

LOGGERS WORLD

VOLUME 48 NUMBER 8

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AUGUST 2012

Joint Decision



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Finley's Rigging Shack "Classic"



(This column originally appeared in the August 1973 edition of *Loggers World*.)

As I write this I'm sitting by the edge of Dragon Lake in British Columbia about 85 miles generally north of Terrace. The day is uncertain windy and sometimes warm sometimes cool. If it isn't windy then the no-see-ums, mosquitoes and black flies pay us a dedicated visit.

But in spite of all that, or because of it, most comfortable and enjoyable. I have with me my wife, her poodle dog (Mitzi) and my mixed breed but mostly Lab, Patty. We have a small camper, more of a canopy really, and an eight by ten tent. Have two outside tables and an outside campfire for getting warm and doing the cooking. Since our arrival, one week ago this evening, the weather has been of all kinds with a couple of days of hard rain.

We also have a small boat (glass) and a 9 1/2 horse kicker, plus lots of fishing tackle. Arrived here with four reels and now have two operating, one spinning reel and one fly rod reel. Fishing hasn't been great but good enough for all we want to eat and then some.

Dragon Lake covers maybe 100 acres of ground and is surrounded by woods and farther back a ring of snow topped mountains-some with glaciers.

Since we have been here have spent time clearing more camp ground, cutting lots of wood, some fishing and in the company of Budge Crick traveling by pick-up, several different kinds of boats and am now awaiting the arrival of a sea plane. If I'm lucky will get a ride up and down the Nass River in this plane. Depends upon how many people come out with it. Should be here within the hour and then I'll know.

At least once each year like to take a good trip and look at logging and related things a long

ways from our backyard. Last February Budge Crick stopped in at our office to say hello during his holidays. He introduced himself and told of his work driving logs down the Nass River. Asked if later in the year we could come up and watch this operation. His invitation was answered quickly and sincerely.

On the trip north our first check point was Prince George, B.C. which is about 500 miles north of where we cross the U.S.-Canadian border at Sumas, Washington. Our traveling outfit consisted of the Ford pick-up carrying the small camper and pulling a two wheel trailer. Took with us lots of hardware, toys and tools for good outdoor living. One of the handiest of toys and tools was the little chain saw.

Had been to Prince George about six times so that part of the trip was enjoyable but somewhat familiar. One day we traveled about three hundred and fifty miles west to Terrace. Terrace is a fair sized booming city located about one hundred miles east of Prince Rupert and the Salt Water. We stayed the night in Terrace. Next morning we got some last minute items and set sail over the private logging road of Columbia Cellulose. Seventy one miles north of Terrace we came to the Nass Camp and checked in to contact Budge Crick.

It rained all the way. Rain and low clouds prevented us from seeing as much of the country as we'd of liked to. For the driver there wasn't that much chance for gawking. We were constantly meeting logging trucks-huge off-highway rigs with giant loads of long long logs. Most of the logs, or at least many of them, were tree length and loaded butts ahead. Most of the road was very good but some was sort of hairy. Total trip took us about three hours of slow but steady driving.

After finding that Budge was out and about his normal business we traveled about four miles up

more logging road to Dragon Lake and set up camp, in the rain. Columbia Cellulose furnished the campgrounds. Excellent place, rain or no.

That evening back to Nass Camp to meet Budge and his wife Mickey. Hospitable people that they are, they wanted us to stay with them, and felt bad that we were subject to the elements and the bugs. Budge said that of all the country he has been in the bugs were worse here than anyplace else. Don't know but what he is right. We gratefully declined their invitation to stay because we had been planning and looking forward to this camping trip for a long long time and were determined to spend it as planned, in spite of bugs and rain. The rains declined but the bugs never did. However, they weren't really much of a problem because we had sprays and rub on lotions that discouraged the weaker and more timid of them.

First day after arriving, I took the day off to catch up on sleep, to finish the camp and to do some fishing. Enjoyed it.

Next day Budge came along and we went on a long look-see trip up the river. They weren't dumping logs in the river because it came up over the ten foot mark due to rain and melting snows. While most of the country got less than their normal share of snow last winter, this area got more than normal.

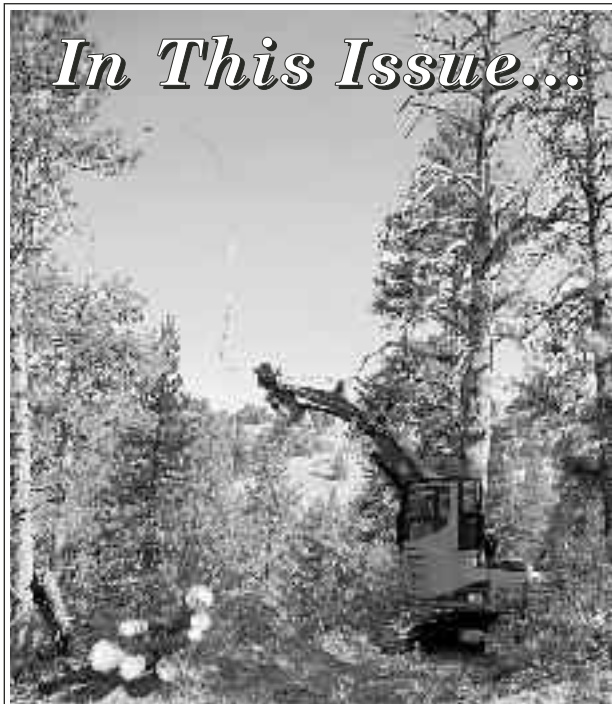
Excuse me while I go put more bug dope on.

This is a big big country that is booming and will grow and attract more people and industry for many years. Lots of logging going on and the travel on the roads attest to its attraction as a recreation area. Tourist traffic is supposed to be off the roads during working hours, although this rule is constantly broken. They are welcome after working hours and over the weekend and hundreds of assorted vehicles and people take advantage of this hospitality extended by Columbia Cellulose.

Lots of logging is done by Colcel and lots of it is done by logging contractors working for Colcel. Have no idea of the amounts or the operations, but the log truck traffic is heavy and most roads are used by the big off-highway trucks. Some of the logs go clear thru to Terrace and others are put in the river. Most of the logs in the river drive are pulp logs. They are sent down river where they are bundled and rafted for the 90 mile tow to

(Continued on Page 3)
See "Rigging Shack"

In This Issue...



FRONT COVER PHOTO: JAMMER OPERATOR Jeff Miller tossing tongs (he calls it fishing) a few hundred feet down the hill for the next turn using their '04 Caterpillar 320A with Jewell boom and tong tossing package. Everyone on the Mahon logging site has a two-way radio. Mark Mahon explained, "It's a huge safety deal and it's great for production. The fallers have it, the hookers have it and every operator and truck driver has it."

See "Joint Decisions" starting on Page 8.

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Rigging Shack

(Continued from Page 2)

the big pulp mill at Prince Rupert.

No logs were dumped in the river on Friday, Saturday, or Sunday. They started putting hot logs on Monday but not putting in any decked logs. This all due to high water.

During the following days spent most of my time on the river with Budge and his crews. Interesting and very informative watching the way they handle the logs and their boats and machinery.

Budge is a good man to travel with. There are about a half a dozen different logging camps up and down this river. Budge knows every cook and cookhouse. Three of the camps, Iceberg Bay, Kseaden and Nass, belong to Colcel. The rest of them belong to other logging operators who contract for them.

While I'm banging around, my wife is back at camp doing the chores and spending most of her time working on the work that she brought from headquarters. Although the work goes on, it is in a relaxing mood and atmosphere. Last Sunday we loaded up the Ford and drove a hundred miles exploring, looking and wondering. Fine country. Glad we could come and enjoy it. Hope that you can one day!

LATER (by a couple of days):

My adventure goes on. After I finished the upper paragraph the wind came up right brisk and the airplane came for the trip. Fine airplane—a De Havilland Beaver belonging to Trans-Provincial of Prince Rupert and expertly piloted by Larry Veith. Five people in the plane, (it holds six), we flew out of Dragon Lake and fifty miles up the Nass river. I was toward the rear and shooting pictures like mad. The air was bumpy and the view was all side window looking. All at once it came to me that I was feeling a bit ill. I wasn't stopped by this-kept taking pictures. Iller and iller I became until finally I laid the cameras aside and looked forward, concentrating on feeling better. Down the river to Iceberg Bay, circled the camp there and back up fifty miles and finished the flight by landing in Dragon Lake. I was one glad bird to finish flying and get nailed to the ground again.

Found later that my feeling bad made the rest of the people on the flight feel good. So it was of some benefit.

Viewing the river from the air brought home the fact that these "river people" know their jobs, and their river. Miles and miles of fin booms. Now this plane trip wasn't just for fun. The purpose was for Budge Crick, Everett Crick and Peter Clayton to see the river full length from each side. They could see what had been done, how it worked and what needed doing. In spite of the attendant nausea no one enjoyed the flight more, or looked

harder, than I did.

Loggers:

Loggers are loggers because by golly they are loggers. It doesn't matter where or how, if they are in the business of getting out logs they share many things.

Finished most of the information and pictures needed for the River Drive part of Loggers World and then spent a day visiting and watching the people that man the log dumps. Watched them dump trucks and put logs into the water. (From Iceberg Bay to Monkley is about 12 miles. From Iceberg Bay to Van Dyke is about a hundred miles. Monkley is the first log dump upstream of Iceberg Bay. Van Dyke is the last one. In between these two is maybe a dozen places for dumping logs, not all of them in operation at the present time.) There are some big piles of logs sitting on the Nass river bank waiting to be put into the river. These will be fed in gradually

as the crews can get around to doing it. All the hot logs are put into the river.

The river drive must have a flow of logs that can be handled by the booming and rafting crews. No use floating a lot more logs than they can handle. As it is, the booming crew can make four bundles at one time with their bundling machines. These bundles are fit into booms and then are towed to the big pulp mill at Prince Rupert.

Jack Kester is in charge of Iceberg Camp and all of the booming and rafting activities. The first night we got into this country Jack had a bunkhouse catch fire and burn up. This meant about forty men had no beds. Understand they were flown back and forth until a new bunkhouse could be moved in for them. Also heard that this bunkhouse was the second one to burn, and on the same location. The third bunkhouse will be put in a different location.

Logging camps

Those people who think the days of logging camps are gone, ought to visit the Nass River. At the mouth of the Nass, in Iceberg Bay, is a logging camp. Across the river and upriver is the Portier Logging Company Camp. Farther upstream is the Skoglund Logging Company Camp. Then next, on the south side of the Nass, is a camp for Tower Logging Company. Farther upstream, and all on the south side, is the Twin Rivers Kseaden Camp and next is the big main Nass Camp. About 25 miles upstream from the Nass Camp is one for Williamson Logging Co. Another ten miles and you come to one for a construction company. Go upstream another 25-30 miles and you come to the camp owned and operated by Hal Timber Limited. Even then I don't think that's all of them. Just all of them I know about.



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Summary Judgment....

Federal Forest Controversy Colorado Fires Fan the Flames

by William Perry Pendley

LOGGERS WORLD

It's hot in Colorado! It is not just that summer began officially a little over a week ago. Nor is it that last week Denver, with an average high temperature of 103.5°, hit the record of 105°, twice! Nor is it that a drought, which began in the winter of 2011-2012 and lasted through the spring, continues unabated. What makes Colorado so hot is that it appears to be burning up.

Colorado's 2012 "wildfire season" got a frighteningly early start with a March blaze in the forested foothills southwest of Denver. Caused by a controlled ("prescribed") burn-in warm weather and high winds-by the Colorado Forest Service, which got out of control, the Lower North Fork Fire forced the evacuation of 900 homes, destroyed or damaged two dozen homes, and killed three residents. Despite valiant efforts by firefight-

ers, the weeklong blaze ended only with the arrival of an early April snow and cold temperatures. Although state officials ended prescribed burns, Coloradoans were fearful.

Then, on June 9, lightning struck in the Arapaho-Roosevelt National Forest west of Fort Collins; the High Park Fire was underway. A month later, with only 85% containment, the fire has blackened over 87,000 acres, destroyed 257 homes and killed one resident. Suddenly it appeared that all of Colorado was ablaze: the Woodland Heights Fire near Rocky Mountain National Park, the Treasure Fire near Leadville, the Stateline Fire at the New Mexico border, the Little Sand Fire near Durango, and the Weber Fire near Mesa Verde National Park. Sadly, the worst was yet to come.

On June 23, the Waldo Canyon

Fire erupted in the Pike National Forest west of the State's second largest city, Colorado Springs, forced the evacuation of portions of that city and Manitou Springs, and closed The Garden of the Gods, Pike's Peak Highway, and the Air Force Academy to visitors. At only 55% containment, the fire has destroyed nearly 18,000 acres and 346 homes-the most in Colorado history-and killed two residents. Colorado's fires may have put the State in the news, but it is not alone. The Little Bear Fire (near the home of Smokey Bear) in the Lincoln National Forest in New Mexico swept across 38,000 acres and destroyed 224 homes. Meanwhile, forest fires burned in Arizona, Washington, and Wyoming.

The courage, dedication, and tenacity of the firefighters, on the ground and airborne, cannot be overstated: however, the ability of the U.S. Forest Service to fight these fires has been questioned. For example, FOX News contributor Michelle Malkin, who was evacuated from her Colorado home, derides the Forest Service's 2011 decision to cancel a contract for firefighting planes; later, the company shut down. Congressman Dan Lungren (R-CA 3rd) condemned the action: "Our aerial firefighting fleet is already seriously undercapitalized."

Congressman Steve Pearce (R-NM 2nd) argues, "We just can't keep managing our forests this

way. It's not a question of if our forests in the West are going to burn; it's a matter of when." It is little wonder that the national forests in the West are tinderboxes. Environmental groups and activist judges use the Endangered Species Act, the National Environmental Policy Act (NEPA), and other federal laws to prevent forest management; in fact, days before the High Park Fire started, an Idaho federal judge killed a forest thinning project in response to the demands of environmental groups worried about the Canadian lynx.

Recently the U.S. Court of Appeals for the Ninth Circuit was asked to uphold the ruling of a Montana federal judge who rejected demands by environmental groups to stop a federal-state-local/public-private forest health project undertaken to prevent loss of human life during catastrophic fires. At oral argument, one judge inquired, "How many will die?" Apparently not enough; the three-judge panel reversed the decision because the plan did not provide enough elk cover. Today, in Colorado and the West, forests burn, homes are lost, and people die.

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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As We See It....

WHEN THE SMOKE CLEARS

As of this writing, the residents of Colorado are beginning to re-enter the area near Colorado Springs in an attempt to reclaim what is left of the neighborhoods that were taken from them during the peak of the Waldo Canyon Fire. The fire consumed over 17,000 acres of forestland, destroyed at least 346 homes, caused the emergency evacuation of 35,000 people and as of July 1 had cost the taxpayers over 8 million dollars in suppression efforts. After seeing first-hand the dead and dying forests in Colorado we, like other natural resource professionals, knew that it was a question of when, not if, those forests would burn.

While the Walden Canyon Fire garners much of the media attention because of the huge economic impact and potential for loss of property and

life in and around the Colorado Springs area, there are major fires burning throughout the Western States, wrecking havoc on rural communities, and consuming millions of acres of our nation's federal forest lands. The politically correct press reports that the reasons behind the intense fires are such things as low humidity, below average rainfall, global warming, and yes, even arson, but after reading press release after press release, we have failed to find any mention of the diseased and dying federal forests that have become the catalyst for the intense wildfires that we are seeing in our

nation's forest today.

There are reasons the forests are burning beyond what the press will report, perhaps not as sensational to the public, but nonetheless just as important. We have federal policies in place to help protect the forests; the Clean Water Act (CWA), the Endangered Species Act (ESA) and the benchmark National Environmental Policy Act (NEPA). All are all well-intentioned policies promulgated by Congress to assist and guide resource professionals in properly managing the forests, but most are now being used in litigation in federal courtrooms to obstruct



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professional management of our national forests.

According to a recent document the US House Natural Resources committee obtained from the Department of Justice, more than \$15 million has been paid in attorneys' fees in more than 570 Endangered Species Act cases in the last four years. Between 1989 and 2005, there were 949 federal lawsuits filed against the US Forest Service alone as reported by the U.S. Chamber of Commerce. Many of those cases involved NEPA litigation, CWA litigation and ESA litigation. Often during litigation, a project is stalled or shut down while litigation proceeds.

Fire and insects do not pay atten-

(Continued on Page 7)
See "As We See It"

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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.

RESERVATIONS AT COEUR D'ALENE RESORT

Call the hotel directly at 800-688-5253 and state you are coming for the American Loggers Council meeting. Rates range from \$129 to \$199 (not including taxes) per room per night. Cut-off date for the hotel is August 24. From the Spokane, Wash. airport, the Coeur d'Alene Resort offers a shuttle service to and from the hotel for a rate of \$69.00 round trip. You will need to make those arrangements directly with the hotel once you have confirmed flight times. Rental cars are available in Coeur d'Alene and cars will be brought to the resort for you should you decide to use the resort airport shuttle service and wish to rent a car for a day while you are in town. Please feel free to contact the ALC office at 409-625-0206 or e-mail at americanlogger@aol.com if you have any questions. See you in Idaho!



AMERICAN LOGGERS COUNCIL 18TH ANNUAL MEETING REGISTRATION FORM



Please submit one form for each attendee. Make copies if needed.

(CIRCLE ONE) Mr. Ms. Mrs.

Name: _____ Nickname for badge: _____

Company: _____

Logging Association: _____

Address: _____

City: _____ State: _____ ZIP: _____

Phone: _____ Fax: _____ E-mail: _____

FULL MEETING REGISTRATION INCLUDES:

Welcome Reception • Friday ALC Ladies Tour • Logging Tour • Technical Sessions
 President's Reception & Dinner & Auction • ALC Ladies Coeur d'Alene Lake Cruise & Brunch
 Full Membership Awards Luncheon • President's Farewell Reception & Banquet
 Friday and Saturday Breakfasts

REGISTRATION FEES

PLEASE SUBMIT ONE FORM FOR EACH ATTENDEE. MAKE COPIES IF NEEDED.
 PLEASE CHECK ONLY THE EVENTS YOU PLAN TO ATTEND. WE NEED AN ACCURATE COUNT.

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

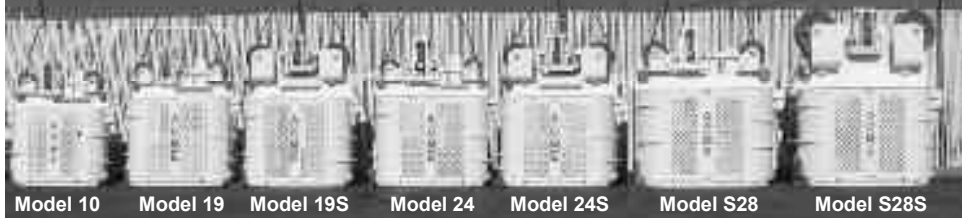
- ☐ Saturday—Loggers Breakfast
☐ Saturday—Ladies Tour, Coeur d'Alene Lake
 Brunch Cruise
☐ Saturday—Full Membership Meeting
☐ Saturday—Full Membership Awards Luncheon
☐ Saturday—Farewell Reception/Banquet

I have enclosed full payment for the events indicated for the total amount of \$ _____

Please make check payable to: American Loggers Council
For best rates, please complete and mail or fax by August 31 to:
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Fax: (409) 625-0207

CANCELLATION POLICY: Registration cancellation by August 10 = full refund; cancellation by August 31 = 50% refund; cancellation after August 31 = no refund
NO SHOW POLICY: Early bird registered attendees that do not cancel by August 31 will be billed.

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LOG LOADERS

2001 Cat 325BFM, 13,900 hrs, 80% u/c, excellent cond., Avl.w/Cobra head.....	\$85,000
2003 Cat 325C, 15,000 hrs., new u/c.....	\$115,000
2004 Cat 320C, Road builder, elev. cab, bucket & thumb, heel & grapple, 4500 hrs.	\$145,000
1999 Cat 330B, Jewell grapple, recent u/c, work orders.....	\$69,500
2001 Cat 330B, Pierce front.....	\$67,500
2000 JD 200, Jewell front, 13,000 hrs.....	\$52,500
2003 Link-Belt 290LX, Jewell front, 12,800 hrs., Jewell grapple.....	\$85,000
2002 Link-Belt 290LX, Pierce front, 11,800 hrs., no grapple	\$55,000
2003 Link-Belt 370LX, Pierce grapple, 15,300 hrs., recent u/c.....	\$112,500
2001 Link-Belt 4300Q, 12,000 hrs	POR
2004 Link-Belt 240, Pierce grapple, 15,300 hrs.	\$70,000
2007 Komatsu 220, 12,500 hrs.....	\$95,000
1998 Case 9040, logger front, c/w hoe boom-stic-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, 7,800 hrs, new u/c, good cond.	\$159,500
2007 Doosan 300DX, new rails, 8,200 hrs., good cond., c/w 2 bar or 3 bar shoes.	\$112,500
2002 Kobelco SK330, recent pump, 11,000 hrs.	\$85,000
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, 9,600 hrs., good cond.....	\$49,500

DELIMBERS

2005 Link-Belt 210, w/ 2004 Waratah 622B, 12,000 hrs., new pump, RB front	\$124,500
2001 Cat 325BFM, w/2006 Cobra head, 2,500 hrs. & grapple 13,900 hrs.	\$100,000
2000 Link-Belt 4300Q, w/ 2005 Waratah 624 super	\$99,500
1999 Kobelco 300, w/ 2002 Waratah 624 Super	\$97,500
2000 Komatsu 300, w/2004 Waratah 624 Super	\$137,500
2003 Waratah 624 Super w/ color screen & controls.....	\$40,000
2001 Kobelco SK 210, w/2003 Waratah HTH 622, 13,000 hrs.....	\$54,900
2006 Valmet EX10, w/ Valmet 370.2 head, Southfork boom, 5000 hrs.	\$160,000
2000 Prentice 620FB, w/ Log Max 750	\$47,500
1999 Valmet 911C, w/ 965 head, w/ chains & track chains, comp. update	\$75,000
2010 JD 2454, w/ Pierce 3348, exl. cond. , 3,900 hrs	\$325,000
2005 Madill 1236, w/ DM4400, good cond.	\$99,500
2003 Cat 322C, w/ Pierce 3348, good cond.	\$89,500
2004 JD 2554, w/ Pierce 3348, good cond.	\$130,000
2001 Link-Belt 3400Q, w/ DM 4400, 13,000 hrs., good cond.	\$69,500
1999 Hitachi 230-5, w/ DM 3500	\$37,500
2004 Madill 1236, w/ DM 4400, good cond.	\$92,500
2000 T-Bird 1236, w/ DM 4400	\$60,000
1999 Danzco, w/ new motor, exl. cond.	P.O.R.
1999 Doosan 300, w/ Pierce 3345, good cond., 13,000 hrs.....	\$72,500

BUNCHERS

2005 Tigercat LX830, 23" hot saw, new u/c, 8000 hrs.	\$179,500
2008 Tigercat LX870C, 23" 360° hot saw, 2,600 hrs.....	\$400,000
2005 Madill T2250B, 22" 360° Quadco, rblt pumps, recent, motor, u/c, cyl, tub.....	\$162,500
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	\$89,500
1996 Timbco 425B, 22" Quadco, new motor & new pump.....	\$45,000
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

EXCAVATORS

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

2001 Cat 517, swing boom, 5,600 hrs., new u/c, excellent cond.	\$132,500
1993 Cat D5TSK II, swing boom, 1 season on u/c, rblt. motor	\$69,500
1994 Cat D5H TSK II, fixed boom w/ grapple & winch, 11,400 hrs.....	\$42,500
1990 Cat D4H TSK, fixed boom w/ grapple & winch, new u/c, 12,300 hrs.	\$40,000
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
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
1989 Cat D6D, w/ winch and arch, new u/c	\$40,000
1999 Cat D8N, 11,000 hrs., w/ MS ripper, good u/c.....	\$99,500
1998 Cat D3C III, 3,000 hrs., w/ winch.....	\$42,500
Komatsu D65E, w/ boom & grapple, good u/c	\$29,500

YARDERS & SWING YARDERS

T-Bird TTY 70, Detroit 8V92.....	POR
T-Bird TSY 255, Cat power, good cond.....	POR
T-Bird TSY 6140, 50' boom	POR
Madill 172, Low hrs.	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.....	POR
JD 992, w/2 Pullmasters	\$80,000

MOTORIZED CARRIAGES

Acme 20, good cond., shackle passer, w/ support	\$25,000
2 Eagle Claw Grapple Cars, w/ cameras, new cond.	POR

ROCK CRUSHER

2010 Terex Pergson XA400, 26 X44 jaw, premier trax, 2,500 hrs., Cat C-9 power, exl. cond.....	\$320,000
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As We See It

(Continued from Page 5)

tion to federal court orders or litigation. As projects are delayed that could prove beneficial to the health of our forests, environmental organizations are lining their pockets with taxpayer dollars at the expense of our National Forests. The CWA, ESA, and NEPA regulations have all become tools to be used at the forest and taxpayers expense in the game that is being played between "non-profit" environmental organizations and liberal courtrooms who are more than willing to interpret these well intended laws as a means of managing our forests for their own political

agendas instead of the health of our environment.

Real reform in our environmental laws is needed to restore balance to the management of the National Forest system.

When the smoke clears, will there be an outcry to amend these policies which have become instruments for litigation, or will the general public and the administration once again forget about the need to properly manage our nation's forests simply because they are no longer newsworthy? We intend to keep our focus on these issues because we care about the health and sustainability of our forests and the communities that depend on those forests.

The American Loggers Council is a non-profit 501(c)(6) corporation representing professional timber harvesters in 30 states across the US. For more information, visit their web site at www.american-loggers.org or contact their office at 409-625-0206.

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JOINT

DECISIONS



COUNCIL, IDAHO

by Mike Crouse

Building a business is a relentless task and an endless drive towards independence in the reality of an ever changing marketplace. There are many measures of success. While building his business, Tom Mahon maintained perspective both in building that business while passing on those work habits and values on to future generations through example, and shared experience, while encouraging his offspring's independence in finding their own path in life.

The Mahon family came out west, settling in Mahonville (now known as Buena Vista) Colorado in the 1850-60 time span. Tom's father Joe Mahon was born in Ladville, Colorado in 1912, and eventually worked as a logger in Idaho, and lost his life to a logging accident at the age of 47.

His son Tom was returning home from the Navy, "...and on my way home

(Continued on Page 9)

See "Tom Mahon Logging"

MARK AND JOE MAHON both started working in the woods helping their father Tom from an early age, learning logging and a solid work ethic, before heading off to college then each returned to log full time and essentially run the company in 1997. They described today's company as a good combination: "youth for enthusiasm, and the wisdom to keep it all in check."

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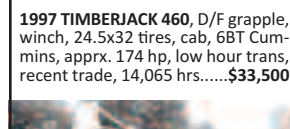
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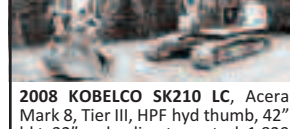
2006 CAT 525C, S/F boom, full rotation grapple, winch, good 30.5x32 tires, cab, AC, 7,236 hours....**\$82,500**



1998 TIMBERJACK 460, D/F grapple, winch, 24.5x32 tires, cab, 68T Cummins, approx. 174 hp, low hour transmission, recent trade, good unit for age, 11,198 hours....**\$35,500**



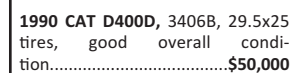
1997 TIMBERJACK 460, D/F grapple, winch, 24.5x32 tires, cab, 68T Cummins, approx. 174 hp, low hour trans, recent trade, 14,065 hrs.....**\$33,500**



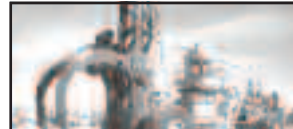
2008 KOBELCO SK210 LC, Acera Mark 8, Tier III, HPF hyd thumb, 42" bkt, 32" pads, climate control, 1,829 hrs, 1 operator, consigned, very nice.....**\$116,500**



1978 TEREX 33-03B OFF-HIGHWAY WATER TRUCK, repowered w/Tier II Cummins 8.3 @ approx. 240 hp, Allison transmission, good 16:00x25 tires, Berkeley pumps, runs, shifts & sprays, approx. 51,000 lbs....**\$12,000**



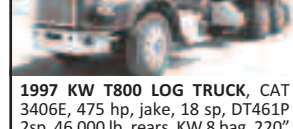
1990 CAT D400D, 3406B, 29.5x25 tires, good overall condition.....**\$50,000**



LeTOURNEAU LOG STACKER, 60-ton cap, 4X4, 12.7 liter Detroit Series 60, excellent tires, very clean, good history, from major pipeline job....**CALL**



1981 CAT D6D, very good UC, angle blade, twin tilts, winch, sweeps, screens, rock guards, OROPS, power shift, shows 5,026 hrs, nice!**\$42,500**

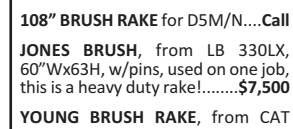


1997 KW T800 LOG TRUCK, CAT 3406E, 475 hp, Jake, 18 sp, DT461P 2sp, 46,000 lb. rears, KW 8 bag, 220" WB, 120 gal. fuel tank, twin cleaners & stacks, 11R24.5, alloy wheels, air seat, AM/FM, AC, good brakes & drums. 600,786 miles. Approx. 230,000 on rebuilt engine. **1967 PEERLESS**, air scales, 8'6" bunks, 60" stakes.....**\$42,500**

108" BRUSH RAKE for D5M/N....Call

JONES BRUSH, from LB 330LX, 60"Wx63H, w/pins, used on one job, this is a heavy duty rake!.....**\$7,500**

YOUNG BRUSH RAKE, from CAT D7E, approx. 9' wide, 6' tall, (8) 29" teeth, good heavy duty rake..**\$3,500**



1979 CAT D6D, choice of AB w/twin tilt or SB w/tilt, very good UC, grapple, recent finals & main bearings w/o paperwork, good, clean D6D, 6,865 hrs.....**\$36,500**



1988 DRESSER TD20G, S/U w/tilt, sweeps & screens, carco G80PS winch, rock guards, new paint, Cummins, 2-speed steering.....**\$29,500**



2006 JD 550J, recent rails/sprockets, 6-roller undercarriage, 17.5" pads, rear ripper, 105" blade, slope board, rock guards, prior rental, 2,327 hours.....**\$45,500**

MEDFORD LOG FORKS, for Komatsu WA450, good condition.....**\$3,000**



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Tom Mahon Logging

(Continued from Page 8)

I made it to Weiser. My uncle Jack

lived in Council, and I came up here for the night in '65," he laughed. "I was going to stay the night." But opportunity presented itself. "Uncle Jack got me a job that Monday

morning on the brush crew for Boise Cascade, part of their company logging crew," and a new career.

"Then I was hooking tongs a couple of years on a skidding jammer,"

Mahon explained, before advancing to a position driving log trucks for a couple of years. "That's what you did then, it was all about dollars. Truck drivers made more money. You put in a lot of hours and they put in a lot of hours, as many as you could stand."

And while he was making good money driving truck, "I was never satisfied. I wanted to do something on my own."

"I wanted to do stuff on our own," Mahon explained. "I'd have done anything but I didn't want to work for wages, and I'd had a good job with Boise Cascade. At that time the loggers made good money. Hooking I got \$2.75/hr and 10 cents a log. It was an incentive to go. We would bust our butt to get as many logs as we could."

Independent businessman

In 1969 he took the plunge and went into business for himself. "I bought a 1961 West Coast," Mahon said with a smile, "one of the last of that (brand) of truck that was made. I bought it from Woody Clark at Woodpecker Truck for \$2,000 down, 'because that's what I had,'" he said laughing. "He gave us credit for fuel, and gave us a set of drive tires for \$750.00," and Mahon was in business at last. He kept busy, hauling

(Continued on Page 10)
See "Mahon Logging"

AUGUST 2012
LOGGERS WORLD



**J E F F
MILLER**, who has run their

jammer (tong tosser) since joining the crew in '97, and a veteran of 32 seasons, running machines most of that time, and on tong tossers the past 14-16 years. "It's all right," he said smiling, "like fishing every day!" They have this '94 Cat 320A with Jewell tong tossing package that has 25,000 hours on it and is still running strong. "It's on its second engine, third undercarriage, second set of pumps," noted Miller adding, "its pretty well been rebuilt and the booms been re-bushed."

Great Buys

Delimbers

Link-Belt 2800 CII Telescoping Delimber, consignment, working, Portland\$18,000
2003 Link-Belt 240LXL, with standard cab, Denharco DM4400, no butt plate, EugeneP.O.R.

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 ..\$121,000
2003 Link-Belt 460LX, quick attach, plumbed for thumb, hammer plus rotate circuit, Portland, #017866\$122,000
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

Wheel Loaders

2011 Kawasaki 90ZV, 5.2 yd GP bucket, low hour rental fleet, Portland, #017091 ..\$261,000
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
2007 65TM Kawasaki Tool Carrier Wheel Loader, low hour rental fleet unit - new tires, Tacoma, #014118 ...\$98,000

Log Loaders

2003 Link-Belt 210LXTL, with standard cab, Pierce package & TC52 grapple, Prineville .P.O.R.
2006 Link-Belt 350LXTL Log Loader, forestry cab, Pierce package, nice unit, Portland, #017763\$249,000

Harvesters

NEW Waratah 622B's in stockP.O.R.
NEW Waratah 623C's in stockP.O.R.
NEW Waratah 624C's in stockP.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 head, also comes with bucket cylinder & linkage, Spokane, #017785 ..\$225,000

Skidders

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

Attachments

Rotosaw Feller Buncher Head, model 2100, off of John Deere 643, Eugene, #5845 ..\$2,500

Rubber Tired Backhoe

2007 Cat 420E, canopy, extend-a hoe 4 in 1 bucket, aux hydraulics, Portland ..\$58,000

Demolition/Scrap

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

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10 Mahon Logging

(Continued from Page 9)

LOGGERS WORLD AUGUST 2012 wherever and whenever he could, paying off the truck quickly and working to accumulate cash.

In '73 Mahon bought his second truck, a '73 International, "...and worked like crazy to pay off that new truck (and trailer) in two years." He explained, "In this area we have short seasons. To be able to make it you had to hustle year around," which he did. "I went where ever I could find work."

He took bolder stroke in 1975. "I bought a salvage sale, just out of the blue, no one knew I was going to do it." To log the sale (he only owned the truck at the time) he purchased

a Cat 955H crawler. "We skidded and loaded with it, and we cut it ourselves," Mahon said. "I didn't hire any help, not for a long time," and they did very well on the sale, the first of many to come. His brother, Bob Mahon, who then lived in John Day, "...worked with us in the mid-70s, staying a couple of years," and returned later as well, "...after I'd been buying timber sales."

"I paid cash (for the equipment)," Mahon explained, "on everything from then on," because he'd seen from others that debt was a business killer, and he chose to buy only when he could pay for it, "...and we have no debt today."

(Continued on Page 12)
See "Mahon Logging"



THE LOGGING brain trust of Tom Mahon Logging, Inc. from the left: Sandy and Mark Mahon, Judy and Tom Mahon, then far right Joe and Kim Mahon. The Mark and Joe have run the day to day operations the past 15 years, with Tom serving as chief counsel, taking care of the trucks, and building roads with their Cat D8 when needed.



DALE SCOTT is Mahon's timber faller, and a veteran of 27 seasons, the past two with Mahons. He cuts with a Stihl MS660 with Stihl bar and Oregon chain. "I hooked 2 1/2 years then went to cutting," Scott said.



TONY NICHOLS is a fourth generation logger who primarily runs a Cat 320C loader for Mahons the past two months. He's started his career at 12 working for his father's company Carl Nichols Logging, until they pulled out a few months ago. "I've operated feller buncher, stroker, dangle head but mostly loader," he said.

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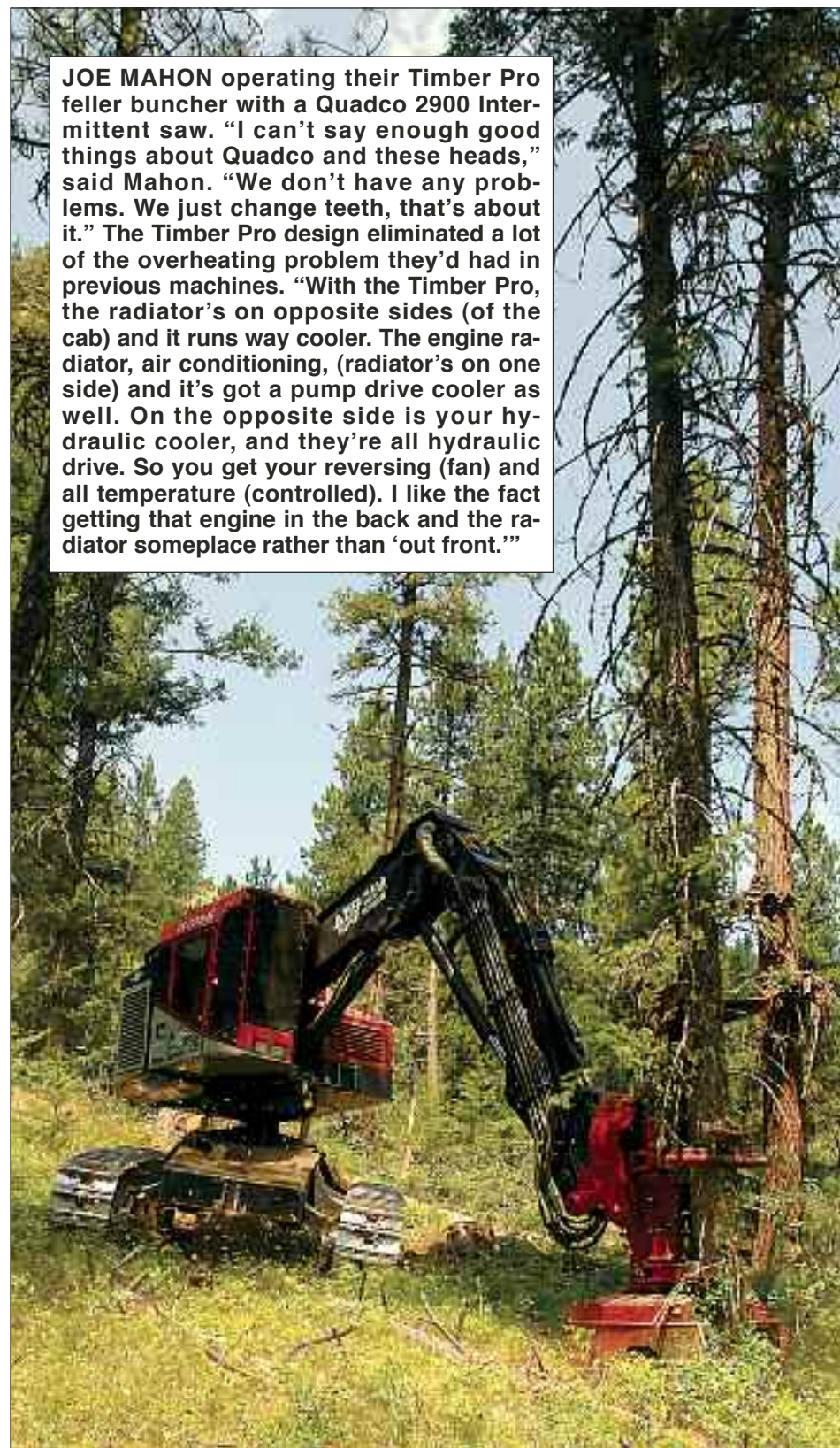


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JOE MAHON operating their Timber Pro feller buncher with a Quadco 2900 Intermittent saw. "I can't say enough good things about Quadco and these heads," said Mahon. "We don't have any problems. We just change teeth, that's about it." The Timber Pro design eliminated a lot of the overheating problem they'd had in previous machines. "With the Timber Pro, the radiator's on opposite sides (of the cab) and it runs way cooler. The engine radiator, air conditioning, (radiator's on one side) and it's got a pump drive cooler as well. On the opposite side is your hydraulic cooler, and they're all hydraulic drive. So you get your reversing (fan) and all temperature (controlled). I like the fact getting that engine in the back and the radiator someplace rather than 'out front.'"



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12 Mahon Logging

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He explained in those formative years, "I took a lot of chances," then smiled and looked at sons Joe and Mark then continued to explain, "... I knew I had good help coming up."

Taking the opportunity

The Forest Service was putting up skyline ground...a lot of skyline ground (sales) were in wait," and only one logger in the area was setup for it at the time. Yarders hadn't caught on in this area, so there was no one to watch or talk with about it even, and somebody had to do that skylining."

"It was an opportunity," Mahon explained. "Bob (his brother) had already gone to the (Oregon) coast as a skyline logger. I went and watched it, and decided to get into it."

The company also incorporated in '82 and Mahon purchased a Skagit SJ4 with a Christie carriage, picked it up in Elgin, and "...got it up on the job, the timber had been cut, arranged in corridors, but I didn't



JC TUCKER is half the brush crew for Mahon Logging, seen above setting the tongs, which is why their position is hooker. Tucker's been logging the past three years, and is a third generation logger. Each of the Mahon crew has a two-way radio, so all hands can communicate with one another. He also operates their skidder.



MARCUS LUCAS is about to set the tongs on this tree. He's logged the past three years, all for Mahon, and is a second generation logger, working mostly in the brush but has run skidder as well.



know a thing about making it (the SJ4) work," so he found someone that did. "Old Don Harvey (he was an experienced operator Mahon knew) got on it, throttled it up, swung it back and forth and said it was great and he just took right off on it." This was the first time Mahon had a crew, "...and I felt lucky to have him."

"I was the hook and a brush guy," Mahon explained, "... part of a three-man crew including myself, Don and Bob. I'd worked with him (Bob) on the Koller in the spring on two different years and that's where

I'd learned. Bob was the main driver on that. Even today if we have a technical question on rigging we go to Bob."

That summer some future crew entered the woods in the form of Mahon's oldest son Joe. "I remember the very first job," Joe Mahon said. "I was 13 at the time and I didn't know anything. I just unhooked the chokers ... ahh ha!"

They upgraded yarders to a Link-Belt 98 in 1985, along with a Mini-

(Continued on Page 13)
See "Mahon Logging"

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Mahon Logging

(Continued from Page 12)

Mak (by Maki Carriage), which had an accumulator that worked the clamps. "We were logging then," said Joe Mahon who worked every summer, "...and turned out to be an excellent landing man during those years," Tom Mahon noted. "Then he'd go back to school in the fall and was always hard to replace."

Mark Mahon, the younger son,



ROY MOCBAY was grading the logging road for Mahons, explained he'd been logging "...since I was about six. I worked in the woods in the summer time and such, piling brush when I was in grade school, then went in the Navy for two years, and been here ever since. He laughed when explaining he'd joined Mahons after retiring five or six years ago.

started in the woods, "...when I was in the fourth grade," he said smiling. "We never worked for anybody else; no haying or mowing lawns, we always worked (and learned) in the woods."

"They (Joe and Mark) caught on very quickly on everything we did," father Tom Mahon said, and over time their on the ground education continued. "We've been pretty lucky

with the kids," he said of their three offspring. "All are college grads and all have done well."

Career paths

Both Mahon sons noted that growing up they were encouraged to work hard, think independently, go to college and follow their own interests, find those things in life that most interested them. Log-

ging was a means to the end with no long term expectations they should follow their father's path.

Following high school, Joe Mahon, "...wanted to be an aerospace engineer" but discovered, "...I liked the mechanical engineering."

"About my junior year," Joe ex-

(Continued on Page 14)

See "Mahon Logging"



COLIN REID drives Mahon's '08 Kenworth T800 with a 550 Cummins engine and an Alpine Trailer. "I've been at this (logging) since I was about 14," he smiled. "I lived here for about 20 some years, moved away, stayed in the logging business and finally made my way back." He's driven for Mahons "four or five different years." This is his only load for the day, heading to Elgin 4 1/2 hours away.

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LOGGERS WORLD

plained, "I realized I wanted to come back and log, but I was going to stick it out and get my degree," which he did in 1992. "I worked that one season, and the winter for dad." When they were laid off, "...Koller was in the country talking with Uncle Bob, and he told them about me (his nephew)," who knew logging, was an engineer, and could sell. "So they hired me," as General Manager in the USA, "... and I worked with Koller for five years. It was a great experience, lots of amazing people, lots of travel (including Austria, Indonesia) and we sold a lot of yarders as well."

He met then married Kim Hoffman in '97, and "... we didn't want to raise the baby in Portland." That, in addition to missing logging, and his family ties, he elected to leave Koller. "It was my decision to leave," and returned to Council, and logging, the summer of '97.

Mark Mahon enrolled at Boise State the fall of 1990 "...looking at sports medicine. I was going to be an athletic trainer and did that for two years then decided it wasn't for

(Continued on Page 15)
See "Mahon Logging"



JIM CADA processing logs on Tom Mahon Logging's Link-Belt 330 LX with Waratah HTH246 Super dangle head processor. Cada's a veteran of 47 seasons and has been in machinery almost the entire

time, operating processor the past seven years and on the Waratah the past three years. He joined the Mahon crew seven years ago. "It's a good machine... takes a lot of abuse out there." The Link-Belt he said was, "... pretty good, it's big, good sized, a lot more stable and a comfortable cab too."



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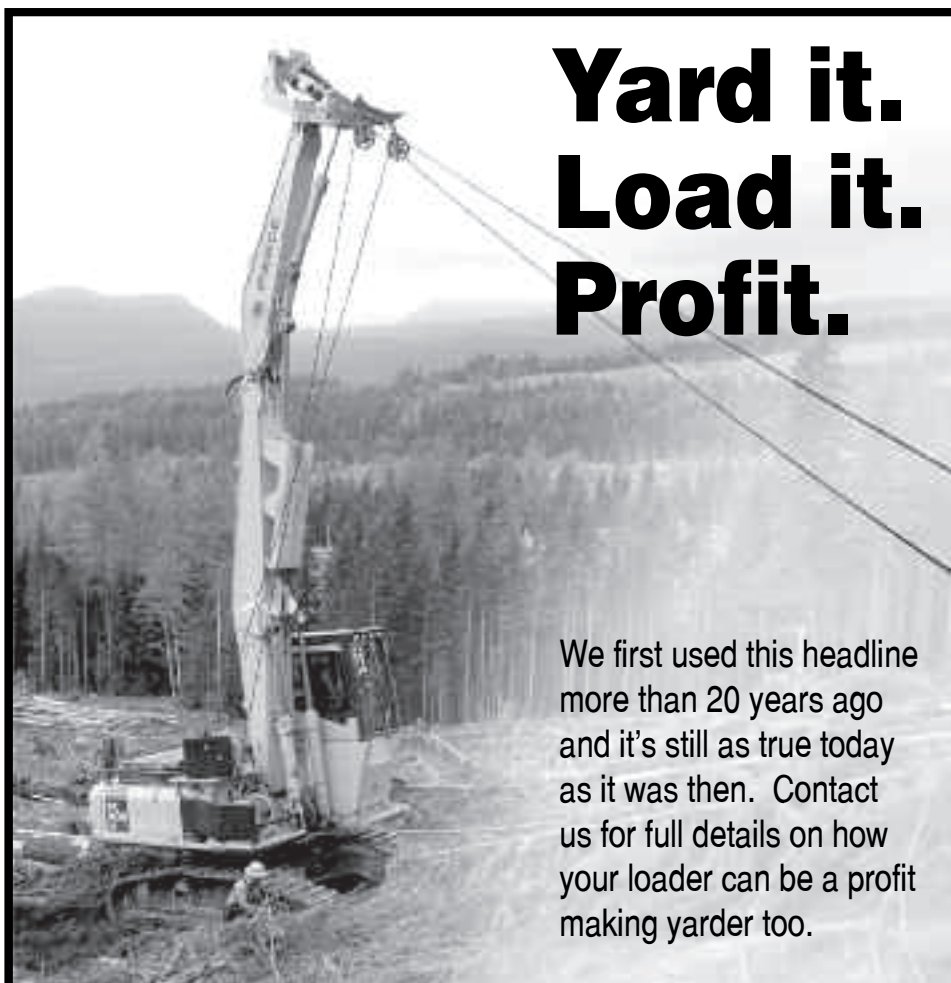
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Mahon Logging

(Continued from Page 14)

me. At that point knew I'd log," Mahon explained. "Dad said he could teach me that but I could learn about business, so transferred to business taking accounting."

In '93, father Tom was hit by a snag and injured, putting him in the

hospital, which brought Mark back home to fill dad's shoes. "I was really the boss, because dad was in the hospital." Fortunately all that on the ground training as he grew up paid off. "I was in charge, flagging corridors, and overseeing the day to day operations."

Six weeks later Tom returned to operations with the company not missing a beat.

Mark changed majors again in '93, "...because I can hire an accountant," finally transferring to the University of Idaho (Moscow) in '94, "...finally graduated with a BS in Forest Products with an emphasis in timber harvesting," in '97. "I'd go to school in the winter, stay and log in the fall, take off in January for school, doing that for three years."

He married his wife Sandy in '95

and they purchased a home in Council in '96, coming to work for the company after graduation "...basically as the woods boss in charge of the crew, the saws, trucks, crews, landings."

(Continued on Page 17)
See "Mahon Logging"

LOGGERS WORLD

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THE BUSINESS END OF THE boom on Mahon Logging's jammer rotates 360 degrees as the tong swings to build momentum before its released, casting the tongs down the hill. On the landing the tree is dropped to the ground to release the tongs.

JESSE GREEN brings the turn to a very narrow landing with the Caterpillar 525C grapple skidder for Jerry Cada, who operates Mahon's Link-Belt 330LX with Waratah HTH624 Super dangle head processor. Green's dad and uncle owned Summit Logging (out of Council) when he was growing up, "...so I've been in the woods since I was 11 or 12," he said smiling. He joined Mahon's right out of high school five years ago. "It's a good machine," he said of the 525C, then explained, "when we're tractor logging I'm in the skidder, and when we have the yarder setup I'm running the Tooties (Talkie Tooters) and on the ground setting chokers."



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Mahon Logging

(Continued from Page 15)

The new generation

Thus in '97 both sons returned to the company, educated, trained, and experienced. "It all just fit in really well," said Mark. "Dad hadn't encouraged us," then added, "but when started at 9-10 going to the woods... it becomes who you are." Tom added, "...they had their minds made up what they wanted to do," and brought their knowledge to

bear.

Since the early 90s Mark explained, "I kept track of production records and costs, just as a part of running the show, just an extension, and when I got out of school it was part of being the boss."

Upon Joe's return, "... we got mechanization at the landing," adding a stroke delimeter to the equipment mix, all carefully thought out and considered." Even though Mark and Joe have essentially run the company since that time, "...all the decisions have been joint decisions," Mark noted. "Dad has veto

power," which he explained has served everyone very well. It's served as a good balance, "Youth for enthusiasm, and (Tom's) wisdom to keep it all in check. You have to keep on transitioning to stay alive. Every day you're constantly changing." They ran a single tower side at this point.

The first transition was automation with the purchase of their first stroke delimeter in '97 that worked processing beneath their Diamond yarder.

"We've always had a tower, but didn't always have work for it,"

Mark explained, when they'd run ground operations.

Soon after they subcontracted cutting on a job with Jerry Ikola's Timbco feller buncher, "..... and we were so surprised with the production," Mark Mahon explained, "that we bought our own," a Timbco 425C with a Timbco bar saw. That in turn revealed bottle necks in ground operations. At the time they'd had a Cat 518 grapple skidder and bought a Cat 527 grapple crawler, then a

(Continued on Page 18)
See "Mahon Logging"



STARTING YOUNG is Joe Mahon in front of his dad Tom's first log truck, a '61 West Coast International he'd bought for \$2,000 down, "...because that's what I had," Tom explained.



"HERE'S ALL OF WHAT WE'RE IN DEBT FOR," said the caption on this 1975 photo of Mahon's second log truck a '73 International seen here hauling a home-made flat bed, with his Caterpillar 955H crawler, to which Mahon added, "...and a couple of Husky chain saws."

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(Continued from Page 17)

Cat 525A grapple skidder to move that additional production.

"We'd also been tong tossing all that time, too," Joe added. "We'd had a jammer (tong tosser) since '94,



KYLE FRIEDMAN and his son Odin who was helping on this day, in front of his '08 Kenworth T800 with a 600 ISX engine, hauling a Peerless trailer. This is his sixth season trucking, and he lives in Council. This load is headed to Elgin.

but in '97 Jeff Miller came on board," and that production dramatically increased. "From that point we were using it productively and have ever since. He's got it to work pretty well."

Today's company enjoys the benefits of this automation, and versatility in crew, experience, and machinery needed to survive in an every changing environment. While patriarch Tom is essentially retired, "...he hangs around the base, takes care of the trucks, the mechanic orders the parts, and when we get jobs for the Cat D8 to build roads, dad builds the roads," Joe noted.

They'd swapped the Diamond yarder a year ago for their current Thunderbird TMY50 tower. "It provides us with a niche: we can get a tractor job with a corner of skyline, and get the whole job," Mark explained. They also run a Super Eaglelet motorized carriage, which he explained, "...is like the Eagle but it's hydrostatic. We've had it for five years."

"When we're running the yarder we're not running the jammer," Mark explained, "because we use the same hookers."

In addition they have two log trucks, "...plus our own lowboy," Mahon explained. "We move all our own stuff."

And their Timber Pro feller buncher with Quadco 2900 intermittent saw they've had the past two years. "We use it mostly on our own

sides," Joe explained. Typically when he's far enough ahead he'll shut that down and move to another machine to keep production moving.

Federal resurgence

"There's been some resurgence of federal timber,"



JERRY BETLEY drives for Brian Wilson Trucking, who was hauling for Mahon with this 2013 Kenworth that has a 600 ISX Tier 4 engine, and is also supposed to be the first log truck with disk brakes. "This is the newest truck,"

Mark added, "and Stewardship Contracting has been a large part of that," where he's been able to use what he'd learned in college to "...figure out and work the the complexities," of those programs.

He pointed out with the changing challenges of the intermountain region, "...we're surrounded by federal lands and the opportunities are not around us," Mark said. "We have enough equipment to run two sides," but not the supply. "It takes that versatility to survive in central Idaho. We have what's needed and it's all well maintained."

In the final analysis, "We have a good mix of crew, a great fleet of equipment, and no debt."

"It's been said this is a great place to raise a family but it's a tough place to make a living," Mark said. "Joe and I will probably take the same approach with our kids dad took with us. At least we'll try to instill the work ethic in them dad instilled in us. That will help regardless." Joe and Kim have two youngsters: Josh (13) and Emma (10). Mark and Sandy have two as well: JT (John Thomas, 13) and Sam (10). They'd like to expose their offspring to the woods early on the same as they were, learning by doing.

"Basically Joe and I just want to stay here in Council and raise our families. We hope to stay here and still be logging in 20 years."



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CLIPS FROM AROUND THE COUNTRY

Timber companies join state to defend logging

A federal judge has granted a request by several logging industry firms to join Gov. John Kitzhaber and other state officials in defending Oregon's plan to allow more logging in Coast Range forests.

The lawsuit filed by three environmental groups - Cascadia Wildlands, the Center for Biological Diversity and the Audubon Society of Portland - claims the state's logging goals in the coastal Elliott, Tillamook and Clatsop

state forests illegally harm the habitat of the threatened marbled murrelet, which is protected under the Endangered Species Act. The seabird lays its eggs on the large, mossy branches of mature and old-growth trees.

State officials have said they have a forest management plan to protect the seabird. However, they have voluntarily suspended logging on 10 timber sales until District Judge Ann Aiken rules on the environmentalists' motion for an injunction.

The state protection plan includes

designated buffer zones of protected forest where murrelet activity is detected and curtailed logging schedules during the April-to-September nesting period.

The industry groups expected to help defend the state's forest policy include the Oregon Forest Industries Council, Douglas Timber Operators, Scott Timber Co. Inc. of Coquille, Hampton Tree Farms Inc. of Salem and Seneca Sawmill Co. of Eugene, The Register-Guard newspaper reported.

The council represents more than 50 logging and wood products companies, including Seneca and Scott.

Seneca legal affairs director Dale Riddle told the newspaper on Friday that the company is joining the suit because it bought one of the contracts that has been halted, the Millicoma Lookout timber sale, from the Elliott State Forest in Coos County.

The logging industry firms have an interest in the case because they rely on timber sales from state and federal agencies and because the public lands case could set a precedent restricting their "use and management" of private lands for timber production, attorney Dominic Carollo wrote in their motion to join the suit.

Timber Sales put on hold

Environmental groups have forced state foresters into a strategic retreat, in a legal battle over a threatened seabird. As a result, ten state-run timber sales have been delayed.

Conservation groups Cascadia Wildlands, Portland Audubon and the Cen-

ter for Biological Diversity argue the logging in dispute violates the federal Endangered Species Act because it would destroy marbled murrelet habitat. The Oregon Department of Forestry denies that. But officials have agreed to hold off on logging ten timber sales implicated in the lawsuit.

Oregon Department of Forestry spokesman Kevin Weeks, says suspending the timber sales frees up staff who would be supervising the sale process.

"They have to shift their time into making sure that we're helping the Department of Justice attorneys prepare for a very vigorous defense," Weeks says.

He says it'll be up to a federal judge what ultimately happens with the ten sales in the Clatsop, Tillamook, and Elliott state forests.

The marbled murrelet preys on fish, but it nests in older forests. The bird's decline has been blamed in part on a loss of forest habitat.

- <http://news.opb.org/article/>

Inland West Loggers look at Central Dispatch

The May Idaho Logger reports that, following the examination of successful central truck dispatching systems in the Pacific Northwest, the U.S. South, New Zealand, and Finland, "a collaboration of forest owners in Idaho have commissioned Inland Timber

(Continued on Page 20)
See "Roundup"



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- **FRA Bulletin**

All sides claim victory in logging lawsuit ruling

A mixed ruling by a federal judge has all sides claiming victory in a proposed Lolo National Forest logging project whose collaborative approach

toward forest management has pitted conservation groups against each other.

U.S. District Judge Donald Molloy ruled Wednesday that the U.S. Forest Service's 2,038-acre Colt Summit Project near Seeley Lake passes muster except in one area: the agency did not adequately analyze the project's cumulative effects on lynx habitat. The judge sent that portion of the proposal back to the Forest Service for further consideration.

The project has received federal funding as part of the 1.5-million-acre Southwestern Crown of the Continent restoration project. The plan includes a combination of logging and burning timber, decommissioning roads or con-

verting them to trails and treating noxious weeds. Its planning involved people and groups that have a stake in the forest, including governments, conservationists, industry and communities.

Four conservation groups - Friends of the Wild Swan, the Alliance for the Wild Rockies, Montana Ecosystems Defense Council and Native Ecosystems Council - are suing to stop the project, saying it would harm lynx, bear and trout habitat.

But in a break from similar lawsuits in the past, other conservationists such as The Wilderness Society and the Montana Wilderness Association are

(Continued on Page 21)

See "Roundup"

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backing the Forest Service, saying the Colt Summit Project is part of an ideological shift toward collaborative management meant to end a rancorous stalemate that has prevented wilderness or restoration projects from moving forward.

Molloy, in his one-paragraph ruling, knocked down most of the plaintiffs' claims and said the Forest Service properly studied the project's effects on lynx and grizzly bears. The exception was the claim that the Colt Summit Project analysis violated the National Environmental Policy Act by not studying the cumulative effects of the project on lynx, a threatened species.

The ruling, which will be followed by a full order, does not expressly block the project, but Alliance for the Wild Rockies Executive Director Michael Garrity said that is the effect.

"There's never been an example of where the Forest Service has been found to violate NEPA where they've been allowed to go ahead with their timber sale," Garrity said.

Lolo National Forest Supervisor Debbie Austin said the one-paragraph order does not address the status of the project, so both sides must wait for the full order to determine the effect of Molloy's ruling. But Austin declared it a win for the project, saying the judge ruled with the Forest Service on most of the claims brought against it.

"We won on 11 of the 12 counts, and most importantly, we did show that we provided adequate analysis and are providing adequate protections for lynx, grizzly bears and bull trout," Austin said. "We're just waiting for the full opinion and we're looking forward to strengthening the cumulative effects analysis and moving forward."

The Wilderness Society also called the ruling a victory for the project because Molloy upheld "their most significant argument," that the project would not harm lynx, grizzly bears and bull trout.

Assessing the long-term cumulative effects on lynx habitat won't present a major obstacle because the judge has already agreed the project won't harm lynx, the organization said.

Garrity said that when the Colt Summit Project is put into the context of other logging projects on private land and in the neighboring Flathead National Forest, there is a real threat to lynx habitat.

"I don't think that's something they can paper over," Garrity said. "It's a real issue."

Austin said contracts for part of the project that are not being contested, such as roadwork and culvert repairs, already have been awarded and work could begin as early as July 1. A contract for the logging portion of the project has not yet been awarded, and ad-

vertising the timber sale has been pushed back to later in the summer because of other priorities, she said.

But the important thing, Austin said, is that the judge's ruling is a good sign of the strength of the collaborative process and the Forest Service will be

working to develop more projects using that method.

"The design and development is much better and I think that is shown in the judge's decision," she said.

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Name (Please leave one space between each word. Please print or type)

Name of Firm or Company

Address

City/State

Zip

Phone (Include area code)

Check the category best describing your company's business:

- Logging Operator
- Timber Cutting Contractor
- Mill Owner
- Log Trucker:
 4a. Operator/Owner
 4b. I own _____ Trucks
- Road Builder
- Other (Specify):

What best describes your primary job?

- Owner/Operator
- Foreman
- Supervisor
- Jobber
- Other (please specify):

My purchasing budget this year is:

- \$0-\$50,000
- \$50,000-\$100,000
- \$100,000-\$200,000
- Over \$200,000

How many people will read your magazine?

- 1-2 People
- 3-4 People
- 5-6 People
- More than 6 People

How many people does your company presently employ:

- 0-2 People
- 2-5 People
- 5-20 People
- More than 20

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