

LOG TRUCKER

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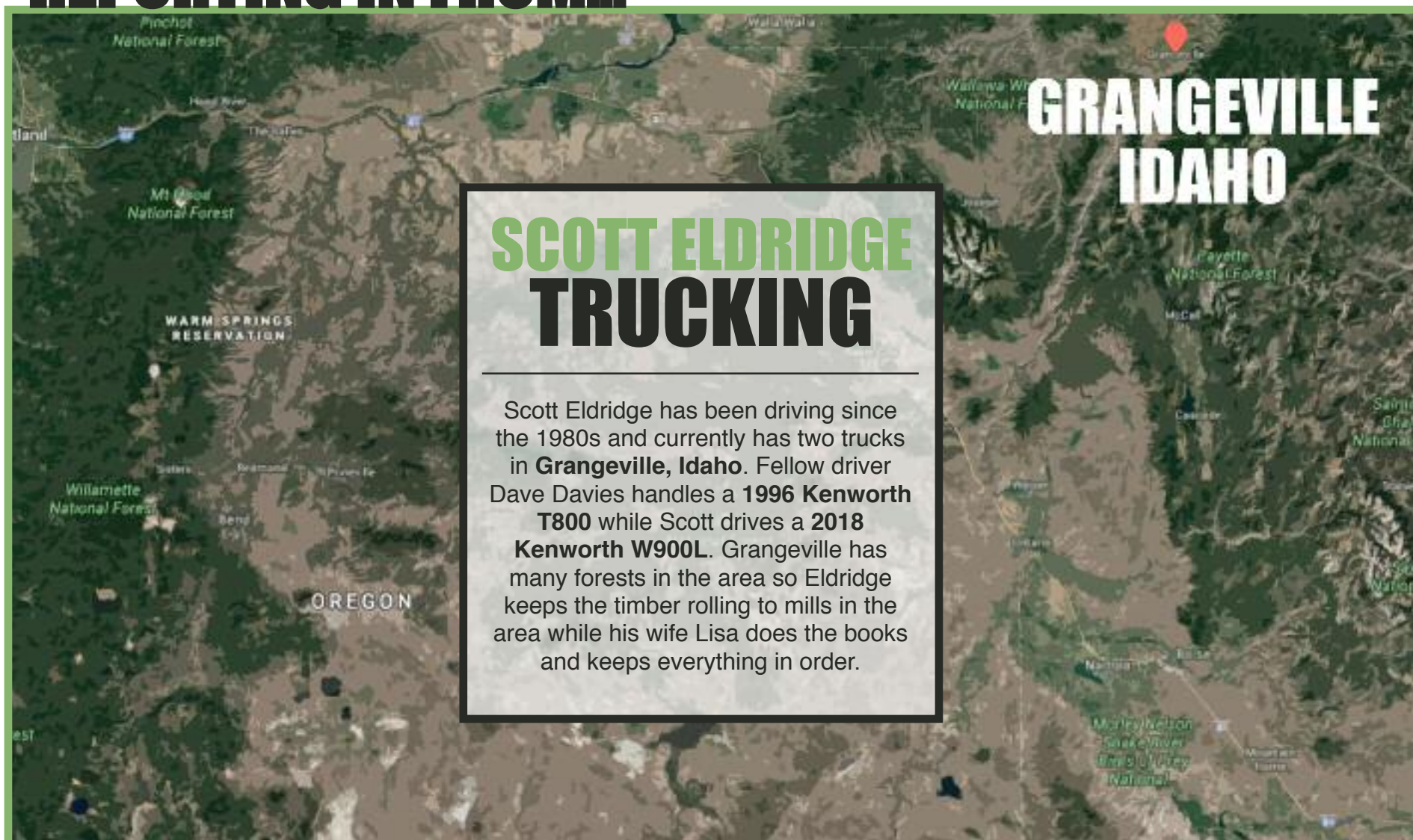


Reporting from Grangeville, Idaho

SCOTT ELDREDGE TRUCKING



REPORTING IN FROM...



SCOTT ELDRIDGE TRUCKING

Scott Eldridge has been driving since the 1980s and currently has two trucks in **Grangeville, Idaho**. Fellow driver Dave Davies handles a **1996 Kenworth T800** while Scott drives a **2018 Kenworth W900L**. Grangeville has many forests in the area so Eldridge keeps the timber rolling to mills in the area while his wife Lisa does the books and keeps everything in order.

GRANGEVILLE IDAHO

Grangeville is the county seat of **Idaho County** in the north central part of the state and has over **3,140 residents**. Nearby is the Clearwater, Snake and Salmon River. There is also hiking in the **Nez Perce National Forest**, the **Gospel Hump Wilderness** and **Hells Canyon**. The city also operates a ski area. Timber harvesting and the U.S. Forest Service is a major source of employment for the town.

IN THIS ISSUE



ON THE FRONT: Scott Eldridge stands in front of his new 2018 Kenworth W900L. Eldridge has been driving since the 1980s and this photo was taken by wife Lisa Eldridge. See "Always in Motion" starting on Page 4

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SCOTT ELDRIDGE TRUCKING.

by Brandon Hansen

16. BLAST FROM THE PAST

BY QUINN J. MURK

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ALWAYS IN MOTION

In North Central Idaho, Scott Eldridge keep logs moving



SCOTT ELDRIDGE

Scott Eldridge began log trucking in the 1980s and decided he'd rather do that than stay in one place too long. He has two Kenworths and hauls out of Grangeville, Idaho.

Story by Brandon Hansen

Photos by Lisa Eldridge

For Loggers World

When it comes to Grangeville Idaho, the timber industry still contributes mightily to the 3,600 people who make up the town's economy. Mills have become sparse in the region, but Grangeville has managed to hold on to a mill owned by Idaho For-

est Group that employs a share of residents from the surrounding area.

It also gives log truckers like Scott Eldridge a good base of operations for his two-truck company. The outdoors are pretty close to town as there is the nearby Clearwater-Nez Perce National Forest and the Gospel Hump Wilderness. Grangeville also operates the Snowhaven ski area for

winter recreation.

It's no surprise then that people find employment in the timber industry and the U.S.F.S.

Eldridge's father, grandfather and uncles were all employed in the timber industry and he naturally became a stump bumper out of high school.

He decided stump bumping was not his cup of tea and went on to work for Commercial Tire

for a few years driving truck. The city life really was not for him and he decided to give log trucking a try. In the late 80's he went to work for Jerry Ikola logging out of McCall, Idaho driving a late 60's A-model with a 5x4 transmission, and worked for him for about 10 years.

(Continued on Page 14)

See "Eldridge"



DAVE DAVIES

Scott Eldridge met Dave when they were doing transfer loads in Oregon. Davies joined Scott two years ago when he moved over to Deary, Idaho and Scott bought a second truck.

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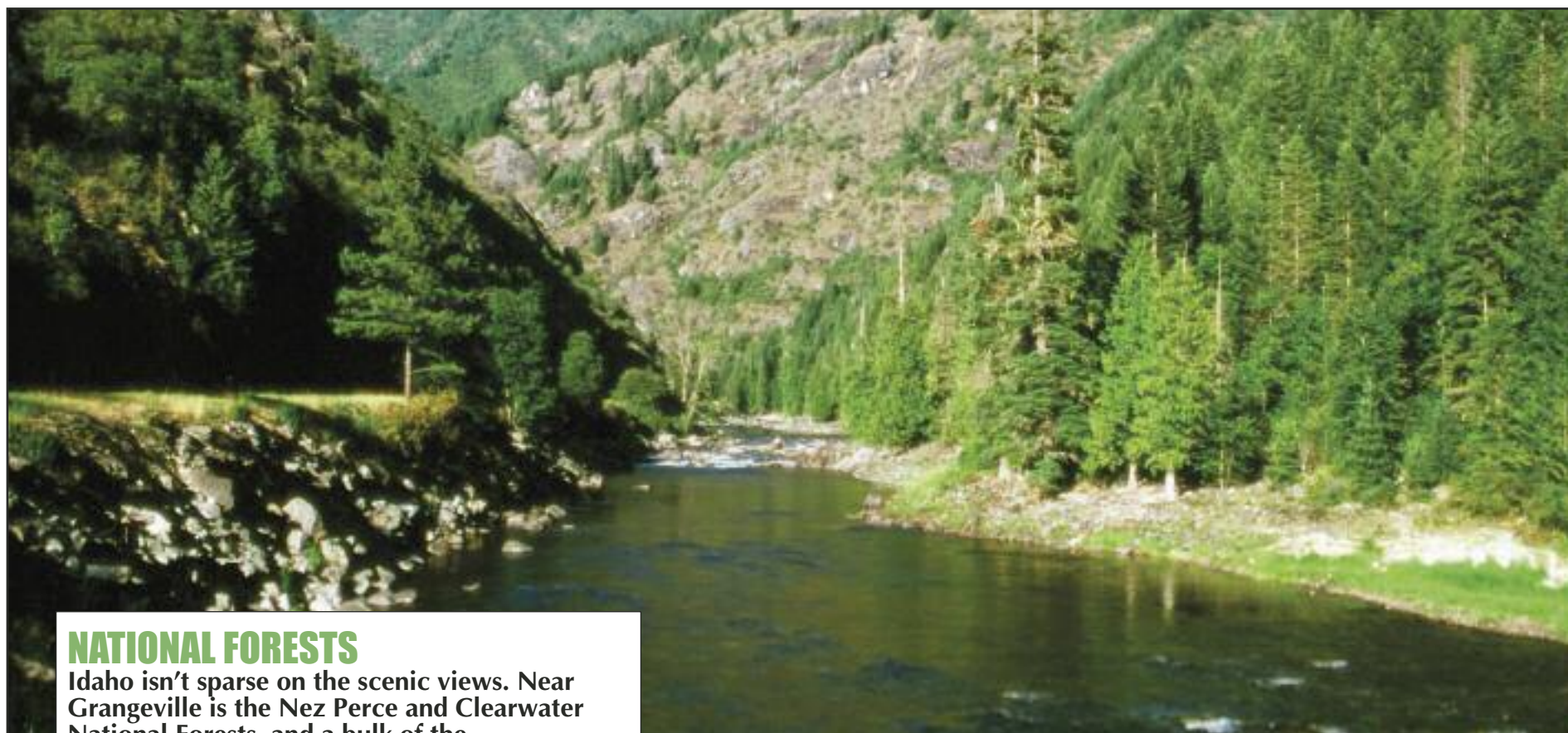
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NATIONAL FORESTS

Idaho isn't sparse on the scenic views. Near Grangeville is the Nez Perce and Clearwater National Forests, and a bulk of the employment of the town comes from timberland and the United States Forest Service. (Photos from the US Forest Service)



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FAMILY TIES

Jared and Megan Eldridge. Jared is Eldridge's youngest son and worked in a truck shop in North Dakota for a short time. He also enjoys working on the company trucks and has been an integral part of keeping the Eldridge's trucks healthy.

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DEREK, OLIVER AND ERIN

Derek, Oliver and Erin Eldridge. Derek is Scott's oldest son. Derek has plans of learning the log trucking business this spring and driving for Scott. "It is nice to see our son show interest in what we are doing," Lisa Eldridge says.

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HOW SCOTT GOT STARTED...

Scott first began driving a Kenworth late 60s A-Model with a 5x4 transmission for Ikola. After working for about a decade for Jerry Ikola Logging, he went into flatbedding for a while and also worked at the sawmill. Not one to stay in one spot for a long period of time, he got back into trucking by hauling for Tom Merrick in Grangeville and in 2013 he set out on his own with Scott Eldridge Trucking.

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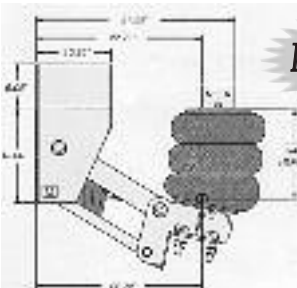
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A BRIEF LOOK AT SCOTT ELDRIDGE TRUCKING

- Company is based in Grangeville, Idaho - a town of 3,600 people
- Scott Eldridge has been log trucking in the 1980s.
- Started driving a 1960's A-model with a 5x4 transmission
- Owns a 1996 Kenworth T800 and a 2018 Kenworth W900L
- Hauls for Al Pineda Logging and Pineda Bros. Logging - both out of Kamiah, Idaho
- Hauls logs around Idaho to Grangeville, Lewiston, Weippe, Tamarack and in Washington to Clarkston.
- Also does hauls for Jeff Adams, Deep Creek Logging, Jesse Geis, the Defords and Luke Zacharias.
- Scott bought first truck in 2013.
- Dave Davies drives for Scott and the two met 20 years ago while doing transfer loads
- Lisa Eldridge does the books for the company. Both her and Scott are very community involved.
- Scott helps with Grangeville Border Days, Idaho's oldest rodeo.

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HOW SCOTT GOT STARTED

In the late 80's, Scott went to work for Jerry Ikola logging out of McCall Idaho driving a late 60's A-model with a 5x4 transmission, and worked for him for about 10 years. An opportunity to move back to his home town brought him to work for Dean Rowan as both a log hauler and a flat bed driver. Being tired of missing out on watching his boys grow up, he took a job at the sawmill for a few years. Not one to stay in one spot for a long period of time, he got back into trucking by hauling for Tom Marek in Grangeville. In 2013 he set out on his own with Scott Eldridge Trucking LLC.

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WHERE DOES SCOTT AND DAVIES GO?

Scott and Davies haul around Idaho to mills in Grangeville, Lewiston, Weippe, Tamarack and Clarkston Washington and have spent some time in Oregon as well. They have picked up loads from several different contractors when work is light with their regular hauls.

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Eldridge

(Continued from Page 4)

An opportunity to move back to his home town brought him to work for Dean Rowan as both a log hauler and a flat bed driver. Being tired of missing out on watching his boys grow up, he took a job at the sawmill for a few years. Not one to stay in one spot for a long period of time, he got back into trucking by hauling for Tom Marek in Grangeville. In 2013 he set out on his own with Scott Eldridge Trucking LLC. Now thirty years later, he and fellow driver Dave Davies keep their long loggers on the road while Scott's wife Lisa keeps the company running at the office.

Scott bought his first truck in 2013, a 1996 Kenworth T800 from a friend in New Meadows and two years ago put Dave Davies in this truck and purchased a 2005 379 Pete out of California for himself to drive. Then in May of this year, he decided to upgrade the Pete to a brand new 2018 Kenworth W900L because the Pete required way too much maintenance. He hauls logs for Al Pineda Logging, a high-lead outfit, while Dave hauls for Pineda Bros Logging, all out of Kamiah, Idaho.

"Al is a great guy to work for and a very hard worker," Scott said. I've been with him since I bought my truck."

Scott and Davies haul

around Idaho to mills in Grangeville, Lewiston, Weippe, Tamarack and Clarkston Washington and have spent some time in Oregon as well. They have picked up loads from several different contractors when work is light with their regular hauls, working for Jeff Adams, Deep Creek Logging, Jesse Geis, the Defords and Luke Zacharias out of Oregon as well as several others.

While hauling out of the Pierce-Weippe area, Scott is able to haul two loads a day and may get three loads a day on jobs closer to Grangeville.

"The Idaho Logging Association is trying to keep the trucks to a 12 hour day and we're trying to stick to that," Eldridge said. "Most of the trucks here are long loggers. You don't see an abundance of pup trailers around here."

Mills in the area have dropped in numbers, meaning Scott can be, on average hauling 150 to 200 miles a round to the mill.

"Generally we take care of all the maintenance ourselves, but if we have something big motor-wise, we take it to Bell Equipment here in Grangeville," Scott said. Chad Beibow has been a life saver for us, keeping the trucks on the road with as little down time as possible."

Eldridge's youngest son Jared, who worked in a truck shop in North Dakota for a short time, also enjoys working

on the trucks and has been an integral part of keeping the trucks healthy.

Jared is very knowledgeable and keeps the wheels turning for the company.

In the office, Lisa handles the books, doing payroll and permits and paying the bills, while their accountant takes care of the tax side of things. Lisa has been doing this since Scott set out on his own in 2013.

Both Scott and Lisa said they've seen how the industry has seen ups and downs, noting that this next generation seems somewhat light in terms of numbers.

"There are few mills left and a lot of logging to do out there," Lisa said. Some of the logs we are hauling are from burns from two years ago and that is pushing it on their value. It seems like there's lots of work to do but it's getting tougher to find people to do it.

Lisa's dad was a timber faller and he used that to supplement the family ranch. Lisa said she fears that this way of life is becoming more rare.

"We need people in these jobs that keep the country turning and it seems these days that schools don't really teach kids to go into fields like this," Lisa said.

Davies joined the company two years ago. Eldridge first met him 20 years ago, when he was doing transfer loads to Oregon. Davies was in Burns, Oregon but has since relocated to Grangeville.

"He's a great driver, a hard worker and he doesn't beat up the equipment at all. He treats it like he owns it," Scott said.

Along with owning a trucking company, Scott helps with the Grangeville Border Days, which is Idaho's oldest rodeo.

He has been a part of this for about 13 years.

Along with that, Scott and Lisa enjoy the outdoors, they enjoy hunting, fishing and camping. That's also why he keeps log trucking.

"I just enjoy being in the woods and it's just something I've always done," Scott said. "I do a lot of camping and other things out there, it's just where I want to be."

Lisa said it's always nice being self employed as well.

"We put the business first and then ourselves," Lisa said. "We make sure the business is running first before we do something for ourselves."

They do a lot of business with Idaho Truck and Kenworth out of Lewiston as well as Partsway, Bell Equipment and Lauers Welding in Grangeville. Both Ken and Elroy Lauer are great fabricators for local truckers and loggers.

"That's who we depend on and they do a great job," Lisa said. "they also happen to be our neighbors. Ken does a lot of work on most of the trucks around here and he's one of the important parts of this community."

The community which relies on farming and logging, allows for a place Scott can still haul logs down the road. His oldest son Derek has plans of learning the tree trucking business this spring and driving for Scott. "It is nice to see our son show interest in what we are doing," Lisa says.

While some mills might fade, it seems logging is still a way of life for Scott and Lisa and they might eventually pass it down to their sons and continue the timber tradition in Grangeville.



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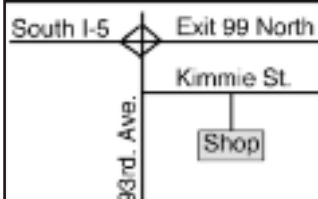
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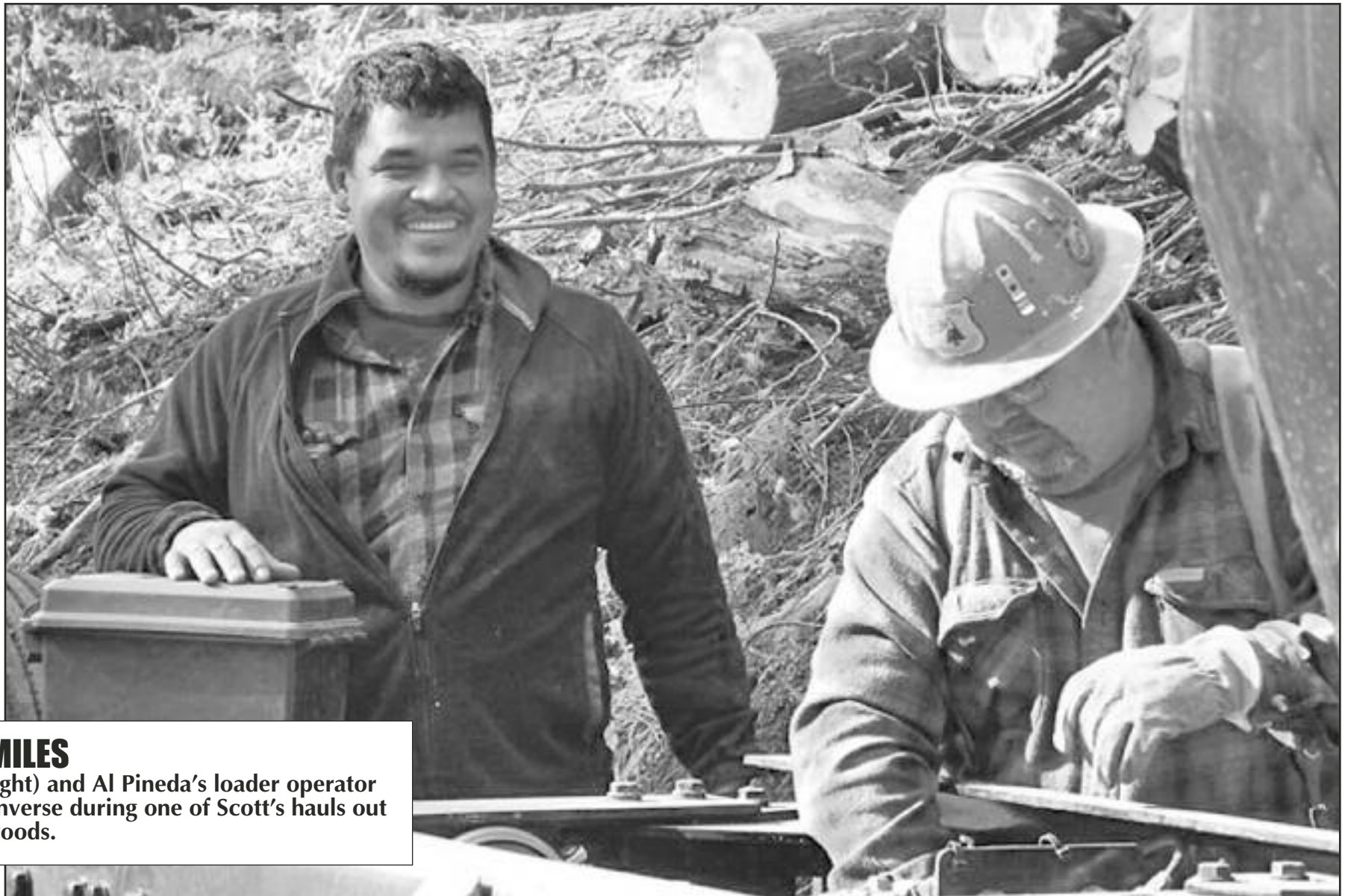
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ALL SMILES

Scott (right) and Al Pineda's loader operator Julio converse during one of Scott's hauls out in the woods.

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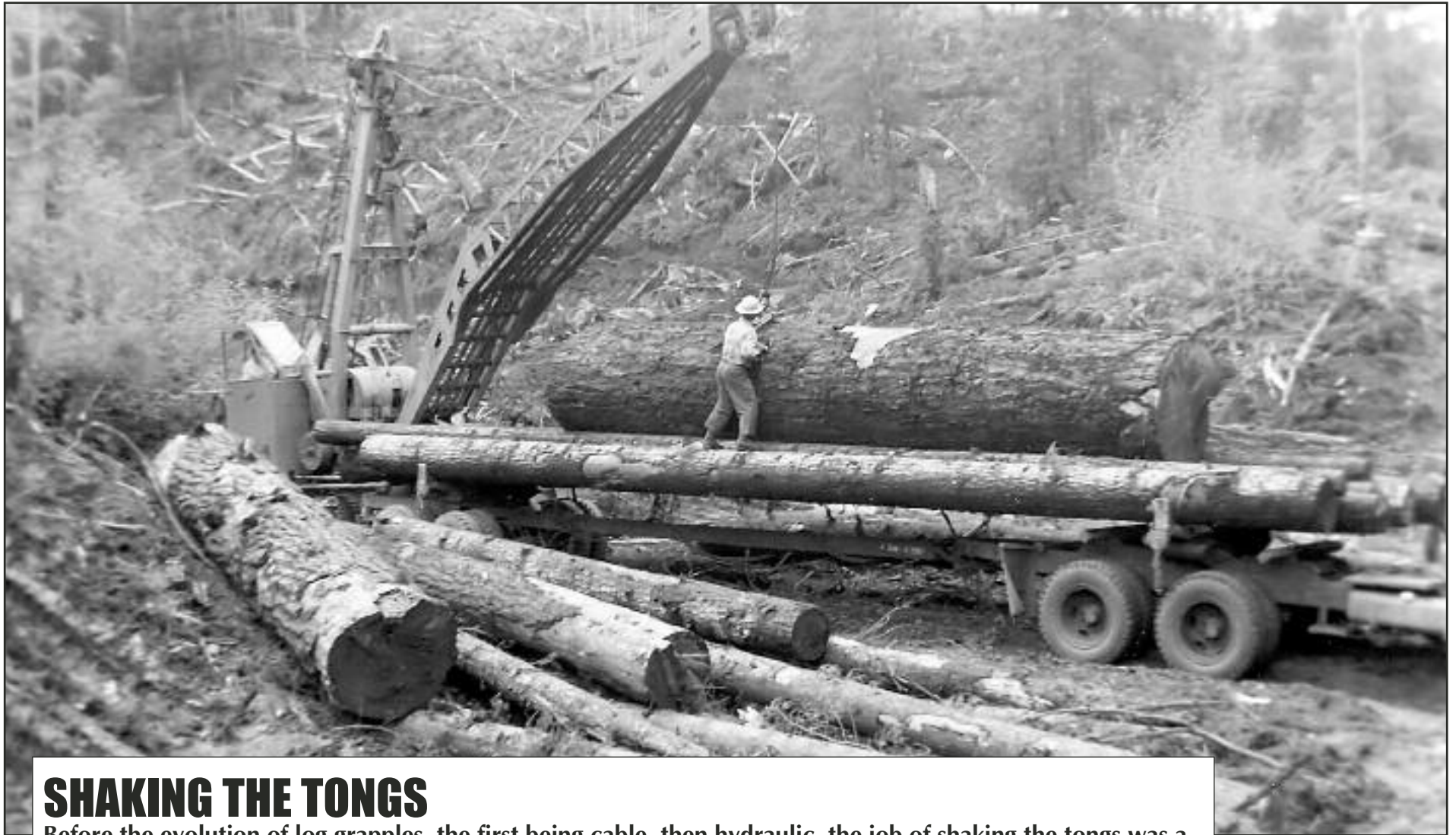
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SHAKING THE TONGS

Before the evolution of log grapples, the first being cable, then hydraulic, the job of shaking the tongs was a necessary step in loading logs. The term "second loader" was often given to that position. The head loader worked the log deck, and the second loader was on the truck or railcar. This is a fine example of "shaking the tongs" or unhooking them from the log.



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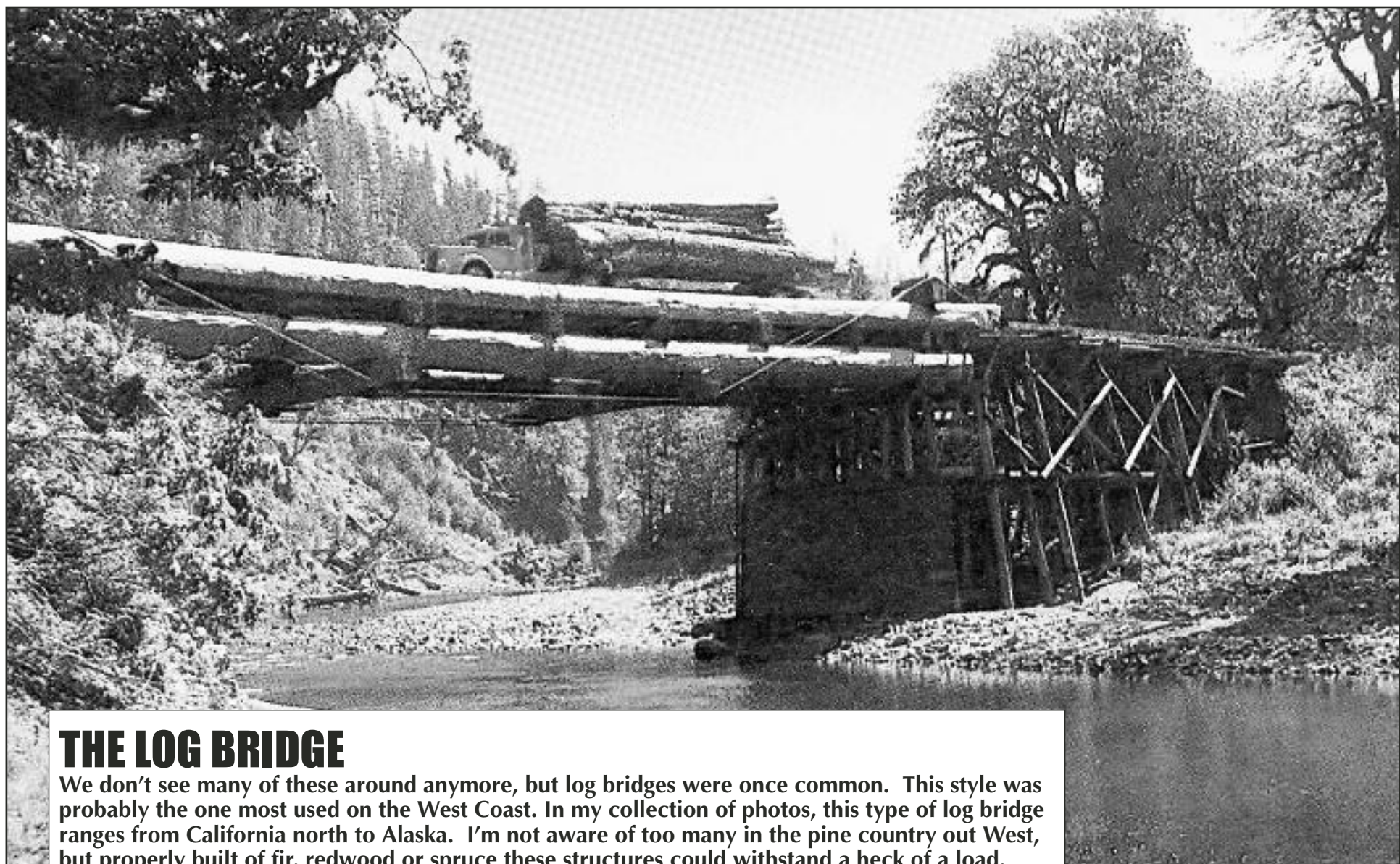
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THE LOG BRIDGE

We don't see many of these around anymore, but log bridges were once common. This style was probably the one most used on the West Coast. In my collection of photos, this type of log bridge ranges from California north to Alaska. I'm not aware of too many in the pine country out West, but properly built of fir, redwood or spruce these structures could withstand a heck of a load.



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THE HORIZONTAL CAPSTAN YARDER

This is a nice view of a rather rare horizontal Capstan Yarder working in Redwood country. You will notice that the log being yarded is peeled, making it easier to move. You will also note that the fell and bucked logs on the left hand side of the picture are already peeled, and that the bark peelers haven't gotten to the logs to the right yet. This old style of ground lead logging was hard work, especially if the crew had to drag the line back out to the next log. Not many of these types of machines were built, as their working range was quite limited. They always had to be in line with their pull. The vertical spool was far more common and a lot easier to use..

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