

# Average Day Starts Early for Log Hauler

## Art Coulter Starts Work at 4, Ends in Early Evening Hour

(Editor's Note: Lumber is Jackson county's number one industry. The men who haul fallen trees from the forest to the mills are an integral part of the multi-step process that creates usable wood products. The following is a review of one of these men on one of his trips on a day early this month.)

By DON ROBINSON

Mail Tribune Staff Writer

When Art Coulter, Medford log truck driver, started from the Kogap sawmill on Highway 99 south of the city, it was cool and dark. It was four in the morning.

He stepped up one giant step and swung sideways into the cab of his yellow Mack truck. The empty trailer was nestled on the truck's back, and the reach jutted a black silhouette over the cab.

A moment, and the 200 horsepower Cummins diesel motor came to life. Its 200 horsepower is measured at 2,100 engine revolutions per minute. Chryslers and Cadillacs sound bigger, but their lower engine rpm's offer no comparison for power.

### 27 Gear Variations

The truck rolled into the highway, pointed south. Between the mill and Phoenix, Art went through 12 of the 27 gear variations forward. Speed limit for trucks is 45. He held it at the limit.

Through a sleeping Ashland, left on Highway 66, over a hill and left again. The Mack was now traveling up Dead Indian rd. Art's destination was a log loading deck 28 miles away.

The pavement wound through the hills east of Ashland. Outside a clear day's light was increasing. Inside, the engine's roar filled the cab.

At the wheel, Art glanced from time to time at the seven dials on the khaki colored dash board. He intermittently shoved forward or back the three floor gear shift sticks to accommodate the rise and fall of the road.

### Rolls Up Sleeves

Art was dressed in levis and a long-sleeved cotton shirt over a T-shirt. After a half-hour's driving he rolled the sleeves part way up his arms. By the end of the day, in a series of steps, he would have rolled the sleeves all the way, unbuttoned the shirt, pulled the shirt tail out of the levis. Finally, he would take it completely off and use it to wipe his perspiring forehead.

Art measured about six feet tall, weighed perhaps 210 pounds. He bounced as he drove like a rider on a trotting horse.

He passed a family of deer standing in a brook below the road. Soon he met cows grazing by the roadside. Their stares followed the truck until it disappeared around the next curve. In National Forest.

In the lower regions, patches of oak scattered over the blonde hillsides. Higher up, the pavement moved among tall national forest trees. Slopes were steeper, and dark green firs and pines covered them below and above the road.

About 5 a.m. the big Mack headed to the left on a dirt strip. A road sign there marked the new direction of the truck. "Fish Lake 11 miles."

This road was red dirt. The grader hadn't been over it in a day, and it was a washboard. The long, box-like yellow hood probed around the bends. On a straight section, Art saw the top of the sun bulging over the roll of distant mountains.

In minutes Art's truck nosed in among three other trucks and a few smaller vehicles parked on each side of the road. He pulled over and stopped.

### Quick Cup of Coffee

There was time for a quick cup of coffee poured from a thermos. Then Art threw the Mack into reverse, and it trundled backwards down a 50-yard bulldozed runway. At the end of this was a circular clearing. A "heel boom" squatted in the dust there. This was the loading deck.

A long cable with a hook at the end was lowered by a curving steel arm. The hook caught a loop of cable on Art's trailer. Up went the trailer, forward the truck. The trailer was lowered and the truck backed into the end of the reach. Two men secured the coupling.

The ribbed steel boom arm hung above the ready truck. It curved down in a moderate "L" to a caboose-like cab on a steel base. Inside the cab, an operator worked the control sticks and a diesel engine responded with a well-oiled churning.

### Tongs Attached

Steel tongs, oversize of the type the iceman uses, were attached to the end of the cable. The men moved quickly. Art piled out of the seat to connect the air brake hoses under the trailer. The boom swung to the



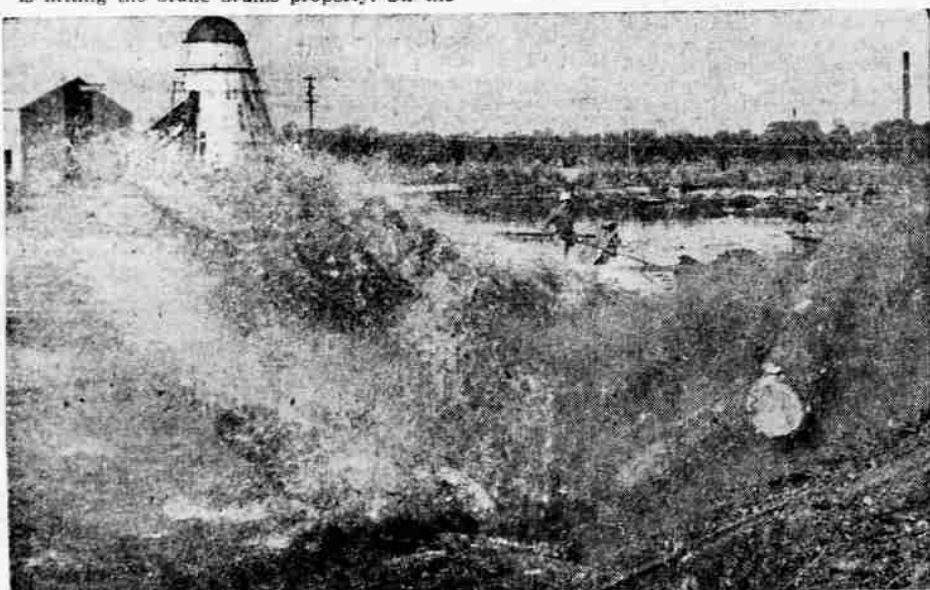
**LOADING TRUCK** — The diesel powered "heel boom" holds suspended a log that has been lifted from a deck in the forest. Tongs at the end of a cable grasp the log and hold

it against the undersurface of the boom arm. The boom is ready to swing around and settle the log on the waiting truck.



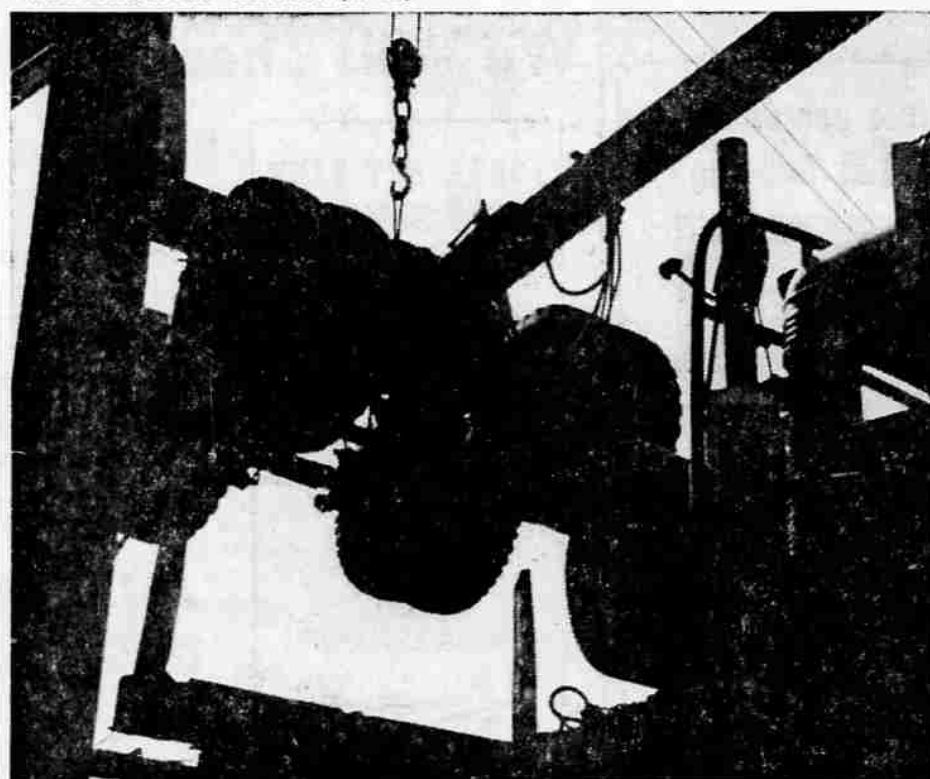
**AT THE SUMMIT** — Art's loaded truck is stopped at the summit on Dead Indian rd. as he walks around the trailer to see that water is hitting the brake drums properly. On the

descent, the brakes are cooled by 200 gallons of water. Steam billows from the wheels when the brake drums get hot.



**POND SPLASH** — A load of logs tumbles off the truck into the mill pond at Kogap sawmill on Highway 99. The pond usually holds about 3 million board feet of timber, from which about 200,000 board feet per day are

processed. Logs are separated while in the pond into saw logs, gang mill logs, and "peelers"—logs which will be turned on a lathe for veneer is used in plywood.



**PIGGYBACK TRAILER** — An electrically operated hoist lowers the unloaded log trailer to its position on the back of the truck.

Seconds before, the hook and cable were used to dump half a dozen logs into the millpond.

### Swings to Other Side

The boom swung to its other side now, and snatched a log from another pile. Soon, a matter of three or four minutes, half a dozen limber, topless trees were packed tightly between the stakes. They ranged from about 20 to 50 inches in diameter. They were 30 to 34 feet long.

As more logs were dragged by caterpillars from the forest behind the clearing, Art hurried back to his seat and rolled the loaded truck into the entrance road. He stopped to throw and clamp four chains around the

load. Then away. The first log was already on the next truck. On the upgrade going back, the truck engine chattered in a deep base. The speedometer needle jiggled between 10 and 13 on the dial.

At the summit, Art checked to see that water was hitting the brake drums. He was using 200 gallons per trip to cool the brakes. On the descent, the hot drums turned water to steam. Art has been stopped by tourists who told him his "tires are burning."

Near the bottom of the hill,



**GETTING WATER** — Art Coulter, log truck driver for logging contractor Ray Offord, fills the 200 gallon tank on the back of his truck at the mill water pump. Art's dark glasses protect his eyes from the slanting early morning sun.



**SETTING TONGS** — Ernie Stephenson, Medford, a Ray Offord employee at the log loading deck, runs in and sets the tongs over a log. The cable is pulled taut, sinking the tong points into the wood. The log is then lifted and swung over and down to the truck.

the truck pulled into a side road that made an arc back to the main road. The three trucks ahead of Art's were parked there, waiting. In the middle of the road was a narrow five-foot-high board platform. A scaling deck.

A forest service man, the scaler, arrived. Trucks were guided alongside the platform and the scaler scrambled over the loads with what looked like a yardstick. He paused at intervals to write in a small metal covered notebook.

### Measure Board Feet

His job was to measure the number of board feet of timber in each load. Trucks hauling from lands bought from the U.S. forest service stopped at his deck.

Art's load was checked, and the truck rolled on to the junction of Highway 66. Off to the side again, Art eased the Mack axle by axle over a cement platform that was a weight scale. Inside an adjacent shack, a county employee recorded the pounds.

Beyond Ashland, Art would have to pass the state scales. Overload costs money, and truckers know the value of a careful checking of trailer scales while loading.

Art's truck and trailer empty weigh 27,000 pounds. The logs, by law, can't add enough to bring the total to more than 76,000, the state maximum. Those pounds are distributed over three axles and 18 rubber tires.

### Arrives at Scaling Deck

Art got a wave of approval

from the county man, and also passed the state scales on Highway 99. In a few minutes he was sidling up the load to the Kogap scaling deck.

The scaler there did the measuring that determines Art's paycheck. He made out a slip that said Art had just brought in 6,620 board feet of wood. That's better than average. Art was satisfied. He gets \$9 per 1,000 board feet.

A short trip across the highway, and the truck moved around the edge of the millpond on an earth dike. At the unloading dock, cables were fixed under the logs; the stakes on the pond side were lowered.

### Trailer on Trucks Back

The cables pulled. The log load tipped, then tumbled crashing into the water. A quick operation with a cable and hook set the trailer again on the truck's back. Art jumped into the cab, and was gone for a second load.

He'd just driven 82 miles, used approximately 20 gallons of diesel fuel and 200 gallons of water. Wear on the tires was not to be measured, but none blew. If one had, it would have cost about \$125 to replace.

Art himself had consumed two cups of coffee and three sticks of gum.

It was 8 a.m. The "working" people were moving out on the roads. From now on traffic would be heavier, the day hotter. Art planned for three payloads a day. This was a continuous operation, and he would

## Contract Bridge League Donates To Heart Fund

New York — The American Heart association has received a check of \$85,000 for heart research from the American contract bridge league.

The gift represented profits from entry fees in "charity-of-the-year" bridge tournaments throughout the country.

## Driver Arrested for Hit-Run; Girl Hurt

Daly City, Calif. — Police Saturday booked Richard Irvine, 20, of San Francisco on felony hit-run charges after he confessed to speeding away from the scene where his car knocked a Sacramento girl from her motorcycle, seriously injuring her.

The victim, Georgia M. Becker, 26, was in good condition in a San Francisco hospital. Doctors said her left leg was so badly smashed they were forced to amputate.

Police said Irvine turned himself in several hours after his car smashed into Miss Becker's cycle on the coast highway near here.

Irvine told police he was passing another car when Miss Becker appeared unexpectedly in his path. He said he panicked and sped away without stopping to aid the woman.

## Pakistan Official To Visit in Oregon

Portland — Kabir Ahmed, representative of the Pakistan government, will visit the Portland-Columbia-Willamette river area this week for a close-up look at how river terminal operators handle cargo movements on those waterways.

The 34-year-old Ahmed is on a four-month tour of the United States to investigate inland waterways operations under the auspices of the U.S. Department of Labor and the American Waterways operators, Inc.

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Art himself owned three trucks. Two brothers-in-law, each with more than 10 years driving experience, used the others. Art's Mack cost \$24,000 in January, 1956. He hoped to drive it seven or eight years. The trailer, made in Portland, ran \$6,000.

**Work Through October**  
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If it does, Art has cause to be happy. It means steady work, a secure means of living. And that is translated into food, a house, a car, an education for the kids, the material components of what a practical man of the past called "the good things of life."

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## McCormack Urges Ike To Speak Out On Foreign Aid

Washington — House Democratic leader John W. McCormack Saturday urged President Eisenhower to serve notice he will "fight" members of his own party, if necessary, to prevent unsafe cuts in foreign aid spending.

McCormack asserted that "weak leadership" and the "shifting" stands taken by Eisenhower on the school bill and other recent issues have jeopardized congressional approval of a foreign aid program large enough to "effectively combat Communism." He urged the President to summon congressional leaders to the White House for a conference on foreign aid.

The veteran Massachusetts lawmaker said in a prepared statement that the President has "failed or refused on a number of occasions to come to grips with his own party." He said no one really knew where Eisenhower stood on the school aid construction bill, which was defeated by Republican votes on the House floor.

"The President cannot vacillate and take chances on this (foreign aid) bill," McCormack said. "If necessary, he should be willing to fight with members of his own party and cooperate more effectively with the leadership of the Democratic party."

McCormack spoke out in advance of a Senate-House negotiations to work out a compromise authorization bill setting a top ceiling on the funds Congress can appropriate for the foreign aid program for which the President requested \$3,864,410,000.

## Grants Pass Man Dies In Fall off Bridge

Grants Pass — Leo Kormendy, 35, Grants Pass carpenter died in a Grants Pass hospital Friday from injuries suffered in a 40 foot plunge off the "Jump Off Joe" bridge on the Highway 99 freeway about eight miles north of here.

Kormendy struck his head on a rock as he fell into water and sand beneath the structure, witnesses said. He was a carpenter with the Tom Lillebo Construction company, the firm building the bridge.

## Portland, Corvallis Get Safety-Check Awards

Portland — Portland and Corvallis have won awards of "excellence" for effective vehicle safety-check programs conducted last May, according to the Inter Industry Safety Committee, in Washington, D.C.

Portland was one of eight cities of over 100,000 population to win the safety-check prize.

Corvallis took the award in the under - 25,000 - population class, along with 27 other communities throughout the nation.

Dinkelsbuhl, Germany, holds an annual pageant honoring the children who, in 1632, saved the town from destruction by a Swedish conqueror. Tradition says a youngster in the market place reminded the conqueror of his own son who had died shortly before; so he ordered his soldiers not to loot and burn.

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## The Antelope 4-H Pre-Fair

is scheduled for July 31st at the Elbert Bigham Ranch on Bigham Road. There will be classes of Dairy, Beef, Sheep and Swine Judging, classes of Swine, Dairy, Beef and Sheep Showmanship. Swine showmanship will begin at 10 A.M. Lunch will be served at noon for a nominal fee.

THE PUBLIC IS CORDIALLY INVITED TO ATTEND