

LOG TRUCKER

VOLUME 42 NUMBER 9

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SEPTEMBER 2015

74th Annual

LOGGERS JUBILEE

Morton, Wash.



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Our First Year and Saving the Magazines

SEPTEMBER 2015

LOG TRUCKER

It's been quite a year! I think about what I was going on just over a year ago and it doesn't even seem real. Loggers World and Log Trucker Magazines had closed after almost 50 years. I was out of a job after 26 years selling advertising for Loggers World and I didn't have any plans or prospects.

Then something unbelievable started happening. Advertisers that had supported the magazines started calling me. And that started the unbelievable road that we are on now. It was quite miraculous actually. We went from having no money and no job to talking about and eventually buying Loggers World. Then the really big things started to happen. We contacted our most loyal readers and filled them in on what had happened and asked for their help to get Loggers World and Log Trucker Magazines printing again. Boy, oh boy, did you guys respond! Within weeks we had enough to finance the first issue of the restarted magazines. Most of it was from people that stepped up in faith and bought 4 year subscriptions at a time when I couldn't make any guarantees as to what was going to happen.

After we printed the first issue, things really kicked into high gear. We had help from the various state and national logging associations. We got letters and subscriptions from private logging contractors. Even more people bought more subscriptions. We got letters telling us how much they liked the magazines and that they hoped we would be able to keep them going for the next generation of Loggers and Truckers. We got letters saying "My dad and grandpa read Loggers World and Log Trucker Magazines and now I read them". We got letters from people that had been subscribers to "Timber Faller" magazine which hadn't been printed for years. We got letters from people that had been featured in the magazines. We got letters telling us how Finley Hays had helped them out many years ago without any publicity for it or even credit taken for the help.

I have a closet full of letters, and yes, I saved them! Your encouragement kept me going for the first couple of months. Knowing that so

many people liked the magazine and liked it enough to send money without any guarantees has been the support I've needed while I've been figuring out how to do the work of 4 employees with only one and a half employees. It hasn't been easy, but the good things - *the ones really worth remembering* - rarely are easy.

Today, I'm happy to announce that we have the magazines saved for the immediate future.

My goal was to get the business to break even by the end of the first year. We hit that goal by the second month. We aren't making a lot of profit but we aren't going backwards anymore. Our bills are paid but there just isn't enough money to do much else. What we really need are a few new advertisers and many more paid subscribers.

HOW CAN YOU HELP NOW?

There are things you can do to help us out, like when you buy parts or machinery, tell them you'd like to see them advertise in Loggers World and Log Trucker. You are spending money with them and that gives you power to suggest. Once they start advertising, I have no doubt they will be pleased with the success they have. Talk about the magazine with the sales reps, service techs, and factory reps and tell them how much you enjoy reading it. Advertisers really want to know that their customers are seeing the ads they are buying.

Also, you can talk to your friends and associates about subscribing. More paid subscriptions help us pay the bills. If you can swing it, buy a subscription for your grandkids to help counteract the negativity about logging that they get at school and on TV.

WHAT'S COMING UP NEXT?

I have plans, lots of them. First we need to be able to afford to hire an office person to answer the phone and maintain our subscription database. I know you don't like having to leave a message when you call. I don't like it either but I can't be in 2 places at once and I have to be out selling ads and getting articles lined up so you have something to read.

We also need to build a building to store the back issues of the magazines. My best

guess is that we have around 60,000 (YES, SIXTY THOUSAND) back issues (going clear back to the sixties) that need a new, dry home. Once that is done I plan to put them for sale on our website so you can buy the back issues you want. But, this takes money. So you see why we need new advertisers and paid subscriptions.

A NOTE FROM CO-PUBLISHER NANCY

In reflecting on the past year, one of the unexpected blessings has been the many contacts I've had with our readers! You have been gracious and patient with me as I've learned the ins and outs of computer bookkeeping and working with an ever-changing database of our subscribers. To be honest, it's been difficult at times to balance these new duties with what I considered to be a busy life. I've let some of those "busy" things go, and although I feel overwhelmed at times, things are getting better!

I'm still working at my job as director of Community Mediation Center, but my board has graciously allowed me to cut back my work hours so I can spend more time on Loggers World business. I appreciate my co-workers at CMC who are picking up the slack! I'm usually in the Loggers World office on Thursdays, so if you'd like to talk to a "real person" that would be the best day to call.

If you leave a message and don't receive a call back, or your request to change an address isn't done, it's likely that your message didn't come through completely on our answering machine! For instance, I had a message recently where the caller's cell phone cut in and out during the message. I know his name is John (last name wasn't clear), and that he wanted to change his address, but all that came through of the address was the number 162 - the rest cut out. There was no way to call back to get the information, because if he left a number, it didn't come through. So John, please try again!

When I'm not able to respond to a message, I'm concerned that you may get the impression we don't care, which is not the case at all! If you don't hear back from me within a couple of days of placing your call, please call again and we'll be glad to help you!

IN THIS ISSUE



ON THE FRONT: Zach Hollister of Hollister Trucking drives the company's 2014 389 Peterbilt in the Morton Loggers Jubilee parade down the main stretch of the remote logging town in the shadow of Mt. Rainier. The truck has a E-model C15 CAT in it and also is outfitted with Lincoln gear.

See "On Full Display" starting on Page 6

2. WORD FROM THE PUBLISHER

SAVING THE MAGAZINES by Kevin & Nancy Core

6. ON FULL DISPLAY

2015 MORTON LOGGERS JUBILEE by Brandon Hansen

18. BLAST FROM THE PAST

A LOOK AT OUR HERITAGE by Quinn J. Murk

20. ADVERTISERS INDEX

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LOG TRUCKER

Founded in 1975 by Finley Hays

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PUBLISHERS.....Kevin & Nancy Core
EDITORS EMERITI.....Finley Hays, Mike Crouse
EDITOR/WRITER.....Brandon Hansen
ADVERTISING.....Kevin Core
OFFICE MANAGER.....Nancy Core

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REPORTING IN FROM...



74th Annual Loggers Jubilee

Called “**The Granddaddy of all Logging Shows,**” the Morton Loggers Jubilee celebrated its 74th year in existence with parades, **lawnmower races**, a world-famous logging show and all sorts of vendors. Held in the **town of Morton** (population: 1,117), Washington - the only time the Jubilee was not held was the **duration of WWII.**

(Publisher's Note: The flag is NOT upside down, this was shot from the side opposite the grandstands and a stiff breeze was blowing it nearly horizontal.)



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MORE ON THE MORTON LOGGERS JUBILEE



Since timber is king in Morton, the **Morton Loggers Jubilee** grew out of friendly competition between those who made their livelihood in the industry. The thought was to have a show to demonstrate the younger generation how it was done in the “good old days.” It’s debated whether it **started in 1937 or 1938**, as the subject of who has the best memory is always a sore subject. It started with log bucking being held on a vacant lot along **Main Street in Morton**, while tree climbing was added nearby. A colorful “hillbilly band” would advertise the Jubilee by touring nearby cities like **Tacoma, Chehalis and Centralia**. As the event grew it moved to the grade school playground and has since found its home in a permanent cement arena near the high school football field with the **scenic hills around Morton** overlooking the competition grounds.



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GREG GRAHAM DIDN'T GET THIS FROM A TREE FARM, but he did load it on his 1984 Kenworth C500 with an Aspen 80-ton lowboy. "You can tell it's there," he said with a laugh. Graham Hay brought this 20-foot long, 9-foot thick monster to the Loggers Jubilee. The log came from near the Hoh River on the Olympic Peninsula of Washington State. Graham said it weighed in at 35,000 pounds. Graham Hay is located in Shelton, Wash. and has 4 trucks - one log truck and three lowboys. Greg has been at this trucking business thing since he was 18 years old, and one can't argue with this load!

MORTON LOGGERS JUBILEE ON FULL DISPLAY

Jubilee Parade Features Long Line of Western Washington Log Trucks

It was the biggest log truck number that the Jubilee Parade has seen since the 1970s, director Kathy Simonis said on the Saturday in the second weekend of August of the 74th Morton Loggers Jubilee in mountain town Morton, Wash. The crowd certainly didn't mind the wait as the log trucks were the grand finale for the parade. People packed the sides of the streets in the town usually hosting a population of just over 1,100 people.

Graham Hay brought in perhaps the most impressive load of the day with a 35,000-pound log taken off the Hoh River on his 1984 Kenworth C500. But he wasn't the only one wowing the crowd.

In all 28 trucks were featured in the parade and

four pieces of heavy equipment.

Shawn Cook drove his truck in the parade for the first time since 1999, displaying the custom flame paint job of his 2005 Peterbilt 379 with a Freedom trailer and Better Weigh pup. His pride and joy for the parade was his chrome binders on full display. When Cook did the parade in 1999 it was as a memorial for a friend who lost their life.

Heavy Doosan equipment from Cascade Trader was hauled through the parade by North Fork Timber, and Bucks Logging drove their 1964 rebuilt Kenworth with a 1977 Peerless trailer through the parade. Taken out just a few times a year, a parade like this one is the perfect kind of occasion.

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DRIPPING WET FROM SOME INTENSE TIRE AND WHEEL CLEANING, Jason Baldwin Logging Inc.'s 1979 Kenworth A-Model sits loaded at 92,000 pounds with logs taken from a farm outside of Mossyrock. It has a 1974 General trailer with a sharp orange paint job on it. The logs, Baldwin estimates, are 55-60 years old and were cut four days before the Loggers Jubilee. Jason yarded them and the truck had to navigate a two-mile dusty road meaning they spent a considerable amount of time afterwards cleaning everything for public consumption. Baldwin, based in Salkum, has two trucks and has been out in the woods for over 20 years.



A FAMILY PHOTO, Zach Hollister poses with dad Don Hollister. Based out of Ridgefield, Wash. Hollister has 22 trucks on the road.



DWARFED BY THE BIG LOG, Daniel Angel (left) and Greg Graham pose with Damon Gustafson who has Finley and Cannon tow.



HERE ARE FOUR GENERATIONS OF MCNEWS, as Andy McNew (left) stands next to Bill McNew who is holding his grandson Graden McNew and standing next to son Steve McNew. Steve drives a 2013 T-800 for North Fork Timber and the McNews - out of Toledo, Wash. - have over 50 years of timber stories to tell.

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THIS SEVEN LOG LOAD is sitting on Jason Baldwin Logging's 2007 T-800 Kenworth with Peterson log gear and eight axles. It tips the scales at 105,500 and comes from a farm outside of Mossyrock. These are second growth logs and this truck is the newer one in Baldwin's fleet. The Salkum-based logger has been working in the woods for over 20 years, primarily doing private logging jobs in the SW Washington area.

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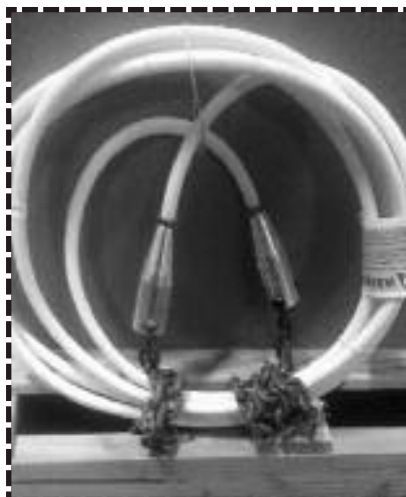
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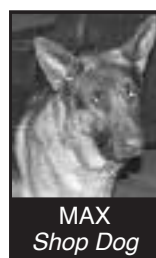
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"EVENTUALLY IT WILL HAVE HARDWOOD FLOORS," Hollister Trucking driver Chris Woolfe of Woodland says about his Kenworth 900W hauling a Western 53-foot chip trailer. It used to be green and white but now features the current color scheme with real goldleaf in the paint job. It has a ten speed with an E-model CAT engine under the hood.



GETTING A TURN OFF THE LANDING, kids along the street harvest candy that tends to pop up when a parade rolls through. While different harvest methods vary, these two have combined forces to fill one bag. No doubt they spent the afternoon seeing what kind of candy they were able to haul in.



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BURNING UP THE PAVEMENT, Shawn Cook's 2005 Peterbilt 379 with a Freedom trailer cuts through the parade-goers in downtown Morton. Cook has been log trucking since 1990.

He has a custom-built CAT engine from Gary's Precision Diesel and 18-speed transmission. The truck has 46,000-pound rear ends and double lockers. The last time Cook drove in the Loggers Jubilee parade was in 1999 as a memorial for his friend. His whole family came out and helped him get the truck ready for the parade. In the above photo, Cook is seen with wife Hester and kids Cody and Emma. Cook is based out of Rainier, Wash. which is a town of 1,794 in Thurston County. He's been log trucking for 25 years, beginning his career in 1990.



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LUCKY NO. 13, Darren Baker's 2015 Kenworth T-800 with a Peerless trailer stood out thanks to its custom Harley Davidson paint job. He also had drop visors, 40-ton rear ends and Lincoln gear. Baker has a gross weight of 90,000 pounds and has been log trucking for three years.





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YES, THAT'S A HARLEY-DAVIDSON EDITION KENWORTH, and it belongs to Darren Baker of Oakville. The No. 13 truck is a 2015 Kenworth T-800 and obviously features that custom H-D striping.

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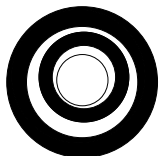
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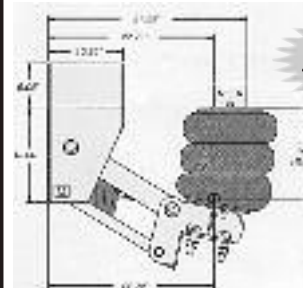
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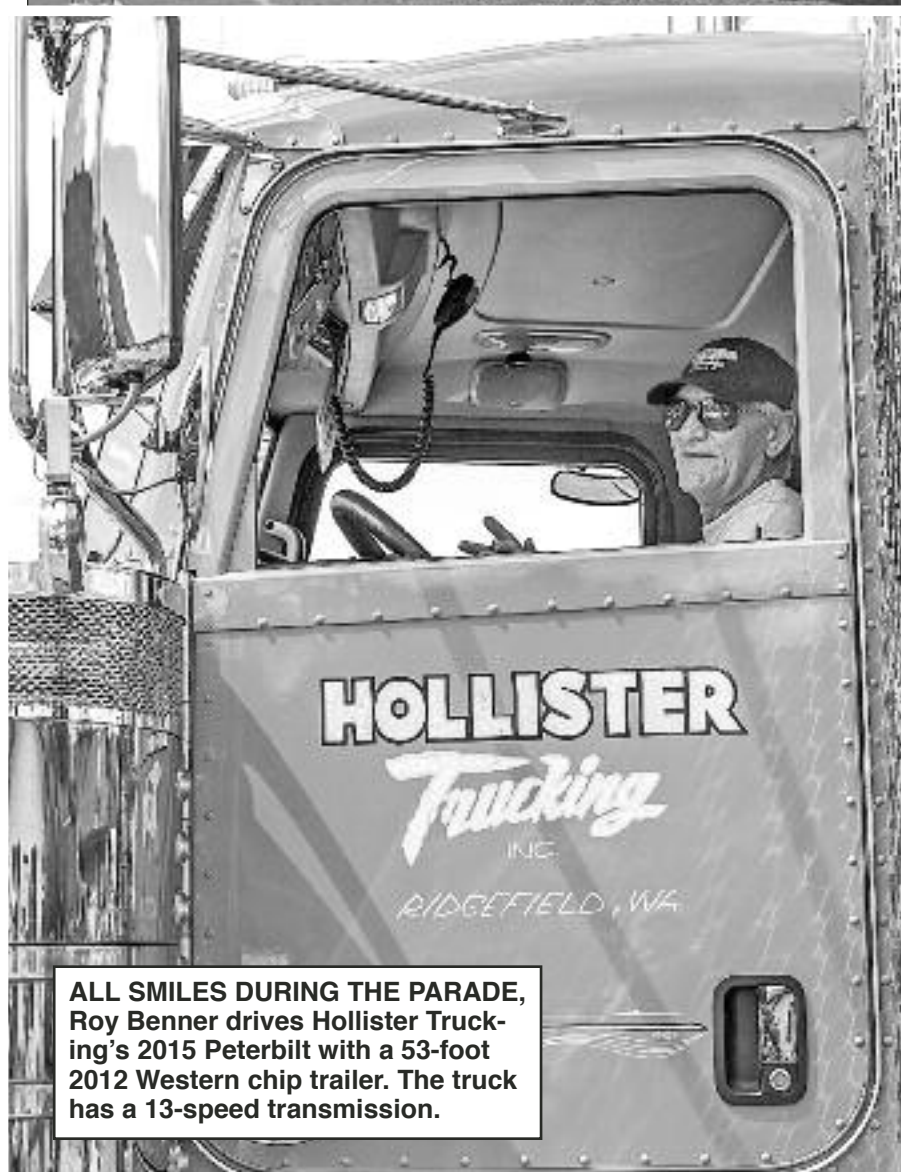


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ALL SMILES DURING THE PARADE, Roy Benner drives Hollister Trucking's 2015 Peterbilt with a 53-foot 2012 Western chip trailer. The truck has a 13-speed transmission.

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2011 DODGE D5500, 6.7 ltr Cummins, **New Reman Engine w/Warranty**, auto trans, 19,500 GVW, 11' service body, Miller welder/generator, IMT 3016 Service Crane, 6000# @ 20', hyd outriggers, hyd air compressor STK. #5096



2007 INTERNATIONAL 4400, DT466, 260 hp, 10 speed, 33,000 GVW, 11' - 8 compartment service body, IMT 6025 Service Crane, 25', 10,500# cap, air compressor, welder STK. #5143



1996 MACK CH613, E-7 Mack, 427 hp, Jake, 13 speed, 14,600# front, 44,000# rear, tag axle, 16' Sturdyweld Dump Body, plumbed for pup STK. #5113



1985 INTERNATIONAL 2500, NTC 300 Cummins, Fuller 9 speed, 12,000# front, 40,000# rear, **4000 Gallon Water Tank**, 2 front, 2 side, 2 rear sprays, hose reel, self-loading STK. #0090



2002 FREIGHTLINER FL70, CAT 3126, 250 hp, 9 speed, 33,000 GVW, 14' service body, IMT Service Crane, 3.5 ton capacity, 20' 6" boom, hyd outriggers STK. #5036

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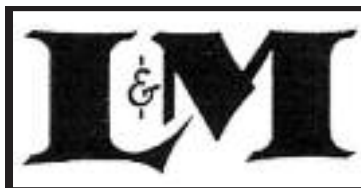


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THIS IS THE OFFICE FOR FOURTH GENERATION LOG TRUCKER Zach Hollister of Hollister Trucking out of Ridgefield, Wash. Hollister's 2014 389 Peterbilt sits fully-loaded with logs from NW Forest Fibre Products in Morton, Wash. The truck has an E-model C15 CAT engine and is outfitted with Lincoln gear.



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THE CROWD IS WAITING FOR IT TO THROW CANDY, but the 20-foot long, 9-foot wide monster log from the Hoh River was all chained up. Graham Hay's 1984 Kenworth C500 with an Aspen 80-ton lowboy was giving it a tour through town. Greg Graham, the driver of the truck, said the log came from the Olympic Peninsula of Washington State. Graham added it weighed in at 35,000 pounds. Greg's son Kyle also drives truck and is also restoring a long hood 1970 Kenworth in his spare time. Kyle drove a 2008 T-800 Kenworth through to parade with a 2014 Aspen lowboy. On the lowboy was a prototype Tiger Cat Skidder.

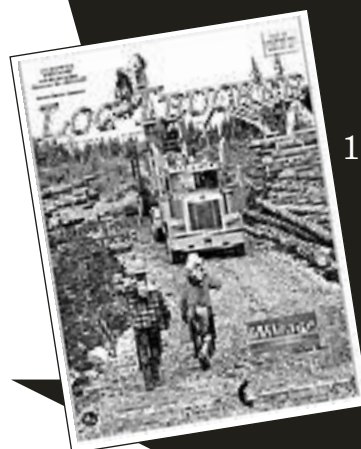
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GETTIN' A RIDE is a Doosan 225 from Cascade Trader on one of North Fork Timber's T-800 Kenworths. North Fork hauled two Doosans in the Jubilee parade.



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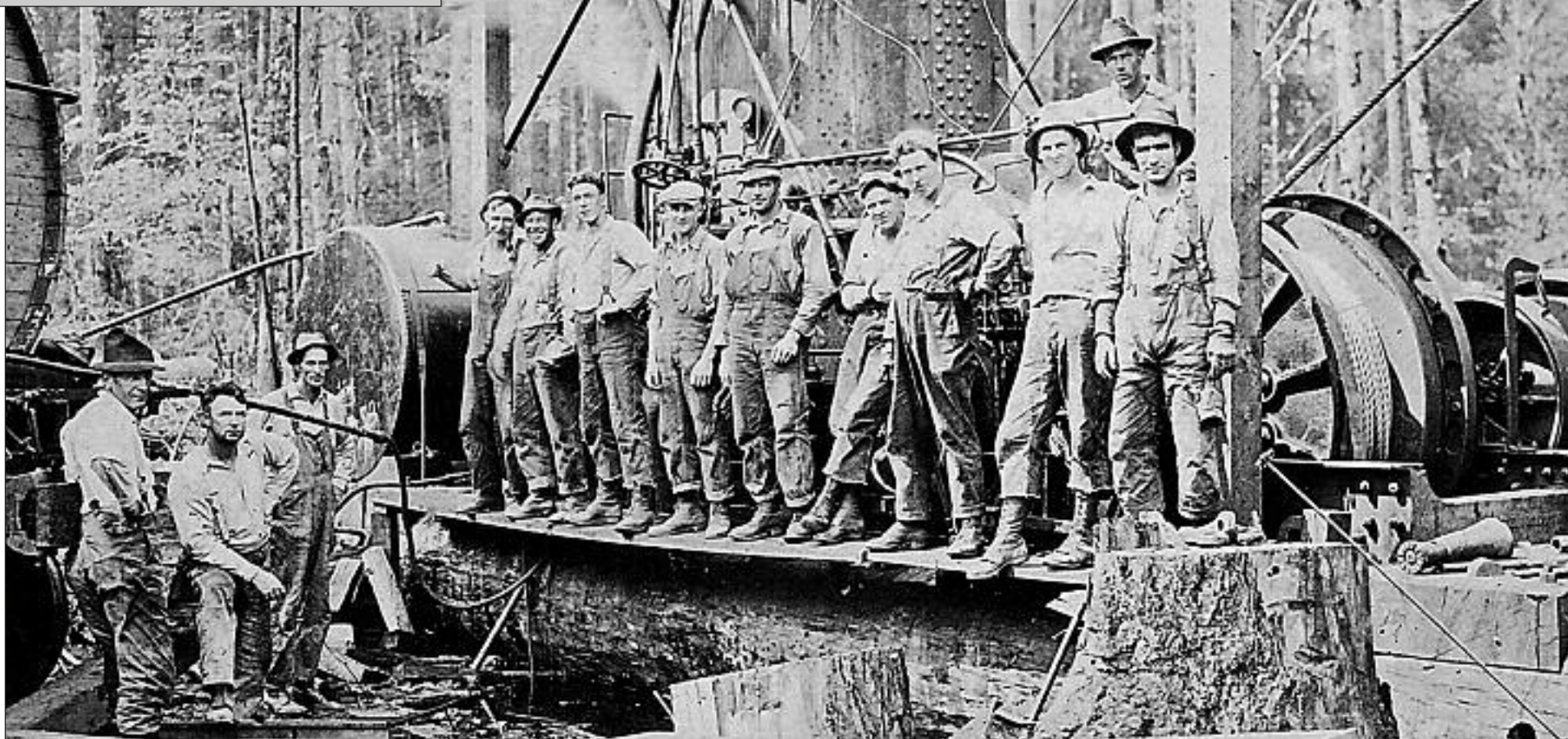
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