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VOLUME 41 NUMBER 2

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FEBRUARY 2014

*Challenges and
Opportunities*



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From the stump...

Drones and Useful Hi-tech in Logging

by Mike Crouse, Publisher

There are lots of meetings we attend the first four months of the year, with regional logging conferences and state logging association annual meetings. Lots of travel and time as well, but also an opportunity to meet and talk with some of the very best contractors in the world and their crews, and get a sense of the pulse, attitude and view of logging today.

It never ceases to amaze that regardless of a room's size, when people enter that room it is filled from the back first and there are, with few exceptions, always open chairs in the front several rows.

We're not being critical here; there was a point in time, back in middle school (or junior high as they were called at that point) when sitting in back seemed a good idea, far from the teacher, able to avoid attention, and not as likely to be called on.

That all changed during the fall of my freshman year when from the usual perch in the back of the class, I was unable to see the blackboard (back when chalk was used). This necessitated an immediate change in position from the back to the front of the classroom (where I could again see the board better), and where I could clearly hear and see what was going on, and ask questions, in addition to hearing what questions were being asked as a bonus!

Since that point sitting in front, where all the 'action' has been a habit, all from what was a lucky move to the front to see the black board. While ultimately that led to glasses correcting my vision, the real break was getting over the temptation to sit in the back of the room, and getting involved.

COFE

Five years ago we first happened upon the (Western Region) Council on Forest Engineering Seminar, which was held at the Valley River

many cases new and very innovative practical application of emerging technology applied to logging, transportation and forest land management.

From the very first session we were in several years ago, there's always been something new and, in many cases, some take home approaches that can help you do a better if not more efficient job, and more to the point, keep you in touch with what is developing in the business of logging.

The conference was divided into three sessions: Forest Management, Harvesting Operations Management, and Technological Innovation in Forestry.

Each section was relevant with examples and/or studies of the subject's application in real life logging. Each of the presentations were paced well, with illustrations, videos, and pictures to make the presentation clear, and allowing sufficient time for questions and responses.

Just brushing over those programs of particular interest:

WET WEATHER HAULING: Benjamin Flint (WA DNR) demonstrated various techniques in road building that have minimized road damage and sediment on new and existing roads. Flint is headquartered in Port Angeles, and has ample opportunity to work in wet weather.

Analytical Design Tool for **MOBILE GUY-LINE ANCHORS:** Ben Leschinsky (OSU FERM Student) outlined the factors, considerations and developed a program for the use of what most would refer to as "portable stumps" (large, heavy crawlers), and factors that contribute to stability and safety in cable yarding systems. Where these are more common with time, being able to use some reliable facts and figures in using your own "portable stump" should prove to be worth the effort.

Perhaps the most interesting was the final section in technical innovations in forestry because all of it is emerging applied technology that can

Inn in Eugene, held the preceding day, and at the same location as the AOL (Associated Oregon Loggers) Annual Meeting. COFE's been in existence roughly 35 years, and while it may sound a bit stuffy and academic, the reality is its both interesting, in

impact your business.

• **DRONES:** Michael Wing (OSU FERM Dept.) outlined the use of drones (that's right, the same style of aircraft we've heard and read about in the media) in forestry applications. Wing made it very clear that the entire area of drone aircraft is a very hot topic in government, in that that FAA (Federal Aviation Agency) got the official nudge from Congress with the FAA Modernization Act, which orders the FAA to integrate these planes into the National Air System, and have it implemented by 2015 (because they occupy the same air space as private and commercial aircraft). That means that flying legally requires a LOT of time, paper, and permits. Simply applying is no assurance of success. And the implication seems to be flying a drone without a permit can have onerous consequences.

They've used drones in several applications thus far including vineyard surveys (for plant health), Swiss needle cast surveys (spread and scope of outbreaks), fire detection and monitoring (using infra red and other sensors to literally "see" the fire and the hot spots), programmed flying on grids to assess the landscape conditions. Wing concluded, "...it will revolutionize the way we view and manage our lands."

• 3D LIDAR MODELING:

Richard Gabriel (OSU FERM Dept.) outlined their use of LiDAR laser scanning using their Paro Terrestrial laser scanner. "It's lightweight, portable, and shoots a million laser points of light," which then yields the raw data from that an image is rendered, after filtering, classifying out the different points, which ultimately reveals a three dimensional (3D) image. What is different from aerial photography is its accuracy. "These models are completely accurate... and get the stand's precise position on the ground." That means over time you can track individual stems growth. "You can thin and see what the effects may be on that tree being there or being gone," Gabriel said, "And can test other approaches." He said a scan takes eight minutes.

• HOW TO COLLECT THE BEST POSSIBLE GPS DATA under the tree canopy:

Jon Aschenbach (Reesource Supply) presented various GPS units, with very good to excellent GPS reception, that can use existing and soon to be available GPS satellites that will improve ac-

(Continued on Page 22)
See "From the Stump"



COVER PHOTO: Hey, there's a lady driving that truck! That's not so unusual these days; what's more impressive is that the operator, Mimi Launder, also owns the business and is a single mom.
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— by Finley Hays

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17 CHALLENGES & OPPORTUNITIES

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Reader Rides

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Log TRUCKER

TODD MARTIN, OF ST. MARIES, IDAHO, in a 2013 Peterbilt 388, with a parade load courtesy of Steve Henderson and Gerry Gorbett, for Paul Bunyan Days.



More Photos From Our Readers On Page 14



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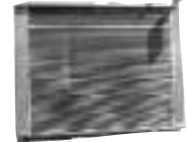
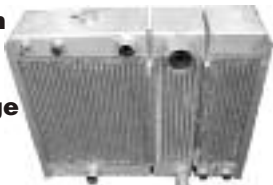
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OVERWEIGHT *and Out of Control?*

FEBRUARY 2014
LOG TRUCKER

By Sherrie Bond

Formula: BMI = Medical Card; Medical Card = CDL; CDL = Employment/Job; Employment/Job = Finances; Finances = Prosperity; Prosperity = Stability.

It's not rocket science! Everything we've done from kindergarten to high school and from high school to either college or the work place has purposefully been in an effort to find a job, earn your keep and have a stable existence.

Over the past few months I've received umpteen stressed-out and pissed-off emails from log truck drivers who have exercised due diligence in Medical Card and CDL renewal only to find their noses

mashed against a brick wall and a heap of "psycho-babble" from Nancy Nurse or Dr. Dubious about BMI (Body Mass Index) and the threat they pose to the motoring public. Somewhere along the line, the Feds have decided BMI is their business to regulate.

I get the concern, but I believe the regulation is an imposition on our civil rights. Yup, I do and here's why. The cross-hair is on people who hold a Commercial Drivers' License; the very people who bring product to market supplying goods and services. There are reportedly 97 million people in the U.S. who are categorized as overweight or obese and at least thirteen high risk ailments flagged as dangerous to health. Yet

the targeted population for government intervention is focused on a small population of commercial license holders. This is profiling, bias and prejudice. Get the feeling the G-Men are cuttin' the herd?

For example, has anyone ever seen a fat cop? How about other first responders "green-lighted" to speed in rescue of the critically injured, major disasters or life threatening circumstances? Just because they drive a vehicle with a gross weight less than 26,000 pounds doesn't mean they aren't subject to any of the high risk ailments and endangering the general public! (I don't see the Feds seizing doughnuts around the cop-shop/firehouse). Truckers' BMI isn't an abnormality.

Want to see a cross-section of radical BMI? Go to your local 'one-stop-shopping' store ... talk about buying in bulk!

The USDOT estimates 200 million Americans are licensed to drive and 62 million vehicles registered. Hmm, that leaves a whole lotta people hitchin' very crowded rides or a majority of unregistered vehicles! If BMI is a critical factor in the ability to safely operate a vehicle, why is one segment of the population held more responsible? Overweight, nutritionally bankrupt humans are all vulnerable to health issues (coronary, diabetes, stroke, high blood

(Continued on Page 22)
See "Overweight"



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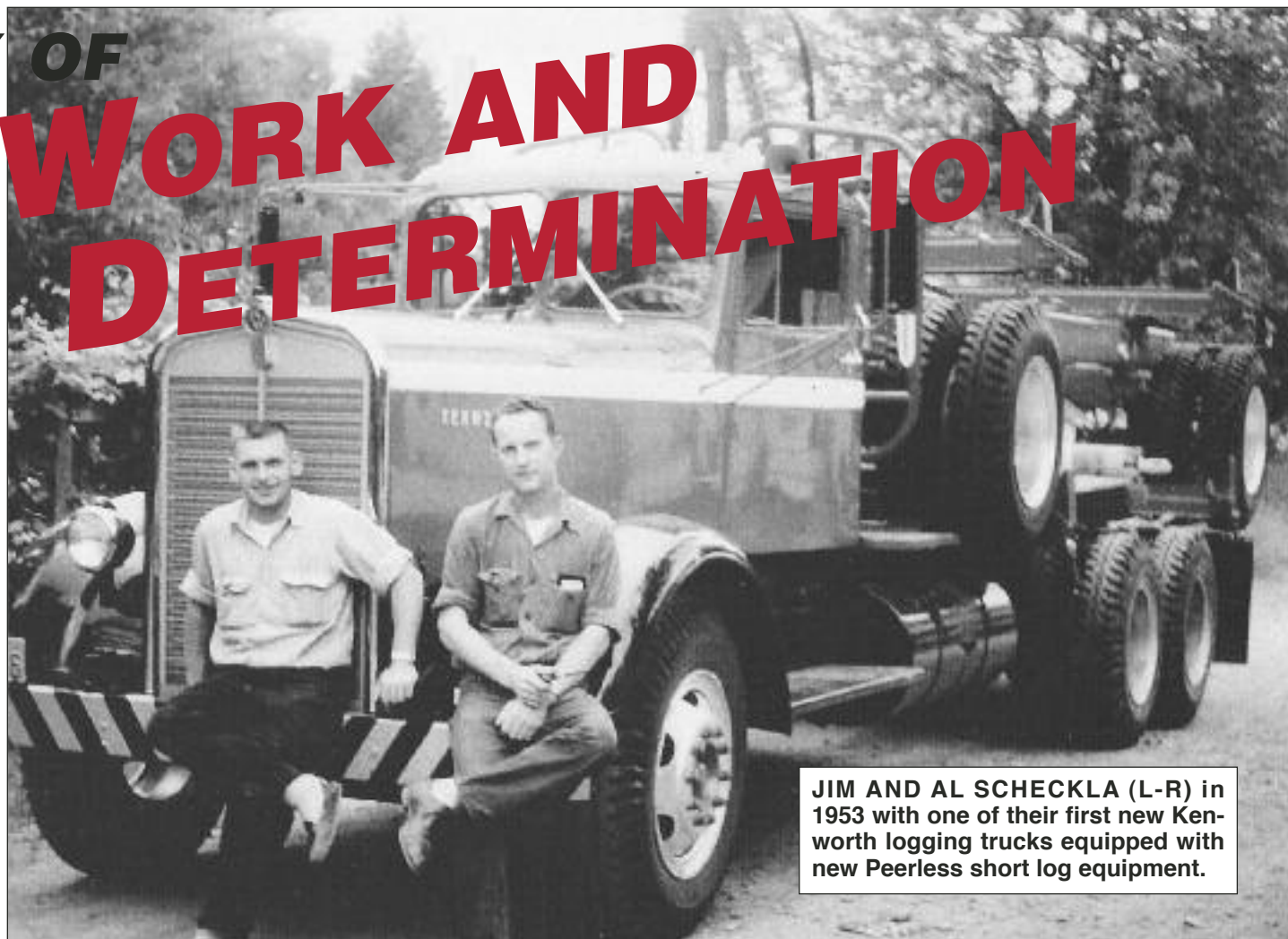
OUR 68TH YEAR... KEEP THINK-N-LINCOLN ... 1946 - 2014

A LEGACY OF HARD WORK AND DETERMINATION

SCHECKLA TRUCKING, Co. BURNEY, CALIFORNIA

by Darin Burt

If you're part of the trucking industry in California these days, you're probably wondering how you're going to survive with all the air quality regulation who-ha undermining your business. Scheckla Trucking is a testament to staying power built on hard work and determination, and after nearly seven decades in business, they're not going anywhere.



JIM AND AL SCHECKLA (L-R) in 1953 with one of their first new Kenworth logging trucks equipped with new Peerless short log equipment.

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Patriarch Al Scheckla ventured into the trucking industry after serving in the NAVY from 1943-1946. Returning home to Tigard,

Oregon, Al bought a 1937 Chevrolet

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See "Scheckla Trucking"

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8 Scheckla Trucking

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two-axle truck with which he hauled hay and pumice stone blocks for neighbors in the local farming community. In 1948, Al partnered with cousin Jim in a small log-hauling outfit – small in that it was the two guys driving an old three-axle GI rig and a Chevy three-axle. At the time, they were hauling timber mostly out of Sand Lake and the Tillamook burn for Oscar Reigns, Marvin Mealey and Browning Bros.

With work going well, Al and Jim updated their trucks a year later with a pair of brand new GMC three-axle trucks. In 1952, they bought their first Kenworth logging truck.

“Dad always commented about that (Kenworth) truck how it cost him a dollar a pound – that was pretty accurate, as back then an 18,000 pound truck cost about \$18,000,” Mark says.

When Browning secured a job near Orick, California in Humboldt County to log the Bald Hills Burn, Scheckla followed the work. There was so much timber being harvested that the local mill couldn’t handle the volume, and solved the situation with a reload yard. That worked out great for Scheckla because it kept their trucks working through the winter and when weather prevented them from being in the woods. As the work was steady they decided to start building up their company, buying as many as five trucks a year starting in 1952.

Scheckla has always been partial to Kenworth, and their trucks all came from Roberts Motors in Port-

land, Oregon. All of their log trailers were purchased from Peerless.

“Once you get one or two that are the same, you just stay with that brand for parts because then you stock the same for everything,” Mark remarks.

Scheckla continued working out of Orick until 1964 when they moved their 30-truck fleet to Blue Lake, hauling with Weyerhaeuser. “There wasn’t a lot of competition back then,” Mark says, “So we were able to grow pretty fast.”

Around 1965, Scheckla decided to get into the wood chip market. They were one of the first trucking companies to sign on with the Georgia

Pacific pulp mill in Samoa, Calif. “They bought a lot of chip trailers to cover the work, because they would be going to whatever lumber company in Northern California from the Oregon border to Sacramento to deliver chips back to the pulp mill,” Mark says.

By 1969 Scheckla had amassed a sizable fleet of 35 chip trucks and 18 log trucks. That same year, Al and Jim split up their partnership with Al taking continuing with the log hauling and Jim remaining with the chips.

“Back then, to stay busy hauling logs, you had to work all over Northern California. . . we were EVERY-

WHERE from Junction City to Sacramento and Arcata,” Mark says.

Always looking for new revenue streams, Scheckla hooked up with Erickson Air-Crane to haul for their California and Southern Oregon helicopter logging operation. By 1972 Scheckla had tired of the traveling life and they established their trucking headquarters in Burney.

Al continued to head the company, working nearly every day until he passed away in 2004 at the age of 79.

(Continued on Page 12)

See “Scheckla Trucking”

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33k Miles

2012 WESTERN STAR 4900SA, Detroit DD16 500HP, Jakes, 18-Spd, 14700 Front, 46k Rears, 3:91 Ratio, Full Lockers, AirLiner Susp, 4th Axle, 238" WB, Hydraulic Wet Kit, Power Windows, Full Gauges, 33k Miles.....**\$112,500**



18-Spd AutoShift

2009 Peterbilt 367, Cummins ISX 550HP, Jakes, 18-Spd AutoShift, 12k Front, 46k Rears, 4:10 Ratio, Air Trac Susp, 212" WB, Block Heater, Heated Power Mirrors, Spot Lights, Prestige Interior, 622k Miles, New Bearings.....**\$72,500**



Wet Kit

2008 Peterbilt 389, Cummins ISX 550HP, Jakes, 18-Spd, 12k Front, 46k Rears, 3:91 Ratio, Rear Diff Locker, Air Trac Susp, 260" WB, Hydraulic Wet Kit, Prestige Interior, Power Windows/Locks, 449k Miles **\$79,500**
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Ask About 18-Spd

2008 KENWORTH W900, Cummins ISX 485HP, Jakes, 10-Spd, 13200 Front, HD-40k Rears, 3:91 Ratio, Full Lockers, Hendrickson PRIMAAX Susp, 222" WB, Block Heater, Heated Power Mirrors, Full Gauges, 418k Miles**\$69,500**



142k Miles

2008 KENWORTH T800, CAT C15 475HP, Jakes, 18-Spd, 14600 Front, 46k Rears, 4:30 Ratio, Full Lockers, Neway Susp, 217" WB, Block Heater, Heated Power Mirrors, Power RH Window, Full Gauges, 142k Miles**\$79,500**



Ask About 18-Spd

2007 INTERNATIONAL 5900i, CAT C15 475HP, Jakes, 10-Spd, 13200 Front, 46k Rears, 4:10 Ratio, Rear Diff Locker, Hendrickson HAS Susp, 212" WB, Heated Mirrors RH Moto, Full Gauges, Satellite Radio, 229k Miles**\$64,500**



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American Class Interior

2006 Peterbilt 379, CAT C15 475HP, Jakes, 18-Spd, 12k Front, 46k Rears, 4:11 Ratio, Rear Diff Locker, Air Trac Susp, 224" WB, Hydraulic Wet Kit, Heated Mirrors, American Class Interior, Power Windows, Full Gauges, 245k Miles..**\$74,500**



314k Miles

2006 Peterbilt 379, CAT C15 475HP, Jakes, 18-Spd, 14600 Front, 40k Rears, 4:11 Ratio, Full Lockers, Air Trac Susp, 230" WB, Hydraulic Wet Kit, Heated Mirrors RH Moto, Prestige Interior, Power Windows, Full Gauges, 314k Miles...**\$69,750**



BROTHERS MARK AND RON SCHECKLA are carrying on the trucking tradition started by their father Al nearly 70 years ago.



AL SCHECKLA TAKING A RARE BREAK from work with one of his GMC log trucks back in 1949.



HAULING MONSTER REDWOOD circa 1950.

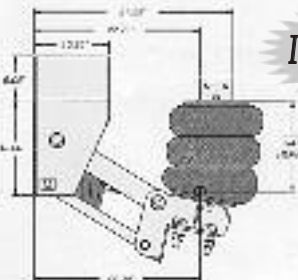


WELL-MAINTAINED KENWORTHS like this 2000 T-800, with 18-speed transmission and Chalmers suspension, are the backbone of the Scheckla Trucking fleet.

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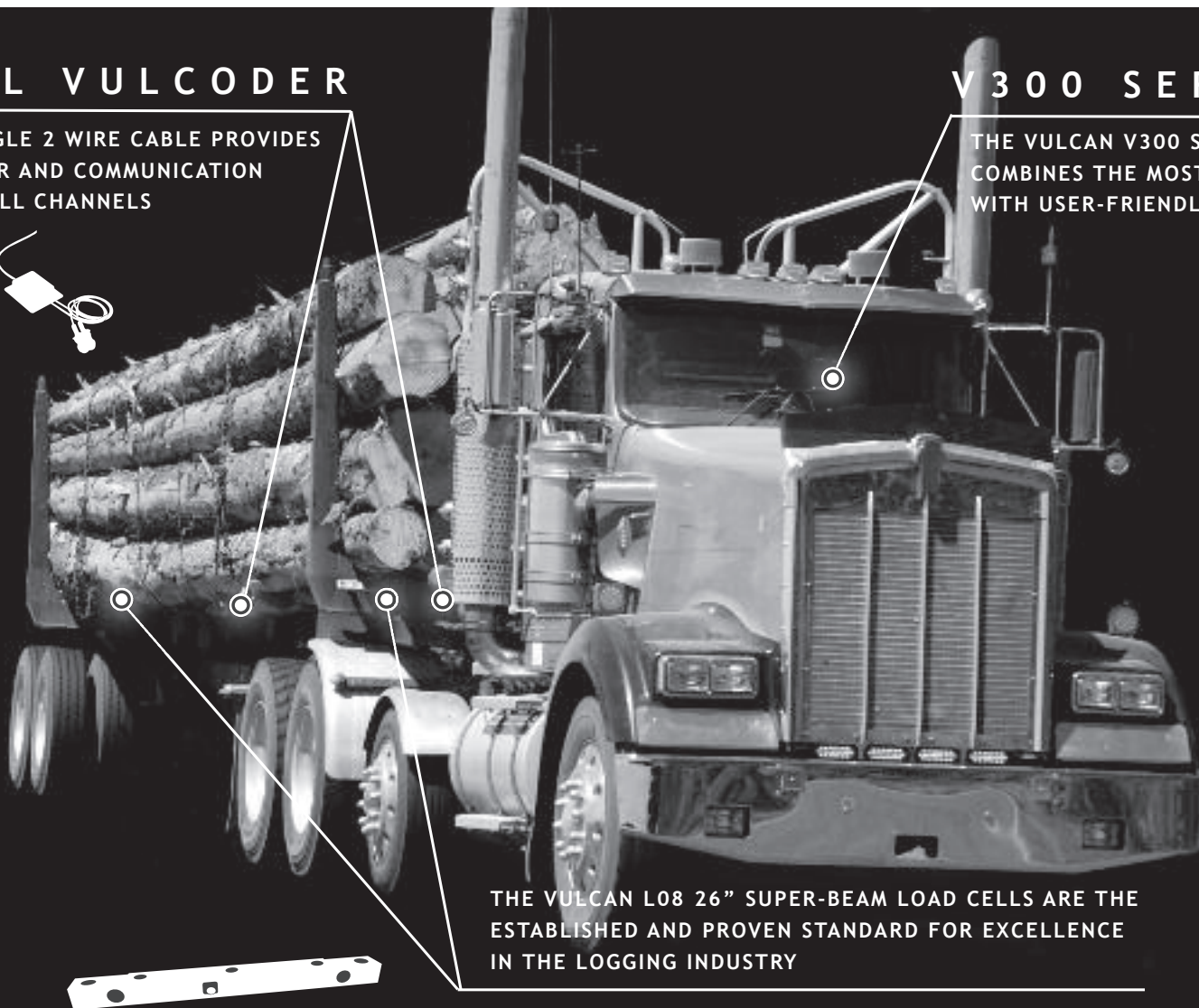
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(Continued from Page 8)

LOG TRUCKER

Al's wife Donna is still the sole owner of the company; sons Mark, 60, and Ron, 58, are the president and vice-president respectively; son Brian, 57, drives for the company and helps with the maintenance chores. Mark manages the office and dispatching, and Ron supersedes the maintenance and repairs out in the shop. Mark and Ron's wives Julie and Carla head up the office staff.

The boys worked their way up in the family business, starting with chores in the shop, and then moving behind the wheel of logging trucks after graduating from high school.

Scheckla continued hauling logs around the Burney area until the economy took a hit in the mid 1980s. With logging slowing down, Al, Mark and Ron decided to take their show on the road. They began adding Kenworth highway trucks to pull dry vans and flatbed trailers.

Move forward to present day, and Scheckla is running a fleet of 28 logging and highway trucks. On the logging side, Scheckla works with a number of northern California contractors including Headrick Logging, Dell Logging, Creekside Logging, Pickle Logging. They haul lumber for Sierra Pacific and diatomaceous earth, used as filters in the wine making process, for Dicalite Minerals Corp.

Scheckla continues on with Ken-



BEFORE MOVING TO CALIFORNIA, Scheckla's trucks were hauling for Ron Browning out of Sand Lake, Oregon (circa 1953).

worth – mainly T660 and T600 models on the highway, and T800 and W900L in the woods. The oldest truck is a 1990 and the newest are 2009 models. The trucks are Cat-powered with 13 or 18-speed transmissions, air-ride suspensions on the highway and Chalmers in the woods.

"The Chalmers suspension doesn't seem to wear out as quickly," Mark remarks. "We do have a couple of logging trucks with air bags, but it seems like we're always working on them."

The Cat 3406E motors have proven dependable with good fuel mileage and lot of low-end horse-

power according to Mark.

Scheckla takes care of their trucks at their shop in Burney, and also sends out work to Peterson Tractor, a Cat dealer in Redding. Since many of the Scheckla highway

(Continued on Page 13)
See "Scheckla Trucking"

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Scheckla Trucking

(Continued from Page 12)

trucks are running the I-5 corridor, and two-thirds of their drivers on both the highway and logging sides live in Redding, it is more economical to have them worked on there rather than at the home base in Burney, some 60 miles away.

"In our business, we can't afford to buy new trucks, so everything we buy is used, Mark says. "We get more bang for the buck when we buy a truck that is three years old versus being brand new because we can usually buy two used ones for the price of a new one."

"Also, on a three-year old truck that you buy from a dealer, there's a little bit of warranty remaining," Mark adds. "If you buy from an auction or somebody who is going out of business you don't know what you're getting."

With CARB emissions regulations putting the bite on highway trucking in California, Scheckla is downsizing their highway fleet and transiting more into log hauling again.

"We're kind of going back to where we began," Mark says with a laugh.

To counteract effects of CARB issues, Scheckla has been buying some of their trucks from Kansas City, Kansas. "Because of the way things are in California our used trucks aren't worth anything here is

they don't have the particulate matter filter installed," Mark points out. "We've been trading in our used trucks in Kansas City so that we get more for our money."

Still, under CARB regulations, Scheckla will be forced to replace 10 percent of their trucks on a yearly basis with models equipped with 2010 or newer engine technology.

"It's real tough to do that and stay in business," Mark comments, "but that's what we have to do whether we like it or not."

One option is to retrofit older trucks with approved particulate filters; but as Mark points out, that can be cost prohibitive. "By the time you spend \$18,000 to have Cat install the filter, they still tell you that you need to have a rebuilt engine to go with it otherwise the filter won't last very long," Mark says. "Now you've got over \$35,000 invested in an old truck that's maybe worth \$10,000 – that doesn't make it very feasible."

The other last ditch option is just to move to a state like Oregon without such restrictive emissions laws. But as Mark points out, relocating means abandoning long term valuable customers.

"We couldn't just up and leave them," Mark says.

"Ron and I are too young to retire," he adds. "We just have to suck it up, and do what we have to in order to stay in business."

Scheckla Trucking is after all a family company with a history span-

ning nearly 70 years. And no doubt, Al Scheckla is still keeping an eye on things too. The legacy that he left drives everyone involved to give it their all.

"He was devoted to the business 24 hours a day, seven days a week," Mark says, "It was something that he impressed on us to try to do too."

LT

FEBRUARY 2014
LOG TRUCKER



SCHECKLA DRIVER BILL MORISSON with the company's 1964 Kenworth hauling for Erickson Air-Crane.



SCHECKLA TRUCKING WORKING out of the reload yard in Orick, Calif. back in 1963.



SCHECKLA'S 1979 KENWORTH MOVING some big wood for Erickson Air-Crane near Loyalton, Calif.



RON SCHECKLA'S 2007 T800 hauling for Parnell's Timber Service.

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EVENSON LOGGING DRIVER WALT LOVEGREN in a 2014 Peterbilt 388 at Stimson Lumber in Clatskanie, Oregon. The five log load came from an Evenson timberland job near Rainier Oregon. "Many loads just like this from that job," he says. "It's a real nice patch of timber."



LOUIS GREEN PILOTING A 1985 KW 900B FOR PER INC., of Elmira, Oregon, off the salt creek mainline above Dallas, Oregon.

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ISAAC CROSIAR, OF SIEGMUND EXCAVATION and Construction, hauling rock for Weyerhaeuser logging roads near Alsea, Oregon. The 2013 Kenworth T800B is equipped with a Cummins ISX 15 550 and Columbia dump body.



GORDON ENTERPRISES LLC #3, a 1992 Kenworth T-800 with a Cummins N14 mechanical, Eaton 13-spd, Eaton DS402 2-spd rear ends on Hendrickson walking beam, spring suspension. Peerless log gear and Crown 3000 self-loader. Hauling wood from M&M Logging on a thinning job near Randle, Washington.



BRANDON JOHNSON HAULING FOR MANGUMS TRUCKING with a load from Dabco Logging off Beaver 30 on the road up behind Headquarters, Idaho.

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DRIVER BRANDON JOHNSON WITH FALL CREEK LOGGING, out of Grand Ronde, Oregon, in a 2002 Kenworth B-model mule train with a load of cream pulp.



DRIVER JAMES KROENER, WITH A.L. MALLER & SONS from McMinnville, Oregon, hauling out of Timber with 2004 Peterbilt outfitted with Peerless log gear.



DRIVER JACE MAGEE, WITH CHRIS KISSELBURGH TRUCKING, navigating some snowy conditions on Soda Fork Road (off Oregon highway 20) in the company's 2008 W900L (ISX 600hp, 18 speed, double lockers). The nice looking load came from Rick McKay Corp. and was destined for Freres Lumber Co.



CHRIS CHAVEZ COMING OFF B&M SIDE on the 320Q for Weyco in a 1996 KW W900L with a load of export hemlock headed to Longview Weyerhaeuser.

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New 2014 WS 4700SB, 16,000# steer axle, Detroit DD13 450 HP, RTLO16918B trans, 46,000# rears w/lr rear axle on Haulmaax susp., 190" wb w/24" front frame extension, 1/2" steel rail, 315/80R22.5's on alum. wheels on steer axle, 11R22.5's on alum. wheels on rear drivesP.O.R.



New 2014 4900SB Glider, S60 14L non EGR 550 HP Detroit factory reman engine, prepped for 18 spd. trans, 14,600# steer axle, 40,000# airliner rear suspension, 13,200# Watson/Chalin steerable pusher, 36" air slide 5th wheel, 244" WB, 3/8" steel rail, steer tires are 11R24.5's on polished outside alum. wheels, pusher axle tires are 255/70R22.5's on polished outside alum. wheelsP.O.R.



2007 Freightliner FLD12064 severe duty classic, 13,300# steer axle, Detroit S60 14L 515 HP, RTLO18918B trans, 46,000# rears w/air susp., dbl lkrs, 270" wb, 3/8" steel rail, 13,200# steerable pusher axle, 11R24.5's on alum. wheels front and rear, 255/70R22.5's on alum. wheels on pusher\$54,000



2006 LT9500, 14,700# steer axle, Mercedes MBE4000 450HP engine, RTLO16918B trans, 46,000# rears on Hendrickson Haulmaax susp., dbl lkrs, 265" wb, 7/16" steel rail, 13,200# steerable pusher axle, 11R24.5's on alum. wheels steer and drives, 255/70R22.5's on alum. wheels on pusher\$33,000



2006 Western Star Glider Kit, Cummins N14E+ 525 HP fresh overhaul, 18 speed transmission, clutch recently changed, 40,000# rears on 46,000# Chalmers suspension, 1979 Peerless log trailer and truck equipment, S-I scales, 8 1/2" solid bunks. \$55,000 for package, \$50,000 bare truck



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by Darin Burt

Mimi Launder pulled into town after delivering her first load of logs, but it wasn't to fix a tire or top off her fuel tank. Her daughter had stayed home from school that morning, and as a single parent, Launder needed to take her to a doctor's appointment.

Raising children is a demanding enough; now add to that the responsibility of owning and operating a business. Now put that business square into the middle of what has traditionally been a guy's domain, and you'll understand the challenges facing Launder as the proprietor of Launder Trucking.

"When I was starting out I had one person tell me, 'Mimi, just go and do an office job . . . a log truck isn't a place for a woman. I wasn't trying to prove anything, but when that was said to me it fired me up," says Launder, 35.

(Continued on Page 19)
See "Launder"



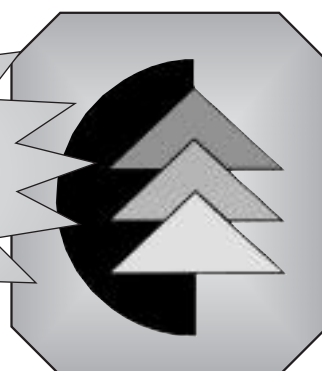
FAMILY IS THE DRIVING FORCE behind the success of Launder Trucking. Owner-operator Mimi Launder goes to work not only because she loves the job, but also to build a future for her and children Kassidy and Frankie.

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MIMI LAUNDER IS A RESOURCEFUL TRUCKER. She utilizes the lighter-weight synthetic wrappers, and that may be one of the reasons that she's known for setting records when wrapping up her loads. "Sometimes I get them tied down before the shovel operator even knows I've gotten out of the truck," she says with a laugh.



ONE OF THE REASONS THAT MIMI LAUNDER loves her job is that she gets to drive a flashy 2005 Kenworth.

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Launder

(Continued from Page 17)

A former medical phlebotomist, Launder wasn't unfamiliar with trucking. Her father, Ray Launder is the longtime owner of R&L Excavating, and she got her first experience with truck driving when she was just eight years old, helping him out in the woods. Early on, the family would follow the backhoe and Launder naturally learned to drive the dump truck.

"I can jump in any excavator, backhoe, shovel or truck and go to work," she says.

The family helped Mimi get into business with a 2005 Kenworth in the spring of 2013. Another member of the local timber community, Valley View Logging, graciously parked one of their trucks and allowed Launder to take its spot while she got her bearings.

"I had a truck sitting here; my dad and step-mom Ginger, and my mom Kathy and step-dad Michael Sheets were behind me 100 percent," Launder says, "there's no way in the world I would be where I am today without their help and support."

"I had about a month of hit and miss work," she adds, "and then peo-

ple just started calling and wanting me to come haul logs."

Launder and her dad added two more trucks to handle the workload, and Launder Trucking was off and running.

"People were wanting our trucks. We show up for work and we haul our logs. We go back for the extra load . . . that's just what you have to do."

Family is the top priority for Launder, and the success of her business is not only a way to put food on the table, but to build some long-term security.

"I have to take care of my kids; they're everything to me," she says.

"I had a hard time leaving so early in the morning and having them get themselves ready for school. It crossed my mind that I wasn't being a good mom," Launder admits, "BUT I also knew that I needed to feed them and provide a roof over their heads."

"The good part is that I get home in the afternoon and so we have the evening together," she adds. "This is a perfect fit, and it's great that I can call my hours if I need to get off something like a dentist appointment or a school function."

(Continued on Page 21)

See "Launder"



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CLAYTON CARVER (below) is the lead hired driver for Laun-der Trucking. He pilots the company's 1996 Kenworth seen here with a load from Burke Logging.



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



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

Launder

(Continued from Page 19)

The kids pitched in too. After the trucks returned to the shop at night, Frankie, 16, would help with the fix-it chores and Kassidy, 11, would make sure the insides were clean.

"We've made those trucks our life for now," Launder says. "We know it's what makes us a living and also why we get to go play."

"I think it's cool," says Frankie of his mom's profession.

"I told my teacher that my mom is a log truck driver and he was like, 'Nuh-uh,'" says Kassidy. "I was like, 'There's my mom,' as she drove by and honked her train horn."

Launder Trucking has three trucks in its fleet – 1996 and 2005 Kenworths, and a 2000 Peterbilt. The specs are pretty basic and heavy-duty with 18-speed transmission, 46,000 lb rears, dual lockers, and Cat or Cummins motors. Everybody lends a hand with the maintenance and repairs; Robert Leininger, who manages dump trucks for R&L, and John Lucas, a local mechanic, come in when major repairs are needed. Robin Trout, known around the shop as "Hannah", is the wash gal responsible for keeping the trucks sparkling clean.

Launder feels extremely lucky to have a top-notch lead driver in Clayton Carver who she commends for his ability to find work when needed. RDL Northwest, McCollum Log-

ging, Ron Staley Enterprises, Freres Lumber, PER Trucking, and Burke Logging keep the trucks busy.

"Something dad and I talk about all the time is that this is something that when he retires that I'm sitting good with my expansion of the company. The log trucks will be my baby if that's what I want to continue doing . . . hauling logs is a great occupation."

Launder isn't setting out to build the biggest fleet, but she's always looking for the next best deal when it comes to trucks. "If there's an awesome deal, we'll seriously consider it. The truck can sit and then if a job comes available we'll put it to work," she says. "You have to make sure that you find the right driver, though. You don't want drivers rotating through the trucks; we want drivers who will stay and grow with us."

"We're successful because our trucks are in good condition, they show up for work on time; if there's a company that needs us, they can call and know that we're going to be there," Launder says. "We pride ourselves on going above and beyond."

"I take pride in challenging myself every day; whatever it is, I want to do it better than the time I did before," she continues.

"I want to set an example for my kids that they can do anything that they want if they set their mind to it."

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22 From the Stump

(Continued from Page 2)

accuracy in addition to where and how to collect that. The method and persistence greatly improve your accuracy, especially beneath the tree canopy. Not only that but there are additional systems being launched and in operation over the next few years, including Russian (Glonass), European (Galileo) and Chinese systems putting at least four times the satellites in the sky that exist currently.

• SMARTPHONE AND TABLET MAPPING:

Jeff Grogan (Weyerhaeuser Co.) outlined the increasing use of mapping "apps" currently in use on relatively inexpensive tablets, or which may even be available now on your smart phone that can tell you exactly where you are on a calibrated map downloaded on your portable device. He cautioned that you, "...be aware: some (apps) have end user license agreements" and that "... commercial use can be tricky."

And with that in mind, he presented a whole host of applications, some are free (see above considerations), and some cost, but all are available today depending on your needs.

We've seen one such program, Avenza, in use by contract loggers in the Pacific Northwest over the past year plus. There are several sources for maps, some with costs,

but many are adaptable and available from corporate landowners in particular, and we're given to believe finding and loading them onto your device for immediate use is relatively simple.

The beauty of this program is it's free (thus far), runs at least on Apple iPads (though likely it will work on other tablets too), and on many smart phones.

Quality of the information is as good as the data, not surprisingly, however those we've spoken with who have this particular program have found it extremely useful for locating ground, checking the harvest progress, marking challenging areas, danger trees, and knowing

exactly where you're at on the ground and within the unit you're on. It is not proprietary software, the hardware is pretty robust, and if the unit has a problem you can simply replace it for a few hundred dollars versus what could be far more on proprietary systems.

Of all we've seen in the past few years of emerging technology, this is one piece in particular that is available now, which is immediately useful. Worth checking out.

Negotiations

The AOL's Annual Meeting held at Eugene's Valley River Inn proves again to be a weekend well spent with timely, informative

and interesting speakers, again living up to its reputation.

Keynote speaker, columnist Gene Marks outlined a number of ways to "...look ahead" and anticipate the coming years with a host of internet sites and materials to keep abreast of how the world is turning, from Washington DC to the real world.

Cong. Greg Walden always lends an insight into the inner workings of National politics as well.

But we found the most interesting speaker to be Gary Smith's presentation on negotiations, outlining a pragmatic approach from experience on effective negotiations, which was outstanding.

LT

Overweight

(Continued from Page 6)

pressure and a gazillion other illnesses). The dangers are present no matter if you drive or what your job might be. The FMCS "experts" have decided and are determined to regulate personal choices people make. Intrusion and invasion of private rights!

Because I strongly believe everyone is entitled to my opinion ... I would much rather see people eating sensibly, but more importantly, being able to pronounce ingredients listed on food products ingested. (I always tell my Mom; if you can't

pronounce it, don't put it in your mouth!) I also believe, as keeper of my own body, I can splurge on food I love because I'm not eating a dump truck load!

The BMI crack-down is one more step taken by over-zealous Feds thinking they have authority to regulate private, individual-rights as they move closer to a socialistic society. These are the same trough-feeders who turn a blind eye to the new pot shops, supply "fresh" syringes to drug users and send naughty "selfies" to strangers! (Just a coincidence the guy's name is Weiner!)

I have yet to see a newspaper headline reading, "Three People In-

jured on I-5 in Car - Log Truck Collision. Authorities Suspect Log Truck Driver of High BMI". I will hold my ground on this position. It makes no sense - selective, commercial enterprises and highly skilled drivers are on the hot seat and threatened with the possibility of unemployment, forced retirement, business closure and poverty yet millions of drivers whether drunk, stoned or "overweight by definition" hit the roads every second of every day. My position with the regulators ... you're not the boss of me nor are you my mother. Keep your nose outta my bizness!

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NEWS AND INFORMATION

OSHA extends deadline on Workplace Injury and Illness Proposal

The time to comment on a proposal from The Occupational Safety and Health Administration about a possible new regulation that would change the tracking and reporting of workplace injuries and illnesses has been extended from its original deadline.

The public has until March 18 to file comments with the agency following its original announcement in November, with a Feb. 8 deadline.

It is proposing to amend its current recordkeeping regulations to add requirements for the electronic submission of injury and illness information employers are already required to keep under existing regulations.

The first proposed new requirement is for businesses with more than 250 employees, and who are already required to keep records, to electronically submit the records on a quarterly basis to OSHA.

OSHA is also proposing that businesses with 20 or more employees, in certain industries with high injury and illness rates, be required to submit electronically only their summary of work-related injuries and illnesses to OSHA once a year.

Currently, many such firms report this information to OSHA under OSHA's Data Initiative, which was established in 1995 to collect data on injuries and acute illnesses attributable to work-related activities in private-sector industries from approximately 80,000 establishments in selected high-hazard in-

dustries.

OSHA says it plans to eventually post the data online, as encouraged by President Obama's Open Government Initiative. It says timely, establishment-specific injury and illness data will help OSHA target its compliance assistance and enforcement resources more effectively by identifying workplaces where workers are at greater risk and enable employers to compare their injury rates with others in the same industry.

The original announcement of the proposed rule in November followed one from the Bureau of Labor Statistics', which estimates that three million workers were injured on the job in 2012.

Carbon-fuel tax con?

Gov. Jay Inslee blasted the GOP-led majority in the Senate for suggesting he had a hidden plan to impose a carbon tax through executive order.

Inslee singled out Sen. Curtis King, co-chairman of the Senate Transportation Committee, in a three-page letter for suggesting the governor "come clean" with his plans for such a tax.

"I have never proposed, nor discussed proposing, a 'carbon-fuel tax,'" Inslee wrote in a letter Thursday to leaders of the Senate majority. "I have discussed a low carbon-fuel standard as a mechanism to develop cleaner fuels for our state. There is no element of a clean-fuels standard that could in any way be called a tax.

"That you choose to call it a tax suggests that this effort is more

about fear mongering or excuses for inaction than an actual discussion of the costs of reducing pollution from our transportation system."

Senate Republican leaders, who could not immediately be reached for comment, have argued for several weeks that Inslee was threatening efforts to craft a multibillion-dollar transportation-tax package with a secret plan to impose a carbon tax or low-carbon-fuel standards through executive order or agency regulation.

Inslee has championed the need to reduce greenhouse-gas emissions and signed a pact with Oregon, California and British Columbia last year promising to do so.

A low-carbon-fuel standard is a policy designed to reduce the amount of carbon in transportation fuels. Inslee has been vague about what he plans to do or what such a policy might entail.

Republicans contend such standards would drive up fuel costs and hurt the economy. They have asked Inslee to promise he would not take action unilaterally.

House Transportation Chairwoman Judy Clibborn, D-Mercer Island, said recently she'd heard concerns from the trucking industry about the rumored standards.

Inslee said in his letter that there is no proposal at this point.

"Therefore, without the existence of such a proposal, I don't understand your contention that 'my proposal' will cost anything, let alone in excess of a dollar per gallon," the governor wrote.

"I can assure you that no proposal from me that adds significant costs at the pump will ever materialize. I will ensure this by demanding real cost-containment measures and a thorough and very public analysis of all costs and benefits associated with any clean fuels proposal before moving forward."

- Seattle Times

Do fuel efficient tires perform better in winter?

Transport Canada recently released the results of a study on the safety and environmental performance of low rolling resistance tires.

Low rolling resistance tires are designed to improve vehicle fuel efficiency. They are made of advanced materials and have treads, dimensions and weights that help to minimize the energy lost as the tire rolls across the road surface.

The study, Packed Snow Performance of Low Rolling Resistance Class 8 Heavy Truck Tires, examined several brands of tires to assess their performance in packed snow winter conditions.

To comply with Canada's proposed heavy-duty vehicle and engine greenhouse gas emission regulations to reduce greenhouse gas emissions from new on-road heavy-duty vehicles, it is expected that truck manufacturers and importers will increase their use of fuel savings technologies, including low rolling resistance tires, on vehicles available for sale in Canada.

During public consultations for the proposed regulations, which are expected to come into force for 2014 model years and beyond, some industry stakeholders expressed concern that low rolling resistance tires may have reduced traction performance in Canadian winter conditions, particularly when equipped on class 8 long-haul heavy trucks.

The study, conducted by the National Research Council on behalf of Transport Canada's ecoTechnology for Vehicles Program, demonstrated that the current generation of low rolling resistance tires offers a similar level of snow traction performance as conventional tires, while reducing fuel consumption and

(Continued on Page 24)

See "LT News"

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(Continued from Page 23)

FEBRUARY 2014
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emissions. Tires used in this study were chosen from the U.S. Environmental Protection Agency's Smart-Way Program's approved list, a widely-accepted designation for low rolling resistance tires in North America.

The study's results, as well as other test results from the ecoTechnology for Vehicles program, will inform Canada's proposed emission regulations for heavy-duty vehicles and Canadian Motor Vehicle Safety Standards. This study will help support the uptake of low rolling resistance tire technology by the Canadian trucking industry, maintaining road safety and benefitting the environment.

For more information about the ecoTechnology for Vehicles Program and test results from this study, visit Transport Canada's website at www.tc.gc.ca/eTV.

"Most Wanted" Safety List for 2014

The National Transportation Safety Board has just released its 2014 Most Wanted List, the top 10 advocacy and awareness priorities for the agency for the year.

"The traveling public relies on a safe and efficient transportation system. Yet, every year, we see over 35,000 fatalities," said NTSB Chairman Deborah A.P. Hersman. "That's why we have the Most Wanted List: Steps we can take today, so that more people make it home tonight."

Occupant protection is new for 2014. "While preventing accidents is always the goal, saving lives and reducing injuries in the event of an accident is also critical," says the board. "Increasing the use of available occupant protection systems and improving crashworthiness to preserve survivable space can mean the difference between life and

death."

ATA President and CEO Bill Graves said, "We appreciate NTSB's persistence in addressing critical safety issues, especially those that affect the trucking industry's workplace, our highways."

NTSB's Most Wanted List is an important record of needed safety improvements, said ATA, and "this year includes three items of particular interest to the trucking industry: eliminating distraction, addressing substance-impaired driving and improving occupant protection and crashworthiness of vehicles."

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the U.S. and significant accidents in other modes of transportation, such as railroad, highway, marine and pipeline. It can make safety recommendations to the U.S. Transportation Department and its agencies, but cannot mandate policy or require new regulations.

U.S. EPA issues Diesel Exhaust Fluid guidelines

The U.S. Environmental Protection Agency issued a guidance letter late last year to heavy-duty on-highway engine manufacturers outlining how it intends to determine the physical range of adjustment of diesel exhaust fluid quality for certification testing, according to DiscoverDEF.com.

Because operator intervention is needed to refill DEF, the letter says there is potential to add liquid other than DEF, either accidentally or intentionally. The agency says a financial motive could also exist to refill the DEF tank with other liquids, as well as diluted DEF.

At the time of EPA certification of the manufacturer's engine, the agency says it examine what means the engine maker has implemented inhibit DEF quality adjustment. It notes that sensors in current and

previous model years have been able to detect poor DEF quality for many engines, but not all, DEF dilution scenarios.

"EPA expects that operators that would tamper with DEF quality would most commonly attempt to do so by diluting DEF with water. Dilution of DEF with water can be accomplished cheaply and easily..." the letter says. "This type of dilution would cause little to no immediate damage to the [engine's] selective catalytic reduction system and would not affect performance characteristics apparent to the operator, such as developed power or fuel economy, though it would likely lead to a substantial increase in nitrogen oxide emissions."

EPA says using the cost range for DEF of \$3 to \$5 per gallon and assuming 25% dilution with water, an operator that drives 100,000 miles a year, achieves a fuel economy of 6 miles per gallon, and whose engine doses DEF at 3% of its fuel consumption rate, could save from \$375 to \$625 per year in DEF costs.

The incorporation of DEF quality sensors could be a suitable option and the EPA believes that urea quality sensors can be installed on new vehicles by 2016.

Kenworth, Freightliner issue recalls

Paccar — parent company of Kenworth and Peterbilt — has issued a recall for 2014 year model Kenworth T170, T270, T370, T440, T470, T660, T680, T700, T800, T880, C500 and W900 trucks that were built between July 1, 2013, and Sept. 17, due to potential defect that can cause stop/tail/turn lights to not work.

The recall was issued Dec. 5.

The potential problem stems from the plastic housing of the stop/tail/turn lamp, as it can shrink and the bulb can fall out of its retention ring, the recall says, which can increase crash risk.

Kenworth will notify truck own-

ers and dealers can replace the lamps with new ones. The recall will begin this month. Truck owners can contact Kenworth at 425-468-7400.

Freightliner Cascadias built between December 2012 and November 2013

Daimler Trucks North America — parent company of Freightliner — also issued a recall in December, for 2013 and 2014 Freightliner Cascadia trucks built between Dec. 11, 2012, and Nov. 27, 2013. The trucks are equipped with a Meritor Wabco electronically controlled air suspension, for which the wiring harness could be reversed.

The reverse connection could adjust the suspension axle height incorrectly, the recall says, which would reduce driving traction or parking brake effectiveness.

Daimler will be notifying truck owners, and dealers can inspect the wiring and correct free of charge, the recall notes. The recall campaign will likely begin Feb. 16. Truck owners can contact Freightliner at 1-800-547-0712.

Black carbon a powerful climate pollutant

Black carbon, the soot produced by burning fossil fuels and biomass, is a more potent atmospheric pollutant than previously thought, according to a four-year international study released on Tuesday.

Emitted by diesel engines, brick kilns and wood-fired cookstoves, black carbon is second only to carbon dioxide as the most powerful climate pollutant, according to the study published in the Journal of Geophysical Research-Atmospheres.

But because black carbon only lasts in the atmosphere a matter of days, compared to carbon dioxide's atmospheric endurance of centuries, addressing it could be prime target for curbing global warming, the report said.

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LT News

(Continued from Page 24)

"This new research provides further compelling evidence to act on short-lived climate pollutants, including black carbon," Achim Steiner, chief of the United Nations Environment Program, said in a statement.

Steiner pointed to efforts under way to cut black carbon emissions from heavy-duty diesel vehicles, brick production and municipal waste disposal as part of the international Climate and Clean Air Coalition. The United States was one of the coalition's founders last year.

The U.S. Environmental Protection Agency in December tightened limits on soot pollution from power plants, diesel engines and burning wood from levels set in 1997.

The report found black carbon's effect on climate is nearly twice what the United Nations Intergovernmental Panel on Climate Change estimated in its landmark 2007 assessment.

At that time, climate scientists ranked black carbon third behind carbon dioxide and methane. The new research, conducted by a multinational team of 31 experts, moves black carbon up in the ranking.

The new assessment found black carbon emissions caused significantly higher warming over the Arctic and other regions, could affect rainfall patterns, including those of the Asian monsoon system, and have led to rapid warming in the northern United States, Canada, northern Europe and northern Asia.

The sooty particles that make up black carbon can be a major component of urban air pollution like that now blanketing Beijing, said Durwood Zaelke, president of the Washington-based non-profit Institute for Governance and Sustainable Development and a reviewer of the study

before its publication.

"Black carbon is not only more important for climate than we thought, it also kills over a million people every year who contract deadly respiratory diseases by breathing air polluted by black carbon," Zaelke said in a statement.

Driver health still at risk

The news wasn't all bad. The reported prevalence of health professional-diagnosed heart disease was significantly lower for truckers than for the U.S. adult working population (4.4 percent compared with 6.7 percent).

A study on the health of truck drivers published in the American Journal of Industrial Medicine found that over two-thirds of truckers participating in the study were obese while 17 percent were deemed "morbidly obese."

Also, 51 percent were cigarette smokers, compared with 19 percent of the non-trucking workforce, and 61 percent reported having two or more of health risk factors such as hypertension, obesity, smoking, high cholesterol, no physical activity, and six or fewer hours of sleep in a 24-hour period.

The study found 34 percent of drivers fall asleep or nod off while driving, while 7 percent admitted they feel drowsy nearly every day, with researchers concluding that 15 percent of respondents showed signs of sleep apnea and 59 percent showing signs of respiratory problem.

Smart solutions for battling winter weather

Patterns of severe weather can drive up costs and challenge state DOTs to maintain a high level of service without the benefit of additional financial resources. High-tech solutions like GPS guidance systems and low-tech products like potato juice are helping states to cut costs, improve efficiency, and mini-

mize environmental impacts.

The Alaska Department of Transportation and Public Facilities uses a variety of advanced technologies to combat extreme winter weather. This year, ADOT&PF became one of the first agencies in the country to deploy an icebreaker. The device, which attaches to the front of maintenance truck, uses a steel drum with spikes to break up ice and expose asphalt. The device, which can be raised and lowered like a snow plow blade, turns smooth ice on top of roadways into a rough surface that provides better traction for vehicles. The department also uses advanced technology to keep its snow plows on the road and operating during whiteout conditions. The department uses a state-of-the-art High Accuracy Differential Global Positioning System on several of its snowplows and snow blowers, which provides the operator with a virtual view of the highway. Road crews can now clear snow in zero visibility conditions while avoiding guardrails, bridge approaches, traffic signs, and other roadside infrastructure. ADOT&PF also uses the Enhanced Maintenance Decision Support System (EMDSS); a new technology being deployed this winter which turns ordinary maintenance vehicles into mobile weather stations. Using cell phone signals, the specially equipped trucks automatically relay real-time road surface weather conditions. The weather data is used in conjunction with roadside weather cameras to enhance winter maintenance decisions and deploy methods best suited for current weather conditions. The department is also exploring installing mobile forecasting units on both private industry and public vehicles such as school buses and commercial trucks.

The Tennessee Department of Transportation uses a substance called "Magic Salt" to help melt ice and snow during lower tempera-

tures. Magic Salt, made from potato juice, is a biodegradable, non-corrosive, and environmentally friendly substance. TDOT is also using tow plows, which are attached to the back of traditional snow plows and allow drivers to clear an additional travel lane in one pass.

This season, the California Department of Transportation is using an innovative, new tow plow on Interstate 80's rugged Donner Pass. The tow plow swings out from behind a traditional snow plow to clear snow from two lanes of traffic. It can also apply brine solution to prevent black ice before and after a storm. For California's motorists, Caltrans' new QuickMap app shows up-to-the-minute chain control information. <http://quickmap.dot.ca.gov>.

FMCSA to shut down carriers based on 'Patterns of Safety Violations'

The Federal Motor Carrier Safety Administration (FMCSA) has published a Patterns of Safety Violations Rule which implements the agency's authority to shut down a truck company if the company, or a company officer, has a history of purposely violating federal safety regulations.

The rule is one of the new enforcement tools that the agency has developed in recent years to target high-risk carriers that endanger travelers by avoiding or covering up their negative history of safety compliance.

FMCSA intends to apply the rule in egregious cases in which it finds that a motor carrier has committed a pattern of unsafe practices, even if that particular investigation alone does not result in a downgrade of the carrier's safety fitness rating.

The new rule complements a rule adopted by the agency in 2012 to apply out-of-service orders to reincarnated or chameleon carriers and to consolidate their enforcement histories. Today's rule goes one step further by authorizing a complete revocation of the motor carrier's authority to operate. For a copy of the Federal Register announcement, see: <http://alturl.com/cz4tn>

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