

LOG TRUCKER

VOLUME 42 NUMBER 1

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JANUARY 2015

DARRELL L. PARTON

TRUCKING INC. — LEAVENWORTH, WASH.



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**Annual Meeting
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January 16-18

FEATURED IN THIS MONTH'S ISSUE



DARRELL L. PARTON TRUCKING INC.

Based out of Leavenworth, Wash. Darrell Parton is a third-generation log truck driver hauling in the central part of Washington. Parton owns five trucks while operating Darrell L. Parton Trucking Inc. and drives a **2001 Kenworth W-900**. **Darrell's father Roy drives a 1994 International** and has been driving since 1956. Darrell started driving in 1988 and began his own log truck company in 1998.



LEAVENWORTH WASHINGTON

Leavenworth is a town of 2,000 people in Chelan County in central Washington. When the first route across Stevens Pass was built by the Great Northern Railway, the town site was named in 1892 as Captain Charles Leavenworth, president of the Okanogan Investment Company bought the land of downtown Leavenworth and laid the streets parallel to the railroad tracks. When the railroad relocated in the 1920s, the town struggled until 1962 when the town transformed itself into a mock Bavarian village to revitalize it's economy. It has since become a tourist destination in the state of Washington.

In This Issue...



Darrell L. Parton's 2001 W-900 is loaded out on a snowy jobsite near Leavenworth, Wash. (Photo by Darrell L. Parton)

See "In the Family" starting on Page 5

Like what you see in Log Trucker Magazine?

4 RIGGING SHACK PAGE 4 IN LOGGERS WORLD
— by Finley Hays

4 IN THE FAMILY

DARRELL L. PARTON TRUCKING INC. • LEAVENWORTH, WASH.
— by Brandon Hansen

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LOG TRUCKER

Founded in 1975 by Finley Hays

Published by

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Phone **(360) 262-3376**

PUBLISHERS Kevin & Nancy Core
EDITOR EMERITUS Finley Hays
EDITOR/WRITER Brandon Hansen
ADVERTISING Kevin Core
OFFICE MANAGER Nancy Core

POSTMASTER: Send address
changes to:

LOGGERS WORLD LLC,
P. O. Box 1631, Chehalis, WA 98532-8425

E-Mail: logworld@aol.com

SUBSCRIPTION RATE (In U.S.A.): \$25.00 per year;
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Thanks, Ron Braxling

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DARRELL L. PARTON TRUCKING INC — LEAVENWORTH, WASH.



DARRELL L. PARTON gets a load in his 2001 W-900 Kenworth from Burgess Logging's Kenny Vandegraft at a gravel pit north of Leavenworth, Wash. to haul to a chip plant in Plain, Wash. The wood was taken off the Duncan Creek Fire in Central Washington during the summer.

IN THE FAMILY

THREE GENERATIONS OF LOG TRUCKING...

By Brandon Hansen

If you're in the Leavenworth area of Washington State, chances are you've seen a Parton truck hauling a load of logs down the road.

The family business of log trucking for Darrell Parton stretches back three generations. His grandfather Bernard Parton

ran away from home in the Smoky Mountains of Tennessee at the age of 16 to work in a logging camp.

Bernard began logging when they used steam donkeys, and by the 1920s trucks began to replace horses as the main transportation for logs. Parton had both a logging and trucking operation through

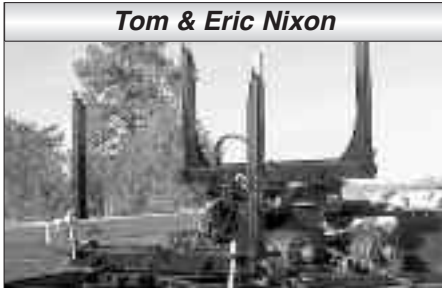
(Continued on Page 6)
See "Parton"

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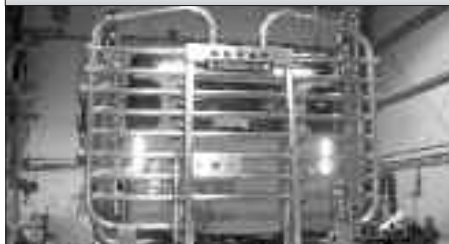
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ROY PARTON gets ready for a load in his 1994 International for Burgess Logging at a gravel pit north of Leavenworth, Wash. to haul to a chip plant in Plain, Wash. The wood was taken off the Duncan Creek Fire in Central Washington during the summer.

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"I was born and raised in it and followed in my dad's footsteps."

DARRELL L. PARTON

Parton

(Continued from Page 4)

the years - primarily operating in Washington and Oregon.

Then Bernard's sons, Roy and Hugh Parton entered into the trucking business. Roy began hauling for his dad in 1956 and owned his first truck in 1961. The Partons would move back to the Leavenworth area from Oregon in 1967. Roy and Hugh would eventually set out on their own, Roy had two sons with his high school sweetheart Fay, who married in 1964.

History repeated itself, although the techniques and equipment for logging has changed or been upgraded, as Darrell and his brother Doug worked for their father for a number of years - Darrell beginning in 1988 - and eventually both began their own log trucking company.

(Continued on Page 8)
See "Parton"



PULLING INTO A CHIP PLANT, Darrell L. Parton gets his 2001 W-900 into position to be unloaded in Plain, Wash. for Burgess Logging. The wood was taken off the Duncan Creek Fire in Central Washington during the summer and moved to a gravel pit north of Leavenworth where Parton was loaded.

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SETTING HIS CHOKERS, Darrell L. Parton readies a load on his 2001 W-900 while hauling for Burgess Logging at a gravel pit north of Leavenworth, Wash. to haul to a chip plant in Plain, Wash. The wood was taken off the Duncan Creek Fire in Central Washington during the summer. "Snow is our biggest thing because you've just got to deal with the roads and ice," Darrell said. "All the rest of the challenges of log trucking kind of come naturally. The best part about this industry is I get to do something that I was raised in and it's something I love to do."



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BEFORE ENTERING COLE'S CORNER, Darrell Parton takes the chokers off the load on his 2001 W-900.

Parton

(Continued from Page 6)

Roy, Darrell and Doug are still trucking as they would say. Roy eventually went to work for Darrell who now owns five trucks. Doug owns and operates one truck.

"I was born and raised in it and followed in my dad's footsteps," Darrell said.

Darrell started his company, Darrell L. Parton Trucking Inc. in 1998. He hauls for Marcon Timber Co. out of Peshastin, Wash., owned by Mark and Barbara Forsmann.

Marcon is one of Weyerhaeuser's primary loggers in the Leavenworth area meaning that Darrell gets a steady stream of work.

"We've been pretty fortunate to haul for Marcon," Darrell said. "They're always finding work for us, we're never having to scrap for work."

(Continued on Page 12)
See "Parton"

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TWO GENERATIONS OF LOG TRUCKERS, Darrell Parton and his dad Roy Parton have plenty experience between them. Roy, 78, started hauling for his dad in 1956 and bought his first truck in 1961.

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MARK SALGADO of Leavenworth gets a load from Doug Lycan up on the job site in his 1996 International. Salgado and Darrell L. Parton Trucking Inc. primarily haul for Marcon Timber Co. out of Peshastin, Wash. which is owned by Mark and Barbara Forsman. Marcon is one of Weyerhaeuser's primary loggers in the Leavenworth area.



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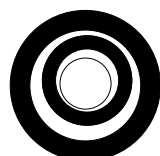
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BACKED UP, Darrell L. Parton gets a load in his 2001 W-900 Kenworth for Burgess Logging at a gravel pit north of Leavenworth, Wash. to haul to a chip plant in Plain, Wash. The wood was taken off the Duncan Creek Fire in Central Washington during the summer.



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RTLO 16718B	\$3700
RTLO 18718	\$3750
RTLO 16913	\$3500
RTLO 18913	\$3600
RTLO 18918	\$4100
FRO 16210C	\$3100
FRO 16210IC	\$3150

Exchange Prices - Rearends

RD 20145	\$2100
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Parton

(Continued from Page 8)

Darrell owns five trucks now - three Kenworths and two Internationals - and has two drivers along with his dad hauling for him. Jim McFadden of Cle Elum, Wash. drives a 2001 Kenworth T-800, while Mark Salgado of Leavenworth drives a 1996 International.

"Mark and Jim are both go-getters," Darrell said. "They're very dependable when things get hectic."

Roy Parton, at 78, hasn't slowed down much after over a half-century of log trucking. He currently drives a 1994 International for Darrell.

"I can always go to him for

advice in log trucking or life in general," Darrell said. "My dad pretty much ran through everything when he was in business. He's been there before and made those decisions."

Roy keeps driving log trucks

"We've been pretty fortunate to haul for Marcon. They're always finding work for us, we're never having to scrap for work."

DARRELL L. PARTON

to stay busy and he still enjoys the challenge of hauling.

"The vehicles are a lot more modern and powerful, we've come a long way through the years," Roy said.

The vehicles he swears by the

most are Internationals. While Darrell has added Kenworths to the fleet, Roy still has his preferences.

"You can thank my dad Bernard for that," Roy said. "He got me used to them and they suited him so now they suit me."

Darrell L. Parton Trucking will adjust and haul for others people when and if necessary. Darrell spends plenty of time calling and texting and coordinating where his trucks are headed on any given day - making a commitment to keep his drivers' busy.

Darrell and company take loads to local Leavenworth area mills along with trips to Everett,

(Continued on Page 14)

See "Parton"

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W900A, 3406B, 13 spd., nice enclosed lube body. **Parting Out**



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JIM MCFADDEN of Cle Elum poses in front of his 2001 Kenworth T-800. McFadden and Mark Salgado both haul for Darrell Parton in the Leavenworth area, providing dependable and expert service to the five-truck company.

Parton

(Continued from Page 12)

Darrington, Cle Elum and even down as far south to Randle, Wash. If the opportunity is there to get a load in, Darrell and his drivers will get it in.

"Winter is probably the most challenging thing," Darrell said.

And that shouldn't come to a surprise to anyone as Leavenworth, a town of roughly 2,000 people, has made a name for itself as a winter getaway nestled on the east side of Cascades. In the 1950s, the town revitalized its economy by modeling itself after a Bavarian Village. They have the snow to go along with that Bavarian feel thanks to the Eastern Washington climate.

"Snow is our biggest thing because you've just got to deal with the roads and ice," Darrell said.

"All the rest of the challenges of log trucking kind of come naturally. The best part about this industry is I get to do something that I was raised in and it's something I love to do."

Darrell attended Wenatchee Valley College before decided he wanted to get into log trucking. His first truck to drive was a 1979 4300 International. He now had three kids with his wife Lisa, a 19-year old named Hunter, 17-year old Britt and 24-year old Hillary. Hunter now has his permit, and can ride along and drive with his dad to get the feel for the industry.

If history is any indication, another generation learning the ropes can only mean one thing: the Parton name will continue to be on the side of log trucks in the Leavenworth area.

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MARK SALGADO drives a 1996 International as one of Darrell L. Parton's five trucks in the fleet near Leavenworth, Wash.

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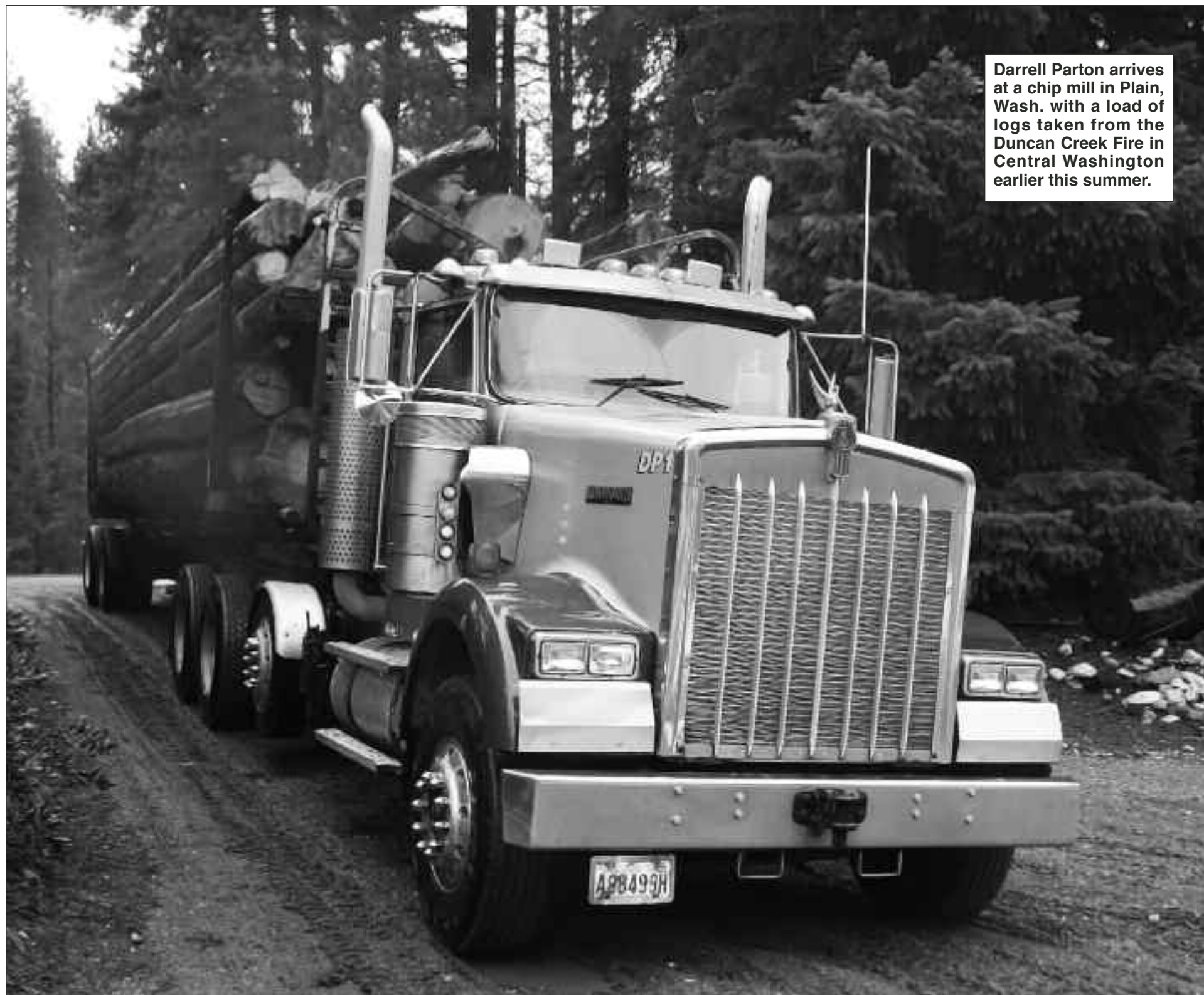
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Darrell Parton arrives at a chip mill in Plain, Wash. with a load of logs taken from the Duncan Creek Fire in Central Washington earlier this summer.



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ABOVE: Darrell Parton (from right to left) poses with his wife Lisa, daughter Hillary, and sons Hunter and Britt.

RIGHT: Darrell Parton's grandfather Bernard Parton was the grand marshal of the 1981 Bavarian Logging Show Parade and owned several trucks before turning the business over to his son Roy. Roy eventually employed Darrell and his brother Doug and the two eventually started their own trucking company. Roy now drives for Darell.



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TRUCKER NEWS

News from around the Industry....

Michigan Timber Industry Deals With Labor Shortage

The timber industry in Michigan is having a problem - namely looking for qualified workers, the Great Lakes Echo Reports. With many experienced foresters and workers in Northern Michigan retiring, along with wages in mining, energy and construction industries being more competitive, the lack of qualified workers in the timber industry there has begun to grow.

According to Michigan State University, more than 27,000 jobs are directly related to the state's forest products and more than 146,000 are supported by it.

"Our members are keenly concerned about a tremendous lack of skilled labor, or even unskilled but trainable labor, for our timbering companies, our sawmills our manufacturers," Brenda Owen, executive director of the Michigan Association of Timbermen, said.

Jobs such as lumber graders, equipment operators, welders and drivers for log trucks are getting hard to fill, Owen said, adding that other industries are luring qualified people away.

"There's no way we can compete with construction," Brian Nelson, co-owner of Marvin Nelson Forest Products said. "If you can harvest an operate a harvester, you can operate other equipment."

Skilled workers, Nelson added, make 1.5 times more at the mill than at his logging company. The major shortage for the Escanaba area employer is cut-to-length harvest operators and truck drivers.

"We try everything, word of mouth, unemployment offices, Craigslist, newspaper ads, wherever we can find help," he said.

Qualified workers have moved to oil and gas companies, Nelson said, or into the mining

field. The labor shortage has led to some loggers paying 20 hours a week in overtime.

Several Michigan colleges has begun associate degree programs in forest technology to help fill industry needs. According to the Industrial Arts Institute in the Northern Lower Peninsula, their welding program students have found jobs immediately after graduation.

Trucking Companies Look to Raise Freight Rates As Fuel Prices Drop

According to the St. Louis Post-Dispatch, shippers are enjoying as much as a \$24 billion total drop in fuel prices. That's a drop not seen in about a decade.

The American Trucking Association said that each one-cent drop works out to an annual fuel saving of \$350 million. Last weekend, the nationwide average for diesel was \$2.15 which is down from \$2.85 in the last 12 months.

This decline in diesel prices comes when the industry is already experiencing cargo de-

mand that's exceeding capacity.

Large truckers increased freight prices on average between 3 and 4 percent, and Jason Seidl, an analyst with Cowen and Co. in New York added that they might increase prices by as much as 5 to 6 percent next year.

Truckers began adding fuel surcharges to their contracts in the 1990s to protect themselves from rising expenses. Under most agreements, shippers make up the difference between the current price and \$1.05 a gallon while the surcharges don't cover fuel for hauling empty trailers and idling trucks which makes up for 15 percent of the diesel expense.

After a surge of US crude production from shale formations in North Dakota and Texas has caused the price of oil to drop as low as \$61.32 the cheapest since 2009.

Senate Clears Bill That Suspends Trucker Rest Rules

The \$1 trillion spending bill by Congress that includes a provision that would suspend two

rest rules for truckers was cleared by the Senate on Dec. 13. President Obama has also indicated he would sign the bill.

Under federal law, a truck drive can be behind the wheel 11 hours day and up to a maximum of 60 hours in a week-long period. If a trucker takes a 34-hour rest period, that seven-day calendar starts over and they can drive another 60 hours.

Last year the Federal Motor Carrier Safety Administration ruled that the 34 hours can only be taken once a week and must include two 1 a.m. and 5 p.m. periods. Those rules would be suspended by the spending bill.

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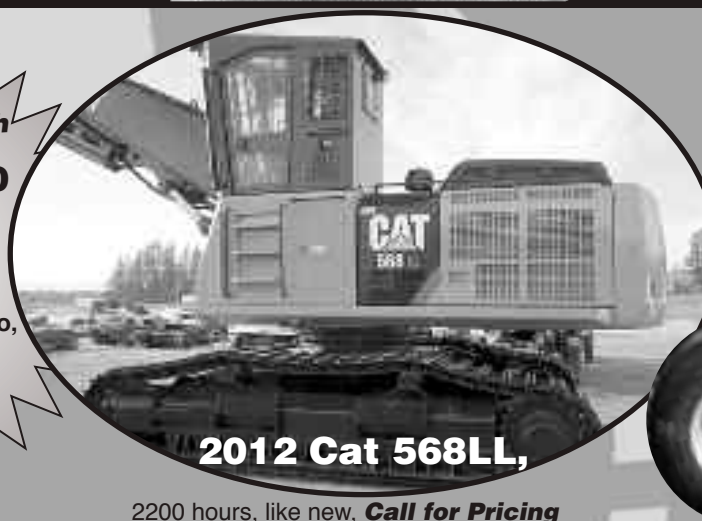


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