

LOG TRUCKER

VOLUME 43 NUMBER 2

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FEBRUARY 2016

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RIDGEFIELD, WASH.



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FEATURED IN THIS MONTH'S ISSUE

DON R. HOLLISTER TRUCKING AND HOLLISTER TRUCKING

Based out of Ridgefield, Wash. **Danny and Dennis Hollister** run Don R. Hollister Trucking and Hollister Trucking. With **22 trucks in total**, including two log trucks and three trucks that haul steel - the companies have trucks spread from **Nampa, Idaho to Chehalis Wash.** They also run a chip mill called **NW Fiber** located in **Morton, Wash.**



RIDGEFIELD WASHINGTON

Ridgefield was an important trading area as early as the 1860s and it officially became a city in 1909. The company U-Haul began in Ridgefield in 1945. The community nowadays has a population of 4,763. With the growth of the nearby Vancouver-Portland metro area, the population shot up from 1,297 in 1990 to its current population of nearly 5,000. Ridgefield has significant ties to the Lewis and Clark Expedition and also is home to the Ridgefield National Wildlife Refuge. The area of Ridgefield borders the Columbia River and is near Interstate 5.

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ON THE FRONT: Chris Woolfe gets a load of chips from the NW Fiber Mill in Morton, Wash. Woolfe drives a 1999 W900 Kenworth with a 53-foot chip trailer.

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18. BLAST FROM THE PAST

A LOOK AT OUR HERITAGE by Quinn J. Murk

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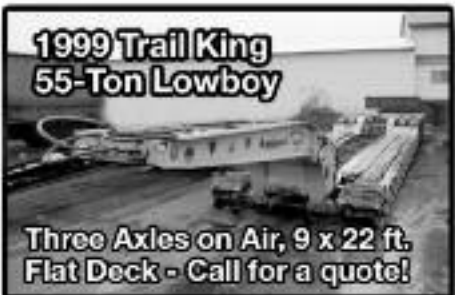
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BACKED UP TO THE LOADER is Zack Hollister's 2014 Peterbilt 389 with a 2000 Lincoln trailer. "I enjoy the drive, I always have. It's exciting, you're off road," Zack said. He's been driving for his dad Danny Hollister for two years now. That's when Hollister got back into log trucks after having just chip trucks for several years.

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- 3406E 5EK- 2WS. 4000-6000 exchange
- DDEC4 450hp., runs good\$5000

EXCHANGE REQUIRED ON SOME EQUIPMENT - CALL FOR SPECIFIC UNITS

By Brandon Hansen
Loggers World

Working out of their shop in Ridgefield, Wash. Danny and Dennis Hollister are continuing a tradition and a way of life started years ago by their father Don

Hollister.

Don has passed away but his hard work and namesake lives on with his boys running Don. R. Hollister Trucking, Hollister Trucking and the Northwest

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See "Hollister"

CABLE-LITE LOGGING WRAPPERS

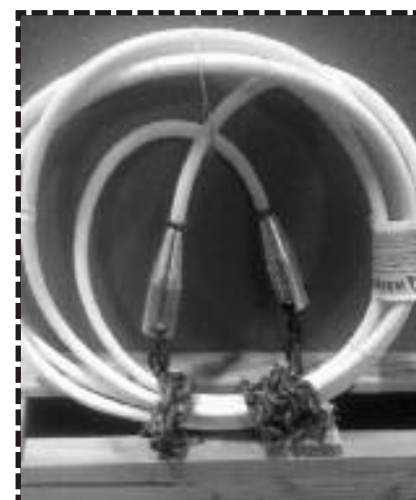
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DENNIS AND DANNY HOLLISTER POSE in front of one of their chip trucks with a custom “Hollister decal to replace the Kenworth decal. “It just looks different and you wouldn’t notice it unless you look at it,” they said. Both Dennis and Danny began driving with their dad Don in 1983 and took over the company in the 1990s. Don passed away in 2006 but they keep his name on the road as one of their companies is Don R. Hollister Trucking. Danny steps into the driver seat when one of the trucks is in need of a driver while Dennis runs the phone and a lot of the dispatching. They both can usually be found at the Hollister Trucking shop in Ridgefield, Wash.

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ZACK HOLLISTER puts wrappers on his load while hauling off a North Fork Timber jobsite near Centralia, Wash. Hollister has been hauling for his family's company for two years. "The worst part is probably just keeping things clean," Hollister said. Zach handles his own dispatching for his 2014 Peterbilt 389 rolling and making money for the company.

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Hollister

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Fiber Mill in Morton, Wash. The companies have 22 trucks in total, including two log trucks and three trucks that haul steel.

"It feels pretty good seeing those trucks roll down the road when they're cleaned up and looking good," Dennis said.

The brothers consider themselves lucky to have lots of long-term employees, with the longest tenured driver, Rod Poisel, having been with the company for 25 years and most of the employees having at least 10-15 years working for Hollister under their belt.

"We preach that family comes first and if they need to take time to go take care of family, we want them to," Danny said.

Hollister's trucks are spread from Nampa, Idaho to Chehalis, Wash. to down near their shop in Ridgefield. The companies work with a multitude of customers and make the point of good loyalty and service.

They've worked for RSG Forest Products for 25 years, Kapstone, Hermann Bros in Port Angeles and NAP Steel.

"We stick with people and don't move next door for the extra dollar because it isn't worth it in the long run," Danny said. "They can depend on us and when they hire one of our trucks, that truck goes to work for them."

And it all started with Don Hollister, whose picture hangs up on the wall in the Ridgefield shop.

Starting With Don

While his dad Roy worked hauling for Weyerhaeuser, Don was able to sneak into a driving job for the company at the tender age of 16. He lived in a Weyerhaeuser camp part-time but since you're not supposed to be able to drive until age 21, they eventually found out his real age and let him go.

The logging truck bug had already bitten him and he was hooked. Don turned his early experience into working for several local outfits. Then in 1965, Don became a driver for Joe Zumstein Logging and hauled for him for five years.

In 1970 he began Don. R. Hollister Trucking with wife

Delores and used a 1965 Kenworth with a 335 Cummins engine but eventually ended up selling it in 1976 thinking he would open up a body shop.

But he didn't have the patience for it and in 1977 he got back in the driver's seat of a 1968 Kenworth and hauled mainly for Zumstein.

(Continued on Page 16)
See "Hollister"

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RTLO16618A	3300.00
RTLO14713A	3300.00
RTLO16713A	3550.00
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(2) 2011 KENWORTH T800, Paccar MX 485HP, Jakes, RTLO16913A, 14600 Front, 46k Rears, 3:73 Ratio, Full Lockers, Air Susp, 230" WB, Power Mirrors, Power RH Window, Power Door Locks, AM-FM-CD, 300k & 313k Miles.....**\$79,500 ea.**



2007 Peterbilt 379, CAT C15 475HP, Jakes, RTO16915, 12k Front, 40k Rears, 3:55 Ratio, Air Trac Susp, 240" WB, Heated Mirrors, Power RH Window, AM-FM-CD, 448k Miles.....**\$66,500**



2007 KENWORTH T800W, CAT C15 550HP, Jakes, RTLO18918B, 20k Front, 46k Rears, 3:91 Ratio, Full Lockers, Hendrickson PRIMAAX Susp, 252" WB, Power Mirrors, Power RH Window, Power Door Locks, AM-FM-CD, 386k Miles ...**\$84,500**



2007 KENWORTH T800W, CAT C15 550HP, Jakes, BrakeSaver, RTLO20918B, 20k Front, 46k Rears, 4:10 Ratio, Full Lockers, Neway Air Susp, 210" WB, Power Mirrors, Power Windows & Door Locks, 484k Miles.....**\$84,500**



2006 WESTERN STAR 4900EX, Detroit 515HP, Jakes, RTLO16918B, 14700 Front, 46k Rears, 3:91 Ratio, Full Lockers, AirLiner Susp, 250" WB, 4th Axle, Cab Guard, Wet Kit, AM-FM-CD-Satellite, 328k Miles**\$59,500**



2001 WESTERN STAR 4964EX, CAT C15 500HP, Jakes, RTLO18918B, 12k Front, 40k Rears, 3:90 Ratio, Full Lockers, Chalmers Susp, 258" WB, 100" AF, Power RH Window, AM-FM-CD, Engine Overhaul**\$45,000**

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1997 KENWORTH W900, CAT C12 425HP, Jakes, RTO14613, 12k Front, 40k Rears, 4:11 Ratio, Air Susp, 250" WB, 111" AF, Heated Mirrors, Tilt Column, Full Gauges, AM-FM-CD, CB Radio..**\$29,500**



(2) 2011 XL SPECIALIZED Lowboy, 55 Ton, 54'x102", 3 Axle, Rear Axle Lift, Air Susp, Flip Axle Fixtures, Self Contained, Front Flip Ramps, Outriggers, 26' Well, 2 King Pin Settings, D-Rings...**\$57,500 ea.**



2007 Talbert Lowboy, 51 Ton, 52'x102", 3 Axle, Rear Axle Lift, Air Susp, Flip Axle Fixtures, Self Contained, Front Flip Ramps, Out Riggers, 25' Well, D-Rings ...**\$59,500**



1997 Peerless Log Trailer, Spring Susp, 11R24.5 Tires, Steel Wheels, 8' Bunks, Tlspc Reach, Electronic Scales**\$9,500**



SHANE HOLUM THROWS WRAPPERS on his 2007 Kenworth W900 out on the jobsite in northern Oregon. Holum has several years of rigging crew experience and has been hauling for Hollister for a couple years. He has been driving commercially for five years, hauling tankers, hay racks, dry vans and freight.





BEFORE HEADING to the mill, Zack Hollister secures his load with wrappers. Hollister Trucking bought this truck two years ago and it was their first log truck in several years. Overall they have 22 trucks including two log trucks and three trucks that haul steel.



LOGGERS WORLD VIDEO

Scan this code with a QR App on your smart phone for a video of Don. R. Hollister Trucking and Hollister Trucking in action.

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2011 SERCO 160 STK. #5208

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BACK AT THE OFFICE is Delores Hollister, Diann Hollister, DeAnn Montalvo and Sasha. DeAnn has been in three versions of the Hollister office and helps keep the trucks rolling on the road. Diann helps manage the NW Fiber mill in Morton, Wash.

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HAULING TO NW FIBER is Don R. Hollister Trucking's Jeff Hill (top left) in his 2002 Kenworth W900 No. 31 truck (top right) and Darryl Guenther (bottom right) in his 2006 Kenworth W900 (bottom left).



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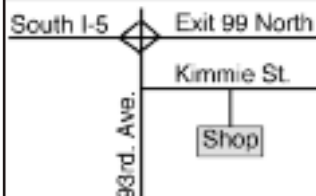
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CHRIS WOOLFE TIGHTENS UP THE STRAPS to keep the tarp on his chip trailer secured. Woolfe picked up a load of chips from NW Fiber located in Morton, Wash.

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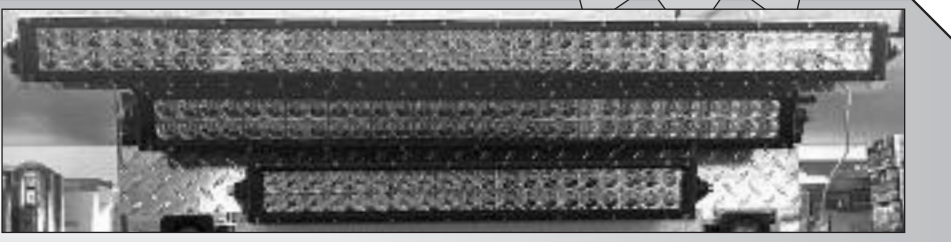
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ZACK HOLLISTER TAKES OF THE WRAPPERS in Olympia. Hollister hauled off a jobsite just outside of Centralia up to the port. Hollister has naturally been around trucks and truck drivers all his life. "It's an honest living," he said. He likes the change-up of log truck driving and going to different landings as opposed to the monotonous nature of highway hauling. "You switch it up after just a month or a few months, it's not like you're in the same place all the time," he said. Hollister has been hauling for the family company for two years and says that between him calling around for hauls and Hollister Trucking's contacts, his red 2014 Peterbilt 389 rarely sits.



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Hollister

(Continued from Page 8)

Bringing the Boys on Board

The company expanded in 1983 when Don brought his boys Danny and Dennis into the family business.

"It kind of just gets in your blood," Dennis said of log trucking.

They began as eight-year-olds washing trucks and when they starting driving, Don slowly but surely turned the company over to them.

"We've been invested in the company and log trucking since we were kids," Danny said.

Don, Danny and Dennis each drove trucks in 1983, and that would eventually grow to eight log trucks and in 1996 the company got into chip trucks.

"We had an opportunity with a company in Vancouver, so we bought one truck and then ended up buying more," Danny said.

By 1998, the company had 10 trucks was running dump trucks, log trucks and chip trucks. Dennis was running the dump trucks while Danny ran the log and chip trucks. That same year, Danny moved into the shop and began focusing more on the shop maintenance and keeping the trucks rolling.

Their primary customer by that time was Oakville Forest Products that kept many of Hollister's trucks on the road.

In 2000, Hollister had five lumber trucks, six log trucks and five chip trucks.

Big Changes

Hollister saw big growth in 2002 when they were able to buy 11 brand new chip trucks from Oakville Forest Products. Hollister also expanded their hauling avenues to NAP steel.

Nowadays, Hollister has three trucks that haul heavy steel and one of those trucks is based in Nampa, Idaho driving all over the Gem State and into Utah.

"That was eight years ago and they're very competent," Danny said. "They treat us like gold."

Don Hollister passed away in 2006 and while Danny and Dennis has been managing the company for years, more changes would happen at the company.

In 2006, Hollister bought 13 new Kenworths but that's when the economic downturn began to pinch. Oakville Forest Products, a company that Hollister did a lot of hauling for, closed down.

"With Oakville shutting down we had kind of all our eggs in one basket," Danny said.

Then Bub Wilson, based out of Lyons, Oregon approached them about his 9-acre fiber mill in Morton, Wash. Wilson owned several mills in Oregon and offered a partnership.

"He helped us out of a hole and that worked out really well," Danny said. "We haul everything out of there now."

NW Fiber now employs six employees and Hollister's chip trucks continue to flow from there.

"With your own mill you're able to create your own hauls," Dennis said. "It definitely allows you to be more flexible because it's constant, steady work for 4-5 of your trucks."

At this point, Hollister had converted exclusively to chip trucks as the logging industry went through a major slow down.

Back Into Log Trucks

Two years ago, Danny's son Zack got into the family business and began hauling logs. The company got its first log truck in several years - a 2014 Peterbilt 389 with a CAT 3460E engine.

"I enjoy the drive," Zach said. "I always have and it's exciting when you're off-road."

The company has since expanded to two log trucks, with a 2007 Kenworth W900 driven by Shane Halum.

Zack Hollister hauls around southwestern Washington, hauling for companies like North Fork out of Centralia, PLS in Longview and Steve Anderson. Whatever keeps the wheels moving, he said, and the truck sitting is a very rare occasion.

Zack began driving for a company based in Ridgefield, TLC Towing, before getting his CDL and moving into log truck driving.

Shane has been driving commercially for five years, beginning with a tanker and then hauling hay racks, dry vans and freight. He also worked out in a rigging crew for several years as

well.

"I've working in the log industry for as long as I can remember," Shane said. "It's always different, it's never the same scenery and you're always a little on edge."

Shane was a logger for several years for ORM and great up in Claskanine. He lives in Kelso, Wash. now and his wife Kim also drives dump truck.

Both Zach and Shane do a lot of dispatching themselves, finding loggers with logs to haul or companies that need something moved.

"Hollister is great to work for," Shane said. "They keep their trucks in good condition and keep them on a tight schedule maintenance-wise."

(Continued on Page 17)
See "Hollister"

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Hollister

(Continued from Page 16)

Chip off the Old Block

Chip trucks are still Hollister's bread and butter, hauling for NW Fiber and several other places. Chris Woolfe drives a 1999 W900 Kenworth for Hollister with a 53-foot chip trailer. He's been hauling commercially since he was 19 and has been driving full-time for seven years.

"I just like the freedom in my truck and Hollister is an awesome family-friendly company," Chris said. "If something comes up with my kids they understand. I enjoy coming to work in the morning instead of waking up and dreading it."

Chris also hauled steel for nine years which comes in handy when questions about hauling steel come up for Hollister. Dennis Hollister does the dispatching for the chip trucks, while Danny handles any of the steel hauling.

Base of Operations in Ridgefield

Danny and Dennis like being in their company shop, which was built by Don in 1974 and has serviced trucks ever since. The two are rigorous with their maintenance schedule, trying to cycle through a truck every week or two weeks.

"We try to keep our equipment up to the best kind of shape our ability allows," Danny said. "Dad said it best 'fix it right or don't fix it at all.'"

Dominick Cole is the head mechanic at the shop, running around and getting things done while avoiding the occasional ribbing from Danny and Dennis.

"And if our drivers are going the extra mile to take care of them, we try and get them the extras," Danny said. "Good drivers are so hard to come by so we try to keep them."

Danny can step into the driver's seat when needed, hitting the road if a driver does leave the company so the truck keeps making money.

"I drive part time, Dennis is

on the phone and we work in the shop all the time," Danny said.

For all their truck needs, DSU Peterbilt and Pape Kenworth work with Hollister. DSU Peterbilt take care of all the motorwork for Hollister's trucks. The company also has a dump truck quick-change for rocks and chips if needed. In all the company has roughly 50 trailers for 22 trucks.

Running the trucking office, is Danny and Dennis' sister DeAnn Montalvo who has been doing the books since 1992 and fulltime since 1998. Danny's wife Diann has been in the office since 2009 after the addition of the NW Fiber mill in 2008.

"As long as the trucks are rolling, I have work to do," DeAnn, who has worked in three versions of the office, said. DeAnn has moved from a small office in the shop to one above storage containers to the more permanent office that's an addition to the Hollister house.

Delores Hollister is still the heart of the companies after her husband started everything

decades before. Delores is the owner of Don. R Hollister Trucking and is still very involved in the company. Delores used to do all the bookwork, handwritten, and was a parts runner. She also worked as a "truck warmer" waking up early with Don to put coffee on, make a hot breakfast, pack his lunch and start the truck in the morning to save her husband some time.

One of her many abilities was remembering any phone number off the top of her head. So much so she's been referred to a "Smart Mom" since everyone saves phone numbers in their smart phones now.

And much like Delores, the boys and the company continue to carry on and keep the wheels on the road.

The goal of Hollister is to just keep going from day-to-day. "Each day brings a challenge," Danny said. "If you claim to know it all you should probably quit."

And with Hollister trucks on the road since 1970, there's no quit in this company.

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This pair of good looking "hay burners," as they were called, is pulling a nice clean little log of the day.

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It will produce good lumber for utility type construction. Both horses appear to have a real interest in the photographer and what he is doing.

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