LOG TRUCKER

VOLUME 43 NUMBER 4

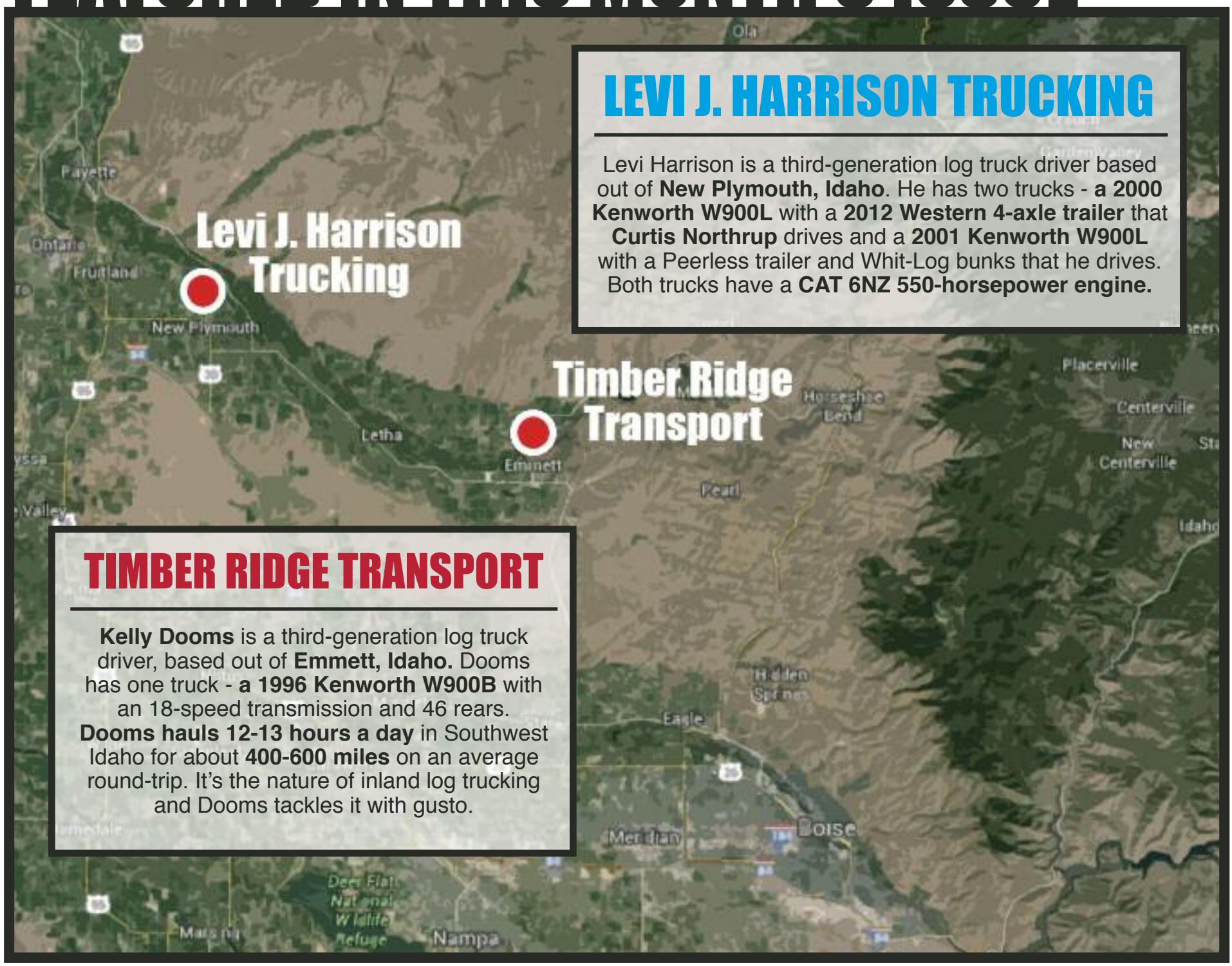
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APRIL 2016

Levi J. Harrison TRUCKING

Timber RIDGE Transport

FEATURED IN THIS MONTH'S ISSUE



LEVI J. HARRISON TRUCKING

Levi Harrison is a third-generation log truck driver based out of **New Plymouth, Idaho**. He has two trucks - **a 2000 Kenworth W900L** with a **2012 Western 4-axle trailer** that **Curtis Northrup** drives and a **2001 Kenworth W900L** with a Peerless trailer and Whit-Log bunks that he drives. Both trucks have a **CAT 6NZ 550-horsepower engine.**

TIMBER RIDGE TRANSPORT

Kelly Dooms is a third-generation log truck driver, based out of **Emmett, Idaho.** Dooms has one truck - **a 1996 Kenworth W900B** with an 18-speed transmission and 46 rears. **Dooms hauls 12-13 hours a day** in Southwest Idaho for about **400-600 miles** on an average round-trip. It's the nature of inland log trucking and Dooms tackles it with gusto.

IN THIS ISSUE



ON THE FRONT: (Top)Levi J. Harrison's 2001 Kenworth W900L and Peerless trailer with Whit-Log bunks gets a load while (Bottom) Kelly Dooms of Timber Ridge Transport takes his 1996 Kenworth W900B out in the snow.

See "IN THE CIRCLE" and "IN HIS BLOOD" ***starting on Page 4 and 6***

4. IN THE CIRCLE
LEVI J. HARRISON TRUCKING *by Brandon Hansen*

6. IN HIS BLOOD
TIMBER RIDGE TRANSPORT *by Brandon Hansen*

21. ADVERTISERS INDEX
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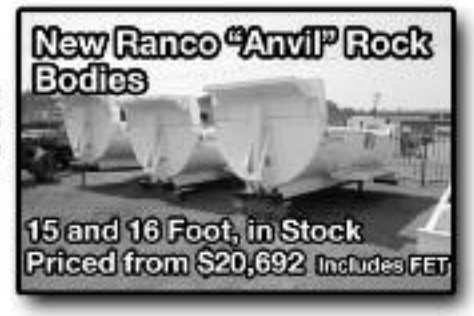
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SITTING LOADED IN THE MIDDLE OF AN EQUIPMENT SEA is Levi Harrison's 2001 Kenworth W900L with a Peerless trailer and Whit-Log bunk gear. Harrison is based out of New Plymouth, Idaho but operates in three states.

Levi Harrison keeps on rolling in the close-knit industry of SW Idaho Log Truck Drivers

Story By Brandon Hansen
Photos by Levi Harrison
For Log Trucker

While somebody might think the life of a log truck driver is an independent, lonely job instead it's one of the more social jobs out there. Dealing with people is the name of the game, and working with friends out in the woods is something New Plymouth,Idaho log truck driver Levi Harrison of Levi J Harrison Trucking LLC enjoys.

"I like working with all the guys, nothing can beat that," Harrison, a third generation log truck driver, said.

(Continued on Page 8)
See "Harrison"

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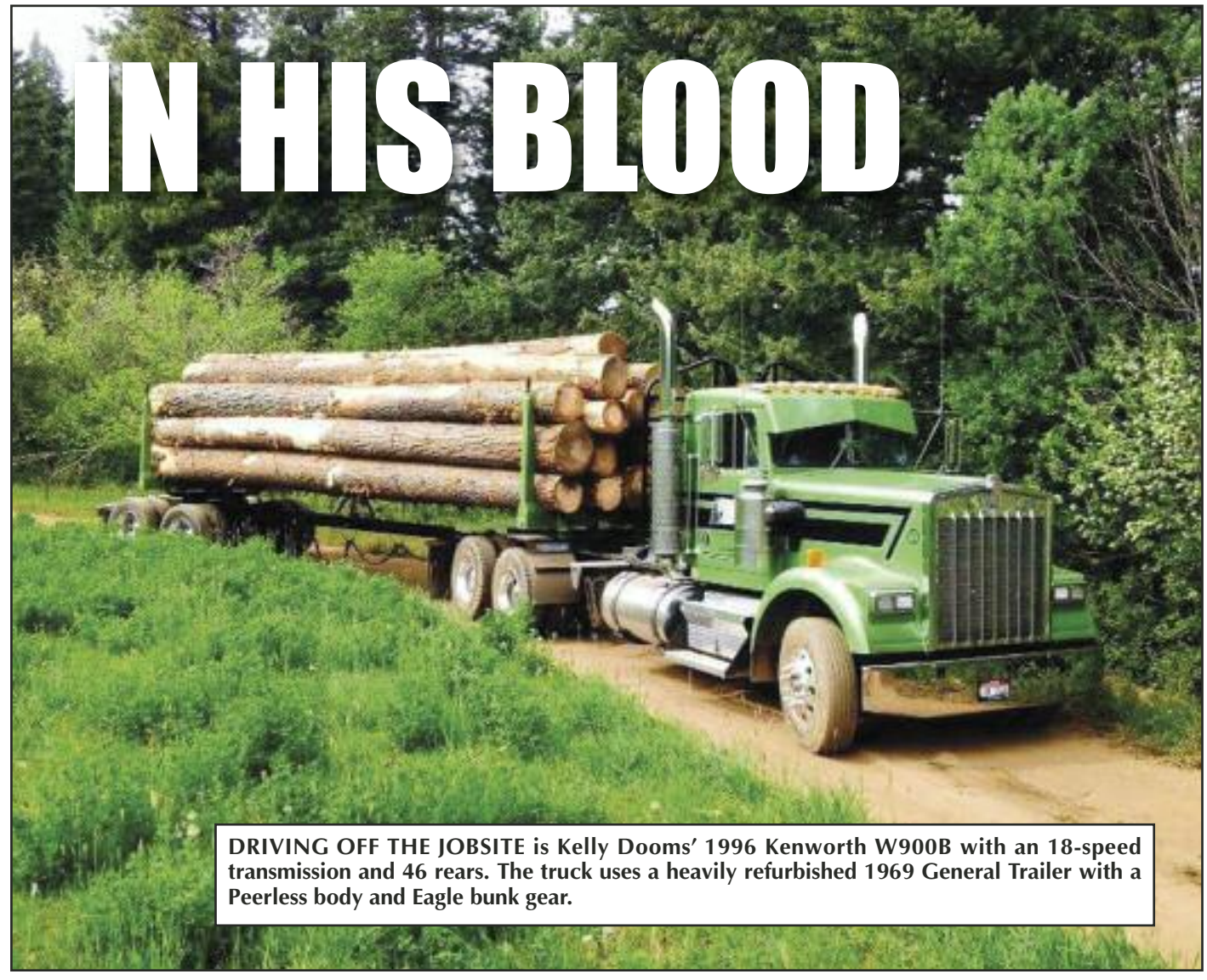
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TIMBER RIDGE TRANSPORT - EMMETT, IDAHO

IN HIS BLOOD

Third-generation truck driver Kelly Dooms continues line of family log truck drivers

Story by Brandon Hansen
Photos by Kelly Dooms
For Log Trucker



DRIVING OFF THE JOBSITE is Kelly Dooms' 1996 Kenworth W900B with an 18-speed transmission and 46 rears. The truck uses a heavily refurbished 1969 General Trailer with a Peerless body and Eagle bunk gear.

Kelly Dooms of Timber Ridge Transport said he always tries to listen. In the business of log trucking, that's an important quality to have.

"My biggest thing is I didn't go into this business thinking that I knew it all," Dooms said. "I tried my hardest to listen to what people told me and to this day I make a point of listening to all of my older peers."

The 34-year old Emmett, Idaho log trucker has been driving since he was 21 years old and knows why he should listen to those that have done it before him because he's a third-generation driver. His grandad Don Dooms started driving in 1963 and bought his first truck in 1966 - a 1963 Peterbilt. He's "retired" now but still hauls dirt during the summer.

"He hauled regularly for 41 years, damn near up to the time I started," Dooms said. "My grandpa would take me around in his truck all the time when I was growing up."

Dooms' dad Jeff was a diesel mechanic, graduating from WyoTech in 1976 and began working for M&W Renfro and Sons in the woods and then in

(Continued on Page 7)
See "Dooms"

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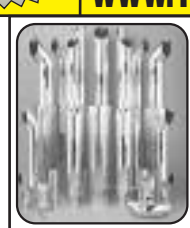
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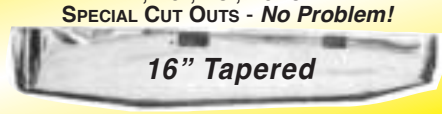
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Kelly Dooms poses in this photo with his wife Alyssa, who does the bookkeeping for Timber Ridge Transport and the pet store the two own in Emmett, Idaho. With them is their 15-month old daughter Kelsey Gale Dooms.

Dooms

(Continued from Page 6)

the shop. He then went to Boise Cascade as a mechanic and would go on to work for Viking Freight and Fed Ex Freight.

"He was always pushing me and helping me get started with my own business," Dooms said. "He always said 'you'll never know how it will go unless you give it a try.'"

Jeff passed away in a car accident in 2009 - a tough time and a tough experience for Dooms to go through - but his father still serves as the driving force behind him.

"Obviously in the timber industry, the money is not always the best," Dooms said. "But it's a good way to make a decent living and I like watching the sunrise in the morning. I like the driving - I mean you have to - and I get to see some nice country and work with good friends."

Dooms said that his grandpa Don had raised five kids driving a log truck while his grandma also drove school bus.

"One log truck and he made his own way for his family and I sat back and said if he can do it then I can," Dooms said.

Kelly Dooms began log trucking when he was 21 years old. Kenny Renfro gave the young gun his first shot. Dooms still remembers the day and place - Jan. 22 in Smith's Ferry Idaho - when he first started driving log truck.

"Kenny told me 'don't wreck my truck,'" Dooms said. "After Mike Hefner rode along with me for a time, he said 'you're good to go' and I was on my own on the road."

Hefner, the mechanic for Renfro, was a good friend during Kelly's years at Renfro.

When Dooms struck out on his own in 2007 to form Timber Ridge Transport, he said that "leaving Renfro was the hardest job to ever quit from because they treat you so good there."

Dooms bought his first truck - a 1996 T800 Kenworth with a 1988 Cascade Trailer - from Jon Fregulia of Oregon Trail Transport in La Grande, Ore. Dooms got into the business owner game when DND Green Trucking, owned by Diane and Danny Green said they had work for him and they needed another truck to help out. So Dooms bought the truck from Fregulia and has been rolling

(Continued on Page 14

See "Dooms"

Harrison

(Continued from Page 4)

Harrison currently runs two trucks in southwest Idaho, Oregon and Washington - a 2000 Kenworth W900L with a 2012 Western 4-axle chip trailer and a 2001 W900L with a Peerless trailer with Whit-log bunks.

Both trucks have CAT 6NZ 550-horsepower engines with 18-speed transmissions and AG 400 suspensions.

Levi began his career log truck driving in 2001 and began hauling for his dad Tim "TJ" Harrison in 2003. Harrison eventually went out on his own in 2006 and he moved up to two trucks two years ago when a big burn in the area created plenty of work for the timber industry.

"I decided to try two trucks because a lot of my buddies already had other trucks," Harrison said.

Curtis Northrup drives Harrison's 2000 Kenworth now and hauls chips or logs depending on what the market demands. Currently, Northrup rotates every week from hauling chips out of Emmett, Idaho and camping out in La Pine, Ore. and hauling chips for T2 Inc. based out of Sweet Home, Ore. to Wallula, Washington.

"You have more freedom of when you can work and play," Harrison said of being an independent log truck driver. "You're always working on the trucks and the drivers are always telling you what broke. You have to find people you trust that are going to be on time and do the right thing."

Harrison's trucks primarily hauls to Idaho Forest Products' mill in Grangeville, Idaho, Evergreen Forest Products' mill in New Meadows, Idaho and Boise Cascade mills in the Idaho towns of Elgin and Pilot Rock along with an Oregon mill in La Grande. He also hauls to the mill in Emmett, Idaho which was recently purchased by Wood Grain.

Harrison is currently driving his own truck for M&M Excavating out of Glenwood, Wash. hauling logs and running loader for the company when needed.

It also takes Harrison about a half hour to change from a log trailer on his truck to a hopper to haul for Oregon Trail, owned by Jon Fregulia, and Farm Supply out of Enterprise, Oregon when logging is slow.

Harrison also works with Cannaday Trucking, Armitage Contracting, Gladhart Logging out of Harrison's Idaho hometown of Cambridge, Jim Hileman, Renfro, Kesler Construction and Brown Bros. It would be an understatement to say he has plenty of contacts in the industry.

"It's kind of a big circle," Harrison said. "There is a group of us that drive our ATVs and go to Vegas or do fishing trips. It's a cool deal because it's guys that work together everyday."

Harrison grew up around the industry and log trucks all his life. He has been around a lot of the guys in the SW Idaho logging and log trucking community since he was a little kid riding in trucks with all the gypos, drivers that worked for his dad and in his dad and grandpa's trucks.

One of Harrison's friends, Kelly Dooms, has known him since they went to school together. Kelly's dad passed away in 2009, and when Harrison's dad Tim was in the ICU after a serious accident, Kelly was calling or in the ICU everyday for support.

(Continued on Page 18)
See "Harrison"

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MORE THAN A LITTLE RED TRUCK



Steve Moore's 1949 Reo D23RB has seen three generations of Steve's family and features a Continental 6 427 gas engine, a 5x3 transmission, single drive axle and a chain drive tag.

Steve Moore's 1949 Reo D23RB has plenty of history under the hood

By Loggers World

The 1949 Reo you see roaming around Cle Elum, Washington just isn't a curious oddity, it has plenty of logging history behind it.

Owned by Steve Moore, owner of Stan's Truck Repair in Cle Elum, the Reo model D23RB was owned by his grandfather, Gene Moore of Wimer, Ore. Gene was a dairy farmer that also did some logging. The Reo had a Continental 6 427 gas engine, 5x3 transmission, single drive axle and a chain drive tag.

Gene also bought a 1956 7U D4 Cat to help supplement his logging.

(Continued on Page 10)
See "Red Truck"

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Red Truck

(Continued from Page 9)

When Gene passed away in December of 1969, Steve's dad dumped the load that was on the Reo and it was parked. Steve's uncle Neil Moore took the Cat. When Neil passed away in 1995, Steve's dad Stan bought it back from Neil's wife and it has been in Cle Elum ever since.

In the early 1980s, Steve's brother hauled the Reo to Steve's place in Cle Elum and it sat for many more years. In 2006, Steve and his dad, Stan, decided to start into it.

The carburetor was beyond repair, so Steve build an adapter and put an old Motorcraft 2 barrel on it and it worked "pretty good." Shortly after they got it running, Steve's dad passed away and it again got set aside.

When the ATHS national show came to Yakima, Steve decided it was time to do something with the Reo once again. It is not restored, Steve just cleaned it up and painted it to prevent it from getting any worse. It is very close to the same condition as it was when Steve's grandpa drove it. Some of his stuff is even still in the glove box. The truck still has six of the tires that Steve's granpa has on it.

Steve said plenty of people have tried to buy it but he's never hesitated to turn them down. He said it will be up to his kids to determine what to do with it after he passes.

Steve's shop, Stan's Truck Repair was started by Stan in 1977. Steve grew up in the shop and has been working full time since he graduated high school in 1988. Stan passed away in 2006 and Steve has continued the family business.

So the Reo stands as nearly three generations of hard work, and interest in trucks. Certainly more than just a little red truck.





ABOVE: Gene Moore bought a 1956 7U D4 Cat alongside the 1949 Reo. The Cat was brought over to Cle Elum by Steve Moore's dad, Stan. As seen in the photo, it has no problem bringing a few logs in.

RIGHT: One log load anyone? The Reo was fully loaded in this file photo of Steve's. It could be safe to say that Gene Moore didn't do any tree farming.





THERE IS A DUSTING OF SNOW as Kelly Dooms' 1996 Kenworth W900B rolls along fully-loaded. The 34 year-old Dooms has been log trucking since he was 21-years old.

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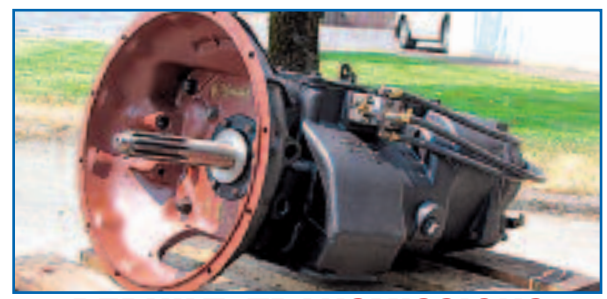
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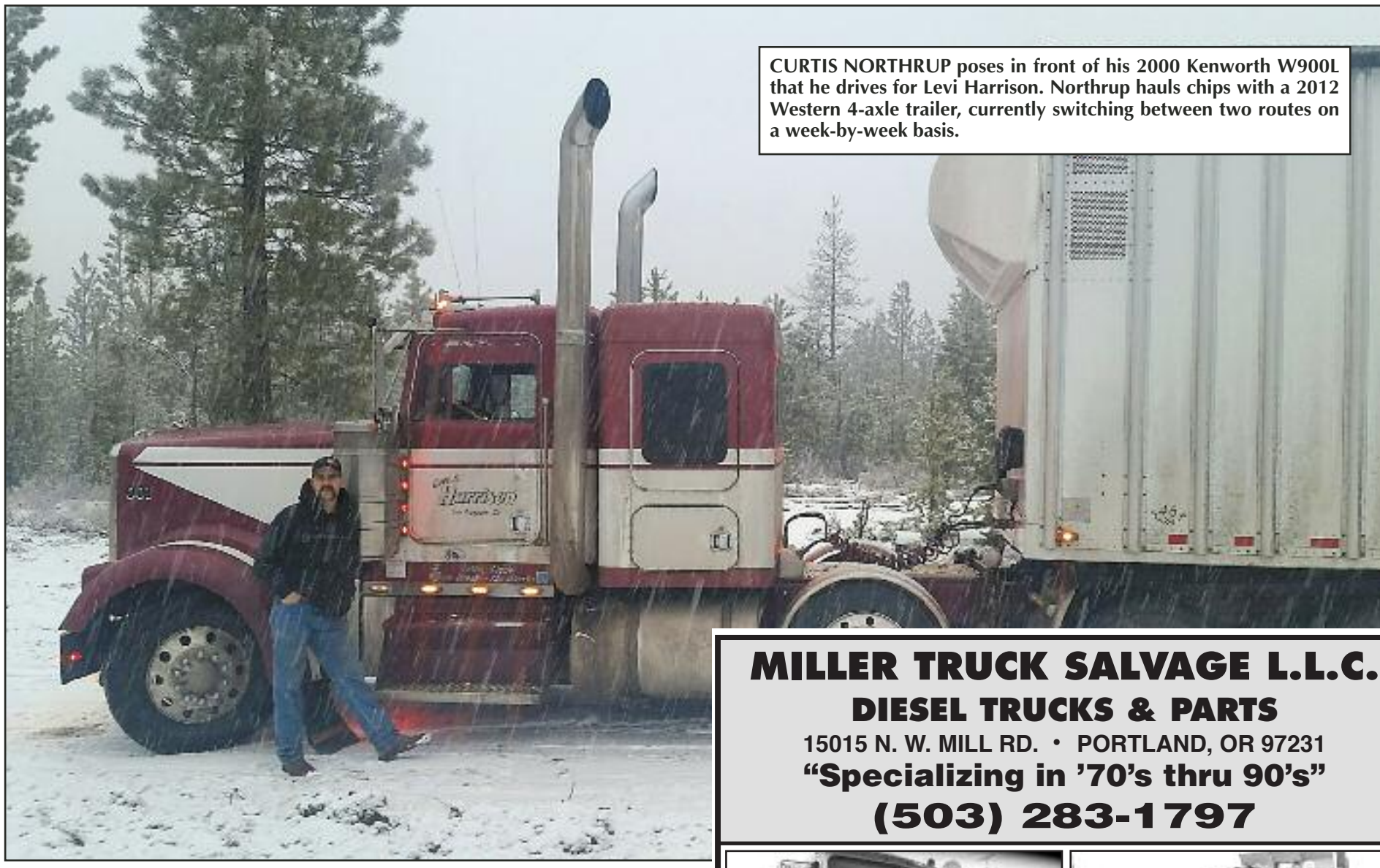
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CURTIS NORTHRUP poses in front of his 2000 Kenworth W900L that he drives for Levi Harrison. Northrup hauls chips with a 2012 Western 4-axle trailer, currently switching between two routes on a week-by-week basis.

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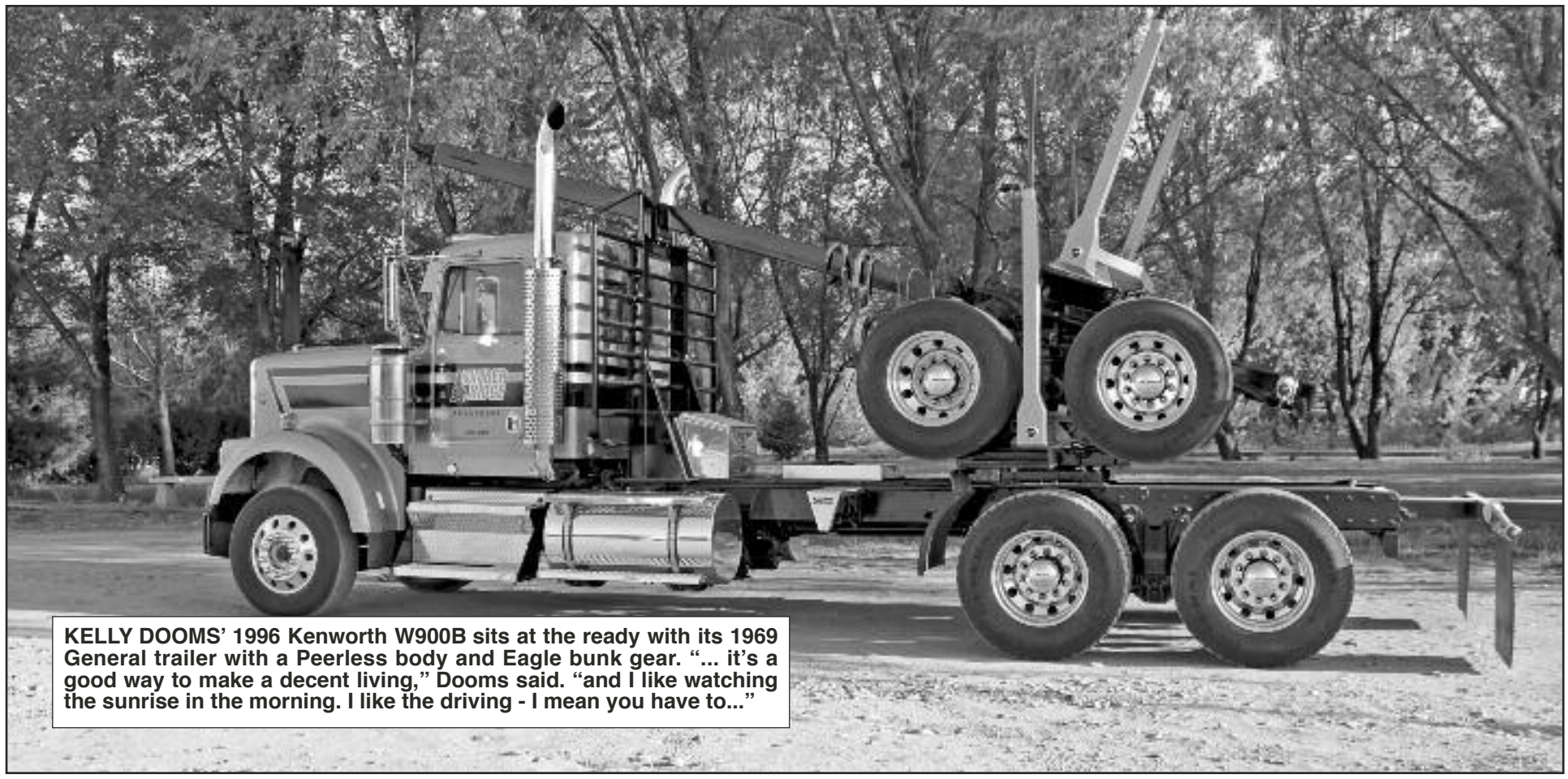
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LEVI HARRISON (right) rode around with his dad Tim Harrison plenty of times as a kid, so naturally getting into the family business was the next step. Tim passed on in 2014, but the SW Idaho community showed their support during an appreciation day for him when over 50 trucks gathered. (BELOW) Levi is picture with his grandpa Bob at a young age. Harrison spent plenty of hours riding along with his dad and grandpa in log trucks during his childhood.





KELLY DOOMS' 1996 Kenworth W900B sits at the ready with its 1969 General trailer with a Peerless body and Eagle bunk gear. "... it's a good way to make a decent living," Dooms said. "and I like watching the sunrise in the morning. I like the driving - I mean you have to..."

Dooms

(Continued from Page 7)

ever since.

Dooms has a lot of thanks for Fregulia and how he's helped out the business.

Dooms eventually ran two trucks for a while after getting the truck he currently drives - a 1996 Kenworth W900B with an 18-speed transmission and 46 rears.The truck used a heavily refurbished 1969 General Trailer with a peerless body and Eagle bunk gear.

Yes that's the same Eagle company that makes logging carriages.

"They only do that sparsely, like when they have a slowdown," Dooms said. "But I've been waiting for them to slow down for about five years now and they haven't."

Larry Joiner and Hugh Harris helped with getting the truck ready for service, getting the cab guard, lights and other important items ready. Dooms and his father-in-law painted the truck its signature green color. The log truck has a 3406 E-Model CAT engine with 435 horsepower which Dooms said was just fine.

"It's good for fuel mileage and gets you to point A to point B reliably," Dooms said. "My dad always said if you pumped them up, you cut their lifespan in half."

Dooms said he had one of the best drivers in the area - David Holmes - in his second truck but it just made more sense to go back to one truck.

"It's one of those things where I feel like you either have one truck or five of them," Dooms said. "I had the best driver around and I tried to pay him like that"

(Continued on Page 16
See "Dooms"

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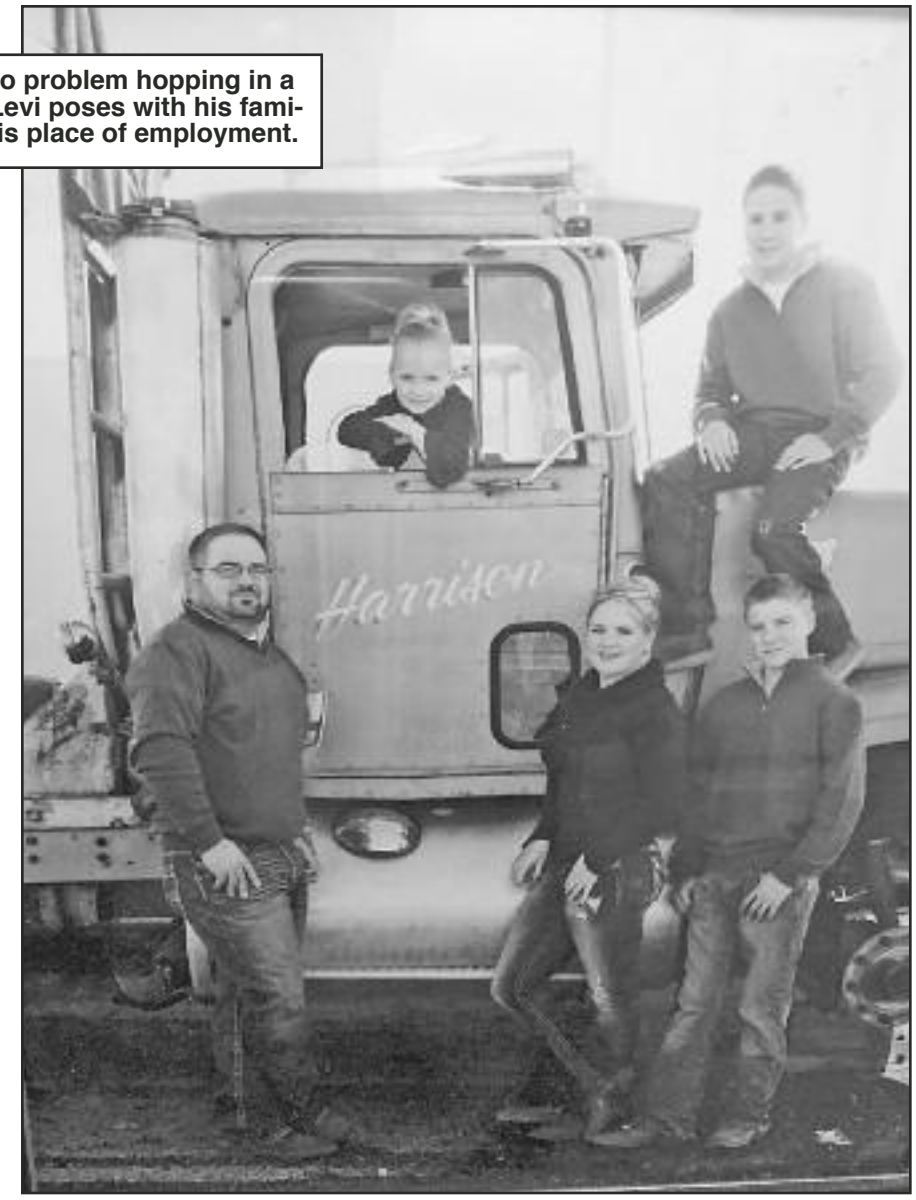


1992 KW T-800, N-14 Cummins, 13 spd. with 2 spd. rear ends on pad suspension

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LEFT: Levi Harrison has no problem hopping in a loader if needed. RIGHT: Levi poses with his family for a photo in front of his place of employment.

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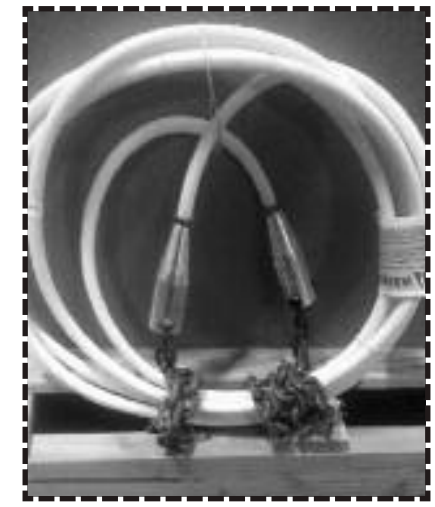
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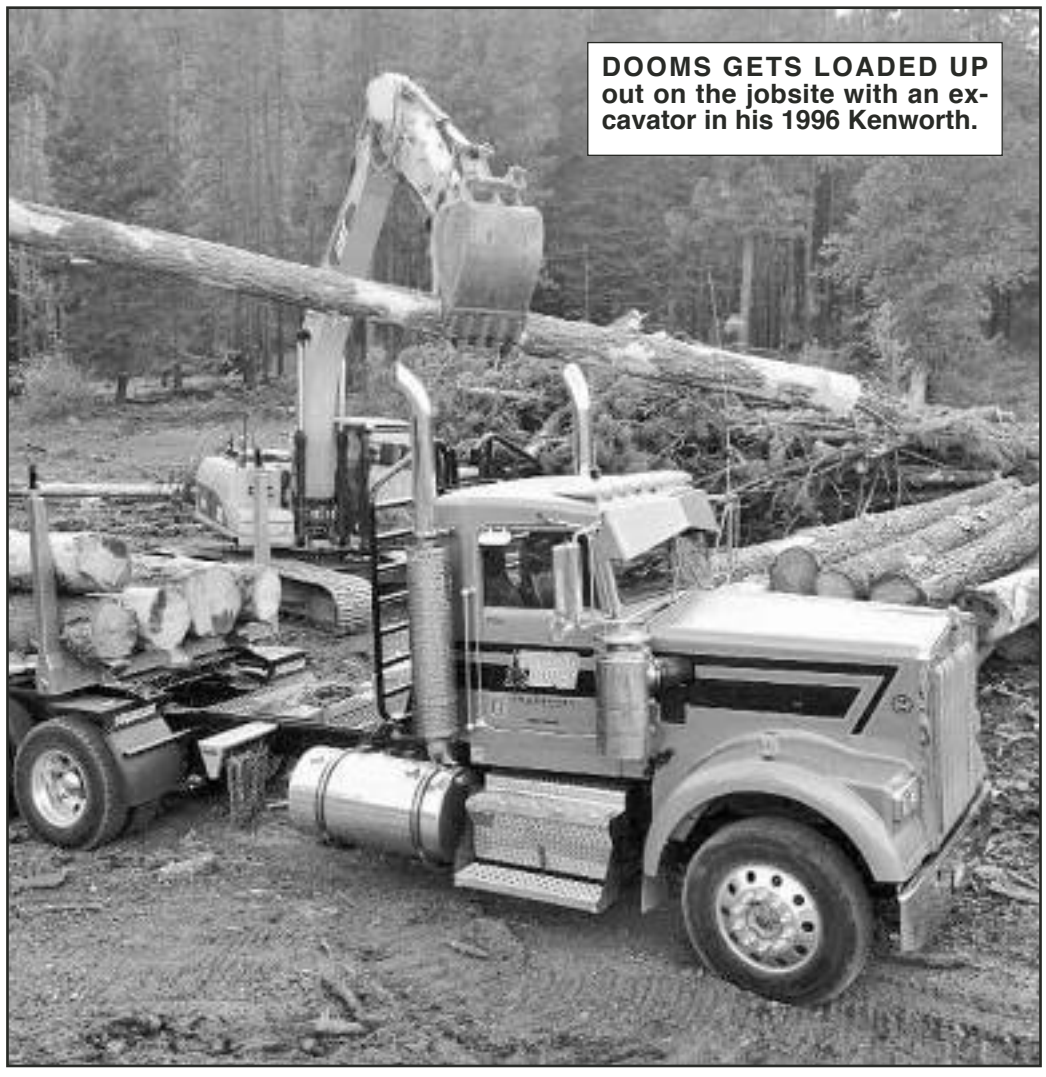
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DOOMS GETS LOADED UP out on the jobsite with an excavator in his 1996 Kenworth.



DON DOOMS, the grandpa of Kelly Dooms, bought his first truck in 1966 - a 1963 Peterbilt. While he's "retired" he still hauls dirt in the summer.

Dooms

(Continued from Page 14)

Dooms sold Holmes the truck he was driving and now he's just focused on his one truck. He said there are perks to owning your own rig as opposed to having someone's name on the door.

"You'll always have someone to answer in life but when you're on your own business-wise, you're no. 1," Dooms said. "Now you have to make the right decision and right choices. It's a good challenge for me."

A typical day hauling around Southern Idaho takes 12-13 hours and about 400-600 miles round-trip. The vastness of the Inland Empire means it's usually a one-trip day for Dooms as he hauls to mills in Pilot Rock, Oregon, La Grande, Ore. and Elgin, Oregon. Currently Dooms is hauling for LTO Logging owned by Charlie Johnson and Larry Korell, Renfro and XXX Logging.

In terms of maintenance, Dooms said his "shop" is behind his garage with a fire going and him rolling around in the gravel. Larry Jointer helps Dooms with his repairs and Dooms tries to do 75-85 percent of his own work.

"It's a huge moneysaver in the end," Dooms said.

Good friend Jake Rodriguez is also a big help in keeping Dooms' log truck rolling down the road.

"There is also drivers that will help me out with parts late at night," he said. "It's nice to have guys out there like that."

Dooms is good friends with Levi Harrison, as the two went to school together and have been through good times and bad

(Continued on Page 17
See "Dooms"

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Dooms

(Continued from Page 16)

ones. When Harrison's father was in the ICU after a serious accident, Dooms was always calling with support and coming to the ICU.

Dooms' wife Alyssa does the bookkeeping for the company and the two have just had their first daughter Kelsey Gale Dooms about 15 months ago. Alyssa also works full-time running the family's pet store in Emmett, Idaho. She keeps the books for that business too. Dooms said he owes her a lot of thanks for all the work, support and time she's given.

"Sometimes log trucks can be tough on a family but she's been really great," Dooms said.

Eventually Dooms hopes to upgrade to a 2006 Peterbilt truck as he continues to haul logs around the region. While the log truck might change, his philosophy certainly won't as he'll still be asking questions about an industry that he's grown up in and learned how to make his own way.



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Harrison

(Continued from Page 8)

"He kind of knew what it was like and he was here with us all the time," Harrison said.

Rod Kesler, the owner of the company that Tim was working for, Kesler Construction, was contracting out both Tim and Levi hauling gravel when the accident happened and Rod spend several nights sleeping on the couch in the ICU.

Jon Fregulia of Oregon Trail also spend nights in the ICU, concerned about Tim's condition.

The log trucking community in SW Idaho also showed support in an Appreciation Day for Tim before he passed away. It was a get-together of over 50 trucks.

Harrison also has a great appreciation for those who helped him out when he was just starting out in the industry. Glenn Dick Equipment was his first job out of high school and they taught him a lot in his three year there.

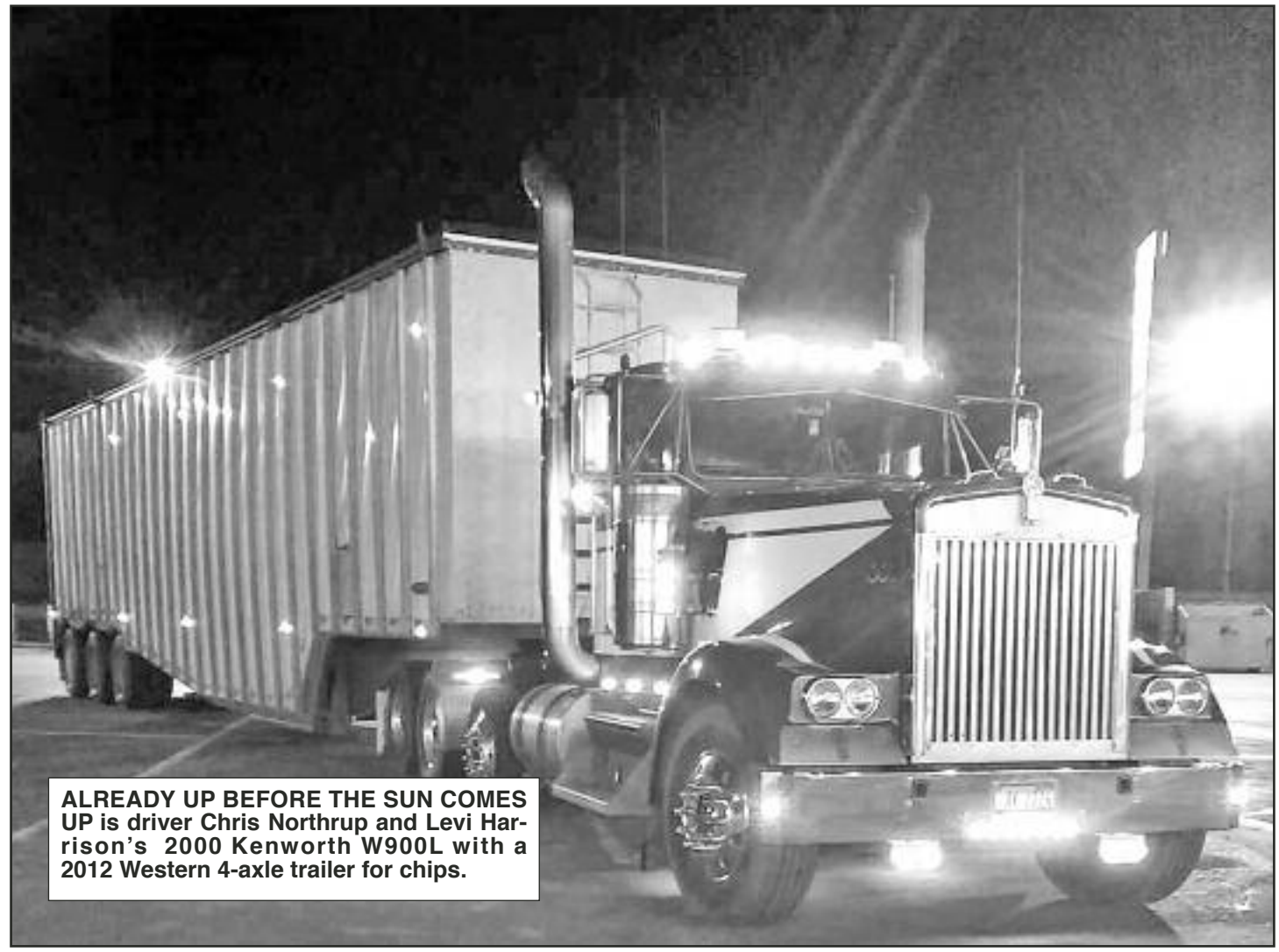
"I started pushing a broom there and ended up running lowboy for them by the end," Harrison said.

Harrison said Yale, Richard, Steve & Kelly Dick taught him a lot about the business. Roger Williams was who hired Levi and he helped bring the young employee along.

"He's the man," Levi said. "He took care of me and he knows everything there is to know about parts."

Bar Trucking, owned by Timmy and David Nelson, Canaday Trucking, Gladhart Logging owned by Bill Gladhart and Armitage have all worked with Harrison through the years. Levi will run loader and drive lowboy when needed for Gladhart Logging, and Canaday truck boss John Etchamendy has worked alongside Harrison for years. Etchamendy owns five of his own trucks as well.

Harrison's wife Julia does all the books for the company and Larry Joiner helps Harrison with the maintenance. Joiner used to haul logs with Harrison's dad years ago.



ALREADY UP BEFORE THE SUN COMES UP is driver Chris Northrup and Levi Harrison's 2000 Kenworth W900L with a 2012 Western 4-axle trailer for chips.

"I'd like to be big and bad with the number of trucks I had but the logging industry is tight these days so I'm just going with the flow and enjoying it," Harrison said.

Enjoying it seems to be the name of the game for Harrison. The New Plymouth log truck driver will continue to haul what needs to be hauled in the Southwestern part of Idaho, working right alongside friends.

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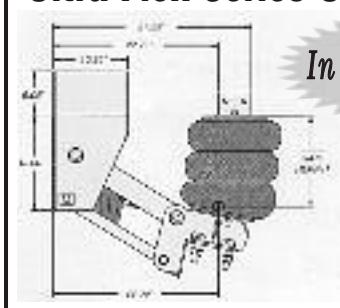




ABOVE: OVER 50 TRUCKS came for Tim Harrison's Appreciation Day before he passed away in 2014 after a fight with cancer. RIGHT: Levi Harrison parks his 2001 W900L Kenworth next to Kelly Dooms' 1996 Kenworth W900B. The two have been friends for a long time after going to school together.

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