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VOLUME 39 NUMBER 8

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From the stump...

Background noise

by Mike Crouse, Publisher

It's a fairly long drive from Western Washington and down the Columbia River Gorge east through Eastern Oregon and into Idaho but the window of time (mid-summer before full-fledged fire season) was right so away we went on the nine-hour drive though the both beautiful and scenically diverse country to the final destination of Council, Idaho, about two hours or so north of Boise.

The cost of gasoline may be high, but it's done little to change the driving habits at least on those freeways. We drive at 70 mph on most the interstates, and were passed repeatedly by vehicles of all makes and sizes, once again finding that Toyota Prius' being recognizable mostly from the back as they went blowing by me. The cost of political correctness comes with considerable doses of smug hypocrisy, as they passed at well over 80 most of the time, a touching reminder that political elitism remains a citadel build primarily of image rather than substance.

The scenic Columbia River Gorge has been enhanced the past few years by the arrival of wind turbines which dot the both sides of the gorge in clusters, certainly a good choice as the area is windy most of the year. The towers are a few hundred feet high and massive structures that support both the generators and forces that drive the three-propeller rotor blades, all erected with government subsidies, and subsidized even when they are not generating power (we kid you not). Certainly the "green" energy these highly visible towers produce have generated a good cash stream to the early adopters, recognizing a steady cash cow when they see it.

Perhaps the unintended most exciting part of the east-side trip was the stretch between Council, Idaho and Joseph, Oregon, which presented two options, going over the highway, or taking a route that shaved nearly three hours off of driving time. Those I talked with noted the route

over the Snake River into Oregon onto the Oxbow Highway. We had never been to Hells Canyon, and the GPS did ask if I minded being on gravel roads, not really an issue here, thus when pavement gave way to gravel was not a surprise on the six miles or so down the Snake until we took a left turn into the mountains on the Oregon side of the canyon where the gravel vanished but a recently traveled trail about 1 1/2 lanes wide appeared, and we began to climb. If you've used a GPS you soon realize every so often they will lead you down a real goat trail of a route. But we trudged on, in spite of this and continued climbing, no signs, no traffic, no gravel, just a trail. Faith is a wonderful thing. For the next several miles we continued the lengthy climb with sharp switch-backs, not really unusual in a forest setting, but a bit unnerving when you're on essentially bare ground and climbing 4,000 ft. on the other side of Hell's Canyon. As we labored away on the route the thought came to mind I should track down whomever was connected with TomTom GPS manufacturing that sent me on this perilous path and beat them senseless, but at doing an average of 10-15 mph and continuing to climb I was ever vigilant for where the Trailblazer could be turned around if (or when) we finally encountered the gate or sheer drop to oblivion that would end this route. Fortunately we finally reached the top, the trail was still there, and ultimately led into the Wallowa-Whitman forest and onto Joseph.

Knowing what we've learned, I'm less than certain this was the best of choices, but it made for an interesting trip. I'm very grateful I didn't have to back down the trail on the Oregon side of Hell's Canyon.

Staying on track

One of the great challenges we face living at this point in time is sifting through the

enormous amount of information thrown at us each day, what we also refer to as "background noise." Information is critical in any job, any competitive situation, and life in general: the more you know is to your advantage. In today's world the issue is not collecting information as much as filtering the information available to you.

All too frequently the inexperienced hand can be overwhelmed with the sheer volume of information overload coming their way, not only from TV, radio, and newspaper, but emails, web sites, mail, assailing us at every turn. The real skills comes not from gathering information but sifting through the background noise, making judgments on what is worthwhile and what is not relevant, and maintaining focus on the task at hand.

All too frequently the glitz and glitter approach is alluring, stealing time and taking one off course. Time and experience teaches you to recognize what is of value and provides rewards by seeking efficiencies and staying on the task at hand.

In the real world, performance is what counts, and that counts not only in business but in those things associated with business, that includes the political world we no longer can afford to ignore.

Especially with national politics effect on our industry we need to be mindful that performance counts far more than bluster, although the national media, who exist in a fantasyland of glitz and glitter are easily distracted and more drawn to glitz, glitter, and the promise of the illusive "free lunch" than literal performance.

On a measure of sheer performance, the current administration is an ongoing disaster, whose goal is to talk about anything BUT performance, and not remotely interested in talking about the economy they've been meddling with and mucking up now approaching four years. The pending shift in taxes alone, if allowed to stand, will not help the economy either, short of more fully funding an already bloated bureaucracy and further stifling private enterprise.

All things considered, this administration proves time and time again through their own record they have no grasp whatsoever of business, or of private enterprise, beyond the scope of

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See "From the Stump"



COVER PHOTO: From logs to wood chips to heavy equipment, Jim Olsen make the hauls look easy with his 2007 T800 Kenworth.

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Dumb-da-dumb-dumb

by Sherrie Bond

AUGUST 2012
LOG TRUCKER

Dumb-da-dumb-dumb-DUMB!!!
Bet you thought you were hearing the lead-in tune to Dragnet, didn't ya? Actually it's the sound made by the average American voter as they mark their ballot!

In just a few months, voters will be making tough decisions about who they choose to run local, county, state and federal governments and while I hate limiting the choice to only the top-two candidates in the Primary election, I think making a well thought out decision, when five or ten candidates are listed, is overwhelming for most people. Voting is, more often than not, based on name recognition, not ability or past performance. Consequently we end up with some real doozies steering the boat!

Going back a couple of decades, back to the era of the Northern Spotted Owl at its peak and the over zealous "obstructionists" trying to save it, we found ourselves on a slippery slope greased with nonsense and exaggeration. It was an era of mothballing refineries, registering every flower and creature that could possibly be listed as endangered and saving every tree and forest lest they be hacked down by wild-eyed, uncontrollable loggers frothing at the

mouth and carrying a souped-up chainsaw powered by a Big Block Chevy engine!

Fast forward to the resultant consequences we now suffer, having been forced into the corner by elected officials who sided with the preservationists. Elected officials who lacked knowledge and experience to make some of the decisions they put into play; individuals who (with the stroke of a pen) destroyed lives from coast to coast and border to border. We still haven't recovered from the laws they enacted. In the past twenty years not even ten-percent of the listed species have recovered and it's not because we are still harvesting! It's because Nature interceded, followed its path of survival of the fittest and it's Nature who will, in the end, always have the say-so.

But, that is not to say that we can't have solid, intelligent, experienced leaders who guide our paths. Of course we can! This is where YOU come in. It's your responsibility to ferret them out, learn about them, find out what they know and just how much smoke some are blowing up your skirt! (Well, my skirt ... your staged off pants!)

I'd like to touch on the Department of Natural Resource Commissioner's race as a critical election im-

pacting harvest of publicly owned timber. The DNR manages 2.1 million acres of timberland. Revenue from the managed land provides vital support for state schools and local government services. Counties benefit from revenue earned in the harvest of these lands, in the form of funding for K-12 education and higher education programs as well. Current Lands Commissioner, Peter Goldmark was quoted in the Seattle Times on July 15, 2012 saying, "I've recovered one of our primary timber accounts from the brink, reduced state management fees to send more money directly to the beneficiaries and directed \$10 million back to cash strapped counties that were in desperate need of support in these tough economic times." He went on to say he "...has had to make big decisions, such as laying off 10% of his staff and smaller ones like eliminating coffee service at board meetings...", I will share the budget information with you in next month's column, but I find it amazing that coffee would be such a big issue with Goldmark, when some of his staffers are dragging down pretty damned hefty salaries; \$352,073, \$245,521, \$228,454, \$323,462, \$134,816, \$245,828 ... the list goes on (and on) because these salaries are in the first page and a half of a twenty

page report!! The sickening part is, that the highest paid wildfire fighter I found within this same group, received - are you ready -- \$10,548. These are gross annual salaries (some more GROSS than others). The heavy hitters are all Fiscal Analysts and all earn more than Goldmark as Commissioner at \$121,618.08.

My point in this column and in the September issue will be a comparison of candidates for various offices, the practical experience they carry to the job and how the incumbents are managing the positions at present.

Frankly, if Goldmark laid off 10% of his staff, that's a good start since there are 1,888 full, part and seasonal workers under his watch; 188.80 of them were laid off (I don't know what the guy left with 20% is able to do, but maybe he's the one that makes coffee.) I would think if one of the high-dollar staffers was laid off, Goldmark could furnish all of Lewis County with Starbucks and still have plenty of money left over! I'm just sayin' ... my point being, we must be careful when we vote because we can't just throw the bum out if he's a cull ... dumb-da-dumb-dumb.....dumbbbbbb!

LT

Sherrie Bond serves as Director of the Northwest Log Truckers' Cooperative. She can be reached via email at ohsee@aol.com.

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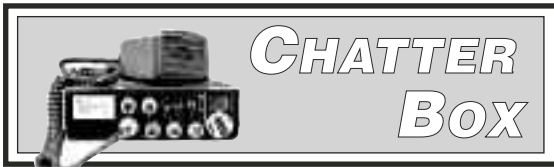
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DREAM JOBS

If you could have any job in the world (other than logging or log hauling) what would it be? We asked some of our readers what their dream job would be and here's what they put on their applications:

Ryan Ronning: Journalist/photographer for Nat Geo.

Alex Boyd: I've always wanted to drive a car hauler for NASCAR.

Keven Workman: I would want to start my own fishing guide service. Making a living fishing, now that would be AWESOME!!!!

Jeff Henke: Driving funny car for John Force!

Curtis Mahood: Wish my knees wouldn't have went out so I could have gone from some no name street skating punk to a famous pro skater/driver with a stretched out 48 Pete as mu tour bus!!

Troy Kaelber: Prototype car test driver do I can get paid to thrash stuff.

Craig Scott: Something to do help-

ing kids like a counselor, sports coach, etc.

Forrest Waldron: Pharmacist at Walgreens.

Rollie Thompson: Airline pilot.

Tina Hamilton: Comer: Trail guide for horse packing trips. Sleep under the stars and see backcountry with 1 horse under me instead of 475.

Stuart Loewen: Already doing it - custom trucks. Miss logging just the same; it's like a drug.

John Lotze: wild land/ structure fire fighter.

Andy Gulley: I would like to be a game warden.

Robert Comer: Flavor tester for Ben & Jerry's ice cream.

Rick Sargent: Head bouncer in a

big nightclub.

Eric Harrison: Horseback hunting guide in Montana or Idaho away from civilization.

Amy Gladen: Nurse in the maternity ward and professional model.

LaRell Herbert: Always wanted to be a helicopter pilot—specifically an EMS helicopter pilot.

Dawn Slama: Teacher.

Kenny Keeler: I'd have an Old Iron restoration shop.

Zack Smith: I'd like to work for the railroad or be a pilot.

John Hames: Working on or running a fishing boat or fishing guide service.

Lee D. Caldwell: MOW worker on the railroad running different machinery. It would be interesting, you would get to see different scenery and you could travel.

Mike Osborn: Working at a mine running different equipment.

Darrin Wise: Powerboat test driver.

Daniel Boone: Chiropractor.

Lisa Krahl: Anything to do with racing, a professional singer or an

equestrian trainer for inner city kids.

Jeff Tellefsen: Besides drumming, I really love this Ebay thing I have been doing the past decade - going out picking and looking for gold to sell is a rush.

Bob Holman: Born and raised on a cattle ranch south of Miles City Montana; would like to go back to that life again if I could.

Tom Reavis: Touring Rock-n-Roll drummer.

Melissa McCaw: Wildland fire fighter.

Darren Risseuw: I'd have to say a banker; they got the good hours right!

Jens Jorgensen Sr.: Preacher of the word of God.

Jason Nigh: Locomotive engineer.

Grant Hays: If I weren't driving I would be living in So-Cal and racing motocross professionally.

Seth Harmer: Operating heavy equipment either at a quarry/mine or general contracting.

Hank White: My dream job is just to have a job.

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By Darin Burt

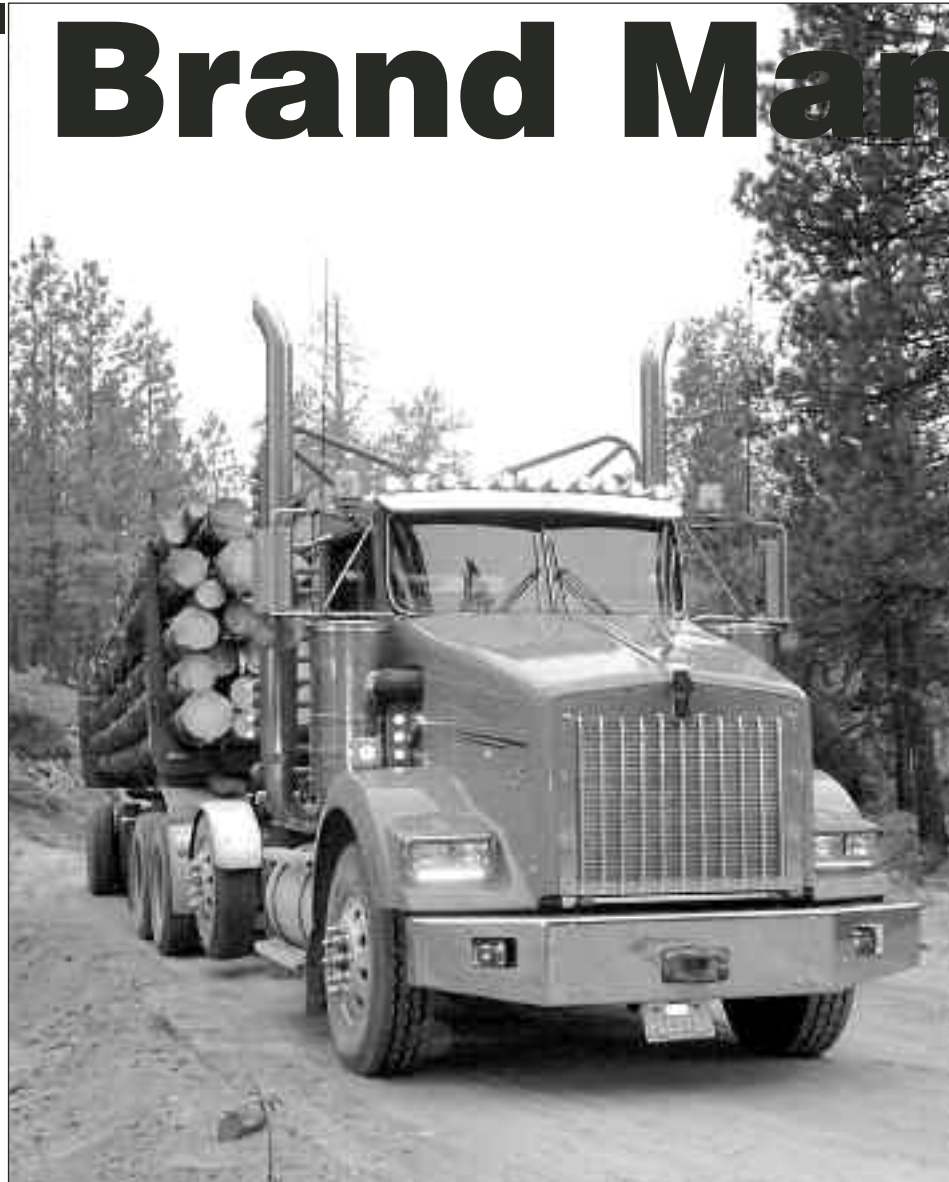
Whether it's cattle or timber, Jim Olsen is a man who deals with natural resources. Circle F was his father's livestock brand dating back to the 1930s. Olsen still has the brand registered to use on his own cattle. And, the silver circle with a capital F inside, also stands out as the company logo on the

doors of his logging truck.

Originally from St. Helens, Oregon, Olsen worked alongside his father, Fay, and twin brother, Charles, in the family logging company. Fay Olsen & Sons, as the outfit was known, logged on the coast for Longview Fiber until about 1981. At their peak, running three sides, Fay Olsen & Sons had eight trucks of their own and hired another half

(Continued on Page 8)

See "Circle F Cattle Co."



JIM OLSEN'S NEWEST "RIDE" is a 2007 Kenworth T800 equipped with a Cat 550-hp motor, 18-spd transmission, 46,000-lb rears with double lockers, Hendrickson PRIMAAX air suspension, quick change and wet kit. "You name it, it can do it," he says.

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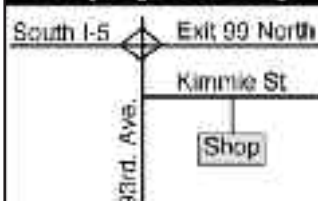


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JIM OLSEN HAULS FOR RN ZACHARIAS in Eastern Oregon's Wal-lowa County. "I like being out in the woods and to be in control of my day-to-day operation," he says. "... every day is a picnic in the woods."



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(Continued from Page 6)

dozen gypos to move their wood. One of Fay Olsen & Sons' last jobs was harvesting timber for Weyerhaeuser in the aftermath of the Mount St. Helen's eruption. Suffice it to say, the timber company was anxious to salvage whatever timber they could from the disaster.

"I had a bid on three sides, and put down a price that was 20 to 25 percent above what we needed, so that there would be some negotiating room," Olsen recalls. "The guy from Weyerhaeuser just grabbed the paperwork and started signing it."

"The mountain blew on May 18 and my brother and I were lowboying equipment in there on about the 25th of June. You might as well have been on the moon - there wasn't even a fly alive in there. We were really afraid that we were going to have engine failure because of the silica from the blast. We actual-

ly put pantyhose over the air cleaner and duct taped it up really well. We also greased our trucks every Wednesday and Saturday because of the silica. Luckily, we never had an equipment failure."

"We had one side that did the right-of-way for Weyerhaeuser. We were open up the blown-out roads and coming out with three and four log loads - that was some huge stuff. We had our GT3 swing yarder working in standing dead timber that the gas bubble killed, but because there was no oxygen the trees didn't catch on fire. By the first of September, there were more than 500 loads a day coming down the

Green River into the Green Mountain mill . . . it was a real circus . . . there was a different CB channel for every spur."

"When the roads were dry they were fine, but when it rained, you almost needed chains, because the roads would turn to hard slick surfaces."

"More than anything, it was a hectic operation," Olsen remarks. "But looking back on it, I'm glad I was there to see what had actually occurred through that period of time."

Deciding to sell out their operation, the family bought a ranch in the Joseph-Enterprise country

where they raised some 800 head of cattle and more than a hundred horses. They kept their hand in the timber industry, logging some private patches for local ranchers, and managing 11,000 acres of their own timberland. Olsen's youngest son, Rob, still lived at the old homestead on about 1,100 acres; his oldest son, Leif, runs Stone Mountain Safaris - a big game guide company, out of Toad River, British Columbia. Olsen has an interest in the guide service, and plans to join up there at some point soon to drive the client shuttle

(Continued on Page 10)
See "Circle F Cattle Co."

AUGUST 2012

LOG TRUCKER

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Heavy Duty

2000 INTERNATIONAL 5600i, C12 430 HP, Jakes, 10-Spd RTO16908LL, 18k Front, 46k Rears, 4:56 Ratio, Hendrickson HN Susp., 16' Dump Body, Hitch, Power Tarp, Etc., 242k Miles.....**\$42,500**



Chalmers

1999 WESTERN STAR 4964F, 3406E 475 HP, Jakes, 10-Spd FRO16210C, 12k Front, 40k Rears, 3:73 Ratio, Chalmers Susp., 235" W.B., Hydraulic Wet Kit, Cab Guard, Etc., 580k Miles.....**\$32,500**



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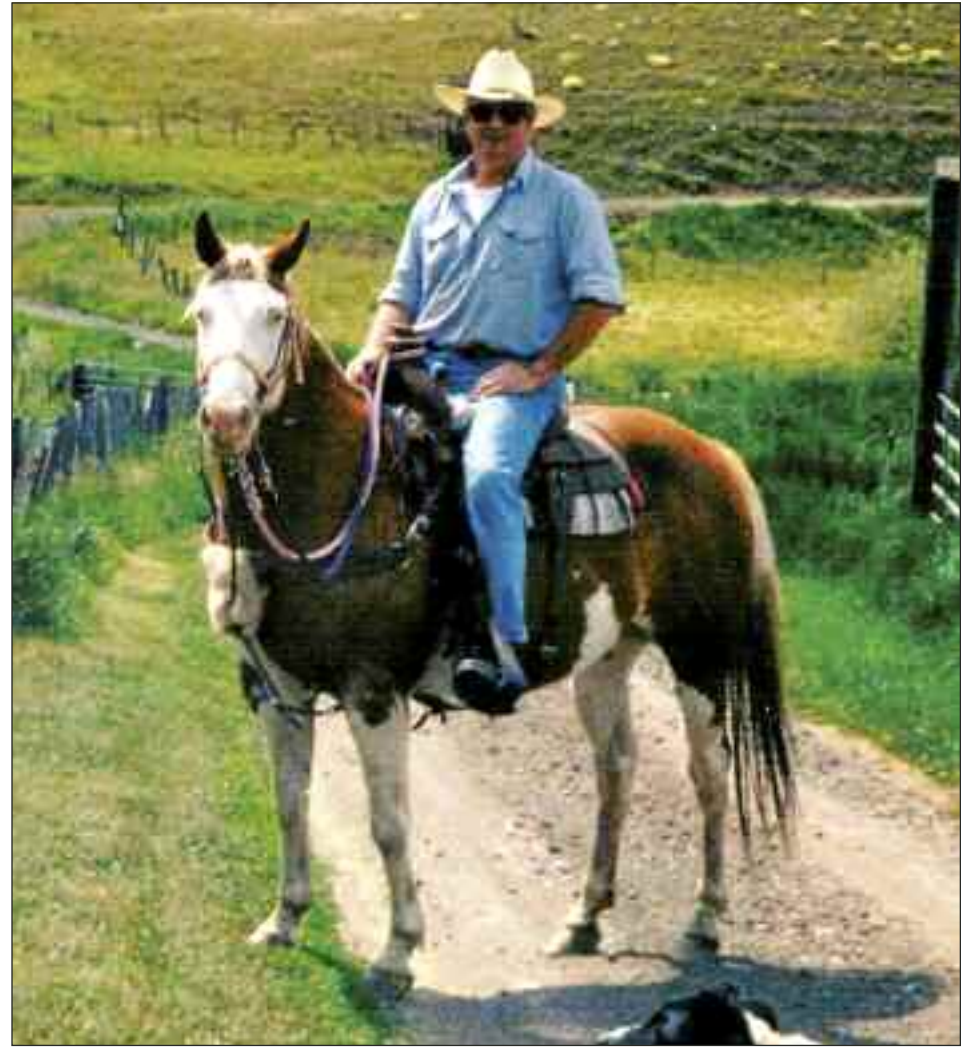
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JIM OLSEN KNOWS how to cowboy up. When he wasn't hauling logs, he worked the family's 11,000-acre cattle ranch. When he retires from trucking, he plans to partner up with his son Leif, who owns and operates Stone Mountain Safaris – a big game guide company, out of Toad River, British Columbia.

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10 Circle F Cattle Co.

(Continued from Page 8)

AUGUST 2012 and take care of the packhorses.
LOG TRUCKER Olsen's wife Pammy Joe is also a log hauler; in the past she has worked for LaPine's Mineral Creek Logging & Hauling.
 Logger? Rancher? Trucker? Olsen says he's a Jack-of-all trades and a master of none. "Back in the day, we were just a three-man operation and I'd skid logs and jump in a truck and haul them to town."
 When the family logging operation folded, Olsen put a log truck (as Jim Olsen Trucking) to work in Walla Walla County. He hauled for many of the local loggers including Kellerman Logging, Henderson Logging, and Zacharias. When his father passed away, he became more involved with the cattle ranch, but he still kept a truck going, whether driving it himself or putting a hired



JIM OLSEN WAS ONE OF THE STARS of the 1988 Oregon Logging Conference with his brand new Peterbilt on display. He bought the truck from DSU Peterbilt, but since it was equipped with a Peerless log trailer, the two companies flipped a coin to see who would get the honor of having the truck in their booth. Peerless won. "The truck was the first Peterbilt with an 425 hp electronic motor available at that time. Everything before that time, electronic, peaked at around 410 hp," Olsen says. "They warranted the motor for off-highway-use, and I added an 18-speed transmission and 60-inch Canadian spread to smooth it out. It also had the first double lockers and the first Pete Airtrack suspension that was warranted for logging. It was a creampuff."

driver behind the wheel.

Olsen got his start in 1965, breaking in driving a 1960 Autocar with a 220 Cummins motor, 5-4 transmission, Jack Armstrong steer-

ing and a "suspension under the back that you could haul the space

(Continued on Page 11)
See "Circle F Cattle Co."

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Circle F Cattle Co.

(Continued from Page 10)

shuttle around on.” He drove the truck until the fall of 1971 when bought a brand new 1972 Kenworth. It was a major change, powered by a 425 hp Cat motor and featuring all the goodies of the day, like air conditioning, power steering and twin exhaust stacks.

“Everybody told me I was crazy and that I didn’t need that kind of power. But immediately, I started pulling three loads a day when everybody else was pulling two. Within a couple of



BACK IN THE DAY, when the Fay Olsen & Sons was logging steady for Longview Fiber, Jim Olsen did a little of everything from handling contracts to skidding logs and hauling them to the mill. In this picture, taken from a *Loggers World Magazine* story of the time, Olsen was about to climb aboard his 1974 model Kenworth on the company’s Skagit SJ-3 landing.



FAY OLSEN & SONS LOGGED in the Oregon Coast Range for Longview Fiber until about 1981. At their peak, running three sides, Fay Olsen & Sons had eight trucks of their own and hired another half dozen gypos to move their wood.

years, everybody else upgraded to the bigger horsepower,” Olsen says.

Today, he operates a 2007 Kenworth T800 equipped with a Cat 550 hp motor, 18-speed transmission, 46,000 lb rears with double lockers, Hendrickson PRIMAAX air suspension, quick change and wet kit. “You name it, it can do it,” Olsen says.

Olsen doesn’t go for particularly lightweight

(Continued on Page 13)
See “*Circle F Cattle Co.*”



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OLSEN PURCHASED TWO WHITE PETERBILTS out of Canada. The trucks had 500hp Cat motors, 18-speed transmissions, 46,000-lb planetary axles, double lockers and both Jakes and retarders. He and Pammy Jo used the his & her's rigs to haul everything from logs and lumber to hay.



OLSEN'S WIFE PAMMY JO is also a log hauler; in the past she has worked for LaPine's Mineral Creek Logging & Hauling.

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2005 KW T-800, Cummins ISX, 400hp, Jake, 13spd., 14.6 Front, 40,000# Rears on Chalmers, Pusher Axle, 16' Dump Box, Rear Hitch. Stk# 4519



1993 KW T-800, Cat 3406, 425hp., Jake, 18 spd., 16K front, 46K rears, Hend. Walking Beam, '92 Serco 160 Log Loader, Log Trailer with Hop on kit. Stk# 0064



Sterling LT 9513, Cat C-13, 470hp., Jake, 13 spd., 14.6K front, 46K rears with lockers, Hyd. wet line system, ONLY 188,700 miles. Stk# 4602



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Circle F Cattle Co.

(Continued from Page 11)

truck because he needs it to hold up through some really adverse conditions in which he works. "For me, a truck has got to have an air-ride four-bag suspension that can withstand the severity of off-highway," he says. "I do a lot of switching around; I may be packing a 90,000 lb load and then, with the fifth-wheel, I may be packing something that weighs 140,000 lbs. I also want double lockers for traction and a minimum of an 18-speed suspension."

"I swore I'd never drive a T800," he adds. "Bottom line, though, is that they get around in the woods like a creampuff."

Olsen is a longtime "Cat man" when it comes to motors. "I've had 1693, 3406 and C15 motors. If it's not yellow under the hood, I don't want it. When you get in a severe situation on soft ground, you really need that low-end torque. The Cat motor might burn a little more fuel, but you're able to control the load a

(Continued on Page 19)

See "Circle F Cattle Co."



FAY OLSEN & SONS hauled timber off the scarred remains of Mount St. Helens using a 1979 Kenworth outfitted with a 500 hp 8V92TV with 100 millimeter injectors, 18-speed transmission, power steering and 48,000 lb two-speed rears. Look closely and you'll see a small platform attached to the cab guard and sticking out over the cab. Because Olsen often hauled off-highway with the truck, the trailer was equipped with a two-stage reach for hauling the longer tree-lengths. On occasion, the heavy reach to take a nose-dive when the trailer was being unloaded. After some of his cab lights got taken out, Olsen had Peerless fabricate the steel platform to keep his cab from being smashed in.

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RIP (REST IN PINK)

GALLATY ENTERPRISES RED BLUFF, CALIFORNIA

by Darin Burt

Monday, July 2 at about 4:50 in the morning, Seth Gallaty was headed home from Ukiah with a load of lumber. Two of his fellow truckers, hauling for Trinity River Lumber Company, were following behind his bright pink Kenworth. Climbing a hill on Highway 20, he was doing 35 to 40 miles per hour, when he met a car coming downhill – right into his headlights.

“I was headed westbound, and a Jeep Cherokee came around the corner in my lane – not just across the yellow line, but COMPLETELY in my lane,” Gallaty recounts. “I had time to hit the brake and yank the wheel, and he was pretty much right in front of me.”

“After he hit me, I went into the bank with no steering or brakes; I believe he knocked my front axle



YOU DON'T SEE MANY PINK logging trucks, and that's what made Seth Gallaty's 1974 Kenworth so memorable.

out. From there it was just a chain reaction. The front axle hit the battery box, which is underneath the driver's door; the battery box hit the fuel tank, which immediately ignit-

ed.”
“The frame rails were bent at a 90-degree angle at the rear cab mounts; the front axle, transmission, motor, and radiator were all

pointing back down the hill, completely out of the frame rails. (The

(Continued on Page 16)
See “Gallaty Ent.”

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HITTING THE JEEP CHEROKEE head on, the front axle of Galaty's truck was knocked out and he was forced into the ditch. The frame rails were bent at a 90-degree angle at the rear cab mounts; the front axle, transmission, motor, and radiator were all pointing back down the hill, completely out of the frame rails.

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16 Gallyt Ent.

(Continued from Page 14)

AUGUST 2012
LOG TRUCKER
impact) sheared the whole cab off, so I thought the truck had flopped over. I didn't get knocked unconscious, but the cab was engulfed in flames and I climbed up through the driver's door and was able to get out. My wallet was in the glove box, so once I got out, I grabbed a fire extinguisher from a guy that was behind me and beat the back window out, but there wasn't enough in the fire extinguisher to even get through to the glove box."

"The driver's side fuel tank was completely full of fuel, and the tank was ripped open, so it went up in seconds. It burned and melted the cab and the motor. There was absolutely nothing left."

As you can imagine, the Cherokee was pretty much obliterated from the collision. The driver of the vehicle, Jesus Aguilar, 19, of Cloverdale, told police that he thought he fell asleep. The next thing he remembered was the sound of the truck horn. Amazingly, according to reports, Aguilar escaped the tangled wreck with only a broken leg. Gallyt, too, had luck on his side, walking away with only a broken collar bone.



THE DRIVER'S SIDE FUEL TANK was completely full of fuel, and the tank was ripped open, so it went up in flames in seconds. The fire torched the cab and the motor, leaving absolutely nothing left but charred remains.

"There were so many variables, and if anything was different I probably wouldn't be talking to you,"

(Continued on Page 17)
See "Gallyt Ent."

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Gallaty Ent.

(Continued from Page 16)

Gallaty says.

"You always think about things like this happening," he adds. "But nine times out of 10, you think it's going to be the other person."

Whether or not you knew Gallaty personally, there was no mistaking his truck. The 'panther pink' 1974 Kenworth with purple bunk equipment was an attention grabber traveling throughout Northern California and the Pacific Northwest.

"It was an ongoing 'hot rod' project," Gallaty says, adding that a lot

of people lent a hand in making it into the beautiful truck that it was. Stuart Loewen, for instance, kept it polished and was in the process of fabricating some custom pieces.

The extended-hood A-model Kenworth was equipped with a 3406e Cat motor, 18-speed transmission, 402 rear ends (3.70 ratio) on eight-bag air ride. Gallaty had basically rebuilt the truck from the ground up - installing new frame rails, wiring, plastic airlines, cruise control and even electric windshield wipers. "It was basically a modern truck with an old can and hood on it," Gallaty says.

Gallaty's father, Tom, had previ-

ously owned the truck. Seth started driving in 1995 when Tom was diagnosed with cancer.

"My dad painted the truck pink when he bought it in about 1988. His reasoning was that he'd seen a hot rod in a magazine that was painted hot pink - specifically 'panther' pink."

"My buddies would all razz me a little bit about driving a pink truck and being a little light in my loafers . . . people either loved it or hated it," Gallaty says. "I've had people pull me over to take pictures and I've been videotaped driving down the road. It was definitely fun. One time we were hauling out of town

and we had our trucks parked outside a café while we were eating dinner. A group of college-age girls were walking around the truck, and they made sure nobody was watching and then jumped up on the running boards and were snapping each other's pictures while we sat there laughing about it."

The truck had been a log hauler since the day it was bought new. Gallaty used it in that manner until just that past winter when undesirable haul rates forced him to try something different. As the truck

(Continued on Page 19)
See "Gallaty Ent."

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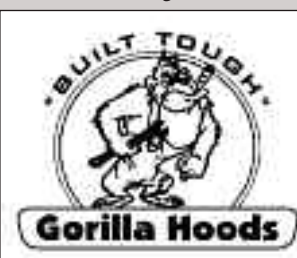
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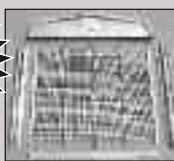
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Gallaty Ent.

(Continued from Page 17)

was equipped with a quick change, he put it to working hauling lumber for the Trinity River sawmill in Weaverville, California. It's common for them to haul finished lumber one direction and saw logs back to the mill using sliding bunks with fold-up stakes on the flatbed trailer.

Gallaty has no plans to raise the Pink Panther from the ashes, but as soon as he's feeling up to it, he plans to go back to work. That is if he can find a truck that suites his liking.

"I'll buy a used truck. I have absolutely no desire to buy a new one with all the emissions equipment," he says. "I'm looking for an early 2000 model Kenworth or Peterbilt with a long hood that is spec'ed out like mine was."

The thing it doesn't need to be is pink. "I've stood out for so long that it would be nice to blend in for a while. That was a one-of-a-kind truck and I'd never paint another one the same color . . . that would only take away from it."

Gallaty grew up on his family's dairy farm in Orland, California. After his parents divorced, his dad bought the 1974 Kenworth and switched from hauling hay to hauling logs. As a teenager, Gallaty had no desire to follow in those tracks.

"I hated trucks," he says. "I'd grown up working on trucks; I liked looking at them, and I liked all the

shiny stuff, but I wanted nothing to do with a log truck. I wanted to go to college and do something completely different."

Gallaty spent the summer after high school graduation setting chokers on a logging job. He went to school in the fall, but discovered that it just wasn't for him, and so he returned to the woods to earn a living. Following the advice of his father who'd always preached that, "No matter what you're doing, you can always make a living driving a truck," Gallaty went ahead and got his Class-A license.

Tom passed away in 1998 at 48 years old, but his memory lived on. "He bought me my first truck and we hauled logs together for a year and a half. Looking back now, I'm grateful for all those Saturday mornings spent under a truck when he taught me how to work on them," Gallaty says. "I learned how to drive his truck when I was in high school, so when I went to get my license, I didn't need any training because I'd been driving it for years."

As for lessons about hauling logs, Tom's advice was pretty straightforward: Show up, be on time and do your job. "I was brought up to work, so it's never been an issue," Gallaty says.

"I've never expected to get rich in trucking or log hauling. I feel like I'm making a living, raising a family and that's about all I set out to do."

"The accident opened my eyes to the fact that at any given moment,

everything can be taken away. There was a split second when I was trying to get out of the cab when I wasn't sure I was going to make it. Having a family at home that's

something you have to think about.' 19

"I'm going to miss my truck, but trucks can be replaced."

Circle F Cattle Co.

(Continued from Page 13)

lot better," he says. "I wouldn't buy a truck newer than an '07 with a Cat motor because of the emissions BS."

Most of the time, you'll see Olsen hauling logs with his T800. Over the years, it has also pulled 53-foot four-axle chip trailers, off-highway loads and lowboy trailers.

"I prefer hauling logs above anything else," Olsen says. "I've done it most of my life and so it's not a stressful situation. I enjoy the people in the logging industry probably more than some of the other things."

He also likes the challenge of transporting heavy equipment. "It keeps you on your toes," he says.

Olsen hauled logs around Wallowa County between 1982 and the mid-2000s, at which point he moved to LaPine to manage timberland for his friend, Larry Olson. When the job was finished, he returned to Joseph to haul for RN Zacharias Logging, a company he had worked for in the past. That's where he's at today, and he's happy

to be doing exactly what he's doing.

"All my life, I've enjoyed getting up in the morning and going to work whether that was chasing cows or chasing logs," Olsen says. "When you get up in the morning and you don't want to do that job any more, it's time to do something different. I've been really lucky because to this very day I've always been happy to go to work."

"I just turned 65 years old this past April; my health is in really good shape, and as long as I enjoy what I'm doing that's what I'm going to do."

"I like being out in the woods and to be in control of my day-to-day operation. I've basically been an owner-operator/private contractor for most of my entire life. Like I always tell guys, 'Be it a good day or a day, being a logger or a log trucker, every day is still a picnic in the woods.'"

"Sometimes, going out there and putting on three sets of three-railers, and coming down an 18 percent grade when it's 20 below zero, can be a little challenging . . . but it's never boring."

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NEWS AND INFORMATION

Used trucks getting harder to find

May showed a continued decline in the availability of low-mileage used heavy-duty trucks, according to analysts with Great American Group LLC.

According to the American Truck Dealers and Used Truck associations, the average mileage for May was 560,000 miles, which is a historic high compared to a year ago, when the average mileage was 514,000 miles.

Dealers also noted a shortage of lower-priced trucks in the \$25,000 to \$40,000 range.

"Fleet managers are keeping trucks longer and prices for new trucks selling at \$120,000 or more have slowed in 2012," says to Michael A. Petruski, executive vice president and general manager of Great American Group's Machinery & Equipment Division. "The average sales price for a used truck in May was \$41,000, down from April, but 2% higher than in May 2011. The average retail price for a sleeper was \$48,800 in April 2012, com-

pared to \$44,100 in April 2011."

Housing starts offer glimmer of hope

The nation's beleaguered housing industry, whose health affects some trucking operations greatly, got some of its best news in quite a while, but also shows the industry has a long way to go before seeing a full recovery.

The U.S. Commerce Department reported new housing starts increased 6.9% in June from May to an annual rates of 760,000, translating into the highest level in nearly four years. Single family home starts also hit their best pace since early 2010, climbing 4.7% to an annual rate of 539,000. In the more volatile, multi family unit sector, activity decreased 12.8% during the same time to annual rate of 221,000.

The hike in new single-family home construction is the fourth straight monthly increase. And while the barometer of total future home construction, new building permits issued, declined 3.7%, it follows a three-and-a-half-year high

hit in May. The number of permits for new single-family units hit its best level in a little more than two years.

Total housing starts rose in the West and Northeast regions of the country, seeing 37% and 22% increases respectively, but fell in the usually stronger South, as well as in the Midwest.

Despite the encouraging news, housing starts and permit levels are still considered by most experts to be about half of a level that's consid-

ered "healthy."

Optimism about housing over the long-term, however, is increasing with Federal Reserve Chairman Ben Bernanke earlier this week mentioning the improving housing market in an otherwise dismal report to Congress. Also a survey of builder confidence by the National Association of Homebuilders, released on Tuesday, shows it hitting a five-year

(Continued on Page 21)
See "LT News"

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LT News

(Continued from Page 20)

high.

Hindering a greater expansion of housing are problems many applicants for new homes loans are having getting bank approval, as well as an inability to afford down payments that are often much higher now than during the pre-recession housing boom.

Used truck prices increase in value

The average retail selling price for a used Class 8 truck dropped to \$48,643 in May, down

6% month over month but 3% above the average price in May 2011. On a year-to-date basis, prices remained 13% above last year's pace, according to ACT Research Co.'s State of the Industry: U.S. Classes 3-8 Used Trucks.

"Even though prices are showing volatility on a month to month basis, they continue to show solid growth for longer-term comparisons," says Steve Tam, vice president, commercial vehicle sector with ACT. "We expect that pattern to be the norm though 2012."

The report from ACT provides data on the average used price for the top-selling Class 8 model for each of

the major truck OEM's - Freightliner (Daimler); Kenworth and Peterbilt (Paccar); International (Navistar); and Volvo and Mack (Volvo).

ACT is a publisher of new and used commercial vehicle industry data, market analysis and forecasting services for the North American market, as well as the U.S. tractor-trailer market and the China CV market.

Pape Kenworth - Medford expands facility

Papé Kenworth - Medford has expanded its operation and relocated to Central Point, Ore., with convenient access to Interstate 5 off Ex-

it 33.

Papé Kenworth - Medford is part of a Kenworth dealer network of more than 325 locations in the United States and Canada. The new full-service facility is located at 4300 Hadley Drive, Suite 100, in Central Point.

The dealership's 9,100 square-foot service department contains seven service bays and also offers a specialized service bay equipped with a jib crane. The service shop uses a 10-ton overhead crane running the entire length of the shop for major repairs. To provide excel-

(Continued on Page 22)
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HERE'S A SUPER SECRET sneak preview from the movie, Superman: Man of Steel." Due out June 2013, the movie stars Henry Cavill, Kevin Costner and Russell Crowe. You have General Zod, one of Superman's deadliest rivals from the planet Krypton, to thank for putting another used log truck on the market.

LT News

(Continued from Page 21)

lent parts support, the facility has 1,250 square feet of parts display and 6,300 square feet of parts storage. A nearly 5,200 square-foot wash bay building also is on the site.

A drivers lounge offers a flat-screen TV and comfortable leather chairs. Other driver amenities include free showers, and free washers and dryers to help catch up on laundry.

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- Robert Frost

GP responds to Supreme Court in forest roads case

The U.S. Supreme Court has agreed to hear the appeal of Georgia-Pacific West, Inc. v. NEDC, Sup. Ct. No. 11-347, commonly referred to as the "forest roads" case.

The case asks the Supreme Court to overturn a 2011 ruling by a three-judge panel of the U.S. Ninth Circuit Court that reverses 35 years of law governing how rainwater runoff from forest roads is managed. The Ninth Circuit's ruling said forest road operators in the states under its jurisdiction will be required to obtain Clean Water Act discharge permits for ditches, drains and cul-

(Continued on Page 23)
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LT News

(Continued from Page 22)

verts that channel rain runoff from their roads -- treating rain runoff the same as industrial sources.

"We are pleased for the 2.5 million people and thousands of local economies that depend on forest

products that the Supreme Court has decided to hear our appeal in this critical case," said Mike Adams, Georgia-Pacific senior vice president of sourcing and fiber supply. "Today's decision is a significant step forward in protecting these jobs, especially in those states under the Ninth Circuit's jurisdiction.

"We along with numerous experts

sent and most important... the future.

Regardless of who we elect, we will survive. The difference will help define our children's future as one of deep indebtedness, run over by larger government, and the constant promise of a free lunch as the bait, or one that believes in what has built our country as the economic wonder of the world.

Strangely enough I saw a news clip the other night with the President campaigning where he asked (we paraphrase) the crowd, "Do we want to go back to the past or get on with the future?" Frankly, full employment, low inflation, honoring the Constitution and following all the laws (rather than ignoring those portions you disagree with), and removing the 37 Obama appointed Czars (never confirmed by congress in any way), would be a step back to the future we could all live with.

LT

From the Stump

(Continued from Page 2)

labor unions, period.

The election is about past, and future performance, and an economy that makes progress, in spite of the uncertainty this administration demonstrates time and time again a desire to maintain. The talk is about more jobs, the policies are about stifling business. Words have meaning, and this president's words must be understood not by what is said but what has been done.

The other side of the coin, the Republican side has its own challenge in defining a message rather than the media's heavily slanted point of view.

All this is being thrown at us with a huge amount of background noise, and clutter, encouraging people to be lose focus on the issue at hand: performance, past, pre-

conditions. In place of this long-standing and successful regulatory method, the Ninth Circuit substituted the rigid and costly national permitting scheme used to regulate discharges from factories, chemical plants, mines and other industrial facilities. The circuit's decision is contrary to the plain meaning of the law. And its requirements make no economic or environmental sense when applied to tens of thousands of miles of remote and dispersed roads -- roads that are used for multiple purposes including fire-fighting, recreation and intermittent logging.

"The Ninth Circuit's decision to regulate forest roads runoff the same as pollution discharge points coming neatly out of an industrial pipe makes no sense from an environmental perspective or from an economic perspective. If left intact, the ruling would divert significant resources from implementing state forestry best management practices that are sensitive to local conditions and that serve the environment and the industry well to costly permitting that doesn't fit the circumstances and that is likely to result in wasteful litigation. We are glad the Supreme Court has recognized the importance of stepping in to deal with the Ninth Circuit's serious errors."

LT



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