

# LOG TRUCKER

VOLUME 41 NUMBER 9

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# GETTING STARTED AS A GREENHORN

## *Greenhorns Can't Put Their Shoes On Right? Neither Can New Writers...*

The other day I discovered rather late in the afternoon that I had two different shoes on. This was after several trips out in public and visits to several businesses where they no doubt thought I was probably hitting the tavern a little early. And it wasn't like the two shoes were similar - they didn't even match in color.

So quite literally, being the newest member of Loggers World - I can't even put my shoes on in the morning. However, it's something of a surreal feeling, as this is a magazine that had always floated around my family's house growing up.

My family has long history in Chewelah, Wash. just north of Spokane where my uncle John and aunt Sherri run a skidder logging operation that has employed my dad Tony, my uncle Rob and several cousins, friends from high school and even a guy nicknamed "Motormouth."

After graduating from Jenkins High School, I went to college at Eastern Washington University for journalism and then bounced around Spokane and Montana before settled down in Centralia, Wash. I currently rest my day job hat at The Chronicle sports department in the Hub City, covering high school and some college sports in the area.



BRANDON HANSEN

As luck would have it, my former editor-in-chief Brian Mittge connected me with new owner Kevin Core and a month or two later I was buying corked boots at Madsen's in Centralia. Lets just hope I can put them on the right foot.

Having one issue under my belt, I've already learned a few things that hopefully I can employee in the future when questions of my greenhorn-ness come into question...

**1. If you see toilet paper in the woods, watch your step** - Because chances are its used. And if there's one thing you don't want to do, it's to find what it was used for.

**2. My 2000 Chevy Cavalier isn't going to cut it on logging roads** - I mean it barely gets around on regular roads and there's a pothole outside of this elementary school in Centralia that makes the hood dip below ground level.

**3. Cell phones have a use in the woods, just not for selfies on Instagram** - Make sure you check out my Loggers World Twitter account at @BrandonHansenLW but don't expect any live tweets while out on the job. A landing is the only place on earth now where you won't see someone taking a selfie or playing a spirited match of Angry Birds. Fun fact though, my dad was the first person I ever knew that owned a cell phone. It was a bag cell phone given to him by Hansen Logging in the early 1990s. I'm still pretty sure he has it.

**4. Hiking is going to seem pedestrian after following the rigging crew down in the brush** - You ever see those pretty advertisements of people hiking around some kind of scenic area and their clothing doesn't have a speck of dust on them and they have a big smile across their face as they trek across a nice flat trail clear of any fallen debris? That's not what a rigging crew does.

So I hope my stay at Loggers World is as enjoyable for you as it is me. If you have any questions, comments or would just like to say hello, feel free to email me at brandonwayne-hansen@gmail.com.

Now if I can just find that other shoe...





# LOG TRUCKER

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SEPTEMBER 2014

## GRIND TRANSPORT

CENTRAL PARK, WASH.



### PACIFIC LOGGING CONGRESS 7TH IN THE WOODS SHOW

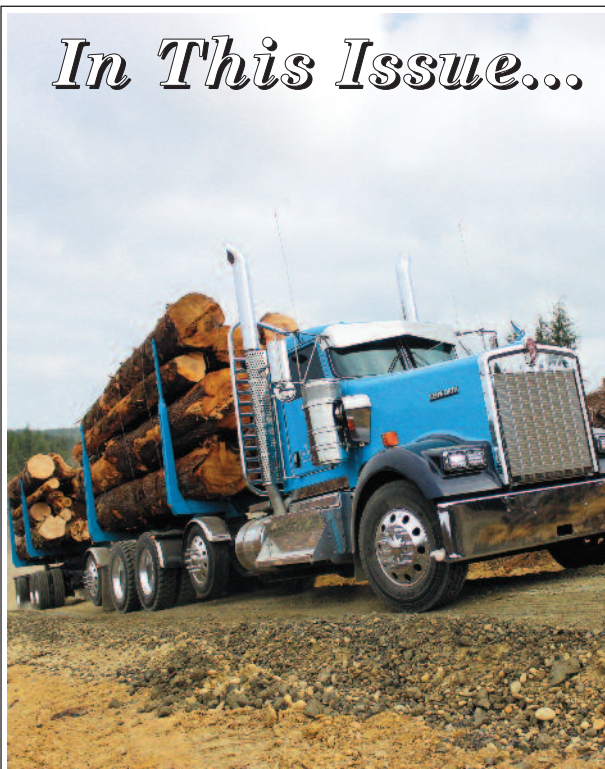
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## FEATURED IN THIS MONTH'S ISSUE



ANDY ROGERS DRIVES HIS 2015 W900L Kenworth logging truck with Whit-Log Trailer over the Quinault River in Grays Harbor County in Washington State. Rogers is a third generation log trucker and has been around trucking since he was 12 years-old. Now he's the owner of Grind Transport, where he maintains three running trucks and one backup.

*In This Issue...*

COVER PHOTO: Andy Rogers' - Grind Transport - new 2014 Kenworth W900L pulls a Whit-Log trailer load of logs off the landing.

See "Work and Family" starting on Page 6

**2 MEET THE NEW WRITER**

- by Brandon Hansen

**4 RIGGING SHACK** PAGE 4 IN LOGGERS WORLD

- by Finley Hays

**6 HELP SAVE LOGGERS WORLD  
AND LOG TRUCKER MAGAZINES?  
SEE PAGE 6 IN LOGGERS WORLD**

**6 WORK AND FAMILY**

GRIND TRANSPORT • CENTRAL PARK, WASHINGTON

- by Brandon Hansen

**20 ADVERTISERS INDEX****LOG TRUCKER**

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GRIND TRANSPORT'S ANDY ROGERS poses with his wife Samantha, their 1-year-old daughter Harper and six year old daughter Kylie in front of Rogers' 2015 W900L Kenworth truck and Whit-Log trailer.



GRIND TRANSPORT  
Central Park, Wash.

# WORK AND FAMILY

by Brandon Hansen

Being a third-generation log truck driver and having worked around big rigs since the age of 12, you can see why Aberdeen's Andy Rogers is quite particular about his trucks. So his brand-new 2015 W900L Kenworth is a thing of beauty and reflects the level of detail he tried to keep with his trucking company, Grind Transport.

The 31-year old recently bought the aqua blue flagship truck from Kenworth Northwest, but has been driving logging truck for the past 11 and a half years. A year ago, Rogers decided there wasn't enough money in the previous business he worked with, so he decided to go out on his own.

Well almost on his own.

Andy's a very family-oriented man — with his wife Samantha, 6-year old daughter Kylie and 1-year old daughter Harper — and understood that having a cohesive crew was worth its weight in gold (or logs). So Rogers partnered with his wife, long-time friend, Jess Hadlock, and Hadlock's father Randy and hit the road.

Grind Transport started as a way to make money on the side with highway trucks beginning in 2009, but in 2011, Rogers and company figured out it was a lot of effort and hard to justify the amount of money earned. Wanting to spend more time with the family and with the economy being more friendly to logging trucks, Rogers decided it was time to pull the trucks off the inter-

(Continued on Page 8)  
**See "Grind Transport"**

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**GETTING LOADED ON THE JOBSITE** is Andy Rogers' 2015 W900L Kenworth logging truck by RCD Timber's Brian Dhooghe, operating a Hitachi 370 with a shovel. Rogers and Dhooghe operate two separate companies but combine efforts out in the woods. This job site is located on the Quinault Indian Reservation in Grays Harbor County, Wash. by the town of Taholah. Rogers runs a Whit-Log mule train on his truck while his other two drivers, Jess and Randy Hadlock run their long log trailers.



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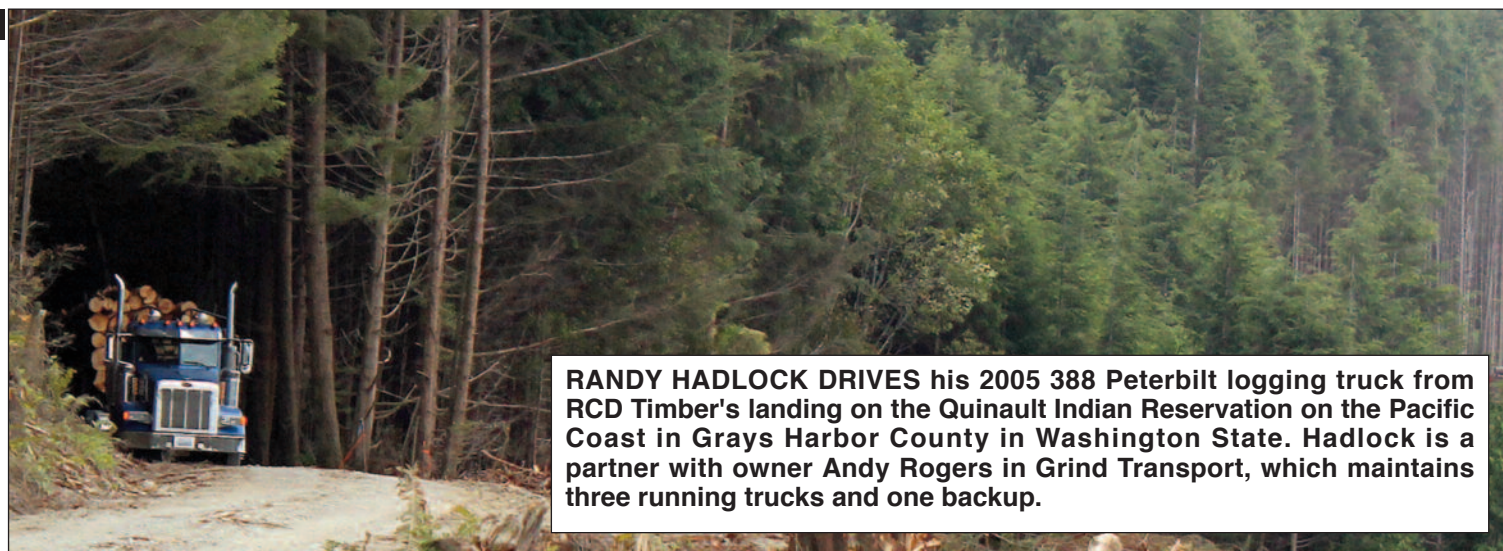
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**RANDY HADLOCK DRIVES** his 2005 388 Peterbilt logging truck from RCD Timber's landing on the Quinault Indian Reservation on the Pacific Coast in Grays Harbor County in Washington State. Hadlock is a partner with owner Andy Rogers in Grind Transport, which maintains three running trucks and one backup.



## LOG TRUCKER VIDEO

Take your smartphone and use a QR app to scan this code to watch a video of Grind Transport in action.

## Grind Transport

(Continued from Page 06)

state and focus all his time on his day job back into the woods.

"The highways have a lot of people trucking on it," he said. "Hands down it's hard to make money since people set a price and you have to take it otherwise someone else will do it. Too many people have their hands in the pot. It's like two dogs fighting over scraps. Log trucking is a lot easier and you get paid more while being closer to home."

While Andy isn't the oldest driver out there, his experience comes from his family's lifetime in the trucking industry. His retired grandfather Ray Rogers drove truck his entire life, while his father Doug once operated an entire fleet.

Andy grew up in Aberdeen and met his wife Samantha his freshman year of high school. It's a partnership that's proved fruitful in both his personal and professional life as Samantha — a full partner in the company — is also the company's bookkeeper and a darn good one too.

"She been part of this industry for the past 11 years," Andy said. "I never have to double check or remind her about anything, she's always on top of things. We never have any fights and we're still in love 100-percent. Starting out on our own in log trucking took a lot of energy and took away from some family time but she's always been supportive and always been there for me. And she never says no to my ideas."

Rogers attended Grays Harbor College right out of high school in 2002 but his dad's company needed help and he took to the driver's seat.

"It gets in your blood and I enjoy it," Andy said. "It's just more fun to be out in the woods on a sunny day, and around here you can see the ocean from the log site. It's also your own office. I literally can do anything I want, listen to anything I want in my truck."

Andy grew up as a kid with his friend Jess and the two would spend

(Continued on Page 17)

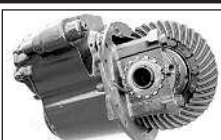
See "Grind Transport"

# ST. JOHNS

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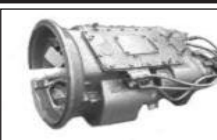


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**ABOVE:** Jess Hadlock operates his 2002 W900L Kenworth logging truck with a 18-speed, 550 horsepower motor, double lockers and Chalmers Suspension. The truck also has a painted drop visor and a three-axle trailer.

**LEFT:** Jess Hadlock poses with his son Brody, 11, in front of his 2002 W900L Kenworth logging truck. Hadlock is a partner with Andy Rogers in Grind Transport and has been friends with Rogers since the two were in preschool together. Brody has already decided he wants to be a log truck driver when he grows up.

# McCoy

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**UP ON THE CLEARING**, Jess Hadlock gets a load of Hemlock on his 2002 W900L Kenworth logging truck from RCD Logging's Brian Dhooghe, operating a Hitachi 370 with a shovel. Operating on the Quinault Indian Reservation, there's more traffic on the roads to the jobsite in Grays Harbor County, Wash. but according to Andy Rogers of Grind Transport "We really make an effort to respect them because this is their land, it's not just a piece that a timber company owns."



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**MAKING SURE**, Jess Hadlock secures the Hemlock load on his 2002 W900L Kenworth logging truck. Hadlock is a partner with Andy Rogers in Grind Transportation and has been friends with Rogers since the two were in preschool together. Both live near each other in Central Park, Wash. "Everyone we work with gets along together and it's like a big family," Hadlock said. Hadlock even got his father Randy to also drive truck and become a partner in the company.



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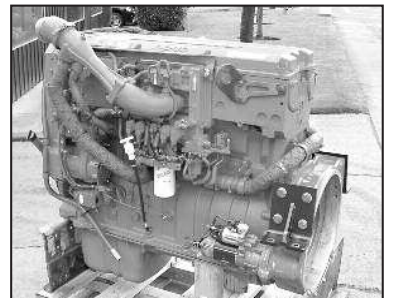


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WITH A SMILE ON HAND, Randy Hadlock poses in front of his 2005 388 Peterbilt logging truck near RCD Timber's landing on the Quinault Indian Reservation on the Pacific Coast in Grays Harbor County, Washington State.



LEAVING THE CAB of his 2005 388 Peterbilt logging truck, Randy Hadlock heads back to inspect his load of logs. Hadlock grew up in Vancouver, Wash. but moved to Grays Harbor County in 1976 and has had his CPL since 2001.

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HEADING DOWNHILL, Randy Hadlock drives his 2005 388 Peterbilt logging truck from RCD Timber's landing on the Quinault Indian Reservation on the Pacific Coast in Grays Harbor County in Washington State. Hadlock is a partner with owner Andy Rogers in Grind Transport, which maintains three running trucks and one backup.



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TAKING A CORNER, Andy Rogers eases his 2015 W900L Kenworth logging truck and Whit-Log trailer around a tight turn in some timber. Rogers was hauling logs from a job site located on the Quinalt Indian Reservation in Grays Harbor County, Wash. by the town of Taholah. "They use round river rocks for the roads so it doesn't tear up the tires as much," he said. Rogers runs a Whit-Log mule train on his truck while his other two partner and drivers, Jess and Randy Hadlock run their standard trailers. Rogers has been driving truck for 11 and a half years and is a third-generation log trucker.

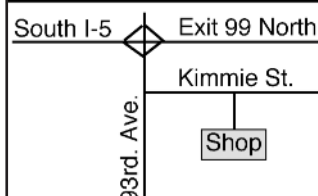
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**TAKING OFF THE WRAPPERS** on the load of timber he was taking to Local Manufacturing in Aberdeen, Wash., Andy Rogers finishes the day just a short drive from home in Central Park, Wash. Getting closer to home and being able to come every night was a big reason by Rogers went back into log trucking instead of highway trucking. His wife Melissa does the bookkeeping for the company and the two have been married for 11 years.



**GETTING BACK IN THE CAB**, Jess Hadlock has known business partner Andy Rogers since the two were in preschool together. Hadlock also lives in Central Park, Wash. just a short ways away from Rogers.

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**Nate Malinen**, ASTORIA, OR, New 2014 Whit-Log SEWC100 Long Logger with Matching Truck Equipment. Custom Steel Cab Rack, Double Tapered Stinger, and Much More....**Thanks Nate and Tara!!**



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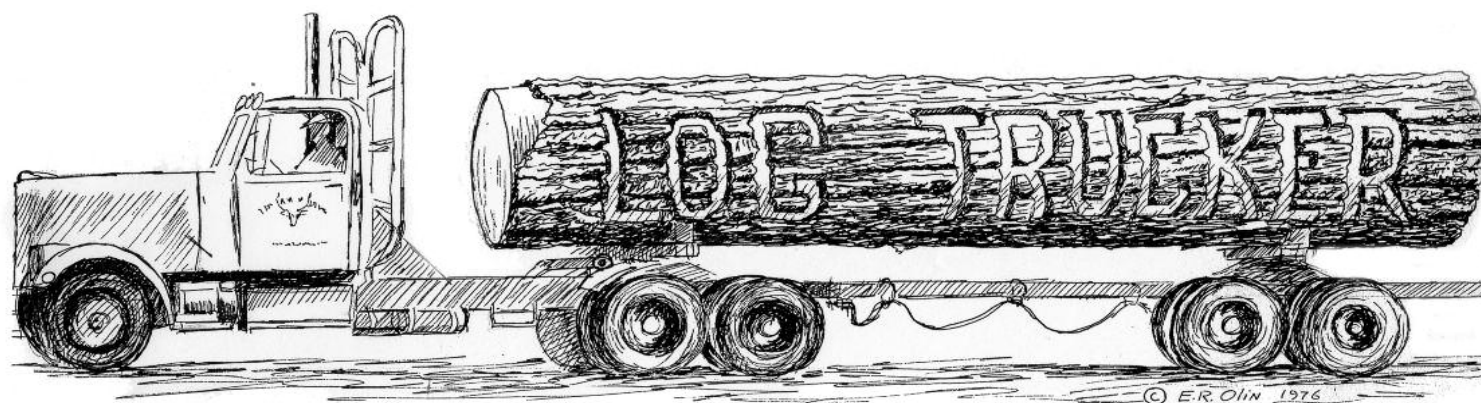




DUST IS KICKED UP by Andy Rogers' 2015 W900L Kenworth logging truck on some access roads on the Quinault Indian Reservation near Tahoma, Wash.



TWO BUSINESS OWNERS, Andy Rogers of Grind Transport and Brian Dhooghe of RCD Timber pose in front of Rogers' 2015 W900L Kenworth logging truck. Rogers' wife Melissa does the books for RCD Timber, while Dhooghe takes care of the physical logging.



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## Grind Transport

(Continued from Page 8)

countless hours playing in his dad's truck, flipping switches, moving the seats up and down, pretending to be out in the woods and in general, wanting to be truck drivers. This resulted in several dead batteries for Doug's truck since Andy and Jess had yet to grasp the consequences of those flipped switches, but it did serve to spark a passion for the business that is still alive today.

These two, with Andy's wife Samantha, are now partners in Grind Transport as Jess has been trucking for the past nine years and he was even able to convince his father Randy to become a part of it.

"Everybody we work with is easy

to get along with and it's kind of like a big family," Hadlock said.

Jess drives Grind Transport's No. 1 truck — a 2002 W900L Kenworth with a three-axle trailer. The 550-horsepower truck with a Chalmers suspension and double lockers has a C15 cat, a painted drop visor and averages 65,000 pounds net.

Randy drives Grind Transport's No. 3 truck, a 2005 Peterbilt 378, and about 8 years ago took a much-wanted step back from highway driving after trying it.

"I was doing some long haul trucking and was never home," he said. "Log trucking is more local and I'd rather be back in my own bed every night. I'd also like to be able to enjoy my fishing holes."

An avid outdoorsman, Randy

grew up in Vancouver before moving to Grays Harbor County in 1976. He got his CDL in 2001 after working in mills for 30 years.

"I like working this way," he said of Grind Transport. "It's mellow and it's like we're in our own world. There's no outside pressure."

Randy used to drive for Rogers' father, so the move to Grind Transport was a natural one.

Rogers is also in a 50/50 operational partnership with RCD Timber. While two separate companies, the two have a beneficial relationship and much like Grind, they keep everything in the family. RCD Timber is run by brothers Brian and Joey Dhooghe of Hoquiam, Wash.

"We've just kind of followed Brian around and he's always looking

out for us," Rogers said. "He runs all the physical logging and my wife and I do all the financial bookwork."

Brian runs a 2014 Hitachi 370 with a shovel and keeps the logs flowing onto Grind Transport's trucks. Having been in the logging industry for 26 years, Dhooghe likes what the two companies have going for them. When the economy crashed in 2008, logging companies started buying more of their own trucks instead of contracting out to individual trucking companies. RCD Timber and Grind Transport have bucked that trend, although the connec-

(Continued on Page 18)  
**See "Grind Transport"**



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# 18 Grind Transport

(Continued from Page 17)

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Log TRUCKER

tions between the two remain very intertwined and unconventional.

"There's definitely a lot more logging company trucks on the road now after the recession," Dhooghe said. "Everybody just has got to work together."

Having worked in large fleets of trucks before, Rogers said he knows the problems that can happen when you have too many tires on the ground.

"We really don't plan on getting any bigger so we have more time for family life," he said.

Since they began log trucking in September 2013, Grind Transport has stayed very busy working for Quinault Logging Company. Right now Rogers and company are working on the Quinault Indian Reservation near the town of Taholah.

"It's close to home meaning I don't have to travel very far," Rogers said. "People are friendly and you can get your trips in. The roads are also made of round river rocks so it doesn't tear up the tires nearly as much."

Since the job site is on the Quinault Indian Reservation, Rogers said the company tries to take more care of their surroundings.

"It's not just a timber sale, it's someone else's land. Not a company's land, somebody's land," he said. "So we pay more respect and try to be nice to everybody. There's also a lot more traffic on these access roads because it goes over to Highway 101 so we have to be extra careful about that."

Rogers saw first-hand the financial havoc the recession played, so being careful is his primary strategy when it comes to finances. It won't always be peaches and cream, even though the economy looks up now. So he initially scoffed at the idea of getting a brand new truck, since he was use to buying cheaper, doing things on a budget while being clever and using his own elbow grease to keep his truck up and running.

But he crunched the numbers and getting a 2015 K900L Kenworth logging truck became a reality when the WCLA approved a loan and the company put in the order four months ago. Kenworth Northwest's Clay Emery helped Rogers make the big purchase from their Aberdeen location.

"He did a great job paying attention and helping me out with all the specifics of the truck," Rogers said. "I called him a bunch."

Rogers received the truck three weeks ago and has no regrets.

"The people I worked with made it a nice process and helped me pick everything out," Roger said. "I spent so long with trucks where you just make do."

Instead of making do, Rogers now



**BEFORE GETTING HIS NEW TRUCK, Andy Rogers drove this faithful 1995 Freightliner FLD 120 for eight and a half years. It now serves as the backup for Grind Transport if any other rig breaks down.**

has a 600 ISX Cummins diesel engine under the hood with an 18-speed transmission. It's got 46,000 pound rear ends, double lockers and is double-framed with a 280-inch wheelbase. It's capped down below with Durabright aluminium coated wheels and disc brakes which are a new phenomenon to log trucking.

There's plenty of custom work too. Rogers has a custom aluminum cab guard made by Storholm's Steve

Sandstrom. Since it's a mule train, Steve used aluminum twice as thick as usual so its stronger than steel cab guards. Sandstrom works out of Humptulips, Wash. and is just a one man crew.

On the back is a custom Whit-Log stick trailer that Brett Whitaker, son of the owner of Whit Log, took a lot of time and personal care in ensuring that Rogers was happy.

"He was just really into the pro-

ject and had a lot of desire to make sure I loved what I was getting," Rogers said.

The total length of the truck is 40-feet, 6-inches which is longer than usual and Rogers was particular in ensuring the vehicle was spaced out, balanced and proportionate.

He didn't want a cluttered looking

(Continued on Page 19)  
**See "Grind Transport"**

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THE WHIT-LOG MULE TRAIN WAITS as Andy Rogers' 2015 W900L Kenworth logging truck is loaded by RCD Timber's Brian Dhooghe, operating a Hitachi 370 with a shovel. Rogers and Dhooghe operate two separate companies but combine efforts out in the woods. This job site is located on the Quinault Indian Reservation in Grays Harbor County, Wash. by the town of Tahoma. Rogers and his partners began the business last year and now operate three trucks consistently with a fourth one ready as a spare.

## Grind Transport

(Continued from Page 18)

truck and the Aberdeen-native is also grateful for all the years of great service and efforts of Kenworth North-

west parts department's Rick Drolz.

"He's always taken care of me and has been real personable in making sure I get the best possible deal," Rogers said.

Now with a new truck, a new com-

pany and excellent coworkers, Rogers is enjoying the ride through the Grays Harbor logging community.

"It feels like everybody here has the same passion for this as I do," he said. "My partners and I always talk

about this profession and say we don't feel like it's a job. It's more of a privilege and a joy. If you love what you do, you'll never work a day in your life."



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 Alpine Industrial LLC .....13  
 CHS Inc. ....12  
 G.W. Gannon  
 Equipment .....16  
 General Trailer .....3  
 Kenworth Northwest .....10

L&M Truck Sales, Inc. ....6  
 Lincoln Industrial  
 Supply .....17

LKQ K.C. Truck Parts ....20  
 LKQ Wholesale Truck  
 Parts, Inc. ....11  
 McCoy Freightliner .....9  
 Miller Truck Salvage  
 LLC.....12  
 Progressive Insurance  
 Co.....7  
 Quality Diesel Parts.....16

Radiator Supply House,  
 Inc. ....9  
 Scheller Diesel Service .14  
 Schott Parts &  
 Accessories.....6  
 St. Johns Truck &  
 Equipment.....8  
 United Gear .....10  
 Washington Truck  
 Rebuilders .....18  
 Whit-Log, Inc. ....15

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