

LOG TRUCKER

VOLUME 43 NUMBER 12

To Advertise Call (800) 462-8283

DECEMBER 2016



STEVE
Fogleman
TRUCKING

Merry Christmas!
From LOG TRUCKER

FEATURED IN THIS MONTH'S ISSUE

Steve Fogleman Trucking

Steve Fogleman has been in the timber industry **since 1986**. Both a logger and a log trucker, Fogleman has **five trucks** and hopes to add **one more truck** and a log loader to the operation. Hauling in the **Grangeville, Idaho** area, Fogleman considers himself lucky to work with **life-long friends**.



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IN THIS ISSUE



ON THE FRONT: Steve Fogelman Trucking's 1998 Kenworth T800 heads off the landing with a full load of logs in Idaho.

See "Friends and Family" starting on Page 4

2. FEATURED IN THIS ISSUE

4. FRIENDS AND FAMILY

STEVE FOGELMAN TRUCKING *in Grangeville, Idaho*

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LOGGERS WORLD LLC

Phone **(360) 262-3376**

PUBLISHERS.....Kevin & Nancy Core

EDITORS EMERITI.....Finley Hays, Mike Crouse

EDITOR/WRITER.....Brandon Hansen

ADVERTISING.....Kevin Core

OFFICE MANAGER.....Nancy Core

POSTMASTER: Send address changes to:

LOGGERS WORLD LLC,
P. O. Box 1631, Chehalis, WA 98532-8425

E-Mail: logworld@aol.com

SUBSCRIPTION RATE (In U.S.A.):
\$25.00 per year; Two years for \$50.00

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FRIENDS & FAMILY

STEVE FOGLEMAN TRUCKING IS A CLOSE-KNIT COMPANY WITH GOOD DRIVERS AND A GROWING FLEET



ALL LINED UP

Steve Fogleman's fleet of a 2002 Kenworth 900L (driven by Larry Tillinghasp), a 2000 Kenworth T800 (driven by Jared Russell), a 1980 Kenworth (driven by Steve Fogleman), a 1998 Kenworth T800 (driven by Dave Frei) and a 2000 Western Star (driven by Rey Aikin) are all lined up in this photo. Diverse and always changing, the company continues to keep logs moving in Idaho.

By Brandon Hansen
For Loggers World

Steve Fogleman hasn't kicked the log trucking habit.

The Grangeville, Idaho log trucker has five trucks with life-long friends as coworkers and a passion for the woods that has kept him in the timber industry since 1986.

Fogleman's five trucks haul for several Grangeville-area logging operations and he has mill contracts that keep his guys going during slow times. He's also had stints as a logger and a millman so he's been on both sides of the industry.

Having a great appreciation for his log truck drivers and the people he works with, Fogleman keeps the logs rolling down the road.

GETTING STARTED

As a kid, Fogleman would ride with his timber cutter dad to get a look at what the woods was like. Trucks were his interest and he was excited to be able to see log trucks in action.

(Continued on Page 7)
See "Fogleman"



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ALL LINED UP

Two of Steve Fogleman's trucks can also quick change to belly-dumps so he can haul rock for local businesses as well. Along with this, Fogleman is planning to add another lowboy and log loader to further diversify the company. Fogleman Trucking hauls for Pineda Brothers Logging, Deer Creek Logging and Creutzberg Logging. They also have a contract with Swanson Aviation Helicopter Logging.



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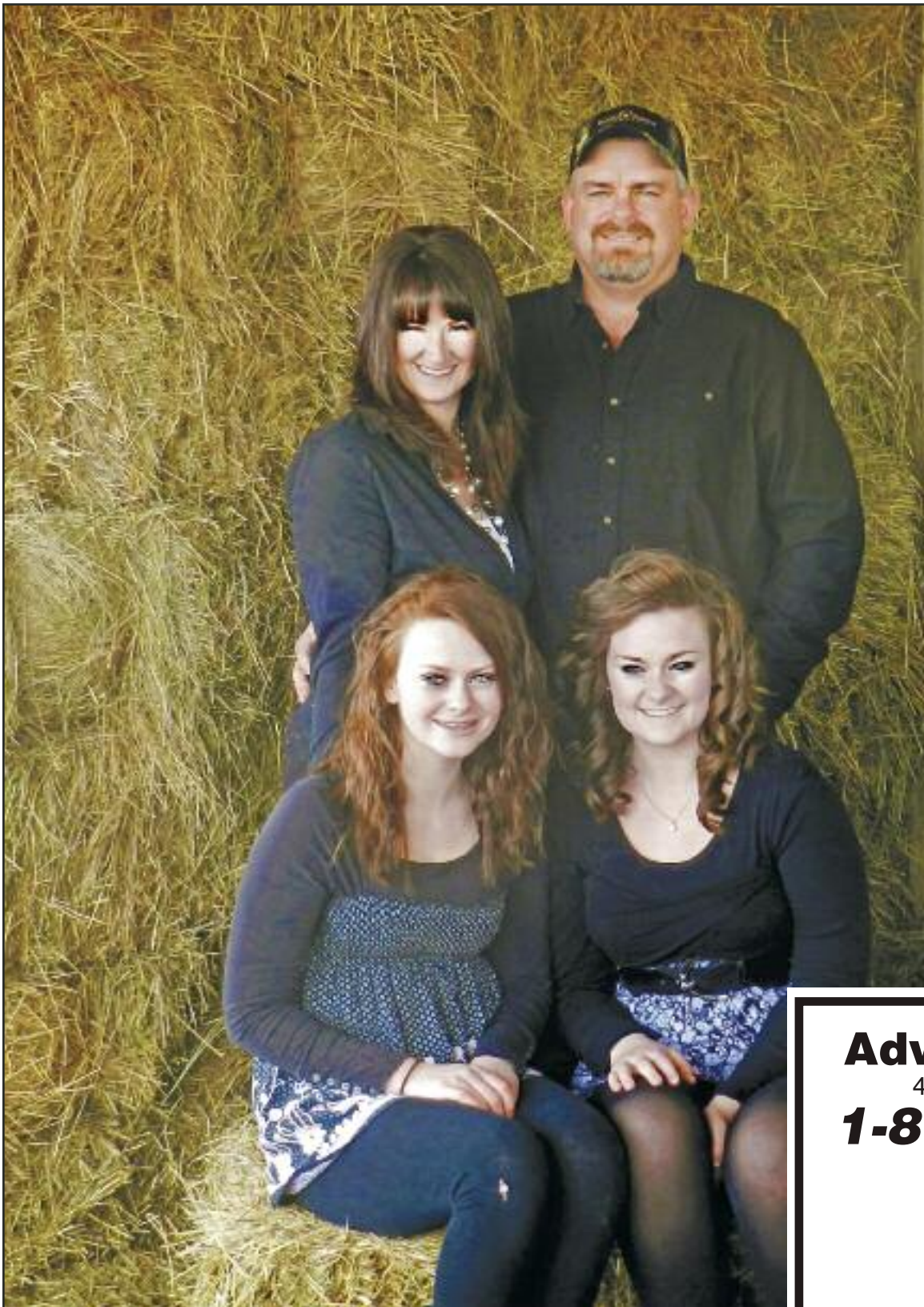


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ALL LINED UP

In 1987 he met Misti Crane and they married in 1990. The two have been together for 29 years. Then in 1999, a yarder job took him all the way to Cle Elum, Washington for a Plum Creek job. He would be there two years until a bad fire season in 2001 shut down the logging there and Fogleman began to think about going back to Idaho for good. "My crew and I were mostly from Idaho so we wanted to go home," Fogleman said. "My two daughters had been born - Kryslyn in '96 and Katelyn in '99 - so I wanted to get back to seeing them more." Steve and Misti just welcomed their first granddaughter Everly Jae on October 25, 2016.

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NEW 2016 KENWORTH T800, Cummins 485HP, Jakes, RTLO18918B, 14600 Front, 46k Rears, 3:58 Ratio, Full Lockers, Air Susp, 236" WB, Power Mirrors, VIT Interior, Loaded, FET Incl**Was \$134,500, Now \$127,463**



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Wet Kit

2012 WESTERN STAR 4900SA, Cummins 550HP, Jakes, RTLO18918B, 14k Front, 46k Rears, 3:91 Ratio, Full Lockers, Air Susp, 244" WB, Wet Kit, Cab Guard w/Storage, Power Windows, Full Gauges, 220k Miles**\$87,500**



SAVE \$23,000

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Heavy Duty

2007 WESTERN STAR 4900SA, CAT 550HP, Jakes, RTLO18918B, 14600 Front, 46k Rears, 4:30 Ratio, Full Lockers, Air Susp, 230" WB, 2 Person Passenger Seat, Power RH Window, Full Gauges, 483k Miles**\$57,500**



Engine Records

1995 FREIGHTLINER Classic, Detroit 430HP, Jakes, RTO14718B, 12k Front, 40k Rears, 4:11 Ratio, Full Lockers, Air Susp, 250" WB, Cab Guard, Fog Lights, Recent Cylinder Head and Main/Rod Bearings**\$29,500**



Self Contained

2007 Talbert Lowboy, 51 Ton, 52'x102", 3 Axle, Rear Lift Axle, Air Susp, Steel Wheels, 255/70R22.5 Tires, Self Contained, Front Flip Ramps, 25' Well, Outriggers, D-Rings**Was \$59,500, Now \$54,500**



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1992 GENERAL Log Trailer, Spring Susp, 11R24.5 Tires, All Alum Wheels, 8' Hassel Bunks, Telescoping Reach, SI Scales, LED Lights, Truck Bunk Included**\$14,500**

PAINT JOB

Steve Fogleman Trucking gets their paint jobs done at Budco Inc. and if they need parts they go to Idaho Truck Sales and Kenworth Sales.



DECEMBER 2016

LOG TRUCKER

Fogleman

(Continued from Page 4)

The passion stuck and when Steve graduated from school in 1986 he went out in the woods running Cat and skidder. In 1987 he met Misti Crane and they married in 1990. The two have been together for 29 years.

In the spring of 1991, Fogleman got his first taste of log trucking when an operation he was working for gave him the opportunity to start driving truck. In the fall, he bought his first log truck - a 1972 Kenworth A model.

In 1993 he traded that in for a new Western Star and hauled mostly in Idaho and partially in Montana, Oregon and Utah.

GOING YARD

Fogleman got back into logging in 1995 when he bought a skidcat. Two years later he purchased a timber sale that required half-tractor and half-yarder logging.

"I couldn't find a yarder contractor so I just went out and bought one," Fogleman said.

Then in 1999, the yarder he owned took him all the way to Cle Elum, Washington for a Plum Creek job. He would be there two years until a bad fire season in 2001 shut down the logging there and Fogleman began to think about going back to Idaho for good.

"My crew and I were mostly from Idaho so we wanted to go home," Fogleman said. "My two daughters had been born - Krysllyn in '96 and Katelyn in '99 - so I wanted to get back to seeing them more."

Fogleman got back into log hauling by buying a 1979 Kenworth A Model and that's what he would do for the next four years.

(Continued on Page 8
See "Fogleman")

(Continued from Page 7)

IN THE MILL

In 2005, Fogleman was pulling up to the scales at a Bennett mill in Grangeville Idaho and was told they needed a loader operator. He figured he had picked up some extra work for a brief time but a short time later, the mill manager offered him a job as log yard manager. He would do that for 10 years.

BACK INTO TRUCKS

In 2013, Fogleman was missing trucks and was hunting with a long time friend Dave Frei. The two came up with the idea of getting back into trucks. They bought a 1998 Kenworth T800 and Frei began hauling for Pineda Bros. Logging.

That's when Steve Fogleman Trucking really took off.

In 2014, he bought a white 2000 Western Star and Ray Aiken still drives it today. In the spring of

2015, the company got a purple 2000 Kenworth and that's driven by nephew Jared Russell. That same year Fogleman rebuilt a 1980 Kenworth to drive himself and he stopped doing the log yard manager job and moved back into log trucking full-time. In November of 2015, he purchased a 1997 Peterbilt 379 to haul logs, but has a quick change to convert to pulling

belly-dump or lowboying.

Fogleman also reconnected with a childhood friend Larry Tillinghast on a hunting trip. Expressing he'd like to move back to Grangeville one day, Fogleman hired him in February of this year to work in the shop for the expanding trucking company.

"He keeps the trucks running and when I had a driver stop because of health prob-

lems this fall, he stepped up and now drives the Peterbilt truck and also works in the shop," Fogleman said.

EXPANDING

Fogleman recently bought a 2002 W900L Kenworth with a CAT engine that is a heavy spec-ed versatile truck. This

(Continued on Page 16)
See "Fogleman"

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IN THE DRIVER'S SEAT

In the spring of 2015, the company got a purple 2000 Kenworth T800 and that's driven by nephew Jared Russell. He is pictured here with his two boys. Fogleman Trucking hauls for Pineda Brothers Logging, Deep Creek Logging and Creutzberg Logging. They also have had contracts with Swanson Aviation helicopter logging.



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KEEPING THINGS RUNNING

Steve Fogleman's nephew Justin Fogleman is the resident grease monkey. A sophomore in high school he cleans and greases the truck fleet. The No. 14 truck is a Kenworth W900.



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LOOKING SHARP

Fogleman rebuilt a 1980 Kenworth to drive himself and he stopped doing the log yard manager job and moved back into log trucking full-time. Fogleman also reconnected with a childhood friend Larry Tillinghast (right) on a hunting trip. Expressing he'd like to move back to Grangeville one day, Fogleman hired him in February of this year to work in the shop for the expanding trucking company.



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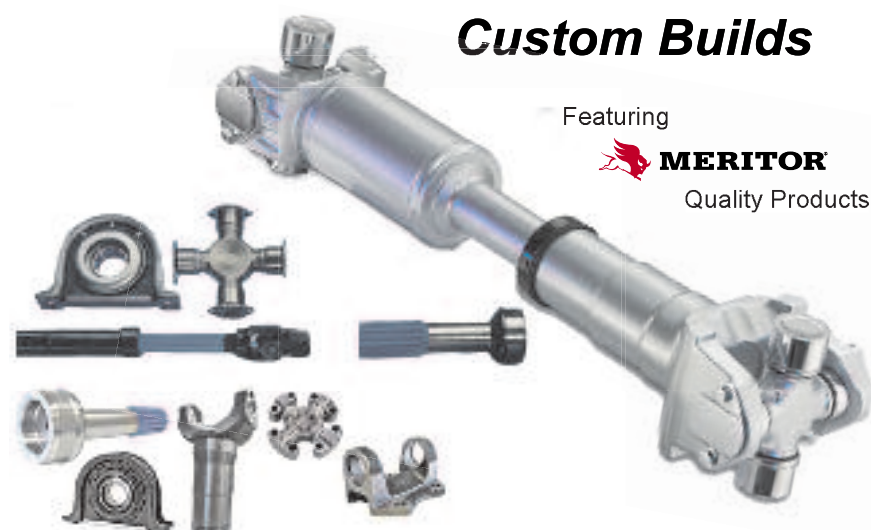
In 2013, Fogleman was missing trucks and was hunting with a long time friend Dave Frei. The two came up with the idea of getting back into trucks. They bought a 1998 Kenworth T800 and Frei began hauling for Pineda Bros. Logging.



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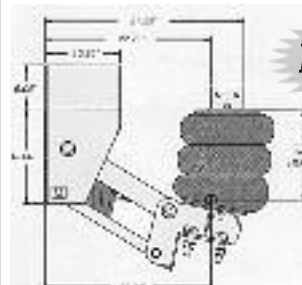
Fogleman can get work done in his truck shop in Grangeville. "We try to do in-house work on all our trucks except for engines," Fogleman said. "We try to do everything but we sub out big engine work. All my drivers are capable mechanics and they help out a bunch to keep their trucks running."

Nephew Justin Fogleman does greasing, washing and maintenance of trucks in the shop as a sophomore in high school.

For parts, Fogleman goes to Partsway, Idaho Trucks Sales and Kenworth Sales while for extra help they go to Frank's Welding in Grangeville.


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MOVING AROUND

Fogleman's trucks stay busy hauling for local area loggers or between mills on a pine contract. The close-knitness of the drivers helps the company get through slow times.

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Fogleman

(Continued from Page 8)

truck also has a quick change to belly-dump so he can haul rock for local businesses as well. Along with this, Fogleman is planning to add a low-boy trailer and log loader to further diversify the company.

"We have a pine contract with the Idaho Forest Group sawmill in Grangeville to Evergreen Forest Products in Tamarack and that works well to fill in slow times," Fogleman said.

His wife Misti is currently a licensed nail technician but at the start of the year, she'll take over all the paperwork to ensure things are running smoothly.

"She was a little hesitant at first of me getting back into the log trucking business, but she has been very supportive of my bad log trucking habits," Fogleman said.

Fogleman Trucking hauls for Pineda Brothers Logging, Deep Creek Logging and Creutzberg Logging. They also have had contracts with Swanson Aviation helicopter logging.

He added that he hopes to get one more truck to make the numbers add up better, once his wife Misti begins doing the books. Right now,

most of the trucks already have assigned jobs to go to so they pretty much self-dispatch themselves.

OUT IN THE SHOP

"We try to do in-house work on all our trucks except for engines," Fogleman said. "We try to do everything but we sub out big engine work. All my drivers are capable mechanics and they help out a bunch to keep their trucks running."

Nephew Justin Fogleman does greasing, washing and maintenance of trucks in the shop as a sophomore in high school.

For parts, Fogleman goes to Partsway, Idaho Truck Sales and Kenworth Sales while for extra help they go to Frank's Welding in Grangeville.

The Grangeville log trucker said that he's tried to stay with pre-emissions engines, running four CAT engines and one N14 Cummins engine. Depreciation, however, could have him moving into modern engines.

"I try and keep an eye out for good used trucks," Fogleman said.

He's bought three trucks from the nearby Whitco Inc. and for custom paint jobs, he goes to Budco Inc. both out of

Kamiah, ID.

"Then we run it through our shop to get the truck to our specific likes and it's ready to go," Fogleman said.

ENJOYING THE WOODS

Fogleman has always enjoyed the woods, and for his trucking company the wood-base is nearby and there is a sawmill in Grangeville to help make things more efficient.

"I have lived here all my life and in a small town you know pretty much everybody," Steve said. "So if we need something it's pretty easy to know who to give a call."

Fogleman said the trucking company is unique in that most drivers are life long friends. The company tries to take care of them, getting chrome and extras when wanted and needed.

"We want to keep the relationship between our drivers strong," Fogleman said. "We go hunting together and we all have Jeeps and Toyota trucks so we like taking those out and playing on weekends as well. It's hard to find a lot of quality drivers nowadays and I feel like my guys are some of the best in the business."

This close-knit company has expanded quickly but

hasn't lost the small-company feel to it. Fogleman hasn't got away from trucks and it's easy to see why.

Steve and Misti just welcomed their first granddaughter Everly Jae on October 25, 2016.



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SNOW OR SHINE

In 2013, Fogleman was missing trucks and was hunting with a long time friend Dave Frei. The two came up with the idea of getting back into trucks. They bought a 1998 Kenworth T800 (right) and began hauling for Pineda Bros. Logging. In 2014, he bought a white 2000 Western Star and Ray Aiken still drives it today.



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GETTING LOADED

David Frei has his 1998 Kenworth T800 get loaded out on the landing in Idaho. The woodbase is close to Grangeville making things a little nicer for the inland log truckers.

LIGHTS ON

In 2014, Fogleman got a 2000 Western Star and Ray Aiken still drives it today. "We want to keep the relationship between our drivers strong," Fogleman said. "We go hunting together and we all have Jeeps and Toyota trucks so we like taking those out and playing on weekends as well. It's hard to find a lot of quality drivers nowadays and I feel like my guys are some of the best in the business."



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