

LOG TRUCKER

VOLUME 42 NUMBER 10

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OCTOBER 2015

OAKVILLE, WASH.

**DARREN
BAKER**
TRUCKING



FEATURED IN THIS MONTH'S ISSUE

DARREN BAKER TRUCKING

Growing up around log trucking, **Darren Baker** of Oakville learned how to drive from **Cliff Nichols**, got his CDL in 2009 and moved from dump truck to chip truck to now hauling on his own with a **2015 Kenworth T800** with a special Harley Davidson detail job. Log Trucking for **ENB Logging** out of Chehalis, Baker is a fourth generation timber industry worker.

DARREN BAKER TRUCKING

OAKVILLE WASHINGTON

Officially incorporated in **1905**, **Oakville** was named for the Garry Oak trees found in the area. **Located 12 miles west of Interstate 5**, the small town of 700 is considered the “**south-eastern gateway to Grays Harbor County**.” It began as a frontier logging town and is actually known as **Timber Town, USA**. Oakville is populated with historic downtown buildings and serves as the **perfect midway point** for log truckers between Aberdeen and the Centralia-Chehalis, Wash. area.

IN THIS ISSUE



ON THE FRONT: Darren Baker's 2015 T800 Kenworth rolls off the landing in the Capitol Forest fully-loaded. Baker rebushed his 1973 Peerless trailer with Lincoln bunk gear for use on his new truck, which has Harley Davidson detailing on it.

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4. HARLEY IN THE WOODS DARREN BAKER TRUCKING

by Brandon Hansen

19. BLAST FROM THE PAST A LOOK AT OUR HERITAGE

by Quinn J. Murk

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HARLEY IN THE WOODS

DARREN BAKER'S UNIQUE TRUCK AND STRONG WORK ETHIC KEEPS HIM ROLLING



THE FOG GIVES THE LANDING A HALLOWEEN FEEL, as Darren Baker's 2015 Kenworth T800 is loaded up by ENB Logging based out of Chehalis, Wash. This job was based in the Capitol Forest near Olympia, Wash. and Baker was taking it to the Sierra Pacific Industries mill in Aberdeen, Wash.

By Brandon Hansen

Harley Davidsons aren't going to venture up a logging road anytime soon, but in western Washington, you might see the closest thing you're going to get to a hog out on the landing.

Darren Baker's 2015 Kenworth T800 stands

out among the rest with its custom Harley Davidson detailing as the Oakville resident continues a family tradition as a fourth generation worker in the timber industry.

"I get a lot of comments," Baker said. "One operator said 'Gosh for a Harley you think it

(Continued on Page 8)

See "Baker"

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Tim Malinen Trucking LLC, ASTORIA, OR, Brand New 2015 Whit-Log SEWC100 Long Log Trailer and Matching Truck Equipment. Custom Steel Cab Rack, Double Tapered Stinger, and Much More... **Thanks Tim!!**



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Henarie Trucking, TOLEDO, OR, Brand New 2015 Whit-Log NBSE100 Long Logger with Bendix Disc Brakes and Matching Quick Change Truck Equipment. Custom Steel Cab Rack, Lift Axle Fender Kit, Double Tapered Stinger, and Much More... **Thanks Chris!!**

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DARREN BAKER PUTS his wrappers back on his truck after making it to the SPI mill in Aberdeen, Wash. Baker is able to keep his commute fairly short by log trucker standards by living in Oakville and working for ENB Logging out of Chehalis. ENB works well with their log truck drivers and where their living, while Baker's centrally-located Oakville home means it's almost the same distance every day.

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WITH THE FOG BURNED OFF LATER IN THE DAY, one gets a better view of Darren Baker's truck being loaded on the landing in the Capitol Forest near Olympia. Baker ordered his 2015 T800 in 2013 and it arrived in January of 2014 as a 2015 model. He began hauling with the truck the Monday after Super Bowl Sunday. Baker worked with Kenworth Northwest and Clay Emery out of Aberdeen, spec-ing his truck to what he wanted. After he picked the truck up, Cliff Nichols and Baker spent three days setting up the truck for hauling. "I get a lot of comments," Baker said. "One operator said 'Gosh for a Harley you think it would have more lights and emblems.'" The Oakville-based log trucker is a fourth generation timber worker, after his dad hauled logs up in Forks and his grandfather Wayne Kreider owned Alder Creek Log Company. "I like going to work in a truck that I enjoy to drive and that is an eye-catcher," Baker said.

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Warranty

(2) 2013 WESTERN STAR 4900FA, Detroit S60 515HP, Jakes, RTLO18913A, 14600 Front, 46k Rears, 4:10 Ratio, Air-Liner Susp, 210" WB, Wet Kit, 236k & 294k Miles, Extended Engine Warranty Expires 5-13-2016.....**\$89,500 ea.**



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2012 KENWORTH W900L, Cummins ISX 500HP, Jakes, RTLO18918B, 13200 Front, 52k Rears, 4:30 Ratio, Chalmers Susp, 236" WB, Wet Kit, Power RH Window & Door Locks, Full Gauges, Sunroof, 116k Miles.....**\$112,500**



Paccar

(6) 2011 KENWORTH T800, Paccar MX 485HP, Jakes, RTLO16913A, 14600 Front, 46k Rears, 3:73 Ratio, Full Lockers, Air Susp, 230" WB, HD Bumper Grill Guard, Power RH Window & Door Locks, From 174k Miles.....**\$79,500ea.**



Automatic

(4) 2009 Peterbilt 367, CAT C13 470HP, Jakes, RTO16910BDM UltraShift Automatic, 20k Front, 46k Rears, 4:10 Ratio, Rear Diff Locker, Air Trac Susp, 4th Axle, 260" WB, 109" AF, Block Heater, Loaded, 489k & 545k Miles.....**\$74,500 ea.**



Detroit

2006 WESTERN STAR 4900EX, Detroit S60 515HP, Jakes, RTLO16918B, 14700 Front, 46k Rears, 3:91 Ratio, Full Lockers, AirLiner Susp, 4th Axle, 250" WB, Wet Kit, Cab Guard, Full Gauges, AM-FM-CD-Satellite, 322k Miles.....**\$59,500**



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1997 KENWORTH W900, CAT C12 425HP, Jakes, RTO14613, 12k Front, 40k Rears, 4:11 Ratio, Air Susp, 250" WB, 111" AF, All Aluminum Wheels, Full Gauges, AM-FM-CD, CB Radio, 1M63k Miles.....**\$37,500**



Cummins

1975 KENWORTH W900, Cummins NTC 400HP, Jakes, RTO14613, 12k Front, 40k 2-Spd Rears, 4:11/5:61 Ratio, Hendrickson RSA Susp, 253" WB, 113" AF, 1M109k Miles, Cylinder Heads & Both Diffs Recently Replaced.....**\$24,500**



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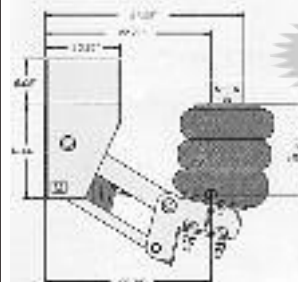


BAKER MARKS LOGS before heading to the SPI mill in Aberdeen, Wash. Baker rebused his 1973 Peerless trailer and moved it from his first truck to his new 2015 Kenworth T800.

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8 **Baker**

(Continued from Page 4)

would have more lights and emblems."

As you can tell, he enjoys his place of work, saying that the modern Kenworth has a noticeable power difference from older trucks, a comfortable noise level and reliability under the hood.

"I like going to work in a truck that I enjoy to drive and that is an eye-catcher," Baker said.

Years ago, Baker's grandfather Wayne Kreider was working through Washington forests as the owner of Alder Creek Log Company. Kreider would employ Baker's father Steve, who bought his first log truck in 1984. Baker lived in Forks, Wash. before his dad moved the family down to Washougal, Wash. in 1991 when the spotted owl regulations hit the timber industry hard.

Baker worked as a general contractor and machinist before getting his CDL in 2009. He learned then how to drive from Cliff Nichols in his 2005 KW log truck. Baker began driving dump truck for McNealy Excavating out of Washougal. He got into the timber industry by driving chip truck for Hollister Trucking out of Ridgefield, Wash. in 2010 and then for Allen Brown Wood Waste out of Washougal in 2011.

In January of 2012, Baker's father Steve began to have health problems so he moved back to Forks to drive his father's truck until Steve was able to return to work. Darren then bought his own truck - a 1995 Peterbilt 378 - and hauled for Jon Grover logging out of Port Angeles and met his future wife Sydney in Forks that same year.

Both were originally from Forks but ironically grew up in other towns.

Longtime friend Mike Micheau of Forks convinced Baker to buy his own truck and got him into learning the ropes of being an owner-operator.

"I basically bought the truck that was in front of me when we were lined up to get loaded and started hauling," Baker said.

After making long hauls in the somewhat isolated town of Forks, Baker moved to the more centrally-located town of Oakville in June 2013. After he kept putting money in an 18-year old truck - which after a few breakdowns can be quite pricey - he decided it was time for a new "office."

"With my 18-year old truck,

within a few months I had the motor and both rear ends go out," he said. "It needed to find a new home. So this is much better."

Baker was convinced by Dick Arnold of Washougal and Cliff Nichols out of Woodland that he should go new.

"They both said a payment is cheaper than all the parts and maintenance bills these days," Baker said. "It's a lot better to just turn the key and go."

He ordered the T800 in 2013 and it arrived in January of 2014 as a 2015 model. He began

hauling with the truck the Monday after Super Bowl Sunday. Baker worked with Kenworth Northwest and Clay Emery out of Aberdeen, spec-ing his truck to what he wanted. After he picked the truck up, Cliff Nichols and Baker spent three days setting up the truck for hauling.

"I went with the No. 13 on my truck because that's a Baker's dozen," he said.

Baker went with the distinct and perfectly themed for October orange because he rebuilt a 1977 GMC pickup in high school with

the same color.

"I thought to myself, well they have Harley Davidson pickup editions," Baker added. "I figured I'd make a Kenworth edition."

Paul Comeau out of Vancouver, Wash. did all the custom pinstriping and lettering on truck. Baker had a MX 500 Pac-car engine put under the hood with an 18-speed transmission and single locker in the log truck. Baker also outfitted his

(Continued on Page 18)

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2001 International Log Truck, CAT 550, 578,000 Miles, 18 Sp+ Brownie, Drop Axle, QC to Fifth Wheel Plate, Walking Beam Pad, Excellent Rubber..\$52,000



1999 Kenworth T800, CAT Engine, 18 Sp, HD RR's, Drop Axle, Recent Trans., Engine and RR's\$54,000



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1994 Kenworth W900, CAT 3406B, 15 Sp., 40,000 lb. Rear Ends, Drop Axle, Electronic Scales, Runs & Drives Great!.....\$38,000



1994 Kenworth T800, CAT 3406C, 13 Sp., Electronic Scales, 8'6" Bunks, Push-Up Extensions.....\$29,000



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1987 Kenworth T800, 4 Axle, CAT 3406B, 15 Sp., 12-15 yd. Dump Truck, 5th Wheel Plate, Wet-Kit, Very Low Miles \$35,000



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TIGHTENING WRAPPERS is Darren Baker on the Capitol Forest landing near Olympia, Wash. "In most cases I really enjoy the independence," Baker said. "While it's more work than just driving and collecting a paycheck, my dad is an independent log trucker so I'm used to that type of routine."

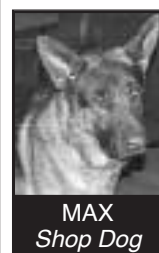
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PAUL COMEAU OUT OF VANCOUVER, did all the custom pinstriping and lettering on Darren Baker's 2015 Kenworth T800. "I thought to myself, well they have Harley Davidson pickup editions, Baker said. "I figured I'd make a Kenworth edition."



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BAKER secures his 1973 Peerless trailer after dropping a load off at the SPI mill in Aberdeen. Baker basically grew up in Washougal, Wash. but is originally from Forks, Wash. where he log trucked for a few years before moving down to Oakville because it was centrally located and close to the I-5 corridor in busy western Washington.

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THROWING ON WRAPPERS AND GETTING LOADED BY ENB LOGGING, is just another day for Darren Baker, who typically gets several loads in a day thanks to the way ENB handles its log truck drivers.

LOG TRUCKER VIDEO



Download a QR scanner
on your smartphone and
scan this to see a video of
Darren Baker in action.



READY TO HEAD OUT while using a cheater bar to tighten wrappers, Baker has been in a truck since 2005 after stints in general contracting. Baker drove dump truck for McNealy Excavating out of Washougal, chip truck for Hollister Trucking of Ridgefield and then wood waste out of Washougal for Allen Brown.

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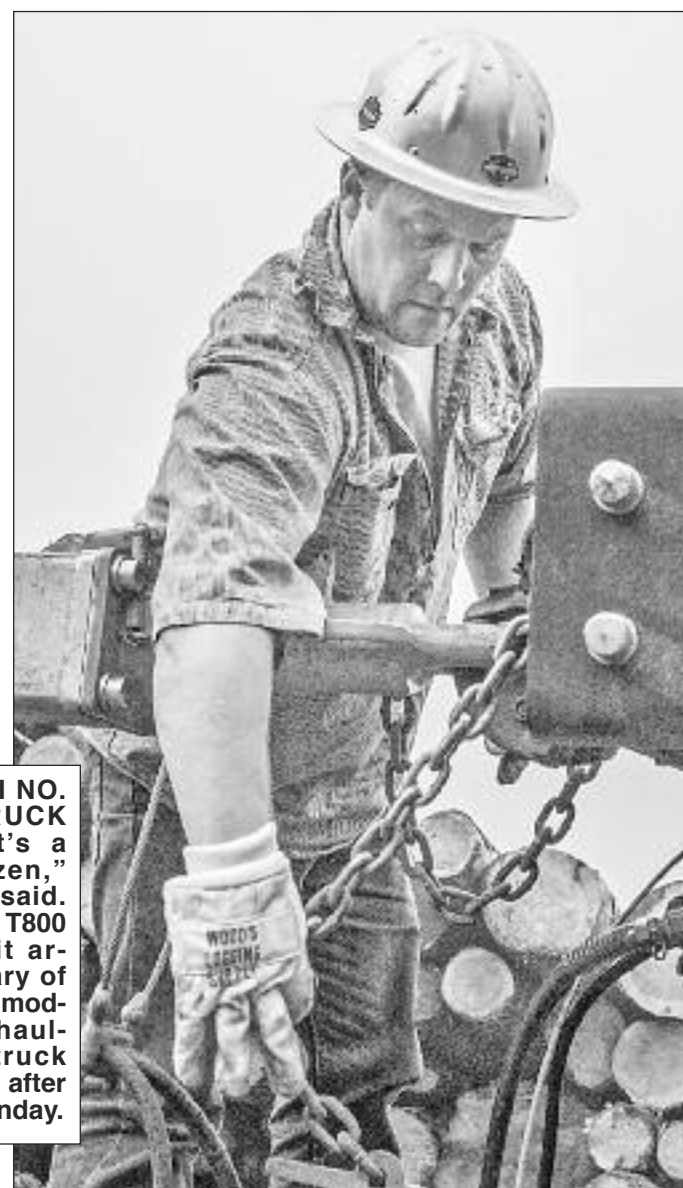
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"I WENT WITH NO. 13 ON MY TRUCK because that's a Baker's dozen," Darren Baker said. He ordered his T800 in 2013 and it arrived in January of 2014 as a 2015 model. He began hauling on the Monday after Super Bowl Sunday.



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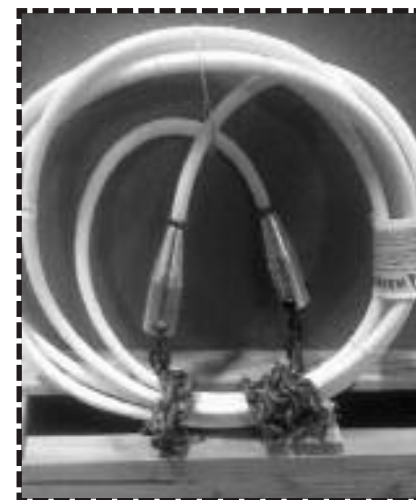
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LEFT: Baker's first truck was a 1995 Peterbilt 378, when he was hauling for Jon Grover Logging.

BOTTOM LEFT: Baker also hauled for Hollister Trucking in this 2000 Kenworth T800.

BOTTOM RIGHT: Baker's dad Steve drove this 2004 Kenworth T800, and Baker also drove the truck up in Forks, Wash.



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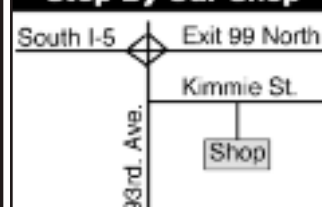
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LOG TRUCKING UP IN FORKS, Baker moved up to the northwestern corner of Washington after his father had some health problems. Baker drove his truck before buying his own truck.



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Baker

(Continued from Page 8)

truck with a DCool stainless steel visor from Daryl Neuman in Ridgefield.

Baker took the 1973 Peerless trailer with Lincoln bunk gear that was on his Peterbilt, re-bushed it and put it on his new Kenworth.

Barry Swanson of Forks was able to get Baker in contact with Ed Bryant of ENB Logging in Chehalis, Wash., and it has since been a smooth ride for the Harley Davidson truck.

"Centralia and Chehalis are centrally located so I can go either direction from Oakville and it's about the same distance to the mill and landing," Baker said. "I enjoy how the company is laid back but everybody is working hard to do their part out there. Ed and the shovel operators are really good at utilizing drivers, keeping in mind where they live and giving them a haulback."

Baker's hauls usually put him in the Capital Forest outside of Olympia, Ryderwood and Vader north of Longview, Fossil Creek, and Matlock, Wash.

"In most cases I really enjoy the independence," Baker said. "While it's more work than just driving and collecting a paycheck, my dad is an independent log trucker so I'm used to that type of routine."

He added that with being an independent log trucker, it means you have to keep your nose to the grindstone since you're the one responsible for the payments and bringing in the money.

Baker plans weekends around the maintenance schedule of the truck - working on brakes, greasing parts and overall keeping his "Harley" in tip-top shape. He said that he tries to keep his truck and equipment as clean as possible and that simply taking care of things will make them last longer.

His wife Sydney, who also works for the Washington State Department of Health does all the bookkeeping for the company.

Baker's care and commitment to log trucking shows out on the jobsite and on the highway. There's not another Harley Davidson edition Kenworth rolling around - yet - and when you have an independent driver like Baker behind the wheel, it sure is fitting.



BAKER USUALLY HAULS out of the Capitol Forest near Olympia, Ryderwood and Vader in Lewis County, Wash., Fossil Creek and Matlock, Wash. "While it's more work than just driving and collecting a paycheck, my dad is an independent log trucker so I'm used to that type of routine," Baker said.



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This is a very nice view of a single axle gas-powered log truck with a 6,500 bf load of Douglas Fir. Taken on Highway 101 in northern California, this would have been a typical load providing that the truck did not have to cross a bridge with overhead structural iron or go through a tunnel. Note the one chain wrapper and the trailer's cheese block bunk straining to hold the load. A lot of faith is being put on a 3/8 or 5/16" chain.

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(1) 1992 KW T-800, N-14 Cummins, 13 speed with 2 speed rear ends on pad suspension.

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