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Finley's Rigging Shack "Classic"



(This column originally appeared in the July 1972 edition of *Loggers World*.) RIGGING

Dictated on the freeway just north of Eugene, Oregon. The day is Saturday, the 20th day of May and my first day of labor on the July issue of *Loggers World*, which I hope you are reading now.

Left home at seven o'clock this morning for Oroville, California driving the '69 Ford Pickup that has a small 'Roundup Camper' on the back of it and accompanied by my Labrador Retriever called Pat.

First off we went through Portland at 20 minutes after eight and at 23 minutes after eight stopped at a road side rest area to unwater Pat. About 9:45 pulled into a Richfield Station with a VIP restaurant over the top, filled the tank full of gas, 15.9 gallons, for a total distance of 157 miles. Might keep these figures in mind if you are looking for good gas mileage out of a Ford like mine. Went up stairs and had a delicious cup of coffee, my second of the day and a piece of banana cream pie, first of about three months.

Back into the pickup and set sail farther south on that good old freeway. Just north of Eugene among my jumbled thoughts on the next issue of *Loggers World* etc. and so forth, it came to me that I have been skipping the Rigging Shack column in the last couple of papers. The fact that this isn't very important is proven because no one has mentioned it. So decided when the idea was fresh in my mind to dictate this rigging shack and mail it back up to *Loggers World* and have the office force up there take it down and put it into a readable version.

Purpose of this trip, is to go into Northern California, meet some loggers down there and write about them. To many people this may seem like the same old thing but it isn't the same old thing to me and wish it were possible to make this pa-

per, to make the interviews with loggers, to make the trips around the country and into the woods as interesting to the people that read about it as it is to the person that does it.

Every paper, like every high lead setting is completely different. Every logger, again like every hi lead setting is a completely different individual who is very important in his own right

and of course very important and very interesting to know. This is why I often say and feel and think that I am a very fortunate man, because I am doing exactly what I want to and probably very close to what I would do if I had all the money I could burn and was just looking for something to do to fill time, I would still be running around the woods and getting in the way of loggers and asking them a bunch of foolish questions.

Portland

When I came through Portland this morning, coming up the hill on the southern end, I passed a small foreign sport car. I thought it was rather unusual for me, driving a three quarter ton pickup with a camper on the back end, to be able to pass such a car. I got down the road, stopped for some refreshment and when I got back on the hi-way and went about ten miles, here was the sports car pulled over onto the side of the road and looked abandoned. Guess the reason I was able to pass it was that it was mighty, mighty sick.

Campers

In June of 1969 we purchased an eight & one half foot security camper from Henderson Trailer Sales in Centralia. This camper was equipped with four spider like legs that by turning a crank handle energetically one could stand the camper on the legs and drive the pick-up out from underneath it. Then the big job came when you set the camper back on the pick-up and had to turn the crank handles enough times on each of the four corners to retract back up into the safe driving position.

I used this camper many, many, many nights

as I traveled around the different logging outfits. Used it many days too as far as that is concerned and I took it into many logging outfits and up and down many logging roads. It was a little bit top heavy and a little bit wide for comfortable traveling up these logging roads but we did it anyhow. But more important it was very hard on the camper. It never seemed to suffer any appreciable damage from the rough roads but occasionally I would poke a limb or something through the side of it, and it didn't do it a bit of good.

This year we went back to Mr. Henderson and I said "I want a smaller camper, lower, one that isn't so wide, one that isn't so heavy, that isn't so long." So he filled our needs almost exactly and we walked away from his establishment with a Roundup Camper. Four feet and ten inches from the floor to ceiling which happily enough gets it out of this doggoned situation that we have now in the state of Washington to license campers.

Since we bought this rig, we just put it right on the pickup, I use it to travel with, pack things in, occasionally make a cup of coffee in and sleep in quite a few nights. Turned out to be just exactly right for me.

I think you know how hard and how difficult it is to find something that fills the bill and fits your needs exactly as you hoped. At least we have found one thing—this little camper.

One of the peculiarities about the campers that we have owned, no one has discovered how to put a good lock on the back door. It seems that these locks are designed so that when the door gets into a bind it snaps open. That is one of things you constantly fight, I usually end up by putting a pad lock and also a bolt type lock that will keep the door tightly shut because it gets exasperating as heck to go up a logging road and find out you have an inch of dust all over your belongings including your bed. It means taking an hour off to clean the place up. I do that very seldom.

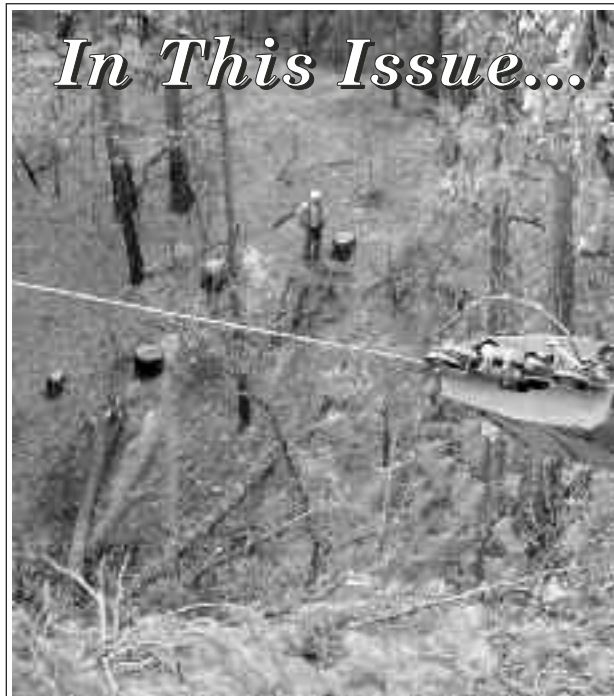
I have always been able to understand why a wife might be happy to see her husband leave home for a few days but I have never been able to contemplate with any understanding is why the same wife is glad to see her husband come back if he comes home like I do. Usually tired, due to too many nights with a short amount of sleep and bad eating habits and long days and lots of travel-

(Continued on Page 3)
See "Rigging Shack"



FINLEY HAYS

In This Issue...



FRONT COVER PHOTO: CHOKER SETTER/RIGGING SLINGER MIKE FROST watching the next turn being sucked up into Wagenfuhr Timber Cutting's Eaglet motorized carriage before heading to the landing courtesy of their Christy yarder operated by Roy Richards. They were logging on some fairly steep ground west of Redding, California and out about 1,100 ft. on this setting. Frost is a second generation logger who started in the woods when he was 19.

See "The Key to Success" starting on Page 7.

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Rigging Shack

(Continued from Page 2)

ing. Normally broke, all the money has disappeared and maybe I spent way more money than I took with me due to credit cards.

Another thing I am going to have is a gunny sack load of dirty socks and underwear for the dear lady to do. I have probably got every pair of socks and every suit of underwear that I own dirty by this time. On top of that in my particular case my wife has all the sheets to wash, the camper to clean out, the groceries to buy and rearrange on the shelf and all these little things to be done.

As nearly as I can calculate if I am gone seven days she has 2 extra days work to do.

Comment

This year has been a very different one as far as I am person-

ally concerned, than any that has gone before it. Difference has been brought about by the size of Loggers World steadily increasing. I am greatly in favor of this but it is imposing more of a work load, a work load that I enjoy.

In addition to that we are putting out this book, "Contract Loggers-1972" that also takes some work. In order to carry these jobs and maintain the schedules I have been forced to cancel every speaking engagement that I have had, every participation in anything outside the business and every logging show normally that I serve as master of ceremonies at. This will be the first in ten years that I have not had the enjoyment of announcing anywhere from six to ten Logging Shows. I am going to miss it but there are other enjoyable things to come along.

In order to get to the part of the country that I like to go, and must

go, I do much of my traveling over the week-end. Some of the places I go, it takes most of two days to get there so it is handy to drive there in one week-end. Drive home on the next and thus no working days are fractured traveling. I fully expect to take some pictures at Logging Shows but I have no hard and fast schedule for this.

Professionals

If there is anything that tickles me and gives me a lot of pride it is to run into very professional loggers. Whether they are working loggers or logging operators. I have a built in respect and admiration for people whose job to them is important & who have made up their mind that they are going to be the best at it. I like the people that study all aspects and become very proficient at their work and who know the whys and the wherefores that make things

happen as they do.

I had just such an experience with a young man when I was visiting Alpine Logging job in the form of a timber faller by the name of Denny Athearn. Denny is a timber faller, he is a good one, he watches out for the man that is working with him and he is just as concerned about his partners safety as he is his own.

I think this is one of the reasons that makes the woods the fine place that it is because we have so many professionals in the logging trade. More power to them and I hope we get many more of them.

Logged Sutherlin, Oregon at exactly 11:30. Eleven fifty-five stopped at the North Umpqua State Park five or six miles north of Myrtle Creek, Oregon, to again dehydrate dog and enjoy a cup of tea. Two hundred seventy-six miles from home and making good time. Kinda pepped up the departure by spilling a cup of hot tea in my lap.

Food Stamps

This government food stamp program no doubt has helped many many people and has done some real good. As in most of these programs many people that need and deserve them don't get them and a bunch of culls that are able bodied, although lazy, climb aboard for a free ride.

A story I heard took place in a grocery store. A hippy type young man was checking thru the line with a bag of groceries. He had a dog tied outside waiting for him. The clerk picked up a bag of dog food that he had bought and told him that he couldn't get dog food with food stamps. The guy took the dog food back and got a big steak out of the meat counter. He could buy that with food stamps. Then he went outside, unwrapped the steak and fed it to the dog.



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Summary Judgment....

Junk science, weird science And just plain old nonsense

by William Perry Pendley

At a recent three-day hearing before an Idaho federal district court on whether the court should restrict oil and gas and ranching activities over a vast area of federal land in western Wyoming, an expert summoned by the environmental group that filed the lawsuit testified, "The greater sage grouse is one stochastic, catastrophic event away from extirpation in Sublette County." That the moment passed without the judge, lawyers, and spectators convulsing into laughter indicates just how absurd what passes for scientific debate about the Endangered Species Act (ESA) has become. After all, everything on the planet is "one ... catastrophic event" away from annihilation.

Sadly, the outcome of that hearing, following briefings last month, is deadly serious. At risk are the future of energy development in Sublette County, which has two of

America's largest, producing natural gas deposits, and the fate of family owned ranching operations. It is just the beginning; the Sublette County case involves but one of 16 federal planning areas, covering 25 million acres in six western states, in the Idaho court. Worse yet, environmental groups demand the sage grouse's accommodation, regardless of the cost to humans and other species, all across its former range: 156 million acres in 11 western states. In response to one such plan, an expert called the sage grouse, "the northern spotted owl on steroids!"

The Wyoming case, says Dr. Rob Roy Ramey, illustrates the plan by the U.S. Fish & Wildlife Service (FWS) and environmental groups—one of whose leaders said, "[Why] sit in trees when there's [the ESA to] make people do whatever we want"—to narrow infinitely the ESA's focus and to widen exponentially its application. Dr. Ramey, the

wildlife biologist who blew the whistle on the junk science used to list "the so-called Preble's Meadow Jumping Mouse (PMJM)," says problems with the ESA go far beyond a lack of effective peer review.

The problems begin for the ESA when the FWS defines a "species," "sub-species," or "distinct population segment" because the FWS has no consistent thresholds and its listing decisions are highly subjective. For example, the "so-called PMJM" did not qualify for listing, argues Dr. Ramey, because the degree of measured difference between it and other purported subspecies of meadow jumping mice is less than that among mouse populations of the same subspecies. Dr. Ramey argues, only half jokingly, that applying the FWS's approach to *Homo sapiens* would yield numerous subspecies and distinct population segments of mankind.

Moreover, as the Sublette County lawsuit shows, the FWS and environmental groups label a species "imperiled" in one location despite its vitality elsewhere—the sage grouse, for example, is a game bird in Wyoming and Montana. They make the same argument for species "peripheral populations" that are naturally at risk because the species have colonized, perhaps during unique climatic conditions, historically inhospitable areas. Finally, species advocates use national boundaries to create pockets of "im-

periled" species that thrive across the border.

"Scientific findings" historically meant "reproducible" findings, but not for the FWS, which now uses models to predict conditions 30 to 100 years hence! Furthermore, the agency increasingly relies on published studies that are incestuous or self-serving (posted online by environmental groups, e.g.) and for which the underlying data are never made public. The FWS's greatest deficiency, however, is conflict of interest: its work is the product of "species cartels" afflicted with group think, confirmation bias, and a common desire to preserve the prestige, power, and appropriations of the agency that pays or employs them. For example, in a recent sage grouse monograph, 41% of the authors were federal workers and the editor, a federal bureaucrat, had authored one-third of the papers!

There is good news: Congress, at least one federal judge, and conservation experts worldwide question the FWS's approach and call for reforms. But meaningful change will not come in time for areas targeted by environmental groups and like-minded federal bureaucrats.



Mr. Pendley, a Wyoming attorney, is President and Chief Legal Officer of Mountain States Legal Foundation and a regular columnist in Loggers World.

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■ Circle 172 On Inquiry Card – Pg. 24

BE AWARE OF E15 FUELS!

by Mike Crouse

There could be a new pain at pump coming to you and it goes beyond the cost of fuel to the potential harm if not death of your chain saw engines (and other outdoor power products).

We say "could be" because there's a legal challenge to the "new" E15 fuel, which may at least stall the introduction of E15 to the market place, should be decided by the courts sometime in June.

While many of you may be well aware of the controversy we'd rather you heard this twice than discover the issue after you've damaged or permanently destroyed equipment you're depending on to earn a living.

At issue is the percentage of ethanol in your fuel. For the past many years many fuels have had 10% (E10) ethanol added to the fuel mix, which most of today's equipment is designed to run. What's changing is the mix from the current 10% to the "new" 15% (E15). The good news is that's not readily available at this point. The bad news is that may be changing this summer.

According to a "Yard and Garden" article, "E15 has essentially been ap-

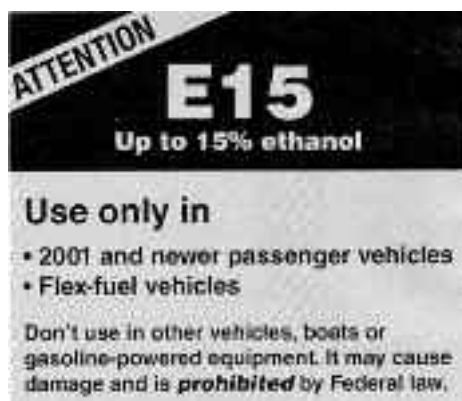
proved for a subset of the auto fleet; model year 2001 and newer," however "E15 is not approved for any non-road use," and that includes boats, ATVs, lawn and garden equipment (which includes professional chain saws). Kris Kiser, president and CEO of the Outdoor Power Equipment Institute (OPEI) explained, "The EPA knows this because when they tested it, it failed," then elaborated adding, "And by failed I mean (E15) destroyed the product."

The issues in play here are the result of the E15's effect on your chain saw motor running more lean, hotter, and a host of other issues including that may include softening, cracking, swelling, drying of rubber and plastic components, and potential corrosion of the metal fuel system components.

Certainly the formulations could eventually change, but presently using E15 fuel in your chain saw would be a very bad, and likely fatal, idea for your chain saw's life.

If you have access to the internet, check with your chain saw manufacturer or suppliers for information on oxygenated fuels, fuel mixing, and the E15 fuels for more information, or talk with your local chain saw dealer.

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REVERSE, NEUTRAL OR FORWARD?

Log Truckers, have you had your fill of added costs from rising fuel prices, elaborate recordkeeping, the Federal data cast net called CSA, or your state weight enforcement? Are you idling, or moving backward in trucking and not taking the steps needed to figure out how to make it a more profitable activity? If you haven't taken the opportunity to reevaluate your business practices internally, it should come as no surprise that many of the recent changes in trucking operations stem from third party actions.

Remember when the first lightweight trailers, in-woods and on-board scales, and GPS systems were introduced? The first loggers to use them gained cost reduction and increased profit. It was when the rest of the pack caught up that lower hauling rates became the norm because everyone was now more "efficient". You became part of that "average tons per load" calculation.

"Efficiency" in trucking has been the buzz word for a number of years, and we've all heard it, "be efficient and lower your costs." Unfortunately, if

you operate in a geographical area dominated by one or just a few delivery markets you have some added insight at what "efficiency" really means: declining trucking rates are directly related to increased trucking efficiencies. You can't expect your profit margins to increase while others are figuring out a way to directly benefit from your actions.



DOUG DUNCAN
Chair, ALC
Transportation
Committee

Most improvement initiatives have elements of safety, favorable regulations, customer satisfaction, and profitability walking hand in hand. Add in some technology that keeps a real time stopwatch on your handy work and you are almost

there. What is still missing is the fact that the hauling experts in our industry, our loggers and log truckers, are not putting some of these elements together for their own benefit, letting third parties dictate these actions and taking their percentage off the top: Improving your trucking operations means taking the initiative yourself.

Using dispatch trucking as an example, we all know that logging and chipping operations depend on a smooth, consistent and predictable

flow across the deck. Central dispatch trucking systems that will improve the percentage of loaded miles is not a bad concept if you can reap the profit from your efforts. Losing control of haul schedules and having potential for bottlenecks at the loading deck are real issues to address. A logger who has honed a fine-tuned trucking business for himself might see his profit margins diminished under a central dispatching system. Some regions of the country are seeing mill operated dispatch systems where the loggers have been asked to become part of the pool and are left wondering how it helped their bottom line. If it makes for higher efficiency and lowers cost, why can't loggers do it themselves?

The transportation committee of the American Loggers Council (ALC) exists to try and address some of these issues. By interacting with loggers and log haulers from all across the country, we benefit from the hundreds of years of cumulative experience that can speak to the many issues that are impacting our nation's forest commodity producers.

Examples of solutions that have stemmed from the activities of the ALC include defining what is considered an off-road vehicle for tax purposes, working with the IRS to hold up

the partial exemptions of the Highway Use Vehicle Tax, working with members of Congress to allow State legal weight tolerances on the Federal Interstate Highway system (a work in progress), and setting up a website at www.foresthauling.org to provide a comprehensive listing of links to all federal and state agencies dealing with regulations, permitting and guidelines for the forest commodity trucking industry.

We invite you to become active in these discussions and to take the rig out of neutral and begin moving forward in these discussions and ask yourself, is my trucking business in reverse, neutral or forward.

Doug Duncan is the Executive Director for the North Carolina Association of Professional Loggers and the Chair of the American Loggers Council Transportation Committee. His offices are located in Cary, North Carolina and he can be reached at 919-271-9050 or email at: contact@ncloggers.com.

The American Loggers Council is a non-profit 501(c)(6) trade association representing professional timber harvesters in 30 States across the U.S. You can visit their web site at www.americanloggers.org or contact them at 281-622-7244 for more information.



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2011 Cat 324DFM, w/Pullmaster winch, 800 hrs	POR
2003 Cat 325C, 15,000 hrs., new u/c	\$115,000
2000 Cat 325BFM, 1 season on u/c, motor & pump	\$85,000
1999 Cat 330B, Jewell grapple, recent u/c, work orders	\$59,500
1995 Cat 330, good u/c	\$47,500
2001 Cat 330B, Pierce front	\$67,500
2000 JD 270LC, rblt motor, Young front	\$35,000
2000 JD 200, Jewell front, 13,000 hrs	\$52,500
2007 Link-Belt 370LX, good cond., 10,000 hrs	\$187,500
2003 Link-Belt 370LX, Pierce grapple, 15,300 hrs., recent u/c	\$112,500
2001 Link-Belt 4300Q, 12,000 hrs	\$64,500
2004 Link-Belt 240, Pierce grapple, 15,300 hrs	\$70,000
1994 Case 9040, logger front, c/w hoe, boom stick, thumb & quick change & heel	\$40,000
1998 Case 9040B, Pierce front, good u/c, 17,500 hrs, w/ spare motor	\$45,000
2008 Madill 1800, 8,000 hrs, new u/c, new paint, good cond.	\$159,500
2007 Doosan 300DX, new rails, 8,200 hrs., good cond., c/w 2 bar or 3 bar shoes	\$112,500
2005 Kobelco SK 290, recent u/c and pump	\$107,500
2001 Kobelco SK250, 10,000 hrs	\$62,500
1998 T-Bird 1234, 9,800 hrs	\$50,000
1998 T-Bird 1238	\$37,500
1996 T-Bird 738, 10,400 hrs., good cond.	\$49,500

DELIMBERS

2005 Link-Belt 210, w/ 2004 Waratah 622B, 12,000 hrs., new pump, RB front	\$124,500
2005 Link-Belt 330, w/ 2005 Waratah 624 Super, RB front, rblt head, good cond.	\$162,500
2000 Link-Belt 4300Q w/ 2005 Waratah 624 Super	\$99,500
2002 Madill 1238, w/ 2004 Waratah 624 Super	\$99,500
1999 Kobelco 300, w/ 2002 Waratah 624 Super	\$97,500
2003 Waratah 624 Super w/ color screen & controls	\$40,000
1998 JD 892, w/ Cobra, recent motor	\$75,000
1999 Valmet 911C, w/ 965 head, w/ chains & track chains, comp. update	\$75,000
2002 Madill 1236, w/ DM 4400, new rblt motor & pump 9,700 hrs	\$85,000
2010 JD 2454, w/ Pierce 3348, exl. cond., 3,900 hrs	\$325,000
2005 Madill 1236, w/ DM4400, new Cummins power, 11,000 hrs	\$77,500
2004 JD 2554, w/ Pierce 3348, good cond.	\$130,000
1999 Hitachi 230-5, w/ DM 3500	\$37,500
2000 T-Bird 1236, w/ DM 4400	\$60,000
1999 Danzco, w/ new motor, exl. cond.	\$9,500
1998 Danzco, high mount	\$7,000

BUNCHERS

2008 Tigercat LX870C, 23" 360 hot saw, 2,600 hrs	\$400,000
2004 Madill T2250B, 22" 360 Quadco, rblt pumps, recent, motor, u/c, cyl, tub, 11,000 hr	\$162,500
2004 Madill T2250B, 22" 360 Quadco, recent motor, good cond., 9,500 hrs	\$165,000
2006 Madill T1250, 22" 360 Madill saw, 2,800 hrs	\$150,000
2006 Madill 2250C, 360 Madill saw, recent repairs, new paint	\$275,000
2007 Timbco 445EXL, 22" Quadco, 9,700 hrs	\$169,500
2005 Timbco 445EXL, 360 28" Quadco 2900, new motor, 10,000 hrs	\$140,000
2003 Timbco 445EXL, 9,600 hrs., 32" bar saw	\$75,000
1995 Timbco 445B, 22" Quadco	\$45,000
1990 Timbco 430, bar saw, new u/c, and pumps	\$20,000
2002 Cat 330BFM, 7,750 hrs., Risley Rotosaw, good cond.	\$130,000
1996 Cat 330FBM, updated Risley Rotosaw, 18,288 hrs	\$82,500
1996 Madill 3200FB, 22" Koehring saw, good cond.	\$54,900

EXCAVATOR

2000 Case 9030B, w/ thumb	\$30,000
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SKIDDERS & DOZERS

2010 Cat 527, swing boom, 2,600 hrs., excellent cond.	\$275,000
2005 Cat 527, swing boom, 4,600 hrs., good cond.	\$185,000
1990 Cat D4H TSK, fixed boom w/ grapple & winch, new u/c, 12,300 hrs	\$40,000
2003-4 Morgan SX706B, 2 avl., 6x6 skidders, 3,500 hrs & 7,000 hrs	POR
2003 JD 748G III, 12,000 hrs., dual function, bunching grapple, 80% rubber	\$65,000
2006 Cat 525B, fixed boom w/ winch, good rubber	\$69,500
2003 Clark Ranger F67, Cummins power, dual function, bunching grapple, chains	\$22,500
1994 JD 548E, w/ winch, bunching grapple, 2,000 hrs, rblt motor	\$27,500
Mountain Logger ML150, w/ winch & brush rake, good rubber & chains	\$15,000
1975 D8K, w/ winch, recent u/c, good cond., str. blade w/ tilt, s/n77V3709	\$39,500
1998 Cat D3C III, 3,000 hrs., w/ winch, excellent cond.	\$39,500
Komatsu D65E, w/ boom & grapple, good u/c	\$27,500

YARDERS & SWING YARDERS

T-Bird TTY 70, Detroit 8V92	\$310,000
T-Bird TSY 255, Cat power, good cond.	POR
T-Bird TSY 6140, 50' boom	POR
Washington 78SL, 3 guyline, good lines, 2 MSP, rigging, ready to log	\$85,000
Madill 172, Low hrs	POR
Madill 071, Terex dozer u/c, 3 speed trans, Cummins power	\$135,000
Madill 071, Detroit 8V71, 3 guyline, rigging	\$45,000
Hawk, Cat power, recent torque, good lines	POR
T-Bird TY 90, T100, 7 guyline trl., Cummins KTA 1150	\$225,000
T-Bird TY 90, T 90, 7 guyline, self prop., Rblt trans., 6,000 hrs., KTA 1150	\$225,000
Diamond D210, good cond.	\$249,500
Skagit 717SY, 5800 L-B u/c, Detroit 60 Series power, 50' boom, 3 guy lines	\$60,000
Skylead C40, Clark skidder mount, c/w carriage, good cond.	\$60,000
1999 Hitachi 200 Timber Master, w/2 two speed winches	\$125,000
JD 992, w/2 Pullmasters	\$80,000

MOTORIZED CARRIAGES

Acme 20, good cond., Shackle passer, w/ support	\$25,000
Eagle 6	POR
2 Bowman 9100, two avl., low hrs	\$60-\$70,000

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2010 Terex Pergson XA400, 26 X44 Jaw, Premier trax, 2,500 hrs., Cat C-9 power, exl. cond.	\$320,000
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THE KEY TO SUCCESS

Wagenfuhr TIMBER FALLING LOS MOLINOS, CALIFORNIA

by Mike Crouse

Work hard and play hard is a philosophy shared by most successful people and certainly a habit firmly established in the heart of loggers, partly instilled by their family upbringing if not an internal component of their personality. For Jaime Wagenfuhr it surely was both nature and nurture, something that's apparent from the moment you meet him.

The Wagenfuhr family immigrated to America in the 1850s settling in the Galveston, Texas area. "They were wagon masters," he explained. His father, Graham, was born in 1917, and after WWII returned to Texas until 1961 when he pulled up stakes for greener pastures in Cali-



JAIME WAGONFUHR, out of his Prentice 410DX shovel, watching the progress of a road change on their tower logging side west of Redding. He started logging in '84, began contracting in '90 and started his present company the end of 2004.

(Continued on Page 8)
See "Wagenfuhr"

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ROY RICHARDS (left) concentrates as he brings a turn to the Wagenfuhr landing with their Christy yarder and Eaglet motorized carriage. Richards is a journeyman logger who began logging in 1982, most of which is "Cat logging," he said. He's a second generation logger and the father of five offspring. He's been the yarder engineer on the Christy the past three years. Wagenfuhr has run and been involved with Christy yarders a number of years noting they're "...nearly bullet proof." The company prides itself in being able to move and set up easily, with both the yarder and shovel being self-propelled. He noted that the Christy is "finesse logging... you have to pay attention to a good layout to begin with," and "you have to have lift."

Wagenfuhr

(Continued from Page 7)

fornia, where ultimately, "...he opened up a business of making tombstones, and concrete enclosures (for coffins) in Eureka, sandblasting the etchings on the tombstones."

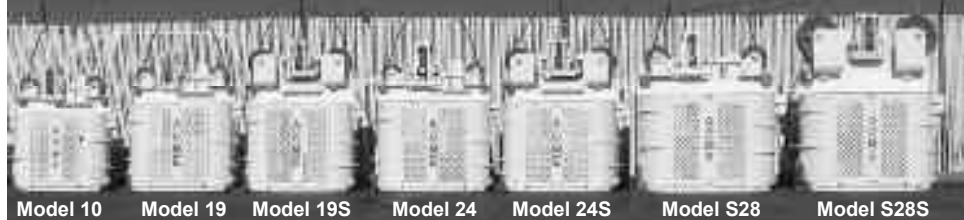
Jaime Wagenfuhr was the last of nine children (born in 1964), "...the caboose," he said with his characteristic smile. He was raised in and around Shasta and Trinity County, "... moving back and forth quite a bit," and was always looking for a way to earn a buck. "When we lived in Redding, I'd cut firewood using a Poulan chain saw from when I was 11 to feed the cook stove. We lived

(Continued on Page 10)

See "Wagenfuhr"



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JAIME WAGENFUR clearing the chute of their Christy yarder with his Prentice 410DX loader mounted on an '88 International trailer he's had the past few years. He's adjacent to their Christy yarder, which was using an Eaglet motorized carriage, so he could clear the chute, sort and deck logs and load trailers. They were producing five to six loads a day on some fairly steep ridge lined ground.



RICKY GORBET is a third generation logger starting in 1981. "I started off bucking longs behind my father (a timber faller)," he explained. "I like it out here." He joined Wagenfuhr five seasons ago. "I love working for him, he keeps us real busy." He runs a Husky 372XP with Oregon bar and chain as his landing saw. He lives in Quincy.

Great Buys

Delimbers

Link-Belt 2800 CII Telescoping Delimber, consignment, working, Portland **\$18,000**

Excavators

1992 Komatsu PC150-5, county owned machine, A/C, Wristo Twist ditch bucket, Spokane, #017174 **\$24,000**

2002 Link-Belt 330LX, low hours, plumbed for thumb, hammer & has rotate circuit for demolition attachments, nice unit, Prineville, #017861 .. **\$118,000**

2003 Link-Belt 460LX, quick attach, plumbed for thumb, hammer plus rotate circuit, Portland, #017866 **\$119,000**

2005 Link-Belt 130LX, hyd. quick attach, thumb bucket, Prineville, #017658 ... **\$55,250**

2008 Link-Belt 130X2, with bucket, thumb, quick attach, low hour rental fleet machine. Prineville, #015439 ... **\$108,500**

Komatsu PC300HD-6LE Excavator with hydraulic thumb, bucket, cab guard, extra machine guards, Spokane **\$43,000**

Wheel Loaders

2011 Kawasaki 90ZV, 5.2 yd GP bucket, low hour rental fleet, Portland, #017091 **P.O.R.**

2007 Kawasaki 95ZV-2, ride control, 7.0 GP bucket, rental fleet machine, low hours, Portland, #014123 .. **\$269,500**

2006 Kawasaki 70TMV-2 Wheel Loader with tool carrier, hyd quick attach, 3.5 yd. bucket, low hour rental fleet machine, forks available, Portland, #013011 .. **\$132,915**

2003 Komatsu WA-480-5L Wheel Loader, excellent rental fleet, scales & F/R switch, 6 yd. bucket, Spokane, #017846 ... **\$94,500**

Log Loaders

2009 Link-Belt 350LTXLFC with Jewell grapple, low, low hours, very nice machine, Eugene **\$320,000**

2006 Link-Belt 350LXTL Log Loader, forestry cab, Pierce package, nice unit, Portland, #017763 **\$249,000**

Harvesters

NEW Waratah 622B's in stock **P.O.R.**

NEW Waratah 623C's in stock **P.O.R.**

NEW Waratah 624C's in stock **P.O.R.**

2001 Link-Belt 330LX, Jewell rear entry cab, log loader front with Waratah 624 head, Portland **\$218,000**

2007 Kobelco SK235 Minimum Tailswing Machine with forestry cab, guarding, Waratah 622B processor, also comes with bucket cylinder & linkage, Portland, #017785 ... **\$225,000**

Skidders

2011 Tigercat 620D, grapple, rental fleet, Prineville, #017094 **P.O.R.**

Fellers

NEW LX822C Tigercat P.O.R.

NEW LX830C Tigercat P.O.R.

NEW LX870C Tigercat P.O.R.

2007 Timbco 445EXL with Quadco 2900 head, fire suppression, many recent repairs, Portland, #017972 .. **\$215,000**

Off Highway Trucks

2006 Terex TA35 Articulating Truck, Portland, #013175 ... **P.O.R.**

Rubber Tired Backhoe

2007 Cat 420E, canopy, extendable hoe 4 in 1 bucket, aux hydraulics, Portland .. **\$58,000**

Demolition/Scrap

2008 Link-Belt 350X2 Exc. W/Labounty UP30, w/shear or pulverizer jaws, rental fleet machine, Tacoma, #015521 ... **P.O.R.**

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10 Wagenfuhr

(Continued from Page 8)

JULY 2012
LOGGERS WORLD

up on a gold mine surrounded by oak trees, and Manzanita. We'd knock one down then skid that to the house," using his stepdad's Cat seven. "I'm not sure why he had it," he explained noting that he'd worked in the woods prior. "That's where I got to liking equipment was with that Cat seven." He found he could also sell firewood, with a ready supply and a lot of willing clients, continuing on through high school.

His stepdad was also a millwright. "I went with him when he went to the mill," Wagenfuhr explained. "My first job was sweeping up in the sawmill, sweeping under the rollers of the machinery," as well as lending a hand to his stepdad for equipment repairs, learning a bit about machinery as well.

With time the mechanics background grew into a job, "...working at a Volkswagen shop in Weaverville during school learning and applying his wrenching skills further, which grew into "...a hobby. I'd pick up old cars, work on them and sold them," he smiled and added, "It was fun! I should have kept them all. I'd be rich now!"

He graduated from Weaverville High School in 1982, enrolling at Shasta Community College for 18 months taking, "...welding, and diesel heavy equipment repair," while continuing working for the repair shop in Weaverville.

An opportunity to live and work in Los Angeles presented itself, and he took the leap to the city for three months before he'd had his fill of it returning home. He then took a job roofing in the Lake Tahoe area, which went well for four months until that slowed for the winter as well, again returning home that Au-

gust of '84 when he was 20.

Working in the woods

"Then I got my first real job in the woods bumping knots," for R&R Timber (owned by Clarence Rose). "I knew how to handle a chain saw, so I was doing all the chasing for two Cats and a skidder," using a Pioneer P41 with a 32-inch bar. While working there the next few years he was a loader operator and Cat skinner. The company purchased a TL6 yarder, "which he ran in the winter, and I'd bump knots chasing for the yarder that winter as well," Wagenfuhr explained.

The best break for Wagenfuhr in this time came from helping at a grocery store and meeting Jamie, his wife to be, while working there. He asked her for a date horseback riding in February, and ten months later they (Jaime and Jamie called Mr. Jaime and Mrs. Jamie by friends) were happily married in

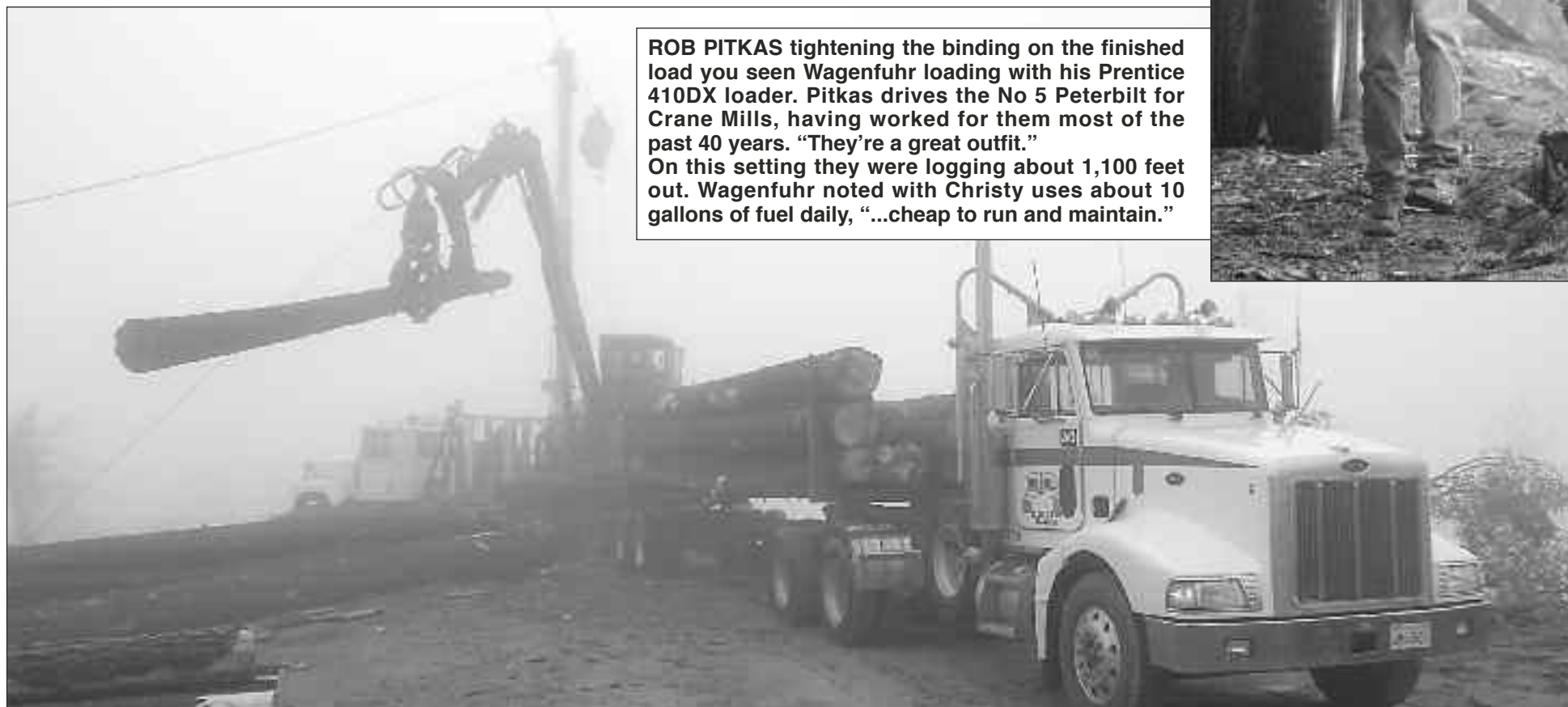
1985.

Their family grew in 1989 with

(Continued on Page 11)
See "Wagenfuhr"



ROB PITKAS tightening the binding on the finished load you seen Wagenfuhr loading with his Prentice 410DX loader. Pitkas drives the No 5 Peterbilt for Crane Mills, having worked for them most of the past 40 years. "They're a great outfit." On this setting they were logging about 1,100 feet out. Wagenfuhr noted with Christy uses about 10 gallons of fuel daily, "...cheap to run and maintain."



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CAT 525, A/C, 3304 engine STRONG & TIGHT, 7500 hrs, Grapple and Winch, Brush Rake, 30.5X32 Rubber 50%, Chains, Nice Skidder,**\$44,000**



Link Belt 290, 11,000 hrs, 2nd engine, recent repairs, RUNS STRONG, straight & tight, good maintenance**\$109,000**



JD 643 Feller Buncher, 20" Tree Shear, 23.1 X 26 Rubber 75%+, Runs strong, Tight boom and Center Hitch....**\$14,000**



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Link Belt 3400 CII, Isuzu Engine, Runs Good**\$29,500**

Wagenfuhr

(Continued from Page 10)

birth of their first daughter, Amanda, followed by their second daughter Kirstin in '92, then adding son Graham in '93.

In '86 Wagenfuhr joined Cheek's Skyline Logging (owned by Joe Cheek) operating a 966 Caterpillar front end loader, then three months later moved to a Cat D6D line machine, "...because I could run on steep ground." When Cheek later bought a GT3 tower, Wagenfuhr first ran bull line in front of the yarder, then as winter set in, went to the tower side full time.

The following spring ('88) Wagenfuhr returned to work falling timber for Cheek's falling contractor, Lee Meecham. "I had a P62 a Pioneer with a 36" bar," Wagenfuhr explained. "Meecham said that'd be fine, but it was HUGE timber. I remember I couldn't get a big sugar

pine down on the ground. I had a huge hinge but couldn't reach it. Finally I had another guy with a 42-inch bar came, touched it and it went down. It was 6 ft. 7 inches at the butt. I got a 42-inch bar that night, and that solved the problem."

When Meecham retired the following spring he joined Tom Bruce. "I was straight falling and the rest of the crew of six was bucking for my cutting."

An ad for a hook tender in the Redding paper landed Wagenfuhr with S&L Skyline (George Sheldon, owner), where "...I cut for him at the same time I tended hook," Wagenfuhr noted. While there he met Tom Jones, who was doing the contract cutting for them operating as Topac, Inc., and when work slowed for S&L, Wagenfuhr went back to cutting for Jones. "It paid better and George had no work at the time."

(Continued on Page 12)
See "Wagenfuhr"

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GRAHAM WAGENFUHR has worked in the woods with his dad Jaime, "...as long as I can remember," but started full time this past year. "I just started learning to full timber," but they were short one person this day so he worked in the brush this day. "It's different." He's also taking some classes at Shasta College in their heavy equipment program.

Wagenfuhr

(Continued from Page 11)

That worked so well they formed a partnership in the fall.

Contract logging

Jones and Wagenfuhr Logging was established in September 1990, initially with the two partners. Wagenfuhr also formed Wagenfuhr Timber Falling in addition to the partnership.

The logging demand was strong enough, "...we bought some equipment," and started a single logging side. "It was him (Jones), his son and myself. We bought a big 50S Cat grapple skidder, then went to Oregon and bought a self-loader and a set of bunks for it that were set up by Whit-Log (in Oregon)," which they coupled to a truck they had purchased in California. "That gave us a self-loader, and two pieces of equipment." They kept busy logging that winter, changing the company from cutting to full time logging.

The next few years they expanded and upgraded equipment, adding a John Deere 944B wheel loader, a Cat D6B crawler, then another D6C and Barko 450 mounted on a three axle carrier, explaining that "a couple land owners we worked for had tight landings and we bought that for landing purposes." The company continued with a single side and had a crew of seven including the two cutters, all operating under the Jones and Wagenfuhr company name.

One of the more interesting jobs they encountered came a flood in early 90s, which led to their logging Lake Oroville, that involved salvage logging from the lake. "The big logs were just too big,

(Continued on Page 13)

See "Wagenfuhr"



MIKE FROST is a second generation logger and their long brush man many times. He joined Wagenfuhr about six years ago saying, "...it's a good home. This guy keeps me busy." He started logging when he was 19, and though he's missed a few seasons, "...for the most part I've got 15-18 years in."

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Wagenfuhr

(Continued from Page 12)

so we bought two pond boats, brought them down from Idaho and logged the lake with that."

"Most the logs were floating," said Wagenfuhr. "We set chokers, and drove spikes in them and drug them to the side, then just grabbed them with the skidder. Fifty-two inch was the largest we hauled out of the

lake."

From that sale they logged half a million feed of good logs, and 250 thousand feet of culls, "... a lot of that we cut into firewood and ended up selling 10-15 loads to a power plant as well."

"That was fun," he said smiling.

Yarder logging

To add some diversity and flexibility they purchased an older 32-ft. Berger tower, mounted on

"...an older 1958 International cab over," in 1997 said Wagenfuhr, noting it was a very experienced machine. "I'm not sure what year it was made, late 40s maybe, with wood brakes and everything. All levers and stand on the brake," he smiled, "and a gas motor." In spite of its age, "...the tower helped. We had little corners and it worked real good for us. It went out about 1,100 ft," and they used a Christy carriage that came with the tower. Soon after

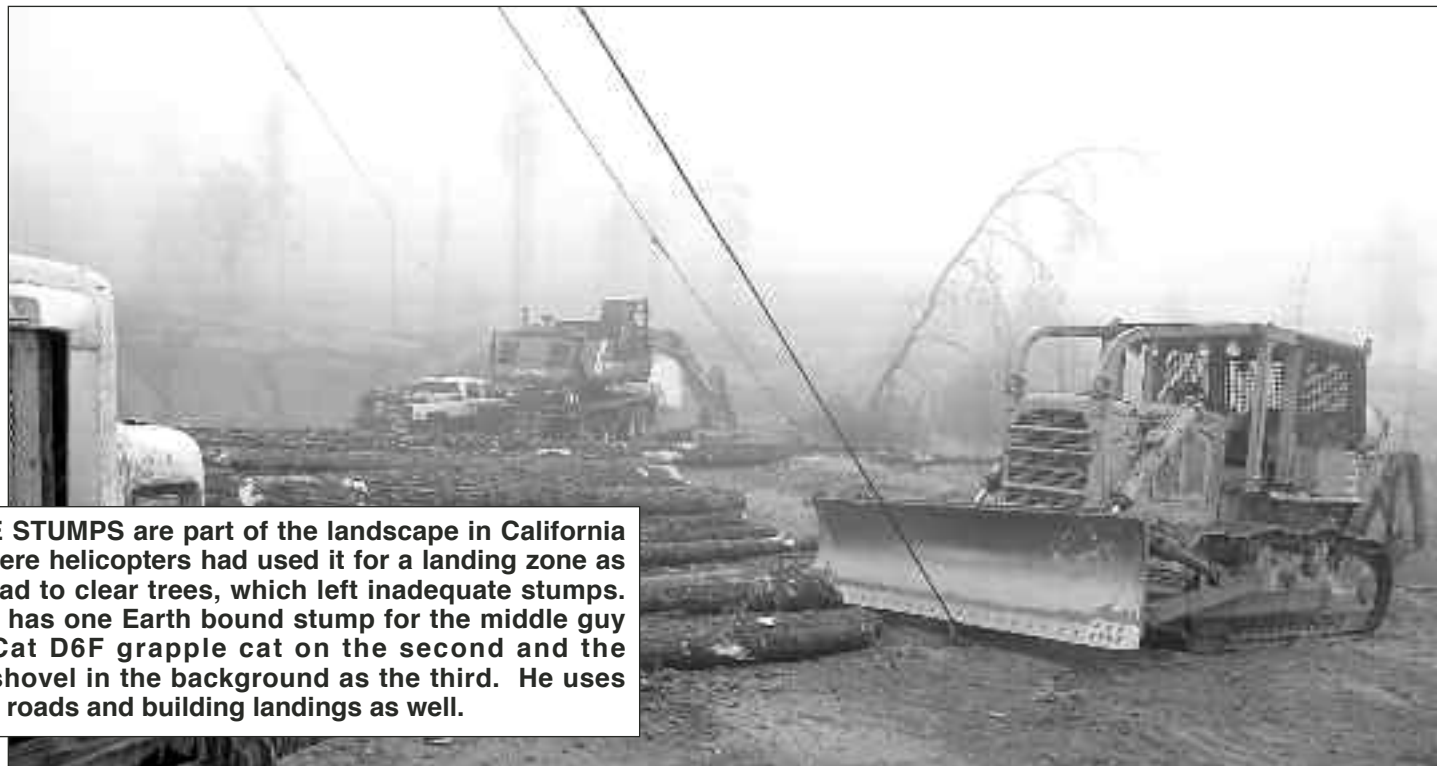
purchase they added a hydraulic ram to raise and lower the tower, which improved the moves a lot.

Wagenfuhr's years of tower experience, and hook tending worked well he explained. "I was mostly involved in the set up, hooking, putting the tower shows together." The tower was a nice addition to the company.

(Continued on Page 14)
See "Wagenfuhr"



PORTABLE STUMPS are part of the landscape in California as well, where helicopters had used it for a landing zone as well they had to clear trees, which left inadequate stumps. Wagenfuhr has one Earth bound stump for the middle guy line, the Cat D6F grapple cat on the second and the Koehring shovel in the background as the third. He uses the D6S for roads and building landings as well.



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14 Wagenfuhr

(Continued from Page 13)

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LOGGERS WORLD

The work available in '99, and a good buy on a three or so year old Christy yarder, gave them a second yarder side that year, which worked well enough that when consolidating

to a single side they went to using the Christy full time and let the Berger sit.

The next few years kept them busy as well.

In 2003 Wagenfuhr explained, "I'd been blacking out," prompting a quick visit to the doctor's office.

"They found that I had a brain tumor." In typical fashion, Wagenfuhr took the diagnosis in stride, the scheduled surgery, and while concerned he never felt he would perish from it. "It was removed a month after diagnosis, in early October," he said then continued noting, "...I was back in ten days. We were still trying to finish up a job. We buttoned it up that winter and packed everything out right before Christmas.

In '04 they added a GT3 tower to the operations, and had a crew of about 10 guys by that time working on two logging sides.

October of that year Jones bought out Wagenfuhr and they ended the partnership. "I took my chain saw, set of jacks, all the hand tools and he had the operation."

Wagenfuhr Timber Falling

November of '04 Wagenfuhr revived his earlier company name, and began cutting for a helicopter logging outfit out of Canada. By January the company logging the job, "...offered me the (cutting) job and I took it. They did the logging and I did the contract cutting," with a crew of nine cutters.

April of that year a Cat logger Wagenfuhr knew, "...bought a Christy yarder (and Christy carriage) and asked me to come over and help him on that, running the Christy, and I did all the timber falling," in addition to cutting on another site.

With the other side finished, "...and we started running that tower for him, with my crew (it's the same Christy he owns today). "Production increased," Wagenfuhr explained. "By the end of the month he asked if I wanted to buy the yarder." Wagenfuhr did.

"I also ended up buying a Koehring 366 log loader with a 60-inch young grapple, from Crane Mills," to complete the side. "It's a pretty good little loader.

Clearly Wagenfuhr enjoys the Christy yarder. "It's kind of a fi-

nesse logging," he explained. "You have to have lift or they don't work, and you have to be a finesse logger." That starts with thorough planning. "You have to pay attention to a good layout to begin with." In '05 he purchased an Eaglett motorized carriage, noting "...it gave us more versatility and speed. We run just one guy in the brush most the time and it's a life saver for him."

Parts can be an issue on the Christy, which hasn't been made in several years. To address that, "...in '07 I bought another Christy for a spare," as a parts machine. "It's about a year or two older than what I have, maybe a '94." Since that time he's used it for spare drums. "The only thing wrong with the Christy is the main shaft for the skyline drum. When the drum breaks it messes up the clutch too, and it takes three months to get another. I've used it like three times. We take it out, put the new one in and take it up to A&A Machine in Anderson. They're great! They drop everything they're working on to fix my stuff," because Dave and Mark Alward have been loggers as well. "...so he knows what logging is about. They make a whole new shaft and everything and have done it like four times. Otherwise its (the Christy) pretty bullet proof."

That same year Wagenfuhr added a Cat D7F, "...just to build roads and do layouts for the yarder."

In '08 Wagenfuhr purchased a 188 Washington 50-ft. swing yarder, for a job with Crane Mill. "it had some big wood on it," and they had a 2,300 ft. reach that called for a larger machine. "It's a strong machine," he noted. "We were pulling some 5-footers, tree lengthed some of it."

"At the same time we bought (the 188 Washington) we bought a '98 Link-Belt 4300 on tracks," which works well with the 188.

Speed and ease in changing settings is important to Wagenfuhr,

(Continued on Page 15)

See "Wagenfuhr"



THE WAGENFUHRS have been married since 1985, and have three grown offspring. They have very similar first names hers being Jamie while his is Jaime, thus the California license plate. Many friends and colleagues refer to them as Mrs. Jamie and Mr. Jaime for the sake of clarity. He logs and she takes care of payroll, the books, and runs parts as needed.

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Wagenfuhr

(Continued from Page 14)

and prompted him to buy the '97 Prentice 410DX loader mounted on an '88 International truck in '09. He can shift his crew and machinery quickly, get set up and logging within thirty minutes of the move with good planning, just the way he likes it.

Weekends "is time for planning," doing layouts and keeping the crew working during the week. "I've been pretty fortunate," he explained. "We just had one month off this past year... that keeps everyone happy and keeps the crew together, so I don't lose them."

Processing is done by the chaser on the landing, meshing well with the jobs they have and producing 5-6 loads a day on average.--

Wife and partner Jamie, "...does all the payroll, all that good stuff, and chases parts," he said with a

smile.

Wagenfuhr is past president (2005-2006) of the Associated California Loggers, and remains a board member, serves as Chairman of the Redding Chapter, and has served on the American Loggers Council board, and attends their annual meetings. "It's been worthwhile, and makes me more aware of what goes on.

He still enjoys working on cars, though his time is limited. Sitting 'til he again has time is a '66 SS Nova that's torn down at present, and has a 327 bored to a 345, that runs the quarter-mile in 12.2 ...Very nice.

He admits what he does for fun is logging. "I enjoy it," he said smiling.

"The key to success," he said, "is honesty and doing what you say you're going to do. You do those two things and you're going to be successful." His record, and reputation, demonstrate that advice.



BLADE CAMPMAN was cutting timber for Wagenfuhr the past few seasons and several seasons prior over the span of 18 or so years, and makes his home in Winchester, Oregon. A veteran of many seasons, he's found a good summer home working in California.



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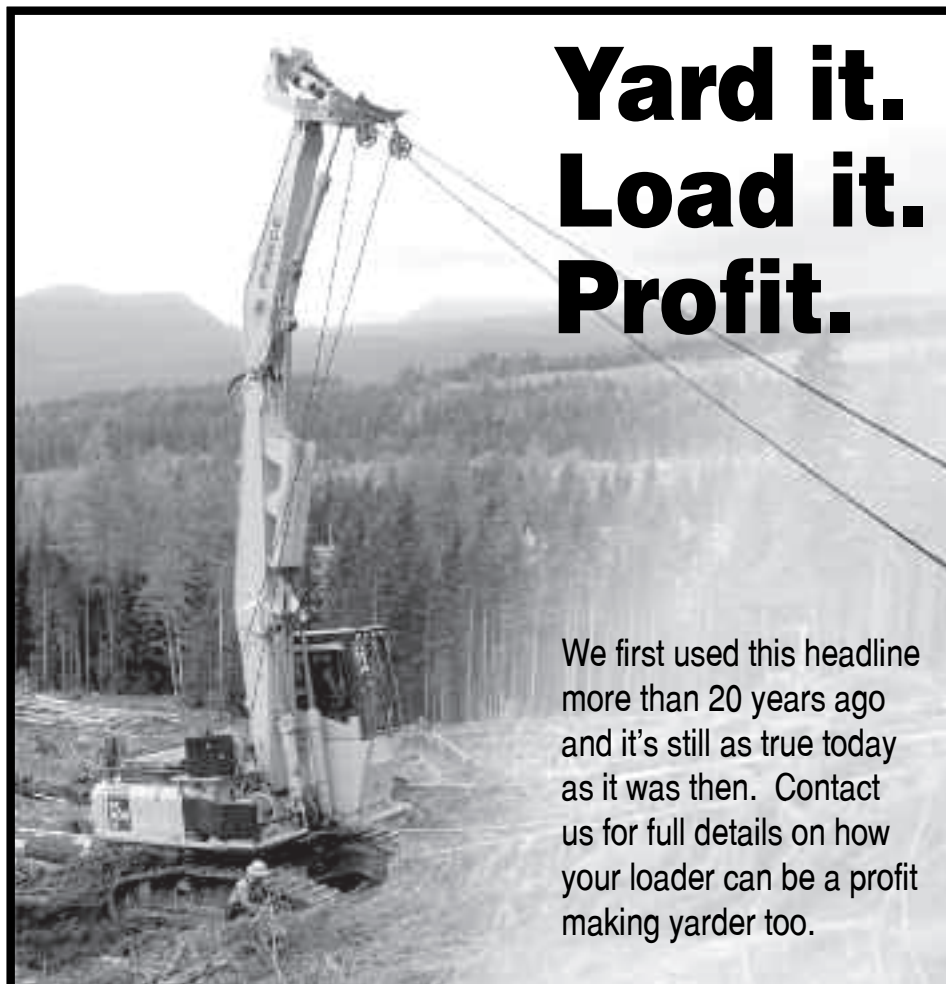
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By Mike Crouse

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Finley Hays some years ago, and through the action of Johnson, logger Mike Rotschy, and a group of 20-30 if not more dedicated lovers of steam logging, vintage machinery, they've put together this steam logging show annually for roughly the past dozen years. The group is about more than machinery however, the common bond is "know-how" acquired through experience, and for

(Continued on Page 11)
See "Steam"



CARL DEROO is the engineer, and Dana Howe fireman on the small donkey. Directing the heelboom loader (right) is Kyle Feger.



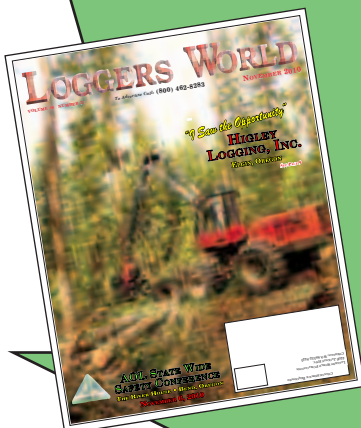
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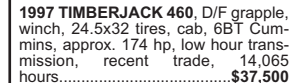
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(Continued from Page 16)

those with the energy and interest, it is there for the effort.

The centerpieces of the show were two steam donkeys: a 1917 Willamette 6 1/4 x 10 (engineer Carl Deroo, fireman Dana Howe), and a larger 1927 Willamette 10x13 (engineer Elmer Tubs, fireman Walt Howe), formerly used by Simon Benson's logging company, both now owned by Mike Rotschy.

They'd also raised and fully rigged a spar tree (powered by the big donkey) and built a heelboom loader (powered by the smaller donkey), which gave one an appreciation for the term "finesse" while watching them at work. And the logs they were moving were small compared to the giants they were logging when these machines were in their heyday.

Also in operation was a 1928 Model Four Northwest shovel loader

owned by Charlie Davis, powered by a 160 Cummins engine, with a Young grapple and a home-made boom. Also skidding was a Caterpillar D2 crawler with an arch run by Deroo's son Colton.

There were a host of other vintage machines as well, all up and running in a display of old and still operable technology, which was the high tech of the day, including a few vintage trucks.

The crew came from as far away as San Francisco and British Columbia, many of them have been a part of the steam logging show the past dozen years with a mix of veterans and relative newcomers learning the ropes. When you've spent the day marveling at the innovation and the effort it takes to set up, operate and maintain all these pieces, you're left with a deeper understanding of the building blocks that today's logging was built upon, and how truly innovative this business has always been.

Hopefully we'll see the show return for many years to come, but as always time marches on. We shall see.



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MEETING AGENDA

Thursday, October 4
7:00 am-5:00 pm: Registration, exhibits open
11:30 am-12:15 pm:
Optional golf at resort golf course*
6:30 pm-8:30 pm: Cocktail welcome reception
8:30 pm-9:30 pm: Executive Committee meeting

Friday, October 5
6:00 am-12:00 pm: Registration, exhibits open
6:45 am-7:45 am: Logger's breakfast
8:00 am-1:00 pm: Logging tour/lunch
9:30 am-12:30 pm:
Ladies fashion show/lunch at resort
1:30 pm-4:00 pm:
Technical sessions at resort—
History of logging in northern Idaho
Exploring offshore markets for your products
6:00 pm-7:00 pm: President's reception
7:00 pm-10:00 pm:
President's dinner/ALC auction

Saturday, October 6
7:00 am-8:00 am: Registration, exhibits open
7:00 am-7:45 am: Loggers breakfast
8:00 am-10:00 am: Board of Directors meeting
9:00 am-11:30 am:
Ladies program—Coeur d'Alene lake
cruise/brunch
10:15 am-11:30 am: Full membership meeting
12:00 pm-1:30 pm:
Full membership awards luncheon/special
recognition events
1:30 pm-6:00 pm: Free time
6:00 pm-10:00 pm:
President's farewell reception/banquet;
roll call of the states; passing of the gavel

*Contact Crad Jaynes at 803-957-9919 for pricing, tee times and details on optional golf activity. All tee times need to be reserved at least 30 days in advance.

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REGISTRATION FORM



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Full Membership Awards Luncheon • President's Farewell Reception & Banquet
Friday and Saturday Breakfasts

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ALC Member Registration Fee: ✓

- ☐ Early Bird Registration (postmarked by 8/31/2012) \$325.00
☐ On Site Registration (after 8/31/2012) \$375.00

Included Events ✓

- ☐ Thursday's Welcome Reception
☐ Friday—Loggers Breakfast

ALC Spouse Registration Fee:

- ☐ Early Bird Registration (postmarked by 8/31/2012) \$300.00
☐ On Site Registration (after by 8/31/2012) \$350.00

- ☐ Friday—ALC Ladies Tour
☐ Friday—Logging Tour & Technical Sessions—
Includes Lunch
☐ Friday—President's Reception & Banquet & Auction
☐ Friday—Lumberjack Show
☐ Friday—President's Reception & Banquet & Auction

Non Member Registration Fee:

- ☐ Early Bird Registration (postmarked by 8/31/2012) \$375.00
☐ On Site Registration (after 8/31/2012) \$400.00

- ☐ Saturday—Loggers Breakfast
☐ Saturday—Ladies Tour, Coeur d'Alene Lake
Brunch Cruise
☐ Saturday—Full Membership Meeting
☐ Saturday—Full Membership Awards Luncheon
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LOGGING COUNTRY

Roundup

CLIPS FROM AROUND THE COUNTRY

Stormwater discharges from forest roads revision

EPA announced that it intends to revise its stormwater regulations to specify that a National Pollutant Discharge Elimination System (NPDES) permit is not required for stormwater discharge from logging roads. EPA is also requesting comment on potential approaches for addressing stormwater discharges from forest roads and seeks input on examples of successful state, tribal and certification-oriented programs that are based on best management practices. EPA is working with stakeholders and its federal partners to determine how best to address stormwater discharges from forest roads and will consider a full range of potential non-permitting approaches under the Clean Water Act including voluntary programs and further support for

state and tribal programs.

EPA will accept written comments for 30 days after publication of the notice in the Federal Register. EPA also plans to hold listening sessions to obtain stakeholder input this summer on its consideration of how best to address stormwater discharges from forest roads.

<http://cfpub.epa.gov/npdes/stormwater/forestroads.cfm>

Inflated Endangered Species Act "success stories" revealed

The media has given a lot of ink to a self-serving "report" put out by the Center for Biological Diversity that purports to demonstrate "90 percent of species are recovering at the rate specified by their federal recovery plan."

The problem is, it ain't so.

The "report" does demonstrate the authors' bias however. And one need look no further than the numbers. According to the U.S. Fish and Wildlife Service, 1,391 species are listed as threatened or endangered in the United States. Of those listings, 1,138 have recovery plans. But the CBD "report" cherry picked the data relying on less than 10 percent of the active recovery plans in the U.S.:

"To objectively test whether the Endangered Species Act is recovering species at a sufficient rate, we compared the actual recovery rate of 110 species with the projected recovery rate in their federal recovery plans."

This claim of objectivity is laughably ironic in light of the fact the authors ignored more than 90 percent of the data. And of course the 110 species reported were not selected at random, but purposefully to bolster the "report's" inflated claims of ESA success.

In 2005, CBD put out a similarly biased "report" implying that designating critical habitat for listed species doubled their chances for recovery. But based on actual results, that claim was demonstrably false, as I point out here in my critique of the "report" for National Geographic. Of the 15 species that had recovered by 2005, only two had designated critical habitat.

Another indication of bias in the "report" is the fact the authors assume that the increase in population numbers for any species is the result

of the ESA alone, and not the result of other causes like changes in land use, private conservation efforts, other laws, and even errors in the original listings. Of the 52 species delisted since the inception of the act, 18 were removed because of "data error" which includes a determination that there were simply greater populations of the species than known at the time of listing. In other words, they shouldn't have been listed in the first place.

But the real acid test of the veracity of the "report" is whether the authors believe their own hype. Apparently they don't. Oh sure, you will find CBD touting a recent delisting or downlisting of a species as an ESA "success story," but CBD isn't in the trenches suing the Fish and Wildlife Service to reclassify recovering species. No, that's what Pacific Legal Foundation does.

In Table 3 of the "report" CBD lists "12 Species in the Process of Being Downlisted or Delisted" But 5 of those species are being reclassified because of petitions for downlisting or delisting filed by PLF, not CBD. In fact, CBD appears to be missing in action when it comes to recovering species, whereas PLF is actively pursuing the reclassification of species that the government itself has determined should either be removed from the list of protected species altogether.

(Continued on Page 20)
See "Roundup"



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JULY 2012
LOGGERS WORLD

er or designated as "threatened" instead of "endangered." Until CBD publishes a "report" showing the species it has petitioned for downlisting and delisting, one has to wonder whether the organization really believes in ESA success stories.

- *Pacific Legal Foundation*

BRC critical of USFS proposed rule

The BlueRibbon Coalition (BRC) today strongly criticized a U.S. Forest Service proposal to exempt major ground disturbing activi-

ties from environmental analysis and public comment.

The U.S. Forest Service (USFS) today began accepting public comment on a proposed change in regulations that would allow certain activities, including road obliteration, to be exempt from any public comment or analysis under the National Environmental Policy Act (NEPA).

The proposed rule would allow the agency to bypass normal environmental review for projects that remove, replace or modify water control structures and remove debris and sediment after natural or human-caused events including floods, hurricanes and tornadoes. The rule would

also exempt road decommissioning efforts such, as stabilizing slopes, restoring vegetation, blocking the entrance to the road, installing waterbars and removing culverts.

However, the proposal would also exempt major ground disturbing activities such as completely eliminating the road bed by restoring natural contours and slopes.

"Some of the agency's recommendations make sense, but as usual, they go too far," said Brian Hawthorne, Public Lands Policy Director for BRC. Hawthorne said, "If 40 years of NEPA has taught us anything it is that noble intentions don't justify half-baked analysis. A bulldoz-

er moving dirt is a bulldozer moving dirt. Environmental impacts don't magically disappear because the source of sediment is called a restoration project."

"This borderlines on willful mismanagement," said Greg Mumm, BRC's Executive Director. "The Forest Service is sitting on 20 to 40 million acres of beetle-killed fire hazard and the fuse is lit. Their priorities are out of whack." Mumm said.

As an example, Mumm said that just in Colorado some 6.6 million acres are affected by the mountain bark beetle epidemic. The agency es-

(Continued on Page 21)
See "Roundup"

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Roundup

(Continued from Page 20)

timates that, over the next 10 years, an average of 100,000 trees will fall daily. Visitors to USFS lands are affected not only by the visual impacts, falling trees pose serious risk to human life and the infrastructure our rural communities rely on. Dead trees across the state have created heavy fuel loading which can result in intense, so-called "fatal wildfires." Beetle-killed trees now threaten thousands of miles of roads, trails and developed recreation sites. Mumm said; "Exempting culvert removal is all well and good, but the agency crosses a line when, at the same time, they increase analysis on such things as maintaining safe power transmission corridors."

Hawthorne also expressed frustration with the proposed changes. He noted that the USFS is saying the majority of issues associated with road and trail decommissioning arise from the initial decision whether to close a road or trail via the travel planning process. "That's not our experience," Hawthorne said. BRC has been urging the USFS to develop a streamlined procedure to allow public

comment before any ground disturbing or road obliteration activities are proposed precisely because the travel planning is usually focused on recreational users of the Forest. Other users are often assured their access and activities could still continue under stipulations of their permit, lease or other agreement.

Hawthorne said few, if any, USFS travel planning projects get it right the first time. "Many travel planning projects we are aware of have been amended within one or two years after completion, and many have been amended even before the plan has been completely implemented on the ground." It is quite likely that routes proposed for decommissioning will be necessary additions in future recreation and travel planning. Hawthorne said the fact the agency doesn't want any public involvement means the agency probably doesn't care about any potential recreational uses of these routes.

US Forest Service adds firefighting aircraft

U.S. Forest Service Chief Tom Tidwell today announced the agency is adding eight additional aircraft to its firefighting fleet to ensure that an adequate number of air-

tankers are available for wildland firefighting efforts.

With these additional airtankers, the Forest Service has 16 large airtankers and one very large airtanker available immediately for wildfire suppression.

"In addition to contracting for more permanent airtankers into our fleet, we're implementing our plan to bring additional aircraft into operation now," Tidwell said. "These additional resources will enable us to meet our responsibility to respond vigorously to wildfires threatening lives, communities, and cultural and natural resources."

Nine of the operational large airtankers are on exclusive use contracts and include eight P2Vs and one BAe-146. The BAe-146 can carry 3,000 gallons of retardant or water.

The agency has activated five CV-580 Convaers, one through an agreement with the state of Alaska and four through an agreement with the Canadian Interagency Forest Fire Centre. A DC-10 very large airtanker is also being activated through a "call when needed" contract with the owner, 10 Tanker Air Carrier of Adelanto, Calif.

Two other airtankers, CAL FIRE S-2Ts, will be staffed and available in

California through an agreement with the state and funded by the Forest Service.

The Forest Service is also arranging for five heavy helicopters, called Type 1s, to become available earlier than scheduled.

The CV-580s are owned by Conair Group Inc., of British Columbia, Canada. CV-580s provide similar operational capacity to P2Vs as both can fly in all types of terrain, can carry approximately 2,100 gallons of retardant, and can operate from any of the agency's primary or reload tanker bases.

The agency also can mobilize eight military C-130s equipped with Modular Airborne Fire Fighting Systems and, through an agreement with the Canadian Interagency Forest Fire Centre, another three CV-580 Convaers. Additional aircraft are also available through U.S. Department of the Interior contracts.

As of Tuesday, the Forest Service had some 4,000 personnel, 62 helicopters and 10 airtankers committed to suppression efforts on over 100 fires including those in New Mexico, Arizona, Colorado, Wyoming and Utah.

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LOGGERS WORLD



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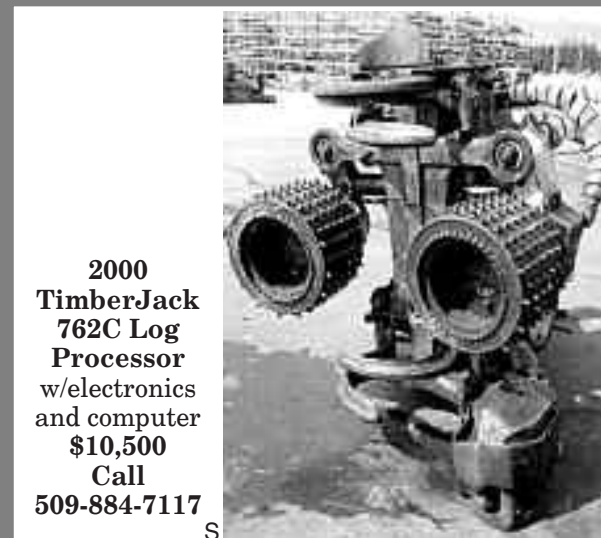
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13-15


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Correction
20-21


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AUGUST

9-12


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SEPTEMBER

6-8


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OCTOBER

4-6


AMERICAN LOGGERS COUNCIL

 2012 17TH ANNUAL MEETING

COEUR D'ALENE, IDAHO

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