

LOG TRUCKER

VOLUME 45 NUMBER 9

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SEPTEMBER 2018



Dewia
TRUCKING LLC
PORT ANGELES, WASHINGTON

PHOTO COURTESY OF DEWIA TRUCKING LLC

REPORTING IN FROM...



LEWIS TRUCKING

Tim Lewis has always been around log trucking and about six years ago he got into the drivers seat for good. Lewis drives his own **Kenworth 2000 T-800 wide nose** with a **Lincoln long logger and Lincoln pup trailer**. Generally they do work and Lewis hauls on and around the **Olympic Peninsula**, around **Port Angeles**, down to **Aberdeen**, over to **Shelton** and as far south as **Kalama**. The supertrain setup with a pup trailer allows versatility on what he can haul out of the woods. He can haul **27-foot logs**, go up to **40 feet** or haul the short stuff out for **Bekkevar**.

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IN THIS ISSUE



ON THE FRONT: Tim Lewis drives around the bend during another day on the job. Lewis drives a Kenworth 2000 T-800 wide nose log truck with a Lincoln long logger and Lincoln pup trailer. He is based out of Port Angeles, Washington. See "Versatile Ride"

starting on Page 4

2. REPORTING IN FROM...

4. VERSATILE RIDE

TIM LEWIS TRUCKING. by Brandon Hansen

14. TRUCK SHOW PHOTOS

Truck Show at Truck Parts Sales Photos by Kevin Core

17. BLAST FROM THE PAST

19. ADVERTISERS INDEX

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Versatile Ride



Tim Lewis keeps busy hauling logs and poles around the peninsula in Washington

Photos by Kevin Core
Story by Brandon Hansen
For Loggers World

Port Angeles' Tim Lewis has always been around log trucking and about seven years ago he got into the drivers seat for good.

Lewis drives his own Kenworth 2000 T-800 wide nose with a Lincoln long logger and Lincoln pup trailer.

Lewis' grandpa Bill Hopper drove truck after a long 30-year career with the Washington State Patrol as he wanted to keep up with all his trucking buddies. He hauled from the export yard down to where they loaded the log ship. Tim spent plenty of time in the cab as a kid learning how it goes out in the woods.

Lewis is also family friends with the guys over at Bekkevar Logging, as his dad, Terry,

worked at a paper mill and has known Dave Bekkevar since high school.

Tim started out driving dump truck in the excavation line of work. Things got slow around 2011, so he decided to get into log trucking. The transition wasn't tough as he had been around log truckers and knew plenty of them.

"I drove an old Mac dump truck and it was a good truck," Lewis said.

Tim started out hauling for the Bekkevars and drove in the Kenworth 2000 T-800 wide nose so much that it was the truck he eventually purchased five years ago. He is now the No. 2 truck behind the Bekkevar company truck on the landing.

"I do like the Kenworths and this is wide-nosed so it's different from the other ones," Lewis said. "I also like to clean it as much as

FULLY-LOADED AND HEADED TO THE MILL

Lewis drives his own Kenworth 2000 T-800 wide nose with a Lincoln long logger and Lincoln pup trailer. Lewis' grandpa Bill Hopper drove log truck after a long 30-year career with the Washington State Patrol as he wanted to keep up with all his trucking buddies.

possible and keep it shiny."

Generally they do work and Lewis hauls on and around the Olympic Peninsula, around Port Angeles, down to Aberdeen, over to Shelton and as far south as Kalama.

"Sometimes we venture over on the ferry to Everett and Mt. Vernon every once in awhile," Lewis said. "Working with them is a cool deal and they keep me really busy."

Ole Bekkevar dispatches the trucks and Tim knows the night before where he's headed. He starts at 2:30 a.m. every morning and is typically home by 3:30 to 4:30 p.m.

Lewis can typically get in three loads a day with two nearby loads and one farther away load down to Kalama.

The supertrain setup with a pup trailer allows Tim some versatility on what he can haul out of the woods. He can haul 27-foot logs, go up to 40 feet or haul the short stuff out for Bekkevar.

"It's nice to be versatile and it helps them out," Tim said.

For maintenance, Lewis does most of the work in his driveway and knows a few shops in the area where he can do work on the truck, including Bekkevars.

"I can do quite a bit in the gravel but have places for the bigger stuff as well," Tim said.

Lewis said he does a lot of business and work with Viking Diesel in Poulsbo and in Port Angeles, he works closely with Her-

(Continued on Page 12)
See "Lewis"



THE KIDS

Owning your own truck means more responsibility and more work for an operator but Tim is lucky to have his wife Angela do all the billing and paperwork. "We make a pretty good team," he said. "There is definitely a lot more responsibility."

The two have three daughters (pictured) - Taylor, Cooper and Maisyn. The family likes to go to the beach or work on the garden around their home. They also take trips around the area and spend a lot of time at Hood Canal. The kids also seem to enjoy the log truck well and enjoy riding in it.

Photo by Tim Lewis

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Photo by Tim Lewis

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Photo by Tim Lewis

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HEADING TO THE MILL

The supertrain setup with a pup trailer allows Tim some versatility on what he can haul out of the woods. He can haul 27-foot logs, go up to 40 feet or haul the short stuff out for Bekkevar. "It's nice to be versatile and it helps them out," Tim said.

Photo by Tim Lewis



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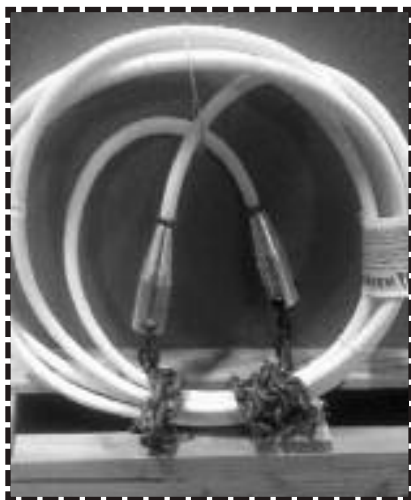
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Tim started out driving dump truck in the excavation line of work. Things got slow around 2011, so he decided to get into log trucking. The transition wasn't tough as he had been around log truckers and knew plenty of them. "I drove an old Mac dump truck and it was a good truck," Lewis said. Tim started out hauling for the Bekkevars and drove in the Kenworth 2000 T-800 wide nose so much that it was the truck he eventually purchased. He is now the No. 2 truck for Bekkevar.



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Photo by Tim Lewis

LOADED ON THE LANDING

The supertrain setup with a pup trailer allows Tim some versatility on what he can haul out of the woods. He can haul 27-foot logs, go up to 40 feet or haul the short stuff out for Bekkevar. "It's nice to be versatile and it helps them out," Tim said. For maintenance, Lewis does most of the work in his driveway and knows a few shops in the area where he can do work on the truck, including Bekkevars.

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SPEC SHEET

DRIVER: Tim Lewis

LOCATION: Port Angeles, Washington

TRUCK MAKE AND MODEL:

Kenworth T-800 wide-nose

TRAILER: Lincoln Long Logger
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YEAR: 2000

ENGINE: 600 HP Cummins engine

OTHER INFO: 46K Eaton lockers



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(Continued from Page 4)

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Owning your own truck means more responsibility and more work for an operator but Tim is lucky to have his wife Angela do all the billing and paperwork.

“We make a pretty good team,” he said. “There is definitely a lot more responsibility.”

The two have three daughters - Taylor, Cooper and Maisyn and the family likes to go to the beach or work on the garden around their home. They take trips around the area and spend a lot of time at Hood Canal and go camping and spend time at Lake Crescent. The kids also seem to enjoy the log truck and well and enjoy riding in it. They’re looking forward to the Sequim Log Show and Irrigation Festival Parade each year as its a holiday for the family.

While Lewis might update his truck in the future he’s pretty happy with his line of work right now.

“Not a lot of people get to do what I do and see all the beautiful country,” Lewis said. “It’s always fun sometimes heading to different mills to see different areas and meet a lot of different people.”



DRIVING AROUND THE PENINSULA

Tim started out hauling for the Bekkevars and drove in the Kenworth 2000 T-800 wide nose so much that it was the truck he eventually purchased. He is now the No. 2 truck behind the Bekkevar company truck on the landing. “I do like the Kenworths and this is wide-nosed so it's different from the other ones,” Lewis said. “I also like to clean it as much as possible and keep it shiny.”



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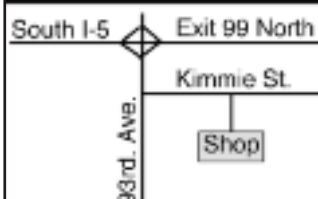
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TRUCK SHOW



(Above) Ed from Dry Box donated the Cold Box for the weekend plus brought a huge convoy of military vehicles down from the parade in Napavine.

(Left) The Loggers World photographer managed to find these willing subjects to pose in front of this military vehicle to give you a feel for just how big they are.

(Below Left) Therese and David Walch of DTL Transport in Winlock, WA brought out their personalized 2014 Peterbilt. Therese has given the sleeper her home decorating touch.



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BLAST FROM THE PAST

17

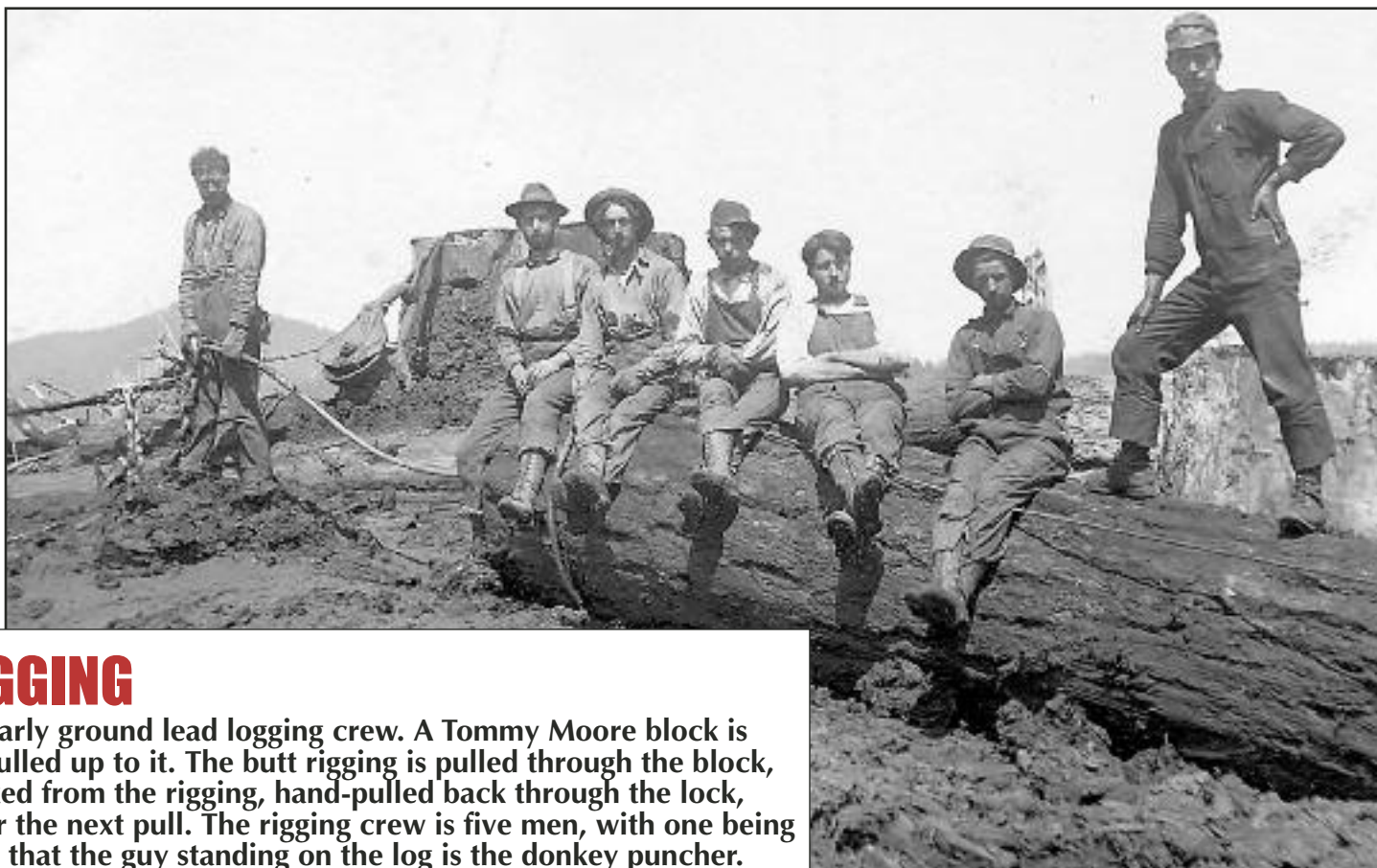
SEPTEMBER 2018
Log TRUCKER

CONTACT QUINN VIA EMAIL:

ktmurk@
centurylink.net

Or by Mail at:

P.O. Box 319, Siletz,
OR 97380



GROUND LEAD LOGGING

This is a nice old photo of an early ground lead logging crew. A Tommy Moore block is hung on a stump and the log pulled up to it. The butt rigging is pulled through the block, slacked off, the choker unhooked from the rigging, hand-pulled back through the lock, and rehooked to the rigging for the next pull. The rigging crew is five men, with one being the landing chaser. My guess is that the guy standing on the log is the donkey puncher. The reason for a five man rigging crew using one choker is because of the amount of hand line pulling required throughout the day. Ground lead logging is usually very hard work.



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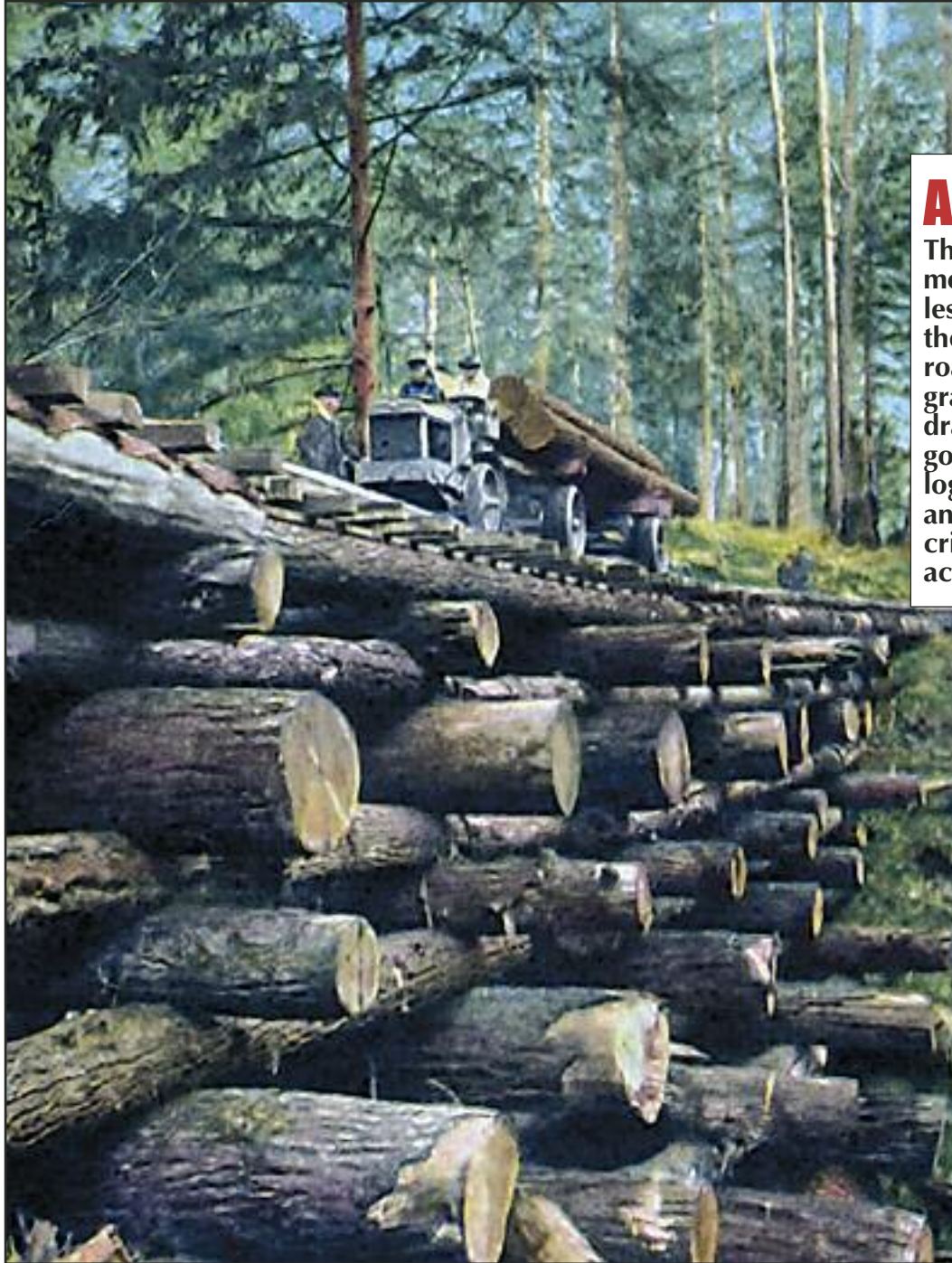
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Business Equipment Loans10	LKQ Wholesale Truck Parts.....9
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