

LOG TRUCKER

VOLUME 42 NUMBER 7

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JULY 2015

BOB AND BOBBI

Hereford

Trucking

MISSOULA, MONTANA



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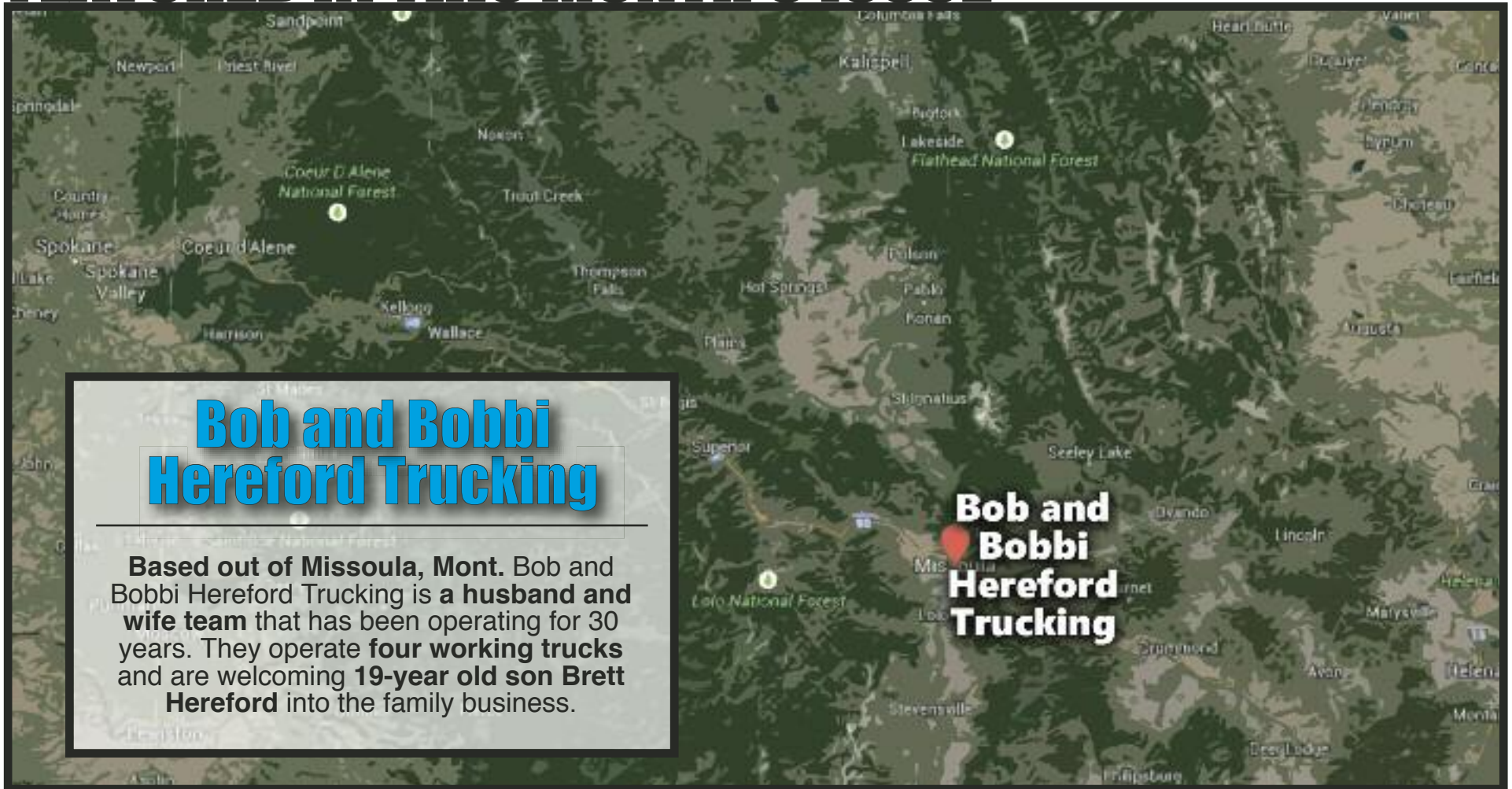
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FEATURED IN THIS MONTH'S ISSUE

JULY 2015

LOG TRUCKER



MISSOULA

MONTANA

Missoula is the second-largest city in the state of Montana, with a population of roughly, 70,000 people. It is home to the University of Montana and was founded as the Hellgate Trading Post in 1860 by the Mullan Military Road which was the first route over the Bitterroot Mountains when Montana was still part of Washington Territory. With the arrival of the Northern Pacific Railroad in 1883, the town experienced rapid growth thanks to the local lumber industry. The U.S. Forest Service made Missoula its headquarters in 1908. The US Department of Commerce determined that Missoula is the regional economic center for the western third of Montana, which consists of 300,000 people.



In This Issue...

Like what you see in Log Trucker Magazine?

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- by *Finley Hays*
- 4 30 YEARS IN THE REAR VIEW MIRROR**
BOB AND BOBBI HEREFORD TRUCKING • MISSOULA, MONT.
- by *Jessie Rogers*
- 12 THAT'S MY (MODEL) TRUCK!**
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Brett, Bob and Bobbi Hereford stand in front of Bob's father's 1970 Auto Car. "Some days I think I would like to haul a load with it and I know it would do it, but we've put so much time and money into restoring the Ole' Number 10 I wouldn't want to scratch it up," Bob says proudly.
"30 Years in the Rear View Mirror" starting on Page 4

LOG TRUCKER

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30 YEARS IN THE REAR VIEW MIRROR

Still Rolling in Big Sky Country, the Herefords Aren't Slowing Down

By Jessie Rogers

It's been close to a decade since Log Trucker visited with Bob and Bobbi Hereford Trucking in Missoula, Montana. A lot of winding, mountain roads have



(Continued on Page 7)
See "Hereford"

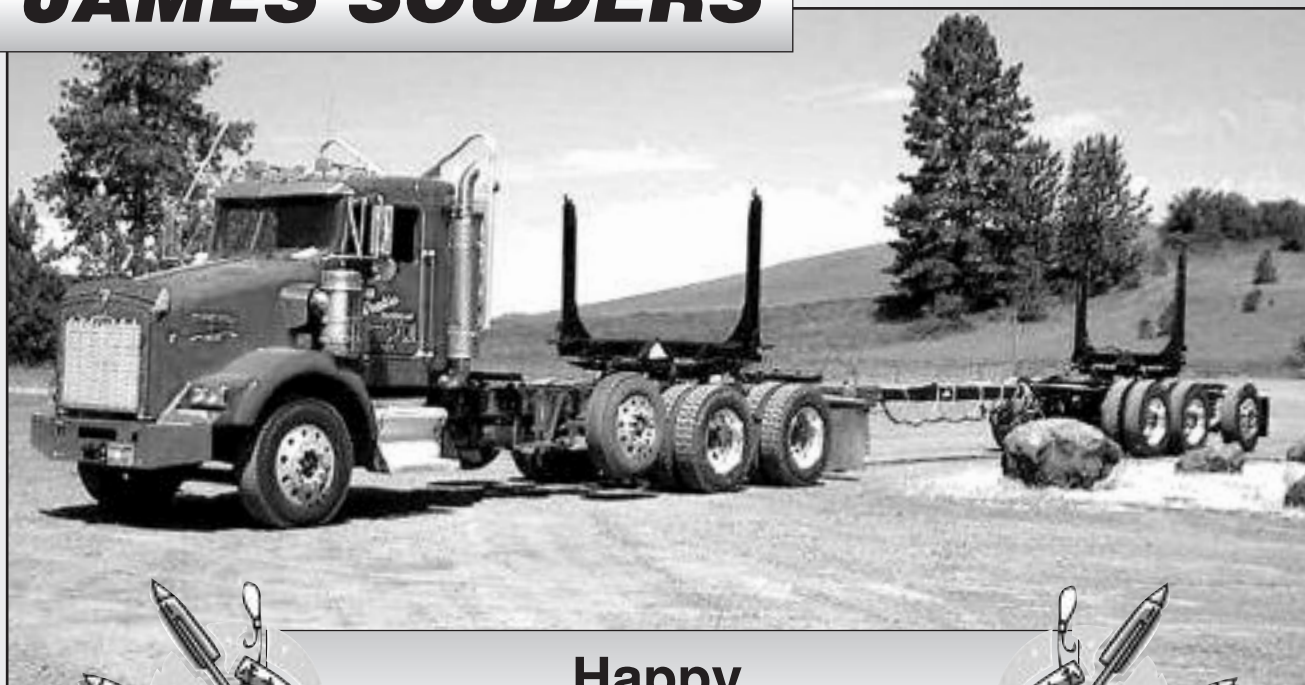
Joe Frasier (owner of Salmon River Wood), Bob Hereford, Bobbi Hereford, and Brett Hereford pose outside their home and shop. "My family has worked for Joe for three generations." Explains Bobbi. First with her father, Walt Sexton, who was also known as the Wild Man and the fastest loader operator in the Northwest. Now with Bobbi and Brett the Herefords have a close tie with Salmon River Wood and the owners.

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THE ORIGINAL HEREFORD LOG TRUCK is a 1970 Auto Car with a Big Cam 3 400 Engine and a 5 speed- 4 speed Brownie transmission. It has a re-husked 2013 Lincoln trailer. "It's been quite a journey with that truck. I painted those stripes when I was 16." Bob Hereford said. "Each year we do a little more but those stripes are still original. We like to keep things kept. Without maintenance all the work we do would go backwards."



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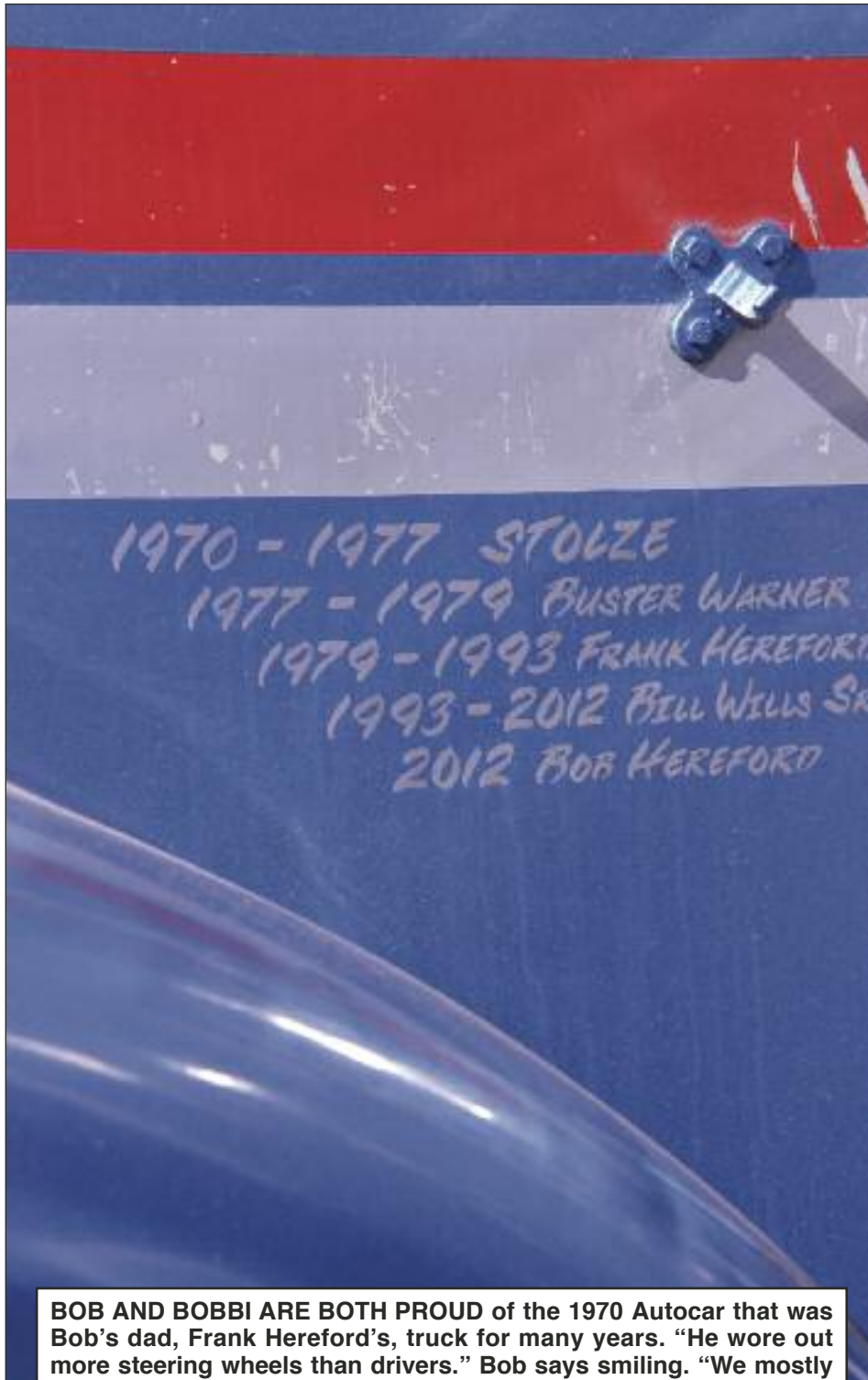
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BOB AND BOBBI ARE BOTH PROUD of the 1970 Autocar that was Bob's dad, Frank Hereford's, truck for many years. "He wore out more steering wheels than drivers." Bob says smiling. "We mostly use it as a parade truck now and have a little more restoration to do." With a new paint job highlighting Bobbi Hereford Trucking on one door, Bob Hereford Trucking on the other, and the history of ownership on the front panel, it is a prize to see.



Brett Hereford has wanted to drive for as long as he can remember. "We told him once he graduated he could come full time and dang if he didn't start taking extra classes to graduate early!" This year the next generation of Hereford's is taking on the steep hillsides of Montana Log Trucking.

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AUSTIN DILLREE LOADS Bobbi's truck on a sale above the Lochsa River in Idaho. "We hauled a nine-log load out of here last week," Austin says. Trees grow big in the Lochsa area.

Hereford

(Continued from Page 4)



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passed under their tires since then and their family has grown. Literally speaking, with their 19 year old son, Brett Hereford, standing over 6'5" and ready to step into the family business.

Celebrating their 30th year owning and operating Bob and Bobbi Hereford Trucking, the husband and wife team are excited about a future that includes their son taking on the steep hillsides and gear shifting lifestyle.

"We made a deal that he had to finish high school and then he could come to work full time and get his own truck. So he (Brett) started taking extra classes online and worked hard, so now I'll honor my word and get his truck in order since he graduates next week!" Bob grins as he shakes his head, "The boy is serious. He wants to drive log trucks and we're ready for the help."

Bob started in the woods in the late 1980's. After graduation from high school, he had plans to head on to college and study to be a game warden but he couldn't shake the log truck driving bug and when his father, Frank Hereford, decided to retire, he bought him out.

Thirty years later the cycle is repeating itself.

With Brett coming into the business they will be up to four working trucks, the 1970 Auto Car parade truck (that was Frank Hereford's old truck), and a log truck turned water hauler. The Ole' 1987 International that Bob drove for over 14 years has become a 3,000 gallon water tanker and Bobs' pride and joy is Big Red, a 1998 Kenworth with a 550 CAT motor, 18 speed transmission,

(Continued on Page 14)
See "Hereford"



THE HEREFORDS HAVE four main log trucks, an 1987 International water truck with a STE 400 engine and the 1970 Auto Car they use for Parades and special events. Bob's truck, Big Red, has over a million miles on the odometer and Brett's 1998 Kenworth is the newest addition to the family fleet.

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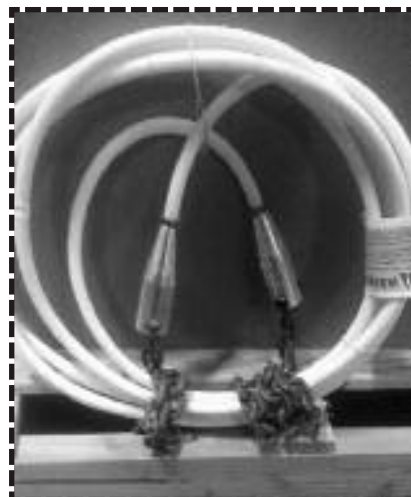
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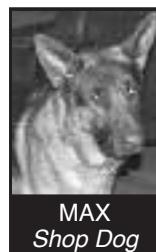
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AUSTIN DILLREE LOADS in a 1990's Kobelco with a Jewel grapple head. Austin started logging when he was 10 years old with his father and hasn't left the woods for long since.

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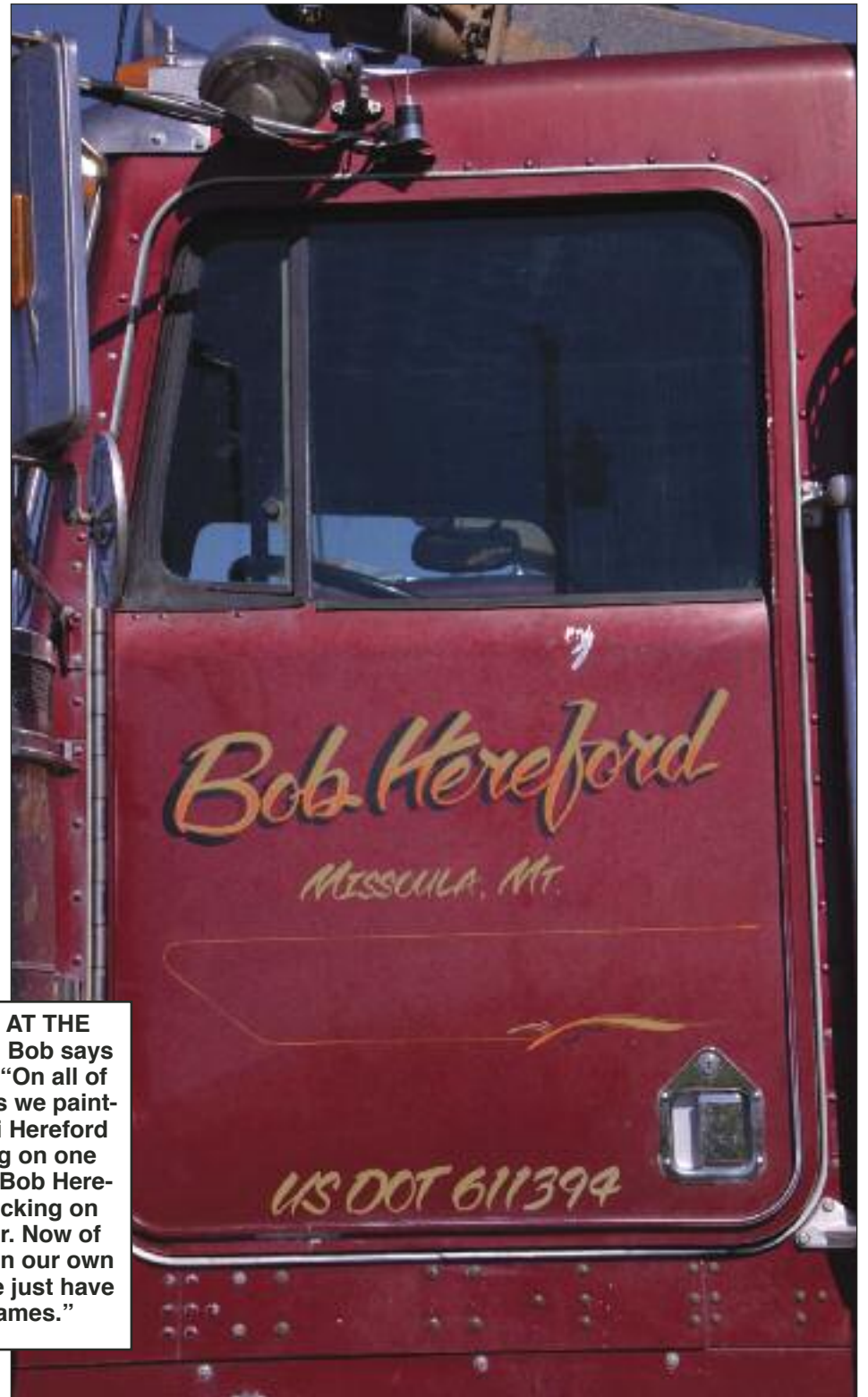
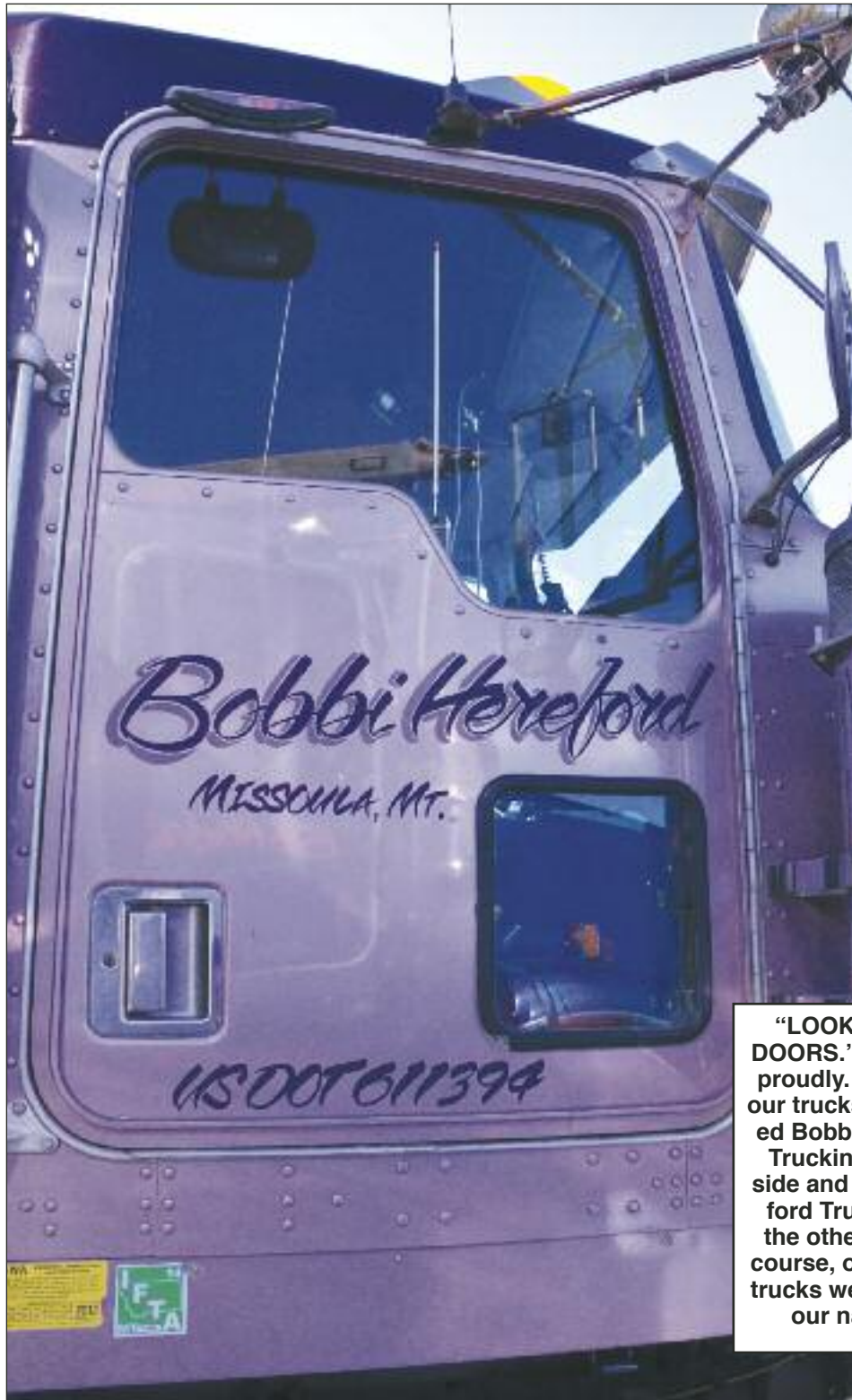
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"LOOK AT THE DOORS." Bob says proudly. "On all of our trucks we painted Bobbi Hereford Trucking on one side and Bob Hereford Trucking on the other. Now of course, on our own trucks we just have our names."



LOG TRUCKER
VIDEO

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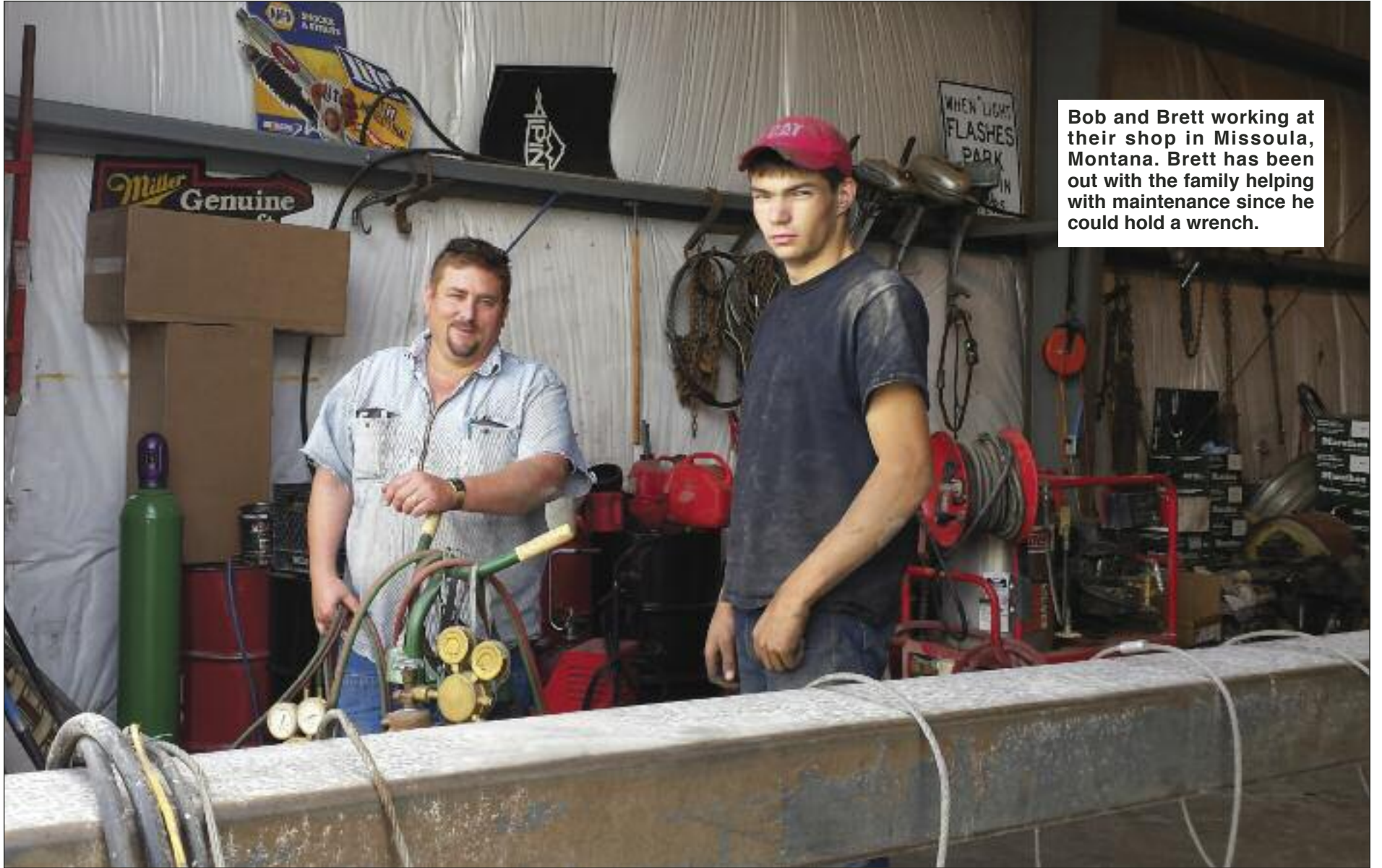


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Bob and Brett working at their shop in Missoula, Montana. Brett has been out with the family helping with maintenance since he could hold a wrench.

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THAT'S MY (Model) TRUCK!

JULY 2015

LOG TRUCKER

When I first saw these trucks, I thought to myself, "With the right camera angle, it would be hard to tell from photos if these are models or full size trucks. Bill Bitner is the maker of these finely detailed model log trucks. Bill also makes models of logging machinery. Thanks, Bill for letting us share these with other Log Trucker Magazine readers!



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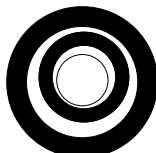
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With Brett coming into the business they will be up to four working trucks, the 1970 Auto Car parade truck (that was Frank Hereford's old truck), and a log truck turned water hauler. The Ole' 1987 International that Bob drove for over 14 years has become a 3,000 gallon water tanker and Bobs' pride and joy is Big Red, a 1998 Kenworth with a 550 CAT motor, 18 speed transmission, 46,000lbs Chalmers Suspension rear end, SI scales, and a 1954 Fruehauf log trailer. "The only thing that is a '54 on that trailer is the title!" Laughs Bob.



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Hereford

(Continued from Page 7)

46,000lbs Chalmers Suspension rear end, SI scales, and a 1954 Fruehauf log trailer. "The only thing that is a '54 on that trailer is the title!" Laughs Bob.

Brett started driving in Jan-

uary of this year and has mostly been in a 1999 Mack with an E460 motor, 18 speed transmission, Hendrickson Air-Ride and a 1988 Fruehauf trailer.

"He's got some big feet and they don't quite fit that truck so we have been looking around and through Peterbilt in Liberty

Lake, Washington we found a Mack out of Seattle that we are working up for him," Bob said.

Brett's new-to-him truck is a 1998 Kenworth with a Pre-emission 550 CAT motor and equipped with an 18 speed transmission, 46,000lbs Chalmers rear ends, and a 1990 Peerless log trailer. "I think I may call it Two Stack Mack but that could change." Brett proudly says about his truck.

Bobbi Hereford has her own style about her when it comes to trucks. For one, you don't see many gals behind the wheels of big rigs, let alone those coming down the side on a mountain, covered in ice and snow. "At first, I think a lot of people were looking at me to fail because they didn't think I could do this kind of work." But more than a decade and around a million miles later she has proved them wrong. "Not one wreck in all those miles. A few close ones but nothin' major."

Bobbi's entrance into log hauling began when Bob was driving their water tanker on fires. "On a fire you work 14 days then you have to take three off, so I told Bobbi that she should get a CDL to spell me." Bob explains. "She started hauling logs for Leroy Christofferson to get her CDL and pretty quick turned into a fine log hauler." Bobbi smiles as she talks about her entrance into log truck driving.

"Leroy had known me since I

was in diapers and he had enough faith in me that I could do the job that he put me to work in the woods right off the bat." In those first few years Bobbi also worked down in Salt Lake City, Utah driving the 1987 International water tanker on construction sites.

"You make good money doing that type of work but it's not the same as hauling logs in the woods. I did a lot of different work for a while but this is my job. The job that was meant for me."

With the money she made working in Utah she bought her truck; a 2001 Kenworth with an ISM 425 Cummins motor that features an 18-speed transmission, 40,000lb rear ends with AG-400 suspension air ride and a 1990 Alpine trailer. Still driving it after a decade, it is obvious Bobbi likes her truck.

"It fits me. It doesn't go as fast on the hills as the boy's trucks, but it gets great fuel mileage."

"She doesn't have big feet like some of us," Bob jibes as he looks pointedly at Brett, "and you notice that when we all do our fuel reports. Bobbi hauls as many miles, if not more some weeks, and uses less gas than us."

Talking with them at their shop it is obvious this family is close knit. Brett has been trying

(Continued on Page 15)



AUSTIN DILLREE loads in a 1990's Kobelco with a Jewel grapple head. Austin started logging when he was 10 years old with his father and hasn't left the woods for long since. "I've been falling since 1989 with some skidding and loading thrown in here and there. I just started loading for Joe this year and one thing for sure is, I'd rather be falling timber."

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Hereford

(Continued from Page 14)

to get behind the wheel of a big rig since he could crawl. "When Brett was a youngster he seemed to get "sick" every once in a while. He'd come out of his room while I was getting ready to leave and say 'Momma, I don't feel well I better not go to school today.' So, I'd load him in the truck and within an hour or so he would miraculously be feeling

just fine." Bobbie smiles as she reiterates Brett's desire to be out in the woods even as a kid.

Their daughter, Heidi, is the Assistant Manager and in training to be a full-on manager at the local O'Reilly's auto supply store. "Heidi isn't very interested in log truck driving but she helps out when we need her and as a young girl would come out on hauls with us." Bobbi says.

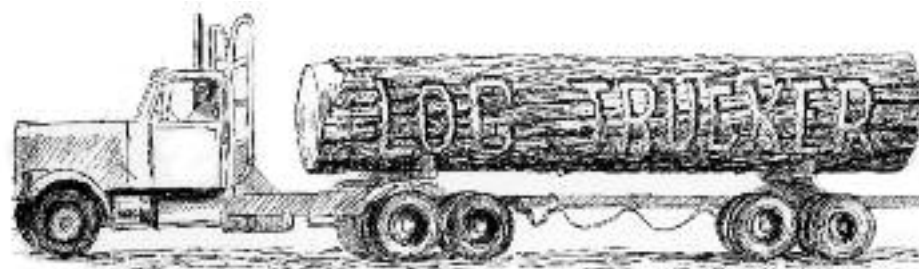
Bob points out. "It's good to have the next generation getting

their hands dirty and wanting to work. Not everyone is cut out to wake up at 1am every day and stay focused on the job and what needs doing." They have a good crew in their family and as Bob and Bobbi get ready to ease back a little they have Brett who is full of energy ready to push harder.

Bobbi has the newest truck in the company with her 2001 Kenworth. When asked if they were planning to look into getting any

of the new generation trucks Bob shakes his head. "Sure, it would be nice to have a new truck with all the safety features and the comforts, but these are good trucks and we know how to work on them." "We do most of our own mechanic work when it comes to regular maintenance. But if it is too big we go to Montana Peterbilt. They can do it

(Continued on Page 19)





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BOB HEREFORD stand between his two favorite trucks. Big Red, the 1998 Kenworth, is his daily hauler and the 1970 Auto Car is a nod to his father, Frank, and the Hereford's pride.

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ABOVE: Bob Hereford got his start in trucking in the early 80's and soon after bought his father's business. "Bob knows his way around these trucks and the woods. It is really great to see him and Brett working together." Bobbi says proudly of her two men.

RIGHT: Bobbi Hereford is a woman who has found the job for her. While you don't see many women behind the steering wheels of log trucks, Bobbi and her 2001 Kenworth make it look easy. "This is my job, the one I was made to do. I enjoy it and it provides a good living for my family."

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Hereford

(Continued from Page 15)

faster than I can." Bob tells me.

"We get our parts right down the road at Kenworth-sales and Hagen Welding out of East Missoula does our major welding jobs." Breakup just ended and all of the trucks are ready for the season ahead. "We have a system with our major needs so we don't lose much downtime."

And with trucks showing close to or over a million miles on their odometers it is evident the system works. Bob and Bobbi both point out that driving log trucks is getting harder every year. "We used to have three mills in the Missoula area and now none are left. In Montana the mills are spread out over the entire state and you have to travel a lot farther that you used to. And the expenses to keep running are going up."

But they stay optimistic and will keep hauling as long as logs need to get to the mills.

"Brett is over in Townsend right now which has him closer to the mill." He is turning 4+ loads a day with a 22 mile one-way trip. "It sounds nice, being so close," Bobbi says, "But doing that many trips includes some real hustle. Those trips are less about driving and more about wrapping and stacking and then doing it all over again."

Bob is hauling for a sale up the Bitterroot Valley, south of Missoula. "It's a Forest Service

sale and it's dry out there for this time of year so I'm running our 1987 International water truck for 5-6 hours a day, then getting one load hauling to Pyramid Mountain Lumber in Seeley Lake. That's about a 100 miles one way and through downtown Missoula, which is always fun."

Bobbi is hauling out of the Lochsa country in Idaho and taking the wood to Pyramid Mountain Lumber as well.

"It's a good haul and I get to see some amazing country and animals. There are some great folks we work with on these jobs and when you've hauled with people as long as we have you get to know them well and help each other out. You can also flip each other some good ones and it makes the days go by faster."

Bobbi tells me as we drive past some loaded trucks and the radio crackles with some chatter between drivers.

Bob and Bobbi Hereford Trucking primarily hauls for Salmon River Wood which is based out of Missoula also but works all over the Northwest.

"My family has worked for Salmon River Wood for three generations." Bobbi points out proudly. "My father, Walt, myself, and now Brett."



BRETT cut his teeth driving the 1999 Mack but being 6' 5" the leg room left a bit to be desired. "It's a good truck but he doesn't fit in it. And driving cramped up all day isn't much fun so we found the 1998 Kenworth." Roy Howard drives for the Herefords and uses the Mack. parade truck.

It takes a special type of person to be a log truck driver and it's even more special to find a family doing it together. Both Bob and Bobbi drive full time and have their own additional duties, as many do who run their own business. Bob and Brett both work in the shop keeping the trucks greased and in top operating condition.

Bobbi handles the bookkeeping and check signing. So father and son both know who signs their checks and that Mamma is boss. But one thing is sure, it is a team effort to keep the business flowing.

"We take turns being away

from home. When Bobbie needs to travel I stay closer to home and take care of things and then we switch off so neither of us get burnt out."

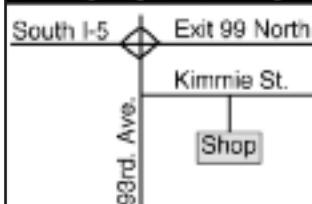
The Hereford family is a team. "We must be doing something right," Bobbi says about the family business. And after 30 years it shows. "We are looking forward to the next ten years and Brett taking on more of the driving. It'll be nice to start easing up just a bit and having a little more free time." Bob explains.

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