

December 2008
January 2009
EDITION



2009 School Schedule

Light Duty - March 6,7,8
Mt. Vernon Towing
Mt. Vernon

Light Duty – April 15,16,17
Ken's Auto Rescue
Kennewick

Heavy Duty – May 15,16,17
Lincoln Towing
Seattle

Light Duty – June 12,13,14
Lakewood Towing
Tacoma

Super Heavy Duty
July 15,16,17,18
Wenatchee (Malaga)

Heavy Duty – Sept. 11,12,13
Rouse's Towing
Spokane

Light Duty – October 2,3,4
Lincoln Towing
Seattle

**Remember
that good towing
operators are not born,
they are trained.**

*Be always at war with your vices,
at peace with your neighbors,
and let each new year
find you a better man.
~ Benjamin Franklin*

The Dispatch

An Official Publication of



President Kurt's "Korner"

Happy New Year!

We feel for all of you on the west side who don't normally get snow.

We've heard several "horror" stories. Now you know how we "east siders" feel!

Hope you're all dug out by now. You're probably dealing with melt down now and sloppiness like we are. We have lakes in our driveways.

Mike and Joanne Walcker are officially our new Association Directors. They have stepped in with both feet, hit the ground running and are taking on the challenge of the Association needs. Again, I ask you to be patient during this transition.

Our hearts and prayers go out to Randy Houston and his family for the loss of his father.

We hope to hear of less losses this year. There were too many in 2008. Let's make 2009 a safe year.

I encourage you all to get out and support your districts by attending meetings and keeping up with current events. The website has lots of useful information, take advantage of it.

Be careful out there,

Kurt

President Kurt

Welcome

Mike & Joanne Walcker

Association Executive

and

Administrative Assistant

**CONGRATULATIONS TO MIKE BRADY
WHO WILL BE RECOGNIZED
ON MARCH 12TH
BY THE AMERICAN RED CROSS
AS A REAL HERO**

American Red Cross - Real Heroes Nomination

Nominee:
Mike Brady
130 Tweed Lane, Ste 2
Bremerton, Washington 98312
Phone: 360-479-7500
mike@chicotowing.com

On Thursday October 9, 2008 at 0736am a request for services call from the Washington State Patrol came in to Chico Towing's dispatch center. Mike Brady of Chico Towing was a first responder arriving at a fatality accident at Hwy 3 MP 30 at 0810 that morning. As he went en route with a large Class C tow truck, the Washington State Patrol dispatch center frantically requested that he expedite to the scene.

Upon arriving Mr. Brady saw that the collision stretched nearly a mile long on the roadway, with debris scattered everywhere, and involved five vehicles. One of those vehicles could not even be seen as it was crushed underneath a large semi truck that had been hauling building materials.

When fire and aid crews initially arrived they had no idea that a passenger vehicle was trapped under the semi. Upon further assessment first responder personnel saw the difficult, and life threatening, situation and quickly concluded that there would be no way to extricate those trapped in the vehicle with any of their available resources. Once Mr. Brady arrived with the heavy duty equipment, he quickly employed his expertise and knowledge using the massive winching power of the towing equipment to carefully lift the heavy semi off the vehicle. As the semi hung precariously in the air, fire and aid quickly went to work freeing the passenger to be airlifted to Harborview. With Mr. Brady's care and expertise he was able to perform a dangerous, and complicated, rescue with great time efficiency when time was of the essence.

With the injured safely en route for medical attention, the beginning of clean up and clearing the roadway would begin, and stretch into nearly 12 hours (delayed at one point after finding a bomb in one of the vehicles), of a transportation route closed to traffic.

The next day, the individual that had been rescued came into the office to view his vehicle. Looking out the office window, he found it difficult to identify his vehicle which crushed beyond recognition. While sore, and nursing some of his injuries, he was up and walking. His mother had traveled up from southern California and was grateful for the miracle of his life.

Mr. Brady has served Chico Towing as lead operator for over the past decade. His technical knowledge and skills for the varying types of equipment and how to best use the equipment is highly regarded both in the office and in the field.

He demonstrates a true commitment to taking care of customers in his service. At the Major Incident Debrief Session led by the Washington State Patrol, with all major first responding agencies present, personnel acknowledged commendation to Mr. Brady for his heroic and life saving efforts.

Mr. Brady rarely, if ever, promotes his abilities and maintains a very humble approach to his efforts. He fulfills his responsibilities as part of his commitment to service. For this reason I believe that he is an excellent candidate for Real Heroes Award given by the American Red Cross.

Responding Agencies:
Washington State Patrol
Washington State Patrol Bomb Squad
SK Fire & Aid
Department of Transportation/Incident Response
Department of Transportation/Road Crew
Kitsap County Coroner

Nominator:
Stacey Tucker, Owner Chico Towing
130 Tweed Lane, Ste 2
Bremerton, Washington 98312
360-479-7500
esfb@silverlink.net





INSIDE THE CAPITOL

By: Stu Halsan - TRAW Lobbyist

January 15, 2009

The 2009 Legislative session is set to start on next Monday the 12th and legislators are working their way to Olympia, some needing snowplows and some boats. The weather has impacted preparations a bit as members, staff and yes, even lobbyists, have not been able to get to and work at the Capitol as they usually do in the weeks before opening day.

News travels though, in these electronic times, and the old adage that "bad news travels fast" is still true. The deep national recession has hit Washington with a vengeance making budget development not only the center of attention but the driving force behind every other aspect of the coming session. States can't print money, obviously, so the budgets must be balanced and all the spending fit within expected revenue before they can leave town.

There are three budgets that need to be written, first the "general fund" or "operating" budget, half of which is just education and the other half everything else in general government. Second the "transportation" budget which is for highway construction, maintenance and related services such as the State Patrol, and lastly the "capital" budget which is the building construction and maintenance budget. All three have different sources of revenue, for construction they use long term bonds, the gas tax can only be used for transportation, and general taxes for general government and schools.

The economy has hit all three, and hit them hard. Both sales tax and the B&O fund general government and with people not buying things those are down substantially. High gas prices cause people to drive less and since the gas tax is "per-gallon" the money for highways is down as well. Bonds are a form of borrowing so the capital budget is impacted by the slowdown of lending and the lack of ability to get credit. To put things in perspective the "general fund" budget was about \$30 billion for the last two years and there is now about \$6 billion less expected over the next two. A twenty percent drop.

The Governor has proposed a balanced "no-new-taxes" budget with deep cuts but even that assumes about a billion dollars of aid from the Federal government and predictably has brought several lawsuits from state employee unions. The legislature isn't buying off on it yet, but they realize that even huge increases in sin-taxes, a perennial favorite for supposedly painless revenue, will only gain them about \$500 million. This session will be the biggest nightmare in my 25 years in Olympia.

Everybody from agencies, state officials, lobbyists and interest groups have been told "don't ask for anything that costs money, period" and even "what part of 'no' don't you understand?"

Clearly expectations are low and proposals in legislation will be more form than substance. Many will have "delayed effective dates" to push implementation out to a future when the economy comes back on an even keel. Regulations that "shift" costs of "new ideas" out to the private sector will be a constant threat and although increased taxes will be the danger everyone will watch for at least the lack of money will be a good argument against any expensive new programs.

Hang onto your hats, and your wallets!!

DID YOU KNOW?

RCW 46.44.105, subsection 4 states;

" Unladen tow trucks regardless of weight, and farm vehicles carrying farm produce with a gross vehicle weight rating or gross combination weight rating of 11,794 kilograms or less (26,000 lbs) may fail or refuse to stop at weighing station when a proper traffic control signs indicate scales are open."

This law covers any tow truck as long as it is unloaded. If an officer can see a violation, such as equipment, they could still require an inspection for equipment but according to RCW, can not require a tow truck that is empty to stop at a scale house for a weighing operation.

NEWS FROM DISTRICT 6

Theresa Gault - Chair

District 6 sold 22 bears for donations this year. Ray and Debbie brought to the hospitals in Chelan (3), Brewster (3), Okanogan (4), Tonasket (2), Wenatchee (10) with some going to the WSP as trauma bears. Mike and Joanne Walker also delivered bears this year. We would like to thank everyone who participated in this.

2009 NW Tow Expo

Friday, August 14th – Noon to 9pm

Saturday, August 15th – 10am to 4pm

The Silver Reef Hotel, Casino & Spa

Reservations: Toll Free 866-383-0777

<http://www.silverreefcasino.com/silverreef>

Theresa is collecting donations for the Expo auction and looking for "Dessert Makers" for the Dessert Frenzy.

If you are interested in helping, please contact:

Theresa Gault - 509-670-8669

Ron's Towing— 509-662-3113

Fax # 509-667-9760

WAC 204-24-050 – USE OF TIRE CHAINS OR OTHER TRACTION DEVICES

(1) Vehicles under 10,000 pounds gross vehicle weight.

When traffic control signs are posted by the department of transportation it shall be unlawful for any vehicle to enter the controlled area without having mounted on its drive tires the traction device specified by the sign, which must also meet the requirements of WAC 204-24-040.

Exception for all wheel drive vehicles. When "chains required" signs are posted, all-wheel drive vehicles shall be exempt from the chain requirement when all wheels are in gear and are equipped with approved traction devices as specified in WAC 204-24-040 provided that tire chains for at least one set of drive tires are carried in the vehicle.

(2) Vehicles or combinations of vehicles over 10,000 pounds gross vehicle weight rating (GVWR).

When traffic control signs marked "chains required" are posted by the department of transportation it shall be unlawful for any vehicle or combination of vehicles to enter the controlled area without having mounted on its tires, tire chains as follows: Provided, That highway maintenance vehicles operated by the department of transportation for the purpose of snow removal and its ancillary functions are exempt from the following requirements if such vehicle has sanding capability in front of the drive tires.

(a) Vehicles or vehicle combinations with two to four axles including but not limited to trucks, truck-tractors, buses and school buses: For vehicles with a single drive axle, one tire on each side of the drive axle shall be chained. For vehicles with dual drive axles, one tire on each side of one of the drive axles shall be chained. For vehicle combinations including trailers or semi-trailers; one tire on the last axle of the last trailer or semi-trailer, shall be chained. If the trailer or semi-trailer has tandem rear axles, the chained tire may be on either of the last two axles.

(b) Automobile transporters are any vehicle combination designed and used specifically for the transport of assembled (capable of being driven) highway vehicles. For vehicles with single drive axles, one tire on each side of the drive axle shall be chained. For vehicles with dual drive axles, one tire on each side of each of the drive axles shall be chained. For vehicle combinations including trailers or semi-trailers, one tire on the last axle of the last trailer or semi-trailer shall be chained. If the trailer or semi-trailer has tandem rear axles, the chained tire may be on either of the last two axles.

(c) Vehicle combinations with five axles consisting of a truck tractor with dual drive axles and a tandem axled semi-trailer; all tires on one drive axle may be chained or one tire on each side of each of the drive axles may be chained. Chains must be applied to a minimum of four tires on the drive axles. On the tandem axle semi-trailer, the chained tire may be on either of the last two axles.

(d) Vehicle combinations with five axles, consisting of a truck and trailer, or truck tractor and semi-trailer with a single drive axle, or truck tractor, semi-trailer and full trailer: For vehicles with a single drive axle, all tires on the drive axle shall be chained. For vehicles with dual drive axles, all tires on one of the drive axles shall be chained. For vehicle combinations including trailers or semi-trailers, one tire on the last axle of the last trailer or semi-trailer shall be chained. If the trailer or semi-trailer has tandem rear axles, the chained tire may be on either of the last two axles.

(e) Vehicle combinations with six or more axles, including but not limited to truck and trailer or truck tractor and semi-trailer or truck tractor semi-trailer and full trailer: For vehicles with a single drive axle, all tires on the drive axle shall be chained. For vehicles with dual drive axles where traffic control signs marked "approved traction tires required" are posted, all tires on one of the drive axles shall be chained. For vehicles with dual drive axles where traffic control signs marked "chains required" are posted, all tires on one of the drive axles shall be chained. In addition, one tire on each side of the additional drive axle shall be chained. For vehicle combinations including trailers or semi-trailers, one tire on the last axle shall be chained. For vehicles with tandem axle trailers or semi-trailers, the chained tire may be on either of the last two axles.

(f) All vehicles over 10,000 pounds gross vehicle weight rating (GVWR) shall carry a minimum of two extra chains for use in the event that road conditions require the use of more chains or in the event that chains in use are broken or otherwise made useless.

(g) Approved chains for vehicles over 10,000 pounds gross vehicle weight rating (GVWR) shall have at least two side chains to which are attached sufficient cross chains of hardened metal so that at least one cross chain is in contact with the road surface at all times. Plastic chains shall not be allowed. The state patrol may approve other devices as chains if the devices are equivalent to regular chains in performance.

(h) On the following routes all vehicles and combinations of vehicles over 10,000 gross vehicle weight rating (GVWR) pounds shall carry sufficient tire chains to meet the requirements of this chapter from November 1 to April 1 of each year or at other times when chains are required for such vehicles:

- i) I-90 - between North Bend (MP 32) and Ellensburg (MP 101).
 - (ii) SR-97 - between (MP 145) and Junction SR-2.
 - (iii) SR-2 - between Dryden (MP 108) and Index (MP 36).
 - (iv) SR-12 - between Packwood (MP 135) and Naches (MP 187).
 - (v) SR-97 - between the Columbia River (MP 0.00) and Toppenish (MP 59.00).
 - (vi) SR-410 - from Enumclaw to Naches.
 - (vii) SR-20 - between Tonasket (MP 262) and Kettle Falls (MP 342); and SR-20 between Newhalem (MP 120) and Winthrop (MP 192).
 - (viii) SR-155 - between Omak (MP 79) and Nespelem (MP 45).
- (ix) SR-970 - between (MP 0) and (MP 10).
- (x) SR-14 - between Gibbons Creek (MP 18.00) and (MP 108.40) intersection of Cliffs Road.
- (xi) SR-542 - Mt. Baker highway between (MP 22.91) and (MP 57.26).
- (xii) I-82 - between Ellensburg Exit 3 (MP 3.00) and Selah Exit 26 (MP 26.00).

Vehicles making local deliveries as indicated on bills of lading and not crossing the mountain pass are exempt from this requirement if operating outside of a chain required area.

(3) The Washington state department of transportation or Washington state patrol may prohibit any vehicle from entering a chain/ approved traction device control area when it is determined that the vehicle will experience difficulty in safely traveling the area.



William F. Houston of Okanogan, WA, passed away on December 19, 2008, at Central Washington Hospital from complications after his appendix ruptured. He was 83 years old. Bill was born on September 26, 1925, in Molson, WA to Charles and Dorothy Houston. He attended school in Molson, Tonasket and graduated from Okanogan High School. At the age of 12, he was in charge of the Molson Power Plant and often bragged that when he turned off the lights and he went to bed, the town of Molson went to bed. In 1943, Bill joined the U.S.

Marines and served in the Pacific Theater, where he was the chauffeur for Colonel Nimitz. In 1946, he received an Honorable Discharge. On August 20, 1949, he married Peggy Johnson and they had three boys, Randy, Ross and Steve. He owned and operated the Chevron Station in Okanogan for over 30 years. He also began Controlled Atmosphere, Inc. in the early 80's. Bill was an entrepreneur and mentor. Bill was a great supporter of Okanogan and was actively involved in bringing the first "supermarket" to town. He was instrumental in the development of the original Yokes building, Food Depot building, Seafirst Bank building and Chevron Station in downtown Okanogan. He was rural Fire Chief for many years. He was a member of many community organizations including the Okanogan Chamber and the Okanogan County Cattle Ruster's Association, which was a comedy group from the 60's. Bill developed many ice skating rinks throughout the area and even maintained a free public rink at his home in the 70's and 80's, complete with loaner skates and a

Zamboni he had designed and built. Just a few years ago, he partnered with the City of Okanogan in constructing an ice skating rink near the City Pool. He was an early supporter of the Loup Loup Ski Hill and encouraged his three sons in their love of skiing. Later, as his sons grew older and became members of the Mission Ridge Ski Team, he restored a 1956 Dodge, eight door limousine, which was painted red, white and blue and became affectionately known throughout the Northwest as "The Snake", which was MRRT's first team van. Bill was a skilled steelhead and halibut fisherman. He was fascinated by all things mechanical and could fix just about anything. He owned and restored several Auburn and Cord automobiles. His last restoration project took place in the summer of 2008, with his grandson, Ryan, when they restored a 1953 M38A1 military jeep. On September 20, 1997, he married LaNay Meissner and together they enjoyed life, taking several trips, including an annual trek to Alaska to fish and visit Lee Higbee, who he loved like a son, and his wife, Kitrina. He was an avid reader and loved history. As of late, he began interviewing World War II veterans in the Okanogan Valley and recording their stories. Bill was not a procrastinator and you couldn't implement his ideas fast enough. He was always early. He had a passion for life and started most conversations with "I've been thinking" and he always had.

Bill is survived by his wife, LaNay of Okanogan; his sons and their families, Randy and Debbie Houston and their son, Ryan; Ross and Julie Houston and their children, David and Katie; Steve and Deanna Houston; Lee and Kitrina Higbee; and his two step-daughters, Polly Bigelow and Shannon Williams. He was preceded in death by his parents; and wife, Peggy.

A Celebration of Bill's Life will be held on Saturday, January 10, 2009, at the Okanogan Eagles from 1:00 to 3:00 p.m. The family suggests remembrances be made to the Molson Museum, 915 Nine Mile Road, Oroville, WA 98844 or Loup Loup Ski Education Foundation, P.O. Box 768, Okanogan, WA 98840. Arrangements are by Precht-Harrison-Nearents Chapel and Okanogan County Crematory, both of Okanogan.

"Memory is a way of holding onto the things you love, the things you are, the things you never want to lose."

~ The Wonder Years

I wish to thank the TRAA members and friends who sent cards and flowers at the time of my father's death.

My dad started towing with his father in 1946. I had the privilege of working with him for the past 25 years. He loved the industry and the many tower friends that would come to visit. He never looked back but always was moving forward. His guidance has helped me grow and improve my business. At my Hall of Fame speech I thanked him for teaching me to never fear decisions and to always face the consequences with resolve.

One of his favorite quotes was from Teddy Roosevelt:

"The credit belongs to those who are actually in the arena, who strive valiantly; who know the great enthusiasms; the great devotions, and spend themselves in a worthy cause; who at the best, know the triumph of high achievement; and who, at the worst, if they fail, fail while daring greatly, so that their place shall never be with those cold and timid souls who know neither victory nor defeat."

Thanks for the support.

Randy

TOWING & RECOVERY ASSOCIATION Of Washington

2008 AWARDS PRESENTED TO:

TOW OPERATORS OF THE YEAR

Melody Goode - Rouse's Towing
Daryl Wilson - Airport Towing

VOLUNTEER OF THE YEAR

Dan Johnson - Johnson Towing

SUPPLIER OF THE YEAR

Brian Borland - Nelson Truck Equipment

LIFETIME ACHIEVEMENT AWARD

Tom Willette - Willette's Shell

EDUCATION AWARD

Mike Bressi - Nisqually Towing
Ray Caveness - Randy's Towing

LEGISLATORS OF THE YEAR

Representative Cary Condotta - 12th District
Representative Sam Hunt - 22nd District

"IN APPRECIATION OF" AWARD

Presented to: Debbie Caveness
On Behalf of: Ray Caveness

Congratulations to All...

DATES TO REMEMBER

BOARD MEETINGS:

February 18th, 2009
Board Meeting - Olympia

Light Duty School

March 6,7,8
Mt. Vernon Towing
Mt. Vernon

2009 NW TOW EXPO:

August 14/15, 2009
Silver Reef Hotel,

REMINDER:

TRAW will process your overweight permits for you. All you need to do is call the TRAW office at 509-782-7170 and you will be faxed a form.

Once you complete the form and fax it back, the TRAW office will process it for you through the Department of Transportation and send you the permit.

TOWING & RECOVERY
ASSOCIATION OF WASHINGTON



TOW PAC NEEDS YOUR SUPPORT

TRAW is looking for contributions to TOW PAC.

TOW PAC is the Political Action Committee of the Washington towing industry organized by towers, and for towers to support candidates for the legislature that understand the issues facing our industry.

TOW PAC is voluntary, non-profit, non-partisan and non-discriminatory and is political and educational in its purpose and programs.

TRAW – “The Power of a Team”

The Dispatch ADVERTISING RATES

1/4 Page - 4 1/4 x 5 1/8

Member	Non-Member
\$ 50.00	\$150.00

1/2 Page - 8 1/2 x 5 1/2 or 4 1/4 x 11

Member	Non-Member
\$100.00	\$250.00

Full Page - 8 1/4 x 10 3/4

Member	Non-Member
\$200.00	\$450.00

Business Card - 2 x 3 1/2

Member	Non-Member
\$ 50.00	\$100.00



Rates are non-commissionable. Camera-ready copy means all artwork and type is in place, the ad is correct size and ready to be printed. If we must typeset or design, an additional setup fee will be charged to cover costs.

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HOOK / YARD
COVERAGE



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I Want To Be A Trusted
Resource For You And Your Industry.
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2009 Officers and Board of Directors

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Kurt Gillard
George Washington Towing
(509) 785-5984

Vice President

Doug Faber, Mount Vernon Towing
(360) 336-3535

Treasurer/Secretary

Jackie Currie, Columbia Towing
(206) 722-2535

Member At Large

Stacey Tucker, Chico Towing
(360) 479-7500

Past President

Rolfe Johnson, Jim's Northgate Towing
(206) 364-1500

District 1 Chair

Mike Johnson, Lakewood Towing
(253) 582-5080

District 2 Chair

Mike Bartolotti, Lincoln Towing
(206) 364-2000

District 3 Chair

Ken Schmidt, Ken's Auto Rescue
(509)582-9414

District 4 Chair

Bettie Simmons, AA Auto Salvage Inc.
(509) 455-4990

District 5 Chair

Ron Grant, Grant's Towing
(360) 423-4460

District 6 Chair

Theresa Gault, Ron's Towing
(509) 662-3113

District 7 Chair

Dan Johnson, Johnson's Towing
(360) 733-4232

District 8 Chair

Ron Madler, Kitsap Towing
(360) 297-8600



*Rain or Shine,
Snow or Ice,
Mud or Flood,
Towers are always
there to help!!!*

MEMBERSHIP DUES

Please note: To be a part of the 2009 membership directory dues need to be paid by January 31st, 2009. You have the choice of paying your dues annually, semi annual or quarterly.

THANK YOU FOR YOUR UNDERSTANDING.



"CHRISTMAS IN LEAVENWORTH"



It's possible if we're flexible with dates.

Mike and Joanne contacted hotel after hotel in Leavenworth with hope of securing a facility with enough rooms and a banquet room. They even contacted the new hotel where they personally know management. All answers were the same; every room for Friday or Saturday night from Thanksgiving to the end of December are booked two years in advance and the rooms rent for \$200 to \$250 per night (two night minimum).

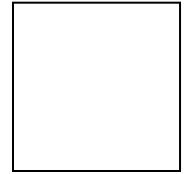
When they checked with the Icicle, they heard the same story, however, Jeanne, the catering manager remembered our group and really wanted us to be able to come back. Jeanne suggested we could have our banquet on Sunday, December 13th. The nice thing about Sunday is that they still do Christmas lighting in town at 4:30, but there are very few people to watch. The Hotels are vacant, and our cost would be 125.00 dollars a night for the Icicle, which is half of the cost for a Friday or Saturday. If you book on Friday or Saturday, there is a two night minimum, but not on Sunday. All restaurants and stores are open on Sunday, but no crowds.

After the banquet, guests would stay Sunday night, then we could have a board meeting at the hotel on Monday, complete with complementary breakfast. While the board meeting was going on, Joanne would organize events for spouses and kids on Monday. There is snowshoeing, carriage rides, a limo wine tour, in-room massage's, shopping in town, and other events.

Those who wanted to could stay Monday night at the low hotel rate, or if not, the meeting would be over early enough to drive home in the daylight.

It is a little unconventional, but it provides for all our needs, and actually could be a better event with fewer folks in town, parking and getting around will be easier. Most people have Sunday off, so the only day they would have to worry about would be Monday.

If membership would like to return to Leavenworth, Mike and Joanne need to know before January 31st. Please send Mike an email mawalcker@aol.com or call the office 509.782.7170 to if you think Leavenworth would work for you or if you'd prefer to return to Wenatchee for a Friday/Saturday party.



CONTRACTED STAFF

Mike Walcker
Association Director

Joanne Walcker
Administration Assistant

Legislative Issues
Stu Halsan, Attorney

Technical Issue Manager
Ken Nikko

ASSOCIATION OFFICE

PO Box 281
Cashmere, WA 98815
Phone: 509.782.7170
Fax: 509.670.6038

We're On the Web!!!

Here are some of the things you will find at:
www.towingandrecovery.org



- Membership – alphabetically & by location
- Current Events
- Education Schools & link to registration forms
- Legislative Updates
- Tow Pac
- Retro
- District Meetings
- Link to RTTO Manual
- Supplier Partners & Link
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