

LOG TRUCKER

VOLUME 41 NUMBER 1

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JANUARY 2014

Looking Forward

ROYCE LONGFELLOW
FRERES LUMBER CO.

LYONS, OREGON

SEE PAGE 5

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From the stump...

The future looks clear, sort of

by Mike Crouse, Publisher

Congratulations... on reaching the New Year, which most would agree is shaping up pretty well with increased housing demand, and industry responding, and the mills humming right along. Demand is high for our most ecologically sustainable and renewable product, wood! And from what we're hearing from contractors all over the country is they're working, and they're also in high demand, in no small part because there are fewer logging contractors and fewer crew. With demand for loggers high, and the supply of loggers and available logging contractors low, this should mean better paying and longer, more stable contracts.

As you look out into the future of your own business, take a second look at the December "From the Stump" column where we recommend you look online, attain and read a copy of the Wood Supply Research Institute (WSRI) study titled: Wood Supply Chain Analysis 2013. This is as good a look through the crystal ball at our business prospects and the forces coming to bear on logging in the USA for the coming half-dozen years. Forewarned is forearmed, and this report is readily available both to those you're negotiating with (the mills, and landowners), and serves as a strong basis for your understanding of your position and their need for your skills.

While this study examines the equipment needs and logging capacity, there is only scant attention paid to the more pressing challenge of personnel: present and future.

Finding the next generation of loggers has been the topic of conversation most of the past 20+ years, and that future is now. Availability and cost of tomorrow's equipment is recognized fact industry accepts. Availability and the cost to attract and retain a crew is a more stark shortage much of industry does not accept, instead taking the congressional approach of... kicking the can down the road. Whether a logger can log for less

timber newsletter, on Madill 171 and 172 upper tower inspections.

Two recent failures on Madill 171 yarders in New Zealand have resulted from cracking right through of the upper tower section in the vicinity of the guyline ring. The 172 tower is of similar construction in this respect and so must be considered similarly vulnerable. In both cases the skyline sheave assembly has separated from the tower and fallen to ground: one falling with the severed skyline rope; the other riding the skyline downward. Both cases are obviously extremely serious and could have resulted in serious harm.

This is an area of the towers on machines of this type which will require close scrutiny immediately and during subsequent Annual Yarder Tower Inspections.

in a 3rd world country has little meaning when your forest is in North America.

Forestry Tower Inspection

This note from an Oregon tower logger, which he shared with us from Woodweek, a New Zealand

This is now a known failure mechanism with this tower type. It is occurring due to the age, usage and design of this part of the towers and is known as a metal fatigue failure.

The problem will not go away short of redesigning and rebuilding this section of the tower. Each tower of this type still in use is almost certain to fail sooner or later. All owners of such towers must take effective preventative measures as indicated below:

Inspection Action Required:

1. Remove guyline ring retainer blocks (2) to enable the ring to be displaced from its working position.

2. Clean using degreaser and visually inspect area under guyline ring working position paying particular attention to the "back" of the tower.

3. If any cracking is noted engage a chartered professional engineer (CPEng) to advise on repair options.

a. All repairs to the main structure of a yarder tower require a Structural Certificate from a CPEng. Tower Inspectors will not be able to issue an Inspection Certificate without a Structural Certificate from a CPEng.

4. If no cracking is observed engage a qualified and competent (preferably IANZ1 accredited) Non destructive testing (NDT) company to inspect this area of the tower using suitable NDT methods for which the company is qualified/accredited.

a. Absence of visible external cracks does not necessarily mean the tower is free from internal cracks which may propagate rapidly.

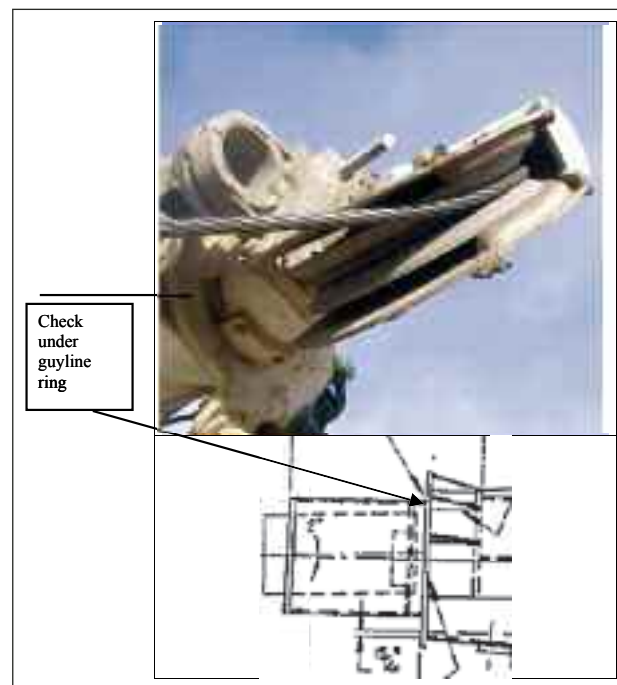
b. The engagement of a properly accredited inspection company is critical to ensure the validity of the results obtained.

c. If NDT suggests cracking may be present, refer to # 3 above.

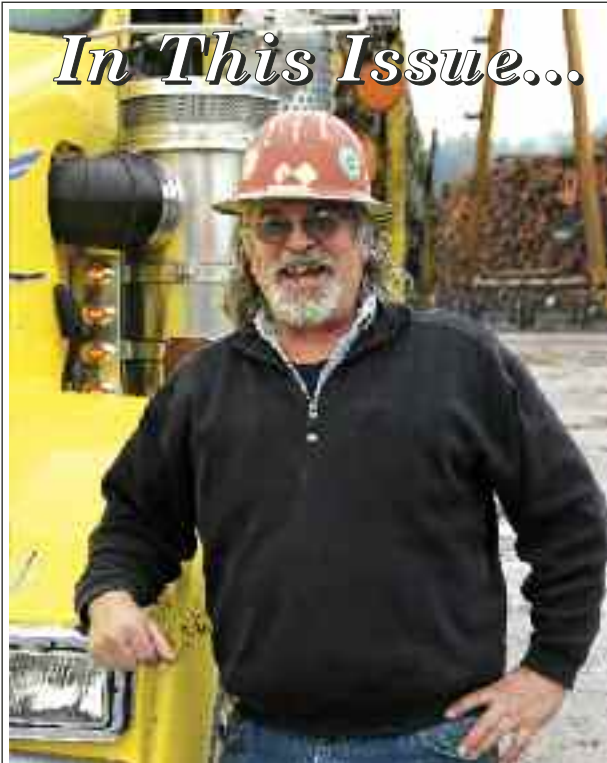
d. If NDT suggests the tower is sound, revert to annual inspections which must include NDT if visible cracks are not detected.

EDITOR'S NOTE: Thorough tower inspections are in everyone's best interests, especially considering the majority of the tower's in use are old enough to have voted several times. It's not just their age, but the demands placed on towers today: greater distances, increased forces, carriages with far more pulling power, increased strength on steel cables for their diameter, all technical improvements the increase the forces at play on those towers.

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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;
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LINEAR CRUSHER

...reduce cost per mile of remote, rocky road construction

by Del Williams

For those in forestry, mining, oil extraction, or other professions requiring access to often remote locations, maintaining not only primary, but also secondary and even tertiary roads is often a must. But on unpaved roads, the more remote the greater the cost and challenge to maintain them with traditional commercial gravel sources or pit-based mobile rock crushers.

Instead, a growing number of industry professionals are using an innovative category of machinery called linear crushers to reduce the cost per mile of remote road construction while rehabilitating unpaved roads. They are using the existing rock that is typically found in the road subgrade, ditches, or berms, to gravel road surfaces.

In contrast to mobile rock crushers – which are only “mobile” when moved to a site but stationary when operating – linear crushers actually move along the road that is being repaired, crushing existing oversize rock along it. The result is usually mixed with existing gravel and soil

(Continued on Page 15)
See “Linear Crusher”



LINEAR CRUSHERS MOVE ALONG THE ROAD being repaired, crushing existing oversized rock and mixing it with existing gravel and soil to not only resurface a road, but also to improve it's subgrade at a fraction of the cost of traditional methods.



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LOOKING FORWARD

ROYCE LONGFELLOW FRERES LUMBER CO. LYONS, OREGON

By Darin Burt

Royce Longfellow sips a cup of Rcoffee at the Gingerbread House, a local café in Lyons, Oregon where “old timers” from nearby Freres Lumber Company gather at their regular tables to jaw with their buddies about the good ol’ days.

At 65 years old, Royce is still younger than most of the regulars, but he’ll soon be able to join in the storytelling. After 38 years as the senior log truck driver at Freres Lumber Co., he turned in his keys at the end of December 2013.

“I’m looking forward to retirement. But I’m going to miss my truck and the guys who I work with. I’ll miss the brush; getting up there a couple

ROYCE LONGFELLOW RETIRED December 2013 from Freres Lumber Company after 38 years. “I’ve tried to do my part and do it well,” Royce says. “I’m hoping that when I’m gone, that most of the guys will say about me that, ‘He could haul.’”

(Continued on Page 6)

See “Longfellow”



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HARD TO COUNT how many times over the years, Royce has unloaded logs under the over-head crane at Freres Lumber Co.



Longfellow

(Continued from Page 5)

hours before daylight when it's clear and all the stars are out," says Royce, who actually started with Freres in 1974 as a part-timer hauling chips and veneer.

Royce was a young buck of 29 when he came to work at Freres and after serving in the ARMY. He had already hauled a few loads of rock, grain and produce for various outfits in Oregon's Willamette Valley, and his first log hauling experience was with Young & Morgan, and that's when he caught the attention of Rocky Rockwell, the truck boss at Freres Lumber.

"I was loading my trailer one morning, and Rocky came over and asked if I wanted to come to work," recalls Royce. "I said, sure because it would be on the highway and all winter work too -- in those days they

didn't work all winter in the brush like we do now. After three years, Rocky decided to make up a log truck, and he decided to put me in it."

Royce, however, didn't want anything to do with it; at least at first. At the time, he and his wife had a new baby, and were paying for a new home. Rocky promised to keep him working year-round. Fred Moore, Noise Whitton and George Nelson were the main logging contractors working with Freres, and Freres was also getting into harvesting their own sales, so they needed more trucks to haul the logs. Royce was the first on the job, but they quickly expanded the fleet, adding a handful of trucks each year until they numbered fifteen presently.

As a teenager Royce had an after school job washing the Freres

(Continued on Page 8)
See "Longfellow"

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ONE OF THE BENEFITS of working for Freres Lumber Co, says Royce, is that they have nice equipment. As the senior driver, he upgraded to a new truck every four or five years. The truck that he retired in was a 2004 model Kenworth with a Cat C15 475 hp engine, 18-speed, air-ride, lockers and Whit-log conventional log trailer.



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NICKNAMED "THE RED ROCKET," Royce's 1986 Kenworth was powered by a Cummins 444, which in those days was the forerunner in the high horsepower race.



Longfellow

(Continued from Page 6)

trucks, and at that time, the fleet was all Peterbilts. When the logging trucks came in, Freres switched to Kenworth.

"Serviceability and parts availability was a big thing. Roberts Motors was always available," Royce says. "Preferably, I would like to have had L-models, but I tried and tried to talk Bob Freres into getting a long nose, and he said one time that he decided not to get one because then everybody in the fleet would want one," Royce recalls.

Over the years, Royce has driven eight or nine different trucks for Freres as they would upgrade to new model every five years or so. He's seen a number of technology changes in the trucks from electronics to cruise control, which he says is a "God send" that he uses about eighty percent of the time. The first truck that Royce drove for hire was a 1947 International L190 with a six-cylinder gas motor and 5-4 transmission. He learned from his

(Continued on Page 10)

See "Longfellow"

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WITH A DETROIT 60 SERIES 12L engine turning out 430 hp under the hood, Royce's 1995 KW had the most pulling power of any truck he's driven. An interesting note about this photo is that it was taken on a landing up on Boulder Creek where he was picking up a load from Al Ward Logging. A few days later, a fire swept up the hill and burned up all the logging equipment.

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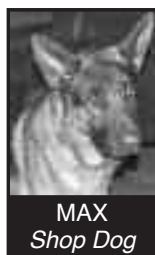
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10 Longfellow

(Continued from Page 8)

JANUARY 2014
LOG TRUCKER

dad Harold Longfellow, who hauled for Freres Lumber, in a 1955 Kenworth with a 280 Cummins and a 5-4 tranny.

"It took forever for the RPM to drop when you were shifting, and we were coming up out of Salem one time and had to do double shift. It went in, but dad reached over and POW, he about knocked me out of the seat! He said pull over and we'll start out again," Royce says.

"Dad was a perfectionist and would tell you if you did something wrong. But I consider him to be one of the best drivers ever."

"Some of the main things that I learned from my dad were looking out as far ahead as you can possibly

see, and making sure that the trailer never crosses the center line. I learned professionalism, courtesy and maintaining proper behavior from my dad; to always be in control and to always drive the load. Anybody can drive a truck, but you've got to get the trailer behind it."

"The best drivers are those that learn from other drivers," Royce adds. "Of course, it also takes miles and time to REALLY learn."

And it's not uncommon for a driver to have a bad day where he gets a little more schooling than he anticipated. Royce's career has been relatively accident free, but he's still had a white-knuckle ride or two.

"One of the best drivers I've ever hauled with was Larry Reister, and I learned a lot by just watching and listening to him. One day, we were

hauling for George Nelson off of Twin Meadows. We were following a string of traffic and a guy who was hauling ahead of me called back and said that a boat trailer up there didn't have any brake lights. Pretty soon, I got there and they weren't stopping – they were stopped! I cranked the wheel over to the right, and got over as far as I could, and just tapped the other log hauler. If I would have had six inches to go, I would have missed him. It broke my hood and my air cleaner. That was a good lesson in always being aware."

Another time, a binder sprung up and hit Royce in the face, breaking his jaw in 13 places, shattering his eye socket and knocking his eyeball out.

"I was laying there in the snow and my face was on fire like I'd fallen against a wood stove," he recalls. "I put my finger in my mouth and no teeth were missing, and I could see, but things were really blurry," he says. "We didn't have any communication in those days, so I got down to the office and got my chains off; I figured if I'm at work, I'm tough enough to get it done."

"I was in the hospital for 14 days. I had plastic surgery and I told the doctor to make me look like Robert Redford," he adds.

Royce may not be a movie star, but he has some rugged good looks with long grey hair and a friendly smile. His fellow log haulers will tell you that he's one of the best guys around, and while there are many

older than him still behind the wheels of logging trucks, Royce is ready for a new chapter in his life. On his retirement to-do list are trips on his Harley-Davidson to the Grand Canyon, Mount Rushmore and the Navajo country. He'll certainly be spending lots of time with his wife of 44 years Sharon Lee, his two daughters and grandkids.

"I've all kinds of stuff to do, and if I can't find anything, I'll invent something," he says.

One thing Royce won't have to invent is the fond the memories from his days hauling logs. Retirement for many is a time to do what they love, and while Royce certainly will be making the most of his new-found free time, he'll also be leaving a job that he's enjoyed, that has enabled him to raise and support his family, and one at which he's proud to say he's always given his best.

"Every day is a challenge when you're hauling logs," he says. "When it's dry, the gravel is loose; when it's wet, things get soft; and when it snows, it definitely gets slick. Highway drivers are great guys, but it's a different breed of driver hauling logs."

"I've always tried to do my part and to do it well. I'm hoping that when I'm gone that guys will say about me; 'He could really haul.' There's not much more that you could ask for than that."

LT



WHEN IT CAME TO DELIVERING a load of logs, Royce did the job with professionalism and commitment. "It's a race, but without speed being involved," he says, "You just try to stay ahead of the guy behind you and to catch the guy in front of you."

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By Darin Burt

Some companies wait around for calls to come in and then have to pass because they don't have

the specific equipment needed for the job. All-Ways Towing, of Sandy, Oregon, prides itself on the fact that there is no job they can't handle.

In their fleet are 40 trucks including severe service vehicles and wreckers. For heavy-duty hauls, there are 10 lowboy trailers 10 and

11-axle Aspens.

All-Ways also sells and rents used construction equipment that they've rescued and refurbished to both local buyers and overseas markets. The auxiliary business - Buz-zard Equipment - adds even more depth to the work that the company

can accomplish.

Shopping spree

Before going into business in 1988, owner Pat O'Malley's pre-

(Continued on Page 13)

See "All-Ways"



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All-Ways

(Continued from Page 11)

vious experience had been in a cabinet shop. But when the economy tanked and custom cabinet orders slowed, he used his time to sand and repaint the company service truck. His first shop was located in his mom's barn, but he soon outgrew that space (or was he kicked out?) and opened a professional auto body shop. A year later, he added a 1972 Chevy – a \$1,500 investment he converted into a wrecker with a sling tow unit. A rollbed, from Western Wrecker Sales in Portland, soon fol-

lowed, and the company was able to get onto the rotation with the local police department – they now cover four zones and tow for city, county and state authorities.

In recent years, All-Ways has moved further away from roadside service and passenger vehicle tows towards dealing with commercial towing, recovery and hauling of heavy equipment.

"We started out with a Landoll trailer for motorhome work and larger disabled vehicles," O'Malley says, "and it evolved into moving construction and logging equipment, and now that's a big part of our business."

Special Needs

Because of the challenges and variety of equipment hauled, crews need experience not only in driving and towing, but also in the basic operation and repair of machinery.

"Some of our guys will start in towing cars, and then work their way up to the bigger stuff," O'Malley says. "We want guys who are organized, clean and meticulous about what they do."

"If we didn't have such a hard-working crew, we couldn't do what we do," he adds regarding his 20 member team. Pat's brother Mike,

who owns a log hauling business, helps with logistics of many of the extreme moves.

There is no class or seminar for learning to handle specialized equipment. Especially for logging equipment, because of the extreme height, width and weight, the only way to learn is on the job. A yarder, a machine used to bring logs to the landing, could have a 50 ft tower and weigh more than 70 tons. Another challenge is that most logging equipment moves on tracks rather than wheels. As O'Malley quips,

(Continued on Page 14)
See "All-Ways"

JANUARY 2014
LOG TRUCKER



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14 All-Ways

(Continued from Page 13)

JANUARY 2014
Log TRUCKER
preparing a broken down machine of this type for a move isn't a job you can simply do with a crescent wrench.

"They're all hydrostat driven, so if they're not running they won't move. You might be able to pull it a little, but you'd never get it onto a trailer. In that case, you pull the center axle out of the drive motor and then it will track freely," O'Malley explains.

On such a recovery, All-Ways will bring a tow truck to help pull the machine onto the trailer. Once the lowboy is detached from the truck, the wrecker can move in for a straight pull over the deck. Both Landoll and Aspen lowboy trailers are also equipped with 21,000-pound winches.

Going for the Gold

Not every haul made by All-Ways is local – some are not even in the country. O'Malley and his crew recently took the massive job of moving the excavation and mining equipment for their neighbor Todd Hoffman, star of the Discovery Channel reality show, "Gold Rush: Alaska", from Oregon to Yukon, Canada in the Klondike region, near Dawson City. The journey took 12 trucks 31 days.

"We had to tear a lot of pieces down to get them onto the lowboys," O'Malley recalls. "We had nine trucks and two pilot cars, and we also sent our service and mechanic truck along with the caravan. Wreckers were utilized to disassemble machines to lighten loads during road bans on the trip.

The trip was unlike any other All-Ways had attempted, and in hindsight, O'Malley admits that they weren't prepared for the conditions.

"People were laughing because



ALL-WAYS TOWING SPECIALIZES in rescuing heavy equipment and vehicles such as tractor-trailers, motorhomes, logging trucks, and excavation machines.

we brought California trucks to the Arctic," he jokes now.

"Everything is on permafrost up there and they want you to go through when it's frozen. We fought a storm all the way; it was constantly minus-thirty degrees, and the wet trucks weren't getting along with that weather. There's hardly any flat roads; you're either going up or down hill.

"We wrecked a truck and had another truck carrying a Cat D10 that spun out on Steamboat grade, spit all of its chains and got stuck overnight. The trucks have lockers, so once you spin out you can't back up.

"There's nowhere to just pull over and park, so you have to do whatever you can to get from one point to the next."

Off-road adventure

With their large lot of excavation equipment, All-Ways has been able to work with the U.S. Forest Service doing emergency road repairs and maintenance. They also perform tows for the forest service and logging outfits in the area mountains. No one logging road is the same; it could be hard packed

clay, rock or even a freshly pioneered stretch with loose soil. All-Ways utilizes four-wheel drive wreckers and rollbeds on many of the off-road recoveries. The wreckers are outfitted with Century and Miller equipment.

"You have to know what the story is before you leave," O'Malley says.

On one particular move, the forest road gave way, tipping over a log processor worth nearly a million dollars, while it was still hooked to the trailer. "We ended up going up with our wreckers, putting about eight lines on it, sliding it back up onto the road and getting it unloaded," O'Malley recalls. "It took about 12 hours to move it just a few feet, but we did it without any damage."

Snow? No problem. All-Ways

sends out Marooka six-passenger snow cat, equipped with a front-mounted winch and rear tow hook, for recovering snowmobiles.

Ready, willing and able

All-Ways Towing has built its success on finding and capitalizing on niche markets, and remaining open to opportunities. There was even a short time when O'Malley tried his hand at gold mining in California. He still has a nugget on his desk – a reminder that there is great value in every asset.

"If one part of our operation isn't working, the other part is," O'Malley says. "There's never a slow day and all seasons are busy ones around here."

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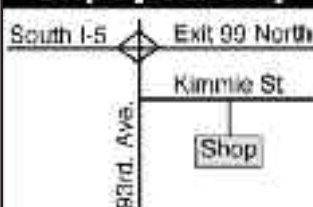
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(Continued on Page 11)

See "LT Carry"

Linear Crusher

(Continued from Page 4)

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Washington State Department of Natural Resources (DNR). The DNR maintains good road access as part of its mission in managing 5.6 million acres of forest, range, agricultural, aquatic, and commercial lands for the people of Washington.

A contract was set up to demonstrate the linear crushing process after the DNR was approached by Roadtech Inc., a St. Maries, Idaho-based manufacturer and contractor of linear crushers that specializes in road reconditioning. The company's linear crushers can pulverize native rock up to 16-inches in diameter using a chrome alloy hammer and anvil system that forces material through a restrictive crushing chamber.

“The linear crusher's hammer-anvil type system can break up our hard fractured basalt,”

says Jones. “Typical production is approximately 1.5 miles of road per day.”

According to Jones, a mobile rock crushing-pit operation would cost the DNR about \$20 to \$25 per cubic yard of gravel applied or about \$30,000 per mile to gravel a road, depending on factors such as permitting, rock quality, and haul distance. Rock pits, which must be permitted for environmental reasons, can take up to one acre, depending on stockpiles for a crushing operation; and rock crushers are increasingly scarce in central Washington, as the local timber industry

has declined.

Even when gravel from commercial sources or pit-based mobile rock crushers is available, neither method addresses the road subgrade, where underlying rocks are often the cause of road performance problems such as drainage, drivability, or alignment.

“Too often, as a road's gravel surface thins out, native rock comes up in the subgrade, making the road difficult to maintain,” explains Jones. “When subgrade rocks are removed, more material is needed to fill the voids.”

“Over a 10-year road maintenance cycle, the DNR estimates that about \$4,000 per mile is saved using a linear crusher,” adds Jones. “Instead of having to regrade and reshape roads with a native running surface every couple years, we can do so about every five years for roads using the linear crushing process because these roads hold their shape longer and wear better. This makes for a safer, smoother ride for trucks or vehicles on the road.”

Resurfacing 17 miles of road for the price of five

When the Yankee Fork Road project in the Salmon-Challis National Forest in Salmon, Idaho finally received funding to resurface about five miles of double-lane road with a 6 inch depth of 1.5-inch minus crushed aggregate, estimates were based on using a privately-owned local pit, according to Jeff Parker, a retired USFS project engineer who supervised the project. Then the local pit owner denied use of the pit as a rock source, putting the project in jeopardy.

“There were no other approved local sources, and if you don't have a pit that's right along the road you're working on, costs can skyrocket,” says Parker.

Parker contracted with Roadtech Inc. to use a linear crusher on the project. According to Parker, the

savings in haul costs on the double lane road allowed for the expansion of the project to include another 12 miles of single lane road. The single lane portion of the road had sections that were very rocky with very few turnouts. “The road wasn't constructed to have a lot of gravel hauled in because trucks couldn't turn around, and there wasn't much gravel left to maintain,” says Parker. “Many Forest Service roads are up where traditional resurfacing projects are not practical, and this was one of them.”

“The linear rock crusher was the only equipment we could get up there to get enough gravel on the road,” he says. “Past road maintenance could only blade larger rocks from the subgrade to make it as smooth as possible, creating rock berms lining the road. The linear crusher was able to use material in the road's rocky subgrade and its berms to create a gravel layer that a grader could maintain.”


“In the end, what was to be five miles of resurfaced gravel road became 17 miles of resurfaced gravel road with the same funds, using the Roadtech linear crusher,” says Parker.

Because of the success of the Yankee Fork Road project, the USFS bought its own linear crusher, which is stationed on the Salmon-Challis National Forest and used on road projects in a dozen Forests in the Intermountain Region, according to Parker.

“Linear crushers make sense not only for forestry, but also for mines, logging, oil extraction, counties, and organizations like the Bureau of Land Management,” concludes Parker. “The more remote the road that needs gravel resurfacing, the more sense this equipment makes, particularly in high altitude locations where you'd never get gravel to the road.”

For more info, visit www.roadtechinc.com

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Mourning the loss of Nelson Mandela

by Sherrie Bond

JANUARY 2014
LOG TRUCKER

The services for Nelson Mandela resonated many emotions, worldwide. Crowd control alone must have been incredible with the volume of individuals paying their respects. One thing I noticed, from the announcement of his death to his burial today, was respect. Contrary to the “goodbyes” given other world leaders where riots in the street are common as one faction hated the guy and the other side loved him to death ... Mandela held the respect, it seems, of all. There was decorum, dignity, solemnity, propriety nothing “over the top” as has been seen with other world figures. Mandela was born into royalty; his Father was a tribal king. Mandela could have stepped into that slot but instead, he sought an education and focused upon how he could help his nation. How he could do the sculpting of his nation into a country, not judging people by the color of their skin but the depth of their soul.

Custom, culture and tribal rituals sometimes skew what Americans view as “funeral services”, but the differences shouldn’t be taken as offensive or barbaric. We are a world made up (nowadays in particular) of a Duke’s mixture with a variety of traditions as to how we say goodbye to our loved ones. Some cultures place their leaders in a glassed in coffin, embalmed and there for the world to view as years go on. Others dedicate their leaders to a blazing pyre in which many family members (or at least the next of kin) throw themselves to the flame to join their loved one. There are mass graves, individual tombs, articles placed beside the deceased that he/she would need to have on their journey to the other side.

But, Mandela’s public service opened up a gaping opportunity for

disruption. Crowd control was one of the problems simply by volume, traffic was an issue causing world leaders to arrive late, security was tight but I don’t think dense enough as we witnessed a sign language fraud, interpreting speeches by world leaders, Obama included. I find this to be strange and frightful. This was a known “gate crasher” with no interpretive skills, standing before the crowd of mourners and celebrants. He stood elbow to elbow to each dignitary who brought forward praise of Mandela’s contributions to a more peaceful world, an equality of man, opportunity, life. No one questioned his presence. No one wondered about his “hinky”, incoherent signage but there was a gut feeling that all was not right with the world. (Of course in a crowd such as the funereal grieving, a quick camera scan could point out dozens of wacky behaviors by citizens, youth, outsiders and even dignitaries. I think nervousness and grief can bring out odd behavior in even those who should know better.)

So what happens when you have a semi-loon behind a bullet proof glassed in stage? Will he crack? Will he pull out a gun and eliminate people behind the glass shield? Will he shoot himself? Was he vetted before being placed on the state and by whom? Were world leaders in danger? Who will ever know? Everyone got through it with nary a scratch, the “signer” was found out to be a fraud, but what was his purpose? His fifteen minutes of fame? Ta-Dah! The man’s name is Thamsanqa Jantjie, he was paid to interpret but every movement was faked. He has labeled himself a schizophrenic who saw angels flying around the stage and a tree he was trying to climb.

An interesting point I took away from this celebration, and indeed it was a celebration of the Spirit of Mandela: Here was a young man,

fearless perhaps or on the contrary at least brave who went to battle to stop apartheid, create equality, cease battle and death, join each other to improve their country as a whole. He was a young man; a college guy. He had gigantic dreams and unbelievable goals that he turn into truth. Along the way the government felt he was pushing too hard, stepping beyond his boundaries and someone need to shut him up ... Mandela was on the run for 17 years before he was jailed and transferred to prison. He wasn’t allowed a life; he broke rocks in the blazing sun, he had no book, no writing material, he would come in from his daily chores, have some food and then lie on his cot to end the day. Mandela didn’t lie on his cot though and veg out; he didn’t dream of freedom or how tasty his Mama’s cookin’ might be. He lay alive in his brain and considered what he could do, if and when he was released, to make South Africa the Nation of its destiny. Twenty seven years later he did just that. He was a Nobel Prize winner, he was the “Grandfather of all Wisdom”, he was saluted and held reverent by those who fought alongside him, he was the Grandfather to the children who worshipped him and it was those very children and their offspring who danced and celebrated Mandela’s death in front of him home, the night he passed at 95 years old.

Nelson Mandela was a man of dignity. He was a man of culture. He was simple in his needs, his likes and dislikes. He was a common man, with a huge heart, a shining soul and more thoughts crossing his mind than anyone can imagine.

He would never be one to shoot a “selfie” with friends during a ritualistic celebration. It would never

cross his mind to behave in any manner lacking comportment. I’m quite sure that Mandela heard (more than once from his Mama), “you behave, show your pride, stand tall and represent your family, show gratification and joy, honor your elders, be dignified” ... all those behaviors that our Mama’s told us as they sent us out the door.

Joy radiated from the Man when he walked out of the prison gates and even in his most serious moments he glowed with the joy surrounding him, with the radiance shining upon him.

I feel quite certain today, Nelson Mandela is lighting the Heavens with that same radiance, he’s helping where he can, he’s greeting, visiting, accepting praise and thank you from all which he helped free from the chains that drug them down and the whips that slashed them open.

Mandela may be gone but he is far from forgotten and never will be. He was gentle. He was tough. He was brilliant. He was unafraid. He knew compromise. He knew abuse and hard times. He knew fear, joy and success. He was a man of honor. He was beyond believable when he told his people he would lead them to a better life and he welcomed them and those of many colors to join him and live a better life. He was superior.

The curtains may have closed on the physical Nelson Mandela but the spirit and promise will live forever.

Lala Ngoxolo Tata
“Rest in Peace, Madiba”

I can’t begin to thank all of you for the responses regarding Our America and the strong feelings we

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See “Mourning Mandella”



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NEWS AND INFORMATION

Oregon log haulers seek rest break exemption

The Oregon Trucking Association is asking for a limited exemption from the 30-minute break requirement for timber haulers in that state.

Oregon lumber mills need regular shipments to stay in business but haulers cannot provide that service at times during the fire season, the association said in a petition to the Federal Motor Carrier Safety Administration.

Environmental restrictions limit the number of trees that can be harvested, and during periods of increased fire risk the state further limits logging operations, OTA said.

The fire season runs from July to October, and at times during that period logging operators are barred from the forests at 1 p.m. If the operators have to leave by then, they need all of the time before then on-duty, with no rest breaks.

The association says that the 30-minute break requirement in the

hours-of-service rule makes it impossible for log trucks to supply the mills with the timber they need during fire restriction periods.

Log carriers are willing to restrict their duty day to 12 hours rather than 14, if the break exemption is granted, the association said.

The OTA asks for comments on the association's request at <http://al-turl.com/ta3mn>.

Bendix front air brakes now standard on KW class 8 trucks

Kenworth Truck Company announced it will make Bendix ADB22X front air disc brakes standard on Kenworth Class 8 tractors and trucks.

The Bendix ADB22X air disc brakes have a two-pin floating caliper design that provides a more stringent overall dimension accuracy and consistent force distribution. According to Bendix, the ADB22X design also significantly reduces brake fade with no degradation of

stopping power. Bendix recently marked the production of its 500,000th ADB22X air disc brake.

"We've offered Bendix air disc brakes as an option on our Class 8 trucks previously. Customers appreciate their superior performance, car-like feel, ease of maintenance, and light weight design, while they also exceed the federal government's RSD (reduced stopping distance) requirements," said Kurt Swihart, Kenworth marketing director. "These benefits are so compelling that Kenworth decided to make air disc brakes standard on Kenworth Class 8 trucks. For additional weight savings, the air disc brakes also come standard with an aluminum hub and splined disc rotor assembly."

Hendrickson Bumper for Peterbilt

Hendricks adds weight saving bumper to Peterbilt lineup

Hendrickson Bumper and Trim has added AERO CLAD bumpers for the Peterbilt Model 367 and 587 trucks to its all-makes aftermarket program. Offering weight savings with a bright mirror-like finish, they're said to be more durable than traditional chrome metal bumpers.

The new Model 587 bumper has an additional 2.8 in. of ground clearance, compared to the factory unit, making it less susceptible to damage

caused by curbs, ramps and snow drifts. Its Model 367 mate is said to be 26 lb lighter than the steel OEM bumper option.

AERO CLAD bumpers are also corrosion-resistant. Their bright mirrored finish will not pit, fade or crack like chrome-plated bumpers, Hendrickson says, and they don't require touch-ups like painted types. They come with a five-year limited warranty.

AERO CLAD is a bi-metal material that bonds stainless steel and aluminum at a molecular level. The result is a finish that will not rust, peel or fade over time. It's much lighter than traditional steel while maintaining higher yield strength.

Plan 2014 with new Kenworth calendar

The new 2014 Kenworth calendar is now available for order. The six-page calendar features both medium and heavy-duty Kenworth models. The large, poster-size wall calendar is 26-1/4 tall by 28 in. wide.

The appointment calendar version, which is 9-3/4 tall by 13 in. wide, offers a Kenworth truck of the month, incorporating the six wall-calendar photos and six others.

To order, visit your Kenworth dealer or go online www.shopken.

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worth.com Cost is \$16.95 for the wall calendar and \$11.95 for the appointment version.

Portable meter provides diagnostic data for hydraulics, pneumatics

A new portable hand-held meter from Parker Hannifin Corp. provides portable maintenance and diagnostic data for hydraulics and pneumatics. The SensoControl Diagnostic Serviceman Plus features Parker's "plug and play" automatic sensor recognition that immediately scales the measurement range, eliminating confusing and time-consuming setup routines.

With a scan rate of 1 ms and the ability to measure pressure, flow, temperature, and RPM (rotations per minute), Serviceman Plus is versatile for use with mobile and industrial systems.

The meter was designed to aid in the diagnostics and troubleshooting of everyday hydraulic and pneumatic problems.

All measurements captured on the Serviceman Plus hand-held meter can be stored on a nano USB drive, or transferred to a PC for convenient analysis and documentation using the SensoWin software provided with the meter.

Other features include a robust design with an oil-resistant rubber protective cover for use in harsh or challenging conditions; IP67-rated protection in extreme conditions; large back-lit display for easy, quick readings in low light; rear panel integrated support for free-standing operation; intuitive operation; and min/max memory and differential measurements.

The meter measures 4 in. x 7 in. x 2 in. including the protective cover. It operates on a rechargeable 3.7-volt lithium ion battery.

Two versions are available: an analog version with two analog inputs, and a CAN version that supports up to three CAN sensors at one time.

CARB sued over retrofit regulations

The Owner-Operator Independent Drivers Association has sued the California Air Resources Board over the agency's requirement that 2006 year-model and older trucks be retrofitted with a particulate matter filter to run in the state, alleging the regulation is unfairly costly, not beneficial and unconstitutional.

OOIDA filed the suit Dec. 6, asking the court to permanently stop CARB from enforcing the retrofit regulation for truck owners and operators who live outside of or primarily conduct business outside of California. OOIDA says the rule violates the Commerce Clause of the U.S. Constitution and discriminates against out-of-state truckers.

CARB's rule, which begins Jan. 1

From the Stump

(Continued from Page 2)

Shell Rotella®'s Unsung heroes

It's rare we see a series beyond the "reality television standards" (which is to say no standard) however Shell Rotella®'s "Unsung heroes" documentary series, which came to our attention a month ago, is unique in portraying working men and women from several "hands on" businesses in their real work place doing their jobs well.

One of those stories was on Myles Anderson, a fourth generation logger from Ft. Bragg, California, part of the Anderson Logging family, and first Vice President of the American Loggers Council. We've known the family and Myles for a number of years.

We called and talked with him about this five-minute video piece about Anderson and the logging crew, and he noted they spent a couple of days shooting from day break 'til the end of the day. What was especially surprising about the finished piece was its actually delivering on the promise of people doing their work that keeps America running. No drama, not contrived hyper-bull, just a nice, productive day

of professionals doing their job.

It was refreshing, shocking only in its showing loggers in the real logging world.

Our compliments to Shell for putting together a truly unique series of short run documentaries on Unsung heroes. Puts Shell on our own unsung heroes list.

Should you wish to see this five-minute documentary, you can access it through the American Loggers Council site at: <http://www.americanloggers.org/>

The crystal ball

What's notable in the coming year appears to be a further, albeit gradual, upswing in business further validating what economists told us back in January of 2009: this will be a long, slow, gradual recovery, not the sudden spike after a sudden decline we'd seen in the previous few decades of business cycles.

We believe a large part of the ongoing drag on economic recovery comes from the attitude and mindset of the various legislatures, elected officials, and bureaucratic class who exist in a world light years apart from the rest of us. The seat of government is occupied by a bloated mass who live by a budget

for fleets of three or fewer trucks (with an effective delay to January 31 and other potential extensions), requires that trucks with 1996-2006 year-model engines be retrofitted with a diesel particulate filter to operate in the state or potentially face hefty non-compliant fines.

OOIDA's lawsuit, filed in the U.S. District Court in the Eastern District of California, says the regulations "have caused and will continue to cause irreparable injury to these truckers who have effectively been

shut out of the California market because of the costs of compliance."

Moreover, OOIDA alleges in its suit that the CARB regulations will "not result in any measurable global climate change, nor in any measurable reduction of the effects of global warming," thereby not justifying the costs for truck owners to comply.

With its filing today, OOIDA became the third party to have an active suit against CARB over its Truck and Bus Regulation, as the California Construction Trucking Association filed a suit in March

bound by few constraints, whose income, benefits, and vacations are guaranteed... a far cry from the uncertainties of the business marketplace.

As legislatures, particularly federal, and all too often states as well, continue to cheerfully generate laws, which in turn generate constantly changing rules and regulations, the bottom line effect to the business climate is uncertainty.

Chief amongst the uncertainty drag on business presently is the ironically titled "Affordable Care Act," which at the very least was well intended but poorly conceived, poorly written, years after being signed into law is not very well understood by anyone, and has succeeded in muddying the water while greatly increasing the cost of health insurance. Whether you like it or not misses the issue of its primary byproduct to date: uncertainty.

Create uncertainty in business, effect growth, hiring, expansion. Duh.

Onwards into 2014. There is no free lunch, in spite of what many of our countrymen believe. Good luck, and good logging in the coming year. At the end of each day, bring everyone home safe and healthy.

LT

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(Continued from Page 18)

spend the same amount of money as in-state operators to comply even though they run much fewer miles in the state. "CARB has overstepped its bounds by requiring trucks from other states to be upgraded in order to operate in California," Johnston said.

Well spoken. . .

"Always leave enough time in your life to do something that makes you happy, satisfied, even joyous. That has more of an effect on economic well-being than any other single factor."

- Paul Hawken

CARB expands compliance options for owner operators

Owner operators in California must act soon to meet CARB's year-end compliance deadline or take advantage of "Good Faith" options.

Most of the truck drivers in CA that own a diesel vehicle over 26,000 Gross Vehicle Weight Rating (GVWR) are facing compliance requirements by end of 2013 under the Statewide Truck & Bus regulation. The deadline for installing a diesel retrofit, replacing or scrapping the equipment is December 31st, 2013.

CARB has released an option for

Mourning Mandella

(Continued from Page 16)

all have for her in her Glory. Yup, she's a good ol' girl and will remain so if we can keep her toes out of the mud and the muck.

There were many letters regarding the article in Loggers World written by Dr. Fergusson that raised everyone blood pressure. Because I have a couple of days to get this article into Log Trucker for the January 2014 issue, I'm squeezed regarding the objectivity of Fergusson and his mentors. In January I'll actually have three weeks to research what's going on and head for the Legislature for a discussion with my guys that glow in the dark on these issues. We'll find out what the heck the objective is and what we are going to do about it. Fair enough?

I had a pretty good follow-up column to last month's that I was going to finish up, but this is more important when you are being threatened with someone screwing with your CDL, determining your life span and hour of death via your BMI and discussing your documentation needs with "Little Lulu Loony" who thinks she was born knowing about issuing medical

cards and determining health concerns! Hell I've got shoes older than most of these kids and I'm not ready to stand in place and let them take down my CDL, diminish my record, question my safety or knock me down a grade because of their opinion.

This is the January issue I'm just finishing up and the February issue will be the hot one at the Oregon Logging Conference. I'm hoping that the Oregon Log Truckers can throw in a note or two about how they are managing while I do some digging up this way. (You can, can't you guys?)

Here's wishing you and yours a Happy New Year. It's been a bumpy 2013, but I have Faith in the pressures that be to pull us up by the boot straps and begin the forward march. Key in this issue is that we (and that's a huge WE) need to be right on the front lines making sure we stand up for ourselves, because the caliber of legislators (and the majority of them) found in D.C. today are there for two things ~~ long term employment and a hefty pension. They don't give a ratzaz for any of us. We need to put the pressure on, keep the information flowing and stand up for not only what we believe, but what we know is right! Nice guys

don't finish last these days ... nice guys get trampled on the way to the head and no one ever goes back to pick them up.

I truly thank you all for the input and comments; Patrick Wilson from Tyee Timber and Lumber in Arlington; Bill Marion over in Post Falls, Idaho, Jeff Adams with Adams Logging; thanks also to Andy Anderson over on the Peninsula at Port Angeles. I had a great note from Dan Loeffler who has a small tree farm down in Oregon and of course more mail from my buddy, "Old Coyote" down in the Gorge. Couple you guys with my local trucking relatives and I've gotten an earful this month. That's good though and I love the challenges you bring forth. I'll get as many answers to your questions as I can and schedule meetings with our Timber County District Legislators to set up a fat chewing session and straighten somebody out.

In the meantime, take care. Winter is a'comin on and you all need to keep the dirty side down. I'll have you in my thoughts as you head out each day to not only save and regenerate our timberlands, but nurture it back to health. Never, never think you are in this alone! There's at least one fighter who has got your back.

LT

Owner Operators to show Good Faith action by December 31st that would allow additional time to com-

plete the compliance action by July 1st, 2014, an additional six months for upgrading the vehicle.

The Good Faith action consists of:

Entering into agreement with an authorized vendor for a diesel retrofit or replacement truck.

Alternatively, if the vehicle owner proves financing has been approved or even denied by December 31st, this too will count towards Good Faith action.

The final and most important action to complete is to report into the CARB reporting database known as TRUCRS by January 31st, 2014, otherwise their vehicle will be deemed out of compliance and be subject to penalties and/or possible DMV registration holds.

Owner operators working in California face numerous regulations to keep their truck up-to-date, safe and in compliance, therefore keeping expenses down and the paycheck level steady is a necessity for the owner and their family. When comparing costs and different ways to comply, drivers can choose between a new

truck, retrofitting or leaving their business or California in the worst case.

The most cost-effective path for Owner Operators facing increased expenses and no change in income, is to retrofit their engine with a diesel particulate device, which averages about \$15,000 and can be financed for a period of 2-3 years. One can estimate the monthly payment to be under \$500 a month, which translates to just a few pennies a mile, considering that's only \$15 a day until the loan is paid off.

A leading diesel retrofitter, Ironman Parts & Services, is helping independent owner operators take action and to start the process now, before it's too late and expenses or fines pile up. Ironman offers free workshops across the state to simplify the confusion and deliver easy-to-understand information on what steps to take, how to apply for financing and what requirements

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JANUARY 2014
LOG TRUCKER

drivers will face.

DPFs have been proven extraordinarily effective and durable and have been operating on on-highway vehicles for over a decade now here in California. Ironman alone has installed over 13,000 retrofits in the state of California and a general accepted statement is that retrofitting with a DPF has essentially no impact on fuel economy. End-users should make sure that they only purchase filters that are verified by the California Air Resources Board since these have passed a stringent verification process and field test before being authorized as suitable for installation.

"Speed Limiter" Rule to Propose Retrofits for Existing Trucks

An upcoming federal rule mandating speed limiters on heavy-duty trucks will propose retrofitting vehicles already in use with the technology, in addition to new trucks, including enhancements to prevent tampering with the device or its software, according to a National Highway Traffic Safety Administration official, who stated that the Federal Motor Carrier Safety Administration would participate with it in the rulemaking process.

Although the American Trucking Associations has advocated mandatory speed limiters and has urged that the rule cover both new and ex-

isting trucks, ATA acknowledged that installing a "tamperproof" technology on trucks already on the road may not be feasible; and a truck manufacturing representative stated that such a mandate would "require numerous development programs to write new software for every old version of engine electronics."

There are also disputes over whether speed-limiter technology actually reduces accidents. A Road Safe America spokesman claims substantial reductions in crashes are already measurable as a result of the technology, as are reduced fuel and maintenance expenditures; but the Owner-Operator Independent Drivers Association says it has data associating speed limiters with increased crashes: "The safest highway speeds are uniform, while differentials among vehicles increase the likelihood for unsafe interactions and maneuvering."

The two agencies expect to publish the rule for public comment sometime after March 2014.

Low-cost wheel end brake components a growing market

The growing **mga** trend of urbanization and the consequent increase in vehicles in operation has culminated in more stop-and-go traffic than ever before. This has led to higher wear and tear in wheel end brake components, creat-

ing a strong case for the class 4-8 commercial vehicle wheel end brake components market, according to a new analysis from Frost & Sullivan.

Their Strategic Analysis of the North American Class 4-8 Commercial Vehicle Wheel End Brake Components Aftermarket finds that the market earned revenue of \$705.8 million in 2012 and estimates this to reach \$906.5 million in 2019. The research covers the product segments of drums, rotors, calipers and wheel hubs. Among these categories, pneumatic drum brakes and hydraulic brake rotors are the primary revenue drivers.

Despite being at a mature phase, the Class 4-8 wheel end market is expected to grow on the heels of economic recovery, CSA 2010 compliance, and tighter regulations. High standards of fleet equipment and maintenance practices are in place to minimize accidents and protect cargo. This along with an aging truck population has increased the demand for aftermarket service and maintenance.

"Technological advancements with a focus on the reduction in weight and form factor along with the advancement in the safety and durability of future wheel end components are a must," said Frost & Sullivan Automotive & Transportation Industry Analyst Wallace Lau. "Such improvements could also arrest the tapering of profit margins caused by the increasing instability

in the price and availability of steel and other inputs."

Domestic manufacturers will do well to factor in the total cost of ownership when designing market positioning strategies. This will enable them to account for escalating fuel prices and transportation costs and help in securing higher margins and enhanced brand value.

"Furthermore, intense market competition from low-cost imports is pressuring domestic manufacturers to lower their prices to compete over the short-term," explained Lau. "Domestic players are expected to implement strategic plans to combat this issue using a good-better-best product portfolio to meet the unique needs of all fleet price points, age of trucks, and needs."

These premium, yet diversified product portfolios, coupled with competitive pricing strategies, are expected to meet the challenges posed by inadequate product differentiation, high price sensitivity, and the strong purchasing power of distributors. This, in turn, will drive distribution channel revenue in the original equipment service channel.

"Pricing, most of all, is the key competitive ingredient in a mature market," noted Lau. "Outsourcing from low-cost regions is one sure way to enhance price competitiveness. However, it is essential to enforce rigorous assurance testing to protect brand integrity."

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