

LOG TRUCKER

VOLUME 45 NUMBER 12

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DECEMBER 2018



**NAPAVINE
WASHINGTON**

*Merry
Christmas!*
From
LOG TRUCKER



FEATURED IN THIS MONTH'S ISSUE

DN HINES COMPANY

Dustin Hines is a third generation log trucker and he started driving truck when he was 19 years old. Now he drives a **2007 Kenworth T800H** with a supertrain for himself to support his family in Southwestern Washington. He says his hobby is his family, and maybe his pickups but in general its hauling logs.

NAPAVINE WASHINGTON

NAPAVINE WASHINGTON

Napavine, known as **The City on Top of the Hill**, is a city in **Lewis County** of 1,789 people. Napavine was officially incorporated in 1913 but settlers began arriving in the Cowlitz area in the early 1850s. In 1883, Scottish immigrant James Urquhart laid out the town and named it Napavine from the Indian word "**Napavoon**" meaning "small prairie". It serves as a bedroom community for the **Centralia/Chehalis** area in SW Washington.

IN THIS ISSUE



ON THE FRONT: Dustin Hines and his favorite helpers, Robbi, Kara and Walker stand in front of his 2007 Kenworth T-800 on a rare sunny day in November.

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by Brandon Hansen

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by Quinn J. Murk

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FOR THE LOVE OF TRUCKS

Napavine's
Dustin Hines
loves restoring
trucks and
hauling logs

STORY BY BRANDON HANSEN

For Loggers World

Napavine's Dustin Hines likes working on trucks almost as much as driving them, and that has paid off in how he operates his log trucking company, DN Hines Co, LLC.

Hines is a third generation log trucker, and he started driving truck when he was 19-years-old. Now he drives his own 2007 Kenworth T800H supertrain to support his family in Southwestern Washington.

A proud father and uncle, he says his family is his passion, but his hobbies consist of his trucks.

Hines hauled his first load for Ernie at Cook and Sons Trucking, as his grandpa and dad had worked for Ernie's dad, Elmer Cook. "As a kid, their shop was my second home," Hines said. "Ernie was like the uncle I never had. I owe him a debt of gratitude because he gave me a shot at a young age. It's hard to do that with insurance rates, but he took me on, turned me loose, and he's helped me so much through the years."

To this day, Ernie is still an invaluable resource.

"Ernie has a wealth of knowledge when it comes to building a log truck and working on those older trucks," Dustin says.

In 2010, Hines bought his



first truck, a 1972 Kenworth A-model that was an old highway truck with a spring suspension.

"I dove in with both feet and learned a lot," he said. "I did a lot of work building it at Ernie's and dad's place."

During this time, he was driving for Buck's Logging, and they knew of his plan to put his own log truck together. They were very supportive of him quitting his Bucks Logging job and starting out on his own. Dustin has nothing but kind words when it comes to Brad and Brent Lyons and their families. "They always have an extra load for me!" he says.

Eventually Hines expanded to two trucks, with a 1977 Peterbilt 359 being driven by Cindy Ormiston.

"She is a really good driver," Dustin said. "In the past,

(Continued on Page 7)
See "Hines"

IMPACT

Dustin Hines stands in front of his 2007 Kenworth T800H with a supertrain accompanied by Truck Boss Walker Hagmann. Hines likes three things: family, trucks and log trucking. This August, Hines found his 2007 Kenworth T800H which was a low mileage truck from Nixon Enterprises. "I had driven that truck when I was there at Nixon and they take really good care of their trucks and are meticulous," Hines said.



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GETTING LOADED

Dustin Hines' Kenworth gets loaded on the Chilton Logging site near Bunker Creek in Washington State. His 2007 Kenworth T-800 has a 550 Cat ACERT engine, Alpine truck gear and a 1972 Peerless trailer.



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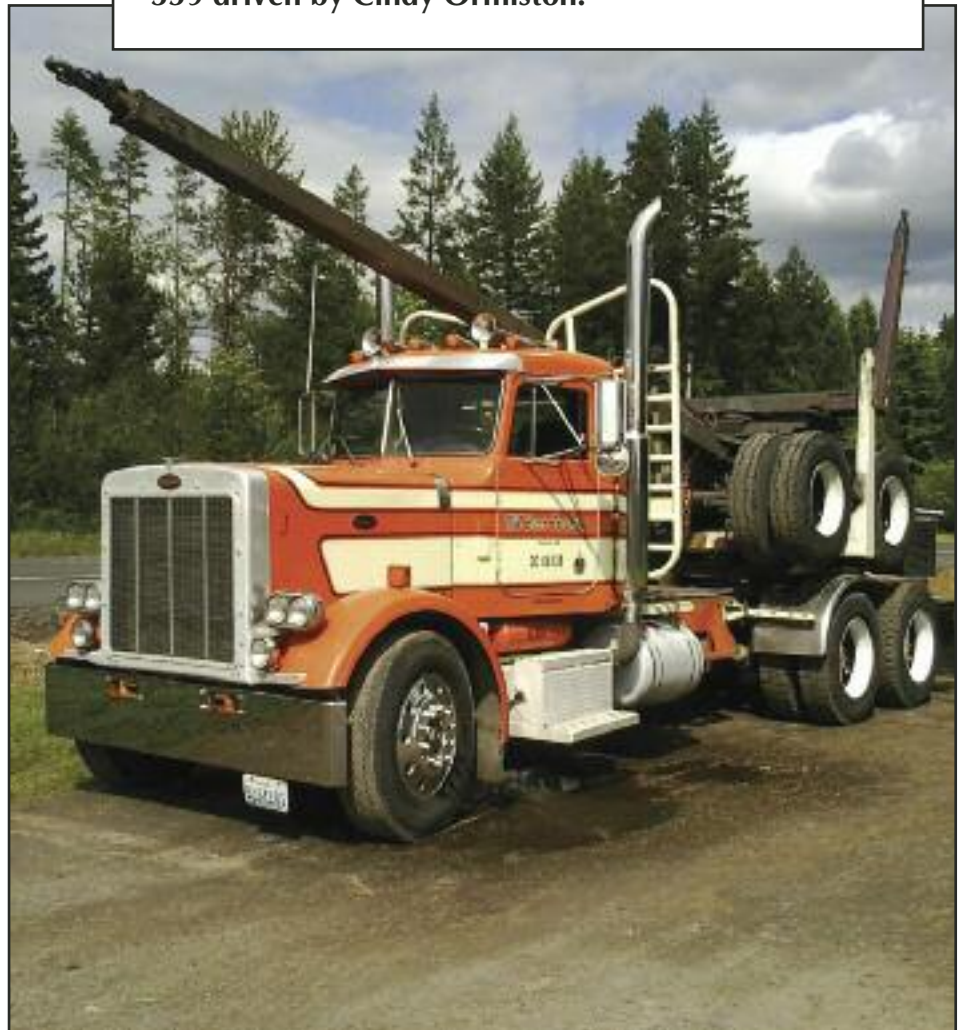


1998 PETERBILT 362

This was Dustin Hines' 1998 Peterbilt 362 cabover that he bought from Western Oregon Waste and turned into a log truck. It was a great truck with a 12.7 L DDECIII Detroit Series 60. Excellent fuel mileage and surprisingly good ride in that cabover.

LOOKING GOOD

This was Dustin Hines second truck, a 1977 Peterbilt 359 driven by Cindy Ormiston.



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Hines

(Continued from Page 4)

I've discovered that you've just got to be really easy on the trucks. You only make money when you don't break things. That's how she always drove for me."

Hines has never lost a rear end, and said spinning tires and hitting the road hard causes a multitude of issues.

"That's why I've been able to run older trucks because I'm easy on them," he said, adding Ormiston was easy on

her truck as well. "While it's a piece of equipment, it's kind of an extension of you so when you hit a pothole, it should really make you cringe."

After a brief stint away from owning trucks, Hines got back into hauling for himself in 2016 when he bought a 1998 Peterbilt 362 cabover which was a former Western Oregon Waste truck. He replaced it with a 1978 Kenworth W900A the following year.

"I worked that thing over and spent a lot of time on it,"

Hines said. "It was from Alaska and was a spare truck and it was a little rough when I bought it."

However, around this time his daughter, Robbi, was born, he found himself missing out on her growing up because he was working on the truck so much. So when the perfect opportunity arose, Dustin decided to update.

This August, Hines found his 2007 Kenworth T800H which was a very low mileage truck from Nixon Enterprises.

"I had driven that truck

when I was there at Nixon and Tom and Eric take

really good care of their trucks and are very meticulous," Hines said. "It has a twin-turbo Cat, but all of the other specs are right and it's pre-'08 emissions, so I really couldn't go wrong."

The truck had just 331,000 miles on it - just broken in - and it came with a hauling job for Nixon.

"Whenever they call me, I

(Continued on Page 8
See "Hines"

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(Continued from Page 7)

go haul," he said. "It's a good deal and I don't have to worry about beating the truck up with a lot of off highway miles."

Hines generally hauls in Western Washington from his central spot in Napavine - where he has lived all his life.

Behind his truck is a 1972 Peerless trailer with brand new 3 leaf suspension and axles from General. He also has a 1953 Peerless pup trailer that he can use to haul 34'/27' peeler sorts behind his long logger. He hauls to Weyerhaeuser, PLS, and RSG Kalama most often.

He also hauls for Buck's Logging, Chilton Logging, and WA Cutting in the area as well as many others.

When it comes to maintenance, Hines does all his own work, but admits that he doesn't want to mess around with the expensive 550 AC-ERT Cat in his '07, so he has NC Machinery in Chehalis do engine work if needed.

Now Dustin and his dad, Gary V. Hines are building a 1973 Mack RS700L to add a second truck to the company which will be driven by Gary.

"Dad has always loved these old trucks and I think that is where I got it from. It's the apple effect," Dustin says with a chuckle. "I also have a 1960 Kenworth that I plan to start in on soon, it's a project and that's probably the thing I enjoy the most with this job."

When it comes to the job, Hines said it's just something he loves. It can be monotonous at times, but those are times when supporting his young family keeps him motivated.

His fiance, Kara Naillon, is extremely supportive of Dustin's business venture and the lifestyle that comes with driving log truck. Being the daughter of Roby and Tanya Naillon, the owners of Naillon Company, Kara helps with bookkeeping for her father's

company and grew up knowing what hard work looks like.

Dustin and Kara have two kids, two-year old Walker and 11-month old Robbi.

"Being a father is by far the most important thing in my life," Hines said.

Hines credits his mom, Cyndi Ross for showing him the importance of having a close knit family and putting your children before anything

else in life.

DN Hines Co buys 95 percent of their fuel from Cenex in Chehalis and do a lot of business with Aaron and Sean at Truck Parts Sales Inc. Kelly's Mobile Gear in Toledo tackles any gear or transmission work that may come up, and most other repairs or maintenance that are outsourced are done by Mark's Truck Repair of Chehalis.

Hines buys and services his tires at Les Schwab in Chehalis as Matt and Tony there are very sharp and reliable.

For Hines, it appears trucking and family have enriched his life and he's ready for the next haul in Southwestern Washington.



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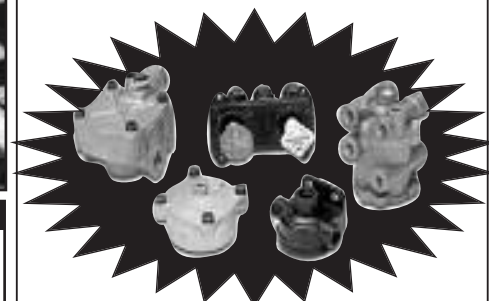


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1978 KENWORTH W900A

Dustin Hines had this 1978 Kenworth W900A for a time. He sold it back to the original owner Henry Braithewate who went with his dad to go pick it up when it was brand new. In this photo he is being loaded by Cody Naillon of Naillon Co.



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2007 KENWORTH

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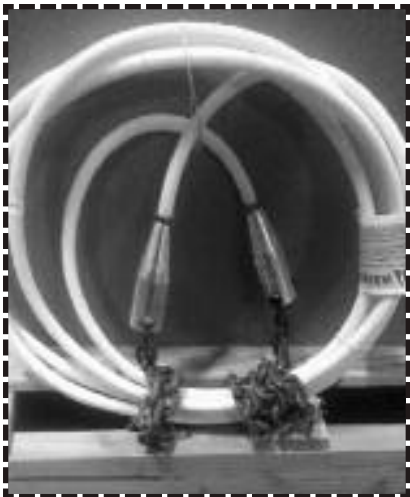
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WALKER, HEAD OF SAFETY

Dustin Hines tackles the snow in this 1978 Kenworth W900A in 2017 off of Donkey Creek hauling for Buck's Logging. (LEFT) Hines' step son Walker is safety conscious when it comes to hauling logs!

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CABOVER AND FIRST TRUCK

Before getting his 2007 Kenworth, Hines had a 1998 Peterbilt 362 cabover that he bought from Western Oregon Waste and turned into a log truck. It was a great truck with a 12.7 L DDECIII Detroit Series 60. Excellent fuel mileage and surprisingly good ride in that cabover. (RIGHT) This 1972 Kenworth W900A was the first truck Hines owned and ran. It sat for 10 years before he bought it, but before that it hauled beer from Tumwater to Eugene, OR

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1960 KENWORTH

ABOVE LEFT: The 1960 Kenworth 923 Hines bought from Gordon Brown will eventually be fixed up and haul logs. While still in progress, the truck was the same exact one that his dad and grandpa both drove. ABOVE RIGHT: Behind Hines' 2007 Kenworth is a 1972 Peerless trailer with brand new leaf suspension from General. He also has a 1953 Peerless pup trailer that he can use to pull peeler sorts. BELOW: Truck Boss Walker Hagmann helps plug in the Kenworth for Dustin.



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WITH DAD

ABOVE: Dustin Hines riding on his dad's lap through the Napavine Fun Time Festival in 1989 at age two (Elmer Cook truck #46)
LEFT: Here is the 2006 Peterbilt 378 Hines' dad drove for B&M and that Dustin took his drive test to get his CDL at age 19.

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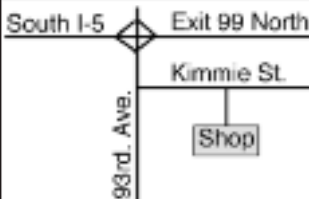
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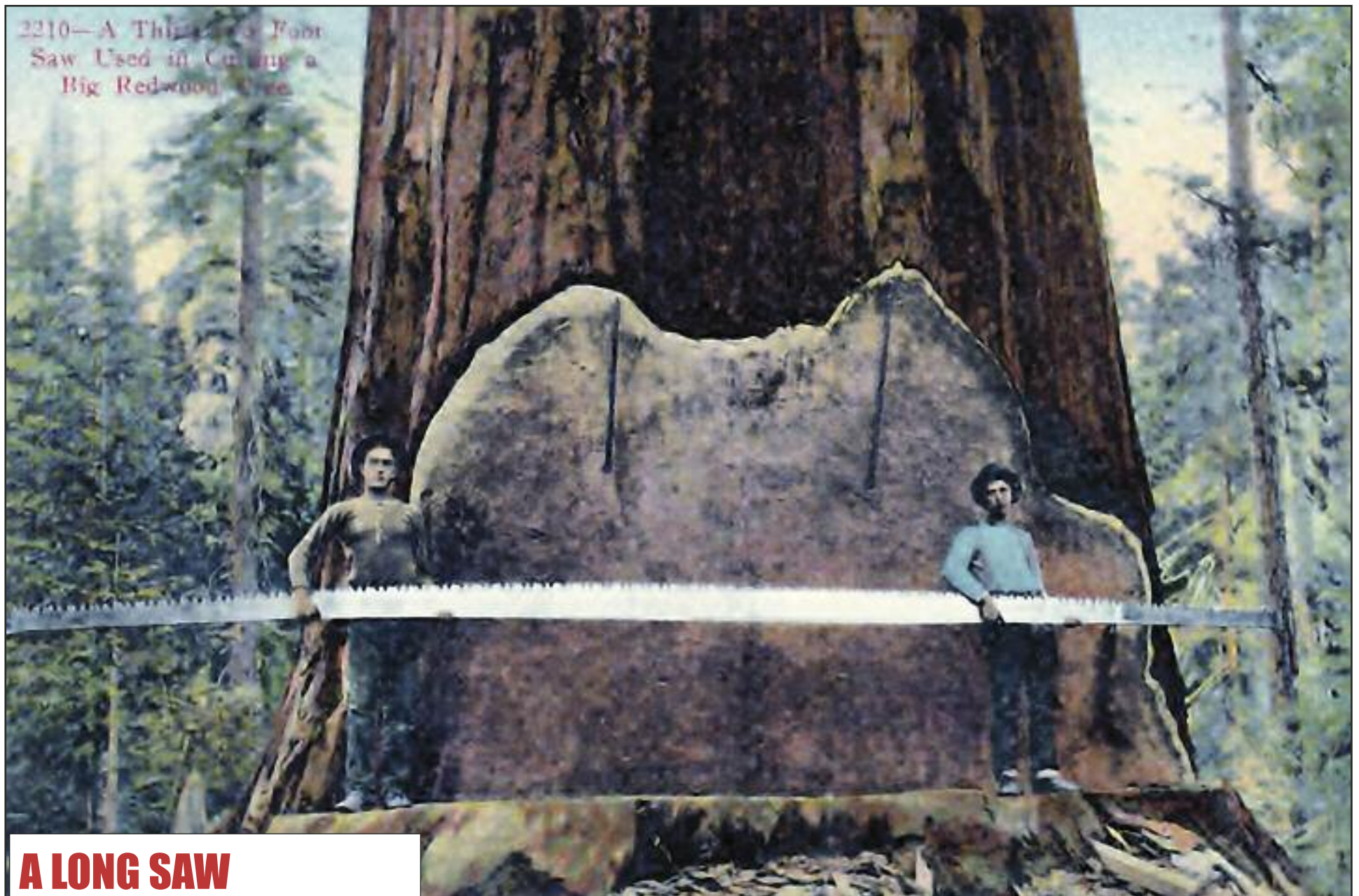
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RIDING THE LOG

RIGHT: This is a very early example of a six horse team skidding a pine log using skidding tongs. What's also interesting is the two swampers riding the log. They have their axes stuck in the log, using them for balance. This is a dangerous practice at best. The swamper's job was to assist a skidding team. They cut brush and limbs out of the way, set the tongs, and flushed up knots to aid in smoother skidding. Horse and mule logging takes a lot of hand labor, resulting in lots of hard work.



LOG TRUCKER

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