 116% over pre-reform rates.

Depending on the size of your trucking company and the state in which it's located, you may be able to buy a less expensive small group policy through a standardized insurance exchange. If your company has fewer than 25 employees but you choose to offer insurance anyway, the ACA will provide a tax credit to balance the price. Smaller trucking companies also have more incentive to self-insure, in which the businesses take on the financial risk of offering health benefits to its workers. Rather than paying premiums to insurers, they pay claims filed by workers and health care suppliers. Larger corporations with hundreds of employees or more often self-insure as well because they have the cash on hand to pay the majority of the claims filed right away.

Trucking companies, along with other large businesses will have to offer coverage with essential health benefits to all workers or pay a fine of \$2,000 per person after the first 30

employees. "If you have 100 employees and choose not to offer healthcare, you pay a fine of 70 x \$2,000, or \$140,000," said Goedde. "The problem is, if you do pay that fine, you'll probably have to give out raises or gross up some incomes" so employees can buy their own coverage.

The Affordable Care Act's employer mandate will not take effect until 2015, but employers are already realizing how deep the quagmire of compliance will be. Lawmakers are still writing many of the rules governing application of the ACA's many provisions; meanwhile, rules that are already in place underscore the law's unequal impact on different types of businesses.

For trucking companies, the rules regarding the ACA can have a variety of implications. Companies employing fewer than 25 full-time employees with an average salary lower than \$50,000 are not only exempt from the employer mandate but are also eligible for tax credits as high

(Continued on Page 11)
See "Health Care"



Leavitt's Freight Service
Since '58

Are you looking for a new challenge and to test your skills as a driver?

We are the industry's elite in the transportation of wood poles!

We currently have openings
If you meet or exceed these qualifications:

| | |
|---|---|
| • At least 2 years recent experience | • Stable Employment History |
| • Self Loader, Log Truck, or Flatbed Experience | • We hire in OR, WA & CA |
| • Clean Driving Record | • Ability to pass a pre-employment DOT physical and Drug Screen |

We would like to hear from you
541-747-4236
Apply on-line at www.leavitts.com



KENWORTH NORTHWEST, INC.





Special Thanks To
Clint Harris
for the purchase of his
New W900L Logger!



Brand New T800 Kenworth Roll Off! .264" WB, Paccar MX 485HP, 18spd w/ factory Chelsea PTO, 20k FA, 46K RA, 13.2k Steerable L/A, 4.10 gears, Chalmers 854-46-L-HS, X Lockers. Fully LoadedP.O.R.



2014 Kenworth T800 Low Boy, ISX15 Cummins Engine 600 hp; 18 Spd OD; Engine Brake; Neway Suspension; 4.10 Ratio; 22.5 Tires; 230 in Wheelbase; Tri Axle; 20K FA; 46K RAP.O.R.



2014 T800 Logger, Paccar MX-13 500HP, 18-spd transmission, 14K FA, 46K RA, 3.91 gears, Hendrickson HMX suspension, 260" WBP.O.R.

Aberdeen, WA 800-228-9332 • Full Parts, Service and Mobile Service
Bellingham, WA 888-733-9403 • Full Parts, Service and Mobile Service
Marysville, WA 800-561-7753 • Full Parts, Service and Mobile Service
Sea-Tac, WA 800-562-0060 • Full Parts, Body Shop, Service & Mobile Service
Yakima, WA 800-831-4629 • Full Parts, Service and Mobile Service
www.kenworthnorthwest.com

FORWARD THINKING



by Darin Burt

According to an Internet post, industries that have played an important part of Clatskanie's growth have been mainly those concerned with logging. A leading figure in this industry was Simon Benson, who financed and supervised logging operations, mills and the Benson log rafts. Another key figure in the field was O.J. Evenson, who was a partner with Benson in the construction of the 'revolutionary' cigar-shaped log rafts used to transport timber to San Diego. Evenson eventually bought out Benson, and the Evenson family members continue in the logging industry in Clatskanie today.

Evenson Timberland today holds some 30,000 acres of timberland in the Clatskanie area. Originally purchased as stump land from Benson, the timberland matured until it was ready once again to start being harvested in the early 1960s. Evenson's son Everson approached the family about starting a logging company for the task. That original business was known as E.H. Evenson Contractor, and it's still stenciled on some of the old equipment and on the front door of the office in downtown Clatskanie. In the mid-1970s, Edvard's sons Eric and Willard joined the business, and that's when the name was changed to Evenson Logging Company.

Eric's son David acts as forester on the family tree farm and hook tender on the yarder side. Eric is still a forester, and up until recently, he was operating the processor; now he scaled back to being fill-in shovel operator.

This is still very much a family business, and little has changed over the years in terms of dedication and commitment. The company grew in size, and today they operate a tower side and shovel side.

Trucks have been part of the operation for the majority of the time, and the fleet currently consists for five logging trucks – one of which quick changes to pull the Aspen low-boy trailer, and another that is a dedicated hayrack. They also have four dump trucks that they use on road building and maintenance projects.

It might not seem that only a handful of logging trucks could keep up with two full-time logging sides, but the timberland is close-in and



FORESTER/HOOK TENDER DAVID EVENSON and truck boss Walt Lovegren are taking Evenson Logging Co. into the next generation.



the majority of loads are going to log yards in Longview. That means that the trucks can make as many as five cycles a day.

Evenson Logging harvests approximately 270 acres of timberland each year for long-term sustainable yield. They operate a tower and shovel side, and during the summer months, because they have often-times reached their quota, they will put the yarder away and switch to cutting right-of-way. With the decrease in production, the trucks will haul for other local loggers including Morisse Logging, Nygaard Logging, Big Horn Logging and C&C Logging, to stay busy.

"It's nice knowing that we've got X-amount of trucks everyday for sure," David says. "There's a sense of pride in that we're doing everything from putting the trees on the ground to sending them to the mill."

(Continued on Page 11)
See "Evenson Logging"

LOGGER'S SUSPENDERS

FROM LOGGERS WORLD

- Heavy Duty 2" Straps
- Leather Straps or Heavy Duty Metal Clips
- Traditional Red or Orange with black Loggers World lettering

PLEASE MARK YOUR PREFERENCE & SIZE...

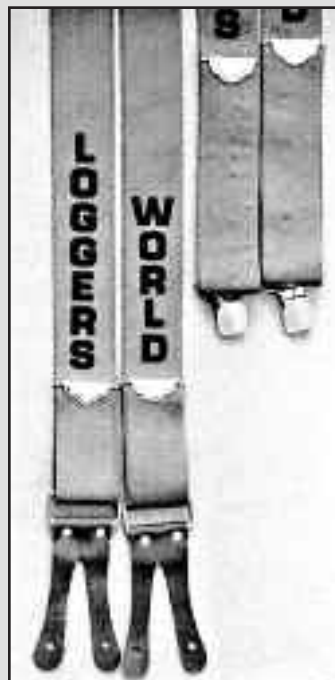
☐ LEATHER ENDS

- ☐ 42"
☐ 46"
☐ 50"

☐ METAL CLIPS

- ☐ 42"
☐ 46"
☐ 50"

COLOR: ☐ RED ☐ ORANGE



BUTTONS
for Leather Straps \$1.75
Pkg.

\$12.49

Pair (U.S. Funds)
Plus \$3.00 Shipping (per pair)
WA residents add
\$1 sales tax
(Inside USA)

Send your order to:

LOGGERS WORLD SUSPENDERS
4206 Jackson Hwy., Chehalis, WA 98532

Evenson Logging

(Continued from Page 10)

It's neat to see your name on trucks going down the road hauling your logs."

Having a lowbed on call to move equipment is the ultimate in convenience, but it also represents a sizable investment. "We've got a lot of short moves," David adds, "and it doesn't really make sense to have somebody else come out to move a shovel four miles down the road. We can just hook up the lowboy trailer after hauling the last load of logs and make the move."

Until recently, when two new Kenworths were added to the fleet, the trucks were "cookie cutter" KW 900B models. Driver Mike Cruize wanted a long hood, so when it came time to upgrade, Lovegren priced out the trucks and the L-model was less than a thousand dollars more. It was a good deal for a good driver.

Truck boss Walt Lovegren says the idea is to give the drivers what they're comfortable with, but also maintaining horsepower around 550 and making the trucks last with durable components. "We're not into the whole lightweight thing," he says.

The newer trucks turn out 550

horsepower, but they were spec'ed 2050 torque. The price was drastically less than going with a 600 that has the same torque rating.

"We're not drag racing," Lovegren says, "We're pulling hills."

Evenson has shifted over to General logging trailers. "They have really good customer support after the sale. We have a parts guy that comes through or calls once a week. When we did the new trucks there was a lot of specific things that we wanted done - like moving the chainbox back so as not to rub on the wiring near frame, and they were very helpful in taking care of the issue," Lovegren says.

All of the logging trucks are equipped with a drop axle. "We're in the quality of timber that you can cut the 40-foot logs," says Lovegren, "and for the most part we stay stretched out for that so we can get the full payload."

In the normal cycle, Evenson keeps a truck about 10 years and up towards five or six hundred thousand miles. They cover them with an extended warranty. "Guys might say that it's a lot of extra money, but if you lose a turbo or water pump or any of the emissions stuff,

(Continued on Page 13)

See "Evenson Logging"

NORTHWEST TRUCK PARTS LEADER

Visit our nationwide network at www.LKQHEAVYTRUCK.COM

2012 KENWORTH T-800

- 18918B RTLO Transmission
- DSP 40s w/3.55 on AG 400 Susp.
- Pacaar Engine

PARTING OUT!



- LATE MODEL REAR ENDS -

| | |
|--------------------------------------|--------------|
| DS461 Peterbilt Air Trac |\$6,500 |
| SSHD Peterbilt Air Trac |4,000 |
| DS402 Eaton Peterbilt Air |3,750 |
| DS404 Eaton Peterbilt Air Trac |5,250 |
| RT40-145 Rockwell Peterbilt Air Trac |5,250 |
| DS461 Kenworth AG100 Suspension |6,500 |
| RT46-160 Hendrickson Pad Suspension |Call! |
| RT46-160 Chalmers Suspension |8,000 |
| RT46-160 Air Liner Suspension |6,500 |
| RT40-145 Hendrickson Air Ride |2,750 |
| RT40-145 Air Liner Suspension |2,750 |
| DS404 Air Glide 200 & 400 |3,250 |
| DS404 Airliner II Suspension |2,850 |
| SSHD Hendrickson Pad Suspension |3,500 |



CUMMINS EGR ISX
485H.P. BUILT 2008
2011 KW TRUCK
LOW MILES - **CALL**



2008 SER. 60 DEDEC VI
SUPER LOW MILES - **CALL!**

"SPECIAL"
DT466
3208T CAT
5.9
CUMMINS
CALL

"SPECIAL"
CAT 3406
425
Complete Rebuild
\$12,500
Exch.

"SPECIAL"
REBUILT
CUMMINS
BCIII 400
\$12,000

CAT C-15
475 W-JAKE
Several to Choose From
\$8,000 to
\$11,750

"SPECIAL"
Cummins
N-14 Plus
Reconditioned
\$12,550
Exch.



CAT C-15 475 W-JAKE
SEVERAL TO CHOOSE FROM
\$8,000 TO \$12,000

- REBUILT TRANSMISSIONS - (All Prices Exchange)

| | | | | | | | |
|-------------|------------|--------------|------------|-----------|------------|------------|------------|
| RT-6609A | ...\$2,350 | RTLO-16610B | ...\$2,750 | RTO-14713 | ...\$2,750 | RTO-16915 | ...\$2,650 |
| RT-7608LL | ...2,750 | FRO-16210B,C | ...3,150 | RTO-16713 | ...3,200 | RTLO-16618 | ...3,000 |
| RTX-14908LL | ...3,250 | RTO-16710C | ...2,950 | RTO-16913 | ...3,500 | RTLO-16718 | ...3,750 |
| RTX-14609B | ...2,150 | RTO-12513 | ...2,100 | RTO-18913 | ...3,650 | RTLO-18918 | ...4,150 |
| RTX-16709B | ...3,100 | RTO-14613 | ...2,150 | RTO-14715 | ...2,750 | RTLO-20918 | ...4,625 |

- EXCHANGE REBUILT REAR ENDS -

| | | | | | |
|-------------|--------------|----------------|------------|-------------|------------|
| SQHD Front |\$1,325 | RD20-145 Front | ...\$1,750 | RS402 Rear |\$950 |
| SQHD Rear |875 | RR20-145 Rear |1,050 | DS404 Front |1,575 |
| SQ100 Front |1,550 | DS402 Front |1,650 | RS404 Rear |950 |
| SQ100 Rear |950 | | | | |

- MACK -

| | |
|---------------------|--------------|
| E6-300, Good Runner |\$4,250 |
| E7-400, Mack Brake |8,500 |
| E7-454, Elect |7,750 |
| E7-460, 2001 Model |8,750 |

- DETROIT -

| | |
|-------------------------------|-------------------|
| 6-71T Inline |\$4,250 |
| 6V-92TA Silver, Used |4,500 |
| 6V-92TA Silver, Rebuilt |10,000 |
| Series 60 12.7 DDEC II |5,200 |
| Series 60 12.7 DDEC III |6,500 |
| Series 60 12.7 DDEC IV |7,750 |
| Series 60 12.7 D-III, Rebuilt |13,000 |
| Series 60 12.7 EGR |7,000-10,500 |

- CUMMINS -

| | |
|--------------------------------------|---------------|
| ISX EGR 535-2005 |\$12,000 |
| ISM 420, w/ Jake |8,750 |
| Big Cam III 400, Reconditioned/ Exch |7,750 |
| Big Cam II 400, Rebuilt/ Exch |8,500 |
| N-14 Celect+ 460-525 Exch |7,750 |
| N-14 Celect 460, w/ Jake |7,500 |
| M-11 Celect 370, w/ Jake |5,750 |
| Big Cam III 350, w/ Jake |4,750 |
| 8.3 210 HP |4,750 |
| 5.9 6-Cyl., Super Shape |3,750 |
| NTC 335, w/ Jake |2,850 |

- CAT -

| | |
|------------------------------------|--------------|
| 3208N 210 HP |\$3,500 |
| 3406B 400, w/ Jake |6,000 |
| 3406B 425, Rebuilt |12,500 |
| 3406B 425, Used |5,750 |
| 3406E 435, w/ Jake, Used |6,750 |
| 3406E 475, w/ Jake, Used |8,500 |
| C-15 475, w/ Jake, Used Starting @ | ...7,500 |
| C-15 475, 2006 Model |9,500 |
| C-13 Accert 430, 2006 |10,000 |

- VOLVO -

| | |
|-----------------|--------------|
| VD-12 465, 2006 |\$7,500 |
| VD-12 425, 1997 |5,000 |



SPECIAL

N-14 Cummins Celect+,
460-525 h.p.-Super Condition
\$5,500-\$8,000

NORTHWEST LEADER IN 46,000 LB. REAR ENDS!



Air Liner, Hendrickson HN, Hendrickson Air, Kenworth 8-Bag, Air Trac, Neway

LKQ WHOLESALE TRUCK PARTS & EQUIPMENT

Nationwide & Canada

6126 N.E. 60th Ave. Portland, OR 97218

HOURS: 8:00 - 5:30 Monday thru Friday

Portland

1-800-547-1315

FAX# 1-503-288-6337 • DELIVERY AVAILABLE

(503) 288-6333



2013 KENWORTH W900L with a Cummins ISX 550 motor, 46,000 lb rears, 18-speed transmission, twin lockers and a General conventional log trailer. "(Evenson) wants to keep the drivers happy, so they let us get what we want," comments driver Mike Cruise. Some may be worried about emissions gadgets on the new model motors, but Cruise says that the Cummins ISX has clocked 69,000 miles without any trouble.

MILLER TRUCK SALVAGE L.L.C.

DIESEL TRUCKS & PARTS

15015 N. W. MILL RD. • PORTLAND, OR 97231
"Specializing in '70's thru 90's"
(503) 283-1797



1990 T800, Cummins, 13-spd, 461 Eatons on pad **Parting Out Only**



1994 L9000, 3406 C 425, 13 spd, knuckle boom W/ 2 way dump box **Parting Out**

2000 VNL, ISM 370, Fuller trans. **Parting Out**



2003 Columbia, C-15, 18 spd, dbl lock 46-160 **Parting Out**



2000 378 ISX, 15spd, 404 on air-trac **Parting Out**



379 Pete, 60 series, 15-spd., 402 on Airtrac **Parting Out**



ENGINES / TRANSMISSIONS

Check With Us Before You Buy!

TRANSMISSIONS

| | |
|---------------------|---------|
| • RT 6613 | \$1,250 |
| • RT 6610 | \$1,250 |
| • RTO 15613 | \$2,000 |
| • RTO 14715 | \$1,500 |
| • RTO 14613 | \$1,500 |
| • RTLO 16713A | \$2,600 |
| • RTLO 18718B | \$2,750 |

ENGINES

| | |
|--------------------------------------|--------------------|
| • 3406B 425 h.p. Inspected..... | \$5,000 |
| (Uninspected) | |
| • 8.3 Cummins, mech. \$3500 exchange | |
| • 5.9 Cummins, runs good | \$2,750 |
| • Cummins BC 1-4 series | 3000-4500 exchange |
| • E-7 300 W/Jakes, good runner | \$4000 |
| • 675 285 hp., low miles | \$3500 |
| • 3406E 5EK- 2WS. 4000-6000 exchange | |
| • DDEC4 450hp., runs good | \$5000 |

EXCHANGE REQUIRED ON SOME EQUIPMENT - CALL FOR SPECIFIC UNITS

A-1 Quick Check

Saves Time & Money!
EASY TO INSTALL



Take the guesswork out of diagnosing light problems with the new A-1 Quick Check.

No more removing the junction box cover and testing wires. Simply look through a clear cover on your junction box to see if the LED lights are lit. If they are then the problem is down the electrical line past the box. A-1 Clear Covers compatible with Berg/Haldex junction boxes are available.

• Invented by a Mechanic! • Patent Pending
 • Proudly made in the USA!

*Have a
 Happy
 Thanksgiving!*



A-1 Truck Repair LLC

550 COLUMBIA STREET • WOODLAND, WA.

(360) 225-6327

More Information available at www.a-1truckrepairllc.com



Evenson Logging

(Continued from Page 11)

and it pays for itself," Lovegren states.

Evenson has a single mechanic, Phil Escola, to take care of the logging equipment and trucks. Some of the larger repairs are farmed out to Peterson Cat, DSU and Pape Kenworth. Preventative maintenance is also crucial, as are upgrades to improve functionality.

"If there is a failure in a certain location, such as cross members where we've had some serious (faults) due to engineering by manufacturer, we just redesign it," Escola says.

Escola and Lovegren agree that having a quality, conscientious driver at the wheel plays a big role in keeping trucks in good condition.

"It's important that our drivers have enough mechanical ability that if something happens out on the road, that they can get it patched up enough to get it home, or be able to give the mechanic a good idea about what happened and what tools and parts they may need to bring out to take care of the truck in the field," Lovegren says.

"We're a close-knit group so we need guys that will fit in and get along. Drivers need to be good log haulers who don't need to be



WALT LOVEGREN works as truck boss and logging truck/lowbed driver for Evenson Logging. He's been with the company since 2007. His is the newest truck in the fleet — 2014 Peterbilt 388, Cummins ISX 550hp, 46k rears with lockers, 18spd with 2spd auxiliary transmission, nu way air ride, and quick change for pulling the lowboy.

13

NOVEMBER 2013

Log TRUCKER

(Continued on Page 16)
See "Evenson Logging"



**Let Us
Build You
a BRAND NEW
ALPINE Trailer**

or call us for an appointment to
service your existing trailer



Happy Thanksgiving
from your friends at
Alpine!



CALL (208) 877-1714

2810 Big Bear Ridge Road • P.O. Box 341, Deary, ID 83823

Fax: 208-877-1198 • email: alpineindustrial@moscow.com



HAVING A LOWBED ON CALL to move equipment is the ultimate in convenience, but also represents a sizable investment. One that David Even-son says pays for itself when duty calls. "We've got a lot of short moves," he says, "and it doesn't really make sense to have somebody else come out to move a shovel four miles down the road."



WE OFFER:

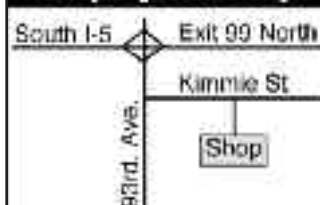
- General Truck Repair
- Complete Diesel Engine Service
- Cat - Cummins - Detroit Exchange Engines
- Hendrickson Rebush Center

Incl. Hendrickson 380 Series Equalizer Beams

We Rebush Log Trailers

CHALMERS & 8-BAG
KENWORTH SUSPENSION
REBUSHES

• Stop By Our Shop •



COMPLETE LOWER REBUSH

\$975⁰⁰

Incl. Parts & Labor

Usually in 3 Hours or less
Call For Appointment



SCHELLER DIESEL SERVICE

9144 Kimmie Street - Olympia, WA. 98502 • (360) 943-9818

R & G MACHINING AND ENGINE PARTS

GAS ENGINES

FORD

| | |
|---------------------|--------|
| 4.0 SOHC..... | \$2850 |
| 4.6-5.4 SOHC | \$2250 |
| 300 | \$1195 |
| 302-351W-400M | \$1295 |
| 360-390 | \$1550 |
| 460 '72-'92 | \$1495 |
| 415-V10 | \$2795 |

CHRYSLER & JEEP

| | |
|---------------|--------|
| 4.0-4.2 | \$1395 |
| 318-360 | \$1395 |
| 488-V10 | \$2850 |

CHEVROLET

| | |
|-----------------------|--------|
| 4.3 V6 '85-'91 | \$1195 |
| 305-350 '69-'85 | \$1195 |
| 454 '75-'87 | \$1395 |

TOYOTA

| | |
|---------------|--------|
| 22R-22RE..... | \$1195 |
| 3.0L V6 | \$1895 |
| 3.4L V6 | \$2895 |

DIESEL ENGINES

CUMMINS

| | |
|-------------------------|--------|
| 5.9 12V Early | \$2695 |
| 5.9 12V Late | \$2895 |
| 5.9 24V | \$3195 |
| 5.9 24V, HD | \$3395 |
| 5.9 24V C/R 03-10 | \$4795 |
| 6.7 C/R | \$5795 |

FORD

| | |
|---------------|--------|
| 6.0 P/S | \$4695 |
| 6.4 P/S | \$5795 |
| 6.9-7.3 | \$2895 |
| 7.3 P/S | \$3195 |

GM

| | |
|-------------------|--------|
| 6.2-6.5 | \$2895 |
| 6.6 Duramax | \$4795 |

Best prices on engine parts!
Call or visit

<http://stores.ebay.com/GrumpysPerformanceCenter>

Complete Machine Shop Services

- Crankshaft and Camshaft Grinding and Welding
- Complete Cylinder Head Repair and Rebuilding
- Complete Block Repair and Rebuilding
- Connecting Rod Rebuilding
- Drivetrain Rebuilding
- Flywheel and Brake Rebuilding
- Best Warranties On All Rebuilt Engines (Up to 100,000 Miles)
- Engine Balancing Service

CALL FOR APPLICATIONS NOT SHOWN FOR PRICE & AVAILABILITY!

ASE CERTIFIED AND IN BUSINESS SINCE 1975 • OVER 200 ENGINES & 400 CYLINDER HEADS IN STOCK!

WE WORK ON TRUCKS, TRACTORS AND LOADERS
ALL MAKES AND MODELS - FOREIGN AND DOMESTIC
AGRICULTURAL, INDUSTRIAL, MARINE AND MOTOR HOMES

MULINO, OREGON **503-829-6038**





EWAN MCLEAN, 40, is the "rookie" among the Evenson drivers, having been hauling logs for the company for the past five years. He's been trucking for quite a few years, obtaining his CDL in 1997, and driven highway trucks, chip and dump trucks. He started with Pelham Cutting and Robert Kearsley Trucking, and it was while out hauling tree-length on the mainline where he'd occasionally run across the Evenson trucks. "It was one of those outfits you always wanted to work for," he says. "I'm really excited to be working here; it's a great place. I've been in the logging industry for a few years, and Evenson is that one company that's a good place from which to retire."



DRIVER MIKE CRUIZE HAS BEEN HAULING logs with Evenson for 10 years. He previously worked for Joel Olsen and Jepson & Sons, and has been at it for about 25 years. Cruize began life as a trucker on the road, but like many family guys, wanted a job that kept him close to home. Cruize's son Jaron now works as a choker setter on Evenson's logging crew.



PHIL ESCOLA IS EVENSON'S MECHANIC, taking care of the logging equipment and trucks for the past 33 years.

NEW Silent Drive
Ultra Flex Series UF-1013-1B

In Stock Now!

Pushers or Tag,
Utilizes Steer
Axle (Single
Tire only)
13,200 lbs
Capacity

**With Rebuilt Axle or your Axle.
Call for your Application**

Suspension and Air Parts in
Stock and Available Now!

Authorized PULLTARPS Dealer.
We carry parts and provide service
for all your PULLTARPS needs

FOR LOGGING OR DUMP TRUCKS

FENDER KITS
Spindle Mounted for Self Steering
Auxiliary Axles. Available with
instructions to install it yourself
or we can do it for you.

SILENT DRIVE

Suspension
Component
Group

**WE SELL and
INSTALL THEM!
CALL US!**

**P.O. Box 5701
Salem, OR 97304**

We Accept

**503-363-0892
fax 503-362-5435**

G. W. GANNON EQUIPMENT

31914 ROLLAND DRIVE
TANGENT, OR 97389
(5 MILES SOUTH OF ALBANY)

(541) 928-5244

1979 INTERNATIONAL DUMP TRUCK, big front axle, 350 Cummins big cam, 13-speed, Hend. extended leaf suspension. 15' box, pup equipped.**\$10,600**

1993 FREIGHTLINER with Beall 3,800-gal. alum. tank. Low 255,000 miles, 20K front axle, dbl. lockers, 3/8" steel frame, Chalmers Susp. WILL SEPARATE
Great Condition!\$42,500
Truck Only\$35,000

1994 KW LOG TRUCK, long wheelbase, 3406 Cat, 13 Sp. 2 speed rear ends on Hendrickson pad susp. Peerless trailer, elec. scales, 8'6" bunks. ...**\$27,500**

1995 BEALL 33' SEMI END DUMP TRAILER.**\$10,500**



EVENSON HAS DUMP TRUCKS and a couple of rock pits located on their timberland that they use for road construction and maintenance. Here, driver Frank Proctor lays down rock on a soft stretch of the landing while the shovel operator utilizes a log as a spreader.

Evenson Logging

(Continued from Page 13)

babysat," Lovegren adds. "During the summertime, want to be able to turn them loose and know that they are going to be doing their jobs without much supervision.

Evenson is a longstanding compa-

ny with a history of satisfied employees who give their best for the company. In turn, the company treats them with respect, good benefit and a great place to work. Some of the recently retired crew called Evenson home for more than 40 years.

"You don't want to put a lot of effort into a driver just to have them

leave because they think the grass is greener someplace else," Lovegren says. "We're kind of like the next generation of drivers to be here until we're ready to retire."

"We're all like family, and there are a lot of people who would like to come to work here because they

know it's a good environment," EvenPson says. "When guys come here they stay a long time."

"I'm proud of what my grandpa started and my dad and uncle kept going. I want to keep 'er going."

LT



Quality Diesel Parts

PH: 800-852-9488 Fax: 503-252-9652
www.qualitydieselparts.com

Allis Chalmers
Bendix
Buda
Case
Cat Industrial
Cat Marine
Cat Off-Highway
Cat Truck
Continental
Cummins
Davis Brown
Detroit
Deutz

NEW ARRIVALS

Cummins N-14E

Navistar 466E

Dresser/IH
Dodge Truck
Ford Industrial
Ford Tractor
Ford Truck
GMC Truck
Navistar/IH
Iveco
John Deere
Komatsu
Mack
Massey-Ferguson
Perkins
And Much More









ART'S AUTOMOTIVE

MARINE, TRUCK SERVICE & REPAIR

Mon - Fri 7:30 am - 5:30pm
1320 Industrial Way, Longview, WA 98632

Since 1965

(360) 423-0890

ON & OFF ROAD TRUCKS, VEHICLES & EQUIPMENT

Largest Inventory of Off-Road Alternators and Starters in Our Area

All in Stock
Units Rebuilt to
O.E.M Specs
in Our Shop

12V - 24V - 32V

NEW & REBUILT

On Truck Diagnosis & Installation

If We Don't
Have it, We
Can Rebuild
Your Unit The
Same Day in
Most Cases



Starters



Alternators



Batteries

GET READY FOR COLD WEATHER!

ELECTRICAL SERVICE AND REPAIR

★ SUDDEN SERVICE while you wait ★ MAJOR & MINOR SERVICE & REPAIR

Photos from Our Readers



BOB WRIGHT HAULING FOR WIRTA LOGGING out of the chips burn near Chester, California with a 2003 Peterbilt featuring a Cat 600 HP motor, 18Spd and 260" wheelbase.



JOE MITCHELL IN A 1994 KENWORTH T800 putting new rock on a forest/logging road in the Ochoco National Forest east of Prineville, Oregon.



IT'S NOT A LOG TRUCK, BUT RYAN RONNING certainly hauled some heavy loads with the 2012 International MRAP Wrecker he drove while deployed with the ARMY in the Middle East. The armored wrecker is outfitted with a 30-ton rotator, one 50000lbs drag winch and two 25,000lbs lift winch's, part time 6 wheel drive, two speed air shift T-case, five speed Allison trans, Eaton rear ends with lockers in all axles, only 375HP but geared very low, and on board fire fighting gear mini fridge and a microwave.



DENNIS "BIG LOG" FRASIER from Myrtle Creek, Oregon pulling over for a photo at Glide, Rock Creek.

AFTERMARKET • NEW OEM
USED PARTS • HOODS

I-5 & Exit 59 Toledo, WA
Monday to Friday
8-4:30pm

NOVEMBER SPECIAL

- ☆ Pete 16" Chrome Mirrex Bumpers Special **\$324.⁹⁹ea**
- ☆ Kenworth Aftermarket Exhaust Shields **\$277.⁶⁸ea**
- ☆ 3' Exhaust Stacks **\$139.⁶³ea**



Gorilla Hoods

HOOD NEED REPAIRED? CALL US FOR A QUOTE

New Style KW
Daylight Doors
\$2,000
Complete

I H 4900
Doors
\$750

New Heavy KW T-800
Deep Logger Bumper
\$1250 1 Only

View Our Aftermarket Hoods Online @ www.washingtontruckrebuilders.com



Washington
Truck Rebuilders
www.washingtontruckrebuilders.com

TRUCK • TRAILER • COLLISION
FIBERGLASS REPAIR

1-800-373-3719

wtr@toledotel.com

NOVEMBER SPECIAL



2010 KW
T-800

Aero
daycab,
Eaton
14,600K
front,

Cummins ISX 450 horse, DSH 40 rears
3:90 gears, RTLO 16913A trans, AG 400
suspension, 250" wheelbase, Watson
Chalin drop axle, new 22.5 rubber on
aluminum rims, 205K miles... **\$72,950**

Aerocab
Back Kits

Complete with Interior

\$3200
with corner glass

\$3000
without
price is kit only



Seventy
Years in the
Northwest
Forests

By John H. Markham
Forward by Finley Hays

176 Pages!
Hard Bound Book
Great Gift for the
"Logger Who Has Everything"
\$12.95

Plus shipping and handling
& sales tax if WA resident

Call
800-462-8283



NEWS AND INFORMATION

Obama signs bill requiring sleep disorder rule not guidance

President Barack Obama signed into law legislation to ensure any federal standards governing screening, testing, or treatment of individuals operating commercial motor vehicles for sleep disorders would be through a rulemaking instead of guidance, which has previously been the case.

The bill, introduced by Reps. Larry Bucshon, R-Ind., and Dan Lipinski, D-Ill., passed the House 405-0 and the Senate on unanimous consent.

While sleep disorders could define a wide range of medical problems, the bill clearly defines sleep apnea as a sleep disorder.

The legislation, highly applauded by trucking stakeholders was somewhat moot because the Federal Motor Carrier Safety Administration had already announced it was following the wishes of the trucking industry and would deal with the sleep disorders issue through the rulemaking process rather than regulatory guidance.

The American Trucking Associations and the Owner-Operator Independent Drivers Association quickly applauded Reps. Bucshon and Lipinski for introducing the bill.

The ATA said the legislation

would "ensure that if the federal government sets standards for sleep apnea screening and testing of professional truck and bus drivers, those standards are established through an informed rulemaking process."

OOIDA said that a rulemaking "would include requiring that a full cost-benefit and regulatory impact analysis be used should the FMCSA decide to set policy regarding screening, testing and treatment for sleep apnea as opposed to guidance, which is not subject to this critical analysis."

Truckers and medical professionals have long complained that fuzziness in federal guidance on obstructive sleep apnea (OSA) testing and treatment has resulted in pendulum swings from one extreme to the other.

One extreme mentioned by drivers is that an examiner may see a trucker's stomach sticking out over his belt and immediately order sleep apnea testing. From an examiner's point of view, it's not worth staking one's medical career on, so better to be safe than sorry and test pretty much everyone.

On the other hand, there are horror stories about truckers finding a practitioner who will turn a blind eye to excessive daytime sleepiness or other obvious signs of OSA.

Trucking's request for more than

week but costs the same to cover, meaning employers will have to absorb more cost to cover part-time employees than to cover full-time employees.

Insurance companies are adding their own difficulties to the process. The ACA requires them to cover patients with pre-existing conditions, patients who most companies previously denied to avoid the higher cost of care. Now, providers are passing along their added cost to all policyholders in the form of higher premiums across the board.

Choosing not to provide coverage, of course, exposes mandated companies to an annual penalty up to \$2,000 times the number of full-time employees minus 30, e.g. \$50,000 for a company with 55 full-time employees. The penalty is set to increase in relation to annual premium hikes. In addition, those companies would fail to qualify for an additional tax deduction for offering coverage. Despite this, though, many trucking companies will find the penalty an easier financial pill to swallow than offering a health plan that meets the ACA's minimum requirements.

LT

regulatory guidance on sleep disorders has been longstanding.

Over a year ago, the Board of Directors of American Trucking Associations, meeting in Las Vegas, passed a new policy urging that any government decisions on sleep disorder screening for commercial drivers be made following a regular, science-based process.

"Fatigue and driver health are two serious issues facing the trucking industry," ATA President and CEO Bill Graves said. "However, as important as it is to address those issues, it is equally important for the federal government to use the regulatory process – with its emphasis on science-based outcomes and cost-benefit analyses."

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

"This is not an insignificant step," Graves said. "There are more than 3 million professional truck drivers and the cost of screening, diagnosis and treatment for sleep apnea could easily exceed \$1 billion annually. Taking a step as potentially costly as that shouldn't be undertaken lightly and outside of the normal processes."



**The Lusty
Life of Loon
Lake Lloyd**

100 River Bend Rd, Spc 53
Reedsport, OR 97467

1930-on
400 Page Book

Illustrations, Photographs
WWII Marine, Gyppo Logger
& Resort Owner

\$20.00

(541) 271-0504 (includes S&H)

FILTERS

Air • Fuel • Water • Oil • Hydraulic

**Gates Hoses & Fittings
Lincoln Lubrication Equip.**

Open Saturdays 8 a.m. - 1 p.m.

Williams Oil Filter Service Co.

1247 Puyallup Ave., Tacoma, WA 98421

(253) 627-8163

Toll Free: 1-800-522-1250

NEW!! JPRO

**CAT, CUMMINS, INT'L, MACK,
VOLVO, ALLISON & EATON**

- Brakes
- Lube, Oil & Filters
- Bearings & Seals Changed
- Hose & Wiring Repairs
- Transmission & Rear End Repair
- Welding & Fabrication
- Engine Tune-Up to Complete Rebuild
- INSITE Diagnostics Available
- DOT Inspections

Monday-Friday 7:00AM - 5:30PM

Saturday 6:30AM - 2:30PM

Road Service Available

Oregon's Charlie Every Trucking awarded for safety

Great West Casualty Company, at the Oregon Trucking Convention, presented Central Oregon-based Charlie Every Trucking with the Platinum Fleet Safety Award. The carrier was selected for the award from more than 745 nominees from across the country.

The program encourages safety in the trucking industry and recognizes companies in similar operations (truckload and less than truckload) with awards based on their year-end preventable accident results. Award criteria are based on category, miles recorded throughout the 2012 calendar year, and frequency of preventable accidents. Carriers were eligible to receive a Platinum, Gold, Silver or Participatory award.

Used trucks go mobile

Penske Used Trucks has launched a new mobile website to highlight its selection of commercial heavy-duty semi-tractors, medium-duty straight trucks, light-duty trucks, and semi-trailers.

Available at <http://m.penskeusedtrucks.com>, the site includes larger navigational items, simple icons and minimal

(Continued on Page 19)
See "LT News"

WANTED

Long Log Trailer, Spring ride, electronic scales, 102" bunks, hub piloted wheels, and truck bunk equipment **Call before 8pm**

530-459-5007

FOR SALE



1991 Kenworth T800, Fresh out of Frame overhaul on Cummins engine, 14613 trans, 2spd rears, recent brakes truck and trailer **\$28,000**

503-458-5660

Health Care

(Continued from Page 9)

as 50 percent of insurance costs, though the incentive may be contingent on purchasing coverage through the federal SHOP Marketplace for employers.

A small trucking firm for example, may only employ ten operators – well below the 25-employee threshold. They will still not qualify for tax incentives, however, if average earnings rise above the \$50,000 per year.

Multi-truck operations, of course, will likely be subject to the employer mandate requiring employers with 50 or more full-time employees to provide minimum essential coverage or pay a penalty. The IRS definition of full-time is 30 hours per week, expanding the mandate to include many workers that companies consider to be part-time. This further complicates the matter for employers, who are also responsible for plan costs above 9.5 percent of an employee's income.

A "part-time" employee working 33 hours per week makes less than an employee working 40+ hours per



SKIP'S TRUCK REPAIR, LLC
Skip Worthy • Gary Magnuson
Owners

512 Park St., Shelton, WA

360-462-4001

360-463-9595 Cell

LT News

(Continued from Page 18)

text, Penske said.

"Our full inventory is available on the mobile site and we update it daily," said Jack Mitchell, vice president-remarketing at Penske Truck Leasing. "On any given day, there are 4,000 box trucks, tractors, trailers and related commercial transportation equipment listed for sale."

Users can search through the inventory, compare and review vehicles. Tablet users are directed to Penske's desktop version.

"Traffic to our site from smartphones has tripled over the past two years," said Ann Cosfol, director of interactive marketing, Penske Truck Leasing. "Our goal with the new mobile site is to provide our customers with the same search, compare and share experience they currently enjoy with our desktop version."

Volvo extends fuel efficiency package to 11L engines

Volvo Trucks has expanded its exceptional efficiency (XE) fuel efficiency package to include its 11L D11 engine. The XE11 package, available on Volvo VNM and VNL models rated up to 80,000 lbs. GCWR, improves fuel efficiency by up to 3%.

"Demand for XE powertrain packages continues to grow as customers increasingly look to combat fuel costs through optimized truck specifications," said Göran Nyberg, president of Volvo Trucks North American sales & marketing. "XE11 delivers a proven strategy for reducing fuel consumption."

The XE11 package includes:

- Volvo D11 engine with 405 hp. rating and 1,550 lbs.-ft. of torque
- Volvo I-Shift overdrive transmission with a 0.78:1 ratio
- Axle ratios of 2.64 to 2.80
- Proprietary software that facili-

From the Stump

(Continued from Page 2)

team were very gracious hosts and kept the group of six business writers on the move from manufacturing to accessories, spare parts, and out in the field to see the machines in operation.

The Ponsse demonstration site had two harvesters and a forwarder, although the star of the demonstration was their newly introduced Ponsse Scorpion harvester, the most impressive and innovative machine we've seen in several years. Scorpion represents a thorough redesign especially noticeable with the yoke-style of boom that straddles the cab with two separate hydraulic cylinders controlling the boom, which allows complete, unobstructed visibility to the operator. The Scorpion was introduced at last Summer's ElmiaWood Forestry Show in Sweden.

The Ponsse Company is 60% family owned with the sons of the founder actively involved in the operations, and carrying on the family tradition of innovation and service.


Having seen the entire Ponsse operation the size, scope and logistics required to build, maintain, sell and service machinery throughout the world was impressive. The world market is broad, to compete planning, and foresight are essential for success, a lesson we could all profit from following.

We had an open day in Helsinki,

which exposed us directly to the wonders of the Euro and one aspect of the European economy... to sum it up, Europe is VERY expensive and not just from the exchange of dollar to Euro (American dollar = 0.72 cents Euro as of this writing). But even allowing for that, it costs a good deal more to be part of the European Union, which we attribute to the enormous cost of bureaucracy being funded by VAT (value added tax) and a wide array of taxes on everything. Fine if you're a member of the bureaucratic class, but hindering at least for the rest of society.

While exploring Helsinki we'd stopped at McDonalds for lunch (one of our troop admits to being addicted to McD's), not really my first choice in food. It appeared as any McDonald's in any city with a glaring difference on their menu board.... Gourmet food prices: 7.99 Euro (roughly \$11.00!) for a Big Mac, YIKES!!!

And to think, the current administration believes That's the model economy we should emulate in the United states: a tax on everything and anything for the glory and wellbeing of the ruling class who, in turn, are exempt from many of the laws they enact for we serfs. Thank you, but independent thinkers will pass on those plans.

'Til next month! We hope all of you have a wonderful Thanksgiving and take the time to share with friends, family, and colleagues the wonder of our nation. 

19

NOVEMBER 2013

LOG TRUCKER



United Gear

"Your Quality Gear Shop"

2480 Kotobuki Way
Vancouver, WA 98660

360-518-6440

ALL TRANSMISSIONS
are tested on our
In-House Dyno





✓ NO LEAKS

✓ NO NOISES

✓ TESTED SHIFTABILITY

- United Gear will guarantee on a time and material basis your costs will not exceed your exchange price.
- In most cases you receive a completely rebuilt, fully warranted, one year unlimited miles unit for less than the exchange price.
- With over 600 trucks and 10 shops of our own, we know your needs
- Our master gear tech, Dean Clark, makes sure every gear box is done right and every customer is treated fairly

Only OEM parts are used
All cases are machined to factory specs
Exchanges, custom rebuilds, repairs
R&R available



United Gear
A Division of United Road

| Exchange Prices - Transmissions | |
|---------------------------------|--------|
| RTLO 16713A | \$3200 |
| RTLO 16718B | \$3700 |
| RTLO 18718 | \$3750 |
| RTLO 16913 | \$3500 |
| RTLO 18913 | \$3600 |
| RTLO 18918 | \$4100 |
| FRO 16210C | \$3100 |
| FRO 16210IC | \$3150 |
| Exchange Prices - Rearends | |
| RD 20145 | \$2100 |
| RR 20145 | \$1100 |
| DS404 | \$1500 |
| RS404 | \$1100 |
| DSH40 | \$2100 |
| RSH40 | \$1400 |
| RDL20145 | \$2300 |
| RRL20145 | \$1600 |

360-518-6440


tates seamless communication between Volvo's integrated powertrain components.

The XE packages were first introduced for the Volvo 13L D13 and 16L D16 engines. More than 24% of all Volvo-powered trucks ordered in 2013 featured XE powertrain packages, the company said.

"Like our XE13 and XE16 options, XE11 ensures that the engine runs in its sweet spot without wavering at any road speed," said John Moore, Volvo Trucks powertrain product manager. "The intelligent Volvo I-Shift, coupled with XE's pro-

prietary software, controls the engine to maintain rpm as low as 1,150 while cruising at 65 mph."

XE packages work to improve fuel efficiency by lowering engine rpm at a given vehicle speed, what Volvo calls downspeeding. The combination of Volvo's I-Shift automated manual transmission and a Volvo engine with modified software allows the XE package to set the engine cruise speed about 200 rpm less than the average truck sold today.

Fuel efficiency improves by about 1.5 percent for every 100 rpm of downspeeding, Volvo said. 

Subscribe Today!

LOG TRUCKER

The magazine about the forest products transportation industry



Send your check or Money order to:

LOGGERS WORLD PUBLICATIONS

4206 JACKSON HIGHWAY, CHEHALIS, WA 98532

- \$12.00 for 1-Year Subscription
- \$20.00 for 2-Year Subscription

Name:

Address:

City: State: Zip:

Phone: ()

WASHINGTON RESIDENTS: ADD 8% SALES TAX

20 Foreclosing on Washington

by Sherrie Bond

NOVEMBER 2013
LOG TRUCKER

As the President, House and Senate continue to piss up a rope while millions of Americans stand in bread lines, hunker down in homeless camps as winter sets in and pandemic disease spreads from coast to coast as citizens are unable to access medical care due to glitches on Obamacare websites. Nationwide law enforcement has locked its doors after learning their annual allotment of ammunition has been depleted and firearms have been confiscated. Borders will remain unsecured through the next election in an effort to allow illegal immigrants the opportunity to experience the democratic elective process.

Meanwhile, Veterans' organizations gather at cemeteries country-wide, donating their time and effort to facilitate interment of military personnel slain in action. Claiming a "lack of available funding brought about by the House of Representatives refusal to cave under pressure from the Oval Office", the leader of the free world stands idly by as volunteers and charity organizations provide burial funds and monetary allotments to the surviving families. Just think how far the ten million dollars for Obama's safari junket would go to aid those widows and orphans!

As the tantrums rage in the

miniature conclave of 61.4 square miles of land and 6.9 square miles of water, the fertilizer continues to stack up in a blame-game operation focusing not on how the behavior will impact all of America, but instead on how the participants in this brawl will fair in 2016 as the ballots are counted! Governance is no longer about what is best for the Nation and its citizens; it is all about those elected to office. I can't even say "elected to serve" because I don't think 'service' crosses their minds. They aren't necessarily elected by their past accomplishments, but instead by name recognition which is brought about through outrageous sums of money used to purchase advertising that is splashed across TV screens nationwide and banged into your brain for months on end. Few voters even bother to educate themselves about who is running for office and at the end of the day, the guy with the most money wins. When billions of dollars in donations are the basis of a candidate's platform, we are going down for the count. Ads are being used not to help you identify the capability of a candidate they are being used to psychologically convince and sway your vote to their contender by subliminal suggestion.

I am reminded of "subliminal messaging" being used in the late 1950s in movie theaters. Remember

back in those days (if you were lucky enough to have a dime to go to the show) you were treated to a "news reel" giving you updates of what was happening in the world (this was pre-TV for most of us), then perhaps a serial adventure clip, the cartoon and finally the feature film. It didn't take long before advertisers caught on! Phrases like "Drink Coca-Cola" and "Hungry? Eat Popcorn" were interjected every five seconds at a speed of 1/3000th of a second and instantly theater owners had another source of income driven by the power of suggestion as hordes of movie goers flooded the lobby lookin' for grub!

It irks me beyond words (well maybe not as I continue to put so many of them to paper today), but it does piss me off when the subjection of political advertising can and has determined the elections, placed incompetent people in positions of high authority, has and is threatening the stability, security, wellbeing, reputation, world position and livelihood of everyone in the free world. U.S. Citizens aren't the only ones impacted by the deception running rampant in Washington, D.C. Heads of State in foreign countries who have embraced a relationship with America are finding themselves between the rock and the hard spot, trying to remain loyal to our country, but hesitant to stand

shoulder to shoulder with the maniacs at the helm!

Each and every one of us is capable of effecting change in this world. If we continue to allow upheaval in the very guts of our institution with no reprimand against it, we will get what is deserved. If, however, we unite in a concerted effort to crush the school yard bullying that is going on back east, we may be able to grab our boot straps and pull ourselves out of the quicksand into which we are rapidly sinking. We truly are the "power behind the throne" and we need to take advantage of our position. When it's all said and done, politicians cannot get into office without the votes necessary to put them there. We not only hold the key to their future, we are the key!

As we ease into November, I want to thank Bill Henderson and Melvin Reed for their phone calls, letters and comments; good to hear from each of you. I also want to wish all of you a Happy Thanksgiving. Even if our road is rough right now, we still live in the best Nation on Earth and we have the strength to persevere, correct our course, achieve our goals and create a path that will lead us out of this darkness and back into a position of World Leadership.

Bless you all . . .

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

Get Connected...

- Secure Online Stores
- Catalogs and RFQ Applications
- Web-based Inventory Programs
- Site hosting and Promotion
- Corporate Web Site Design
- Streaming Audio & Video
- Web-based Sales Management

To the Global Forest industry.



forestindustry.com

e-business solutions for the global forest industry

www.forestindustry.com • Toll Free 1-877-755-2762

LOG TRUCKER

NOVEMBER 2013

ADVERTISERS INDEX

A-1 Truck Repair LLC.....12
Alpine Industrial LLC13
Art's Automotive16

Esley Truck Accessories6

Forest Industry Network20

G.W. Gannon Equipment.....15
General Trailer3

Kenworth Northwest - Aberdeen9
Knox-Douglas, Inc.15

DON'T FORGET !

Deadline For Advertising
In The
DECEMBER 2013
LOG TRUCKER ISSUE
Is November 6th, 2013

L&M Truck Sales, Inc.6
Leavitt's Freight Service, Inc.9
Lincoln Industrial Supply.....7
LKQ K.C. Truck Parts21
LKQ Wholesale Truck Parts, Inc....11
Log Trucker Advertiser Deadline ...21

Log Trucker Subscription.....19
McCoy Freightliner4
Miller Truck Salvage LLC12

Quality Diesel Parts.....16

R&G Machining & Engine Parts14
Radiator Supply House, Inc.....4

Scheller Diesel Service.....14
Skip's Truck Repair, LLC18
St. Johns Truck & Equipment8

United Gear19

Washington Truck Rebuilders.....17
Whit-Log, Inc.5

FOR SALE



2008 Kenworth W900L Log Truck, w/2001 Alpine trailer, Vulcan scales, Cummins ISX, 550hp18B tranny, 46k lb rearends w/lockers, Hendrickson susp., 280k miles, great shape, black with lots of chrome...**\$105,000**
208-835-4341 or 509-336-1271

FOR SALE



1993 Pete 379 w.1976 Peerless Trailer, 3406 Cat, 15spd, springs over beams, new Vulcan scales on truck, trailer also has Vulcan scales.....**\$28,000 NO trades**
Call Norm
503-338-8148

FOR SALE



1998 T-800 N-14 525, 18spd, 403 Eaton 3.90, 46k Chalmers, 3/8 frame, everything gone through in last 3yrs (ALSO AVAILABLE: ECat, same price).....**\$36,500**

208-301-3525

FOR SALE



Logging Mule Train set-up w/3 axle trailer, 8'6" wide, telescoping reach, good cond., trailer bunks like new **\$13,000/trailer, \$2,000/bunks** w/4 SI scales, or **\$14,000 for both**
406-249-9907 or 406-885-3412

LKQ KC TRUCK PARTS

www.kctruckparts.com

NAPAVINE, WA.
(360) 736-3344
(800) 622-5170
183 STATE HWY. 508

SPOKANE, WA.
(509) 536-8499
(800) 622-5171
1100 N. HOWE

BILLINGS, MT
(406) 652-7616
(877) 622-5169
10148 RUDIO RD.

800 Numbers for WASHINGTON, OREGON, IDAHO, MONTANA • WE HAVE WHAT YOU NEED - CALL US!!



2012 KW T800, Cummins ISX, RTLO18918B, 46K rears dbl/lockers, Pri-Max 20K front.....**PARTING OUT**



2009 KW T800 Short Sleeper Cab, C15 475, 18-spd., D40-170's dbl lockers, Hendrickson Primax, 20K front axle**PARTING OUT**



2009 Pete 388, Cummins ISX, RTLO18918B, 46K rears dbl/lock, GREAT BUILDER.....**CALL FOR PRICING**



2007 KW W900, C-15 Cat ACERT, RTLO18918B, AG400 w/lockers **PARTING OUT**



2003 Mack CV7000/Granite, E7 460, Fuller 18-spd, 46K on HN suspension...
.....**PARTING OUT**



2007 KW T800, Cat 550, 18-spd., Super 40's on AG400.....
.....**GREAT BUILDER CALL FOR DETAILS**