

LOG TRUCKER

VOLUME 43 NUMBER 8

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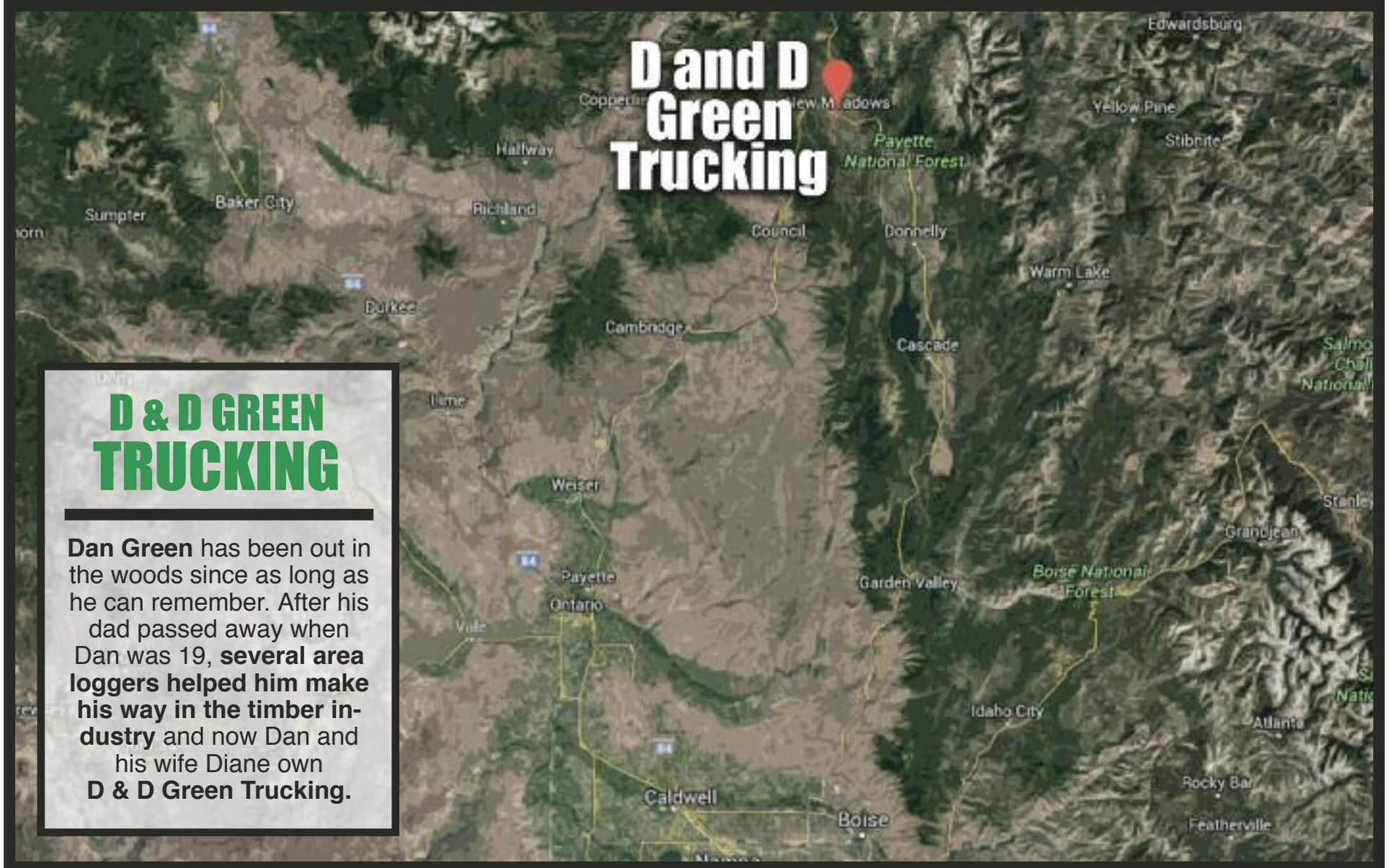
AUGUST 2016

D & D GREEN Trucking

NEW MEADOWS, IDAHO



FEATURED IN THIS MONTH'S ISSUE



D & D GREEN TRUCKING

Dan Green has been out in the woods since as long as he can remember. After his dad passed away when Dan was 19, **several area loggers helped him make his way in the timber industry** and now Dan and his wife Diane own **D & D Green Trucking**.

NEW MEADOWS AND COUNCIL IDAHO

Dan Green moved to **New Meadows** because it was more inline for **D & D Green Trucking's routes**. The population is just under 500 people in the community north of Boise in Adams County, Idaho. **Green grew up in Council, Idaho** which is the county seat of Adams. The population of the town is 839. **Adams County** got its name in 1911 to honor **U.S. President John Adams**.

IN THIS ISSUE



ON THE FRONT: Dan Green's 2005 Kenworth W900L with a 1989 Whitlog long logger enjoys some early day sunlight in central Idaho.

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by Brandon Hansen

18. THE GREAT ALBERTA HAY HAUL

by Sherm Ousdale

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Published by

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GETTING LOADED is D & D Green Trucking's 2005 Kenworth W900L for a project called Wood Stock. This project provides firewood for families in need through the local churches in McCall, Idaho. This picture is of D&D's 1975 C500 with Savage loader named "Bam Bam."

BORN IN THIS

Dan Green grew up in trucking and continues to remember those that showed him the ropes

By Brandon Hansen
For Log Trucker

Since he was big enough to get in the pickup, Dan Green has been out in the woods. The New Meadows, Idaho log truck driver said he doesn't know any better, but judging by his 33 years of experience, one could assume that he probably knows better than most people.

Dan feels very much a part of the central Idaho logging community. When you work in the timber industry, chances are you'll be working alongside a lot of the same characters for years. Sure people come and go, but Green said it's this close-knit community that makes working in the woods rewarding to him.

When Dan's father passed away when he was 19 years old, Green's two uncles and several local loggers took him under their wings as he started out in the timber industry.

"All those guys watched over me and I learned more from them than most people do in their whole lives," Dan said "That's



DAN GREEN, his grandson Rowan Green and trusty sidekick Twig get out of the loader on Jim Hileman Trucking's job near Council, Idaho.

the reason I try as hard as I do, because I feel like I owe those guys that."

Dan has fond memories of working at a young age for his dad - who had the company Weiser River Logging. From driving water truck to driving lowboy, Green got logging in his blood early and it hasn't let up. After his dad passed away, he worked for several local outfits in the area while helping his mom out.

In 1987, Green went to work for Mike Canaday Logging driving lowboy and hauling logs, he did that for 13 years. In 2000, Green and his brother Craig began their own logging company in Council, Idaho and worked together for five years before his brother bought him out. That's when Dan began D&D Green Trucking with his wife Diane. That put Dan in the driver's seat again where he enjoyed being.

"I've pretty much done everything, running cats, loaders and strokers but I've been drawn more to trucks," Dan said. "Even when we were done logging for the

(Continued on Page 8)
See "GREEN"



SITTING PARKED AT HOME is D & D Green Trucking's 2000 Kenworth W900L and 2005 W900L. The 2000 was Dan Green's first truck for the company and the 2005 has the same paint job as the truck Dan's dad used to drive.

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HERE IS A PROJECT FOR YOU, Dan Green and his son Casey converted a 1996 Kenworth T600 to a T800. Three of Green's sons have driven for Green and worked in the logging industry. They've branched out in their careers now. Casey is now driving a county dump truck in Chehalis, Wash. Christopher is a house painter and Jesse is a faller for Tim Mahon Logging. "With the hours and hours you put into this job, you can't do it without family," Green said. "They're behind what you're doing whether it's running parts, making lunches for you and being understanding when you come home late."

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2012 KENWORTH W900L, Cummins 500HP, Jakes, RTLO18918B, 13200 Front, 52k Rears, 4:30 Ratio, Chalmers Susp, 236" WB, Wet Kit, Power RH Window & Door Locks, Block Heater, Fog Lights, Heated Mirrors, 198k Miles.....
.....**Was \$112,500, Now \$94,500**



4 Axle

2009 Peterbilt 367, Cummins 485HP, Jakes, RTLO18918B, 13200 Front, 40k Rears, 3:70 Ratio, Air Trac Susp, 4th Axle, 260" WB, All Alum Wheels, Power Windows, Full Gauges, 319k Miles...
.....**\$69,500**



New Dump Body

2009 Peterbilt 367, CAT 470HP, Jakes, RTLO18718B, 20k Front, 46k Rears, 4:10 Ratio, R-Diff Locker, Air Trac Susp, 4th Axle, 260" WB, Power Mirrors & Windows, NEW 16.5 Dump Body 2016, Hitch, 527k Miles.
.....**\$97,500**



SAVE \$9,000

2009 KENWORTH T800W, 600HP, Jakes, RTLO20918B, 20k Front, 52k 2 Speed Rears, 3:70/5:05 Ratio, Air Susp, 244" WB, Strobe Lights, Lowboy Ramps, HD Bumper, Block Heater, Spot Lights, Power Mirrors, Windows & Door Locks, Keyless Entry, 62" Sleeper, VERY NICE & CLEAN, 491K Miles
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Service Truck

2001 INTERNATIONAL 4700, T444E 175HP, 5-Speed, 6k Front, 15,500 Rear, 3:73 Ratio, Spring Susp, 11' Service Body, Hitch, 2,200 lb Crane, Air Compressor, 2 Person Passenger Seat, 182k Miles
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Hendrickson

1994 KENWORTH T800, Cummins 410HP, RTO14615, 12k Front, 40k 2 Speed Rears, 3:90/5:31 Ratio, Hendrickson RSA Susp, 4th Axle, 120 Gal Fuel Tank, 16' Dump Body, Hitch, Heated Mirrors, CB Radio.....
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ABOVE: This is what started D&D Green Trucking, a red 2000 Kenworth W900L with a 550 Cat, 18-speed, RT40 Rockwell double locker and 2003 Alpine log trailer.
BELOW: In this photo, Dan Green is loading himself on Gladhart Logging's jobsite near Donnelly, Idaho. Gladhart is based out of Cambridge, Idaho.



GREEN

(Continued from Page 4)

season or have a break I'd go see who I could haul for."

D&D Green Trucking started with a 2000 W900L Kenworth with a 2003 Alpine trailer. Dan has been on the road ever since with the main companies he hauls for being Jim Hileman Trucking and Tom Mahon Logging.

"There are probably still 8-10 decent-sized logging operations in the area and here everybody knows one another so you end up hauling for one another," Dan said.

Green eventually added a 1996 Kenworth T800 for his son Casey to drive and Dan's latest truck to drive is a 2005 Kenworth W900L with a 1989 Whit-Log long logger and a CAT NZ 550 engine.

And it's his latest truck that he's made a tribute to his dad. The 2005 Kenworth has the same paint job as his dad's 1973 Kenworth.

"The newest truck I have now was totaled when we purchased it, and I built it from the ground up," Green said. "It took a couple of months and it was a practically perfect wreck. This was my most extensive project."

It took about a year to get all the kinks worked out of the truck and it's now Green's workhorse.

Dan admits the number of parts exchanged in the process makes it more of its own truck than the one that was originally wrecked.

"I changed it up completely and had it down to the rails," Green said. "But I wanted to do this for my dad, I wanted to do this to honor him."

Green's ability to rebuild a truck shows just how mechanically inclined he is. Since he's 120 miles from the nearest truck dealership, a quick afternoon trip down there to get a fix is out of the question. Dan does all his maintenance at his home shop, does any bigger jobs on the weekend and Kenworth

does a good job delivering parts once a week to the area.

"When I worked for Canaday, I had my oil changed by someone else once in the 13 years I was there," Dan said.

Green runs hard and will load his own logs before log crews get to the jobsite and after they've left. He said it helps him get extra loads in a day that begins at 2:30 a.m. and ends usually around 6 p.m. or whenever....

He said that he can only do it with the support of his family. All three of his boys at one time logged or hauled logs with Green. Sometimes Dan added another truck to the fleet for his kids.

"With the hours and hours you put into this job, you can't do it without family," Green said. "They're behind what you're doing whether it's running parts, making lunches for you and being understand-

ing when you come home late."

Green said that if he had a dollar every time his log truck was parked outside a high school for an event, he'd probably be a rich businessman.

His kids have all branched out in their careers. Casey is now driving a county dump truck in Chehalis, Washing-

(Continued on Page 17)
See "GREEN"

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SHAWN MICHAEL in his 1987 Peterbilt 379 with a CAT 550, 18-speed transmission, 402 rears, 3.70 ratio and Peerless log gear stops long enough for this photo in front of Mt. Adams to be taken. Ryan hauls for M&M Excavating out of Glenwood, Wash. The name of his company is Phoenix Trucking. A few months ago he implanted a 5EK 550 C15 CAT engine to replace his 3406b CAT motor.

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DAN GREEN LOADING HIMSELF AGAIN. Do you kind of see a pattern here? Here he's on a Helmich Industries logging job on the Middle Fork of the Weiser near Council, Idaho. Dan will get up early with a preload for the nearby mill in New Meadows, or he'll show up to the jobsite before the crew to get a load and get to the mill before it opens. Typically a day lasts 2:30 a.m. to 6 p.m. or later. "My trucking friends also helped me tons," Green said. "They'd help me in the middle of the night with loads and these guys run just as hard as me." Dan has seen a lot of the old timers pass away and that pushes him to try harder. Mills have gotten farther away, diesel prices have gone up, engines have gotten more horsepower and with changes in transmission, trucks drive a little more like a pickup these days. Miles have gone up, Dan said his dad would usually put 32,000 to 35,000 miles a year on a truck and that has since jumped to 120,000 to 125,000.



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HAVING GONE FULL CIRCLE, this 1961 International 405 West Coaster was owned by Green's dad George. Dan was able to reacquire it in 2000. George bought the truck from Tom Mahon Logging in 1973-74. The truck did everything from hauling logs, to being a water truck to lowboy and also did some belly dumping. It eventually became a log loader. George sold the truck in 1980 and 20 years later it came back under Green family ownership. It is retired now and its only job will be eventually to haul grandkids through parades.

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International Forest Products, MOLALLA, OR, Brand New 2016 Single Trailer Loader Assembly with Cat Walk and Access Ladder. Thanks Pat!!



Mike Modrell Trucking, VALLECITO, CA, Brand New 2016 Whit-Log SEWC100 Long Logger with Matching Truck Bunk & Bolster. Thanks Mike!!



Whitco Inc., KAMIAH, ID, Brand New 2016 Whit-Log WE100 (Walking Beam) Long Logger with Matching Truck Bunk & Bolster. Thanks Bud & Rick!!



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GEORGE GREEN bought this Kenworth new in the fall of 1972. It served as the inspiration for the paint job on Dan Green's 2005 Kenworth W900L that he now runs. The truck had already been sold by the Greens when this photo was taken. "The newest truck I have was totalled, and I built it from the ground up," Green said. "It took a couple of months and it was a practically perfect wreck. This was probably my most extensive project." It took about a year to get all the kinks worked out of the truck and it's now Green's workhorse. Although Dan admits the number of parts exchanged in the process makes its more of its own truck than the one that was originally wrecked.

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THIS WAS DAN GREEN'S FIRST PROJECT TRUCK, a 1968 Kenworth 350 Cummins with a 4+4 transmission, Rockwell rear ends and a backyard paint job. This photo was taken in Council, Idaho in 1985.



SPENDING 13 YEARS HAULING FOR MIKE CANADAY LOGGING, Dan Green is pictured here in front of a 1990 Kenworth. Out of the picture frame is a big three-log load he hauled off of Pine Creek near Ola, Idaho.

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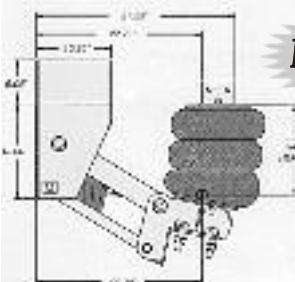
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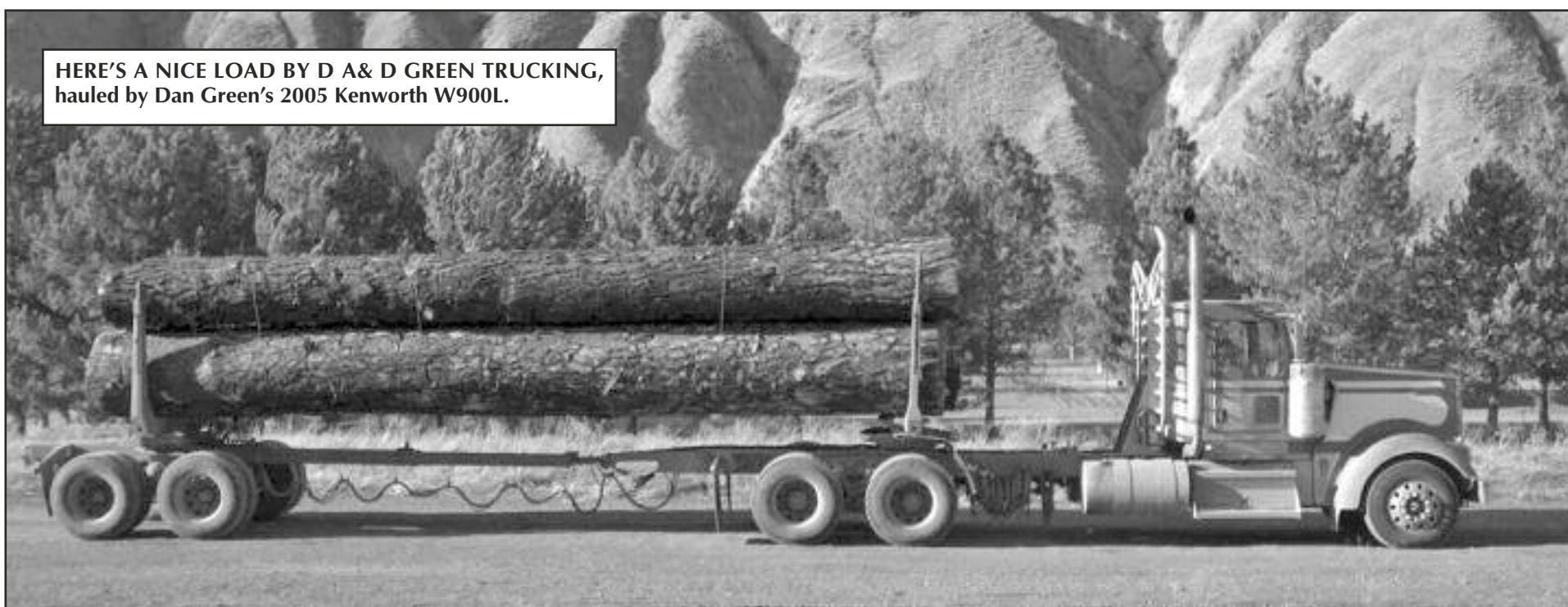
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WORKING IN THE SHOP is Dan Green in this photo, putting log equipment on a new 1994 Kenworth log truck for Canaday at Harold Balderson's shop near Council, Idaho.

IN HONOR OF HIS DAD, Dan Green rebuilt a 2005 Kenworth W900L and painted it like his dad George's truck. He had this put on the hood of his truck as well.



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GREEN

(Continued from Page 8)

ton, Christopher is a house painter and Jesse is a faller for Tom Mahon Logging. Step kids, Nic Swanson is a building contractor and city councilman in McCall, Idaho and Hailey Swanson is a student at Portland State. Dan and Diane have been blessed with six active grandkids; Isaiah, Greer, Rowan, Eberlee, Oaklie and Libertee.

His wife Diane works for the Idaho Department of Lands, focusing on mining and grazing. She's worked there for 25 years but still finds time to do the books for D&D Green Trucking. Dan calls her his biggest supporter.

"My trucking friends also helped me tons," Green said. "They'd help me in the middle of the night with loads and these guys run just as hard as me."

Dan has seen a lot of the old timers pass away and that pushes him to try harder. Mills have gotten farther away, fuel prices have gone up, engines have gotten more horsepower and with changes in transmission, trucks drive a little more like a pickup these days. Miles run have gone up, Dan said his dad would usually put 32,000 to 35,000

miles a year on a truck and that has since jumped to 80,000 to 120,000.

"The guys that help are real people and they pick you up instead of doing just what's good for them,"

Dan said. "In today's world, you don't see that a lot." Green said that Harold Balderson is the main reason he is where he is today. Glenn Stout was also a big influence in his trucking career.

"When I was growing up, I'd spend hours on a D8 Cat riding with my dad and the hydraulic tank would get so hot you couldn't sit on it," Dan said.

Another help has been an in-cab supervisor that Green acquired about 12 years ago. Diane had gotten a small rat terrier named Twig. The winters around central Idaho - which regularly drop 5.5 feet of snow in front of Dan's door - proved to be too cold in the scale shack at the log yard where Diane was, so she suggested Twig ride along in the cab of Dan's cab until the weather warmed up. Twig hasn't left since, and even has her name on the door of the log truck.

"She knows the routine now," Dan said with a laugh. "Oh and she's very supportive as well."

Dan has some future projects in the

works one of which is a 1961 International truck that his dad owned in 1974. It served as the water truck, log truck and lowboy that Dan cut his teeth on. It's been in the family for 16 years as well.

Green doesn't expect to grow any bigger than one

truck; however, as his kids have found their own lines of work, he's happy with being his own driver.

"They say you either own one truck or 10 trucks," Dan said. "One truck is a full-time job and two trucks are too many."

Trips hauling logs to Grangeville 100 miles away, Emmett and the Evergreen Forest Products mill in New Meadows keep Green on the road. He lives near the Evergreen Forest Products mill so he always tries to either have a preload for the next day or head to the landing early so he can be at the mill before it opens.

Hot summers and wet springs in Idaho means stop-and-go logging but when things are running in the woods, drivers are pushing hard to keep the timber flowing. Typically the trucks are hauling logs from elevations between 3,000 and 5,500 feet with the highest jobsites being around 7,000 feet. Snow and rain provide the challenges that all loggers know about, but a log truck driver like Dan doesn't slow down very often.

From old school upbringings to continuing to adjust to the changing timber markets, Green understands what the timber industry means to him personally and what it means to the area he grew up in. Calling the log trucking community a "big support group" he's continuing the legacy that his dad began. While no words on paper can quite define a log truck driver's career, it's easy to see that Dan's work ethic and appreciation of his mentors and fellow truck drivers really define him.

"A lot of people invested time in me and a lot of them treated me like a son," Dan said.

So if you want to know why D&D Green Trucking runs so hard, that's the reason right there.

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THE GREAT ALBERTA HAY HAUL

by Sherm Ousdale

In November of 1973, I was enjoying my fifth moose hunt in the province of Alberta. My fellow hunters were Joe Zender, his oldest son Doug, and Brian Pederson. As in all previous hunts, the head guide was Ken McRann from Bay Tree, Alberta. Serving as our second guide was the illustrious Ronnie Krantz from Bear Canyon, Alberta.

Bear Canyon is the nearest settlement to our hunting grounds. It is about 70 miles north of Dawson Creek and consists of a general store, post office, and one gas pump. This store was operated by Ronnie's parents. They were kind enough to let us use a small cabin behind the store, small but warm.

In the evenings after a good supper and some refreshments, many hunting stories were told. Also, a lot of the conversation centered on farming since Joe, Ken and Ronnie were all farmers. One evening, Joe mentioned the shortage of hay in our part of the country that year. Ronnie said, "No problem, I got 600 ton and you can have all you want for \$30.00 a ton." For a change Joe became extremely quiet and I could see he was doing some deep thinking. Af-

ter all, hay at home was selling for \$72.00 to \$80.00 a ton.

Early in the hunt I had lucked out by getting a nice bull. The next day Joe also got a bull. The following day the guides put Doug on a stand and shortly after that, two bulls came across the trail. Doug told me later he thought it was a freight train coming through! Missing them was understandable, it was his first year as a moose hunter. The next day Brian and I were sitting in the crew bus at Seagrams Corner. Since I had used my tag, I was acting as guide number three. We had been there less than one hour when I said "There is a cow in the trail, why don't you shoot it?" By the time he got his rifle out the window the cow was gone, but then came the calf! BOOM! We had another 325 lbs. of meat! (The next year the laws changed and we could shoot bulls only.) The next day we hooked up our rented U-Haul trailer and headed for home with a load of frozen meat.

A few days before Christmas I had a call from Joe. He said he had decided to go back up to Bear Canyon and get a load of hay, and he wanted me to go along. He knew I would never refuse, and I only had one question. "Who is going to be the driver?" When he informed me that Ed Maleng would be the head man I knew that everything was going to be fine. Ed was a top log truck driver and had experience on the Alcan highway under winter conditions. I had known Ed since he was a day old! In 1974 Ed would be elected President of the Deming Log Show, and at this writing he is head dispatcher for Lynden Transport. Joe also served as president in 1972.

At the 1973 Log Show, Henry Zender and Sons (Joe and Hank) Logging Company purchased two new Kenworth log trucks. We would be using one of these for the next few days. Joe got busy and secured the permits, which proved to be a waste of time because over the course of the

1700 mile trip we never passed an open weigh station. He then took the log bunk off the truck and bolted on a flat bed. Next came the addition of an extra full tank. He had made arrangements to get a hay trailer from Albert McMillan Hay Company.

Early the next day we were ready to head North. I had been around enough Kenworth trucks to realize there were only two seats, my spot was on a rolled up sleeping bag between the pilot and copilot. I must admit I gave it a little more thought when I realized where I would be sitting, but who could refuse a trip to Alberta with such a dynamic duo?

The road was what we expected, snow and ice. Everything went fine until we hit that lonely long stretch between Prince George and Dawson Creek. Halfway up a hill after leaving the Crooked River, the truck died. It seemed to be a lack of fuel. After some investigation the boys determined that the used



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fuel line coming from the auxiliary tank was plugged. Some way we had to transfer some fuel to the good fuel tank. We had a gallon of oil with us, so we dumped that out and thank goodness the auxiliary tank had a petcock on the bottom. It was mighty cold out, so after we had transferred three gallons, Ed decided to try and start the truck. It started right up. After that we took turns on the fuel detail, but the most anyone could get was three gallons at a time because it was snowing and very cold. This episode took over an hour and not one vehicle came by, but we rather expected that, since it was 1:00 in the morning.

We pulled into McLeod Lake where there was an all night restaurant and a couple fuel pumps. Ed figured he could fix the problem if he could talk someone out of a simple coat hanger. He did, and his idea worked.

Back on the road we pulled into Dawson Creek before daylight. Our normal route to Bear Canyon was North of Dawson by a secondary road through Rolla and then across the Peace River on the Clayhurst Ferry. The ferry was too small to handle our rig so we headed toward Fort St. John. At Taylor we went East toward Bear Canyon. About halfway there we came upon a giant coulee. It had to be a mile down to that frozen steam and then a mile up the other side. It looked bad. I lost track of how many times Joe mentioned to Ed that we sure would have to chain the rig up before we tried to pull that hill on the way back. Ed continued to tell him that it wouldn't be needed.

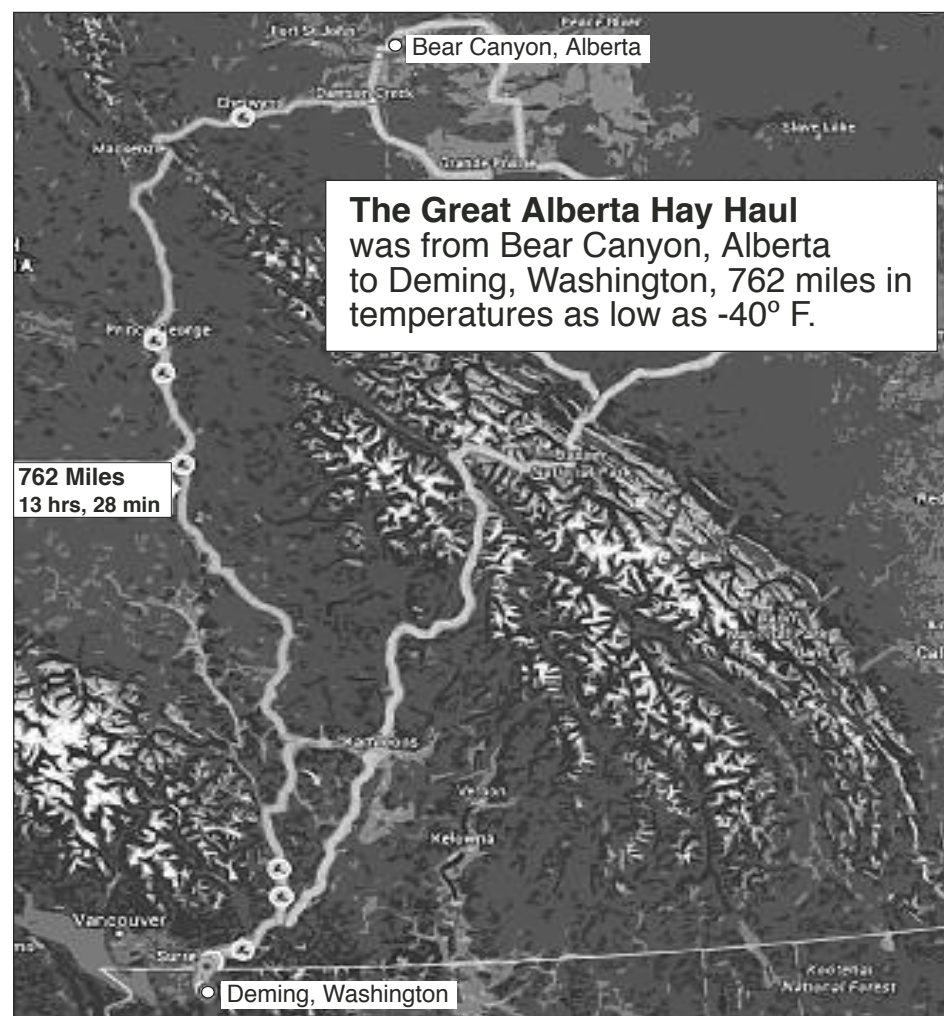
We pulled in to the Krantz Ranch and after Ronnie's wife filled us up with coffee and lunch it was time to load hay. Ronnie said, "The sooner the better as I think it's going to get cold." We asked what it was presently, and as we got out to the porch he pointed out

that it was only 35 degrees below!

He fired up his big tractor with a blade on the front and headed across the field toward the hay stack. Fifteen inches of snow flew to both sides of the tractor as he plowed through. Ronnie always did everything the speedy way!

We loaded sixteen tons of

said, "There ain't nothing wrong Joe, but we're going to chain this rig with every chain we got! And if we could borrow some we would put them on too! It's going to be nip and tuck if we make it up the other side! I just didn't want to worry you." What a time to be sitting in the middle! We had some trouble near the top, but we made it!



hay in record time. Ronnie headed back to the barn with his tractor, and by the time the load of hay was secured he was back in his pick-up truck. We soon found out why he had hurried back. He motioned us over to the pick-up and pulled the seat forward. Out came a pint of Carrington's Canadian Rye. I thought Joe was going to hug him and I was next in line!

We said our thanks and good-bye to Ronnie and headed for Taylor. Joe continued to talk about chaining up at the Big Coulee and Ed kept telling him it wasn't necessary. When we got to the Big Coulee there was a wide spot in the road and Ed pulled over. Joe wanted to know if there was anything wrong. Ed

By the time we got to Taylor we decided that we needed some rest. While Joe and Ed were making arrangement to plug the truck in for a few hours I headed for the hotel to see if they had a place for us to lay down. It didn't take long for the word to get out about our load of hay. Many of the locals came by to have a look. It was the largest load of hay any of them had ever seen. We got funny looks all the way to Sumas.

We had a couple of snorts and a big supper and hit the sack. We were up at 4:30 and ready to roll. Ed went out to start the truck but he was back before we had squared up with the innkeeper. By the look on his face we knew something was wrong. The

truck refused to turn over. We found out later that when the station attendant had closed up for the evening he turned off the main electrical switch. What now?

We had a chat with the desk clerk and he told us there was an outfit in Fort St. John that could maybe help us out. We got him on the phone but the town was ten miles away so it would be awhile. When he arrived he had extra charged up batteries, but that didn't do the job. Back he went for propane tanks and more batteries. We could see the bill climbing up into the hundreds! After a couple of hours the truck was running and we headed home. The thermometer said 40 degrees below 0. We asked Joe what the bill came to and since we couldn't believe what he told us he showed us the bill. Only \$72.00, unbelievable!

It was compact snow and ice all the way home. Since the hay was loose string bales we anticipated some loss. We left three bales somewhere between Lac La Hache and Cache Creek.

The next day we took the load to the Lime Quarry at Maple Falls to have it weighed so Joe could pay Ronnie. When we got back KVOS TV was there to film what these three loggers had done. It turned out to be good hay too. It also says something for the Kenworth Truck people since the truck we used is still on the road. The speedometer reads 1,212,000 miles. It also says something for Joe's truck maintenance and the caliber of his drivers.

After we got rid of the TV people we went to the house where Joe's wife, Lois, had the coffee on. We discussed the trip we had just made between Christmas and New Years of 1973.

Then we got to planning next years moose hunt. But that's another story.

LOG TRUCKER

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