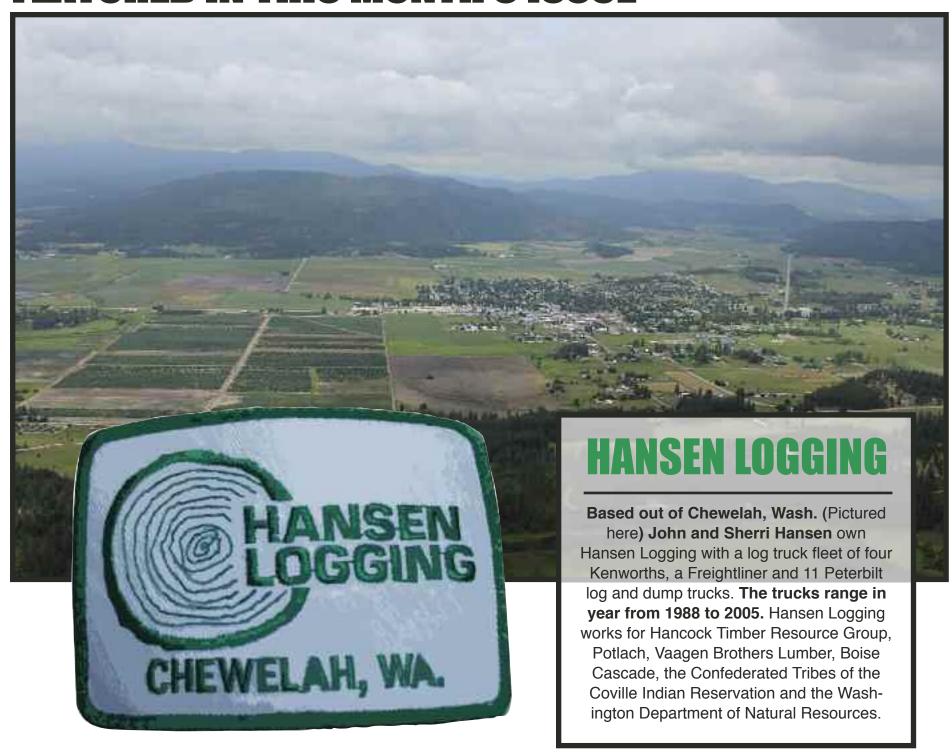
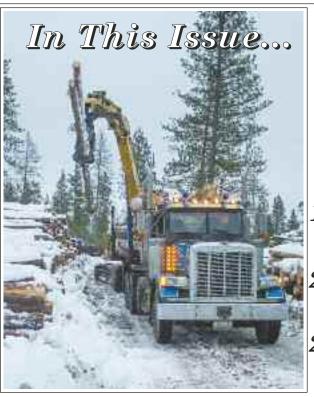


FEATURED IN THIS MONTH'S ISSUE





John Hansen uses a John Deere 790 E LC to load Dan Jeanneret's 1998 Peterbilt on the jobsite near Omak, Wash.

See "No Rest for the Busy" starting on Page

4 RIGGING SHACK PAGE 4 IN LOGGERS WORLD

– by Finley Hays

4 No Rest for the Busy

Hansen Logging • Chewelah, Wash.

- by Brandon Hansen

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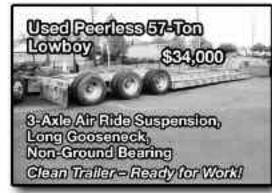
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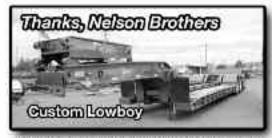
The GENERAL'S troops are looking forward to being there at the 2015 Oregon Logging Conference, Feb. 19-21 to show you the best trailer equipment on the road, like one of these new GENERAL Air Bag Boosters. See you at the Conference.

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HANSEN LOGGING - CHEWELAH, WASH.



By Brandon Hansen

t started out small and innocently enough.

Now the log truck fleet of Hansen Logging - based out of Chewelah, Wash. - consists of several log trucks, dump trucks, lowboys and a busy road-building crew that contracts out to timber management companies and the state of Washington.

When company owner John Hansen decided to buy his first truck, it was a year after he had taken over the business from his father Ed Hansen in 1977. It was also a collaboration between him and long-time friend Caesar Antoine - who passed away in 2008.

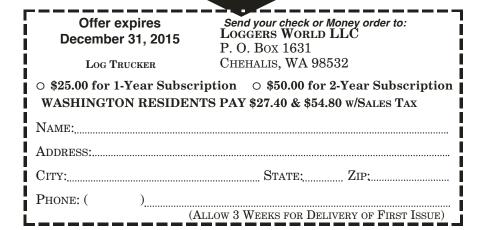
"Caesar wanted to do it and I

(Continued on Page 6) **See "Hansen"**

AN EARLY RISER WOULD BE AN UNDER-STATEMENT, Hansen Logging's Dan Jeanneret has his 1998 Peterbilt unloaded at the Omak Wood Products Mill in Omak, Wash. well before the sun comes up.



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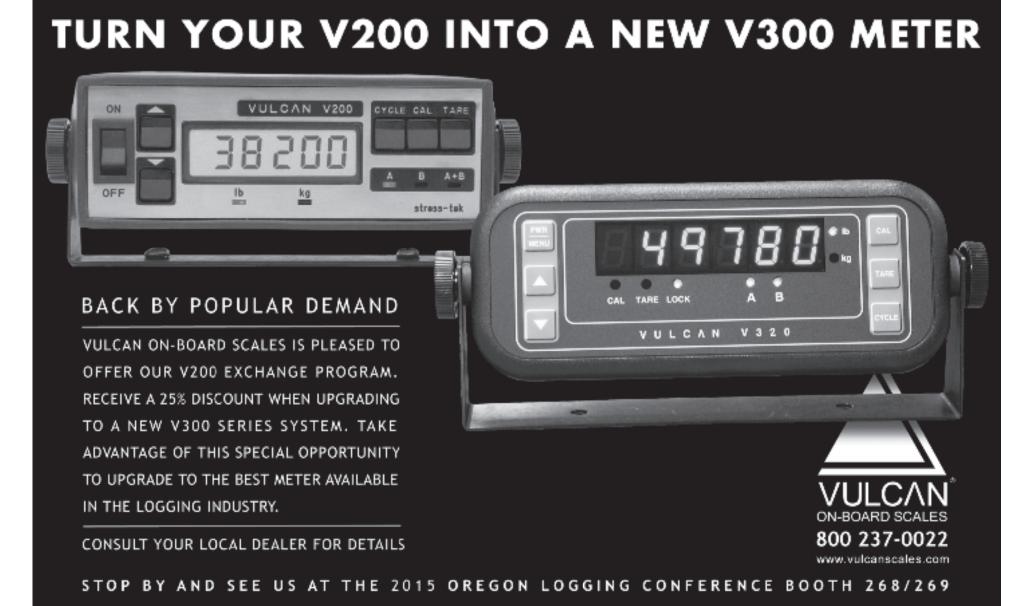


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Inside U.S.A.

February 2015





LOG TRUCKER

JOHN HANSEN USES a John Deere 790 E LC to load
Dan Jeanneret's 1998 Peterbilt on the jobsite near
Omak, Wash on Christmas Eve. "John and Sherri
have been good bosses and I've seen them help a
lot of people over the years," Jeanneret said.

Hansen

(Continued from Page 4)

don't think I would have done it if he wasn't going to start hauling," John said.

John bought a 1974 Kenworth with Fruehuaf trailer equipment and a 1979 Peterbilt, also with a Fruehuaf setup which was driven by Chewelah resident Ron Christian.

Hansen Logging, which has grown to as many as four logging sides at a given time, had two sides at the beginning of the 1980s and had used independent log trucks before then.

"There were regulars," Christian said. "And when it was the two of us you can only get so many loads so we still worked with all the gyppo trucks. We just worked well together and it worked pretty good getting everything equaled out."

The logging and truck fleet experienced rapid growth at the end of the decade, as John bought two brand new Peterbilts in 1988, two more new trucks in 1990, two in 1991, one in 1992 and three in 1998.

"The first truck I'd bought, I had put a lot of money in that first year," John said. "I figured I may as well spend a bit more and spend new."

In 1986, the company also bought a Cat D7 and a John

(Continued on Page 8)

See Hansen





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(Continued from Page 6)

Deere 790 excavator and moved into building roads full time. Terry Chalmers joined the company for the road side which has since swelled to two D-7 Cats, three road graders, 6 excavators and 3 dump trucks.

In the road building process, Hansen Logging will hire somebody to do the drilling and blasting process then begin on the roads. The company also does "reconstruction" where they brush cut and install rocking drainage ditches for the Forest Service.

"There's not very many guys who do it because all the regulations can be a pain in the butt," John said, adding that part of what makes it easier is that they've been doing it for over 25 years and know what those regulations entail.

Hansen has rock quarries in Blue Creek and Valley. The quarries also supply aggregate and top soil to outside contractors. Hansen has found a niche producing shale and try to treat their customers in this competitive market well.

"You just treat people the way you'd want to be treated," John said. "That's what we've done with everything - we just try to do quality work as efficiently as we can."

Treatment is also something that John's own truck drivers notice

"It was always good when hauling for John," Christian said. "He was always fair to work for and if that wasn't the case I don't think I could have gone back to work."

Christian became an independent log trucker in 1984, buying the truck from John that he was driving, then he bought himself an International in 1988. In 1992, he bought a second truck and a loader from John. Two years later he traded the loader for a 1984 Kenworth with a self-loader.

He continued to haul off Hansen Logging jobsites as well and was independent until 2008 when he went back to work for John as Hansen's truck shop supervisor. Hansen Logging has their equipment shop just outside of Chewelah next to the old magnesium plant, and the company rented out the nearby truck shop before eventually purchasing it and moving their offices next to it. The company also runs Beacon RV and Mini Storage nearby as well.

As for Ron, he helps maintain a truck fleet that consists of four Kenworths, a Freightliner and 11 Peterbilt long logger and dump trucks. The trucks range in years from 1988 to 2005 and John is a big fan of us-

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(Continued on Page 17) See "Hansen"

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(4) 2012 KENWORTH W900L, Cummins 500HP, Jakes, 18-Spd, 13200 Front, 52k Rears, 4:30 Ratio, Chalmers Susp, 236" WB, All Alum Wheels, Hydraulic Wet Kit, Block Heater, Heated Mirrors, Spot Light, Full Gauges, 100k—116k Miles ... \$115,500 ea.



2012 Peterbilt 367, Cummins 450HP, Jakes, FRO16210C, 14600 Front, 40k Rears, 3:90 Ratio, Air Trac Susp, 215" WB, Spot Light, Heated Mirrors, Tilt Column, Power Windows & Door Locks, AM-FM-CD, CB Radio, 131k Miles\$97,500



2012 KENWORTH W900, Cummins 450HP, Jakes, FRO16210C, 12k Front, 40k Rears, 3:90 Ratio, Air Susp, 220" WB, Heated Mirrors, High Back Seats, Tilt Column, Power Windows & Door Locks, AM-FM-CD, 116k Miles**\$97,500**



(2) 2010 KENWORTH T800W, Cummins 600HP, Jakes, 18-Spd, 20k Front, 46k Rears, 3:91 Ratio, Full Lockers, Air Susp, 280" WB, 4th Axle, Beacon Lights, Heated Power Mirrors, Tilt Column, Power Windows, Full Gauges, 485k—516k Miles......**\$89,500 ea.**



(4) 2008 KENWORTH W900, Cummins 485HP, Jakes, FRO16210C, 13200 Front, HD40k Rears, 3:91 Ratio, Full Lockers, Hendrickson PRIMAAX Susp, 222" WB, All Alum Wheels, Block Heater, Heated Power Mirrors, Full Gauges, 322k—423k Miles \$72,500 ea.



2008 Peterbilt 389, Cummins 485HP, Jakes, FRO18210C, 12k Front, 46k Rears, 3:91 Ratio, Rear Diff Locker, Air Trac Susp, Quad Horns, Spot Light, NEW 16' Dump Body, Hitch, Power Windows & Door Locks, Full Gauges, 330k Miles..\$94,500



(6) 2008 Peterbilt 389, Cummins 485HP, Jakes, FRO18210C, 12k Front, 46k Rears, 3:91 Ratio, Air Trac Susp, 235"—245" WB, Heated Mirrors, Prestige Interior, Power Windows & Door Locks, Full Gauges, AM-FM-CD, 287k—499k Miles....**\$72,500—\$74,500 ea.**



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1995 Kenworth T-800 loaded near Colville, Wash. by Andy McArthur Jr. in a 1998 200LC



February 2015

LOG TRUCKER



Hansen Logging's Tom Lane gets his 1995 Kenworth T-800 loaded on the jobsite near Colville, Wash. by Andy McArthur Jr. in a 1998 200LC Hitachi Loader. McArthur gets the trailer in place for another short log load.



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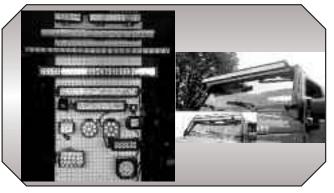
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Hansen Logging's Tom Lane puts wrappers on a load for his 1995 Kenworth T-800 on the jobsite near Colville, Wash.



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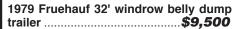


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UNLOADED, Hansen Logging's Dan Jeanneret puts away his wrappers on his 1998 Peterbilt unloaded at the Arden Lumber Mill just south of Colville, Wash. "With 40 people working for Hansen Logging, John and Sherri are always trying to keep people busy," Jeanneret said.



Left Coast Truck and Equipment Parts, Inc.

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2000 KW 900 **PARTING**



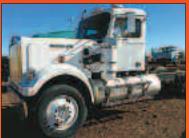
Parting Kenworth T600s, Curved and **Flat Glass**



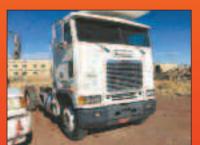
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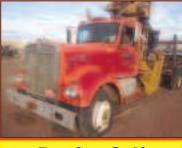
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LOG TRUCKER



BACKING UP TO LTHE LOADER, Dan Jeanneret's 1998 Peterbilt is ready for the trip back to Chewelah. After picking up a load in Inchelium and dropping it off at Omak Wood Products, Jeanneret headed out to a Hansen Logging jobsite near Omak, Wash on Christmas Eve.



LOG TRUCKER

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BEFORE HEADING OUT, Hansen Logging's Tom Lane tightens his wrappers on a load for his 1995 Kenworth T-800 on the jobsite near Colville, Wash.

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gram to make sure things are running well. The drivers are also very involved and help when

they can."

ing the 550 CAT engines and CAT parts. One truck also has a Cummins diesel engine. Hansen Logging makes a point of ensuring the trucks are well-maintained and strong running.

(Continued from Page 8)

"It keeps me busy and it's a good job," Christian said. "John wants his trucks fixed right. You have your major jobs and then we also have a maintenance pro-

Drivers are responsible for oil changes, greasing and basic maintenance on their trucks. Christian is working on building a schedule where each truck comes through the shop for a complete bumper-to-trailer hitch inspection at least twice a year. Christian's policy is to do a full filter change with every oil change.

The majority of drivers keep their trucks at home; a couple of them over on Idaho border rarely make it into the shop. That's when Christian relies on the drivers to take good care of their equipment.

"Because we have seasoned drivers, they don't rip things up, and they also know what to watch for on these older trucks," Christian said. "Our drivers are very conscientious, and most of them could probably do everything that I'm doing or close to

For Ron, who lives in Chewelah with his wife Rhonda, he feels its a very comfortable work environment and after 24 years being self-employed, still feels self-employed with the amount of trust John puts in his supervisors. Ron and Rhonda have two kids, Reid and Rachelle. Reid will help out on some of the repair jobs and also works full-

> (Continued on Page 18) See "Hansen"

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(Continued from Page 17)

time maintaining trucks at Sunshine Disposal and Recyling.

Another long-time employee for Hansen Logging is log trucker Dan Jeanneret. Jeanneret has been with the company for nearly 30 years and cut his teeth driving truck up in Alaska before beginning with the Chewelah company in 1987.

"It feels like almost being a owner-operator," Jeanneret said. "He sends you for a job and he he likes to keep his vehicles where anyone can step into them. John and Sherri have been good bosses and I've seen them help a lot of people over the years."

The nature of Eastern Washington doesn't exactly lend to short commutes to the jobsite.

The shorter logging season in the area because of wet spring conditions mudding up roads and dry summers resulting in fire restrictions mean the trucks need to be going when they can haul.

Through the years the company has hauled from as far away as Belgrade, Mont. and has currently operates in a large area of Eastern Washington from Omak, Wash. to just east of Chewelah. While the great recession was a rough patch for the timber industry as a whole, Hansen Logging survived the uncertainty and currently works for Hancock Timber Resource Group, Potlach, Vaagen Brothers Lumber, Boise Cascade and for the Confederated Tribes of the Colville Reservation.

"You try to keep close to home but sometimes you have to deal with the distance," John said.

With the job in Omak, Hansen Logging log trucks try to make the best of it, hauling off a job on the Colville Reservation taking it to the mill in Omak, picking up another load from the Hansen Logging jobsite there and then making a return trip over Sherman Pass to a mill south of Colville.

"With 40 people working for Hansen Logging, John and Sherri are always trying to keep people busy," Jeanneret said, recalling when Hansen's trucks hauled from Libby, Mont. made a transfer to another Hansen truck in Post Falls, Id. and then the load was taken to Cle Elum. "It feels like sometimes you're kind of your own boss and it's

good to get up early in the morning, you get some good sunrises."

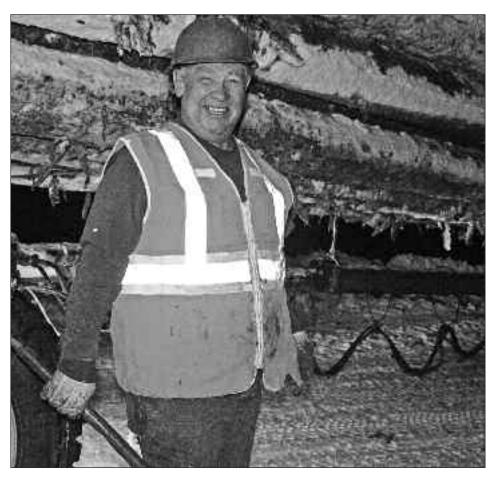
Hansen Logging trucks are also front and center for the Log A Load for Kids fundraiser for the past 30 years to help raise money for the Children's Miracle Network. The CMN helps parents pay for care for sick children. For more information about Log a Load, check out Logaload.org.

And it's the company-owned logging trucks - along with independent truck drivers that still haul for Hansen Logging - that keep the loads coming. With the nature of the economy, John has found it's a necessity now to have company trucks that can work in an efficient manner. He's also discovering a new problem as the nation-wide shortage in truck drives is also being felt in the timber industry.

"It's pretty hard to find trucks any more because with fuel prices going up and everything, so many of the log haulers have gotten out of the business," John said. "We've could have more trucks, but you can't find quality drivers. So many guys have gone to other jobs like construction that pay more. We've tried advertising, but most of the guys we hire come to us from word of mouth."

The drivers and loggers that do work for John and Sherri do tend to stick around. There's a good number with the company

(Continued on Page 19) **See "Hansen"**



ALL SMILES DESPITE it being just a few hours past midnight, Rick Nelson works on tightening wrappers on a load before heading to Omak in his Peterbilt. Nelson began his Christmas Day picking up a load in Inchelium, Wash.





(Continued from Page 18)

that have been employed for over 20 years. Hansen Logging also offers a benefits package for employees - something you might not find at another place.

"I just feel that's the right way to treat the guys if they're going to work for you," John says, "It's kind of frustrating sometimes because some people don't offer benefits, but they'll pay higher wages. The dollar amount means more to some of the younger guys who haven't been around as much, but when you consider in the benefits, we pay as much or more than most anybody else."

So if you're on the roads in Eastern Washington, chances are you might run across one of Hansen Logging's trucks. What started out as two has grown into a fleet and a roadbuilding side for the company. Not bad for starting out innocently enough.

BLAST FROM THE PAST



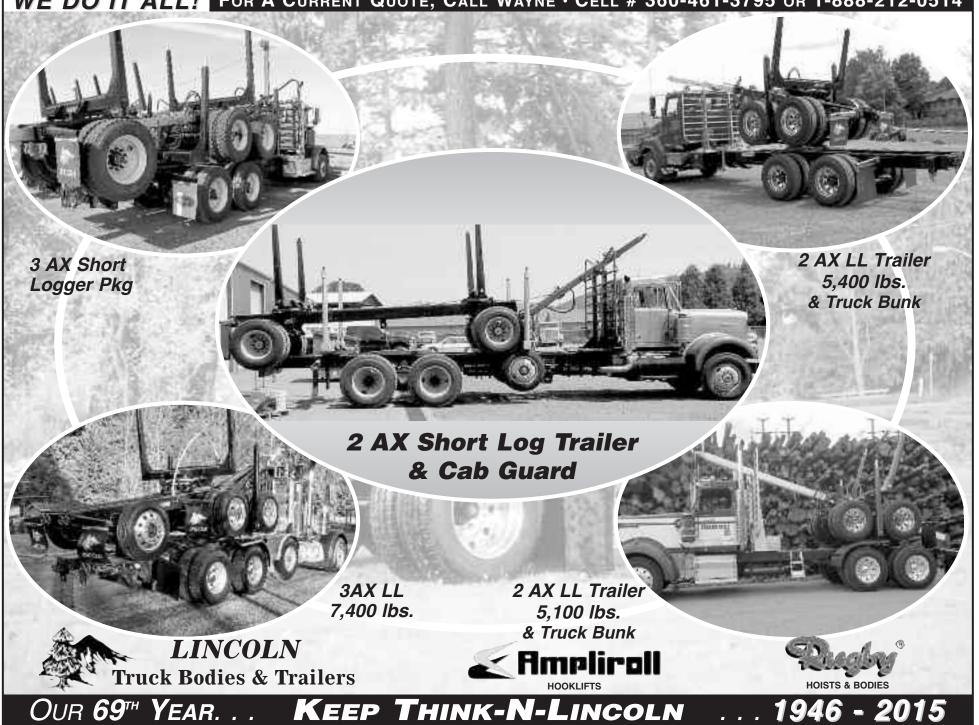
This photo is of early logging methods used near Arlington, Wash. in 1890. Arlington was once named the "Shingle Capital of the World" owing to the shingle mills, saw mills, and logging camps in the vicinity. This photo is part of Quinn J. Murk's collection, in Siletz, Oregon. Quinn can be reached by mail at: Quinn Murk, PO Box 319, Siletz, OR 97380

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TIMBER NEWS A LOOK AT THE INDUSTRY

Timber Industry in the Crosshairs for Oregon's 2015 Legislative Session

Portland-area Democrats and environmental groups are hoping for timber reforms during the 2015 legislative session in Salem, the Oregonian reports. These reforms include putting limits on aerial spraying of pesticides on forest lands near drinking water, establishing buffer zones when spraying, notifying nearby residents and an increase in state authority over cutting.

State senators Michael Dembrow (Portland) and Ann Lininger (Lake Oswego) joined forces to draft a bill this year to tighten restrictions in Oregon's Forest Practices Act. There has been pushback from the forest industry which states the environmental groups and lawmakers are wanting to fix a problem that doesn't exist.

The Center for Sustainable Economy - a national organization - filed a complaint on Dec. 18 with the Sustainable Forestry Initiative that claims Plum Creek - a Seattle-based company - violated practices for sustainable forestry certification and that Plum Creek should have such certification removed.

Scott Dahlman, head of the Oregonians for Food and Shelter, says buffers aren't needed and that they remove flexibility of operators to apply such buffers when needed. The Oregonian for Food and Shelter advocate for the right of farmers and foresters to use pesticides. Dahlman also added that new oversight in pesticide buffers would require more funding - something the Oregon Department of Forestry lacks.

Lawmakers Worried About Potential Timber Industry Implications if Bat Added to Endangered Species list

Six Republic and Democrat U.S. Senators have expressed their concern about the possible addition of the northern longeared bat to the potential endangered species list.

Millions of bats have been dying in recent years because of a fungal disease discovered in 2006. The U.S. Fish and Wildlife Service has proposed to protect the northern long-eared bat,

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and it's addition to the endangered species list would affect nearly 40 states.

Protections to the bat could prohibit harvesting timber in affected areas from April 1 to Sept. 30 each year. This certian species of bats is found in forests from Newfoundland to the Yukon and as far south as Florida. The bats have also been found as far west as British Columbia and Texas.

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A Word from Incoming National Log A Load Chairwoman

Sherri Hansen has recently been elected to succeed Rich Palermo (VA) as the Chair of the Log A Load For Kids Foundation Advisory Board. A resident of the small town of Chewelah in Eastern Washington, Sherri has been

involved with her state's Log A Load For $\it Kids\ committee$ for eighteen years and brings a great deal of experience to the table as she steps into the role of Chair. HANSEN



SHERRI

For more info on Log A Load For Kids, check out their website www.logaload.org. Here is an article by Hansen after being named Chairwoman...

ello. My name is Sherri Hansen and it is an honor to be elected as the incoming Chair on the National Log A Load For Kids Foundation Advi-



sory Board.

Our Log A Load For Kids Advisory Board would like to thank our past chair, Rich Palermo from Virginia, for his dedication to the LAL program for the past several years. I'm sure Rich will continue to volunteer and support Log A Load For Kids with all the enthusasium and energy he has in the past. It certainly has been a pleasure to work with Rich these past years and I look forward to many more.

My husband John and I reside in the small rural town of Chewelah in Eastern Washington. We are blessed to have two grown children and three grandchildren that live very close to

us. After graduating from high school, John started logging for local logging contractor. He purchased his first logging skidder in 1974 and has grown the company to include logging, log hauling, heavy equipment hauling, road construction, and rock products with 45 employees.

I currently serve as Chair for the Washington State Log A Load For Kids committee and have served on the committee since Washington Contract Loggers Association started the Log A Load For Kids program 18 years ago in our state.

In 1996, a few members and staff of Washington Contract Loggers Association made a trip

to Spokane to a Children's Miracle Network Hospital for a visit with the staff and patients. I will never forget how moved I was to hear families share about the care and compassion they received from the staff at the hospital no matter what injury or illness their child might have had or the family's ability to pay for the care they received.

We knew we could help these children and their families by raising money through the Log A load For Kids program for CMN Hospitals in our state. We were and continue to be so rewarded in being involved with LAL. Every minute, 62 children enter a Children's Miracle Network Hospital for treatment. The numbers are increasing every year and we will do whatever we can to raise money through the Log A Load For Kids programs for the impor-

> (Continued on Page 22) See "Log A Load"







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(Continued from Page 21)

tant work CMN Hospitals are doing. If you have not yet visited a Children's Miracle Network Hospital, I encourage you to do so. It will inevitably be a touching and memorable experience.

On a personal note, in July 2012 our family experienced just how important the Children's Hospitals are for our children. Two of our three grandchildren contracted ecoli and HUS (Hemolytic Uremic Syndrome). They became very sick and were in Sacred Heart Children's Hospital for several months in 2012 and 2013. Our families thank the good Lord above and are very grateful for the expert doctors and staff that saved our grandchildren.

Today, there are 30 states that have Log A Load For Kids programs. Each state's LAL program is sponsored by a logging or forest products association and all of the funds raised go directly to the hospitals. I am so proud of the many volunteers in our forest products industry and local communities that have volunteered countless hours to help raise over 40 million dollars for their local CMN Hospitals the past 26 years. The advisory board looks forward to our continued growth and more involvement from the forest products industry to do many more great things for our local Children's Hospitals in the participating states.

I would like to take this opportunity to especially thank the Forest Resources Association for their continued leadership and support and all of our corporate sponsors for their very generous sup-

port for the Log A Load For Kids program. We look forward to working with them and the Children's Miracle Network Hospitals in the future.

In September, Jared Wall (Director of Corporate Partnerships from Children's Miracle Network), Rich Palermo and I attended the American Loggers Council annual conference in Escanaba, Michigan. We would like to thank them for their wonderful hospitality and for giving Rich the opportunity to speak to them about the Log A Load For Kids Foundation.

We also thank STIHL for donating a chainsaw that was auctioned off at the ALC conference. Congratulations to the winning bidder of the chainsaw—Mark Turner of Turner Logging Inc. (Banks, Oregon). The money raised from the auctioned chainsaw and a few wooden log trucks went to the local Children's Hospitals in Wisconsin. Thanks to everyone from the American Loggers Council for your hospitality and support. We look forward to attending the conference in 2015.

Please visit the Log A Load For Kids website (www.logaload.org) and let us know if there is anything we can do to help you. In addition, please alert us about your Log A Load fundraising events so we can report about them on the website.

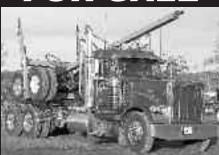
I'm looking forward to all of us working together to continue making miracles happen for our children.

Sincerely, Sherri Hansen, Chair Log A Load For Kids Foundation Sherrihansen 181@gmail.com





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