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VOLUME 41 NUMBER 5

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MAY 2014

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SEE PAGE 6



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From the stump...

LSI and Logging Safety in Washington

by Mike Crouse, Publisher

Talk with any logging contractor in the state of Washington and you'll hear about the high cost of L&I (Labor and Industries) workman's compensation (workman's comp) insurance, and with good cause: it's certainly amongst the highest, if not the highest in the nation. Perhaps not a problem to anyone other than contractors in Washington state, however any issue affecting logging in one state or region is worth paying attention to because those issues inevitably can have an effect on other regions as well. Understanding the issues of one region may help prevent or ward off similar issues in your state.

Each state calculates its workman's comp rate a little differently, thus finding a means of comparison is challenging; Washington's rate is based on the hours reported (different from anywhere else). That said Washington remains substantially higher.

To address the issue government and private industry formed a partnership in March of 2013 creating the Washington Loggers Safety Initiative (LSI) whose goals are to: 1) promote a "safety first" culture for all logging-industry employers and workers; 2) reduce the frequency and severity of injuries and prevent deaths; 3) Increase proper reporting of worker hours; and 4) Explore options to reduce costs in the industry. The consortium includes industry, WCLA (Washington Contract Loggers Assn.), and several other state and private agencies including the Washington L&I.

LSI participating contractors can receive an immediate 10% reduction in rates with an additional 10% available once participants pass a third party audit successfully.

Reactions have been varied, and some contractors are very vocal and skeptical of success, however in spite of all the grumbling and complaining, most are on the same page in recognizing all are better served with a safe working environment. While the temptation may be overwhelming at

times to toss up one's hands and walk away, that is not a viable option. To change the system requires working from within that system towards a safer work environment.

LSI may not be perfect, and it is a work in progress. It's design is intended to emphasize training to constantly

reinforce a "safety culture" in logging operations, increase the accurate reporting and participation in the L&I program.

The next few years we're very likely to have an increased demand for workforce within our industry due to the forecast increased demand for logs and wood fiber. Commitment to better training, stronger supervision, follow through and putting a sound foundation of safety into the mindset of that labor force will pay dividends and both a safer and more productive work force.

Another goal of the LSI program is to, "...explore options to reduce costs in the industry," all fine and laudable goals. We heartily agree that reducing costs is a worthwhile aim, but it should be extended to efficient operations within the Washington L&I as well, an idea we find unlikely to have a warm reception either at L&I or the Washington state public employees union.

The heart of the problem with government operations in a state where one party has had sole control the past several decades is complacency, with the overwhelming tendency of entrenched bureaucracies to protect their individual fiefdoms rather than concern themselves with efficient operations that could pose a threat to the status quo. Thus "don't rock the boat," and "go along and get along," becomes a stronger environmental reality and serving the public and striving for greater efficiencies.

The LSI leadership is right on the mark in pursuing accurate reporting of hours, and increasing the side of those participating. A larger audience spreads the risk to a broader base, while encouraging safety to that broader audience... ultimately, greater participation has to result in a lower cost basis.

We feel that another environment change needed from Washington's L&I focus being on serving their clients in promoting and encouraging safety in the operations, rather than their perceived (and

frequently mentioned) interest in viewing their clients as a revenue stream through issuing tickets and fines for contractor shortcomings. Presently a contractor can invite L&I to visit their work site for a "review" that would point out deficiencies to be corrected, which the contractor must rectify in a specified time frame or be subject to fine. However the environment created by the L&I has earned them their reputation as fine masters well beyond "safety experts," there to help everyone achieve a safer work place.

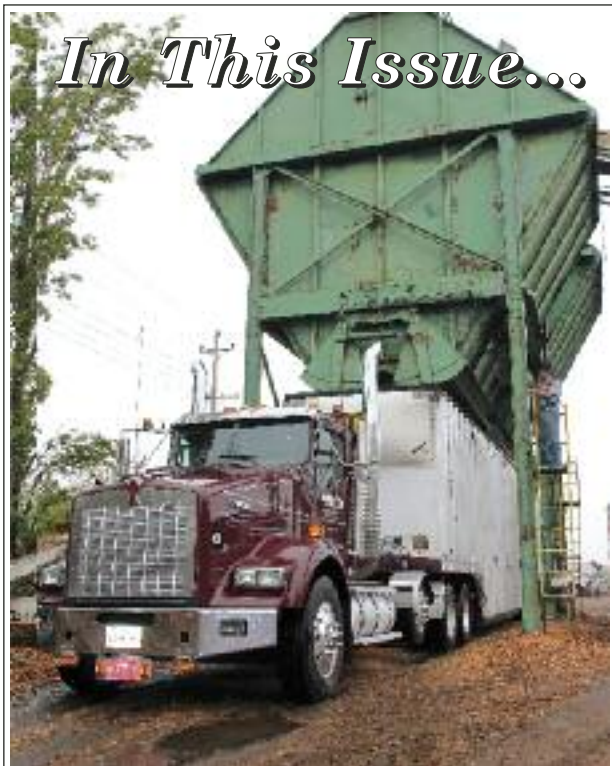
After listening to an LSI presentation by L&I staff at the recently completed Intermountain Logging Conference in Spokane, Washington this past month, we'd wondered if the best results for state funds for safer logging might be used to fund "safety specialists" working directly under the leadership of the WCLA, where there's no real or imagined threat of fines but a genuine and trusted safety expert ready to help design and implement safety programs for the contractor and their crew. A radical departure from today's practice for the state, certainly, but where everyone recognizes the ultimate goal is a "safer work environment" why not shift the thinking from fines to a positive outcome? Can state government, L&I or the state employees union see their way to trying an approach that's yielded better results in other states? Or will they cling to the past and protect their own turf?

More than a decade (maybe two) ago, we heard the executive who headed the revamping of the state of Oregon's State Accident Insurance Fund (SAIF) at the Associated Oregon Loggers (AOL) annual meeting in Eugene. He'd noted that while most of those he dealt with were encouraging and supportive, it inevitably was couched with the idea that "our group is fine," and that the others may need some cleaning up. He heard this from virtually everyone, service providers (medical), physical therapists, investigators, etc. with the message being "look over there, not here." At the end of the day, SAIF was revamped, reorganized, increased efficiencies and a reduction in costs and increase in benefits to those who have a demonstrated need.

Reduced operating costs and increased efficiencies should deliver a far better benefits to injured and recovering workers, and help to fund a more effective safety program in place especially in logging, placing the safety guys in the field with the audience they can actually help by helping that

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See "From the Stump"

In This Issue...



COVER PHOTO: WOOD RECOVERY, A WHOLE LOG CHIPPING operation, in Oregon's Willamette Valley, utilizes a fleet of Kenworth T800s to maintain dependable service for their customers.

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— by Finley Hays

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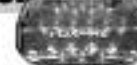
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READER RIDES



JEFF KERR, WITH SCOTT VESSEY TRUCKING, out of Elma, Washington, piloting a 2009 T-800 with a 550 Cummins ISX, pulling a 2012 52-ft General 3-axle hayrack trailer.

[More Reader Photos On Page 15](#)



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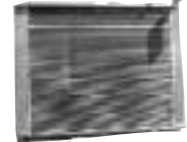
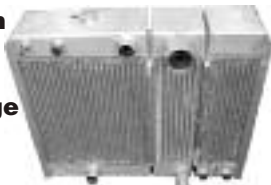
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W900L Glider Kit equals reliability, durability and nostalgic appeal

The Pardovich family has owned and operated PER Trucking since 1980. Originally a diesel engine rebuilding shop - PER (Precision Engine Rebuilders) - the Elmira, Ore., company evolved into a log hauling fleet around 1985 with the help of an old Kenworth truck.

"One day my father came into the shop and said he saw an old logging truck sitting in a field," recalled Dan Pardovich, who joined the family business in 1983 while a junior in high school. "He told us to see if we could buy it and rebuild it between engine jobs. After we rebuilt it, a logger called and said, 'I hear you have a logging truck. Do you want to haul logs?'"

Today, the company operates a logging fleet of 21 Kenworth trucks (T800s and W900s) and Pardovich estimated he and his brothers have rebuilt 35 trucks over the years, all Kenworths.

Durable, working trucks

"Last year, we built a Kenworth W900L Glider Kit truck," said Pardovich, who put the newly rebuilt, showroom-quality truck into logging operation as soon as it was finished. While glider kit trucks turn a lot of heads, "Kenworth trucks are built to work," he said. "My brother Ryan and I ran a couple loads just to set the scales and put it through its paces. Next day we gave it to the driver and haven't had any problems since. We expect the same hard-working reliability and performance from a glider kit truck as

any other Kenworth truck.

"From the time we started in the trucking business, our entire fleet has been Kenworths and Kenworth rebuilds. All big working trucks. Our logging trucks are out there getting dirty, getting rock chips, and taking a lot of severe abuse. For durability and toughness, you can't beat Kenworth trucks," he said.

Latest amenities and updates

For fleets and owner-operators who want to make old trucks 'new' again, Kenworth offers glider kits for the T660, T800 and W900L models, in all sleeper sizes. Kenworth glider kits feature

the latest amenities and updates in each of the three models.

"We use rolling gliders," said Pardovich. "The way the glider kit program works is, you have to have two major components from a donor truck. We used the engine and transmission."

Every truck rebuilt at PER is put into the fleet, said Pardovich, who is already working on his next glider kit. "After three or four years, we might resell them. Kenworths hold their value and there's always a good market for them. But in general, we keep them working in the fleet.

"Kenworths have good longevity and I feel they're the best trucks for what we do. For me, there's only one truck and it's Kenworth."

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TAKING A CHIP SHOT

WOOD RECOVERY JUNCTION CITY, OREGON

By Darin Burt

By the time Denny Van Wyk was nine years old, he was running a tractor on the family farm, and by thirteen he was hauling grain to town with a semi-truck. His job isn't that much different these days; as the owner of Wood Recovery, a whole log chipping operation, he's "still playing with equipment" just with logs instead of in the corn fields.

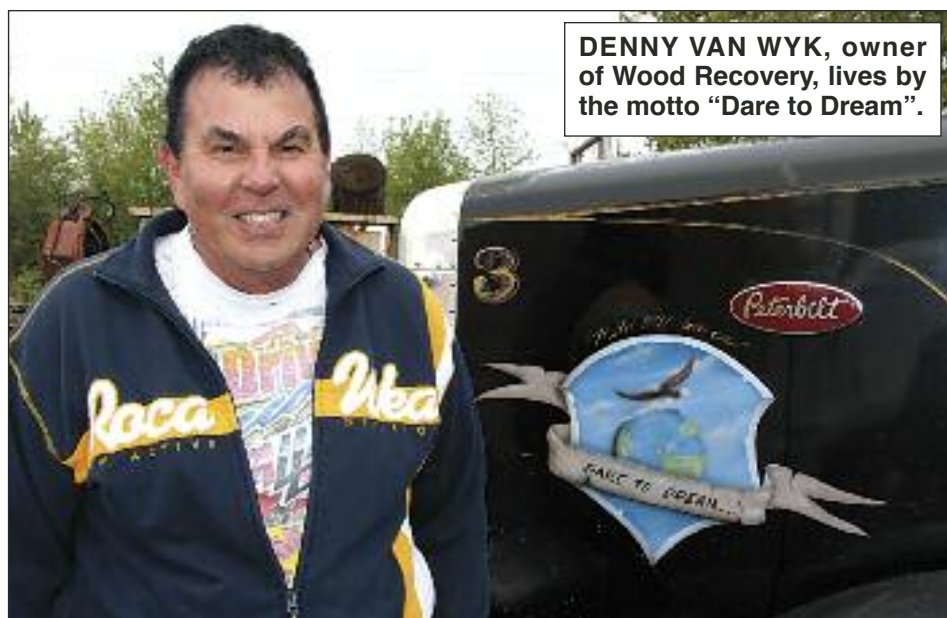
Denny buys the logs, sells the chips, does the hiring, manages the operation and the trucking, hauls logs on occasion, and even runs into

town for a part to keep the mill running. "The next phone call changes

(Continued on Page 8)
See "Wood Recovery"



WOOD RECOVERY has two active mill sites in Junction City, Oregon and Sweet Home, Oregon. They specialize in turning residual fir, pine, and hardwood into wood chips and hog fuel, and transporting those products to paper mills and co-gen plants.



DENNY VAN WYK, owner of Wood Recovery, lives by the motto "Dare to Dream".



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8 Wood Recovery

(Continued from Page 6)

MAY 2014 LOG TRUCKER

my day," says. "You've just got to get in and make it happen."

Wood Recovery, founded in 1991, has two active mill sites in Junction City, Oregon and Sweet Home, Oregon where they specialize in turning residual fir, pine, and hardwood into wood chips, largely for the paper industry, and hog fuel for co-gen plants. Wood Recovery recently started placing dump boxes near log decks, allowing farmers and loggers to salvage short, chunk wood that has typically been burned or turned into hog fuel.

The goal of the company is to provide the quality and quantity of wood chips and/or biomass you need in an efficient and timely manner. Having their own trucking fleet helps provide customers the security that the product will be available when needed. An average day can see both facilities sending out as many as 20 loads of chips.

Denny started Wood Recovery with his friend Owen Posner chipping peeler cores at the Bald Knob veneer mill in Creswell.

"The logs started coming in and before long we were getting logs from all over the place," Denny says.

Stalcup, a trucking company out of Coos Bay, was handling the hauling originally; when Wood Recovery relocated their operation to Junction City, Walsh Trucking took over. Wood Recovery soon found that as production and business increased they needed more trucks, so they created their own fleet. The fleet slowly grew to include 10 chip haulers, two drop boxes and a log truck equipped with a wet kit so that it can serve as a short logger or pull an end dump trailer.

"Georgia Pacific had different paper mills that they wanted us to go to, and since we have our own fleet

(Continued on Page 13)

See "Wood Recovery"

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2006 KENWORTH T800 featuring a 500 hp ISX Cummins motor and 10 spd transmission. Wood Recovery owner Denny Van Wyk prefers the T800 which he says is well-built truck. "At first I didn't care for the sloped nose, but you can see pretty well in them, and they also don't shake and rattle as badly some of the other trucks do."



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WOOD RECOVERY UTILIZES A CATERPILLAR 980F wheel loader to load trailers at their chipping facility in Junction City. Eric Velarde is at the controls here, loading the 1996 T800 Kenworth that he drives for the company. The truck features a 470hp Detroit 60 series motor, 13-speed transmission, and 48-foot Reliance possum belly trailer. Formerly a tanker truck, the '96 T800 is one of the lightest in the Wood Recovery fleet at 16,000 pounds.



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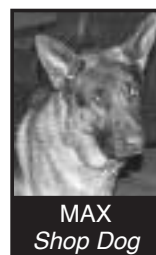
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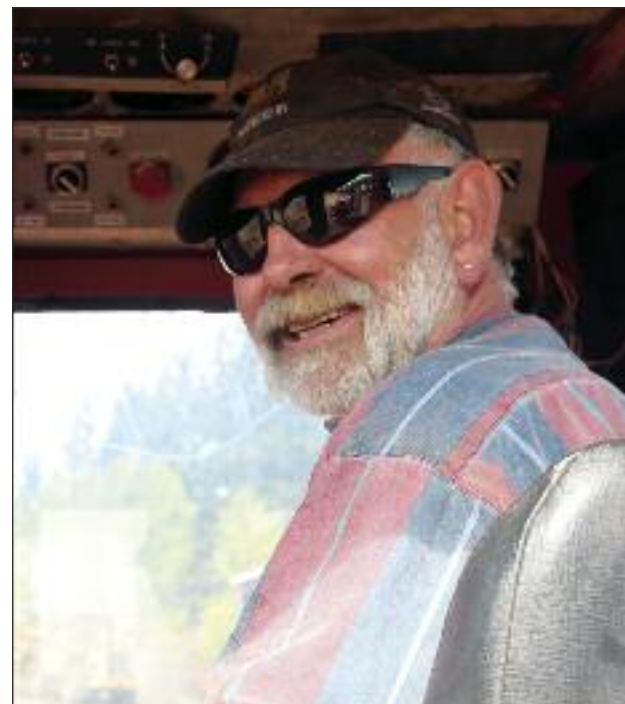
MORBARK CHIPARVESTOR Whole Tree Chipper in action at the Wood Recovery yard in Sweet Home. This aggressive machine features a chipper disc that is 5' thick and weighs 8,000 lbs., making it perfect for the toughest of jobs. With an 83" disc and a four-wheel hydraulic feed wheel compression system, this machine is fully equipped to handle what you give it. "It's pretty wood-hungry . . . it like to eat things," says operator Martin Smith. "With the right wood, I could make more chips in two days than we could haul out in two weeks."



KENNY KEELER, ONE OF THE SENIOR CHIP HAULERS at Wood Recovery, finishes tarping his load before heading to Georgia Pacific in Longview. Kenny was a log trucker with a paid off rig until 2008 when "timber went to hell, everybody was cutting their rates and there wasn't much work. (Chips) aren't my favorite thing to haul, but it's a really good job; plus I get a little break because I do all the equipment moving as well," Kenny says. "Denny is a great person to work for too."



MARTIN BUCKSON HAS BEEN HAULING CHIPS for Wood Recovery for almost five years. Also in that time, he's hauled logs, driven the box truck and flatbed. When he's not behind the wheel of a truck, Martin is behind a drum set with the popular classic rock band No Way Out, which plays gigs around the Willamette Valley and often at Spirit Mountain Casino. "Trucking pays the bills," says Martin, who's played drums since he was 17, "But being in a band is more fun!"



MARTIN SMITH DOES A LITTLE OF EVERYTHING - from millwright and mechanic to equipment operator - at Wood Recovery. He's been with the company for 12 years, having given up driving truck quite some time ago because he got tired of being away from home.

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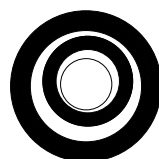
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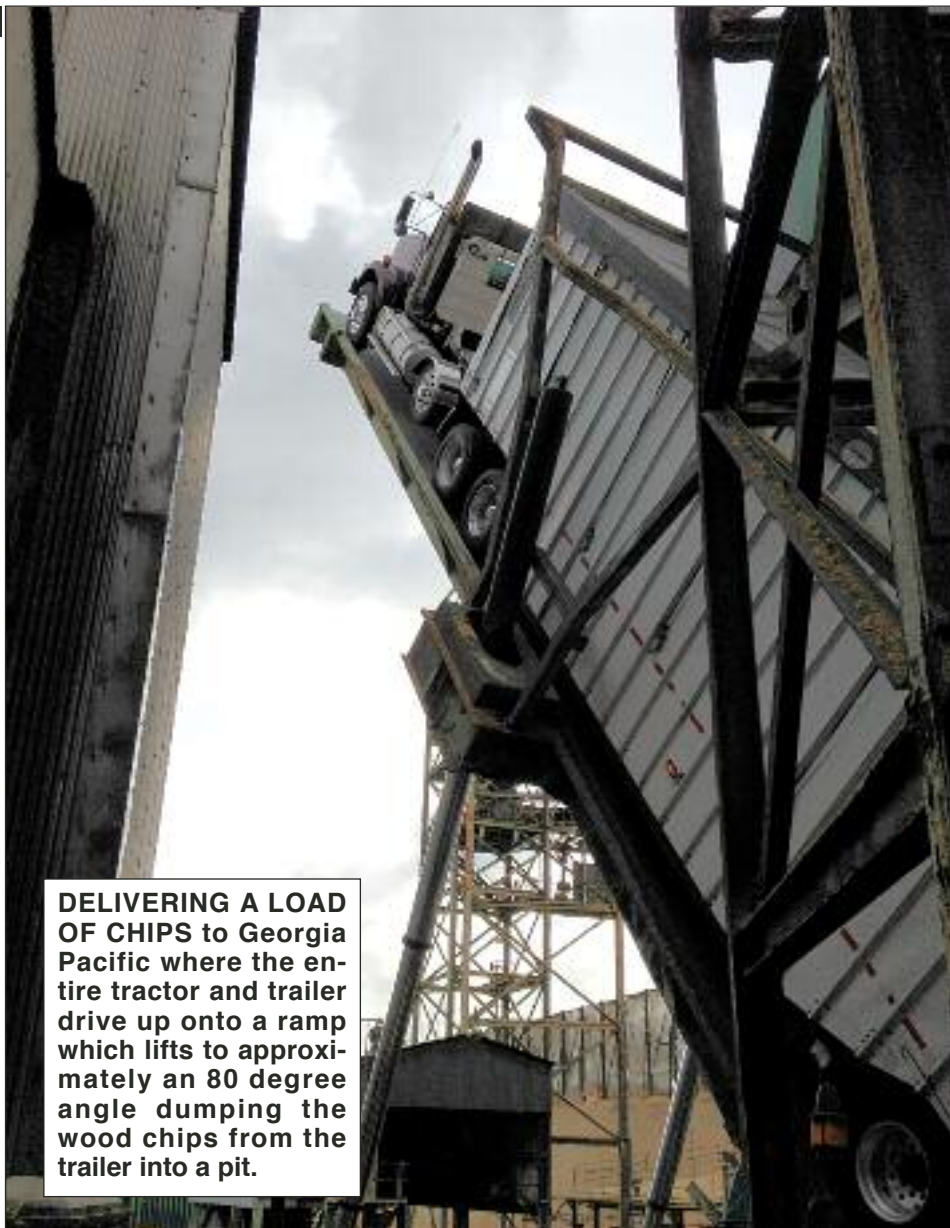
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CHIP HAULER/SERVICE MECHANIC ERIC VELARDE loading his trailer using the Cat wheel loader. Eric started in the shop at Wood Recovery and brings 10 years of diesel mechanic experience to the job of truck driver. "It helps me to come back to the shop with fewer problems," he says. "If I do have a problem, I can fix it on the spot or help out another truck that is having a problem. If I had to wait for a mechanic to show up, it would hours and money lost."

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Wood Recovery

(Continued from Page 8)

many trucks there," Denny explains.

Adapting to changing markets

The number of regional paper mills has dwindled in recent years as the markets have shrunk. No longer are there mills in Boise, Everett, Albany, and Portland, and that resulted in a decrease of some 800 chip loads a day out of the market. At the peak, Wood Recovery served 10 customers and delivered 35 loads a day.

"We have fewer mills to go to, and I was told a couple of times that we weren't going to be needed. . . I've always said that I'm stupid but blessed. I think there was one time where we slowed way down for about a month but otherwise we've stayed busy," Denny says.

Wood Recovery has been delivering chips to Georgia Pacific paper mills for the past 15 years; GP is their main customer, but they also supply Roseburg Forest Products, and KapStone, in Longview, Washington.

Primarily Wood Recovery produces wood chips to be used to make paper, but hog fuel for boilers is an offshoot of the debarking process. The majority of hog fuel is delivered to Roseburg Forest Products in southern Oregon.

Trucks equal dependability

"Having our own trucks certainly helps," Denny adds. "There for a little while, when things got really busy, we weren't very dependable having to rely on outside trucking companies. When you own the trucks you can control where they are going."

"If you ask me, 'Do I enjoy having the trucks?' Well. . . not especially; they're a lot of work," he admits. "They're a necessary evil."

"When I first started, we only had two of our trucks and it was a challenge getting our quota hauled," comments Kenny Keeler, Wood Recovery's senior driver/dispatcher. "With our own fleet, the mills are happy because they're getting their product on time."

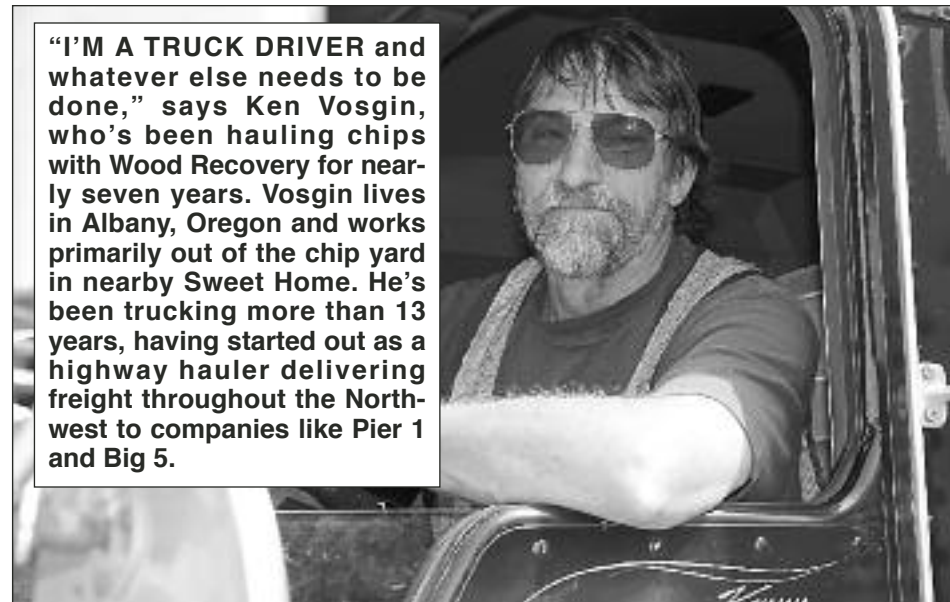
The Wood Recovery fleet ranges in age from 1996 to 2009 models. "We've never bought any new trucks; I'm looking for ones that are three or four years old," Denny says. "A lot of them have a lot of good life left in them. The furthest we travel is about 130 miles, so it's not like we're running across country with them."

Several of the trucks in the fleet have already topped the million mile mark and are still going strong. They will only outlive their usefulness when they start costing more to upgrade than what a new truck

(Continued on Page 14)

See "Wood Recovery"

DRIVER TRAVIS MARTIN, from Noti, Oregon, has been with Wood Recovery for three years, having previously worked for BS Trucking which was a contract chip hauler for Wood Recovery. Martin drives a four-axle 1996 Peterbilt with an N14 Cummins motor, Airtrak suspension and Peerless possum belly trailer. Before hauling chips, Martin worked in concrete construction for close to 20 years.



"I'M A TRUCK DRIVER and whatever else needs to be done," says Ken Vosgin, who's been hauling chips with Wood Recovery for nearly seven years. Vosgin lives in Albany, Oregon and works primarily out of the chip yard in nearby Sweet Home. He's been trucking more than 13 years, having started out as a highway hauler delivering freight throughout the Northwest to companies like Pier 1 and Big 5.

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14 Wood Recovery

(Continued from Page 13)

MAY 2014

LOG TRUCKER

which to set up the trucks for optimal fuel economy. Among Cat, Cummins, and Detroit motors, the N14 matched with a 13-speed transmission seems to be winning in pulling the 105,000 lb loads. According to Denny, a 10-speed transmission doesn't provide enough gears for pulling the hills on the coast range between Corvallis and Toledo where highway restrictions allow only 48' or double trailer combos.

The majority of the fleet are Kenworth T800 models which Denny commends as being "a pretty well-built truck."

"At first I didn't care for the sloped nose," he says, "but you can see pretty well in them, and they also don't shake and rattle as badly some of the other trucks do."

Drivers earn their keep

Drivers hauling chips at Wood Recovery jump into the loader



1999 KENWORTH EQUIPPED WITH A 475-HP CAT 3406 motor and 10-speed transmission with a Western trailer. "It's been a really good truck. It's one of the best in the fleet and has held up well with very few problems," says driver Ken Vosgin. "For what we do, the fuel mileage is really good; about 4.25 miles mpg."

and fill their own trailers. "When we had other people hauling for us, we used to have an operator loading trucks, but you can go an hour or more between trucks," Denny says.

"The drivers know how their truck need to be loaded so it's easier for them to get up to weight, and also both of our mills have scales in the yard. . . so they can make their load

and off they go."

"We want guys who will take care of the trucks and who understand how to haul big loads. You don't just take off and go flying around the corners and you don't just stop on a dime. Drivers need to use their head and have some common sense."

Moving forward, new markets

Change is inevitable in any business, and Wood Recovery is no different.

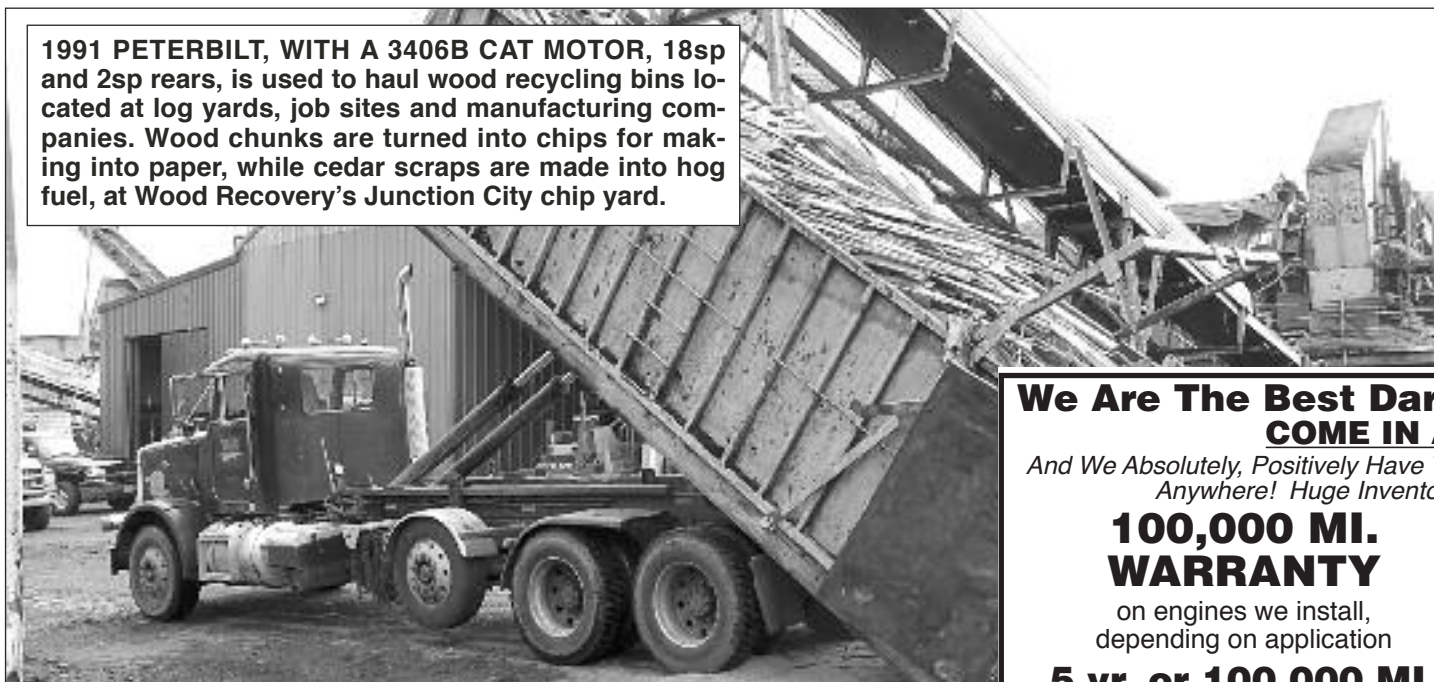
With fewer customers looking for their product, they always have an eye open for new markets to sustain their future. One such market is selling bio-mass to the Japan, which is among the world leaders in increased investment of green energy ventures. On the heels of the 2011 nuclear power plant disaster caused by earthquake and tsunami, Japan has made an initiative for 20 percent renewable by 2020.

"Years ago, in Eugene, we had The Eugene Water & Electric Board (EWEB), University of Oregon, Globe Metallurgical, a mine down by Dillard and several other places that burned (biomass), but now there's hardly any demand for hog fuel; you can hardly get rid of it," Denny says.

"We just do what we say we're going to do, and we don't complain. . . we just keep on going."

LT

1991 PETERBILT, WITH A 3406B CAT MOTOR, 18sp and 2sp rears, is used to haul wood recycling bins located at log yards, job sites and manufacturing companies. Wood chunks are turned into chips for making into paper, while cedar scraps are made into hog fuel, at Wood Recovery's Junction City chip yard.



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WILL GROHMAN, owner/operator of a 2010 Kenworth W900L with cummins isx 550 motor, 18 speed transmission, and 46k rears on AG460 suspension, hauls a load out of Manchester, California headed to Ukiah for H&M Logging.

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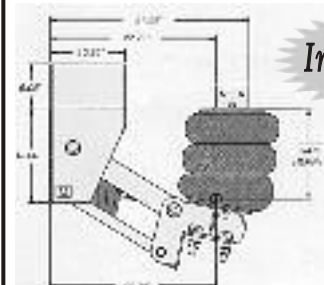


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LACEY WALKER SHARES THIS PHOTO she captured while riding with Ray Scott Trucking, out of Tillamook, Oregon. The 2005 Peterbilt 379 extended hood is equipped with a 550 Cat engine, 18-speed 46 double-locked rear ends, Peterbilt Airtrac suspension, and an '05 Whit-Log trailer.



DEVIN MADONIA, WITH PACIFIC LOGGING, in a 2013 Peterbilt, and Aaron Stacey, with Rob Graham Trucking, driving a 2013 Kenworth T800, up Wheeler Mountain near Granite Falls, Washington.



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TJ HARRISON TRUCKING CAMBRIDGE, IDAHO

By Darin Burt

TJ Harrison, 57, has 40 years in the timber industry to remember. Right now though, things are a little foggy as he's recovering from a logging accident late last year where he rolled a Cat and 'took a pretty good shot to the head'. He spent five months in the hospital, and is slowly getting better back at home now with the help of his son Levi, Rod Kesler (the logger he was working for at the time), and many friends and family. TJ gets around pretty well in his wheelchair these days, but he'll be the first to tell you, it's nothing compared to driving a logging truck.

TJ got his start when he was just a young man in high school, running a HD5 CAT and rubber-tired skidder, for his dad Bob Harrison, owner of Harrison Logging. After gradua-

tion from high school in 1976, TJ moved into a truck and started hauling logs.

"One thing led to another, and he needed a little help, so he put me behind the steering wheel of his old International and said, 'go to town and I'll see you in a couple of hours,'" TJ recalls of his humble trucking beginnings. "We had a really good friend, named Bud Wagner, who unloaded trucks at the mill. He'd pull my wrappers off, unload me and load my trailer, and back the woods I'd go."

That first truck had a 318 hp motor with a 5-4 transmission, but it was more than familiar to TJ. "From the time I was about six years old, I rode in the truck with my dad all the time," he says. "I'm sure that first trip I did by myself was scary - if I could remember it, but dad just put on another load and I went right back to town."

"I thought I was ten-feet tall and bullet-proof," he adds. Probably

(Continued on Page 18)
See "TJ Harrison"

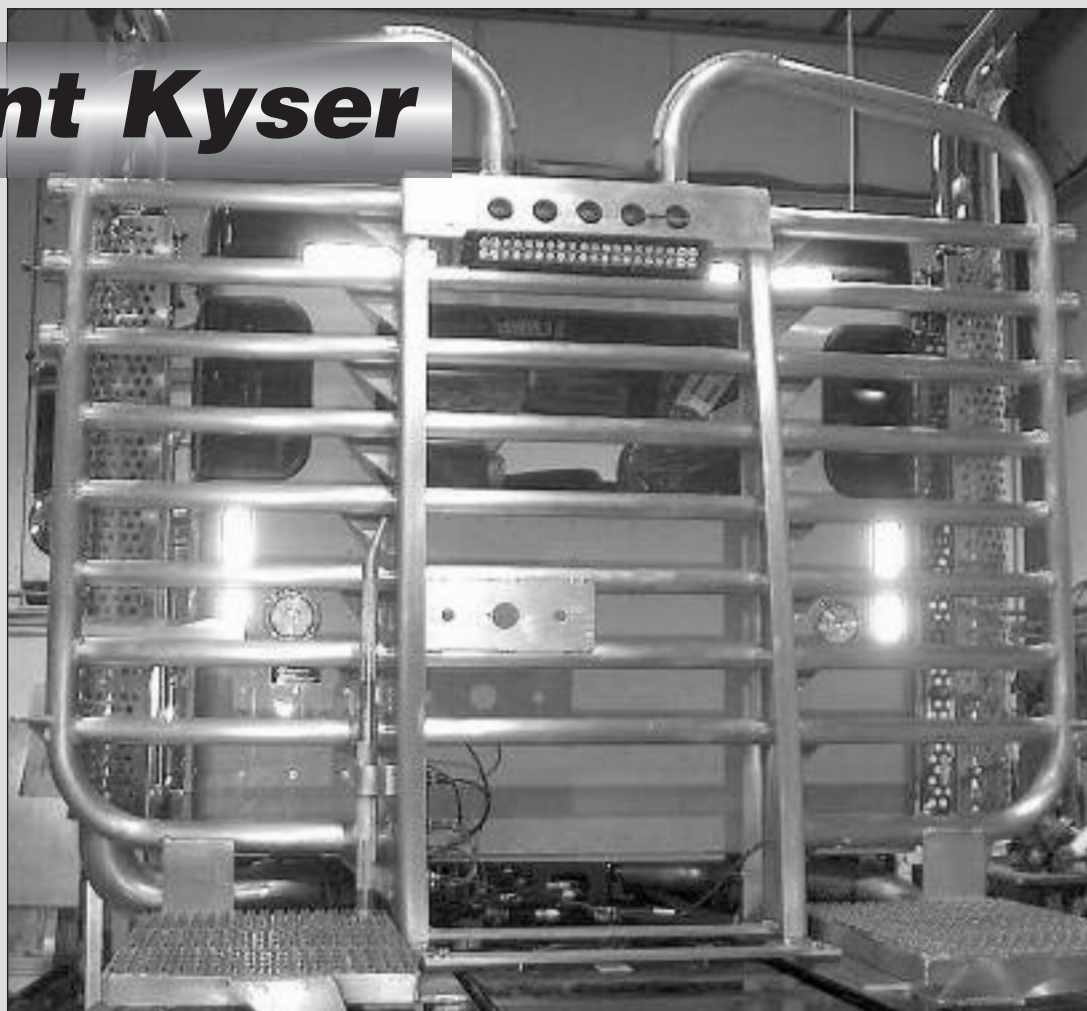


A YOUNG TJ HARRISON poses with his dad Bob back in 1972. When TJ was out of high school and ready to haul his first load of logs in the old international, he recalls his dad telling him, "Just go on to town and I'll see you in a couple of hours."

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18 TJ Harrison

(Continued from Page 17)

MAY 2014 what gave him the gumption to go ahead and buy a Western Star logger from Woodpecker in Pendleton, Oregon. Looking back, TJ says he was probably more “stupid than gutsy.”

LOG TRUCKER TJ went on to work for B&G Logging, operating an FMC skidder for a couple of years, while at the same time keeping a log truck on the road. That was also about the time that TJ's son Levi became old enough to work in the woods, and so he taught him the ropes.

“The only thing that I tell Levi is to keep all 18 wheels on the ground. . . it works best that way,” TJ says.

Over the last five years, TJ built up a handful-size fleet logging trucks, and he knew most of them well, having rebuilt the trucks and log trailers to suit his needs – and save money over newer ones.

“I started with a little bit of nothing, and built it from the ground up,” TJ says. “When I first started driving trucks, a bunch of guys that I worked with told me that anybody can buy a new truck, but not just anybody can build one; my dad had worked for a guy by the name of Ken Croker in Meridian, Idaho and he was kind of a ‘fix it all man’; he would take older trucks and fix them up like new, and I took that too heart.”

“Over in our area you were paid by whatever you had on, and the trucks I had were pretty lightweight and made more money per trip. The last truck that I had, I basically built the bunks for the truck and the short log trailer which only weighed about 5,800 pounds – where most are around 7,500 pounds. It took a lot of years of studying to build it that way.”

“One of the things that I learned from my dad was how to make shortcuts. When I got into building my own trucks, I rebuilt the motors

because it cost a lot of money to take it in to a shop and have it done. I got to where I could tear a motor down and rebuild it in about three days where it took Kenworth or whoever a week or longer. I would take the transmissions to Six States Distributors in Boise because when you got into a 13 or 15 speed it became a little hectic to rebuild.”

Over the years, TJ ‘mellowed out’ on the trucks until he was eventually running just one. His first was a 1969 Peterbilt followed by a White Western Star, and then he began buying Kenworths and the last was a longhoid Peterbilt.

“For a while I had more Kenworths than anything,” he says. “Right now, in my opinion, the best truck is the one on which you get the best buy.”

Logging, hauling or building trucks, TJ was into ‘all of the above’. He logged for companies including Boise Cascade, Crowman, TR Johnson, and Ellingson, who were scattered all over Idaho and Oregon. With work so spread out, it was too much of a hassle to keep things under watch, so he eventually dropped back to just hauling logs.

“The last little bit I was into the trucks, but for quite a few years, I was into logging and had a skidder, couple trucks and hired people. . . but it was too much of a headache,” he says. “In our area, you had to bid on the jobs and compete with other people – it wasn’t like you just said, ‘okay, I’ll do it for this much and they’d hire you to do it.’ Things just got too competitive.”

TJ’s trucks hauled for ‘just about everybody.’

“You kind of float back and forth between half a dozen guys,” he says. These days, Levi is making sure that the truck keeps working.

“Over the years of logging and trucking I’ve met a lot of great people,” TJ remarks. “It’s a hard life . . . but it’s no different than anything else.”

LT



1970 KENWORTH, powered by a Detroit V12, that TJ rebuilt the truck in the 1980s. He proudly showed it off in the local rodeo parade with a three-log load from JB Logging.



TJ HARRISON SURROUNDED BY his family; Ian, Levi, Zach and Missy.



1980 KENWORTH WITH A 3408 CAT MOTOR. “It’s dad’s pride and joy,” says Levi Harrison “He’s rebuilt it several times, repainted it, added daylight doors with shaved door handles, a sunroof, new frame rails and new flex air suspension.”

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Oso Will Rise Again

by Sherrie Bond

The tragedy taking place in the small community of Oso, Washington is heartbreaking for certain, but taking a second or third look you will be blown over by the cooperative, communal effort of the town's survivors, countless men and women from Darrington and Arlington and the unsung heroes who flocked in by the hundreds, with saws, shovels and literally their bare hands to dig. Anyone growing up in a tiny community, like Oso, knows when disaster strikes everyone runs toward it - not away. No one asks, "What can I do to help?" They fly at it instinctually and don't quit until the job is finished or they

are too exhausted to take one more step. Sapped to the core, they still have to be dragged off the site to take a well-earned break and sustenance.

I am speaking to the choir for most readers as anyone growing up in a small town, particularly a logging community, you already know what I am about to say. If it's reinforcing to the majority of readers that's great, but more importantly, if it sheds light on people who have never been exposed to tightly woven communities that exist in small town America, I'm here to tell you absolutely nothing will keep these folks from completing their quest for closure.

Positive response from outside

the community has been unimaginable, be it food, money, clothing, equipment, generosity or compassion. There is no way to thank everyone who helped, but I do want to acknowledge Jessie Jones (KINGTV). He may have gone into Oso as a reporter and stranger, but walked out as an adopted member of the community. He saw need, hit the ground running to get donations and never looked back, while other reporters on the scene were doing their damndest to lay slide-blame at the feet of the loggers (again)! How cockeyed is that? History and subsequent industry regulation speaks for itself. Government agencies have a hand in every pot and you can't do anything without approval and kissing their ring! Know any government agency who doesn't assume your business is their business? Me neither!

An ex-Darrington guy (2006-2010), sent a letter to the Olympian, criticizing Oso residents. I say "guy" because I think I saw hair on his chest as he said "...over my 77 years, I've done some construction ... to see some of the places people want to put a home is just beyond my thinking then they wonder why their dream home is wiped out by forces

of nature." He went on to ask "...why do they need the local, state or federal government to tell them it was a dangerous place to build a home?" Need? They don't need governmental intrusion founded on how much money the agency can squeeze out of an already dry turnip (you) in an effort to fill in financial potholes created by their own SNAFUS, overspending and budget mismanagement! So, Mr. Contractor~Dude, it was an agency official who gave the green light to build homes within the danger zone of the Hazel Slide in Oso. Under a veil of proficiency, with his expertise hangin' out in plain sight, innocent people accepted his authority within a department specifically designated to independently give the yea or nay to a building project. They had no idea they were gambling their lives on this guy's perception; what a tragic series of events. All of you have my sympathy and condolences in your loss. Oso will rise again, stronger than ever before . . . but for now, it is Oso heartbreaking.

Sherrie Bond welcomes your comments, and can be reached at BondTruck@aol.com.



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NEWS AND INFORMATION

J.J. Keller scores fleet performance, safety and practices

Fleets can now have greater insight into their safety and compliance performance with a new service from J. J. Keller & Associates called Diagnostic Audit & Assessment.

According to Steve Murray, J. J. Keller's senior director of consulting services, "This service goes beyond a traditional compliance audit to thoroughly assess a fleet's CSA performance, safety management policies and procedures, and adoption of industry best practices."

During the audit and assessment, a J. J. Keller adviser will score fleets in more than 500 areas. Those scores will then be compiled into a J. J. Keller Performance Rating, which is a tool designed to measure their risk exposure and performance against other fleets, their other locations, and their future progress.

Fleets will also be given a com-

plete report of their diagnostic audit and assessment, details of the individual scores, recommendations for making short- and long-term improvements, and the guidance of J. J. Keller's regulatory specialists.

"This service will provide fleets with the greatest insight into how they can improve compliance, manage CSA scores, control insurance premiums, adopt industry best practices, and reduce accidents and liability," said Murray. "It's the most advanced process for building a best-in-class safety and compliance program available."

Well spoken. . .

"Don't wait until everything is just right. There will always be challenges, obstacles and less than perfect conditions. With each step you take, you will grow stronger and stronger, more skilled, more self-confident and more successful."

- Mark Victor Hansen



From the Stump

(Continued from Page 2)

work place's safety environment.

Last but not least, in spite of the Washington state voter's rejection of the Workman's Comp Insurance Reform Initiative in 2010, competition would be very healthy for business and serve as an incentive for the Washington L&I to run efficiently. Certainly it is not a panacea, and there is no guarantee that private insurance companies would rush to take on state industrial accident insurance in Washington.

That measure bombed at the polls losing by 60/40, in a clear demonstration that advertising is very persuasive. The typical rules of "follow the money" says a great deal about whose interests were being served in seeing the measure defeated, not surprisingly the 20 leading contributors were "lawyers and lobbyists" chipping in \$1,946,297 in campaign funds, followed by aerospace industry, Washington State Labor Council, and other unions.

Supporters were primarily the insurance industry.

To the winner receives the status quo.

The losers... you could say big insurance lost, but in an industry where choice and the market prevails, and the winner is chosen by the market place, the real losers

were the companies and individuals in the state. We can assure you the legal industry was not funding the campaign out of ideological purity, they wanted to keep the cash cow alive, working and maintaining itself a trough of public cash to play in and profit from.

When all is said and done, Washington state's L&I could do far better, yet their only potential incentive comes through competition, a very foreign playing field for them and their minions. Follow the money... it leads to whose interests are truly at stake.

For all the grouching and grumbling being bantered about, the LSI is a good first step on the way towards enlightenment and reform. It's both time consuming, paper and meeting intensive, but it sets and emphasizes the safer work place that serves us all. Certainly there are adjustments that must be made and those costs cannot be borne solely by the logging contractors but by industry and landowners as well.

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