

# LOG TRUCKER

VOLUME 43 NUMBER 6

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JUNE 2016

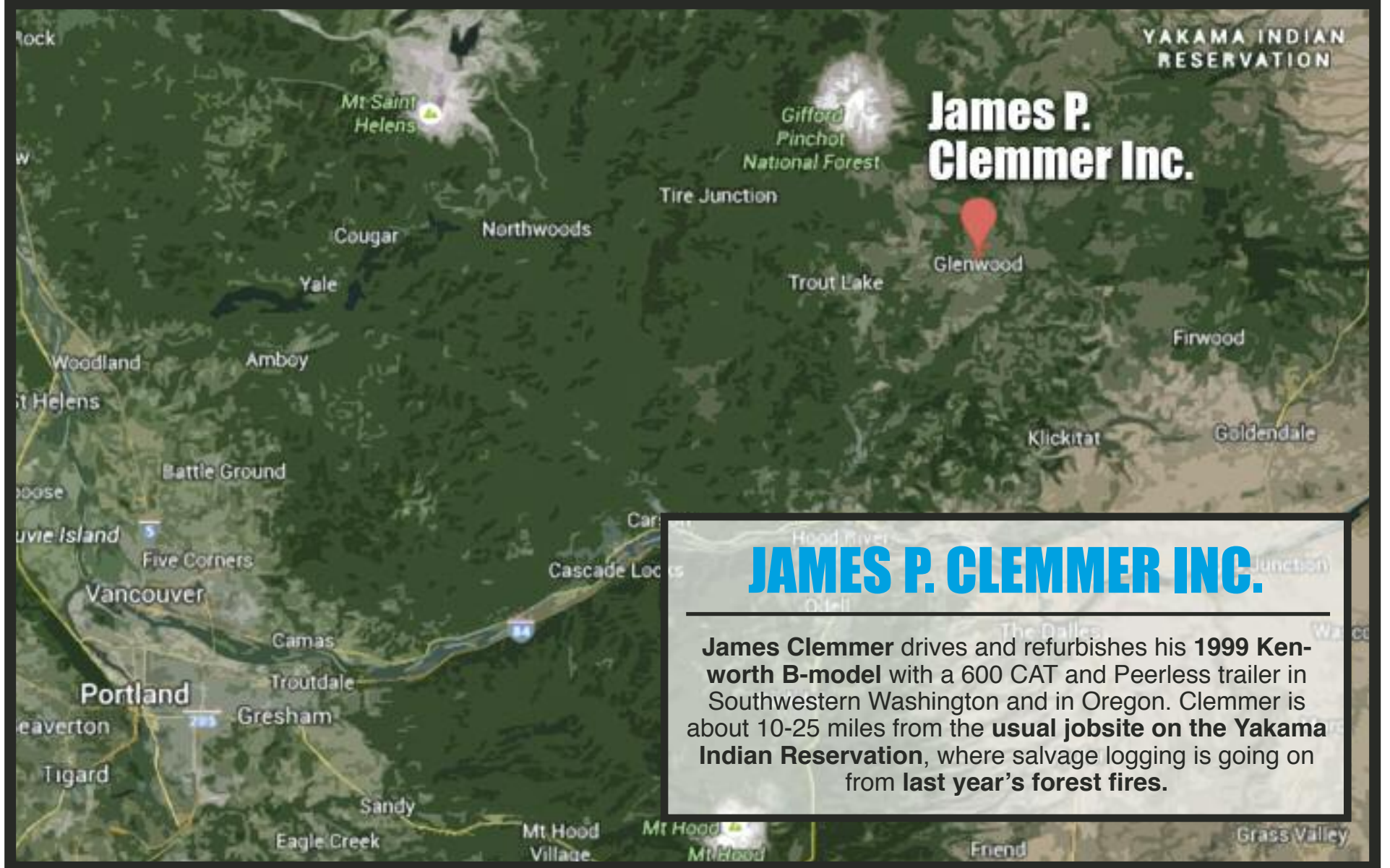


GLENWOOD, WASH.

**JAMES P.**  
**CLEMMER INC.**



# FEATURED IN THIS MONTH'S ISSUE



## JAMES P. CLEMMER INC.

James Clemmer drives and refurbishes his **1999 Kenworth B-model** with a 600 CAT and Peerless trailer in Southwestern Washington and in Oregon. Clemmer is about 10-25 miles from the **usual jobsite on the Yakama Indian Reservation**, where salvage logging is going on from **last year's forest fires**.

## GLENWOOD Washington

Glenwood is in the shadow of **Mt. Adams** and has been in a land disputed for jurisdiction between the **Yakama Nation** and **Klickitat County**. **Klickitat County** was made out of **Walla Walla County** in 1859 and was named after the **Klickitat** tribe of the **Yakama Nation**. The county includes a replica of **Stonehenge** built by Samuel Hill as a monument for local men killed in **World War 1**.

## IN THIS ISSUE



ON THE FRONT: James P. Clemmer is pictured here in front of his Kenworth 1999 B-model with a 600 CAT and a Peerless trailer. Photo by Lee Alani Selvey.

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JAMES P. CLEMMER INC. *by Brandon Hansen*

### 17. BLAST FROM THE PAST

PRESERVING OUR PAST *by Quinn J. Murk*

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*Published by*

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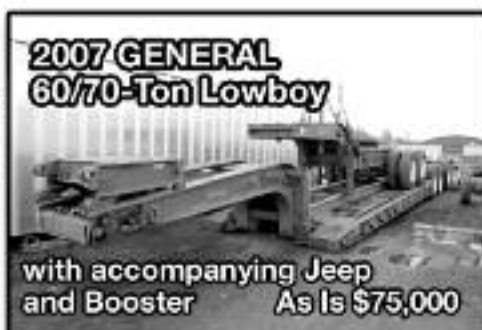
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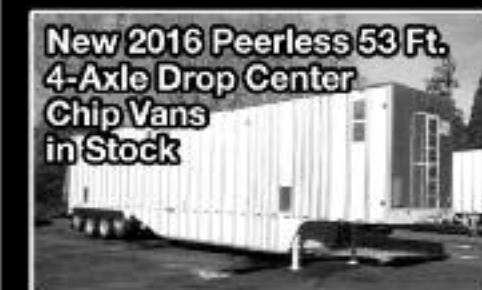
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IT'S A BUSY LANDING for 7 Arrows Logging which is loading James R. Clemmer's 1999 B-model Kenworth with a Peerlees trailer out on the jobsite on the Yakama Indian Reservation. The timber was scorched from last year's wildfires in Washington and logging operations like 7 Arrows are scrambling to get the logs to the mill.



# RUNNING IN THE BLACK

Glenwood's Jim Clemmer has worked on trucks since he was eight years old and hasn't stopped working on his Kenworths

Photos by Kevin Core  
Story by Brandon Hansen

**J**im Clemmer has owned just two cars in his life.

That's because he's a truck guy. His dad - also named Jim - moved from Idaho to Glenwood, Wash. in the shadow of Mt. Adams in 1951 and bought his own truck in 1961. At that point he needed a pit crew and

his son stepped up.

"From age 8 on, I was working on my dad's truck," Clemmer said. "It was my job to work on the brakes, wash the truck and grease it."

So becoming a log truck driver was in the cards for Jim. He bought his first truck in 1971 - a 1964 Mack - before his 18th birthday. Jim had his brother Terry, who was 10 years older than him, run the truck so Jim

(Continued on Page 8)  
**See "Clemmer"**



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IN TERMS OF WANTING A KENWORTH, Jim Clemmer described wanting this type of log truck like "wanting a Harley Davidson. I always thought they were the neatest trucks and they held up a lot better on the road." Clemmer now runs a 1999 Kenworth B-model with a glider kit and a 600 CAT engine.

RIGHT: The custom badges Jim runs on his KW are custom, one-offs that Jimmy designed. They were custom made for him by a relative. Sorry guys, he promised not to make any more.



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AFTER BREAKING THREE ALUMINUM CAB GUARDS, Clemmer made his own steel cab rack. After Jimmy got done putting in the lightening holes, the steel rack weighed only a few more pounds than the aluminum rack.



JIM IS PICTURED HERE WITH WIFE ROXIE. Jim has been in Glenwood in the shadow of Mt. Adams all his life and drives to the landing 10-25 miles on the Yakama Indian Reservation each morning. Clemmer bought a 1964 Mack truck in 1971 a week before his 18th birthday. He had his older brother Terry drive the truck before he graduated.

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**4 Axle**

**2012 WESTERN STAR 4900SA**, Cummins 525HP, Jakes, RTLO18918B, 2-Spd Aux, 20k Front, 46k Rears, 4:30 Ratio, Full Lockers, Air Susp, 4th Axle, 275" WB, Mesa Interior, Loaded, 107k Miles .....**\$115,500**



**2 Alike**

**(2) 2011 KENWORTH T800**, Paccar 485HP, Jakes, RTLO16913A, 14600 Front, 46k Rears, 3:73 Ratio, Full Lockers, Air Susp, 230" WB, All Alum Wheels, Spot Light, Power Mirrors & RH Window, 300k & 313k Miles.....**\$79,500**



**4 Axle**

**2009 Peterbilt 367**, Cummins 485HP, Jakes, RTLO18918B, 13200 Front, 40k Rears, 3:70 Ratio, Air Trac Susp, 4th Axle, 260" WB, All Alum Wheels, Power Windows, Full Gauges, 184k Miles...**\$69,500**



**3 Alike**

**(3) 2009 Peterbilt 389**, Cummins 485HP, Jakes, FRO18210C, 12k Front, 46k Rears, 3:91 Ratio, R-Diff Locker, Air Trac Susp, 245" WB, Power Mirrors-Windows-Locks, From 333k Miles .....**\$74,500 ea.**



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**2009 Peterbilt 367**, CAT 470HP, Jakes, RTLO18718B, 20k Front, 46k Rears, 4:10 Ratio, R-Diff Locker, Air Trac Susp, 4th Axle, 260" WB, Power Mirrors & Windows, NEW 16.5 Dump Body 2016, Hitch, 527k Miles.....**\$97,500**



**5 Alike**

**(5) 2007 WESTERN STAR 4900SA**, CAT 550HP, Jakes, RTLO18918B, 14600 Front, 46k Rears, 4:30 Ratio, Full Lockers, Air Susp, 230" WB, Mesa Interior, Power RH Window, From 469k Miles .....**\$57,500 ea.**



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A MEMORIAL TO HIS PREVIOUS TRUCKS hangs on the wall of Clemmer's shop. After driving Mack trucks for years, Clemmer's brother Terry was able to sell Jimmy's truck to a guy in Spokane and then Jimmy used that money to buy his first Kenworth.



## LOG TRUCKER VIDEO



Use your smartphone to download an app and then scan this QR Code to watch James. P. Clemmer in action with video shot by publisher Kevin Core.



# Clemmer

(Continued from Page 4)

could graduate high school.

"The guy that owned the Mack, wrecked it and then kitted it out with a 1967 R model with a 318 motor along with Mack quads and rear ends," Jim said.

The truck began Jim's career with a bang. He graduated high school on a Friday and immediately went to work on the jobsite on Saturday. On that first day, Jim flipped his truck and the logging crew had to roll it back over.

"I was embarrassed and I was even more embarrassed when milk came out the truck door because I had milk in my thermos," Jim said.

Once he fixed the truck back up, he was hauling around Cape Horn on Washington State Highway 14 and a rock from the cliff above rolled down in front of him.

"I hit the thing right on and it knocked out my front axle," Jim said.

So the young log truck driver upgraded to a 1972 Mack with a NTA 370 and a 13-speed.

It was all solid black with flames, and the stock Mack green interior paint was changed to black with red rolled interior.

Clemmer, however, really wanted a Kenworth but couldn't quite trade it straight up with his Mack. That's where Jim's brother came in again. Working for Williams Equipment in Yakima, Terry sold Jim's truck to a guy in Spokane and Clemmer was able to turn the money into a bare-bones 1976 Kenworth.

In terms of wanting a Kenworth, "it's kind of like wanting a Harley-Davidson," Clemmer said. "I always thought they were the neatest trucks and they held up a lot better on the road."

In 1980, Jim went with a new Kenworth A model long hood with a KTA 525. Be-

tween 1981 and 1995 with the timber industry changing in western Washington and Oregon, Jim went back and forth between hauling logs and highway hauls.

He hauled for Safeway and also hauled hazardous waste for Jack Gray who got the garbage contract just outside Portland. Jim would haul the waste to Idaho, Utah, Nevada and as far as St. Louis.

The call of the woods, how-

ever, wouldn't go away.

"I was always happy with hauling logs and I tried different things but always came back to them," Jim said.

Clemmer went with a Kenworth B-model with a glider kit and a 600 CAT in 1999. It's the truck he has now and he just keeps working on it.

"I just like to redo them every five years," Jim said. "People think I've gotten two or three new trucks in the

past 16 years but nope, just the same old truck".

The custom work on his B-model is impressive. He powder coats and rhino lines everything. He has a diamond-plate floor in the cab and also moved the bumper back. Jim moved the fuel tank and put L-model tool boxes and also built his own cab guard after

(Continued on Page 16)

See "Clemmer"

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WHILE CLEMMER BOUNCED between log trucking and highway trucking, he said he would always go back to logs. "I was always happy with hauling logs and I tried different things but always came back to them," Jimmy said.



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JARED WHITEFOOT of 7 Arrows Logging gives Loggers World Magazine a thumbs up while loading up Jim Clemmer's Kenworth out on the jobsite on the Yakama Indian Reservation.

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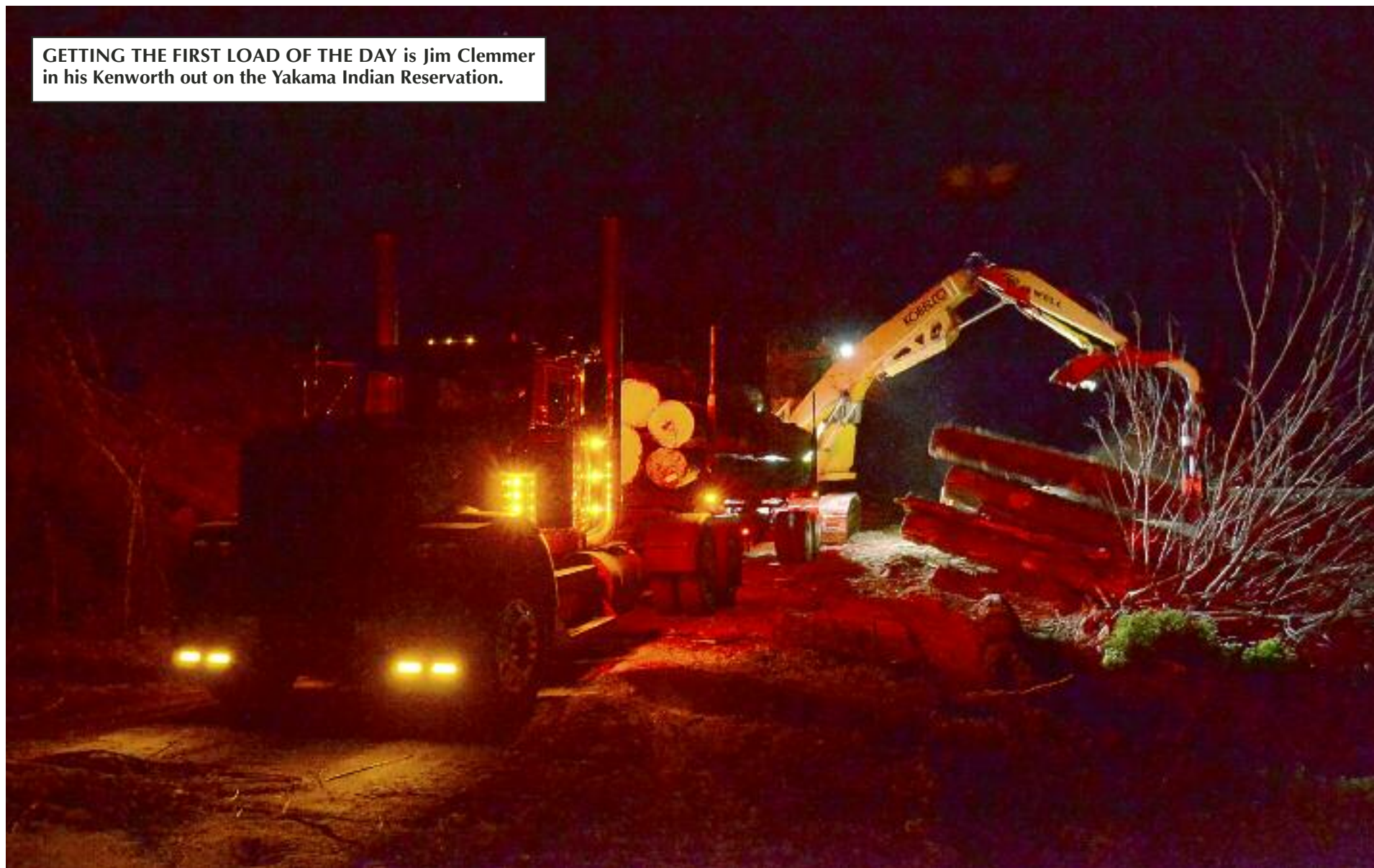
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SAFE FLEET



GETTING THE FIRST LOAD OF THE DAY is Jim Clemmer in his Kenworth out on the Yakama Indian Reservation.



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# RANDOM TRUCK SHOTS

We will be starting a new feature next month called Random Truck Shots.

Here's how I see it working. You readers will send in the photos and we will print them. It doesn't have to be a story or even need an explanation with the pictures (other than the name of the owner and a bit of truck information). Because of copyright laws, it HAS TO BE A PICTURE THAT YOU SHOT PERSONALLY. Cell phone pictures are fine. Just email your picture to [logworld@aol.com](mailto:logworld@aol.com) or to [levijharrison@gmail.com](mailto:levijharrison@gmail.com)

Each month we will pick a photo to print. No whining if your picture doesn't get chosen, OK?

To start it off, here are a few random pictures that I have shot over the last couple of years. Don't ask me who they are or where they came from (I probably don't remember) Just enjoy the pictures, and smile.







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- 3406E 5EK- 2WS.4000-6000 exchange
- DDEC4 450hp., runs good.....\$5000

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CLEMMER’S PROJECT TRUCK SITS IN THE GARAGE. Nick-named, Michelle, he’s building a 1980 Kenworth A-model in honor of his late brother Terry - who passed away from stomach cancer. Clemmer had to take the truck down to two bare rails. “It was in bad shape,” Jim said. “But now I have the motor in it, the transmission is done and this year I’m going to build the cab for it.” Clemmer plans to use the truck to haul his RV around and once this is finished, he’ll probably redo his work truck - a 1999 Kenworth B-model. “I just like to redo them every five years. People think I’ve gotten two or three new trucks in the past 16 years but nope, just the same old truck.”



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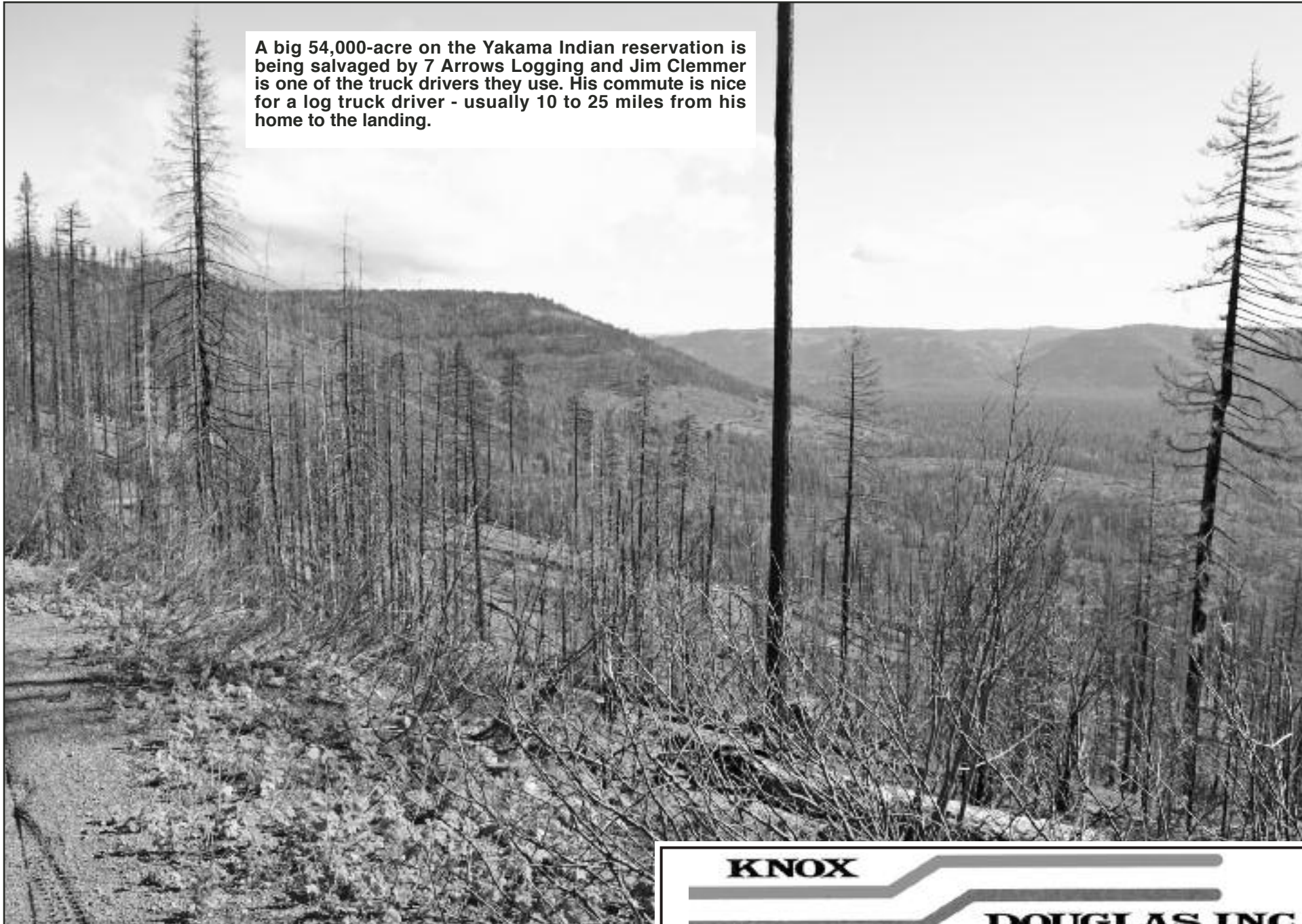


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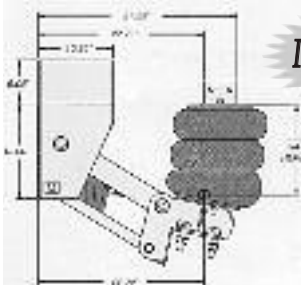
***Thanks Thomas!***



A big 54,000-acre on the Yakama Indian reservation is being salvaged by 7 Arrows Logging and Jim Clemmer is one of the truck drivers they use. His commute is nice for a log truck driver - usually 10 to 25 miles from his home to the landing.


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JAY BALLARD runs the processor for 7 Arrows Logging out on the jobsite on the Yakama Indian Reservation. 7 Arrows Logging is owned by Ryan Spencer out of White Swan, Wash. They're salvaging burnt timber from last summer's 54,000-acre fire.

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## Clemmer

(Continued from Page 8)

JUNE 2016

LOG TRUCKER

the previous three broke.

The truck started out maroon, but he painted it black and flamed it. When the hood cracked – as Kenworth hoods are known to do from time to time, he sent it to DP Truck Rebuilding in Chehalis and gave it the straight black look it has today.

“It’s always a work in progress,” Jim said. “I do everything except rebuild the motors. I’ve seen too many guys do it themselves and then have to work on it and work on it. My dad’s theory with engines was pull the thing and get it done right.”

For the last year, Jim has been hauling off the Yakama Indian Reservation which is a 10-to-25 mile drive in the morning. A big 54,000-acre forest fire on the reservation has loggers scrambling to get every bit of salvage and sending it to five or six different destinations. He’s hauling for 7 Arrows Logging which have four of their own trucks and hire three gyppos.

“I’ve always been a gyppo,” Jim said. “You find a job and stay there to the end and move on to another job.”



**HE HAS ONLY OWNED TWO CARS IN HIS LIFE**, but Jim Clemmer does own a Harley-Davidson. It sits here parked in the shop. The way Clemmer works on his trucks, they have a true artistic touch and one can see the amount of detail in them. While they’re work trucks, they’re definitely hot rods as well!

Clemmer’s current passion is rebuilding a 1980 Kenworth A-model. He’s doing it in honor of his brother Terry – who passed away from stomach cancer. Jim had to take the truck down to the bare rails while filling lots of

holes.

“It was in bad shape,” Jim said. “But now I have the motor in it, the transmission is done and this year I’m going to build the cab for it.”

He’ll use it to haul his RV and then he says he might do

another redo on his 1999 Kenworth. There’s no stopping Jim when it comes to working on and driving trucks.

“It’s just a way of life,” he said.



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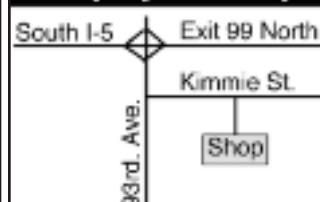
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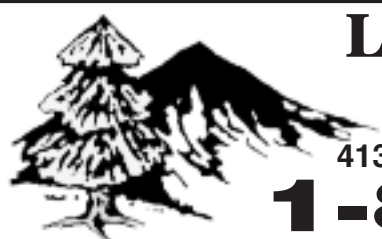
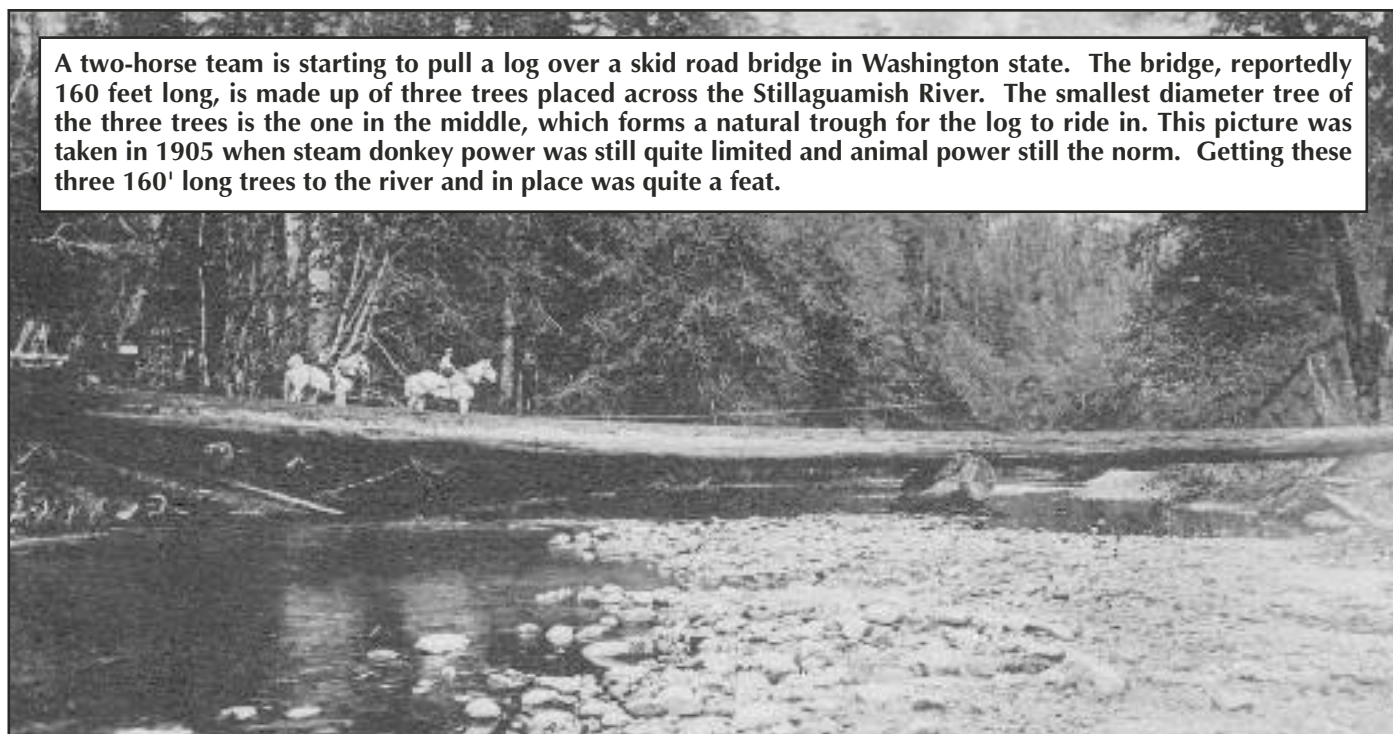
# BLAST FROM THE PAST

BY QUINN J. MURK  
FOR LOGGERS WORLD

CONTACT QUINN VIA EMAIL  
ktmurk@centurylink.net

Or by Mail at:  
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A two-horse team is starting to pull a log over a skid road bridge in Washington state. The bridge, reportedly 160 feet long, is made up of three trees placed across the Stillaguamish River. The smallest diameter tree of the three trees is the one in the middle, which forms a natural trough for the log to ride in. This picture was taken in 1905 when steam donkey power was still quite limited and animal power still the norm. Getting these three 160' long trees to the river and in place was quite a feat.



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# BLAST FROM THE PAST

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Before the development of stick-built houses or structures, sawmills only cut boards or timbers. Buildings were usually timber framed, and then covered with simple, random-width boards. Around the time of the civil war, dimension lumber for building started becoming common place. This is also about the time photography was being developed and used. This is a scene that did not get photographed much, as it was a dying sawmill product: common, random-width, un-edged boards going to market. The end user had to edge his board with a handsaw before he could use it in a structure.



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This type of camp in many timber areas would be known as a "string camp." The buildings are built to be hauled on log cars, and when in use they were simply offloaded and set up along the tracks. Set on cribbing in a somewhat level fashion, the camp would be used until it was time to move again. In the days of the crew walking to the job from camp, the camp would be moved a couple of times a year.

So whoever shack this was, he would salvage what he could, make his bed somewhere else, and the wreckage simply abandoned when the camp moved.

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