

LOG TRUCKER

VOLUME 41 NUMBER 6

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JUNE 2014

Island Life

GOS

EASTSOUND, WASHINGTON

SEE PAGE 6

Good Bye!

FINAL EDITION

After 40 Plus Years of covering stories for and about log truckers, this is the last edition.

See "From the Stump"
on Page 2 of Loggers World

BUCKLEY LOG SHOW



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JUNE 28-29, 2014

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DEMING, WASHINGTON

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Finley's Rigging Shack "Classic"



(This column originally appeared in the June 1976 edition of *Loggers World*.)

One of the goofy things about writing this column is that it is written a couple of weeks or so before you get a chance to read it—if you do. At this time of the year that 2 weeks, more or less, can mean a big change—because it is spring and 2 weeks means a lot of growing and changing.

While I'm writing this drivel I'm also watching a movie on television. 'Pride of St. Louis' it is called—the story of Dizzy Dean. I used to follow baseball pretty stoutly and of course remember Dizzy Dean. He had a lot of mouth and he had a lot of ability. Can remember his rise and his quick retreat. Can't remember why he quit pitching but suppose he had to; he wouldn't want to quit. Maybe before this movie is over I'll find out why he quit. I won a buck or two betting on games he pitched.

Remember the time he said that he and his brother Paul would win 45 games for the Cardinals? Think they did it. Guess it ain't bragging if you can do it.

My work is always a pleasure. This year I've got more of this work to do. Because we started another magazine, Log Trucker it is called. So if there is more work there is more pleasure—follows, don't it? And that is true—it is more pleasure. And I'm lucky enough to have good people to back me up and have got good equipment to work with.

Good tools. To me that is a pleasure and a privilege. I've worked and logged and fretted with haywire and poor tools and things that didn't work right for years and then some. It is a pleasure to have good tools—the best of tools—to work with. Makes it easier, faster and better. Puts a lot of joy in the doing.

This year I have a camper Van. Camper built on a one ton Chev Van or rather built in a Chevy Van.

a CB Radio and a Common Carrier radio for communication. I've got some more things to stuff in and strap on and tie down and think it'll work out in fine shape. Looking forward to a lot of good trips in this machine.

During my travels I get a chance to get into many good looking fishing locations. Every spring I vow to take some tackle with me and to do some fishing. Haven't done it yet and don't suppose I will. Think I like running around and talking to loggers better than I like fishing. Not a bad choice.

At this time of the year—and this is one of the best times of the year—things look interesting ahead. I can visualize all those loggers I'm going to meet, the places I'm going to visit and many other things both interesting and entertaining. Lots of pleasurable plans and anticipation.

At this time of the year a man is full of hope and plans. He has got lots of plans and promises for the upcoming summer. At this time he can believe he can do all he hopes and plans to. Six months from now he'll be wondering, 'where the summer went and reluctantly review his plans and not that many of them didn't get done—some of them didn't even get started.

I have a bad habit, and have always had it, of thinking, thinking and believing, that I can do more than I can. Of course, I know that I can do more—just don't know how to get that much more efficient and get the necessary shots of energy to do it.

"Our job is to write about loggers and truckers and the work they do". That is a 11 word editorial philosophy of ours. Read once where any publisher should be able to state their editorial policy in ten

Haven't used it much yet. Got it at a lower price because it was last year's model and had some miles on it.

My desires are to have a place to live in and also a place to work in. I've got a desk shoved in there, fits tight but there is room. The thing it lacks is room enough to store all the things I think I need on a trip. (I have a tendency to take too much junk). I've got

words or less. Not only that but everyone that works for the publisher should know the editorial philosophy. "We write about loggers and truckers and the work they do". That is still 11 words.

Television commercials

You and I see lots of them. Sometimes I like to watch television in the evenings and mostly sports. The way our telephone works is that it is pre-set to ring exactly 5 minutes before the end of the game or the end of a program. Has been that way for years.

Other parts of the program are interrupted by commercials—and I'm not against them. In fact I go to some trouble to find out who is making the commercials. Take Mr. Goodwin—that kindly old man who sells Crest—I have it on good authority that he is about bankrupt and the only company who will extend him credit for stocking his store is the Crest people. Now I have been watching and keeping score and suffering with Mr. Goodwin for a good long time. Poor devil. As long as I've been watching he hasn't had over a dozen customers in his store. And there hasn't been a one of these customers who has bought over one tube of toothpaste at any given time. On top of that no customer has come in and wanted a tube of the right toothpaste. They all seem to want something else and it is up

to Mr. Goodwin to cleverly and sincerely talk them out of what they wanted and sell them a tube of Crest.

Now you figure the gross amount of income that poor merchant has and make a guess at his costs of doing business. There is no doubt about it, this man would be broke and out on the street if he wasn't subsidized by the Crest people. I don't use their toothpaste but I got to admire these generous Crest people in the way they keep Mr. Goodwin's head above water.

I have often wondered what has happened to Mrs. Olson and the jar of coffee in her purse. The last I saw of her she was always showing some poor neighbor how to make coffee. I had heard her neighbors had taken up a petition to get her out of the neighborhood and that Mrs. Olson quit the coffee business and went into bootlegging. I hope that isn't true. But if it is true I assume that she carries a jug of moon in her purse and will whip it out at a slight excuse and pour a drink to

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See "Rigging Shack"



FINLEY HAYS

In This Issue...



COVER PHOTO: JERRY SCHMIDT, A LOG HAULER based on Orcas Island, disembarks from the Ferry Chelán at the Port of Anacortes in the San Juans.

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by Mike Crouse

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EASTWOOD TRUCKING • EVERSON, WASHINGTON

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4 The Notebook 1942. . .

JUNE 2014

LOG TRUCKER

LESSONS RECALLED

by Sherrie Bond

Growing up, I always looked forward to this time of year, not only was school about to end, but it meant I could ride shotgun with my Dad hauling logs. I loved that early morning mist, inhaling the wonderful woodsy scent of mud, pitch and diesel. We'd share a plain ol' sandwich from his nosebag (yum) but the swig out of that nasty, burlap water bag (yuk); about as 'refreshing' as sucking warm, stale water out of a tater sack!

Life was different then, logging too. I was reminded of that yesterday, reading a from a small spiral notebook Daddy always carried to keep track of his trips, scale and hours. He also made notes on what he did after work on the truck he drove. No 'quittin' whistle, I'm going home' on this job. Not in those days. (He didn't buy his own truck until the early 50s.) The notebook began, "September 1st to 18th, 1942, working for Leber Logging Co. Hauled forty-six loads totaling 371,470 bf. September 20th worked seven hours "monkey-wrenching"; September 21st to 25th hauled fifteen more loads. No check." He didn't get paid for that month until the end of Octo-

ber after hauling forty-three more loads (another 326,790 bf). He got \$100 total for the 89 loads he dumped in two months. Snowed out all November, in December he got a hauling job with Grant Franklin and was paid in full that month! He put in eighty hours between the 12th and 24th of December and got three checks from Grant: one for \$26.21, one for \$30 and the final one for \$23.94 ~ a total of \$80.15. On the back of that page, is my Mom's grocery list: two loaves of bread, eggs, butter, two cottage cheese and two milk.

January of 1943 he went to work for Nelson Brothers in Monroe and worked eight days that month. He rented a small room in the Monroe Hotel (my Mom went with him as he couldn't make the trip back and forth each day and didn't like leaving her home alone). The notebook records six trips, burning 157 gallons of gas, all one or two log loads but, being a "truck driver" didn't mean he could slack-off on the slow days. He wrote, "... worked 4 hours fixing the V-8 and 8 hours setting chokers." Nelsons' paid him \$77.06 and gave him eight gallons of gas to get home and they shut down for the season.

Back in their little rental house in Wickersham, settling in for the winter, times were hard, but they had that little nest egg to get them through till spring. Like everyone at that time, they "made do" with what they had. Married for five years (he was now 26 and she 21) they didn't have much, but they had each other. In a small community like theirs everyone shared what they had; they all liked their venison and salmon the same way they liked their eggspoached! It was survival.

How things have changed. I try to tell myself its all relative; back then you might get a dollar a day but a loaf of bread was a nickel. Same thing holds true today; you may earn two hundred grand a year

and your pick-up costs fifty-two grand and change!

Many areas of American have drastically changed, but I am truly thankful for and honor our traditional rural, small towns where individuals don't ask, "Do you need help" but instead say, "Hey, I can help". Where in the world would we be if not for them? Instead of sending boatloads of dough to foreign countries or hoping dimwitted politicians will produce logical solutions to stabilize the economy, we need to rein in the extremists holding seats in Congress and get America back on track. Life will never return to the simplistic examples in my Dad's notebook, but we must heighten awareness the Nation cannot survive traveling the chosen course. Selecting leaders carelessly or without due consideration is no different than hiring a dingbat to drive your truck! We also can't buy off enemy

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See "Lessons Recalled"

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READER RIDES

5

JUNE 2014

LOG TRUCKER



2003 PETERBILT MICHIGAN SPECIAL owned by SHAMCO Inc., of Iron River, Michigan, and driven by Brad Brzoznowski. The truck is equipped with a C16 600hp Cat motor, 18spd, and 8,500lb Serco loader. Pictured is a clean up load near Channing, Michigan going to Iron River.

More Reader Photos On Page 15

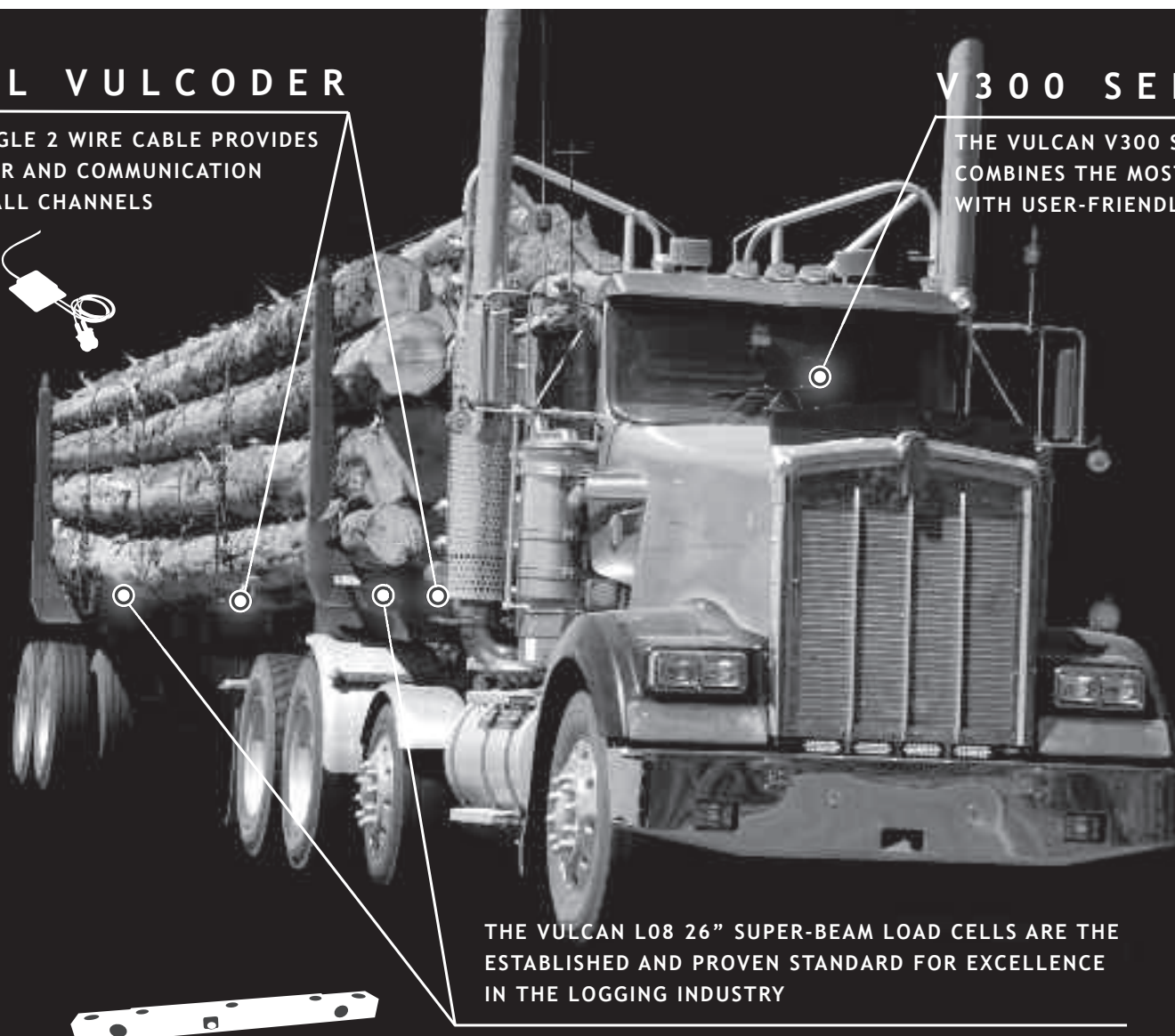
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ISLAND LIFE

GOS Eastsound, Washington

by Darin Burt

The logging trucks owned by Jerry Schmidt only get in one load per day. But Jerry isn't complaining. It's just part of living and working on Orcas Island among the San Juan Islands in Northern Puget Sound of Washington State.

"It's pretty relaxed, but it's still a money maker," Jerry says; his company, GOS, operates two conventional logging trucks and a self-loader, and hauls for a variety of small logging outfits harvesting timber on the 57 square-mile island, the largest in the San Juans.

Logging is nothing new on Orcas island, but the traditional method of dumping the logs had been dumped into the waters of the Salish Sea and rafted to the mills. But when environmental concerns that the log rafts and debris would harm sea life and vegetation, put an end to the practice, the only way to transport logs to market was to truck them to the mainland aboard ferry boats. Log truckers working on the island decided this was too much of a challenge. Jerry, who had sold

his interest in a diesel performance parts business, and was looking for a new venture to take on, saw a way to capture the niche.

"I figured if I could haul two or three times a month I'd be happy," he says, "I'd still make a little something and I'd have a big toy with which to play."

Jerry started out with a W900 self-loader. Work was hit and miss at first with lot clearing, road building and construction; back then, a big job was ten loads.

The Open Space Taxation Act, which allows property owners to have their open space, farm

and agricultural, and timberlands valued at their current use rather than their highest and best use, helped create work for logging companies on the island. In order to continue in the program, without paying back taxes, landowners are required to maintain an approved land use plan which may include some type of timber harvest such as clearing, thinning and road maintenance.

The self-loader came in particularly useful when working with small logging outfits without

(Continued on Page 8)
See "Island Life"



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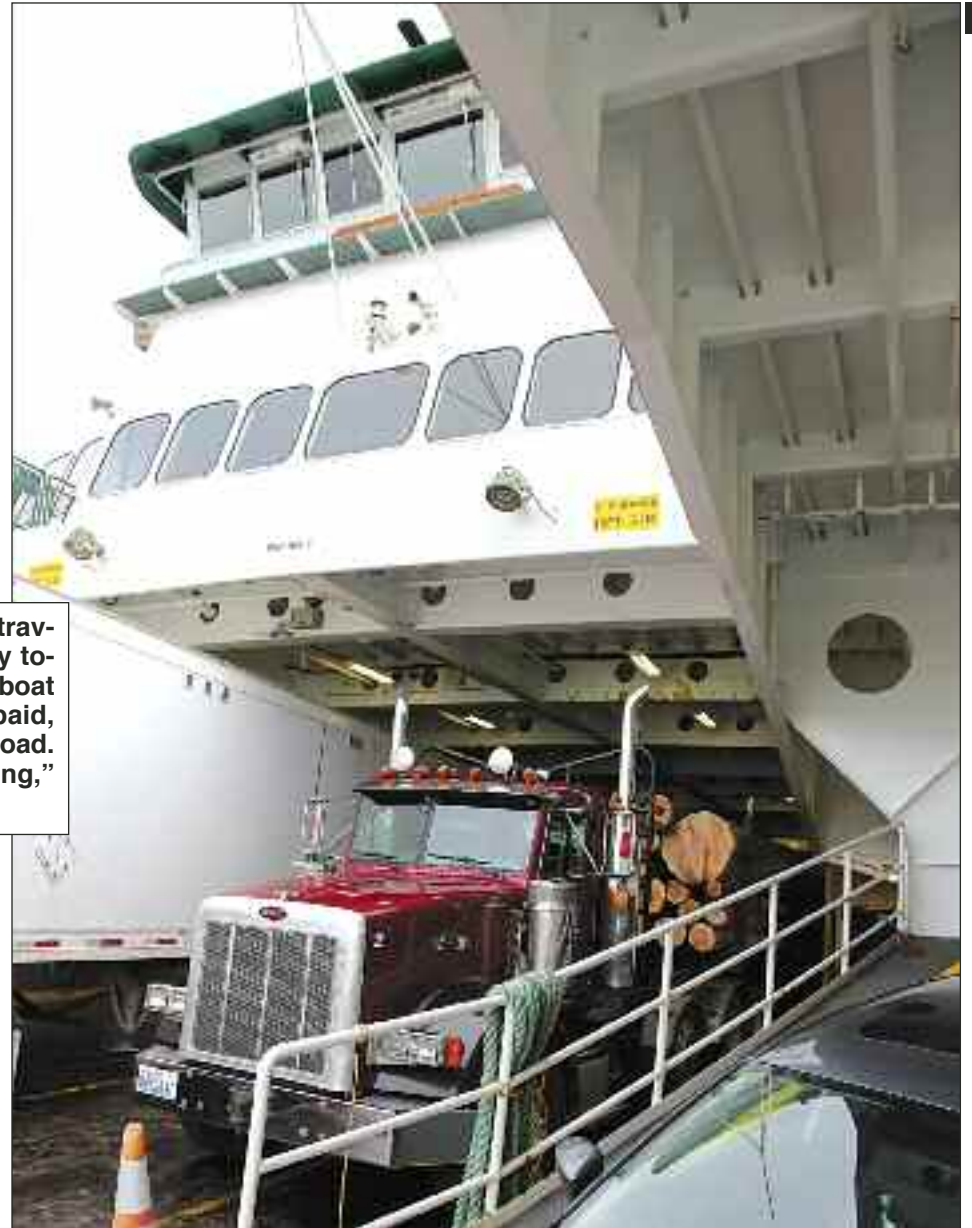


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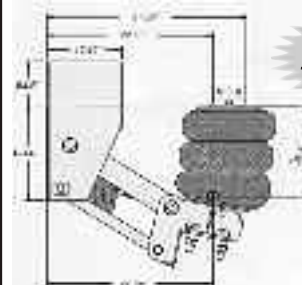
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Island Life

(Continued from Page 6)

the means to load their logs for transport. As production picked up and Jerry added customers, he also added two straight logging trucks to keep up with demand.

GOS hauls for Lee Phillips Logging, Harvey Logging, Island Excavating, Triple E, Endurance Fisheries, and Harvey Schmidt Excavating. Because they're all one or two man outfits, Jerry's challenge is in shifting the trucks around and managing transportation off and on island within the Washington State Ferry schedules – which logistically limits each truck to one load per day.

In order to make it all play out, GOS typically pre-loads the night before, and then catches the red-eye ferry at 6:30am from Orcas to Anacortes, an hour and a half sail away on the mainland. Onboard, Jerry catches some sleep in the truck or heads up to the lounge to catch up with friends much like gathering at the coffee shop. Once the load is delivered to the mill – which is typically close by at Sierra Pacific or Northwest hardwoods in Burlington, TMI in LaConner, Mary's River in Bow Hill, or Normark and Buse in Everett, the empty truck returns to the port, hopefully in time for the next sailing, and then goes back to the island to pick up the next day's cargo.

If you've even visited the San Juan Islands, especially during the busy summer tourist season, you know that the ferries are packed, and it's not uncommon for cars to wait hours to board as spaces fill up fast. Because of the size of commercial trucks, only so many are allowed on the ferry at one time, and reservations are essential. Jerry secures spaces for his trucks months in advance.

"We work with the state to get notification of when they're going to publish the seasonal sailing schedules. As soon as we get that confirmation, we book our trips for that entire period," Jerry says. "We reserve a spot for specific times, and if

(Continued on Page 10)
See "Island Life"

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10 **Island Life**

(Continued from Page 8)

JUNE 2014
LOG TRUCKER

we don't make that departure – if we miss that boat, we're stuck until the next one arrives which means that we can't get back to the job and it puts a real crimp in the hauls for the following day.”

Roundtrip fees for transport on the ferry are based on vehicle length. Trucks under 40' are charged \$152; those under 50' are \$211.50.

A laser tool at the Port of Anacortes measures within 1/16th of an inch. Jerry's Kenworth T800, as purchased, had a shorter wheelbase and frame, but with a stinger – so Jerry the truck precisely measured from the front of the tow pin to the hitch pin. He kept his ferry cost down by shortening the stinger by four feet.

“The advantage is a thousand dollars a month saved on fares,” Jerry says, “the drawback is that it's not the most maneuverable logging truck; it just takes a little more skill and to drive a little slower.”

An additional surcharge is placed on vehicles over 7'6” tall. Yet another “screw you surcharge,” as Jerry calls it, of \$60 is tacked onto fares during the summer season.

Occasionally, jobs are located on islands not served by the state ferry system, and in those instances, trucks have to be transported on a private barge that could demand be-



DRIVER MIKE MALASPINA delivering a load of logs with GOS's 2003 Kenworth T800 powered by an N14 Red Top 460hp Cummins motor.

tween \$800 and \$1,200 per trip.

Road conditions on the island are also a challenge for trucking. Most of the main roads are narrow, windy two-lane stretches with a 35pmh speed limit. Along with wild rabbits and deer (Orcas has one of the highest deer to vehicle incident rates in the state), truckers also have to watch out for tourists on the road. Particularly during the summer, bicyclers take up lane space, and in most places there is no bike lane.

“A lot of times, you'll get off the boat and there will be groups of 50 or 60 kids on bicycles – that's a mile-long string,” Jerry says, “you just have to patiently poke along

and hope that you can get around them.”

Even cars can pose hazards when drivers are confronted by a big truck on a narrow road.

“Some people on the island tend to get lazy with their driving because there aren't that many cars, and they'll take up two lanes. People get intimidated when they see a loaded logging truck coming. A lot of times they'll just pull over even when there's more than enough room,” Jerry says. “There was a lady in a little Volkswagen recently who was halfway over the line when she came around a corner, and she almost ran off the road when she saw

me coming because she couldn't get stopped fast enough.”

Living on an island requires self-sufficiency. When truck repairs are needed beyond regular maintenance and small jobs, Jerry takes advantage of shop space at Island Excavating or calls on Motor Trucks in Mount Vernon. If he can't get the truck to the mainland for the work, a mechanic can make a house call – that means extra cost, but that's the trade off of living where he does and doing business.

“We live on a rock surrounded by

(Continued on Page 11)
See “Island Life”

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Island Life

(Continued from Page 10)

water. . . what are you going to do?" Jerry says. "Usually we can limp the truck onto the ferry – the biggest thing is that you don't want to get the truck stuck on the ferry. There was one time when I was driving the self-loader onto the boat and the rear end was popping pretty badly. I asked the crew to unload the cars first, and luckily I was able to creep up the ramp and into the parking lot."

Fuel costs are also higher on the island. GOS trucks make sure to fuel up on the mainland where prices are typically eighty cents less.

One of the big advantages of working from the island is that trucks roll up much fewer miles. GOS's two conventional logging trucks probably don't see much more than 20,000 miles combined delivering as many as 300 loads a year.

The reality of the unique situation of island hauls is that costs are higher, and while GOS could take advantage of the situation if they so desired, they charge customers a flat fee that works for everyone involved.

"Almost every mill that we've gone into has looked at our load slips and declared that we're the highest paid log truckers on the planet," Jerry jokes. "Honestly, we're very fair about everything; if the logger, landowner and trucker



NAVIGATING A NARROW ROAD through Moran State Park on Orcas Island.

don't make money then nobody is going to do it."

In keeping with the community spirit of island life, Jerry helps the local landowners and loggers market their logs. He doesn't charge a cent for the service of setting up contracts and handling the necessary paperwork. "We try to get them

the maximum dollar for their timber," he says. "It benefits everyone."

Having grown up in Lake Tahoe, where he met his wife, Jerry never figured he would become a permanent resident when he came to Orcas 30 years ago. Now, even though his job requires him to leave, it also requires him to come back.

"It's a slow, relaxed lifestyle and it's nice that we're not going to the same place every day," Jerry says. "There are some phenomenal people here and I like all of the guys for whom we work. Hauling logs on the island can be a challenge, but living (and working) here really grows on you."

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MAN WITH A PLAN

EASTWOOD TRUCKING, INC. EVERSON, WASHINGTON

by Darin Burt

All the best businesses begin with a plan. But even the best intentions can go bad if they don't have the right person to carry them to fruition. Bryan Eastwood believes he has what it takes to be successful not only as a log trucker, but as the



BRYAN EASTWOOD has his goals set on being a successful log hauler with a diverse fleet of trucks.



DAVE McBEATH drives Eastwood's 2009 Kenworth T800.

eventual owner of a fleet of trucks, and he's off to an encouraging start.

Bryan, 34, has been hauling logs as an owner-operator since January, 2012. After serving in the Marine Corp. Bryan came home and worked in construction; rather than the guy on the ground packing concrete forms, he wanted to be the guy driving the truck. So he obtained his commercial drivers license and drove dump truck for a summer.

Bryan first climbed into a logging truck when he took a job with Rob Graham Trucking. "That's where I REALLY learned to drive a truck," he says. "Prior to that I was pretty much self-taught. When I was working the construction job there weren't many truck drivers. When I

went to work for Rob Graham he had some good drivers from whom I learned a lot."

"It was a big step up from what I had been doing. I also worked in the shop on Saturday, so I learned about maintaining and repairing trucks," Bryan adds, recalling that he started out in a 1991 Kenworth T800 and finished with the company driving a brand new 2007 KW T800.

After driving for Rob Graham for a little over four years, Bryan was making a good paycheck, but felt the urge to move up in the ranks. He moved on to Concrete Northwest as a dump truck driver, hoping to even-

(Continued on Page 14)
See "Eastwood Trucking"



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14 Eastwood Trucking

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JUNE 2014 LOG TRUCKER

tually find his way into a management.

"I didn't mind dump trucking. It was a heck of a lot better getting up at six in the morning rather than at two. I drove a transfer truck, so I got to do a lot of different things. It was pretty cush," Bryan says, "... other than that I had to drive a Mack."

But when greener pastures failed to materialize, Bryan came to the realization that if he wanted a management position he would have to buy a truck and take matters into his own hands. To accommodate his plan, he bought a used 2000 Kenworth T800.

"It's tough getting started, so was just looking for a truck that would work and that was affordable," Bryan says.

For work, he went back to his old boss Rob Graham, who's trucks worked for Pacific Rim Forestry.

"Rob is the reason I pulled the trigger. . . he helped me to get my first truck and gave me a job," Bryan says. "If something were to ever go wrong I know I can go and knock on his door."

After about a year as an owner-operator Bryan felt comfortable enough to add a second truck – a 2009 T800, which he found a spot for with ALRT – who's truck shop also happened to be located next

door to his home in Everson. The truck pulls a three-axle Pederson Bros trailer.

"The math was simple," Bryan says of multiple axles, "the more you can haul, the more you can make."

Bryan knows that he has a lot to learn about the trucking business; there's a lot more to it other than driving, like invoicing and quarterly taxes. "I always work on paperwork when I get home, and none of that ever comes easy to me," he admits. "Terry Mailing, who is also Rob Graham's bookkeeper, helped me for a good year, teaching me about it."

"I want to be able to know how to do it all myself before I farm it out to somebody else," he adds. "If I don't know how to do it, how do I know that they do?"

When it comes to trucks, Bryan recognizes that there is value in owning newer equipment. His plan is to eventually have trucks that are no older than five years so that when he trades them they will still have a decent return.

"If you have a new truck you pay the bank; if you have an older truck, you have parts bills and taxes. At the end of the year," he contends, "you're better off making payments on a new truck, and then you have something to show for it too."

That's the kind of smart thinking that makes good management – and that's still Bryan's goal as he builds his fleet.

"I want to have enough trucks

that I don't have to drive – ten sounds like a good number," he says. "I like figuring out scenarios to make money and to save money. . . I like to use my brain a little bit."

Before Bryan adds any more trucks, he'd like to have a shop in order to keep them maintained. Right now, he does the work in his driveway; if it's raining, he has no problem putting on his rain gear and crawling around on the cold ground. He was a Motor Transport Mechanic in the Marines, working on vehicles like five-ton trucks and armored Humvees, which surely added to his resolve and determination.

Bryan may be fairly new to the timber industry, but he understands how market conditions can affect the work (or lack thereof), and he's preparing for that situation by thinking along the lines of diversification. Adding dump trucks down the road, he feels, might be a smart idea.

"You don't want to put all your eggs in one basket," he says. "When I worked for Rob Graham I drove a side dump and I loved it!"

"Sometimes it gets stressful. . . but I knew going into this that it was going to be a significant amount of work," Bryan says. "I think the beginning of the road is probably the toughest. . . but I'm still going. It's just part of my goal to be able to do something that not a lot of people do."

LT



BRYAN EASTWOOD'S GRANDFATHER, George Eastwood, presided over the 2002 Deming Logging Show as Bull of the Woods. Brian learned a lot about hard work from his grandfather. He remembers in school, times when he'd be out with him cutting trees at the lake, and the rest of his friends would be having fun out on the water chasing girls. It was a hard choice, Bryan says, but it was just the way it was.

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1990 T800 DRIVEN BY BRETT WORKMAN with a load of peelers from Dancer Logging for Superior Veneer in Glendale, Oregon.



LEEWAY LOGGING'S NEWEST TRUCK - 2014 T800 with three-axle long log trailer.



TODD STOFFEL WITH A THREE-BAGGER of spruce in Clatsop County, Oregon



TDH CUTTING DRIVER JUSTIN JORGENSEN in a 1994 Pete 379 hauling a prize load for East Fork Lumber out of Myrtle Point, Oregon.

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Gypso Logging, GRANTS PASS, OR, Refurbished Whit-Log SEWC100 Long Logger with Matching New Quick Change Truck Equipment. Custom Aluminum Cab Rack, Tool Box, Whit-Log Lift Axle Fender Kit, Whit-Log Slider, Insert Stinger assembly and much more... **Thanks Mike!!**



Henarie Trucking Inc, TOLEDO, OR, New 2014 Whit-Log NBSEW100 Long Logger with Matching Truck Equipment. Custom Steel Cab Rack, Whit-Log Lift Axle Fender Kit, Double Tapered Stinger, and Much More.... **Thanks Larry and Chris!!**



Henarie Trucking Inc, TOLEDO, OR, New 2014 Whit-Log SEWC100 Long Logger with TRDA100 3rd Axle Addition. Custom Steel Cab Rack, Whit-Log Lift Axle Fender Kit, Double Tapered Stinger, and Much More.... **Thanks Larry and Chris!!**

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CODY & SHARA HINDMAN of Hindman Ranch in Elgin, Oregon are the owners of a 1993 KW T800 with Olympic Log loader installed by Whit-Log. Pretty decent mixed load of larch, Douglas fir, and Engelmann spruce felled and skidded by Shara's son, Joe Vaughan.



DAVID REIBACH with HOPKES LOGGING from Tillamook, Oregon driving a 2013 Kenworth W900B with an ISX Cummins 525, 18spd and a 2013 Whit-Log trailer, hauling off the North Fork of the Nehalem.



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CHESTER DERASPE is the proud driver of a 2014 Peterbilt 367H (highhood) with a 600 Cummins engine with 2050 torque; everything is custom on it, from the visor to the rear light bar, LED lighting all around including the headlights and driving lights; it pulls a 2005 peerless tri-axle trailer and hauls long logs in the Prince George, British Columbia area.



DRIVER BRANDON DAVIS, of A-1 Logging, in a 2005 Kenworth, with a load of alder at Coastal Fiber in Willamina, Oregon.



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KOREY OLSON, DRIVER OF MORISSE LOGGING #17 - 2013 KW featuring a 600 Cummins motor and Whit-Log gear, coming off of West Elk Mountain for PLS Longview. mill is one of its first loads to PLS.



AUSTIN HATLEY, with Princehouse Trucking out of La Grande Oregon, hauling off a burn unit in Idaho.



2005 KENWORTH W900L and 2013 Lincoln trailer owned and operated by Daniel Boone with a load from Tom French of Quilcene, Washington.



LOUIS GREEN, driving PER #19, with a load off Blackrock mainline near Falls City, Oregon, headed to Weyerhaeuser Santiam.



AARON JOHNSON, driver for Mangum Trucking, hauling a load of yellow pine from Klicandall Logging off Mason Butte near Southwick, Idaho.



ALBERT KAHLER, OF JURHS LOGGING, out of McMinnville Oregon, driving a 2009 T800, hauling out of Valsetz, headed for Boise Willamina.

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NEWS AND INFORMATION

Insurance requirements impact small business

The Owner-Operator Independent Drivers Association responded to a report by the Federal Motor Carrier Safety Administration indicating the agency's intention to significantly raise insurance requirements for interstate motor carriers.

FMCSA acknowledges that more than 99 percent of commercial vehicle accidents are readily covered un-

der current requirements and that they have not done an assessment of the financial impact that increased requirements would have on small businesses.

"Even though the agency's report confirms that fewer than one percent of all truck-involved accidents result in injuries or property damage that exceed current insurance requirements, it seems pretty clear they plan to raise those requirements anyway," said Todd Spencer, executive vice president.

OOIDA contends that an increase in insurance would be a death nail for the small businesses that comprise over 90 percent of the trucking industry.

"The amount of insurance carried by motor carriers has never been shown to have a correlation with safety," continued Spencer. "The agency seems to be bowing to the economic objectives of the personal injury attorneys and mega-trucking companies who have been campaigning for higher insurance requirements. Trial lawyers will see windfall payouts in the increases, and big trucking companies - who already use special exceptions in the law to avoid buying insurance on the open market - see an opportunity to drive up business costs and do away with their small-business competitors."

Under current insurance requirements, truckers already often find

themselves pushed into court by attorneys after accidents that were not their fault due to the possibility of high dollar settlements.

New driver authority too easy?

The Federal Motor Carrier Safety Administration got many suggestions from people in the industry on how to implement a new entrant testing system at the Mid-America Trucking Show during their second of three public listening sessions.

In her introductory remarks, FMCSA's administrator, Anne Ferro emphasized that the agency's mission is safety. "That's the mandate Congress gave us" when the agency was spun off from the Department

(Continued on Page 20)
See "LT News"

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(Continued from Page 19)

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of Transportation.

"Over the years Congress has given us additional mandates," including the new-entrant proposal being discussed, she added.

The proficiency exam has been on the agency's to-do list for several years, but Congress got the clock ticking in earnest when it included this requirement in last year's highway bill, truckinginfo reports.

"It has been standard practice if you needed a DOT number you could get as many as you wanted whenever you wanted," she said, with a new-entrant audit coming as much as 18 months later. "It has been too easy."

The FMCSA is expected to come up with a rule that will require anyone applying for new authority — a carrier, a broker, a freight forwarder — to take a knowledge test first.

Groups fight increased weight limits

Several trucking and safety groups took to Washington, D.C., in April to note their opposition to any increases to truck size and weight limits. They also expressed concern about a congressionally required Department of Transportation study, saying it has "significant flaws and potential biases."

The Teamsters and the Truck Safety Coalition, along with Citizens for Reliable and Safety Highways, Advocates for Highway and Auto Safety and the Coalition Against Bigger Truck, objected to the DOT study's methodology and timeframe.

A peer review by the Transportation Research Board also pointed to shortcomings with the study, saying it is "a missed opportunity."

The Owner-Operator Independent Drivers Association consistently opposes measures to increase truck size and weight limits, citing higher across the board costs —

equipment, fuel, maintenance, insurance and permits — as negative effects that owner-operators would have trouble absorbing.

The American Trucking Association, however, has backed legislation to allow states to increase size and weight limits.

Opponents to limits increases, however, gained another talking point this week: Findings from a Marshall University study show that the fatal crash rate is eight times higher when trucks with six or more axles are involved, compared to those with five axles. Marshall's Multimodal Transportation and Infrastructure Consortium also concluded that fatal crash rates were 15.5 percent higher when double trailer trucks are involved.

MTIC's report also concluded that 95 percent of law enforcement officers think increasing size and weight limits would be dangerous

and 88 percent of truck drivers think longer, heavier vehicles would negatively impact safety.

Electronic logs could impact driver shortage

What would the trucking industry look like without 70 percent of the independent and small-fleet owner-operators moving freight today? What if 52 percent of company drivers and leased owner-operators at larger fleets also suddenly exited the business?

A special report on the potential impact of a proposed federal rule requiring electronic logging devices (ELD) to be used in most large trucks to track driver hours of service answers those questions and more. The report cites a recent read-

(Continued on Page 21)

See "LT News"



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2005 INTERNATIONAL 7400, DT466, 260 hp, 8LL, 14,000# front, 40,000# rear, United 4000 Gallon Water Tank, self-loading, 2 front, 2 side, 2 rear sprays, hose reel w/50' fire hose STK. #4481



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

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(Continued from Page 20)

er survey by Overdrive, a national trucking magazine, in which a majority of respondents said they would retire or look for other work before they'd operate with an ELD.

Under the proposed rule by the Federal Motor Carrier Safety Administration, ELDs could be mandated for virtually all interstate haulers by late 2016. Many large and medium-sized fleets have already adopted ELDs or are phasing them in, while many of the smallest fleets are holdouts.

Rigging Shack

(Continued from Page 2)

all hands. Wonder what her neighbors thing about that?

While we are on the subject it might be the right time to mention that I have a list of products. A list of products that I will never buy. At the top of that list is Buick automobiles. I won't smoke cigarettes that talk. I'll never use Comet cleanser and the list goes on. Stupid commercials and their products go on that list. Only trouble is that the only brands I can buy anymore and the only brands that aren't on my list are brands no one has heard of.

Makes it tough but it is worth it.

LT

It's unclear how many truckers would follow through on threats to quit, but those who do will make a tough situation worse: If the 71 percent of independents with from one to five trucks actually did quit, the industry would lose about 260,000 trucks, according to RigDig Business Intelligence. That removes more than 10 percent of the industry's capacity.

When the 71 percent includes carriers with up to 15 trucks, it reduces capacity by more than 27 percent, or around 709,000 trucks.

The American Trucking Association expects the driver shortage to grow to 239,000 by 2022. That dynamic will be much worse if regulatory pressures, such as the ELD mandate, encourage more drivers to leave trucking.

Cummins focusing on improving fuel efficiency, HP ratings

Cummins has confirmed its commitment to customers in the heavy-duty truck market with the announcements of fuel-efficiency improvements, a new engine rating and Connected Diagnostics. Cummins flagship ISX15 and its entire lineup of on-highway engines are on display at the Mid-America Trucking Show (MATS) at the Kentucky Exposition Center in Louisville. Also on display were related products from Cummins Fuel Systems, Emission Solutions, Turbo Technologies,

Filtration, and Generator Technologies, as well as New and ReCon® Parts.

"Cummins is committed to maintaining leadership in the heavy-duty truck market," said Jeff Jones, Cummins Vice President – North American Engine Business. "We continue to invest in our products, our customer support capabilities and dealer support processes to ensure that we are delivering the greatest value to our customers."

Cummins offers optimized ratings for its 15-liter ISX15 engines to meet customer needs and provide leading fuel efficiency in a variety of

Lessons Recalled

(Continued from Page 4)

threats by sending them boatloads of money; it's ridiculous to not take care of our own first, not to mention totally reckless and placing ourselves in jeopardy.

We have a footprint we can follow . . . just like the notebook in which my Dad kept his records. Each of us has that in one form or another. We have historic guidelines marking our path and our foundations are strong, but we must invigorate our grit and resolve or lose it all and right now it looks to be slipping through our fingers like mercury on a hot day.

LT

applications. For the most fuel-conscious fleets, the ISX15 is available with ratings of 400 hp to 450 hp, which deliver peak torque at 1000 rpm. All ratings can be uniquely tailored with electronic features like Load-Based Speed Control (LBSC), Gear-Down Protection (GDP) and Vehicle Acceleration Management (VAM) to maximize fuel economy and reduce overall operating costs.

Since 2010, numerous improvements have been made to the ISX15 to deliver up to 7 percent better fuel efficiency; customers moving from a pre-2010 engine could experience up to 10 percent improvement. Over the past three years, combustion optimization, reduced parasitic loads, enhanced low-end torque to support downspeeding, Selective Catalytic Reduction (SCR) optimization and the addition of a naturally aspirated air compressor have contributed to the significant gain in fuel economy.

ISX15 SmartTorque2 (ST2) ratings are available with the SmartAdvantage™ Powertrain, which delivers an additional 3 percent to 6 percent fuel-economy improvement. Jointly developed by Cummins and Eaton®, the SmartAdvantage Powertrain integrates the Eaton Fuller Advantage™ Series automated manual transmission and Cummins ST2 ratings to operate the engine in the fuel-economy "sweet spot" and deliver excellent low-end torque and precise shifting, to help every driver perform like the best driver in the fleet.

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