

LOG TRUCKER

VOLUME 40 NUMBER 12

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DECEMBER 2013

Job Smarts

ROSEBERRY

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SEE PAGE 10

Merry Christmas!

FROM THE CREW AT... **LOG TRUCKER**



From the stump...

A fragile "recovery" and logging capacity

by Mike Crouse, Publisher

Whether you live in New York, Los Angeles, Washington D.C. or in the more suburban or rural parts of our country, our attitudes are formed both from what we see and by those around us. There are many distinct divides: urban/rural, private enterprise/government, liberal/conservative, apathetic/active, all of which influence our thinking.

While the popular media and government's prattle on about the "recovery" the past four or five years, and certainly things are far better than in November of 2008, however the "recovery" scenario is being greeted with something short of enthusiasm by much of America.

How does that relate to our world and the business of logging?

You can gain an insight by reading a report recently published by the Wood Supply Research Institute (WSRI) titled: Wood Supply Chain Analysis 2013.

First, some background on WSRI, "...WSRI is a joint project of professional loggers, forest landowners, wood consuming mills, educators, and manufacturers that facilitates and funds research to promote and improve efficiency in the wood supply system."

Their research data was gathered from the seven wood producing areas of the United States with the primary question being, "Does the wood supply system have sufficient capacity to meet the anticipated growth in harvest demand over the next five years?"

Logging capacity

The WSRI study covered several issues but the ability to harvest sufficient volumes to fill the anticipated market demand was both the thrust of the study most relevant to loggers. And for the first time in our memory the study states, "...One important interpretation of this analysis is to understand that wood suppliers will need to

have a reasonable investment environment to be willing to spend capital to expand operations on a timely basis. Based on our findings, we recommend that the end-user community evaluate the magnitude of change in demand within its respective procurement basins. If

appropriate actions are implemented, the industry can take full advantage of the favorable business cycle."

Reasonable investment environment, which seems to recognize a contractor will invest when he sees a profit, reward for the risk. Specifically the study predicted that annual capital investment to achieve harvest levels would require (annual) investment capital increasing from the low of \$5.9 billion in 2010 to \$7.75 billion in 2017.

All this investment required to achieve increased demand round wood consumption by 16% between 2012 and 2016, most of which is needed to fulfill the need for domestic housing. The incentive is clear, the market is warming up and to capitalize they have to harvest... increase logging capacity.

The Wood Supply Chain Analysis also documented the effects of the past six year's economy both from loss of contractors and the lag in contractors delaying updating their own machinery. "If these past investments were indeed lower than we assumed future capital expenditures may need to be higher than projected."

Thus the data and message confirm what many loggers were well aware of: machinery is aging, new machinery will be needed, and the business climate has to be a powerful incentive for logging contractors to buy that new equipment, not only logging machinery, but trucks to haul as well.

One conclusion in the study, "The forest industry needs to participate in laying the groundwork now in order to address this situation... Massive logging and trucking capital investments will be required to meet the projected harvest demand."

Another conclusion: Financing is tough for new 'would be' contractors saying, "...new entries into the wood supply business will be spotty at best. The existing supplier businesses are the most likely to expand the capacity."

The study noted the "looming challenge"

ahead, and certainly suggested a change in the business climate was needed, and that the historic belief that wood suppliers (loggers) could react immediately in response to increased demand was an "operational risk."

The good news in this report: we are definitely looking at several years of a much better market, but the report's key is investing in equipment and improving the business environment to take that risk and be rewarded accordingly.

While this Wood Supply Chain Analysis addressed capital investment in equipment, there was little mention of investment in personnel, perhaps the key component. While its recognized that modern machinery requires a more highly trained operator, wages in the industry are well behind most competing industries. Machinery does not run itself.

The recommendation to contractors is to assess your business strategy and examine the relations with your customer mills and, "...focus on organizations that demonstrate they care about building strong relationships."

A great lady

With any business, be it logging, publishing or more mundane enterprises, companies must be unique and valuable. And while *Loggers World's* founder, Finley Hays was certainly the driving force of this enterprise since its birth in October 1964, the heart and soul resided in Jean Hays who answered the phones, ran the office, and kept the ship on course the first 25 years of its existence.

Through 61 years of a rock solid marriage, Jean and Finley were charged through the adventure of life and were friends to many, and a joy to have as company. They launched not only *Loggers World*, but also *Timber Cutter*, *Log Trucker* and *Christian Logger* magazines and while Finley was the writer and photographer, Jean was the glue that kept all the pieces together and on schedule with a grace and style only she could bring.

After selling the publications in 1989, whenever I'd drive out to their home to talk with Finley, she was always a most gracious hostess, bringing out munchies and coffee, her body frail from time, but her heart and kind spirit as strong as ever.

This great lady of *Loggers World* passed from our realm on October 18th this year, which missed our November printing. It marks the end of that era, though her influence lives on today. Again we are privileged to have our lives touched by such wonderful people.

LT

In This Issue...



COVER PHOTO: ROSEBERRY TRANSPORT, INC. can handle any job that comes their way - or that they can create. The diversified company hauls logs, harvests timber, grinds and transports chips, and moves equipment.

See "Job Smarts" starting on Page 10

2 RIGGING SHACK

Starts on Page 2 of *Loggers World*

- by Finley Hays

2 A FRAGILE "RECOVERY"

- by Mike Crouse

4 RIDE OF A LIFE

TRUCKERS GATHER TO MEMORIALIZE HANNAH'S JOURNEY

8 WELL ENOUGH TO PASS THE TEST?

10 JOB SMARTS

ROSEBERRY TRANSPORT, INC. • CRESCENT, OREGON

17 THE DRIVER'S SEAT

JAY STEIGER • WINLOCK, WASHINGTON

18 WHERE HAS MY AMERICA GONE?

- by Sherrie Bond

20 LOG TRUCKER NEWS

23 ADVERTISERS INDEX

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RIDE OF A LIFE

by Darin Burt

It all started with a purple ribbon in support of a young girl bravely fighting a rare form of brain cancer. Hundreds of log truckers, family and friends turned out Saturday, November 16 at the Clark County Fairgrounds in Ridgefield, Washington to wish Hannah Williams a "safe journey into the light".

More than 80 trucks traveled from as far as way as California and Arizona, all decorated with purple streamers and bows. A sign hung between the bunks on one log trailer read, "Convoy for a Cure. Hannah's Heroes . . . West Coast Log Truckers Helping to Make a Difference." Many of those in attendance had not known Hannah or her family personally, but were deeply inspired by her tenacity, courage and passion for life. To many, it was Hannah who had really made a difference, her story bringing together a group, which found in themselves a reminder of their strong devotion to community and generous hearts.

Hannah Naomi Williams passed away on October 23, 2013, after a valiant four-year fight of brain cancer at the age of just 15. Hannah was born to her mother Tyanna Naomi Williams on February 1st,

1998, and later found her father figure in Jeff Roberts. Hannah spent her entire life (besides travels) in Vancouver, Washington and was proud to be a Northwest young woman. She is also the founder and member of "Northwest Action Adventure Girls Club".

Hannah spent her life a fierce advocate for education, animal rights and women's equality. Hannah is, and always will be, a part of the Columbia River High School alumni.

She spent her time with her mother and jumped at the chance of travel. As for travels, she has had many with her mother, and grew to be a worldly person because of them.

As for the cancer that took her life, it was not without a fight. She was a pioneer in medical marijuana for children. She walked this mainly undocumented road with grace and intelligence, and hopefully future generations will have learned from all that she had to find out first hand. Her hopes were, in the future, ease another child's suffering.

Hannah, a fighter from beginning to end, was deeply connected with her mother earth "Gaia", her people and family, which allowed her to de-

(Continued on Page 19)
See "Ride of a Life"



**Bruce, Todd, Aaron, Christine & Brent
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**and
a Prosperous
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BOB WAGAR, of Marion, Montana, on a haul on Piper Creek in the Swan Mountain Range.



RIDE'N DIRTY TRUCKING #4 with owner Nathan Cook at the wheel in SW Washington/Longview area, 14 miles up the 4100.



DEREK MKINNEY in Merrell Logging's 1973 Kenworth B model up the Benawah about 10 miles out of St. Maries, Idaho.

Log TRUCKER
DECEMBER 2013

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Dennis "Big Log" Frazier hauling out of Southern, Oregon during the winter of '76.



BOB HULL HAULING "logsicles" during the winter of 2002 for R.B. Browns off the Westside Rd, east of Medford, Oregon.

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Act now to prepare for...

New Commercial Driver Rules

By focusing on wellness, drivers can avoid licensing delays, medical expenses

By William Ferguson, M.D.

There are at least two reactions to pending changes in the Federal Motor Carrier Safety Administration regulations for commercial drivers set to take effect May 2014.

The 3 million commercial drivers affected, as well as the companies they work for, can either take evasive action to avoid the repercussions of increased scrutiny of driver's health, or ignore the consequences looming ahead and keep on trucking.

Once in place, a national database of commercial drivers will be used to track individuals and catch health problems that may otherwise have gone untreated. The goal is to identify drivers whose health may put them at increased risk for drowsy driving, which is attributed to 50,000 commercial driving crashes a year.

Rather than wait for the new regulations to take effect, I'm advising drivers and businesses act now by focusing on wellness. Drivers who are overweight can try to lose those extra pounds by eating healthy and exercising, and by getting screened for sleep apnea, diabetes and heart disease, conditions that are the focus of the new safety guidelines.

The road ahead

Commercial drivers already need a medical examination every two years, but starting in 2014, those check-ups will have to be performed by a specially licensed physician trained to screen for sleep apnea, diabetes and heart disease. Drivers with a body mass index higher than 35 (a man who is 5'10" and weighs 245 pounds has a BMI of 35) will automatically be issued a temporary license, pending the outcome of a test to evaluate whether he has a condition called sleep apnea. If a driver is diagnosed with sleep apnea, he must complete treatment for the condition, usually wearing a specialized mask that keeps his airway open during sleep. In order to comply with treatment, a person must wear the airway support mask at least 70 percent of the time for at least 4 hours each night and have it documented by a physician. Then a one-year license can be issued.

Because sleep apnea is a condition that is caused by obesity, one of the best forms of treatment is weight loss. In people with sleep apnea, the airway collapses during sleep, causing a person to stop breathing and triggering an alarm-like response that interrupts sleep. Lack of quality sleep not only affects how a person feels when he wakes

up, but these interruptions caused by sleep apnea are also linked to hypertension, or high blood pressure, and hardening of the arteries, or heart disease.

While only a small percentage of crashes are actually caused by heart disease, it is responsible for a significant number of driver deaths and fatal crashes, according to the Safety Administration.

Cost considerations

Who pays for the additional medical treatment and screenings? In most cases, it's the driver who bears the cost. My colleague at The Corvallis Clinic Occupational Medicine Department Christopher Swan, M.D., puts it this way. How many pounds do you need to lose for your BMI to be less than 35? Now calculate how much each of those pounds is worth in terms of actual

dollars.

Depending on insurance coverage, a hospital sleep study can cost as much as \$1,900. Although home tests that measure oxygen levels during the night are acceptable and available at a fraction of the cost of a sleep lab study, significant savings are still possible by losing weight

(Continued on Page 22)

See "Act Now..."

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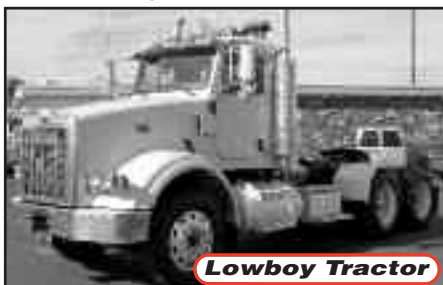
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2 Alike

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2006 TRAIL KING Lowboy, Model TK110HDG513, 55 Ton, 51'x102", 3 Axle, 1 Axle Booster, 24' Well, Air Susp, Outriggers, Front Flip Ramps, 255/70R22.5 Tires, Steel Wheels, LED Lights **\$64,500**



3 Axle Lowboy

1999 TRAIL KING Lowboy, 55 Ton, 50'x102", 3 Axle, Rear Axle Lift, 24' Well, Air Susp, Fenders, Outriggers, Front Flip Ramps, Two King Pin Settings 18 & 30, Hydraulic Detach Gooseneck**\$47,500**

Capitol Christmas Tree bound for D.C. on a Mack Pinnacle



The 2013 Capitol Christmas Tree began its cross-country journey this week from the Colville National Forest near Usk, Wash. to the west lawn of the U.S. Capitol on a 2014 MACK® Pinnacle™ Axle Back model.

More than 300 people joined the U.S. Forest Service and state and local government representatives Nov. 1 to celebrate the harvesting of the 88-foot, 80-year-old Engelmann Spruce. The Pinnacle model hauling the tree will make 24 stops in cities nationwide during the next month before delivering its special cargo to our nation's capital.

Kalispell tribe members offering a blessing and conducting a traditional Native American drum circle marked the festivities in Washington State. State and local elected officials, tribal leaders and organizers of the Capitol Christmas Tree project from Choose Outdoors made remarks before the tree was harvested and carefully lowered, under the watchful eyes of more than a dozen spotters, onto the Mack Pinnacle

model outfitted with a custom trailer.

"We're honored to be part of the Capitol Christmas Tree project," said John Walsh, Mack vice president of marketing. "It's a long-standing national tradition and an opportunity for Mack to contribute to the fantastic work of the entire team responsible for moving this holiday symbol across our great country."

The Mack Pinnacle model is wrapped with a custom-designed decal featuring a resolute bulldog pulling a Christmas tree toward Washington, D.C. Equipped with the MACK mDRIVE® automated manual transmission and the MACK Twin Y™ air suspension system, the Mack Pinnacle model offers industry-leading comfort and fuel economy.

"Hauling an almost 90-foot symbol of this magnitude is a special job," continued Walsh. "We're proud to provide a product to do it that's not only durable, reliable and efficient but also distinctly American."

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JOB SMARTS

ROSEBERRY TRANSPORT, INC. CRESCENT CITY, OREGON

By Darin Burt

Candice Roseberry is an intelligent businesswoman. She holds an MBA in Business & Public Management and a Bachelor's Degree in Sports Medicine. But as the owner of Roseberry Transport, Candice has had to learn much about logging and timber hauling on the job.

"I grew up in logging," Candice says. "I've had to learn the trucking . . . it has a language all its own."

Ninety-five percent of the hauls that Roseberry Transport makes are logs, chips or equipment for Roseberry Timber, the sister company owned by Candice's parents, Terry and Debbie Roseberry.

Candice had agreed to come into the family business and help out for a couple of years following graduate school and then go and do her own thing. We all know how that typically works out. Terry and Candice jointly developed Roseberry Transport in 2005 with her leasing the two company trucks and then adding more to the new business.

"This was my dad's way of getting me to stay around," Candice jokes.

"He knew that I was young, but thought that I could start small and expand and maybe one day, he could pass all operations and corporations over to me so that I could keep the businesses and family name alive kind of like a legacy," adds Candice, 33. "Family is big to him, and since I was an only child, it seemed natu-



Self-sufficient attitude, along with the ability to expand and operate and adapt to working in different states and markets is what has made Roseberry Transport successful.

ROSEBERRY TRANSPORT GETS THE JOB done with a newer fleet of Kenworth logging trucks including this 2005 W900.



ral. He wasn't scared that I was a girl; he knew that he had raised me in this industry and never treated me any different than he would

(Continued on Page 13)
See "Roseberry"



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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 RA**P.O.R.**



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ROSEBERRY TRANSPORT'S 1992 KENWORTH T800 driven by Kris Myers, of Susanville, California.

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EXCHANGE REQUIRED ON SOME EQUIPMENT - CALL FOR SPECIFIC UNITS

Roseberry

(Continued from Page 10)

have if I were a boy."

Roseberry has bases of operation in Crescent City, Oregon and Chester, California. In California, Roseberry primarily logs for Sierra Pacific Industries and Collins Pine Company. In Oregon, the company tends to buy a lot of their own contracts, so Candice is charged with marketing the logs to the mills.

"I've been selling logs to the mills since I was 18 years old. At first it was easier because I think I reminded them of their daughters, and then as I got older, it was easier because they had worked with me for so long and they knew that I knew what I was talking about," she says.

One of the biggest lessons Candice has learned in her dealings with the mills is that no doesn't al-

ways mean no.

"There's usually a way to work some sort of a deal," she says. "As long as they know that you're not out to pull the wool over their eyes, they will tend to work with you better than they will with companies that are trying to always get the best buck."

"My dad and I have the same philosophy in that we want to make it beneficial for everyone involved," she adds. "In the end, we tend to get more work. Also our quality of work and our quality of people speak for themselves, and we've gotten a lot of work because of that as well."

And as a good (and smart) daughter, Candice listens and learns from her father's experience. Such as with buying new equipment - with her masters in business, Candice automatically pulls out her calculator and lets the numbers sway her decision, where as Terry has learned

overtime the long term benefits in the investment.

"He always tells me, you've got to spend money to make money . . . you've got to have good equipment. Sometimes you might be scared of the big payment, and you have to put in the work, but in the end you're not as likely to be broken down. If the machine or truck is running, you're going to be better off."

Heading that advice, Candice upped her logging production with the purchase of a dangle head processor, and saved in repairs, maintenance and downtime with a new logging truck.

"I sat down and figured it out, and my two newest logging trucks ran year-round and I didn't put one drop of money into them," she says. "I looked at my subcontractors, and the ones that were trying to make do with older trucks, had broken

down several times, just like we had with our oldest truck.

"I'll be darned if dad wasn't right."

The logging trucks in the Roseberry Transport fleet are 1992 and 1995 Kenworth T800s, a 2005 Kenworth W900 and a 2013 KW T800 equipped with a quick-change option. The lowboy tractor is a 1998 KW T800 with a pair of 60-ton Trail King trailers, each spec'ed specifically for operating in either Oregon or California.

"We're still making money off of the older trucks, but we're preparing to have to upgrade them to new models to meet California emission rules," Candice says.

"Having several trucks running, where one is covering my costs, another is covering payments and the

(Continued on Page 14)

See "Roseberry"

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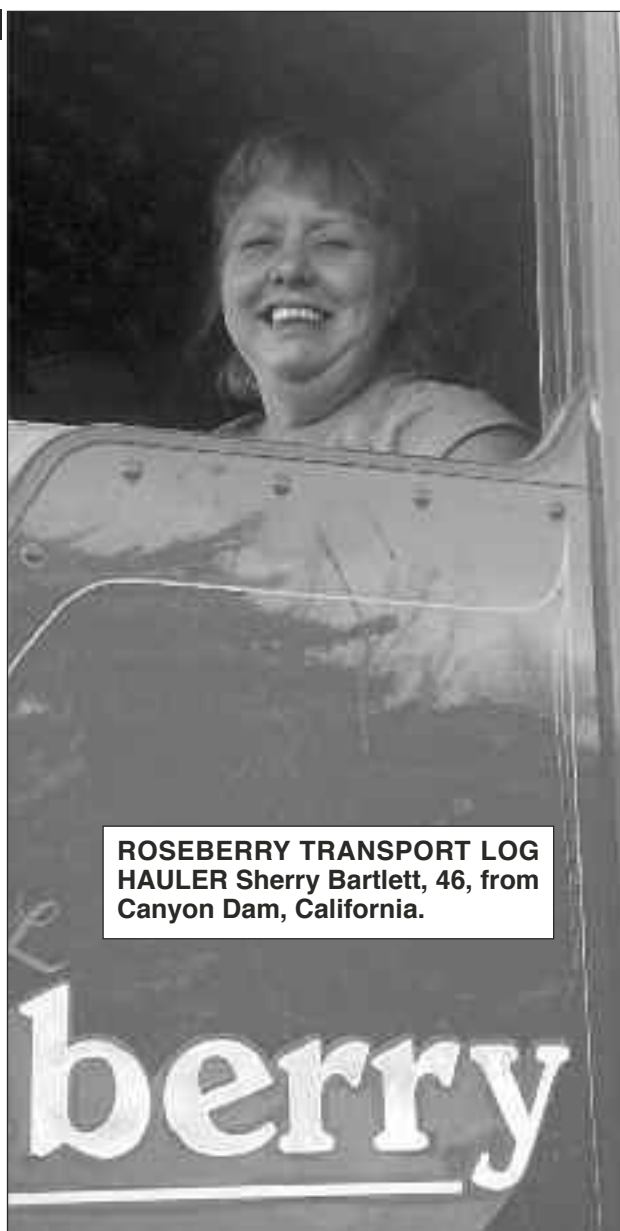


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ROSEBERRY TRANSPORT LOG HAULER Sherry Bartlett, 46, from Canyon Dam, California.

Roseberry

(Continued from Page 13)

others are given the excess; they are the ones that are preparing me to upgrade to new trucks and not have huge payments but still be able to meet the regulations," she adds.

When it comes to logging trucks, wherever they are hauling, Candice prefers to spec' them as if they were hauling in Oregon with either Super-40 or 46,000 lb rears.

"There are some places we've been pulling out

of down here that is really nasty country, and our trucks don't break down when every other truck on the mountain lost rearends or transmissions," she says.

Being down the middle with lighter-weight and heavy-duty trucks, Roseberry's trucks are typically lighter weight than those owned by the mills by which they use to set the haul rates.

"Since we have logging sides," Candice says, "I

(Continued on Page 15)

See "Roseberry"

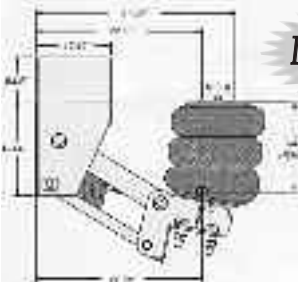


ROSEBERRY SENIOR DRIVER Charlie Jackman, 68, from Red Bluff, California. He drives the company's 2013 KW T800.

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Roseberry

(Continued from Page 14)

have the negotiation point with the mills where I can tell them that I can't make it with my trucks (based on the going rate), but they need my trucks, and they will usually agree which gives us the opportunity to come to an agreeable number that is realistic for me."

"I have presented my points to the mills, and they understand what my fleet can and cannot do," Candice adds. "If you can show your numbers and margins, the mills will listen."

Along with good equipment, Candice insists that good drivers are key to having a successful trucking operation.

"A bad driver can take a good truck and wreck it quick," she says. "We look for a driver with experience who knows how to drive the truck efficiently without beating it up on the dirt and how to pull up out of a hill without spinning and tearing out a rearend, and who pays attention to things and knows when there are issues with the truck that need attention before they cause major problems."

As commonly happens with multi-generational companies, there's a

bit of an old versus new school quandary. And Roseberry, where two decades separates father and daughter, is no different.

"My dad is definitely old school," Candice says with a laugh. "He's of the school that the business is your life. When I'm home on the weekend, I'm usually doing something at the shop or cruising a sale. But I'll take vacations when I need them, and if I need to direct the trucks I can do it using 'modern technology.'"

Dispatching for Roseberry Transport's trucks is done through text messaging. By sending out specific orders there are no questions about what, when or where.

"There are times when we have up to 27 trucks, and if I had to call every one of them, it would take all night long," Candice says. "If there are guys that don't know how to use text messaging, I teach them. One of my truck drivers was in his late sixties; he texts all the time now."

Rather than penciling in figures in an old-fashioned notebook, Candice utilizes OEC Load Tracker and Ticket Tracker software programs to track expenses, parts inventory and maintenance and repairs, and also allows her to compare prices from

(Continued on Page 16)
See "Roseberry"



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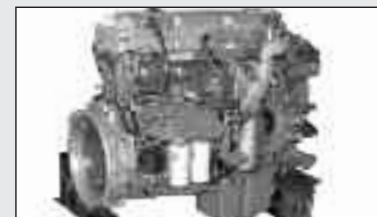
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16 Roseberry

(Continued from Page 15)

different vendors. During an audit, having accurate accessible records is also important to a smooth investigation with a positive outcome.

While in school she was the head student trainer for the Southern Oregon University football team. Her plan was to go into the health-care policy field.

Her education gives her a solid understanding of the necessary requirements of obtaining business loans, grants and credit lines, and the ins and outs of contract negotiations – a skill that comes in quite handy when dealing with mills and timber companies.

For instance, getting a loan from Kenworth for the company's new logging truck was a simple process. "If you know what they are looking for and they're not feeling threatened," Candice says, "then you can present your business plan quickly and easily and you're out the door."

To expand Roseberry Transport, Candice obtained a government grant that allowed her to purchase a horizontal grinder. Initially, the equipment was used to produce chips for Roseberry Timber, but within the last couple of years, Candice has branched out with her own logging crews and jobs. Because of the tremendous initial investment, she leases most of the logging equipment from her father.

For the last few years, the majority of Candice's logging jobs have been in northern California, but her crews have also worked in Oregon and Colorado. The Roseberry Transport lowboy moves equipment in California and Oregon for the family operations as well as for other contractors.

An obvious question might be what does a college educated young lady know about logging and trucking?

"My dad was never really into the trucking; his CDL was grandfa-

DEALING WITH A DIFFERENT KIND OF CHALLENGE

Candice Roseberry was diagnosed with multiple sclerosis when she was 29. MS is a chronic disease that attacks the central nervous system, i.e. the brain, spinal cord and optic nerves. This was a healthy young woman who had been a track & field athlete, and she was shocked and scared by the news that she had a debilitating disease.

MS affects each person with the disease differently. Candice's symptoms have ranged from vision problems, cramping leg muscles to physical and emotional fatigue. A combination of drugs and a healthy diet have helped keep her alleviate her symptoms. But rest and a stress-free lifestyle? Those are luxuries she doesn't always have in her business.

"I've since learned that with this disease, the hotter or colder the weather, and the higher the elevation, makes the symptoms come on even stronger. I told my doctor, 'Do you realize what I do?' Now he just laughs about it because he knows me and what I have going on," Candice says.

"As he describes it, it's more of a quality of life, and for some people, the problems that I have might not be a big issue. It makes it tough on me because most people get to focus on the illness, but I'm too young, I'm too active, and I've got too many people riding on me," she adds. "Sometimes I think that this lifestyle might be part of what is good for me in a way because if I got to sit back and think about it, I'd probably dwell on it. . . I don't have time for that."

Candice also has the support of her friends and family to help her deal with the disease.

"If I'm out in the sun washing logging trucks, my mom will come out and put her foot down and make me put the pressure washer away and go home," Candice says. "One of the problems is that it's hard for me to get going in the morning, but I can make up for that by putting in a longer day."

"I've learned how to work with my MS and I've learned to live with it."



thered in. He didn't want to take care of the trucks, and that's where I came into it," Candice says. "I had a really good truck boss who stayed with us for a long time and he taught me a bunch. From that point, I've really had to apply myself and learn everything that I could. Especially when we were in Colorado,

you might call Kenworth and need to talk to them about things that are specific to logging, and they're clueless because they don't deal with it much."

"I grew up around logging and I can run any of the equipment. My

mom used to run a side with my dad, and during the summertime that was my job. I ran the skidder and stroke delimber. If there's anything to do with computers, that's me too.

"Many of the machines are so highly computerized now that I'm the one that's called on to troubleshoot problems and fix it."

Much of the knowledge to make those kinds of fixes comes from talking with factory technicians. Candice's sports medicine background has also helped her make correct "diagnoses" and get to the root of the problems.

"Understanding the human body, and dealing with an injury, you have to start at the root cause, whether it might be an issue with a nerve or muscle. You look at things on a step by step basis so that you're not running around in circles," Candice explains. "Diagnosing a problem in a machine is the same thing. Wiring is like nerves, and hydraulic systems are like blood vessels."

Roseberry Transport has a three-bay shop at their yard in California, but rather than full-time mechanics, they rely on the crew, and that includes Terry and Candice as well. Major repairs in California are sent to the local Cat dealers or Cummins West.

That self-sufficient attitude, along with the ability to expand and operate and adapt to working in different states and markets is what has made Roseberry Transport successful.

At the heart of the company is a bright and determined young lady. You might find Candice driving the pilot car ahead of an oversize load or moving trucks around the yard, but she purposefully doesn't have a commercial drivers license.

"You can't operate as much as we've got going on from the seat of a truck," she says. "If I had my CDL I'd be in the truck all the time."

. . . told you she was smart.



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THE DRIVER'S SEAT:

JAY STEIGER • WINLOCK, WASHINGTON

by Darin Burt

In May of 2002, Jay Steiger was seriously injured, not on the job, but as he freely admits, "heartbroken over a woman and being stupid, drinking and playing with guns."

"I was target shooting with a muzzleloader rifle, and I shot it five or six rounds and decided to shoot it one more time before I cleaned it and put it away. That was one time too many," says Steiger, who lives in Winlock, Washington and drives for Jack Dilley Logging, out of Elma.

The ball stuck in the barrel and Steiger couldn't get it to seat all the way onto the powder. "I figured I'd just shoot it out," he says. "That was the wrong thing to do."

Steiger fired the gun and the barrel turned into a pipe bomb. "The explosion knocked me out; the guy I was with said I came too and asked what the hell happened. The paramedics arrived and sedated me and got me into the helicopter and flew me up to Harbor View Medical Center where I spent three and a half weeks."

Steiger was kept in an induced coma for the first week so that he could start to recover from his in-

juries. When he arrived at the hospital, it took doctors 18 hours to get him stabilized. Doctors went back in for a series of twenty-plus hour surgeries and were forced to amputate Steiger's left hand at the wrist.

"It looked like my hand had gone through a meat grinder and been turned into hamburger," says Steiger, who now has a prostheses with a hook for a hand.

Steiger also lost the use of his left eye, and was lucky to not also lose hearing in his left ear "They ended up removing the rear sight of the gun from my left cheek that was clear back by my ear canal," he says.

"I'm probably one of the ugliest guys you'll ever see," Steiger says with a good-natured laugh.

"It's never really bothered me. The doctor came in and talked to me when I was in the hospital, and straight up told me, 'Just F#@K it, you've got to move on with life. Ever since then, I've never let it get me down.'"

Before the accident, Steiger had been working in a cedar mill, doing a little of everything from pulling

(Continued on Page 21)
See "Jay Steiger"



17

DECEMBER 2013

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Where has my America gone?

DECEMBER 2013
LOG TRUCKER

by Sherrie Bond

And so the years have rolled by. Events, now considered commonplace, used to be unsuitable for discussion in "mixed company"! Now births, deaths, violence, joy, graft, corruption, incest, porn ~ you name it and as the year's end glimmers on the horizon we shake our heads and say, "How the hell did we get here?" "What happened to accountability, integrity, gentility, decorum, decency, responsibility, morals?" I wonder where My America has gone? What has become of my Land of the Free, Home of the Brave? My America, to which I pledged allegiance every morning of my school-life and hundreds of times more in the decades that whizzed past. My America, held high like a glowing, shining star as an example for other Nations to follow? Was that Her I saw torn and tattered, sitting on a street corner, impoverished, with a sign in hand that read, 'Please help. Will work for food. Homeless. Broke. God Bless You.' Oh, My America...I want to put my arms around you and hold you close. I want to pat you on the back, give you comfort and whisper in your ear that everything will be okay. I know we've seen rough times before, but we've soldiered on together. With strength, courage and determination we fortified our backbones, anchored our stance and severed the chains hampering our freedom, strangling our liberty and mutilating our independence. The difference between battles then and the viciousness now raging, is we are not on foreign shores aiding our allies in recapturing their homeland, preventing coups or rebellions, genocides, massacres or slaughters...we are here in the thick of the battle. Here in the land where freedom was born and bravery was your middle name, doing our best to hold tight to the inalienable rights laid at our feet by the Founding Fathers of this invincible Nation, never to be trod upon, trampled, unsustainable, insignificant, meaningless, or pointless.

I want to live in My America, not a den of iniquity! That 1947 model that may not have been fancy and we didn't have much in the way of things that weren't necessities, but we had a roof over our heads and food on the table and if someone stopped by unexpected at suppertime, Mama just threw a few more vegetables in the pot ~ there was plenty to go around. This time of year, Mama would tuck away a few pennies out of the grocery money, planning ahead for the birthday cake she'd be makin' me in mid-December and later a nickel or two would buy a sack of sugar for a little fudge or divinity she'd fix up for Christmas company. We had holiday spirit and a house full of love. Up in the woods, Daddy would keep his eyes peeled for just the right tree to bring home on my birthday and after supper, when the dishes were done and the kitchen swept, he'd bring it.

Sometimes it had to be wired to the wall to make it stand up, but when we got it decorated with the few ornaments we had, we stood back and thought it was the most wonderful tree ever. That was how we lived in My America, but things were changing...

Time and politics were pretty tame in My America (1953 to 1961) ... Everybody liked Ike, he had little grandkids about my age, always gathered around him, so I figured he must be a nice man and he smiled a lot, too. His wife was a real fancy lady who seemed to always wear a dead animal around her neck and I thought she must not feed it much cause it was always chewin' on its own foot! (She really needed to do something about those "bangs" too!)

When I was in the sixth grade and a little more aware, I noticed there was a big ruckus about who would be the next President ... a young Catholic man named John or a guy with a ski-jump for a nose named Richard. Some people in town called him "Tricky Dick" but I don't think Ike called him that. People who were old enough to vote really chose sides and that's when I first remember My America getting cranky. The young guy, John, won and Dick was real p.o.'ed, waving his arms and things, acting like life wasn't fair! He took his dog named Checkers and his family and headed back to California. He said his wife didn't have a fancy fur coat, that she wore a "Nice Republican cloth coat", I didn't understand that remark because I thought that California was too hot for either kind of coat. My America changed fast after that and there were lots of nasty things said about the new President. Some people even called him Catholic like it was a naughty word, but I didn't think God would have minded where he went to church. He wasn't

around long enough for it to be a real problem though because one day he decided to take his wife on a trip to Texas to get her out of the house for a while and maybe do a little shopping (though I thought she always looked nice in her old clothes). Well, there were some bad guys that showed up in Texas that day too and they shot John and killed him. The bad guy also shot a police officer that day too, but you didn't hear much about him or his family after that, not like you heard about John's family. Then the next day at the police station, a dance hall guy shot and killed the fella who shot John. It was right on live TV just before supper! There was so much confusion, even nowadays, people aren't sure what happened or who did what, but I'll tell you that was 1963 and My American was spinnin' like a top. Who would have ever thought something like that would happen? Everyone was so upset and people didn't even care anymore whether John was Catholic or not. I was a high school freshman by then and the news came during first period band class. Our band director, Mr. Sobek, got handed a message, he put it in his pocket, raised his arms signaling attention and said, "The President is dead. We'll play the Star Spangled Banner." You could hear a pin drop afterward. My America had again, taken a turn and ran smack dab into violence.

Death and destruction came on the heels of John's passing. Before you knew it, the substitute President, Lyndon, was walkin' tall and talkin' War ... well not War precisely, just a "conflict" he said, a little clean up. Soon though, kids I went to school with were being called up. Some had deferments because of college, some because they got married and had instant families, but thousands across My America were drafted. Not even

old enough to vote, they were handed a rifle and sent half way around the world to defend a country that didn't even want us there. It wasn't long before the streets of every major city filled with protesting teenagers and young adults. "Hell no we won't go!" There was public violence, but nothing like today. The SDS dynamited the Administrative Building porch at the UW and students marched from Campus, up the new freeway, onto the "Express Lanes" and to the Federal Building. Anger prevailed. Hatred. Police in riot gear. It was no longer that 1947 America I knew. Chaos reigned and more of our boys came home in body bags than upright. Those that did walk off the plane were badgered, scorned, spat upon, jeered and hated. Hated over something for which they had no control ... like they wanted to go?! The grip I felt I had on My America was slipping and I was old enough and smart enough to see the evolution in progress ~ 1947, Ike, John, Tricky Dick, Pat's nice cloth coat, Mamie's bangs nor the dead animal around her neck would never chew his foot again. My America would never be the same.

She had changed drastically. Instead of that cozy post World War II feeling of a chicken in ever pot, a job for anyone who wanted to work or resting assured that the President would take care of us all would never, ever happen again. We had morphed into a society who refused to believe anyone over thirty, less was more, the government was out to pull the wool over your eyes, truth was a characteristic left far behind in the dust of politics and the abyss became a depth of despair.

Now, in My America 2013 not a

(Continued on Page 21)
See "Bond"



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NEWS AND INFORMATION

Deadline for medical certification rule coming in January

Truck drivers have until Jan. 30 to self-certify their operating status and provide medical examiner's certificates to state driver licensing agencies.

On Jan. 30, 2012, the Federal Motor Carrier Safety Administration began requiring CDL holders to identify if they conduct intrastate or interstate commerce and if they hold non-excepted or excepted status. Most truckers are classified under non-excepted interstate commerce and must furnish a current medical examiner's certificate to state agencies.

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Those who do not need to have a license renewal, upgrade or transfer during the two-year implementation process still must self-certify and provide the certificate, often called a DOT card, by the 2014 deadline.

State agencies who do not receive self-certification, medical certificates and any required variance from CDL-holders by the compliance deadline must notify drivers that they are no longer medically certified in non-excepted interstate commerce. State officials will remove all CDL privileges from their licenses.

The FMCSA 2008 final rule required CDL holders subject to federal physical qualification to provide a medical certificate to state agencies. After several states reported they could not meet the original 2012 deadline, the FMCSA extended the paper copy requirement. Interstate CDL holders must keep paper copies of the certificate with them and carriers file a paper copy until Jan. 30, 2014.

Following the 2014 deadline, the medical paper certificates will be valid the first 15 days after issuance. After the 15-day limit, certificate will be recorded on CDL

holders driving records and will be considered the valid medical certification.

Kenworth Sales opens Idaho location

A new, full-service Kenworth Sales Co. parts dealership has opened in Heyburn, ID.

The 19,000-sq.-ft. facility has 12 service bays and 5,700 sq. ft. of parts storage and display space. The dealership features Kenworth proprietary and TRP all-makes parts as well as a driver's lounge.

Located off Exit 208 on U.S. Interstate 84, the new location is adjacent to a motel and a travel center with fuel stations and has a large parking lot with ample room for drivers to maneuver their trucks and trailers.

"Heyburn has a strong agriculture and farm industry. A number of local companies move agricultural products and freight, and they need a facility where they can shop for quality trucks and obtain excellent parts and service support," said Kyle Treadway, president of Kenworth Sales Co. "To serve those customers, our new location offers extended hours of operation Monday through Saturday and is open Sunday. We also support truckers traveling eastbound and westbound on I-84 through Idaho."

There is also a PacLease franchise that offers the opportunity to rent Kenworth trucks powered by liquefied natural gas (LNG) and try them out before they lease or buy them.

"Blu LNG has opened an LNG station in Jerome, Idaho, 45 miles to the northwest and has another one planned for Cassie, ID, 25 mi. to the southeast," Treadway added. "The LNG stations will offer local customers convenient locations to get their LNG-powered Kenworth trucks refueled."

Trucking industry begins to deal with Obamacare

Carriers are gradually coming to terms with the effects and financial impact of the new health care

CLARIFICATION

A story published in the November 2013 issue of *Log Trucker* incorrectly identified a driver who had worked for Scheckla Trucking, in Burney California, as 'uncle' Charlie Scheckla. There was no Charlie "Scheckla". Also the subject of the story, John Howe, spoke of driving a Scheckla truck to Redding on a bet. The truck in question did not belong to Scheckla Trucking. We regret any confusion this may have caused.

law, and what they must do to comply, according to the Transport Capital Partners (TCP) Third Quarter Survey.

Open enrolment under the Affordable Care Act (Obamacare) began October 1, and deadlines for some businesses are fast approaching. The trucking industry has gradually learned more about this major change through press coverage, health insurers, and new government-sponsored websites.

As implementation of the new health law begins to ramp up, the number of carriers reporting the law has made no difference to their business dropped from 36% a year ago to 8% this quarter, according to TCP. Carriers are taking various steps in order to comply, and strategies for dealing with the increased costs have shifted.

In November 2011, 43% of carriers indicated they were likely to have employees contribute more toward health costs. Today, carriers are more likely to implement wellness programs (44%) and health savings plans (30%). The number that anticipate opting out of the pro-

(Continued on Page 20)
See "LT News"

Ride of a Life

(Continued from Page 4)

fy the limitations set upon her. She is a testament to the words perseverance and strength.

Hannah is survived by her mother, Tyanna Naomi Williams, who is and will always be, her soulmate. Conjointly, she is survived by her father Jeff Roberts. Her grandparents Edward and Carol Williams and aunt Celeste Delgado & family, with her great grandmother Janet

Smith. Additionally she is survived by her Uncle Jerney Amstutz & family and Uncle Kyle Amstutz. She is also survived by her extended family, her aunt and uncle Mindy and Jon Oien & family and Cory & Tami Davis. Also aunt Marina Martin & family. Lastly, she is survived by her communities; Her Hippi community, those at OCF and Quiet Camp and beyond. Also, by the trucking, logging and blue collar industries.

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(Continued from Page 19)

DECEMBER 2013
LOG TRUCKER

gram all together by using independent contractors has grown from 13% two years ago to 24% this quarter.

Response to the new health care law varies dramatically by size of business, according to the TCP survey. Smaller carriers are more likely than larger carriers to consider dropping all coverage (30% versus 10%). They are also more likely to reduce coverage (12% vs 4%), and to have their employees contribute more (24% vs 15%).

This, in part, reflects the fact that small employers--with fewer than 50 employees--have a different set of options under the new law. "Smaller carriers are at a disadvantage to find and retain drivers if they cannot compete with the health packages offered by larger carriers," notes Richard Mikes, TCP partner.

Larger carriers are more likely to have employees pay more for family coverage (48% vs 36%), or to institute a health saving account (35% vs 21%).

Kenworth says Paccar MX-13 engine increasingly popular with customers

Kenworth says the popularity of its Paccar MX-13 engine is growing amongst Class 8 truck cus-

tomers.

The company this year increased its rating to 500 hp and 1,850 lb.-ft. of torque.

"Kenworth customers continue to choose the fuel-efficient and reliable, proprietary Paccar MX-13 engine at a growing rate for their Kenworth Class 8 truck purchases," said Preston Feight, Kenworth assistant general manager for sales and marketing. "Customers appreciate the engine's fuel efficiency, higher horsepower and torque ratings, excellent reliability, and quiet operation."

Paccar says its MX-13 engine is designed for a B10 life, meaning 90% of the engines will reach a million miles without a rebuild. Earlier this year, the company tore apart a couple of the earliest MX-13 engines to be built. At about 550,000 miles, they showed wear patterns comparable to a newly broken-in engine, Paccar claims.

Eaton offering extended warranties on used truck components

Eaton has launched a used truck program for the North American Classes 6-8 markets, which will offer extended warranty options of up to weight years and a million miles on transmissions.

Clutches will be covered for up to five years and 500,000 miles under the program.

The program features: a used

truck Extended Protection Plan (EPP); factory remanufactured transmissions; clutches; Roadranger lube offerings; and, information on earlier generation Eaton automated transmissions. A series of customer training resources are also included in the program along with aftermarket offerings from Eaton, the company announced.

"Used truck registrations grew a little more than 9% in the first half of 2012, indicating demand within the secondary market is solid," said Dave Karnes, director, Roadranger field sales and marketing, North American Truck. "Eaton products are well known for their durability, and these new extended protection plan offerings can give the used truck shopper added peace of mind when making their purchase decision."

A study by ACT Research pegged the value of the used truck market in North America at nearly \$12 billion. As more customers enter the secondary truck market, Eaton saw a need to provide extended warranty plans.

The program offers extended warranty protection on: Eaton manual and automated transmissions; transmissions with an Eaton heavy- or medium-duty clutch; and existing transmissions with a replacement clutch. All programs are offered as one-, two- or three-year warranties.

For details, visit www.roadranger.com/usedtruck.

International LoneStar available with ISX15

Navistar has announced its International LoneStar is now available with the Cummins ISX15 engine, completing the truck maker's transition to an SCR heavy-duty product line.

Navistar began its transition to selective catalytic reduction (SCR) in December 2012.

"We now offer a full lineup of SCR product offerings for our Class 8 customers and we have completed each launch on time - and with the highest levels of quality," said Bill Kozek, president North America Truck and Parts, Navistar. "Throughout this transition, we have seen an improvement in customer confidence reflected in our Class 8 order share and we are already starting off strong with our medium-duty transition as we move into 2014."

Navistar says it has received orders for more than 11,500 trucks with the Cummins ISX15 engine since December 2012, and more than 6,000 orders for MaxxForce 13 engines with SCR since March 1, 2013.

The International LoneStar is available in ratings from 500 hp/1,850 lb.-ft. up to 550 hp/2,250 lb.-ft.

"Customers specifically asked us for 15-litre power in the LoneStar,"

(Continued on Page 21)

See "LT News"

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Bond


(Continued from Page 18)

day passes without mass murder, kidnapping, rape, robbery, vicious brutality, theft, man's inhumanity to man. Cheating is a way of life ... take a look at A-Rod the baseball wunderkind pumped and plumped with steroids and biogenesis dope or Lance Armstrong the Tour de France phenomenon who doped and changed out his blood faster than Jiffy Lube on a warm summer day! Why? Fame? Bucks? Celebrity? I'm curious if these mega-million dollar-doozies are proud of themselves? None of those involved in cheating will ever be able to prove they had "the stuff" it takes to be a winner! It's obvious they have no ethics, principles, morals or integrity. Heck it's not just them ~ take a quick peek at those steering the boat down the Potomac! Bill Clinton claimed he didn't have sex with that woman, Miss Monica Lewinski; Anthony Weiner was shamed out of office when he flashed a picture of his tube steak and sent it to a raft of admirers; Jessie Jackson "the younger", is in prison for lying about his income and misusing funds and the list goes on. The common mantra is "cheat until you get caught then lie yurassoff!"

In My America today, elected officials demand you open up your life for all to see, lock up your gun for no

one to touch, have a permit, a license, authorization or a certificate to exercise an inalienable right outlined by the U.S. Constitution or Bill of Rights! "BHO," (President at Large) says, "...sign up for the Affordable Health Care Act/Obamacare even if you have insurance which suits your needs and a physician with whom you feel comfortable and trust. Oh! You already have insurance? Well then, if like your insurance or your doctor ... keep it! "Already have adequate coverage that you can afford? Too damned bad! I'll make sure your policy is cancelled AND while I'm at it, I'll double the cost that you had before AND add coverage you not only don't want, but can't use!" "Don't like them apples? Get a load of this ... You say someone can't make you buy insurance? ! Hah! I'm the President! The buck stops with me! You'll either buy insurance OR I'll take whatever fine I feel is appropriate out of your Income Tax Return! What? You don't have enough money to file Income Tax? Well then you don't have to pay the fine! That'll teach ya!" ("What chu mean, Willis, it's not fair to make people purchase extra premiums and coverage?") Like I tole you before, "Obie-med" isn't going to cost the gov'ment nuthin'! And by nuthin' I mean ME ... this is the "peoples plan" and y'all are gonna be spending more money to cover the people who are too poor to pay, but I

got that figured out, too. The young'uns comin' up can pay for the insurance the junior leaguers will need while they are spendin' their money on the ol' folks, now (and by ol' folks, I mean them that think they are gonna be gittin' Social Security at retirement age! They don't know I gave all them illegal immigrants a free ride on the Social Security Train and by the way, there ain't no more 'retirement age' either!) I know it's tough to understand all this, but one day y'all will catch on. It's easy for ME to understand cuz I was an "organizer" back in Chick-aw-go, before I got this job! Just trust me and I'll make sure you all git what's comin to ya!"

Ah, My Dear America 2013. I know it's a frightening time for you (and for us too), but please have Faith. There are plenty of us doing our best to right the ship. We are raising the mainsail and holding the bow into the wind, come aboard Lady America and rest your weary bones. With a full company at your back have no fear of Black Jack Savage, his cutthroat crew or his one hundred-life quota. We will come around strong on My America 2014 with nary a butt being scuttled! 

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

LT News

(Continued from Page 20)

said Kozek. "This combination is what originally made the LoneStar popular and with the re-launch of the LoneStar with the Cummins ISX15 and SCR technology, our customers can turn heads and do so with reduced emissions and increased efficiency."

Neway ADZ air suspension a Peterbilt option

SAF-Holland announced that its Neway ADZ rear air suspension is now a published option on Peterbilt Motors Co. vehicles.

The ADZ is designed to outperform in heavy-duty and severe-duty vocational environments, making it an

ideal match for rugged Peterbilt vocational trucks, said SAF-Holland.

"Peterbilt has built a reputation for delivering uncompromising quality and durability. The Neway brand is known industry wide for building truck suspensions that are built for a beating. By offering the Neway ADZ, Peterbilt provides industry leading solutions to the vocational market, while remaining true to its commitment to excellence," said Peter DeGraaf, business unit marketing manager for powered vehicle systems at SAF-Holland.

According to the company, the ADZ's enhanced design increases durability and stability while optimizing weight savings to increase payload and operating efficiency. Using a proprietary, lightweight, one-piece integral lower module design, the ADZ provides improved roll stability and handling characteristics

with linear roll-rate control technology. A simplified V-rod design replaces traditional torque and track rods.

Decisiv develops Out of Service impact calculator

Decisiv has developed a Days Out of Service impact calculator fleets can use to measure the cost of downtime to their operations.

(Continued on Page 22)
See "LT News"

Jay Steiger

(Continued from Page 17)

green chain to running edger and trim saw. With his new limitations, he could have simply gone on disability, but that isn't his mindset.

"I can't bring myself to live off the working folks," he says.

But why trucking, and especially log hauling? Surely, there are easier jobs that would have been better suited to his handicap.

"I've always had an interest in logging trucks. My dad worked for a construction outfit when I was growing up, and trucks just got into my blood," Steiger says.

Steiger initially found a job with Bob Rogers Trucking, in Olympia, working in the shop. Bob did some research and found a specialist who was able to fit Steiger with a prosthetic. Rogers also helped Steiger get his commercial drivers license using one of the company trucks.

"If you talk to the wrong people they'll tell you that you can't do it. It took some fair time researching it, but we got it done," Rogers recalls. "I've had a guy with a hook who drives long haul for me. I didn't think he would have any problems."

Steiger has since worked for B&M, Northfork Timber and Bucks Logging. The truck that Steiger now hauls with for Jack Dilley Logging has been outfitted with a suicide knob on the steering wheel with a metal ring where the knob would be to help him turn the wheel with his hook. Throwing the wrappers and securing the load of logs hasn't been a problem for the most part since Steiger is right-handed.

"There really ain't nothin' to it," he says, "You just throw your wrappers and get on the road."



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(Continued from Page 21)

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Users can input a small amount of general information about their operations to determine how much it costs their business every time a truck sits idle. The calculator then provides a detailed analysis of possible improvement from using Decisiv's service relationship management platform.

"Fleets can use the new Decisiv DOS Impact Calculator to accurately measure the impact that Days Out of Service for service and repair events has on revenue and net profit, not to mention the potential impacts on customer and driver retention," said Dick Hyatt, president of Decisiv. "With our SRM solution, DOS is minimized by integrating communications, collaboration and content across the entire trucking service and repair ecosystem of fleets, service providers and manufacturers."

Decisiv has published a white paper that examines the importance of measuring asset utilization. A survey of fleet operators found that a 25% reduction in days out of service would provide an additional \$1,123 in revenue per tractor. The average fleet responding to the survey found it produce an additional \$1.35 million in revenue if it could reduce days out of service by 25%.

The calculator is available at www.decisiv.com.

Kenworth T880 vocational truck available for order

Introduced at the 2013 Mid-America Trucking Show, the Kenworth T880 is especially suited for vocational customers who demand a durable and reliable truck, including dump, mixer, refuse and heavy haul applications.

The Kenworth T880 — the flagship of Kenworth's outstanding vocational trucks — is now available for

order.

Introduced at the 2013 Mid-America Trucking Show, the Kenworth T880 is especially suited for vocational customers who demand a durable and reliable truck, including dump, mixer, refuse and heavy haul applications.

The Kenworth T880 is standard with the PACCAR MX-13 engine rated up to 500 hp (373 kW) and 1,850 lb.-ft. of torque. The PACCAR MX-13 provides a lightweight, fuel-efficient engine for vocational applications, including dumps and heavy haul applications more than 100,000 lbs. (45,359 kg). The T880 can be ordered with a 116.5-in. (296 cm) BBC hood optimized for the PACCAR MX-13 engine or with the 122.5-in. (311 cm) BBC hood.

The Kenworth T880 features a panoramic windshield for enhanced visibility, quiet cab with triple-sealed and robust doors, 5-piece Metton hood for easier and faster repairs, air-assisted hydraulic clutch, complex reflector headlamps, enhanced maneuverability, and new lightweight, factory-installed lift axles.

The T880 uses Kenworth's 6.9 ft. (2.1 m), stamped aluminum cab, which is robotically assembled. The cab has a comfortable 23 in. (58 cm) of room between the seats. The T880 offers the premium Diamond VIT and Vantage trim levels and two interior color options of sandstone tan and slate gray.

"The Kenworth T880 offer truck operators and fleets a very comfortable work environment for drivers, lower operating cost and enhanced productivity," said Preston Feight, Kenworth assistant general manager of sales and marketing.

"The T880 builds upon Kenworth's

90-year heritage of quality, innovation and technology to produce industry-leading, rugged and reliable vocational trucks. We're excited to bring the T880 equipped with the fuel-efficient PACCAR MX-13 engine into the market to benefit customers in demanding applications."

Act Now...

(Continued from Page 8)

and avoiding the need to be screened for sleep apnea, not to mention the multiple trips to the doctor for licensing.

Serving up solutions

Drive down any interstate or highway and you'll be inundated with advertising for a lifestyle that is at the heart of the problem. Let's face it, commercial drivers don't typically eat well on the road.

For starters, temptation is everywhere. Giant cheeseburgers on fast-food billboards. Free steak dinners with fuel fill-up at truck stops. Pictures of trailer-sized orders of french fries on commercial trucks themselves.

Truck drivers also tend to have an irregular eating schedule, they don't get a lot of exercise, and many of them smoke. So it may not be surprising that there's been little response in the trucking industry to the pending regulation changes. I know of only a few businesses

that are doing anything at all to prepare.

From an occupational medicine doctor's perspective, that's the wrong approach.

You wouldn't ignore the flashing caution lights warning of a sharp turn ahead. So why would you ignore the warnings about obesity and the health risks it poses? If you or your workforce need help losing weight, there are many new medically proven methods that a doctor can recommend.

There will be people who attempt to do an end-run around the new rules, but eventually, they'll be the ones who have to jump through the extra hoops of increased regulation. A better solution is not to procrastinate and to save yourself time and money by acting now to address these real health and safety concerns.

Dr. Ferguson is an occupational medicine physician at The Corvallis Clinic at Walnut Boulevard in Corvallis. He can be reached at 541-753-1786.

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