

# LOG TRUCKER

VOLUME 44 NUMBER 12

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DECEMBER 2017

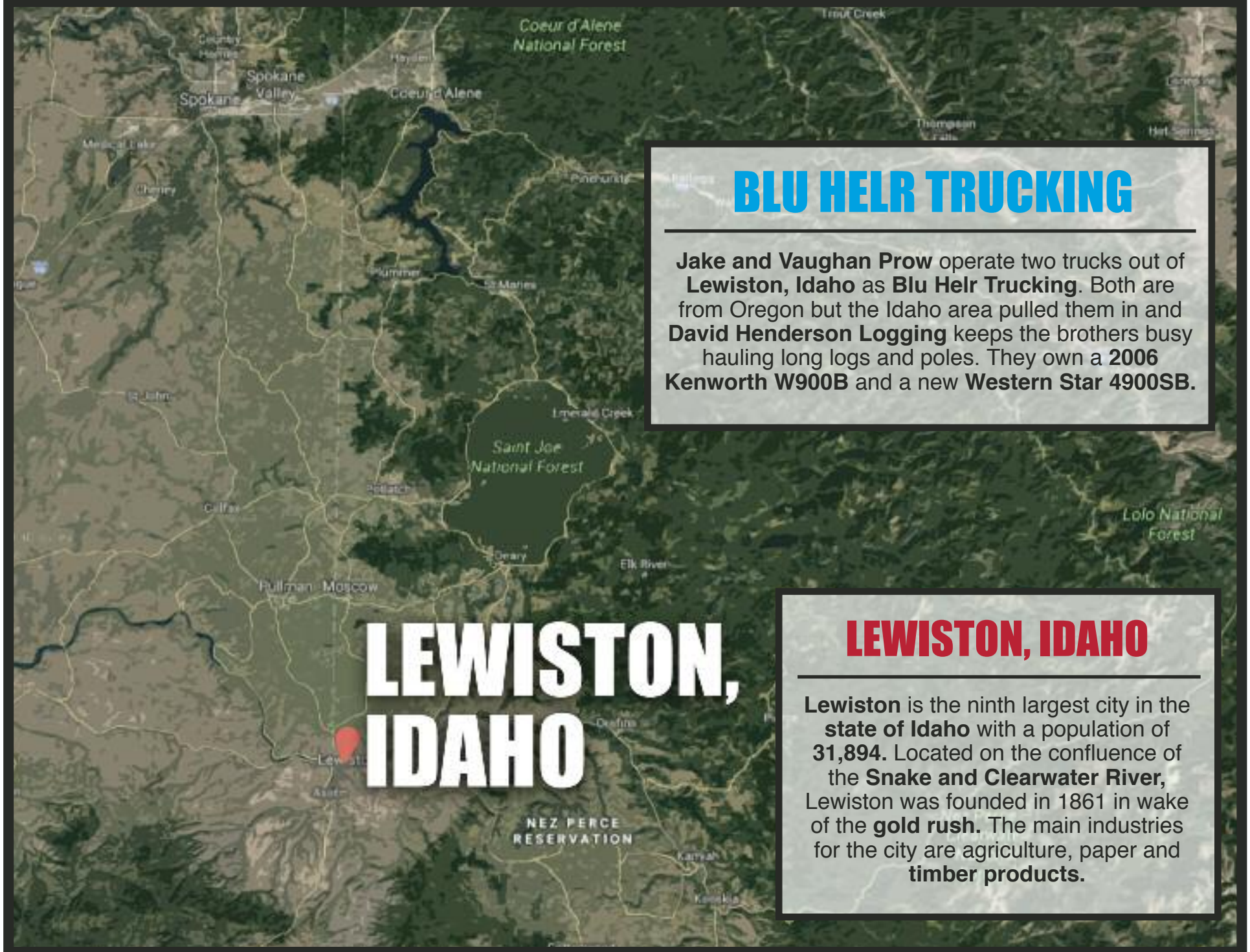


*Merry Christmas from your friends at Log Trucker*





# FEATURED IN THIS MONTH'S ISSUE



## BLU HELR TRUCKING

Jake and Vaughan Prow operate two trucks out of Lewiston, Idaho as **Blu Helr Trucking**. Both are from Oregon but the Idaho area pulled them in and **David Henderson Logging** keeps the brothers busy hauling long logs and poles. They own a **2006 Kenworth W900B** and a new **Western Star 4900SB**.

## LEWISTON, IDAHO

## LEWISTON, IDAHO

Lewiston is the ninth largest city in the state of Idaho with a population of 31,894. Located on the confluence of the **SNAKE and Clearwater River**, Lewiston was founded in 1861 in wake of the **gold rush**. The main industries for the city are agriculture, paper and timber products.

## IN THIS ISSUE



**ON THE FRONT:** Blu Helr Trucking's Western Star 4900SB is the background for Jake and Vaughan Prow. Ike, their trusty dog also wanted to be on the cover.  
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### 4. HOME RUN HAULERS

**BLU HELR TRUCKING** by Brandon Hansen

### 17. TIME FOR TOYS

**LLOYD JOHNSON** by Brandon Hansen

### 15. TRUCKS OF THE LOGGERS PLAYDAY

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## LOG TRUCKER

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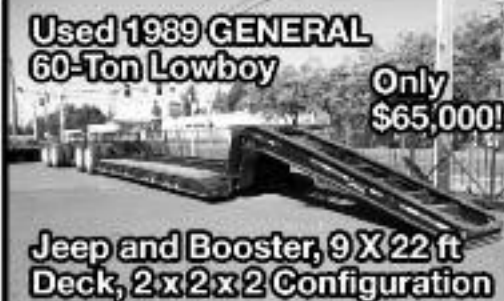
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Thank you Tyler Picknell  
and T-3 of Roseburg, OR



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**BROTHERS**

Blu Helr Trucking's Jake and Vaughan Prow pose in front of their 2006 Kenworth W900B.

# HOME RUN HAULERS

*Jake and Vaughan Prow stay busy in the woods of Idaho with family-owned Blu Helr Trucking*

**Photos by Kevin Core**  
**Story by Brandon Hansen**  
*For Log Trucker*

Baseball seems like an unlikely path to the logging industry, but for collegiate baseball athletes Jake and Vaughan Prow, it showed them work they wanted to get into.

Now baseball and loggers/log truckers are nothing new. Plenty of loggers have traded the corked boots for cleats (or just left them on) for some extra curricular sporting events. Baseball, after all, was a pastime in many logging towns and logging

camp.

But for the Prows, baseball was a gateway to the timber industry.

While the two were playing baseball as kids - something that would eventually lead them to playing at LC State in Lewiston and Walla Walla CC - Jake got to know Spud Jr. Smith, whose family was heavily involved in the timber industry.

That sparked an interest for Jake that has now resulted in the two beginning a

(Continued on Page 8)  
**See "Blu Helr"**



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### BLU HELR TRUCKING IN ACTION

LEFT: Driver Vaughan Prow stands next to Madill loader operator Gary Hardy. Gary operates the Madill 2850C for owner David Henderson.

ABOVE: Blue Helr's 2006 Kenworth W900B has a nice load heading to the mill back when there wasn't snow on the ground.

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**2018 VetStar Military Appreciation Finance Program. \$2,000 down payment match on all new Western Star Models** (Glider Kits or used, not eligible). Minimum amount to finance, \$80,000, Minimum term; 36 months. Ask for details!

**(2) New 2019 Western Star 4900SF** – Detroit DD16 engine, 600HP @ 1850 Torque; RTLO-18918B transmission; 14,700 # steer axle; 46,000 # Meritor rears, 3.73 Ratio with double lockers; 46,000 # Hendrickson Haulmaax suspension; (one with 245" & one with 250") wheel base.

**POR Coming Soon!**

**2014 Western Star 4900SB Glider Kit** – Detroit S60 engine; 550HP @ 1850 torque; RTLO 18918B Transmission. 14,600 # steer axle; 13,200 # steerable pusher; 46,000 # Meritor RT-46-160, 3.90 Ratio with double lockers. 46,000 #air ride

suspension, 270" Wheel Base. **POR Coming Soon!**

**2014 Western Star 4900SF** – Cummins ISX engine; 550 HP @1850 torque; RTLO-18918B transmission, 14,700 # steer axle; 13,200 # steerable pusher axle; 46,000 # Meritor rears with double lockers; 46,000 # Airliner suspension; 270" Wheel Base.

**POR Coming Soon!**

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**2018 Western Star Association Rebate.** For members of the American Loggers Council & its affiliates (ALC members) \$5,000 rebate (4900 models only) that can be used in lieu of down payment, cash back or towards parts & Service. Ask for details!

**2007 Kenworth W900L Log Truck** – Cat C15 Acert engine with 550HP (some blow by); RTLO-18918B transmission; 13,200 # front axle; 46,000 # rears with 4.10 ratio & double lockers; 13,200 # steerable drop axle. 268" wheel base with 120" after frame. 1989 Peerless long log trailer & Truck equipment.

**POR**

**2006 Western Star Log Truck** – Cat C15 Acert engine 550 HP @ 1850 torque; RTLO-18918B Transmission; 14,700 front axle; 13,200 steerable pusher axle; 46,000 Meritor RT-46-160, 3.91 Ratio with double lockers. 46,000 # Hendrickson HN462 Suspension. Dual St Stl air cleaners, St Stl Sun visor. 1987 Fruehauf long log trailer & Equipment. 8 ½ solid bunks, 2 stage reach; Vulcan 340 Scales. **POR**

**1996 Mack CH613 Cab and Chassis** – E 7 Mack engine 427HP; 18 Speed transmission; 14,300 # front axle; 40,000 # rears with 4.17 ratio. 254" wheel base. **POR**



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### EMPTY NOW

Blu Helr Trucking's Western Star 4900SB with Whit-Log gear gets unloaded at the log yard. Recently Blu Helr Trucking sold the 1995 Kenworth and upgraded to a new Western Star 4900SB through Idaho Truck Sales in Lewiston and Bill Bartz. "I looked at a couple Western Stars and asked a couple of guys who run them and they said they loved them," Jake said. "We decided to make the move and it's been a good buy. It has a good motor and fuel economy. I'm still a Kenworth fan, but this move was good for business."

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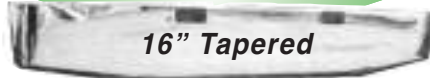
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(Continued from Page 4)

trucking company based in Lewiston, Idaho called Blu Helr Trucking.

Originally from Madras, Oregon, Jake and Vaughan didn't grow up in a timber industry-involved family. When Jake met Spud Jr., they began riding along with Spud's grandpa Rodney and father Spud.

"I really liked being in the log truck and seeing how the logging industry works," Jake said. "It was an interesting job, it wasn't the same everyday and everybody worked hard for what they got. Obviously, I like it because I've been doing it for 13 years now and there's never been a dull moment"

Jake and Vaughan eventually ended up playing baseball at Lewis and Clark State College and after a year Jake transferred to Walla Walla CC. That showed them the timber industry in Idaho and after school, Jake went into the workforce driving truck for Rodney Smith for about three years where he learned the ways of the trade.

At age 20, Jake began a log truck company with his father Pat in 2007. His first truck was a 1986 Kenworth W900B.

"I always wanted to be my own boss and the time I spent with Rodney really showed me a lot about the industry and how things work," Jake said.

Eventually Vaughan, who is the older brother by two years, took Pat's spot in the company. Pat went on to North Dakota because of the oil boom. By this time, Lewiston had grown on the brothers so the whole family decided to move from Oregon out to the city.

"It's always fun to work with family and you might have your disagreements

but it's always good working with my brother," Jake said.

In 2012, the company bought a 1994 Peterbilt and one year later, they upgraded the 900B to a 1995 Kenworth W900B. Then in 2014, they sold the Peterbilt and upgraded to a 2006 Kenworth W900B.

They hauled for several loggers around the area, including Bob Danielson in St.

Maries. While in Lewiston they found David Henderson Logging and began hauling for him as the output and work was definitely there for the brothers.

"David keeps us busy and he's a great contractor to work for," Jake said.

Henderson calls Jake and Vaughan to dispatch them on his jobsites, and when Idaho goes through its spring

breakup of muddy roads, the brothers head to the coast to haul for Evenson Logging and Jon Greenup Logging.

Recently Blu Helr Trucking sold the 1995 Kenworth and upgraded to a new Western Star 4900SB through Idaho Truck in Lewiston and Bill Bartz.

"I looked at a couple West-

(Continued on Page 14)

See "Blu Helr"

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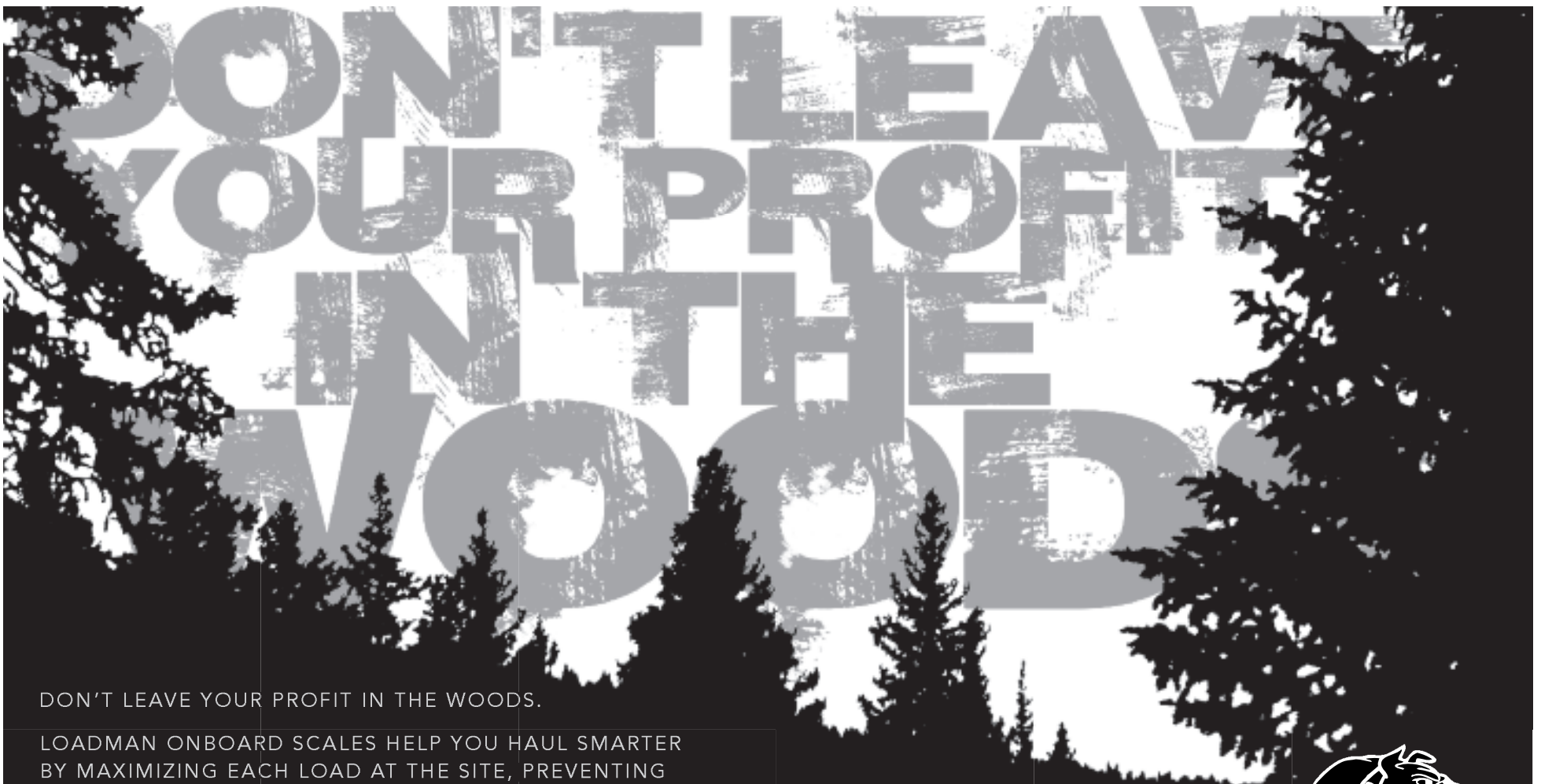
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## IN THE SNOW

Blue Helr's 2006 Kenworth W900B, driven by Jake Prow, looks nice in the snowy landscape of the base of the Idaho panhandle near Lewiston.



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**GETTING READY**

Standing on his trailer, Vaughan Prow puts on the extensions to get ready to receive a fresh load of logs.



Bruce, Todd, Aaron & Christine  
wish you all

# Happy Holidays

*and  
a Prosperous  
New Year!*



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### GETTING READY

Vaughan Prow unhooks the Whit-Log Trailer from the Western Star 4900SB for another trip into the woods.

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**VAUGHAN PROW**

Vaughan Prow is pictured here driving Blu Helr's Western Star 4900S. He played baseball for two years at LC State, and got interested in log trucking after brother Jake began Blu Helr Trucking.



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(Continued from Page 8)

ern Stars and asked a couple of guys who run them and they said they loved them," Jake said. "We decided to make the move and it's been a good buy. It has a good motor and fuel economy. I'm still a Kenworth fan, but this move was good for business."

With Henderson picking up some pole contracts, Blue Heeler has been using their Whitlog and General Trailers to haul some 95-foot poles along with long logs.

"It's a bit interesting when you have 45-feet sticking out the back," Jake said.

They've been running poles to Grangeville and to St. Maries in Idaho and Jake said they've been doing a number of hauls into Oregon as well. They operate in Idaho for about 8-9 months and then do West Coast hauls when the spring breakup hit.

During the summertime, Jake also fights fires, while they also offer lowboy services.

When it comes to maintenance, Matt and Jason Rayner do the work for the brothers in their shop and has done so since Blu Helr Trucking began. Wayne Gallagher's welding business has also helped the company out a lot.

"He's gotten us out of a lot of pinches," Jake said. "When we need a welder, he helps us out in a huge way."

Bill Lowry Trucking out of Princeton has also helped out Blu Helr quite a bit.

When it comes to log trucks, they hope to keep re-



### BROTHERS PROW

Baseball seems like an unlikely path to the logging industry, but for collegiate baseball athletes Jake and Vaughan Prow, it showed them work they wanted to get into. Jake's best friend Spud Smith Jr. got him interested in the timber industry and after getting out of college, Jake got into log trucking and eventually got his brother Vaughan into it.

volving trucks to keep newer machines on the road.

"We try to keep a 4-5 year plan, but we also want to see how the timber industry works out," Jake said. "We don't know what the future holds. We believe what works in a good economy works in a bad economy. That's why we believe in a four-to-five year turnaround."

Vaughan and his fiancee does the billing from the company and Georgina in Oregon does the permits for the company as well.

"We kind of try and do as much stuff as we can ourselves to stay ahead of things," Jake said.

Thanks to baseball and welcoming timber families, two more brothers have entered the log trucking industry. While it may not be typi-

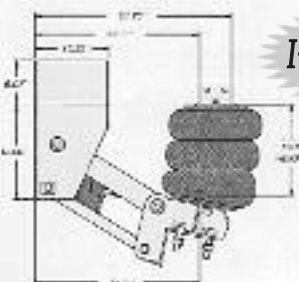
cal, Blu Helr Trucking has found their way on the road and continue to keep logs moving.



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# Trucks of the Hoquiam Loggers Playday Parade

## INTRODUCING...

### Aaron Kitahara - Roving Photographer

Aaron introduced himself to us as “a guy who likes to take pictures of trucks” and we like his work. Look for more of Aaron’s pictures in the coming months as he shares pictures of events we can’t make in person.



Photos by Aaron Kitahara



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*Photos by  
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# TIME FOR TOYS

*Christmas time means Idaho's Lloyd Johnson is busy making his wooden trucks - no word yet if he's picked up a contract with Santa*

**Story by Brandon Hansen**  
*For Loggers World*

While it's not Santa's Workshop, it certainly looks like it. Princeton, Idaho's Lloyd Johnson is a busy guy making wooden log trucks and self loader log trucks in his home woodshop.

Featured in April's edition of Log Trucker, Lloyd has been doing this type of work for 17 years and could be the go-to guy if you're looking for a Christmas gift for someone in the timber industry.

Lloyd has many several different scales and sizes of Kenworth and Peter-

bilt trucks. A regular log truck is just \$40 while his heavily detailed trucks can go up for \$170.

Johnson does custom work and if you send him a photo of the front, back and sides of the truck with good lighting and no shadows - he can make a reproduction of your very truck.

Johnson was born deaf and grew up in Gooding, Idaho and then went to the Idaho State School for the Deaf and Blind from 1976 to 1982 where wood shop teacher Harry Reed fostered Johnson's interest in woodworking.

He began selling trucks in 2000 and

now travels many to many shows during the year selling his trucks.

If you'd like to have one of Lloyd's trucks, make sure you order soon as he would have to have it to the UPS man by Dec. 15 to make it to your doorstep by Dec. 23.

Johnson added that if you're feeling like driving he does offer pick ups at his house.

To reach Lloyd, you can find him on Facebook under "Lloyd Johnson" or on MSN. Text him at 208-301-1665 or email him at [lloyd@potlatch.com](mailto:lloyd@potlatch.com). He also has a hotmail at [kenworth\\_lloyd@hotmail.com](mailto:kenworth_lloyd@hotmail.com).



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# BLAST FROM THE PAST

BY QUINN J. MURK FOR LOGGERS WORLD



## SMALL MILLS

A lot of small mills were quite haphazard affairs, quickly thrown together to cut out a patch of timber and then move on. But not all were like that, as this old photo shows. This mill was somebody's pride and joy. Look how clean everything is, nothing is scattered around. Also, the logs are brought in on a scoot. Placed directly on a roll-way, they arrived from the stump clean and ready for the saw. A small mill like this was really not too common.

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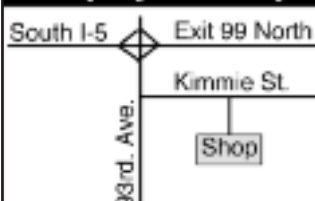
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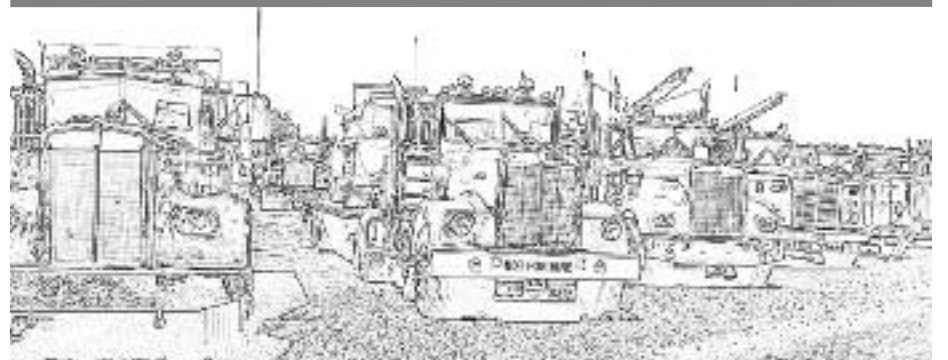
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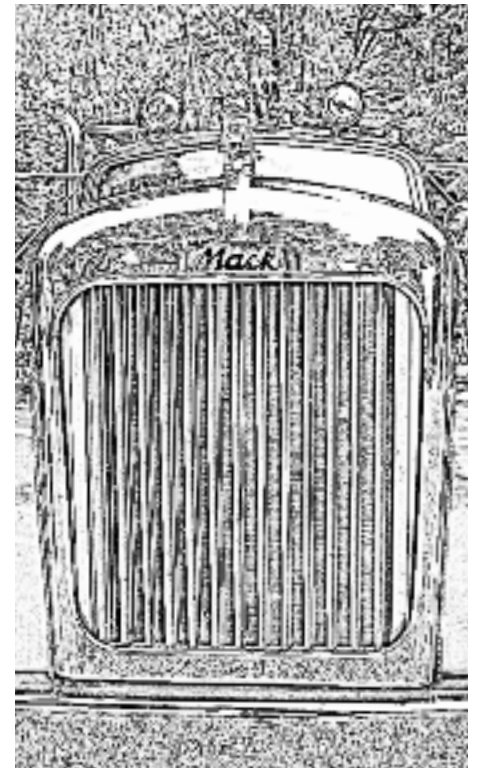
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