

# LOG TRUCKER

VOLUME 44 NUMBER 2

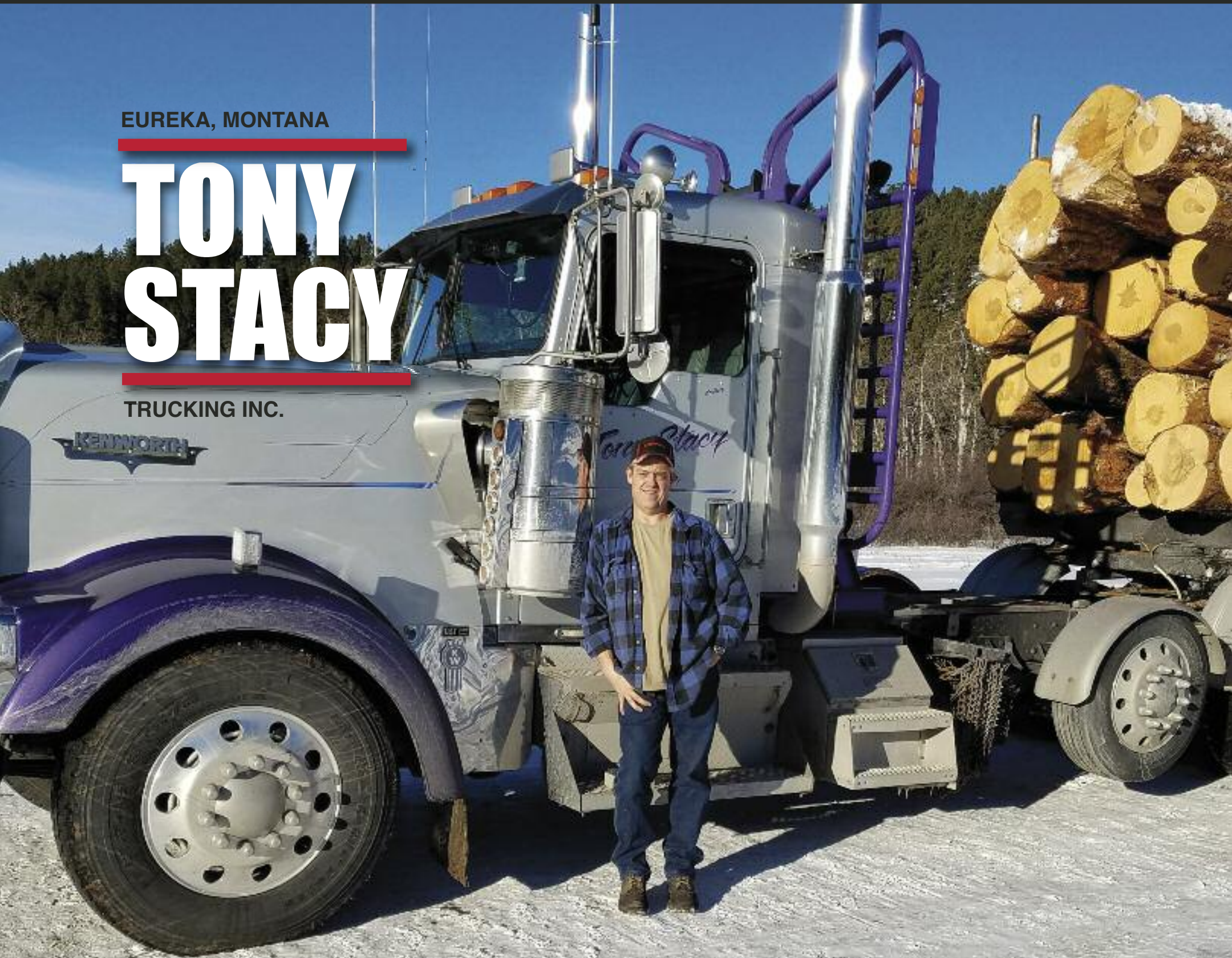
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FEBRUARY 2017

EUREKA, MONTANA

## TONY STACY

TRUCKING INC.



**February 9-11**

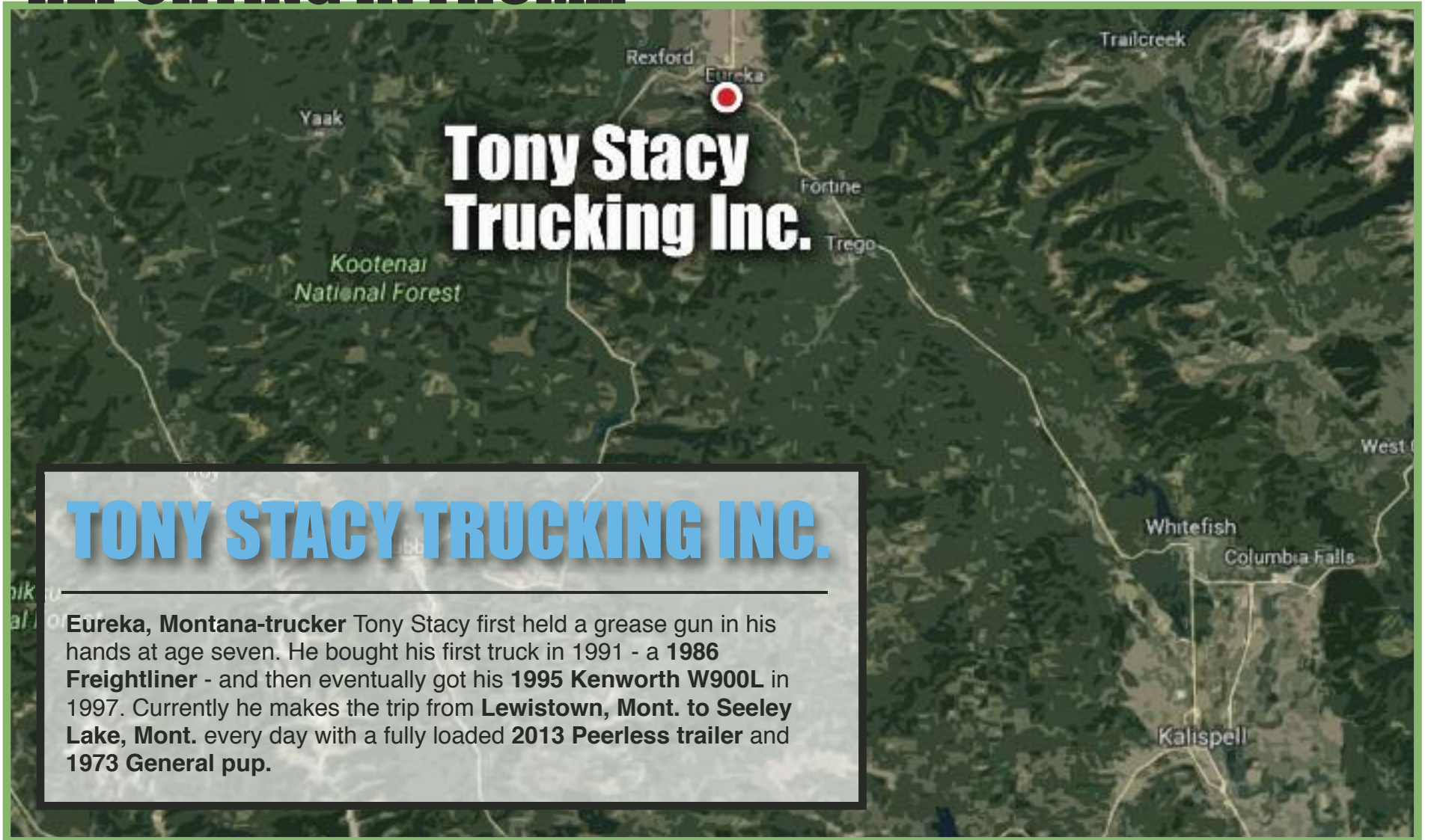
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# REPORTING IN FROM...



## TONY STACY TRUCKING INC.

**Eureka, Montana-trucker** Tony Stacy first held a grease gun in his hands at age seven. He bought his first truck in 1991 - a **1986 Freightliner** - and then eventually got his **1995 Kenworth W900L** in 1997. Currently he makes the trip from **Lewistown, Mont. to Seeley Lake, Mont.** every day with a fully loaded **2013 Peerless trailer** and **1973 General pup.**

# EUREKA MONTANA

Eureka is a **Montana town** of just over **1,000 people** located on the **Tobacco River** in **Lincoln County**. The town was founded in the early 1880s, as settlers spread up north from **Missoula**. It was one of the last areas to be developed in Montana pioneer days. Logging was a major draw for the town and the town was once known as the **“Christmas Tree Capital of the World.”** The **Pacific Northwest National Scenic Trail** passes through Eureka.

### IN THIS ISSUE



ON THE FRONT: Tony Stacy stands in front of his 1995 Kenworth W900L with a 2013 Peerless trailer. Stacy has been hauling in Montana since high school and continues to make the long treks to the remaining Montana timber mills.

See “On the Road” starting on Page 4

**2.** REPORTING IN FROM...

**4.** ON THE ROAD

TONY STACY TRUCKING INC. by Brandon Hansen

**15.** RANDOM TRUCK SHOTS  
WHO KNOWS?

**17.** ADVERTISERS INDEX  
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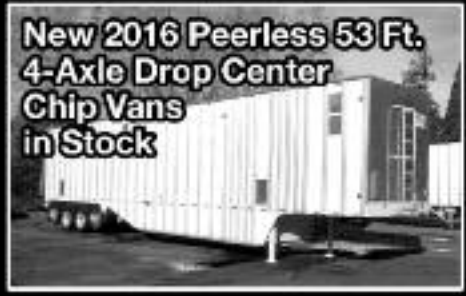


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# On the ROAD

## LONG HAULS DON'T SLOW DOWN EUREKA'S TONY STACY

By Brandon Hansen  
For *Loggers World*

The long road doesn't deter Tony Stacy.

He's been log trucking since before he graduated high school and he had a grease gun in his hand at the age of seven.

"My family moved over to Northwest Montana 115 years ago after they were loggers in West Virginia so I guess you could say it's in my blood," Stacy said.

The Eureka, Montana log trucker has had the perseverance to make it

in a Montana timber industry that has seen the number of mills in the fourth largest state in the union drop to eight. He now makes the trek from

Eastern Montana to Western Montana every day.

Big sky and big distances aren't anything new for Stacy and he

keeps his 1995 Kenworth W900L rolling down the road - with a little extra horsepower for prosperity's sake.

### STARTING EARLY

Stacy was handed a grease gun in grade

(Continued on Page 5)  
See "Stacy"



### GETTING LOADED

Tony Stacy's 1995 Kenworth W900L, loaded and ready to head to the other side of Montana. Stacy has been log trucking since high school and was first handed a grease gun at age seven.



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**Stacy**

(Continued from Page 4)

school, then learned from his dad Dean how to maintain, wash and grease a truck. By age 12 he was loading trailers when needed and as a young teenager he was just handed keys to drive.

Dean got hurt during Tony's senior year of high school, so he worked out a deal where he could turn his schoolwork in while driving out on the road.

"My dad had a mortgage and a truck payment," Tony said. "Someone had to go to work, so I worked it out with my principal

so my girlfriend (future wife Chrystal) could turn in my work and I only attended two months of school that whole year."

The first truck Tony ever drove was a 1968 Peterbilt with a 335 Cummins. He would eventually end up driving for Lyle Fluid Logging after graduation and he got into a 1969 Kenworth.

In 1988, he got into a 1986 Freightliner and it would eventually become the first truck he would buy, getting it in 1991 from his parents Dean and Norma. He would drive that Freightliner until 1997. Norma passed away last year after 49 years of marriage to Dean.

"My dad and uncles taught me how to drive and everything else about log trucking," Tony said. "My mom and dad really helped me get started on my own."

Dean drove truck from 1968 until he retired a few years ago, putting in a long and storied career as a log truck driver.

**FAITHFUL TRUCK**

In 1997, Stacy got a 1995 Kenworth W900L with a 3406E CAT motor, an 18-speed transmission, DS402 rears and bumped up the motor from 600 horsepower to 750 horsepower thanks to a Pittsburgh power

box.

And he hasn't gotten into another truck since.

"It's 22 years-old and it's just reliable," Stacy said. "I love this CAT motor and it had one million miles before it's first rebuild. I've now rebuilt it twice over two million miles and those are in-the-woods miles, not easy miles."

While you still have to roll down the windows to shut the doors in the Kenworth, it has served Stacy well. He also has a 2013 Peerless trailer and a 1973 General pup trailer.

(Continued on Page 8)

**See "Stacy"**

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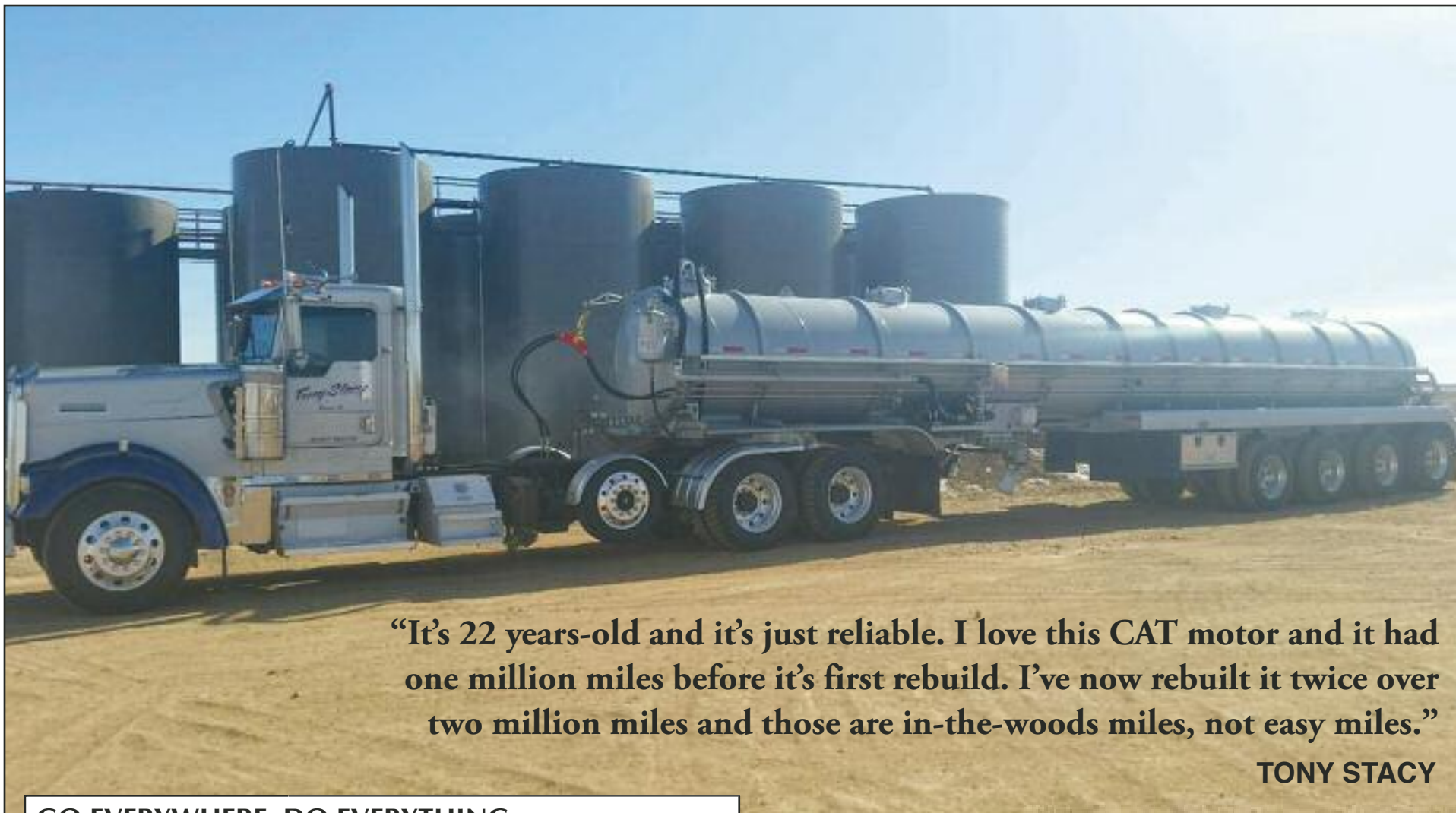


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“It’s 22 years-old and it’s just reliable. I love this CAT motor and it had one million miles before it’s first rebuild. I’ve now rebuilt it twice over two million miles and those are in-the-woods miles, not easy miles.”

TONY STACY

**GO EVERYWHERE, DO EVERYTHING**

When logging is slow, Tony Stacy has converted his truck to a flatbed for the freeway and has even hauled in the Dakota oil fields. (Right) The first truck Stacy owned was a 1986 Freightliner he bought from his parents in 1991.



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Tri-Drive

**(4) 2014 Peterbilt 388**, Cummins 525HP, Jakes, RTLO18918B, 20k Front, 69k Rears, 5:38 Ratio, Full Lockers, Neway Air Susp, 288" WB, All Alum Wheels, Power Windows & Door Locks, From 46k Miles.....**\$103,500 ea.**



Cummins

**2013 Peterbilt 367**, Cummins 500HP, Jakes, RTLO18918B, 14600 Front, 46k Rears, 4:10 Ratio, Air Trac Susp, 4th Axle, 280" WB, Hyd Wet Kit, All Alum Wheels, Power Mirrors & RH Window, 248k Miles.....**\$97,500**



Heavy Duty

**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.....**Was \$115,500, Now \$109,500**



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**



Wet Kit

**2012 WESTERN STAR 4900EX**, Detroit 560HP, Jakes, RTLO18918B, 12k Front, 46k Rears, 4:30 Ratio, Full Lockers, AirLiner Susp, 219" WB, All Alum Wheels, A/S 5th, Hyd Wet Kit, Power Mirrors, Full Gauges, 198k Miles...**Was \$92,500, Now \$89,500**



Paccar

**(2) 2011 KENWORTH T800**, Paccar 485HP, Jakes, RTLO16913A, 14600 Front, 46k Rears, 3:73 Ratio, Full Lockers, Air Susp, 230" WB, All Alum Wheels, Power Mirrors & RH Window, 306k and 313k Miles.....**\$79,500 ea.**



Heavy Duty

**(4) 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, From 480k Miles.....**\$57,500 ea.**



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.....**Was \$29,500, Now \$24,500**



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### QUITE THE CO-PILOT

Tony Stacy has a new addition in the cockpit of his truck. Dozer is a one and a half year-old bulldog that keeps an eye on the Eureka truck driver during his long treks from Lewistown to Seeley Lake, Montana. "He's a friggin character," Stacy said. "He's funnier than all get out. He'll stare out the window when I'm loading and is always checking in on things."

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## DODGE CHALLENGER SRT8

Tony enjoys horsepower. He bumped up his Kenworth to 750 horsepower. He also purchased this 2010 Dodge Challenger SRT8 that has 500 horsepower. Even his jetski has 300 horsepower.



## Stacy

(Continued from Page 5)

Another addition to his truck is his co-pilot Dozer. Dozer is a one and a half year-old bulldog that keeps an eye on Tony while out on the woods.

"He's a friggin character," Stacy said. "He's funnier than all get out. He'll stare out the window when I'm loading and is always checking in on things."

## THE LONG HAUL

Montana's a big state. So big you can spend all day driving across the state and that's exactly what Stacy does. He goes from Lewistown, Montana in the eastern part of the state over to Seeley Lake where the Seeley Lake Pyramid Mountain Lumber mill is. Hauling Ponderosa Pine, it's one of eight mills still left in Montana and one of the few that take big pine.

It's a 245-mile trip one way, so that means there's just time for one trip.

"I use the pup trailer to make the most of it and we stay over by Stanford, Montana in a 42-foot camper then we go home to Eureka every other week," Stacy said.

In the past, Stacy has hauled logs in Idaho, Utah, Washington, Colorado along with owning and operating a log loader while working in Oregon.

Now he's working for B&M Trucking, which is owned by Bob Beaman. It's a logging operation that hasn't switched names from when Beaman owned trucks.

"He's a really super nice guy," Stacy said. "And the operator that loads me everyday is Rick Beaman and

(Continued on Page 16)  
See "Stacy"

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**KEPT IN CARE**

Stacy does all his maintenance on his truck and it's obviously proven to be wise as his truck is still on the road after 22 years. "I do all my own maintenance, greasing, brakes and the times when I take it into the shop is when I have major components to work on like the engine," Stacy said. At his house, Stacy has a 20x60-foot concrete slab, with plans to build walls around that slab. Walls or not, it's a lot nicer than rolling around in the gravel.

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**TONY AND CHRYSAL**

Tony and wife Chrystal cut down some of the travel roundtrip by staying in Stanford, which is 65 miles east of Great Falls. Chrystal has been dating Tony since they were sophomores in school and the two have been married for 25 years. Chrystal does all the book-keeping for the trucking business and keeps things running smoothly. (RIGHT) Dozer is enjoying some supervisor duties while Tony works on his truck.



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## FIRST TRUCKS

The first truck Tony ever drove was a 1968 Peterbilt with a 335 Cummins. He would eventually end up driving for Lyle Pluid Logging after graduation and he got into this 1969 Kenworth.

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“My family moved over to Northwest Montana 115 years ago after they were loggers in West Virginia so I guess you could say it’s in my blood.”

TONY STACY



**HERE HE COMES**

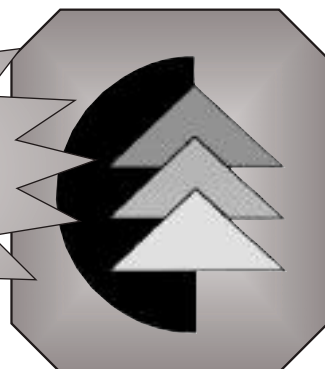
Stacy has his 2013 Peerless trailer and his 1973 pup trailer loaded for a trip back to Seeley Lake, Montana. Stacy uses the pup to get the most out of his cross-state trip.

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**B&M TRUCKING**

B&M Trucking, owned by Bob Beaman, keeps Tony Stacy busy hauling from Lewistown, Montana to Seeley Lake. What isn't a long trip is getting loaded. "Operator Rick Beaman is a real pro, he can get it done in 15 minutes and he barely touches or shakes your truck," Stacy said.

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Wayne Stone's No. 14 truck out of Sandy, Oregon strikes a pose. Driver Aaron Brugnoli is in this 1999 Kenworth W900L with a CAT C16 engine, 260-inch wheelbase, 3.73 gears with lightweight of 25,000 pounds. Arron is currently hauling for JSW Logging out of Prineville, Oregon. The job is out of Mitchell and going to Carson, Washington.



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16 **Stacy**

(Continued from Page 8)

FEBRUARY 2017

LOG TRUCKER

he's a real pro, he can get it done in 15 minutes and he barely touches or shakes your truck. Rick and the crew are really fun to work with."

The trip to Seeley Lake is long, but Tony and wife Chrystal cut down some of the travel roundtrip by staying in Stanford, which is 65 miles east of Great Falls. Chrystal has been dating Tony since they were sophomores in school and the two have been married for 25 years. Chrystal does all the book-keeping for the trucking business and helps with maintenance when needed, not afraid of getting grease on her.

Every two weeks they head home back to Eureka - which is home of the Montana State B football champion Eureka Lions this year.

**IN EUREKA**

Stacy does all his maintenance on his truck and it's obviously proven to be wise as his truck is still on the road after 22 years.

"I do all my own maintenance, greasing, brakes and the times when I take it into the shop is when I have major components to work on like the engine," Stacy said.

At his house, Stacy has a 20x60-foot concrete slab, with plans to build walls around that slab. Walls or not, it's a lot nicer than rolling around in the gravel.

When things got slow logging-wise, Stacy put a sleeper on his truck and put on a flatbed to become a long hauler for three spring breakups. He traveled to all 48 states and also worked in the Dakota oil fields.

Montana has a plethora of Forest Service land, and also sees a spring breakup for log truck drivers. With more Forest Service land on the west side, the spring breakup can last from the middle of March to May on the west side. On the east side of Montana, there's not as much snow and muck when things melt so breakup is usually just two weeks to a month.

Last year when Tony had to get a medical card, in order to meet regulations Tony went on diet and trimmed 60 pounds to pass the exam. He has since lost 120 pounds.

**BBBBBB**

While melting is a detriment, cold is certainly not. It must be a Montana thing.

"We can work all winter," Stacy said. "It gets down cold, to something like 24 below and then warming up to a high of 8-10 degrees."

Log trucks are usually plugged in to keep the engine block warm, while Stacy has a device that uses about a cup of diesel for every eight hours that keeps things warm in the motor and fule lines. It's also keyless, meaning that Stacy can set a timer for the device to start going and when he opens the truck up in the first part of the day, the engine has already warmed up to a 160 degrees.

The engine is good to go. It's a perfect device for Stacy, who is staying in an RV park most of the time and can't park his truck next to his camper. Usually he has to find a parking lot of decent size in the area.

**MORE HORSEPOWER**

When he's not driving his truck, Stacy has other toys.

In 2010 he purchased brand new a Dodge Challenger SRT8. It has 500 horsepower and he is also restoring a 1954 Ford pickup.

Heck, he even tweaked his jetski to have 300 HP.

In 2006, Tony got into the chip truck business for a while, buying four chip trucks and employing several gyppos to haul around Montana for several years. At one time Tony had 18 chip trucks hauling for him. A

few years ago he also had a log loader. Stacy said he just does anything he can to keep work in front of him in the timber industry.

In today's market, Stacy said that the biggest challenge is finding logs and staying busy.

"It's a tough way to make a living," Tony said. "You're working 16-18 hours a day, and making the same as someone else's eight hours a day."

Along with being a horsepower fan, he's also a big Montana Grizzly fan and has Grizzly license plates. You could say he's a true Montana resident, and anyone who lives in Montana isn't afraid to drive a few miles, which is exactly what Stacy does to keep busy.



**"It's a tough way to make a living. You're working 16-18 hours a day, and making the same as someone else's eight hours a day."**

**TONY STACY**



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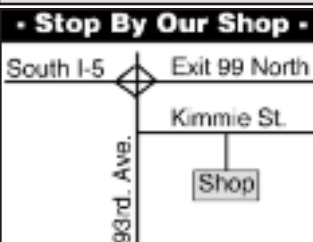
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