

# LOG TRUCKER

VOLUME 44 NUMBER 4

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APRIL 2017

## GORDON ENTERPRISES

BUCODA, WASHINGTON





# FEATURED IN THIS MONTH'S ISSUE

## GORDON ENTERPRISES LLC

The **Gordon brothers** own **Gordon Enterprises LLC**, which logs, hauls, operates drump trucks and moves equipment in the **Southwestern Washington** area. **Rob Gordon** does the bulk of the driving, staying busy with his 1992 **T800 Kenworth** with a mid-70s Crown self-loader.

## BUCODA, WASHINGTON

**Bucoda** is a town south of Olympia with just under **600 people**. The first settler arrived in the area in 1854. It was originally called **Seatco**, which was a native word for evil spirit or devil. They renamed the town to Bucoda due to the mail getting misdelivered all the time because carriers confused it with Seattle. The name was derived from **BUckly, Coultter, DAvid** - last names of prominent community members.

# Gordon Enterprises LLC

## IN THIS ISSUE



**ON THE FRONT:** Hauling around 400 loads a year is Gordon Enterprises' 1992 T800 Kenworth with a mid-70s Crown self-loader. Driven by Rob Gordon, it tends to stay busy in Southwestern Washington.

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LOGGERS WORLD LLC

Phone **(360) 262-3376**

PUBLISHERS.....Kevin & Nancy Core

EDITORS EMERITI.....Finley Hays, Mike Crouse

EDITOR/WRITER.....Brandon Hansen

ADVERTISING.....Kevin Core

OFFICE MANAGER.....Nancy Core

POSTMASTER: Send address changes to:

LOGGERS WORLD LLC,  
P. O. Box 1631, Chehalis, WA 98532-8425

E-Mail: [logworld@aol.com](mailto:logworld@aol.com)

SUBSCRIPTION RATE (In U.S.A.):  
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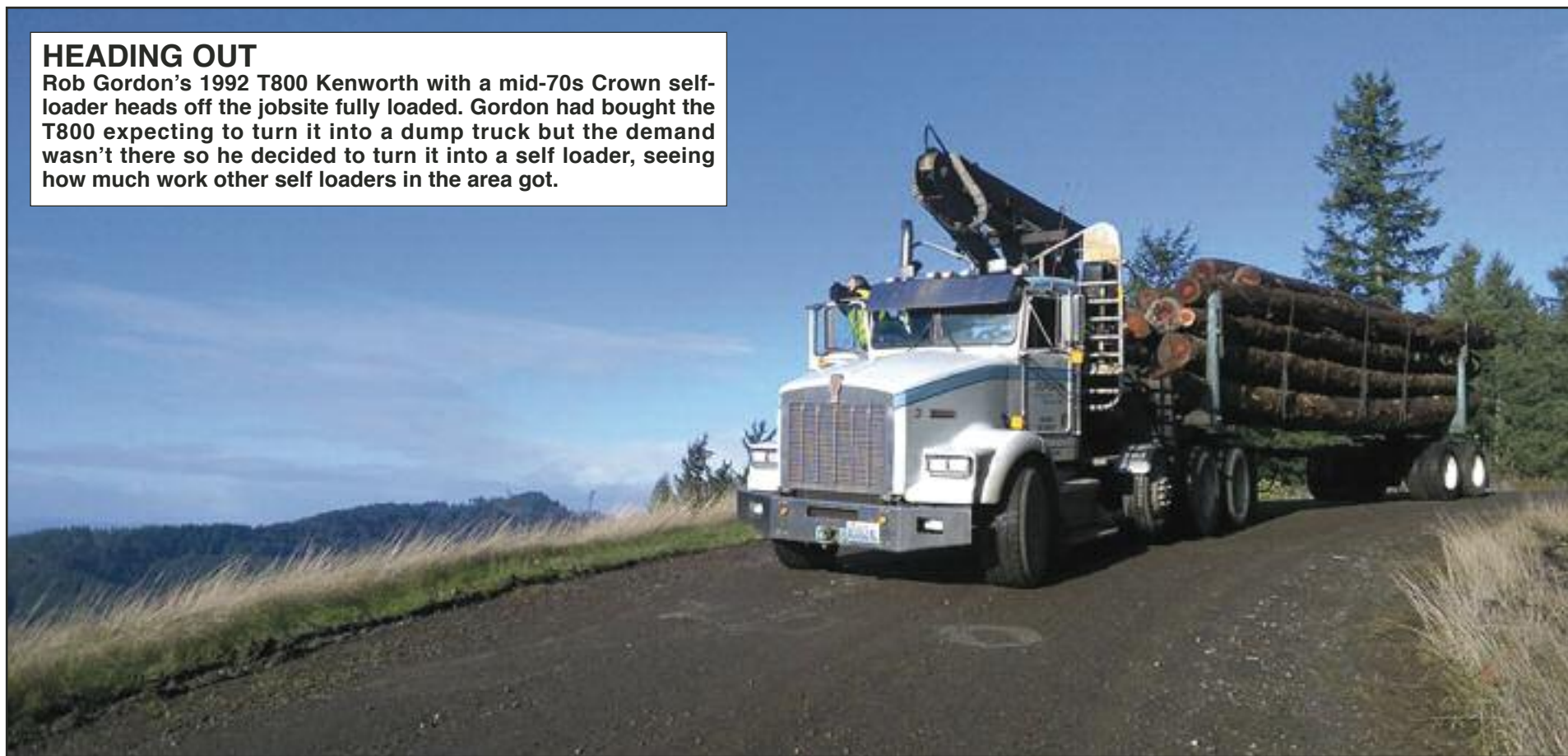
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## HEADING OUT

Rob Gordon's 1992 T800 Kenworth with a mid-70s Crown self-loader heads off the jobsite fully loaded. Gordon had bought the T800 expecting to turn it into a dump truck but the demand wasn't there so he decided to turn it into a self loader, seeing how much work other self loaders in the area got.



Gordon Enterprises stays versatile in changing markets, keeping their father's legacy going

# I BUSY IN BUCODA

By Brandon Hansen  
*For Loggers World*

Rob Gordon wears many hats. Rancher. Firefighter. Logger. Truck Driver. City Snow Plow Driver. And even City Councillor.

Rob along with his brothers Ryan and Jon co-own Gordon Enterprises LLC in Bucoda, Wash-

ington. Bucoda is a small town outside of Olympia of roughly 650 a once booming logging community.

"I'm a pretty independent person," Gordon said. "I do my maintenance and try to keep ev-

(Continued on Page 5)  
**See "Gordon"**

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# Gordon

(Continued from Page 4)

everything up and looking good. I'm blessed with good interactions with contractors and they've very accommodating of me."

Right now, Gordon Enterprise LLC has both logging equipment and several trucks. On the logging side, they have a 518 CAT skidder from the mid 1970s and an International dozer. On the trucking side, Gordon Enterprise LLC has a 1978 Peterbilt dump truck, a 1977 Kenworth long logger W900A, a 1969 Kenworth 923 dump truck and finally a 1992 T800 Kenworth with a mid-70s Crown self-loader.

In 1985, the Gordon brothers' father Robert C. Gordon started with a dump truck built roads for Valentine Logging as well as worked cleaning ponds at the Centralia Coal Mine, then WIDCO.

"I grew up around trucks riding with my dad and he really helped me out getting my CDL when I was 18," the younger Rob Gordon said about his dad.

Gordon went to Washington

State University to study engineering but continued to drive trucks for a farm outside of Colton. Then in 2006, Rob's dad passed away unexpectedly from a brain tumor and the Gordon Bros. had to decide how to divide up the company or consolidate.

They decided to keep the equipment which consisted of two dump trucks, a pup trailer, a tilt deck trailer and the dozer. Rob moved back to Thurston County and continued his dad's work.

"When my dad passed away I looked at what I enjoyed doing, and at the time that was driving truck and farming," Rob told Loggers World in 2013. "I thought that trucking might be my calling, and I felt that if that was something I was going to do, this was going my best opportunity because we already had the equipment as well as the contacts and the support of the contractors."

Jon works for Holbrook Inc. and Ryan is a forester. They keep there full-time jobs and help Rob

(Continued on Page 8)  
See "Gordon"



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(4) 2014 Peterbilt 388, Cummins 525HP, Jakes, RTLO18918B, 20k Front, 69k Rears, 5:38 Ratio, Full Lockers, Neway Air Susp, 288" WB, All Alum Wheels, Power Windows & Door Locks, From 46k Miles.....**\$103,500 ea.**



280" WB

2013 Peterbilt 367, Cummins 500HP, Jakes, RTLO18918B, 14600 Front, 46k Rears, 4:10 Ratio, Air Trac Susp, 4th Axle, 280" WB, Hyd Wet Kit, All Alum Wheels, Power Mirrors & RH Window, 248k Miles.. **\$97,500**



Heavy Duty

2012 WESTERN STAR 4900SA, Cummins 525HP, Jakes, RTLO18918B, 2-Spd Aux, 20k Front, 46k Rears, 4:30 Ratio, Full Lockers, Air Susp, 4th Axle, 275" WB, Mesa Interior, Loaded, 107k Miles ..... **Was \$115,500, Now \$109,500**



Wet Kit

2012 WESTERN STAR 4900SA, Cummins 550HP, Jakes, RTLO18918B, 14k Front, 46k Rears, 3:91 Ratio, Full Lockers, Air Susp, 244" WB, Wet Kit, Cab Guard w/Storage, Power Windows, 220k Miles ..... **Was \$87,500, Now \$79,500**



Wet Kit

2012 WESTERN STAR 4900EX, Detroit 560HP, Jakes, RTLO18918B, 12k Front, 46k Rears, 4:30 Ratio, Full Lockers, AirLiner Susp, 219" WB, All Alum Wheels, A/S 5th, Hyd Wet Kit, Power Mirrors, Full Gauges, 198k Miles... **Was \$92,500, Now \$89,500**



Paccar

(2) 2011 KENWORTH T800, Paccar 485HP, Jakes, RTLO16913A, 14600 Front, 46k Rears, 3:73 Ratio, Full Lockers, Air Susp, 230" WB, All Alum Wheels, Power Mirrors & RH Window, 306k and 313k Miles ..... **\$79,500 ea.**



600 HP

2008 KW T800, Cummins 600HP, Jakes, RTLO20918B, 16k Front, 46k Rears, 3:91 Ratio, Full Lockers, Air Susp, 220" WB, Lowboy Ramps, Hyd Wet Kit, Cab Guard, Strobe Lights, Power Mirrors, Power Windows, 540k Miles ..... **\$74,500**



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Heavy Duty

(4) 2007 WESTERN STAR 4900SA, CAT 550HP, Jakes, RTLO18918B, 14600 Front, 46k Rears, 4:30 Ratio, Full Lockers, Air Susp, 230" WB, 2 Person Passenger Seat, Power RH Window, Full Gauges, From 480k Miles..... **\$57,500 ea.**



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### OUT IN THE WOODS

Gordon Enterprise LLC has both logging equipment and several trucks. On the logging side, they have a 518 CAT skidder from the mid 1970s and an International dozer. Rob's brothers Ryan and Jon help out on side logging jobs for their company but the bread and butter is the log trucking and dump trucking.

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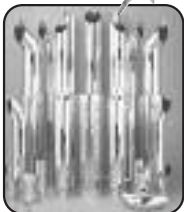
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8 **Gordon**

(Continued from Page 5)

when a side logging job comes up or a truck needs to be ran.

"I kind of jump in whatever truck we need for the day, depending on what's in demand," Rob said.

Dump trucks saw a drop in demand in 2009 when the construction slowdown happened from the recession. Rob had just bought a 1992 T800 Kenworth to turn into a dump truck but seeing the changing markets, he turned it into a self loader.

"We'd hire self-loaders to come and get the wood, but we found that they were making more money out of the job than we were," Rob said. "We didn't have any intention of running our own self-loader full-time, but we figured that just running it occasionally, it would pay for itself."

With the surrounding area only having a handful of self-loaders, it means there is a solid demand for the self loader. Rob estimates the self-loader hauls roughly 400 loads a year.

"It's hard for me to stop hauling logs," Rob said. "When we're doing a logging job, I'm usually making a run on the weekend or doing a morning load to move our own wood because the self loader is so busy. We try to be versatile and with the demand for the self-loader it sometimes hard to stay ahead of our own wood."

Rob just recently got a low-boy trailer to help move equipment around for some of his contractors. M & M Logging and Eager Beaver Cutting are favorites for Rob, who at times can be tied up for several months hauling of jobs for these contractors. Mainly he hauls around Lewis, Thurston, Mason, Cowlitz and Gray Harbor counties in western Washington.

"You gotta be honest otherwise you don't have a good reputation," Rob said.

In 2012, Rob began putting together a long logger truck that originally came out of Port Angeles, purchased by the Chris Schultheis Farms. Rob drove while at WSU and later acquired several years after returning to Bucoda, the finished product was a 1977 Kenworth long logger W900A that he had

to build the engine and get a new transmission for. He also made it a quick change so he could haul to be used for multi-purpose, such as the lowboy trailer.

When construction picks up in the summer, Rob still hops in the dump trucks as construction rate are higher hourly and tend to be higher than log trucks. He likes hauling logs more but says he can't pass up the higher rates when they present themselves.

"On some days, I've been in

three of our trucks," Rob said.

"We try not to do that as there is some downtime making the switch but sometimes that is what the work demands."

Gordon's truck shop in Bucoda not only allows Rob to do his own maintenance on trucks, it also serves as his brothers race shop for their Jeeps. Ryan and Jon are very active in the Pacific Northwest 4WD Association, racing on the competition side of the organization.

Rob also works a cattle

ranch that was once his great grandfathers, He too was in the timber industry as a faller. Gordon's Skookumchuck Ranch was part of with the family for generations, with the farm house dating back to the 1870's and where Rob now is running around 25 head of registered Black Angus.

And that's not all, as he's been with the Bucoda Fire Department since 1998 and has

(Continued on Page 14)

See "Gordon"

# ST. JOHNS

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### ON THE JOB SITE

Gordon Enterprise LLC's 1992 T800 Kenworth with mid-70s Crown self-loader. "We'd hire self-loaders to come and get the wood, but we found that they were making more money out of the job than we were," Rob said. "We didn't have any intention of running our own self-loader full-time, but we figured that just running it occasionally, it would pay for itself." Now Rob estimates the self-loader hauls roughly 400 loads a year.

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**FULLY LOADED**

Along with the self loader, Gordon Enterprises also has a 1977 Kenworth long logger W900A. He got the truck in 2012. He had to build the engine and transmission for the truck - which he drove while he went to school at Washington State University. Rob added a fifth wheel so he can quick change to pull the lowboy trailer.

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## OVER THE BRIDGE

When the demand is there, Rob hops into the 1978 Peterbilt dump truck to keep material rolling for the construction industry. Rob says while driving dump truck usually pays better, he enjoys hauling logs more.

"On some days, I've been in three of our trucks," Rob said. "We try not to do that as there is some downtime making the switch but sometimes that is what the work demands."



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## GETTING UNLOADED

Rob's self-loader gets unloaded in western Washington. Gordon Enterprises operates in Lewis, Thurston, Mason, Cowlitz and Grays Harbor counties.



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## Rodney Smith 2004 Kenworth T800

Rodney Smith Jr. with a 2004 Kenworth T800 with a CAT Accert motor, 245 wheel base pulling a 1974 Steel trailer with Whitlog bunks! With a five-log load of pine heading to Gilcrest, Oregon, coming off Warm Springs Reservation. The sale name is Boulder!



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## Gordon

(Continued from Page 8)

been the Assistant Fire Chief for the past ten years. This duty places him in charge of the training and the maintenance program for the department while also managing reports and writing grants.

To add to that, Rob serves on the Bucoda City Council and also fills in as the city snow plow driver since Bucoda only has one paid maintenance employee.

"It's kind of a two-way street, I plow the streets to allow emergency vehicles to get to people's houses," Rob said. "People might complain about the snowplow coming through and creating a berm at their driveway they might have to shovel, but when they find out it's to help fire vehicles get to their house, they're appreciative."

If that isn't enough to keep a guy busy Rob also tries to spend as much time as he can with his family, wife Miriam, son Jakob (2) and daughter Anna (8 Months)



### OUT THE BACK WINDOW

Gordon Enterprises' 1977 Kenworth long logger W900A, gets loaded out on the Gulley Logging's jobsite.

"They are very supportive and make my busy schedule possible, but they also make me slow down and take a break from time to time."

Rob and his brothers live close by to one another and help each other when needed. While

the two other brothers have full time jobs, they help in a pinch.

"They let me be and that's a good thing since I tend to be independent and self-sufficient but if I have a breakdown or something they always step up to help," he said.

There doesn't appear to be any slow down with Gordon En-

terprises LLC. They continue their father's legacy and Rob might be doing plenty of different things, he does them well and keeps rock, logs and even snow rolling Southwestern Washington.



### THE GORDON BROTHERS

From left to right is Jon, Ryan and Rob Gordon who live in Southwest Washington and are all involved in the timber industry in one way or the other. .

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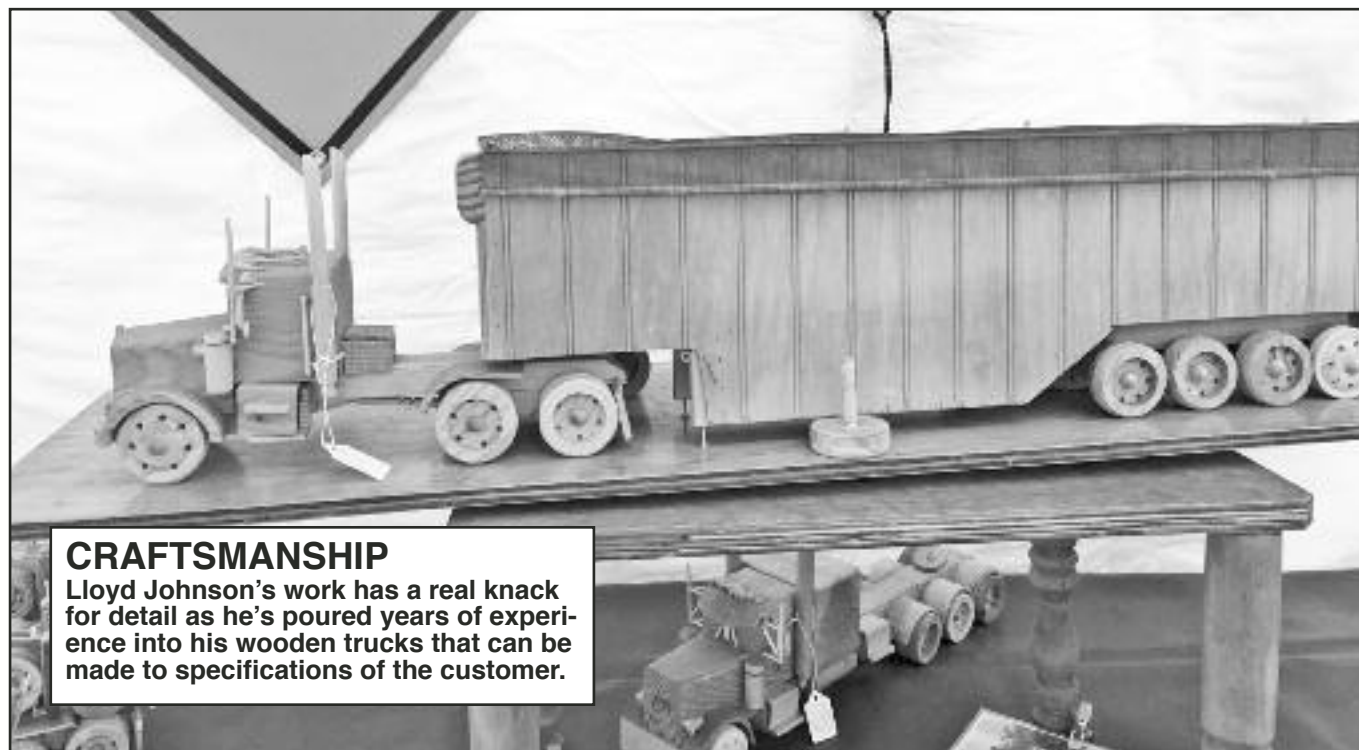
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*Lloyd Johnson creates custom wooden trucks for log truck and highway drivers*

**By Brandon Hansen**  
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The big truck makers aren't the only ones that can make trucks.

Lloyd Johnson has been making trucks of all types for drivers the last 17 years, just on a different scale. The Princeton, Idaho craftsman gets photos of a driver's truck and makes a scale

wood toy model of that truck.

The resemblance is uncanny and probably something even Santa's Workshop couldn't pull off.

Johnson was a young kid

(Continued on Page 16  
**See "Johnson"**)

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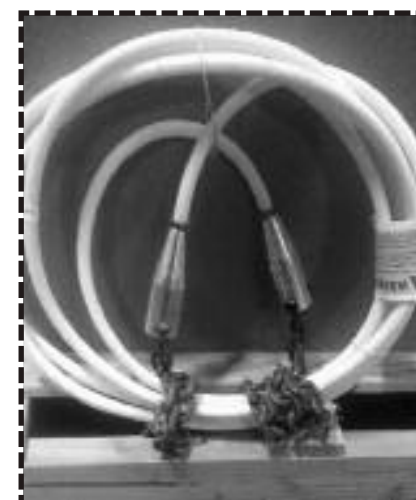
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### FROM REAL LIFE TO REAL TOY

Lloyd Johnson takes real life truck examples and turns them into wooden toy models. He first learned how to work wood as a kid, being taught by his grandpa and then at the Idaho State School for the Deaf and Blind from 1976 and 1982. In February 2000, Johnson began doing toy trucks for the first time.



### Johnson

(Continued from Page 15)

when he watched his grandpa build a cabin and hobby woodshop. During the process, he taught Johnson how to build and use wooden tools. His grandpa worked for the Forest Service in Potlatch for 39 years, when he retired he made the cedar cabin in Coeur D'Alene Idaho.

"My grandpa and his friend built a canoe in 1930," Johnson said. "It's 87-years-old now and I have it at my home."

Along with a love for wood-working, Johnson also developed a love for trucks.

"I would also ride in a Freightliner cattle truck with my dad and I loved it," Johnson said. "I rode a log truck with friends a few times, and a wheat truck with my cousin and he let me

drive the truck."

Johnson was born deaf and grew up in Gooding, Idaho and then went to the Idaho State School for the Deaf and Blind from 1976 to 1982. There woodshop teacher, Harry Reed, really helped foster Johnson's interest in woodworking.

In February of 2000, he began building wood trucks for the first time. It began as toys for kids to play with, but as things

usually go, the adults liked the toys as much as the kids.

Johnson now travels to several logging shows in the Pacific Northwest to show his product but the internet has also given the craftsman a chance to reach out year-round. He travels to Libby, Montana and Morton, Washington and almost every-

(Continued on Page 18  
**See "Johnson"**)



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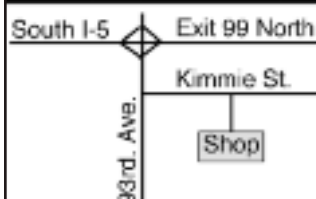
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Lloyd Johnson does the smallest details for his trucks, even the wheels which is a long process but worth it in the way that he can customize the wheels.

### CUSTOM STOVE

The woodstove in his shop gets plenty of use in the winter and has sheetrock to stay fire safe in the wood-rich building. Johnson pulled a big-rig cover from a muffler and put it on the pipe chimney for a nice personal touch.

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## Johnson

(Continued from Page 16)

where in between.

The woodstove in his shop gets plenty of use in the winter and has sheetrock to stay fire safe in the wood-rich building. Johnson pulled a big-rig cover from a muffler and put it on the pipe chimney for a nice personal touch.

"I stay home all winter not wanting to drive in winter storms," Johnson said. "I work in my woodshop and make more stock."

These aren't just generically shaped trucks, but Johnson goes in-depth with each of his trucks - matching up with the customer's own truck. He even makes all the wheels for the trucks. He buys red fir, cuts it to the proper thickness and drills holes for the lugs. He finishes them off with a lathe and a chisel.

Along with making trucks, he makes fence repairs for houses, ranches and farms. He can repair and make leather items for saddles. Johnson also enjoys the time-tested hobbies of mowing his lawn, remodeling the house when needed and cutting his own firewood.

So if you're looking to immortalize your truck with a wooden toy truck, Johnson would be the guy for the job. With experience and passion for the product, you won't be disappointed.

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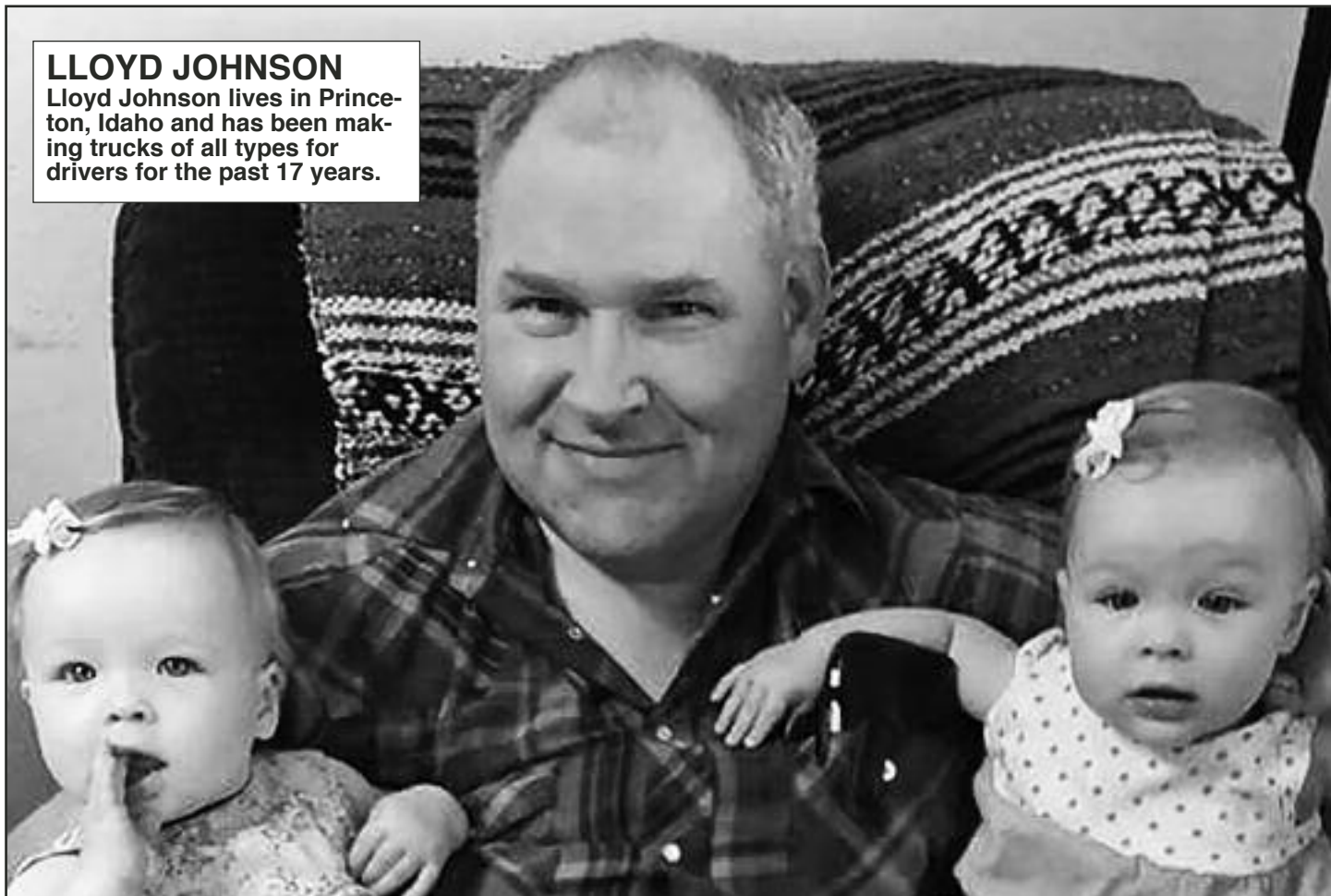


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