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VOLUME 45 NUMBER 8

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AUGUST 2018

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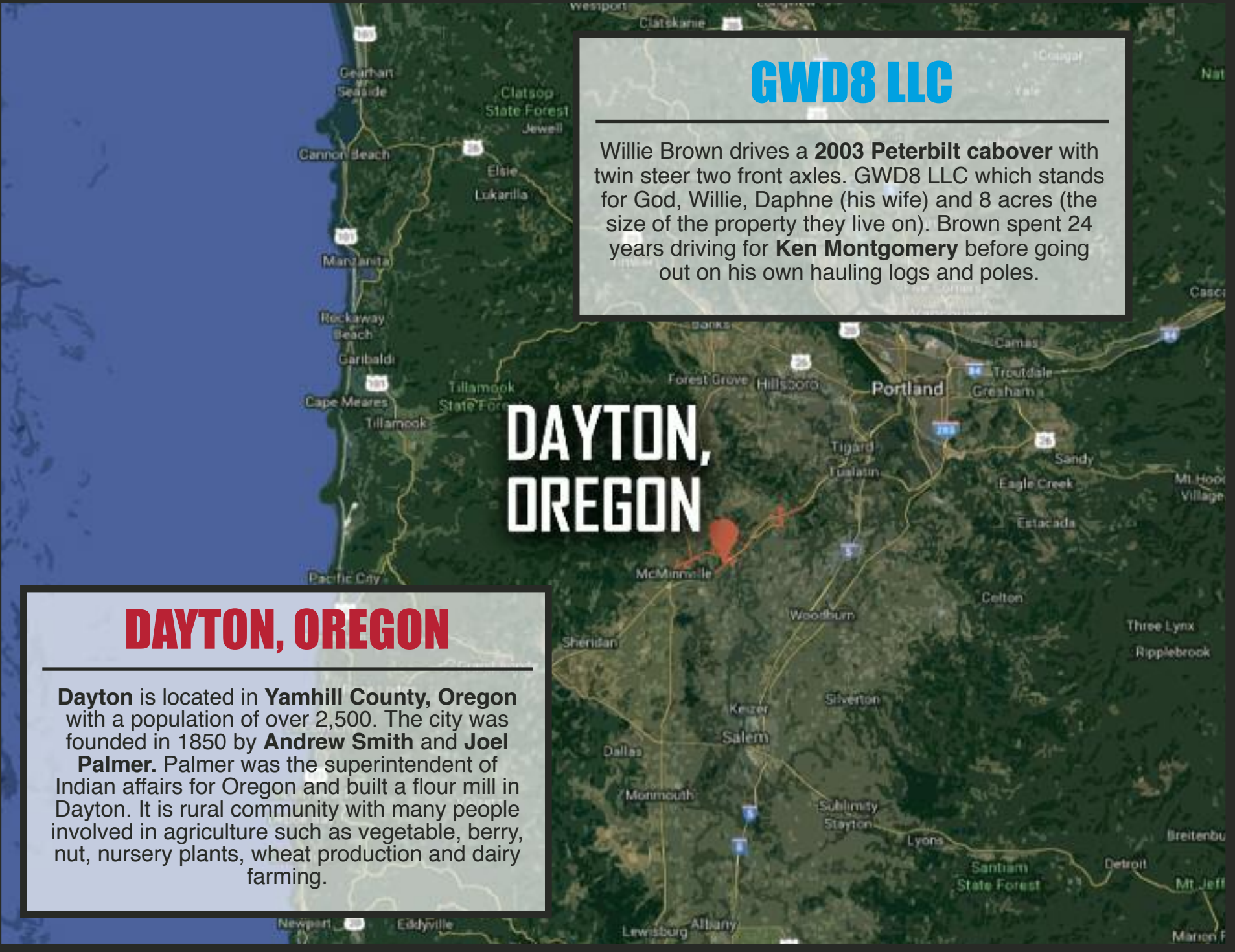
**August
24-25**



GWD8, LLC
Dayton, Oregon

Starts on Page 4

FEATURED IN THIS MONTH'S ISSUE



GWD8 LLC

Willie Brown drives a **2003 Peterbilt cabover** with twin steer two front axles. GWD8 LLC which stands for God, Willie, Daphne (his wife) and 8 acres (the size of the property they live on). Brown spent 24 years driving for **Ken Montgomery** before going out on his own hauling logs and poles.

DAYTON, OREGON

DAYTON, OREGON

Dayton is located in Yamhill County, Oregon with a population of over 2,500. The city was founded in 1850 by **Andrew Smith** and **Joel Palmer**. Palmer was the superintendent of Indian affairs for Oregon and built a flour mill in Dayton. It is rural community with many people involved in agriculture such as vegetable, berry, nut, nursery plants, wheat production and dairy farming.

IN THIS ISSUE



ON THE FRONT: Brian Mundell brought his 1998 Western Star with Lincoln trailer Buckley Log Show Parade. You may remember Brian from our February 2018 article. This beautiful photo was shot by Colby Williams of Fueled Photography. We have more of Fueled Photography's photos of the Buckley Log Show Parade *starting on Page 14*

4. GOD'S GOT THIS

GWD8 INC. *by Brandon Hansen*

14. BUCKLEY LOG SHOW PARADE

PARADE PHOTOS *by Fueled Photography*

19. ADVERTISERS INDEX

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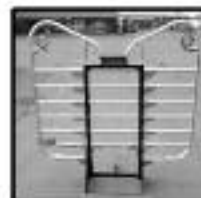
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HEADING DOWN THE ROAD

Willie Brown's 2003 Peterbilt 362 cabover hauls his adjustable trailer down the road. Brown has had to build the truck twice and keeps hauling poles.

GOD'S GOT THIS

As a pole truck driver, Willie Brown finds himself in demand and extremely blessed

Photos by Willie Brown
Story by Brandon Hansen
For Loggers World

Emblazoned on his door and headache rack is "God's Got This" and it's something longtime log and pole truck driver Willie Brown lives by.

Having been through a serious truck accident and having been able to rebuild/refit his pole truck twice - Brown considers himself pretty lucky. Located in Dayton, Oregon he is close to the legendary Spruce Goose - the largest plane ever built (out of wood, mind you). Having been a driver for 25 years, Brown has probably hauled many Spruce Goose-worths of poles and logs.

Willie grew up at Neskowin and graduated from Nestucca

High School. He went to Walla Walla College for a year and then Chemeketa Community College for metal machining drafting and auto tech. A few years later he went to Lane Community College to finish up his diesel associates.

Currently in a 2003 Peterbilt 362 cabover with twin steer front axles, Brown's company is GWD8 LLC which stands for God, Willie, Daphne (his wife) and 8 acres (the size of the property they live on.)

Brown has spent 24 years driving for Ken Montgomery and his log trucking company before going out on his own. He had began driving flatbed for Montgomery but then a logger the company was hauling for needed a loader operator. Brown who had experience in the woods would come in, load the string of trucks with

poles and then load his own truck and do the same thing the next day.

Eventually the logger didn't need the loader operator anymore but Willie kept hauling poles. The longest pole he ever hauled was 135 feet.

"A guy once asked me what he

needed to know to be a good pole-truck driver in the woods," Willie said. "I said it's important to know when to stop. You've got to know when to stop before you go off the road."

(Continued on Page 8)
See "GWD8"

"Of course you need to know how to drive but also knowing when to stop is most important"

WILLIE BROWN



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ON THE JOBSITE

Brown's dual front axle Peterbilt cabover gets loaded on the jobsite. The company is called GWD8 Inc. which stands for God, Willie, Daphne (his wife) and 8 acres (the size of the property they live on.)



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(Continued from Page 4)

Brown said that if the loaded trailer was about to go off the road - stop - because it was going to take the loader operator a whole lot less time to get you unstuck or help you around the corner as opposed to the half day or longer it might take to get a truck upright after going off the road.

"Of course you need to know how to drive but also knowing when to stop is most important," Willie said.

On becoming an owner-operator, Willie remembers a church school meeting when someone asked him, what would it cost to own his truck, which got him thinking about it. After a couple of weeks Daphne, his wife, told him to figure out what it would take to get a truck of his own, so he went to work looking for a truck.

"So the next couple of weeks I was looking and found a truck and that started it," he said.

Willie found a liquid nitrogen tank truck in Covington, Tennessee at Baskin Truck Sales and had them remove the tank before shipping the truck to him in Oregon. After getting the truck, Brown began the five month process of rebuilding/transforming it into a log truck, with the help of his uncle Chuck Vliet and other family members.

"If you would have told me that I could get through five months with no income while rebuilding a truck I would have told you no but we made it," Brown said. "I felt the Lord blessed me."

Brown an independent hauler, hauls for different loggers driving as far north as Bellingham and as far south as Wilbur. He hauls to McFarland Cascade, Bell Pole, Weyerhaeuser and Boise Cascade mills.

Willie's truck can handle between 34-foot logs up to 105-foot poles, making him a versatile driver.

"I went into business not wanting to compete with Ken Montgomery Transportation (his employer before getting his own truck), but when I'd talk to loggers they said they needed a pole truck, because experienced pole haulers are hard to come by," Brown said.

However, Brown found himself in a truck accident where the load came off on a corner because of a mechanical failure with the log bunk on the trailer, slamming the truck over onto the drivers side and destroying the cab and cab guard on his truck just three months after starting out in his own truck. In the hospital, the doctors kept him in a drug induced coma for nearly two weeks. His injuries included four separate pelvis fractures, six fractured ribs front and back on the left side and two

on the right side, a punctured and collapsed left lung, several cuts and bruises, concussion and head injury.

"The Salem hospital did wonders, I have nothing but good things to say about them, they did a great job to make sure I was all healed up," Willie said.

Brown spent a month in the hospital. After going home he spent two weeks in a wheelchair, two weeks in a walker and two weeks with a cane. He was able to return to

work driving a log truck again just three and half months after his accident.

"The doctors were impressed with how fast I was able to recover," Willie said. "But I had lots and lots of prayers coming my way."

He went back to work for Ken Montgomery Transportation, which is now owned by Ron Brownlow and Dave Forefar,

(Continued on Page 10)

See "GWD8"

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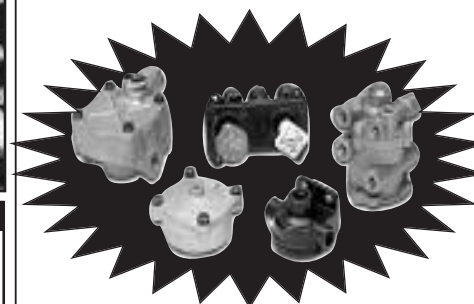


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ACCIDENT

Brown found himself in a truck accident where the load came off on a corner because of a mechanical failure with the log bunk on the trailer, slamming the truck over onto the drivers side and destroying the cab and cab guard on his truck just three months after starting out in his own truck. In the hospital, the doctors kept him in a drug induced coma for nearly two weeks. His injuries included four separate pelvis fractures, six fractured ribs front and back on the left side and two on the right side, a punctured and collapsed left lung, several cuts and bruises, concussion and head injury.

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NEW CAB

When Brown found a new cabover that was red in color so he had the guys down at DSU Peterbilt paint it Viper red.

GWD8

(Continued from Page 8)

while also working on re-building his truck. He found a new/used cabover cab that was red in color so he had DSU Peterbilt paint it Viper red as well as put the new/used cab and cab guard on the old truck frame.

The two-axle trailer is a 1965 Page N Page with the third axle being a Canadian Log Jeep making it a 3-axle trailer. Willie has Whit-log bunk gear on his trailers.

Since he can haul the same weight on both his truck and trailers, loads can be loaded even unlike other pole trucks.

For his maintenance,

Brown has a shop at home and feels blessed they were able to find a house with one. For tires he goes to Dale Osbourne of Industrial Tire and Les Schwab. Archie at DSU Peterbilt had also been very helpful during the truck rebuild, Brown said.

He has been married to his wife Daphne for 12 years. She does the books for the company.

So God has definitely got this as Willie has overcome some bad stretches of luck and long with some good luck as well. He counts his blessing and enjoys being out on the landing, hauling the long poles around Washington and Oregon.



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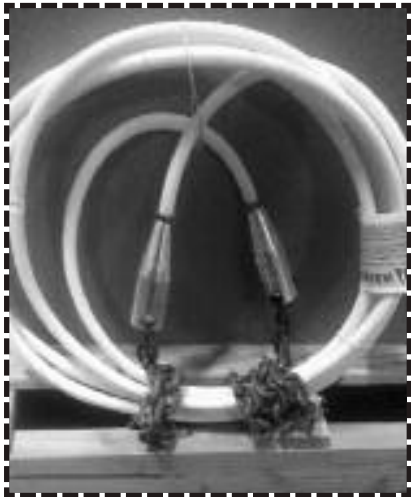
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FROM TENNESSEE

Willie found a liquid nitrogen tank truck in Covington, Tennessee at Baskin Truck Sales and had them remove the tank before shipping the truck to him in Oregon. After getting the truck, Brown began the five month process of rebuilding/transforming it into a log truck, with the help of his uncle Chuck Vliet and other family members.

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LOADING TWO TRAILERS

The two axle trailer is a 1965 Page N and the third axle is a Canadian Log Jeep that can be loaded on top of the truck along with the two axle trailer. Willie has Whit-Log bunk gear on his trailers. Since he hauls the same number of axles on both his truck and trailers, loads can be even unlike other pole trucks.

SPEC SHEET

Owner: William Brown

Truck make and model: Peterbilt cabover

Year: 2003

Trailer make: 1965 Page Trailer and a Canadian booster third axle with Whit-Log Bunk added in 2018

Gross weight: 105,500 lbs.

Other info: Able to haul logs and poles from 34 feet to 105-feet

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For his maintenance, Brown has a shop at home and feels blessed they were able to find a house with one. For tires he goes to Dale Osbourne of Industrial Tire and Les Schwab. Archie at DSU Peterbilt had also been very helpful during the truck rebuild, Brown said. He has been married to his wife Daphne for 12 years. She does the books for the company.

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BUCKLEY LOG SHOW PARADE

Photos by Fueled Photography

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Photos available for sale at www.fueledphotography.com



Claude Renfro's 1967 Kenworth "Old Yeller" is all decked out and shiney for the Buckley Log Show Parade. The KW was driven by Claude's son-in-law, Tony Luchau.

Publisher's note: One of the more disappointing things about running the magazines is that I can't be everywhere and see everything. This is the case with the Buckley Log Show, since it happens right in the middle of when I'm putting the magazines together.

Luckily, this year Colby Williams of Fueled Photography was in attendance at the parade and generously agreed to let us share his photos with you. If that name sounds familiar, it's because you've probably seen Fueled Photography's photos on calendars, brochures and any other professionally produced materials that recognize the value of high quality photos. In fact, they shot the photo for the Loadman ad on page 13 of this issue.

A big "Loggers World Thank You" to Colby Williams of Fueled Photography for providing such excellent photos to allow us to share the Buckley Log Show Parade with you!

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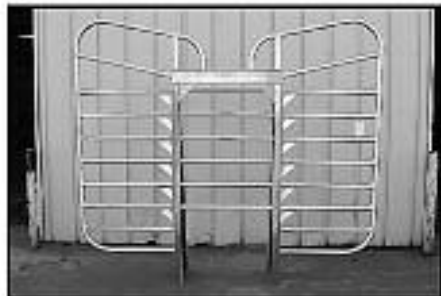
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Abston Henricksen Land and Timber Co. (Eatonville, WA) brought this nice Kenworth Lowbed/Tigercat feller combo. The Kenworth was driven by Rich Jenkins.

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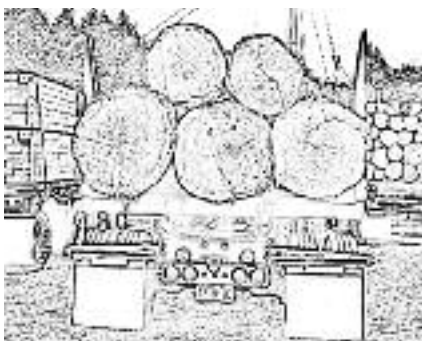
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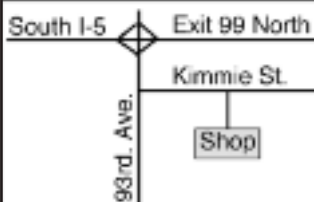
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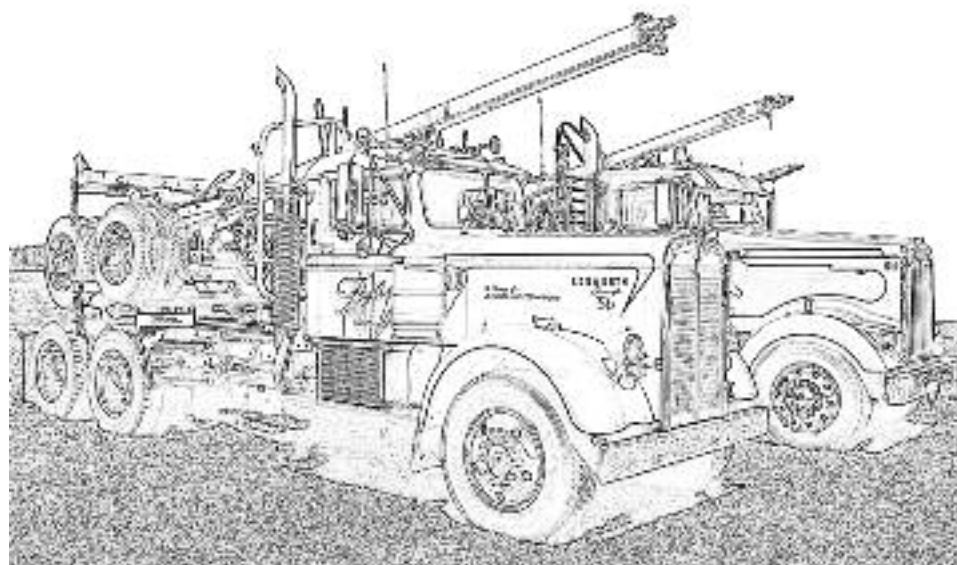
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