

LOG TRUCKER

VOLUME 41 NUMBER 12

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DECEMBER 2014



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From all of us at *LOG TRUCKER*

FEATURED IN THIS MONTH'S ISSUE



JND LOG HAULING

Based out of Napavine, Wash. JND Log Hauling is a family-run business offering log hauling, rescues, firewood hauling and fish log services.

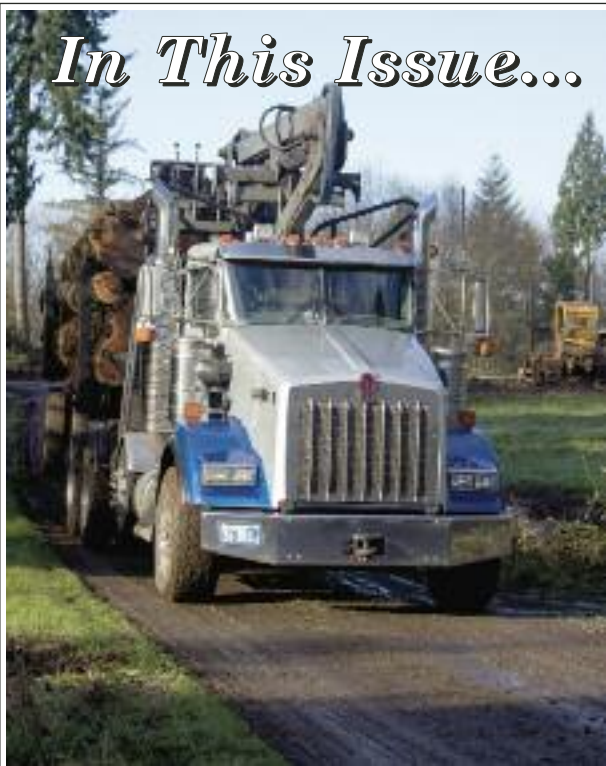
Jetro Hartzell brings nearly 30 years of experience in the timber industry and drives a **2009 Kenworth T-800 with an Alpine trailer and Serco 160 loader.** As one of the few self-loaders in the area, Hartzell helps independent loggers and landowners in Southwest Washington.



NAPAVINE WASHINGTON

Napavine is a town of roughly 1,750 people located in Lewis County, Wash. just south of Centralia, Wash. **Settlers began arriving in the Napavine area in the 1850s** and Scottish immigrant James Urquhart laid out the town naming it Napavine from the Indian word "Napavoon" meaning "small prairie." Napavine is just off of the **I-5 Freeway** - the main route between Seattle and Portland - and **Lewis County has a total population of 75,455.** Originally named for George Vancouver, Lewis County was renamed in 1849 after **Meriwether Lewis.**

In This Issue...



JND Log Hauling's Jetro Hartzell drives his 2009 Kenworth T-800 off the jobsite near Longview, Wash.

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Log Trucker Magazine?**

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- by Finley Hays

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JNB LOG HAULING • NAPAVINE, WASHINGTON
- by Brandon Hansen

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LOG TRUCKER

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JND Log Hauling - Napavine, Wash.

DECEMBER 2014

Log TRUCKER



HERE TO SERVE

**SINCE BUYING HIS SELF
LOADER, JETRO HARTZELL'S
PHONE HAS BEEN BUSY IN HIS
SPECIALIZED LINE OF WORK**

By Brandon Hansen

Jetro Hartzell has been driving since he was eight years old. That's when he was unleashed on a tractor at his family's Winlock, Wash. farm. He's been at it ever since in one capacity and another. Having just recently pur-

chased a 2009 Kenworth T-800 with an Alpine trailer and a Serco 160 loader, Hartzell is one of the few self-loader operators in his area.

Currently residing with his family near

(Continued on Page 6)
See "JND"

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Chuck L Transportation, GRENADA, CA, Brand New 2014 Whit-Log SEWC100 Long Logger with Matching Truck Equipment. Custom Aluminum Cab Rack, Whit-Log Lift Axle Fender Kit, and Much More... **Thanks Tristan!!**



PBM Trucking, MONTESANO, WA, New 2014 Whit-Log TWSE300 Three Axle Long logger with Matching Truck Equipment. Custom Aluminum Cab Rack, Whit-Log Lift Axle Fender Kit, Aluminum Stake Extensions, and Much More... **Thanks Pete!!**



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Brent Kyser Trucking, MILTON-FREEWATER, OR, Brand New 2014 Whit-Log SEWC100 Long Logger with Matching Truck Equipment. Rides for riding Long Logger behind Truck Bunk, Whit-Log Lift Axle Fender Kit, and Much More... **Thanks Brent!!**

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GETTING SETTLED in his Serco 160 loader, JND Log Hauling's Jetro Hartzell prepares to load his Alpine trailer on a 2009 Kenworth T-800. Hartzell bought the truck from Nixon Enterprises in Winlock, Wash. after working for their company for six and a half years.

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"[Buying a truck is] something I swore I'd never do. I was always happy just packing a lunch pail and heading to work."

JETRO HARTZELL

JND

(Continued from Page 4)

Napavine, Wash. Hartzell has 30 years of experience in the timber and log trucking industry. After running a self-loader for Nixon Enterprises based out of Winlock for six and a half years, Hartzell was given the opportunity to buy the truck he was driving and the phone hasn't stopped ringing since.

"It's something I swore I'd never do," Hartzell said. "I was always happy just packing a lunch pail and heading to work."

The Kenworth T-800 with an 18-speed transmission and a Cummins ISX 525 engine has ran well for Hartzell - who spends every Saturday doing the necessary maintenance and upkeep on his truck - while the Serco 160 loader has given him the ability to serve a busy market of independent loggers and landowners.

"Most people that I serve have a Cat or skidder and get the logs to the landing and I do the rest," Hartzell said.

And they'd be hard-pressed to find someone who knows more about what they're doing. Hartzell worked on a dairy farm in Winlock from age 14 until he turned 21 and decided to become a long-haul truck driver. His father Clay had experience in the trucking industry which naturally got Jetro interested in it.

(Continued on Page 8)
See "JND"

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AFTER SEVERAL YEARS OF WORKING ON A SHOVEL, operating the self-loader is something that Hartzell is quite used to. "...you've got to learn how logs roll and slide," Hartzell said. "You've got to make them fit just right."



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Heavy Duty

(2) 2012 WESTERN STAR 4900EX, DD15 560HP, Jakes, 18-Spd, 12k Front, 46k Rears, 4:30 Ratio, Full Lockers, Air-Liner Susp, 219" WB, Alum Wheels, A/S 5th, Hyd Wet Kit, Tilt Column, Power RH Window, 193k & 202k Miles ...**\$97,500 ea.**



Cummins

2012 KENWORTH W900L, ISX 500HP, Jakes, 10-Spd FRO18210C, 13200 Front, 40k Rears, 3:70 Ratio Air Susp, 232" WB, Alum Wheels, A/S 5th, Power Mirrors, Tilt Column, Power Windows, AM-FM-CD, CB Radio, 165k Miles**\$103,500**



Cummins

2010 KENWORTH T800, ISX 485HP, Jakes, 18-Spd, 12k Front, 46k Rears, 4:30 Ratio, Full Lockers, Air Susp, 174" WB, Heated Mirrors, High Back Seats, Power Windows & Door Locks, 285k Miles**\$74,500**



Cummins

(3) 2009 Peterbilt 389, ISX 485HP, Jakes, 10-Spd FRO18210C, 12k Front, 46k Rears, 3:91 Ratio, Rear Diff Locker, Air Trac Susp, 245" WB, A/S 5th, Quad Horns, Power Mirrors, Power Windows & Door Locks, 296k—349k Miles**\$79,500 ea.**



Caterpillar

2007 INTERNATIONAL 9900i, C15 500HP, Jakes, 18-Spd, 14k Front, 46k Rears, 4:10 Ratio, Full Lockers, Neway Air Susp, 236" WB, A/S 5th, Power Mirrors, High Back Seats, Tilt Column, Power RH Window, AM-FM-CD, CB Radio...**\$52,500**



Cummins

1989 INTERNATIONAL 9300 Eagle SBA, NTC 400HP, Jakes, 13-Spd, 12k Front, 40k 2-Spd Rears, 4:11/5:60 Ratio, Hendrickson RSA Susp, 230" WB, 118" AF, High Back Seats, Tilt Column, Power RH Window, AM-FM-CD, CB Radio..**\$24,500**

JETRO HARTZELL drives his fully-loaded 2009 Kenworth T-800 off a landowner's jobsite outside of Longview.



MARRIED FOR EIGHT YEARS, Jetro Hartzell and his wife Daphne are busy with two teenage daughters - Baylee and Braydann - and running an independant log trucking business. Daphne does all the book-keeping for the business while Baylee and Braydann help out with truck-washing duties.





TAKING OFF HIS WRAPPERS, Jetro Hartzell gets ready to be unloaded at Reichert Shake and Fencing Inc. in Toledo Wash. Hartzell makes the most of his day getting as many loads to the mill as he can.

JND

(Continued from Page 6)

Hartzell went out and bought a Peterbilt truck, rented a flatbed and hit the highway for six months. He hauled from Washington to California, going down as far south as Los Angeles before deciding he'd like to stick a little closer to home.

He got a job running a dump truck, and then got an offer from John Gardin Trucking out of Winlock. He spend nearly a year living out of a camp trailer in Clallam Bay, Wash. before moving back home and working with the same company for three more years.

"When I started log trucking we'd see a lot of three-log loads," he said. "You don't see a

(Continued on Page 10)

See "JND"



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BACKING UP, Hartzell gets his 2009 Kenworth T-800 in the right spot to load up his Alpine Trailer. Hartzell uses his Serco 160 loader and is one of the few self-loaders in southwestern Washington. "Most people that I serve have a Cat or skidder and get the logs to the landing and I do the rest," Hartzell said.

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JND

(Continued from Page 8)

lot of those anymore.”

Hartzell then went to work for North Fork Timber, based out of Chehalis, Wash. for eight years. During that time he also operated a shovel out on the job site. He would do the same trucking and shovel operating duties for Pursley Logging, a small operation out of Winlock, where he would stay for 11 years.

“The only thing I feel I haven’t done is fall an actual tree,” Hartzell said. “I’ve run

skidder, cat and a processor.”

When the economy went bad in 2008, Hartzell got on board as a self-loader operator at Nixon Enterprises. Nixon operated three self-loaders, a logging operation and a road-building operation. Along with self-loading, Hartzell drove dump truck for their road-building crew and also drove their low boy trailer.

“With the self-loader on the truck, it drives a little more like a boat,” Hartzell said. “It also feels top-heavy so it takes some getting use to, especially around corners.”

Recently, Nixon got out of

the self-loading business and sold Hartzell the truck he was driving. While the type of work didn’t change for the Lewis County resident, the depth of work certainly did.

“It’s a learning experience for me trying to balance everything,” Hartzell said. “Telling people when I can get to them and how many loads to schedule in a day.”

Hartzell is on the phone much more these days, but is happy that the work is calling him up and he doesn’t have to hunt for it. Since he self-loaded for several years beforehand, many people know him from his

previous work. Primarily operating in Lewis and Cowlitz County between Longview and Olympia, Hartzell hauls to Weyerhaeuser in Longview, the Port of Olympia and mills in Toledo, Chehalis, Winlock and Onalaska.

“There’s not a lot of self-loaders around here so I hear a lot of times ‘I was having a hard time finding a self-loader and didn’t know who to call,’” Hartzell said.

And if there’s someone that can get a load in, it’s Hartzell. If it’s outside of his area of opera-

(Continued on Page 18)
See “JND”

“The only thing I feel I haven’t done is fall an actual tree. I’ve run skidder, Cat and a processor.”

JETRO HARTZELL

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GETTING UNLOADED, is JND Log Hauling's 2009 Kenworth T-800 at Reichert Shake and Fencing Inc. in Toledo Wash. Driver/owner Jetro Hartzell hauls to Weyerhaeuser in Longview, the Port of Olympia and mills in Chehalis, Winlock and Onalaska. As one of the few self-loaders in the area, Hartzell tries to balance out hauling to each different mill depending on where his customer is located at. "It's a learning experience for me trying to balance everything. Telling people when I can get to them and how many loads to schedule in a day," Hartzell said. JND Log Hauling also gets calls for rescues if a log truck tips or loses a load. Hartzell says he gets rescue calls about twice a month.

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JND LOG HAULING'S Jetro Hartzell is up at the break of daylight, with the moon still out and glowing, to get his first load of the day in Longview. Hartzell uses his Serco 160 loaded onto the Alpine trailer of his 2009 Kenworth T-800. "You can't just hop on one of these things and go. It takes a lot of practice and finesse. Since this loader isn't the biggest thing out there, you also have to be skillful in how you load it," Hartzell said. In his 30 years of experience in the timber industry, Hartzell has operated a shovel and a processor so he's skilled in getting loads balanced. "It would be different if every log was the same exact size but you've got to learn how logs roll and slide," he said.



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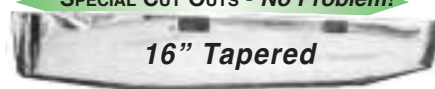
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JETRO HARTZELL sets his wrappers on a load from a Longview, Wash. site. Hartzell worked self-loading for Nixon Enterprises for six and a half years, and customers he worked for there have continued to ask for his services.



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EASING A LOG ON HIS ALPINE TRAILER, Jetro Hartzell uses his Serco 160 loader on a 2009 Kenworth T-800. Hartzell bought the truck from Nixon Enterprises in Winlock, Wash. after working for their company for six and a half years.

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JETRO HARTZELL uses his Serco 160 to load his Alpine trailer on his 2009 Kenworth T-800 with an 18-speed transmission and a Cummins ISX 525 Engine.



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(Continued from Page 10)

Log TRUCKER
DECEMBER 2014

tion, he tries to recommend another self-loader that is based in that vicinity.

"It keeps me going," Hartzell said. "This is a family business and I want to make a good living for them. I also enjoy going to new places and meeting new people."

Treating people with honesty and fairness is Hartzell's motto and that's a good policy to have in an industry where you see the same faces and survive on return customers. Each haul can be considerably different for Hartzell, differing in location, if logs are stacked up or just placed by the road and who the customer is and what their schedule is.

One day that Hartzell does keep off the schedule - unless important or vital work on the truck is needed - is Sunday. Hartzell dedicates that day with his family and being part of Winlock's LDS congregation.

"It gets tricky sometimes if I need repairs but that's why I try to get everything done on Saturday before I get to go out and play."

And play used to be racing go-karts for Hartzell and after marrying his wife Daphne eight years ago, playing turned into four-wheeling around sand dunes. Life has gotten a little busier, however, and that will happen with two teenage daughters - Baylee and Braydann - and an independant business.

Daphne does all the bookkeeping for the business, while Baylee and Braydann help out with truck-washing duties. JND Log Hauling recently launched a new website www.jndloghauling.com that Jetro hopes people will run across when looking for log and firewood hauling, along with rescues and fish logs.

"You can't just hop on one of these things and go. It takes a lot of practice and finesse. Since this loader isn't the biggest thing out there, you also have to be skillful in how you load it."

JETRO HARTZELL

Fish logs are set on river beds with their root base still attached - creating the perfect spawning area for salmon.

Hartzell is also the man to call for a rescue in case a log truck tips or loses a load. He said he gets rescue calls about once or twice a month. With his adeptness with the log loader - no matter the job - Hartzell's skill on the self-loader keeps him and the loads on the road.

"You can't just hop on one of these things and go," Hartzell said. "It takes a lot of practice and finesse. Since this loader isn't the biggest thing out there, you also have to be skillful in how you load it."

With his experience as a shovel operator, Hartzell knows how to build and balance loads just right, which is important considering every log isn't the same.

"It would be different if every log was the same exact size but you've got to learn how logs roll and slide," he added. "You've got to

make them fit just right."

Hartzell loads on his Alpine bunk gear, which he considers excellent.

"They're very durable and low maintenance," he said.

He hopes to build a shop outside his house in the future as his business grows and to get off the cardboard on the ground and out of the elements.

While the self-loader is more maintenance and a little more expensive, it also lets the easy-going log trucker work in a specialized market but still come home every day.

So Jetro has been driving since he was eight, and judging by how often his phone rings, people will keep him driving.

Brandon Hansen can be reached at brandonwaynehansen@gmail.com and you can follow him on Twitter at @BrandonHansenLW

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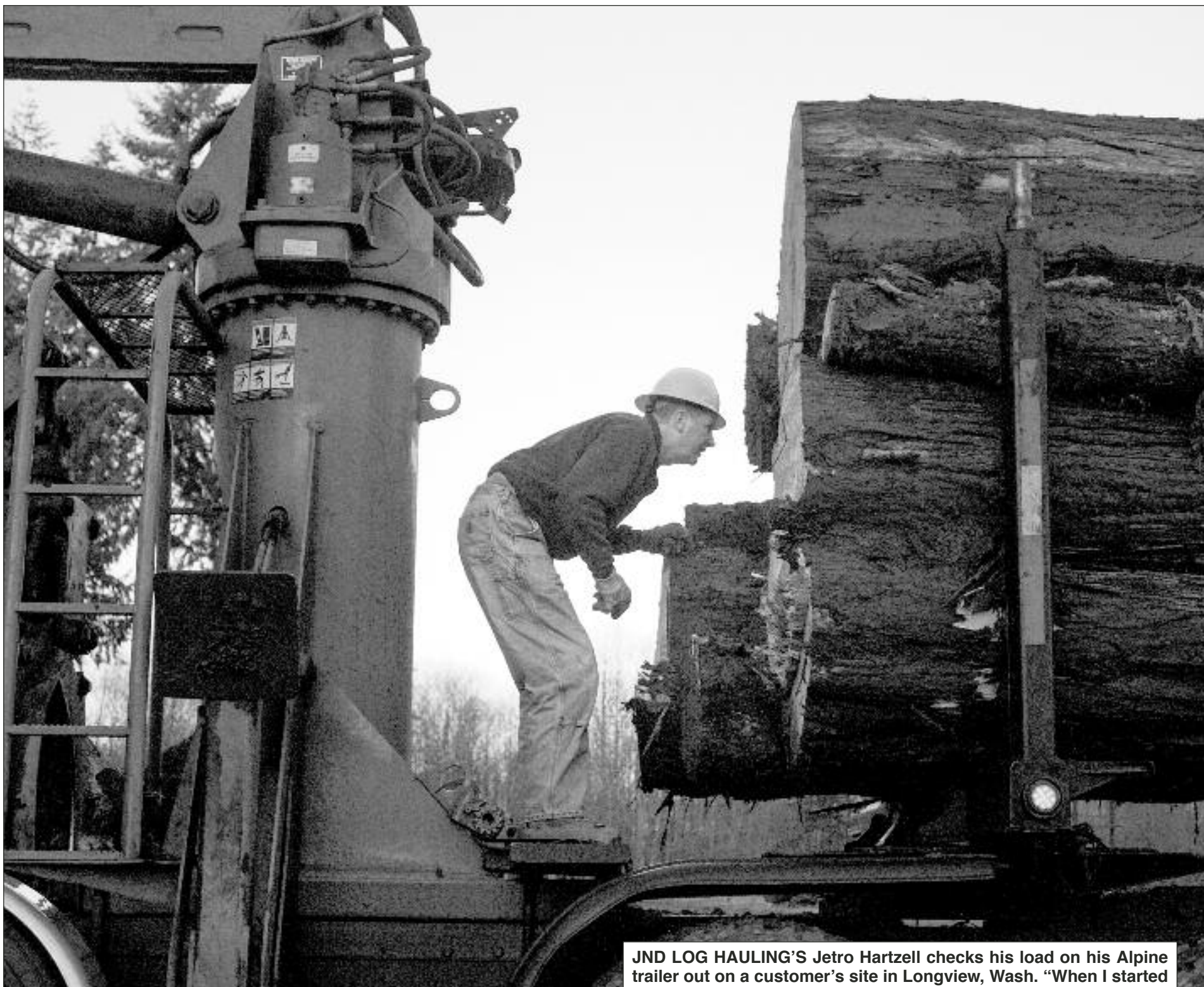
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JND LOG HAULING'S Jetro Hartzell checks his load on his Alpine trailer out on a customer's site in Longview, Wash. "When I started log trucking we'd see a lot of three-log loads. You don't see a lot of those anymore."

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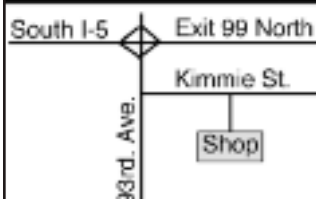
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LOG TRUCKER NEWS

DECEMBER 2014

LOG TRUCKER

HEADLINES FROM AROUND THE INDUSTRY

Over 100 Log Truck Drivers Honor Crash Victim

REDMOND, Ore. — Over 100 log trucks from Oregon, Washington and Northern California made a procession last month, beginning in Redmond and ending in Prineville, Ore. to celebrate the life of Redmond log truck driver Daniel Williams.

Williams was killed on Oct. 15 when his truck left a spur road and crashed into a ravine in the Ochoco National Forest east of Prineville.

Log trucks displayed black or red ribbons along with window decals to mark the 30-year-old Williams' passing. The log trucks traveled from the Deschutes County Fairgrounds to the Crook County Fairgrounds in Prineville.

Daniel was born in Bend, Ore. and began driving at age 13 when he bought his first truck - a retired U Haul with a flatbed that he used to pick up hay in the field.

ATA Estimates Shortage of 30,000 Truck Drivers in United States

The American Trucking Association (ATA) estimates there is a shortage of 30,000 truck drivers in the United States, citing regulations, somewhat low pay and younger people not being as interested in the profession as the reason for the shortage.

Ninety-percent of carriers, according to the ATA, said they couldn't find enough drivers that met the Department of Transportation criteria. They added that turnover rate at large truck-load carriers was 92 percent in the first quarter of this year. It was the ninth straight quarter that the turnover rate was above 90 percent. Four years ago, that turnover rate was 39 percent.

The ATA's turnover rates refer to drivers that leave the industry and are replaced. The ATA estimates that truck driver shortage will grow to 239,000 by 2022 and that the trucking industry needs an average of 100,000 new drivers each year over the next decade to make up for that shortfall.

Washington Lawmakers Slow to Pass Transportation Package

Tasked with coming up with adequate education funding, Washington State lawmakers may not have time to deal with a transportation spending package they've been working on for two years after the state Supreme Court determined that Washington was failing to meet its constitutional duty to fund basic education.

State lawmakers have until April to come up with a detailed school-funding plan. Lawmakers are also required to pass a two-year transportation budget during their 105-day session. The WS-DOT and its current 2015-2017 is slated to cut \$2.1 million in services, fares for public transportation are also expected to rise.

Lawmakers are looking into a 10-cent gas tax increase that would provide sustained operating fund for state ferries that haven't been enjoyed since losing license tab revenues 14 years ago. Voters passed a five-cents gas tax in 2003 and a 9.5 cent tax in 2005 but those funds are already obligated for projects.

The transportation spending package did not emerge last spring - and as 17 Washington State bridges have been found structurally deficient - and it looks like lawmakers will have their hands full already with education.

Trucks Not Feeling Harassed About E-Logs

According to a survey by the Federal Motor Carrier Safety Ad-

ministration, few truck drivers feel more harassed by their employers who use electronic logs compared to those that use paper logs.

The agency conducted the survey as part of its preparation for the ELD mandate that is expected next year that requires most drivers to eventually switch from paper to electronic logs.

Less than 30 percent of drivers considered any of the log interaction to be harassment and 42 percent of drivers in the survey said none of the log interactions were harassment whatsoever. The interactions that most likely felt like harassment, regardless of what logging system was used, were interruptions during off-duty time (28 percent), asking the driver to work when he felt tired or requests to falsify logs to work a longer day (26 percent).

Only seven percent of drivers had their off-duty time interrupted two or more times a month and one percent reported on being asked to adjust their log to work longer.



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