

# LOGGERS WORLD

VOLUME 49 NUMBER 9

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SEPTEMBER 2013

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*SEE PAGE 4*

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# Finley's Rigging Shack "Classic"



(This column originally appeared in the August 1974 edition of *Loggers World*.)

## "Two-Bit Editorial"

**'Didja' notice** I'm a nonconformist? I keep my hair pretty much at crew cut length (that which is present and accounted for), my sideburns end above the ear lobes and I'm too lazy to manicure a moustache or beard. I dislike flared trouser legs and double knit slacks or suits. I can't force myself to wear a striped tie with a plaid jacket.

I started smoking cigarettes again when the government decided to protect me by forcing tobacco companies to make that asinine declaration on each package. I used cyclamates up until the last package disappeared from the shelves and I tear up all those nicey-nice interest statements tacked to my charge account bills.

I haven't written a single letter to Ralph Nader, I don't complain about the neighbor's barking dog and I haven't protected my right to keep my little .22 revolver by joining the Association to Keep and Bear Arms. (Hell, I don't even subscribe to the National Rifleman.)

I don't protest at Planning Commission meetings when the guy next door wants to build a house on his lot, I haven't signed a petition to remove a police chief in more than a decade, and I've never called my service station operator a dirty s.o.b.

I don't put bumper stickers on my car and haven't even given a thought to where would be the most significant forum for a "streak."

Heck, I'm so straight and non-conforming that I even vote a straight ticket, complacent in the belief that I know more about my political philosophy than I ever will about the candidates and the chances of my voting for "the best man."

theory that we have too much government by about two thirds. Every time I think about too much government it reminds me of the fellow telling the story about the dog making love to the skunk. Dog said, "I believe I've had about all of that I can enjoy."

That's the way I feel about lots of things that the government is shoving down our collective throats.



FINLEY HAYS

The strange thing is that I never can find out who is responsible. I spend some time and effort working on this. I call on departments to find out about things. I go to the meetings where the loggers, the timber purchasers and the forest service all sit down and discuss mutual problems. The Forest Service usually agrees with most of the suggestions and then finishes with a statement that goes about like this: "We agree. That would be a good program. Unfortunately the Congress has depleted our budget and our manpower. We would like to cooperate with you but we have neither the money nor the people to do it."

Went to one meeting where there were 17 reps. of the Forest Service, about five timber purchasers and about ten logging operators. The F.S. might not have people enough to do the work but they sure as hell have people to go to meetings.

Back to the discussion. Anything bad that happens is always someone else's fault. The civil servants say, "I can't agree with you more but it isn't my fault. The legislature passed the law and I have to enforce it, don't you see?" So I go to see a member of the legislature and he says that law was passed over his very strong objection. Funny thing here. A law got passed and every single one of the lawmakers were against it. Or every single one I could find anyhow.

Just goes to show you how far a non-conformist can sink these days, especially as you reach that "middle stage" where you are well established in work that absorbs your interest and delivers a comfortable existence. One gets a little heady with all the power and satisfaction from feeling that hard work and good sense still pay off.'

I do subscribe to the

You know what we've got? We've got a bunch of invisible people who no one knows that are passing a bunch of laws. Could they be people from outer space?

I don't like government agencies that get and possess too much power. No one should ever have the power to be the arresting officer, the judge and the jury. Yet what is OSHA but that? They ferret out the infraction (if there isn't one they might imagine one), then they fine you and declare you guilty all at one time. There isn't anything right about that.

OSHA has one of the sorriest records of any group in existence. They can't agree among themselves: they haven't got a clear set of rules to go by. Some of their people have as their goal a monthly goal of fines instead of any sort of safety goal. They are a sorry lot. They need to get thrown out, the laws should be repealed and we should go back to our State Safety Organizations. I believe that.

## Politics

**I don't know what** my politics are. If I go to a meeting of very liberal people I sit in the meeting and mentally pick out the B.S. from their arguments and mentally cite case after case that won't work.

If I go to a meeting of very conservative people then I do the same thing in reverse. Have come to the conclusion that I'm inconsistent in my political beliefs and have a strong tendency to agree with the last people I talked to.

I can't stomach the argument that the government can cure all our ills. I've seen too many government bureaus, agents and people that were damned fools. I've observed too many government programs that worsened rather than helped the situation.

Yet I can't agree with those that want no government. I have also seen different government agencies that did improve conditions and help straighten out messes.

The ting that hangs me up the highest is talking about the "good old days" like they had no problems then, that justice was available to everybody, and that everyone was honest and kept his word. I don't believe that people were ever more honest than they are right now-or more crooked either.

The point we tend to forget is that we have a heck of a lot more people. People break the laws, foul the water, ruin the environment, make noise, steal from each other and do all sorts of good and bad things. The more people the more problems.



## In This Issue...



**COVER PAGE PICTURE:** STEVE OWENS setting up a brush pile for easy access and loading of Hermann Bros. Peterson 5710C grinder, which is remote controlled and fed by shovel Sonny Ritchie, the side rod on this chipping side. Owens started logging out of high school in 1973, and worked for Hermann Bros operating feller buncher from '84 to '96, then logged in Minnesota 13 years before returning to this crew a few years ago. Hermann Bros. had another similar chipping side and one logging side in addition to their log yard, and the chipping operation there, running a ring debarker in Port Angeles, and have 40 "revenue" trucks and chip trailers, along with two lowboy trailers, and three log trucks.

See "SEEING THE OPPORTUNITY," Starting on Page 4.

**2 THE IMPOSSIBLE WILL TAKE A BIT...**  
STARTS ON PAGE 2 OF LOG TRUCKER - by Mike Crouse

**2 RIGGING SHACK "CLASSIC"** - by Finley Hays

**4 "SEEING THE OPPORTUNITY"**  
HERMANN BROS. LOGGING • PORT ANGELES, WASHINGTON

**16 PROBLEM SOLVING**

**19 ROUNDUP**

**20 AS WE SEE IT...**

**21 OPEN CARRY** - by William Perry Pendley

**22 IRONMART**

**24 SHOW & SELL**

**27 COMING EVENTS**



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**BILL AND FRED HERMANN**, along with younger brother Steve, started their logging careers in 1958 cutting firewood. Following high school both Bill and Fred served in the Navy, "...and Steven went to college." When they returned home they became full time loggers, starting Hermann Bros. Logging and Construction in 1968. "We knew this is what we wanted to do from the start," Bill explained. Fred Hermann is the company's president.

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# SEEING THE OPPORTUNITY



**PORT ANGELES, WASHINGTON**

by Mike Crouse

**F**rom their 1958 entry into the logging business with the purchase of a used front end loader for their firewood business the Hermann Brothers (Bill, Fred, and Steve Hermann) have been both customer and solutions oriented, always open to new methods, new technology and pushing the edge of the business envelope, a tradition which continues to this day.

Bill Hermann credits the attitude on two factors: the first being their parents. "What my dad always said: 'Do what you do, do well boys,'" Hermann said adding, "...and 'Talk is cheap, but it takes money to buy whiskey,' and that fits us perfectly."

The second factor: the business, competitive and logging environment

the Hermann's were a part of on the Olympic Peninsula of Washington state once they started their professional logging careers both from other loggers and from Pope and Talbot logging supervisor (for their area, out of Port Gamble) and forester Milt Philbrook, who inspired and encouraged not only Hermann Brothers, but that entire generation of Peninsula loggers. "He helped and encouraged us to be probably the most creative on thinking in our logging techniques," Hermann explained with a smile. "Never, when we came up with these hair-brained ideas did he discourage us. Old Milt was good for the industry," and still an inspiration decades after his death in 1989.

"We started doing firewood in 1958," Hermann explained. "I fell the trees (because I was the only one who could start the 30-lbs.(four-horse-power) 430 McCullough saw), Fred ran the tractor and Steve marked the firewood," which continued from when they were in middle school through high school. In the beginning, their father, who farmed and had logged after arriving from North Dakota in 1937 for Glen Corning, would lend a hand, "...splicing cable, or how to cut a tree, he'd help," Hermann said smiling. "Then we started doing it," adding, "...we do ok with figuring things out."

Following high school both Bill and Fred served in the Navy, "...and Steve went to college."

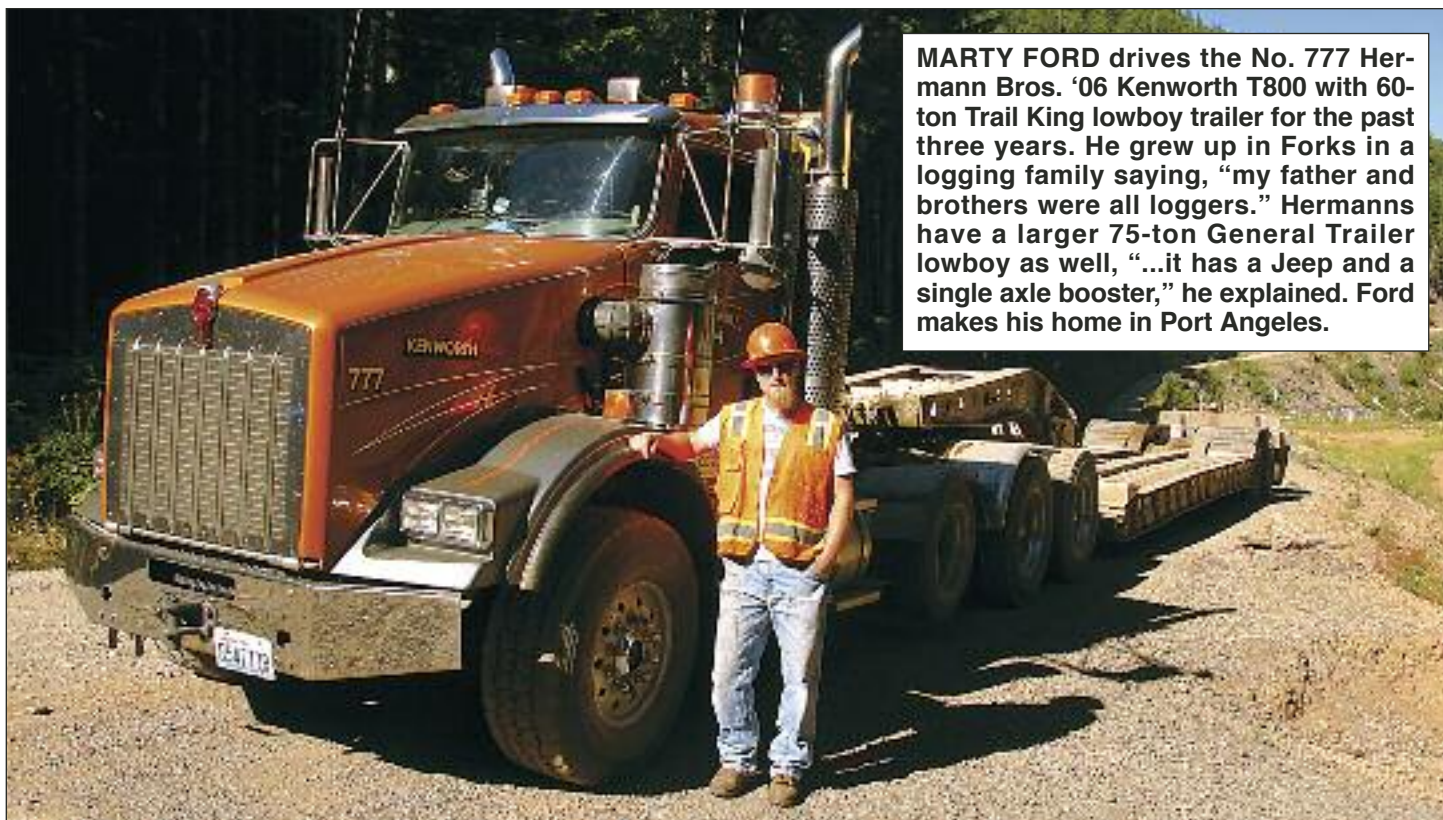
"We knew this is what we wanted to do from the start," Bill Hermann emphasized. "Other than that time in the Navy, I've never had a paycheck from someone else."

Upon returning from the service, "we had enough money we bought a

(Continued on Page 8)  
**See "Hermann Bros."**

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MARTY FORD drives the No. 777 Hermann Bros. '06 Kenworth T800 with 60-ton Trail King lowboy trailer for the past three years. He grew up in Forks in a logging family saying, "my father and brothers were all loggers." Hermanns have a larger 75-ton General Trailer lowboy as well, "...it has a Jeep and a single axle booster," he explained. Ford makes his home in Port Angeles.



TRAVIS PETERSON works in their shop. "I'm the knife sharpener and all around 'do what it takes' guy," he said in his seven years with them. He was working with their rebuilt knife sharpener, "...it should do eight 15-inch knives at a whack," he explained. Their soon to be installed chipper uses 20 knives total.



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JOHN EUBANK is a long time friend of Bill Hermann's and a retired fruit grower who lived a number of years in Chelan, Washington. He's worked for Hermann Bros. a few years back in the 80s and after retirement has worked for them again the past 12 years, "...flagging, getting parts, whatever's needed."

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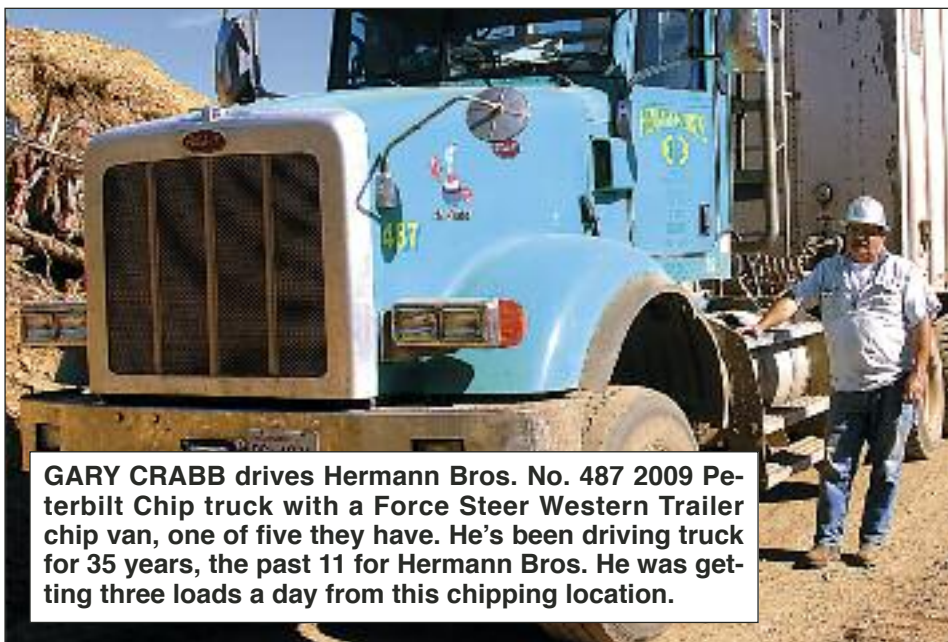
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**SONNY RITCHIE** operates Hermann Bros. DX300LL with Doosan boom and Young brush grapples to feed the remote control Peterson 5710C grinder, which he also operates (upper left). He joined the crew in 2001, learning the business from his father and is "at least a third generation logger," he explained. He runs this site, and there's a second shovel working, "...setting me up so we can walk on," and keep everything moving. He explained this chipper has "...hammers on the outside, knives on the inside, and hammers in the middle," that works very efficiently.



**GARY CRABB** drives Hermann Bros. No. 487 2009 Peterbilt Chip truck with a Force Steer Western Trailer chip van, one of five they have. He's been driving truck for 35 years, the past 11 for Hermann Bros. He was getting three loads a day from this chipping location.



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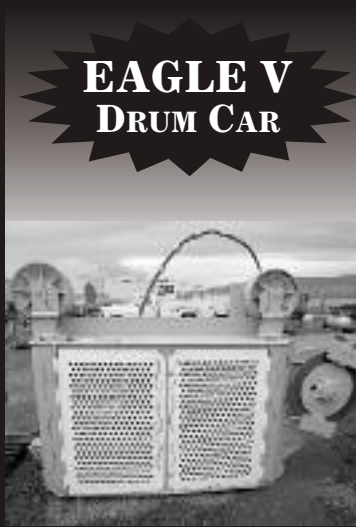
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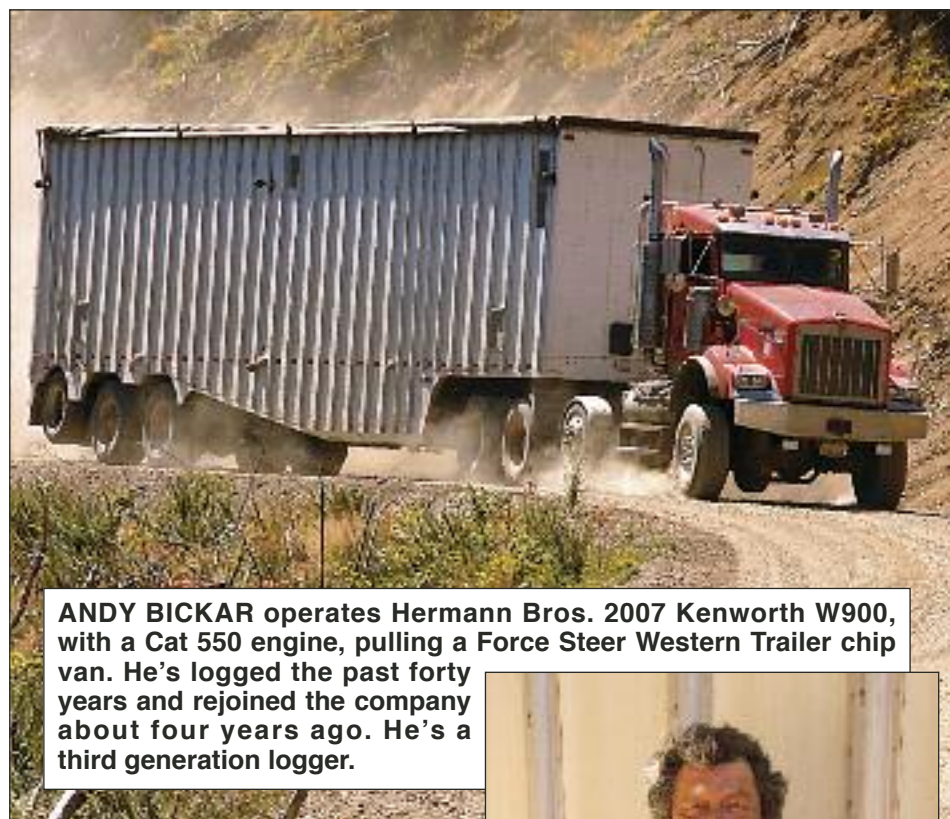
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**ANDY BICKAR** operates Hermann Bros. 2007 Kenworth W900, with a Cat 550 engine, pulling a Force Steer Western Trailer chip van. He's logged the past forty years and rejoined the company about four years ago. He's a third generation logger.



**STEVE OWENS** was operating the Doosan DX300LL with Doosan boom and Young brush grapples, picking up, building piles and setting up for the shovel that feeds the grinder. He's logged since high school graduation in '73 and had run their feller buncher from '84 til '96, returning from 13 years in Minnesota a few years ago.



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**SHAWN JONES DRIVES** Hermann Bros. 2006 Kenworth W900 with a Cat 625 power plant, and pulling a less than 7,000 lb. log trailer. He's been with the company the past 20 years and noted he's, "...logged as long as I can remember. I do whatever: drive dump truck, run chipper, whatever needs to be done."

## Hermann Bros.

(Continued from Page 4)

skidder, then shortly after found another (skidder) and just like that we had two," and began the logging business full time in 1968.

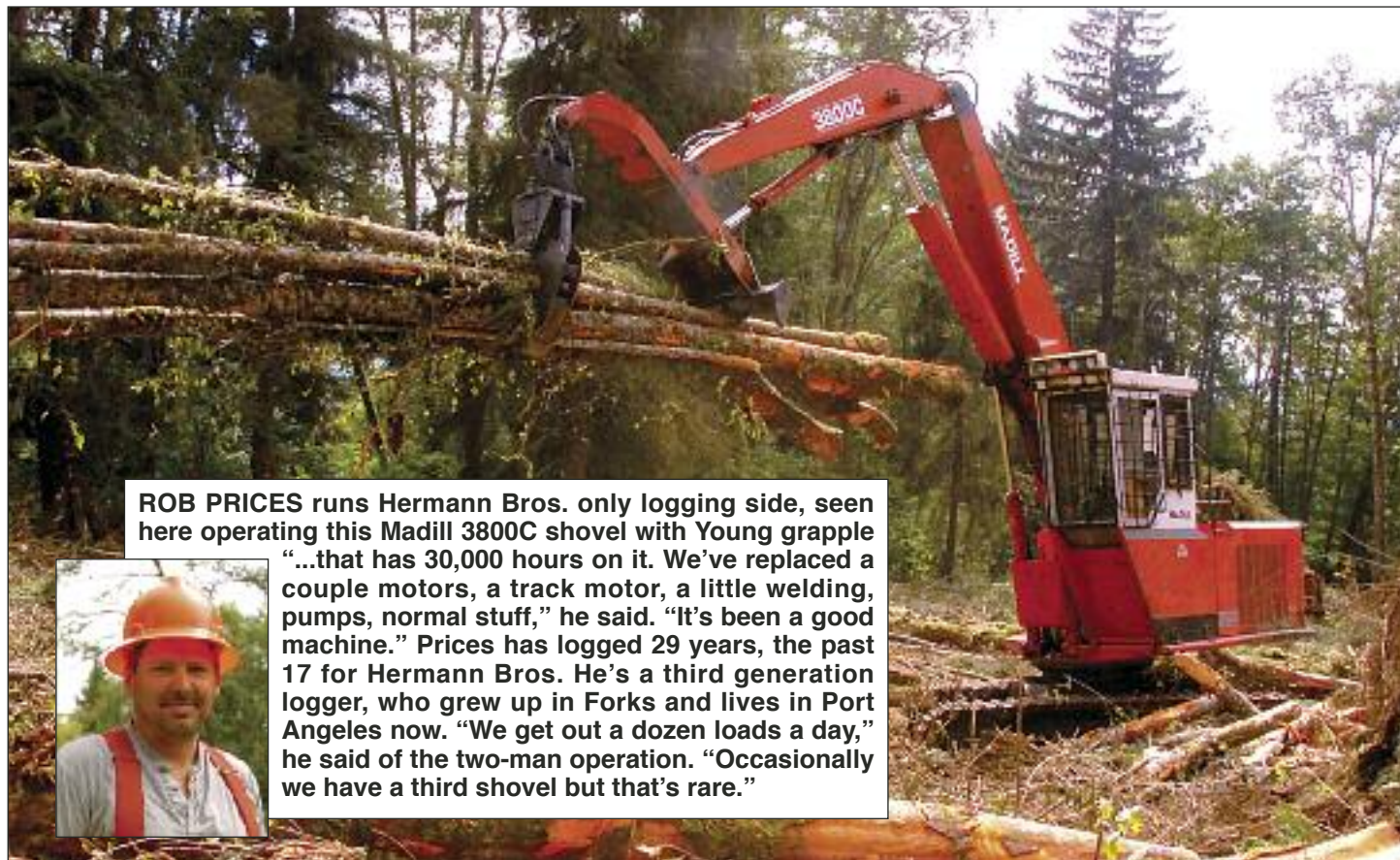
Hermann's expanded from ground based to tower logging in 1971 buying

a 78 Washington skyline, then added additional towers as the opportunity presented itself. "We had three or four high leads at one time," Hermann explained, "in addition to a couple of skidder sides."

Around 1976 their operations were busy enough that Bill Hermann was in the offices full time handling the

business side of operations, while brother (and company president) Fred ran the woods operations along with youngest brother Steve.

(Continued on Page 10)  
**See "Hermann Bros."**



**ROB PRICES** runs Hermann Bros. only logging side, seen here operating this Madill 3800C shovel with Young grapple "...that has 30,000 hours on it. We've replaced a couple motors, a track motor, a little welding, pumps, normal stuff," he said. "It's been a good machine." Prices has logged 29 years, the past 17 for Hermann Bros. He's a third generation logger, who grew up in Forks and lives in Port Angeles now. "We get out a dozen loads a day," he said of the two-man operation. "Occasionally we have a third shovel but that's rare."



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**JD 759G BUNCHER**, FS20 sawhead, leveling cab, AC, approx 241 hp, 62,000 lbs., good working unit, just off job, 11,000 hours.....**\$110,000**



**2005 TEREX TXC175LC-1**, 36" bucket, HPF link-style thumb, cab guard, hard doors, cat walks, 2,124 original hours, this is a super clean unit.....**\$69,500**



**HULTDINS SE360LP GRAPPLE**, 73" full rotation, removed from Terex TXC175LC-1.....**\$7,500**



**2010 CAT 140M VHP**, Tier III, 14' MB, accumulators, front push block, rear ripper, joysticks, AC, radio, prior government unit, very clean, 2,213 hours.....**\$219,500**

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

**(4) NEW PRIMEX SKIDDER TIRES**, 24.5 x 32, 20-ply.....**\$3,000 ea**



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



**2010 CASE 621E XR**, Tier III, 162 hp, Case eng, large smooth-edge bkt, good 20.5x25 tires, AC, heat, 27,600 lbs., 3,830 hours, just off lease, Tink roll-out bkt available for additional cost.....**\$99,500**



**2006 JD 544J**, very good 20.5x25 radials, 3-yard bucket w/smooth edge, cab, AC, joystick, 4,616 hrs...**\$79,500**



**2004 DOOSAN DX300LC**, Tier III, 48" bucket w/HPF link-style thumb, auxiliary hydraulics, approx 197 hp, 65,000 lbs., 4,267 hours, very clean.....**\$92,500**

**2004 JD 120C**, Wain-Roy QC, 24" and 36" buckets, auxiliary hydraulics, 27.5" pads, heat, AC, good unit!.....**\$49,500**

**2005 JCB JS130**, 36" bkt, link-style hyd thumb, manual QC, cab guard, hard doors at rear, side guards, Isuzu 4-cylinder, 32,000 lbs.+/-, 3,939 hrs.....**\$48,000**

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

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**ADAM BROOKS** operates the Hitachi EX450LC carrier with Young boom and Waratah HTH624 Super dangle head processor on Hermann Bros. logging side, which has 17,000 hours on it. He's logged the past three years, and had operated shovels prior to joining Hermann Bros. a year ago.

## Hermann Bros.

(Continued from Page 8)

### Innovation

A hallmark of the Hermann Brothers is their willingness to new equipment, a new method, or new approach both in relationship to changing markets and to maintain a competitive edge. Their vision is consistently looking towards the future.

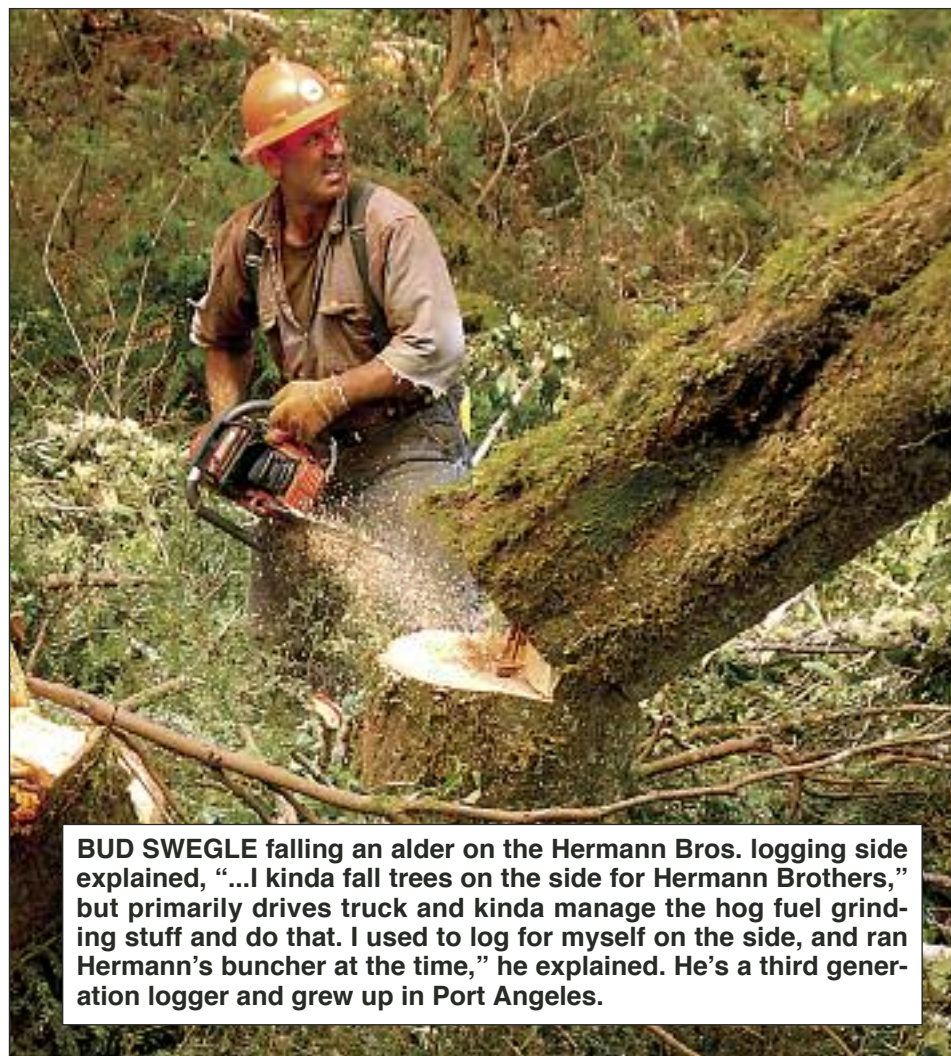
"We had our first feller buncher in '78," Hermann explained, "a Drott 40 with a shear head." Their willingness to try new approaches brought a call from Caterpillar to see if they'd help test their prototype Cat 227 feller

bunchers. "They brought us two, serial numbers one and two, and wanted us to put as many hours on them as we could," Hermann smiled. With a few modifications to the original design, they eventually purchased the machines. Over the years, their inventory included feller bunchers from Madill, Timberjack, and Allied (whose four-track steep ground feller buncher was highly innovative at the time) in addition to an array of bar saws then rotary felling heads to hot saws.

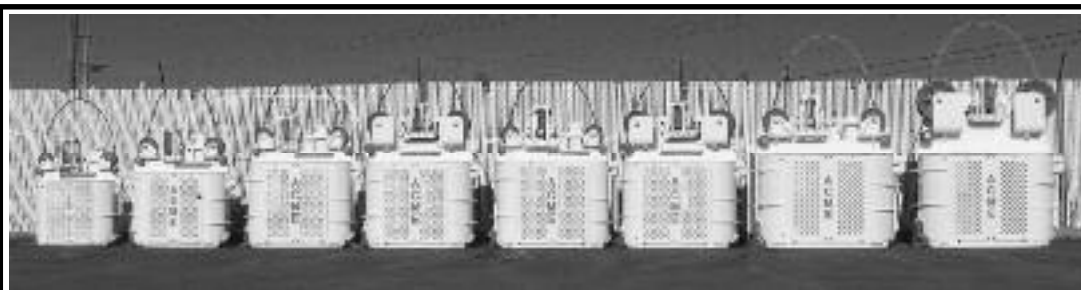
In 1989 they took another innovative step into thinning operations as a

(Continued on Page 11)

See "Hermann Bros."



**BUD SWEGLE** falling an alder on the Hermann Bros. logging side explained, "...I kinda fall trees on the side for Hermann Brothers," but primarily drives truck and kinda manage the hog fuel grinding stuff and do that. I used to log for myself on the side, and ran Hermann's buncher at the time," he explained. He's a third generation logger and grew up in Port Angeles.



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## Hermann Bros.

(Continued from Page 10)

better approach to land management. "To get started," Hermann explained, "we took a Timberjack feller buncher and added a (dangle-head) processor to it," which worked very well, and as they learned they expanded further into cut-to-length harvesting systems. "We used the Timberjack clam bunk skidders," at one point he explained and, "...eventually we took the grapple off and put on the bunks, so we worked gently into that. We thinned for a lot of years with those things."

Their ongoing willingness to explore different options and approaches has kept them on the leading edge of a vastly changing industry through the history of the company, such that over the years we (Loggers World) could have done a story on their company every few years and had an entirely new look, but always with a constant vision towards the future.

### Today's company

**H**ermann Brothers has been both creative and diverse in their

operations from relatively early in their history. They've been "...making chips for Port Townsend Paper since 1984," Bill Herman explained, and had moved to the present site 13-years ago in 1990.

They run and man, and operate a debarking operation in downtown Port Angeles for Monroe LLC who owns the ring de-barker, "...but nothing else," Hermann explained. "He'd seen us work and we've known him forever. He asked if we'd consider running his de-barker operation for him," and they have ever since, using some of their own loaders, and such to facilitate operations. "...we handle it, we take care of it."

The Interfor sawmill in Port Angeles has chip bins that need to be monitored and cleared on a regular basis as well, which can vary. "They don't want to be down due to full chip bins," Hermann explained. "We put in radar measuring systems in the chip bins that tells the chip levels in the bin, and that information transmitted to us over the Internet. Our truck dispatcher knows the status of those bins, full or partial. We don't let those

bins fill up." Each of their trucks is GPS equipped, thus "...we know where the trucks are and we handle those bins," keeping the mill running smoothly."

Where they'd been out of the log trucking business for a number of years, all of the chipping, and lumber hauling brought them back into hauling chips and lumber.

Thus when the economy began to seriously stutter and the mills were closing in 2008, Hermanns found themselves well positioned for transition.

### Pleasant coincidence

**"W**hen the economy slowed down and the mills slowed down, we were already in the chipping and truck business," Hermann explained. "The mills didn't slow down, but their supply of raw materials did, and the saw mills weren't producing the residual chips they had been."

At the same time, logging had slowed considerably as well, "...so a lot of our guys from the woods retired and/or some would go to work making

chips, hog fuels, or driving trucks for the mill, so we filled a void that occurred because the economy slowed down. There was a lot we were already set up for us to fill (that void). Chipping, trucking, making the hog fuel," he said smiling, "It just kinda worked out for us this time around."

Their logging operations have scaled back to a single logging side, with two biomass sides, which are identical: Peterson 5710C grinders, and two shovels.

### Fuel management

**"W**e do a lot of fuel management," Hermann explained, noting "...we have a process we go thru making hog fuel, prepping it at head of time, puffing brush piles to dry out best we can, so when we're ready the shovel, the feeding machine (loading the grinder) is not holding things up. They get loaded and away they go."

When taking care of the brush piles they handle them all, large and

(Continued on Page 14)  
**See "Hermann Bros."**

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EX300LC1; EX330LC5; EX400LC3;  
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SIX OF THE EIGHT Herman Bros. mechanics keep the fleet of 40 “revenue” trucks, assorted shop trucks, logging and biomass equipment running well. (Left to right) Scott Hilliard has been part of the crew the past three years and “does a bit of everything.” Jake Wyatt is one of the field mechanics and has been wrenching the past 10 years, five years with this crew. Scott Reidell started as a mechanic at 18, went to school at Sequoia Institute of Technology, and has been here the past four years. Gary Neske has wrenched all his life, and is a structural welder. “I do a bit of everything like everyone else,” he said. Jeff Long is a 40 year veteran mechanic and been with this crew the past 2 1/2 years. To the right is Thor Gunderson, their head mechanic who’s been with Hermann Bros. the past 20 years. He attended Universal Technical Institute.



Hermann Bros. just added to their shop building this past winter doubling its size and adding some much needed space to handle the 40-trucks along with support vehicles the keeps Hermann Bros. humming.

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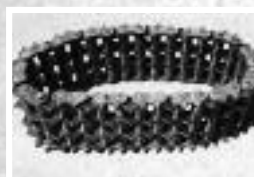
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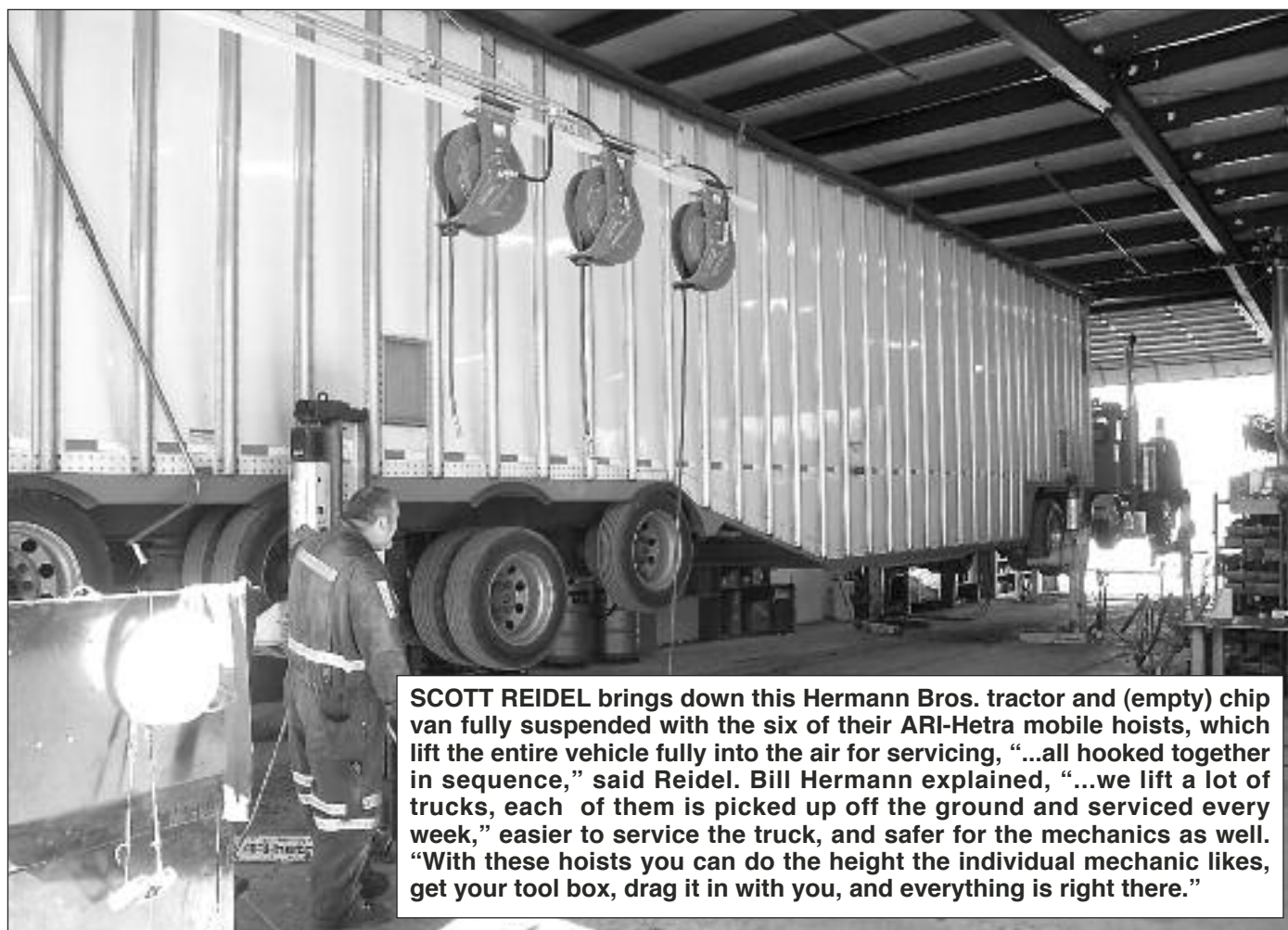
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**SCOTT REIDEL** brings down this Hermann Bros. tractor and (empty) chip van fully suspended with the six of their ARI-Hetra mobile hoists, which lift the entire vehicle fully into the air for servicing, "...all hooked together in sequence," said Reidel. Bill Hermann explained, "...we lift a lot of trucks, each of them is picked up off the ground and serviced every week," easier to service the truck, and safer for the mechanics as well. "With these hoists you can do the height the individual mechanic likes, get your tool box, drag it in with you, and everything is right there."



**JASON THOMPSON**, safety officer for Hermann Bros., joined the company as a truck driver six years ago and has been their safety officer the past four, working both with loggers and truckers. To his left is Mike Hermann, company Vice President, involved in "...every single aspect," of the operations. He spent a couple years at Peninsula College taking bookkeeping, and started full time with the company in 1995.



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2012 Hitachi 370, 2,400 hrs, like new cond, Jewell grapple.....	\$349,500
2010 JD 3754, Jewell grapple, 7,850 hrs., xlent cond. ....	\$242,500
2008 JD 2554, Jewell grapple, 9,600 hrs., new u/c.....	POR
2007 Madill 1800, Jewell grapple, 13,100 hrs, good u/c.....	\$110,000
2007 Madill 2850C, new motor, rblt hyd. Group & cyls., new paint, new u/c, rebushed.....	\$260,000
2006 Madill 3800, hyd group rblt, recent u/c, good cond.....	POR
2004 Cat 330C, recent hyd pump, rblt top end of motor, new u/c, 17,000 hrs.....	\$150,000
2000 Cat 320, w/Pullmaster winch, new u/c .....	\$107,500
1997 Link-Belt 2800, w/Pierce grapples .....	\$55,000
2000 Link-Belt 4300Q, Cummins power, 40% u/c .....	\$40,000
2000 JD 270LC, rblt motor, 70% u/c, recent 60" Pierce grapple, 18,000 hrs.....	\$70,000
2010 Kobelco SK350, Jewell grapple, 6,500 hrs., xlent cond.....	\$235,000
2007 Kobelco SK350, 12,000 hrs. ....	\$107,500
2006 Kobelco SK250, Young grapple, forestry cab .....	\$95,000
2008 Kobelco SK250, 13,000, w/like new tong tosser, new u/c.....	\$162,500
2005 Kobelco SK210, 14,000 hrs, recent hyd pump, good u/c.....	\$97,500
2005 Young & Pierce 52" Grapple, xlent cond.....	each \$11,500
Pierce 52" grapples, completely rebuilt, new legs.....	POR

### DELIMBERS

2004 JD 2054, w/04 Waratah 622B, rebuilt 7,000 hrs, Forestry cab, 6,500 hrs on JD....	\$160,000
2003 Komatsu PC220, w/07 Waratah 622B 8,000 hrs, 13,000 hrs on carrier.....	POR
2000 Cat 330B, w/03 Waratah 624.....	\$150,000
2000 JD 330LC, w/03 Waratah 624, good u/c, 3 years on motor, pump .....	\$120,000
2004 Link-Belt 330, w/2004 624, recent drive motor & rebushed .....	\$149,500
2004 Link-Belt 240, w/04 7000 Log Max, 16,000 hrs .....	\$115,000
2004 Link-Belt 210, w/04 Waratah 622B, RB front, new pump.....	\$90,000
2004 Waratah 624, w/color screen, recent drive motor, rebushed, good cond.....	\$67,500
Waratah 624, w/color screen, good cond, w/controls .....	\$39,500
2007 Waratah 622B, w/color screen, rebushed, controls, high pressure filter, 7,800 hrs.....	\$67,500
2004 Madill 1236B, w/DM4400, recent motor & pump, 10,000 hrs.....	\$69,500
2005 Madill 1236, w/DM 4400, excellent cond, new paint.....	\$112,000
2002 Kobelco 330, w/02 624 Waratah, rblt motor, rb front.....	\$92,500
1995 Timbco 425B, w/01 Waratah HTH20T, new fuel pump, 8000 hrs on both .....	\$85,000
2007 Log Max 7000, w/comp. & controls, low hrs .....	\$35,000
Hahn Harvester 300, rubber mount, self prop.....	\$30,000
Danzco PT20M, low mount, pull through for skidders or loaders .....	\$10,000

### BUNCHERS

2008 Madill 2250C, 24-7-365 hot saw, recent motor, low hr. on u/c, 9200 hrs. carrier.....	\$250,000
2003 Madill 2250B, 24-7-365 hot saw, new Isuz power, rblt hyd group, new u/c.....	\$210,000
1997 Madill 3200B, Roto saw, 14,000 hrs.....	\$47,500
2006 JD 953G, 24" hot saw, 10,600 hrs.....	\$130,000
2007 Timbco 445 FXL, 22" 360 hot saw, good cond, rblt hyd group.....	\$195,500
2005 Timbco 445 EXL, 22" 360 hot saw, recent motor hyd group & uc.....	\$175,000

2005 Tigercat 830LX, 23" Tigercat saw, rblt hyd group, new motor & u/c, rebushed .....	\$245,000
2003 Timberking TK 1161, 24" Cat saw, 13,500 hrs., recent u/c, rblt motor & rblt pumps.....	\$94,500
1996 Timbco 445B, 33" bar saw, 70% u/c, Cummins power.....	\$37,000
1999 Timbco 445D, 2000 hrs. on pump, motor and u/c, bar saw.....	\$95,000
1990 TJ 2518, 33" bar saw, new u/c .....	\$19,999
1997 TJ 2618, w/Koehring saw, recent repairs.....	\$34,500

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2000 Link-Belt 2800Q, w/HPF bucket & thumb, 9000 hrs. ....	\$40,000
1997 JD 690, c/w bucket & thumb, quick change .....	\$35,000
2000 Kobelco 135, 5650 hrs. ....	\$35,000

### SKIDDERS & DOZERS & GRADERS

2003 Cat 525B, single funct. bunching grapple, 80% 30.5X32 rubber .....	\$60,000
1995 JD 748E, dual funct. bunching grapple, w/ winch, 8,900 hrs., 30.5X32 rubber.....	\$55,000
1996 JD 548G, dual funct. bunching grapple, w/ winch, 11,000 hrs.....	\$34,000
2005 Cat 527, swing boom, sorting grapple, 4,700 hrs good u/c .....	POR
1998 Cat 527, w/sorting grapple, winch, rblt trans, torque, 14,000 hrs, good u/c .....	\$150,000
1999 Cat 517, swing boom, sorting grapple, rebuilt tractor.....	\$102,500
1974 Cat D7G, w/winch & stump splitter.....	\$38,000

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Diamond D210, new Cummins, rebuilt drum set & boom, 1 season on trans, xlent cond .....	\$280,000
Diamond D210, nice yarder, ready to log .....	\$265,000
2000 Daewoo 290, w/3 pullmaster, tong tosser pkg, new motor, w/Acme car.....	\$165,000
1994 Hitachi 200, w/2 pullmasters, guyline winch, new paint, work orders.....	\$139,500
Edco Wildcat, 6 guyline, new KTA Cummins power, rblt lower unit, Detroit power.....	POR
Berger T23, trl mount, new Cat power & torque, 8 guyline, 1 1/4 machine, xlent cond .....	\$260,000
T-Bird TTY 6150, 5 guyline, complete rebuild, ready to log .....	POR
T-Bird TY90, T100HD, Cummins KTA, trl, 7 guylines, w/ lines .....	\$325,000
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T-Bird TMY 40, trl mount, Cat powered, good lines, ready to log .....	POR
Skagit BU80C, Cummins, Allison trans., Skagit T90, slf prop. ....	\$59,500
Skagit BU94, T100, 7 guyline, 4 jack trl .....	\$25,000

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2007 Chev 4500, 4X4 Dura Max 6.6, Allison trans., service box, 60k .....	\$49,500
Mack Fire truck .....	\$7,500



## 14 Hermann Bros.

(Continued from Page 11)

LOGGERS WORLD SEPTEMBER 2013

small, handling materials efficiently and methodically. "Some of the best fuel we get is from the landings (brush piles) up on a mountain. Its position gets it dried naturally," Hermann said. "We'd take one shovel on top for the grinder, while the second shovel starts half way down the brush pile handing material up to the higher loader. When it's clear around the hill he'll then take the bench he'd logged on top of and clear that out too. On that one landing we removed 100 loads of fuel. It would have burned otherwise, and had it burned so close to town would have been a lot of smoke. This way.. the material was gone, it was good fuel, and we got back a lot of trees (from planting ground that would have been left fallow)."

He explained noting, "...we found that brush piles cover 2-4% of the ground after logging. And while burning is ok, it's just a waste of a resource. The benefit of using it and the 2-4% of the ground being planted is like 2-4% (additional) return on that investment."

"We've also done some log butt recovery," Hermann explained, noting they were not the first to do that, and that they'd bought the first truck for this from Joel Olsen out of Clatskanie, Oregon whose done that for some while. "We found out that, tonnage-wise, each one of our chunk trucks recovers the equivalent of two-million bf of lumber in a year's time. We haul 14,000 tons per truck load per year, and those chunks go to the yard, we split it up and make chips. There's good value to them."

The "natural transition" by Hermann Brothers from logging to chipping and related operations, came at a very opportune time given a dramatically changing economy. "It turned out to reduce the competition for the few logging jobs there were, which let some loggers who'd been our competition

have places to work," Hermann noted, "And it worked nice for us to vacate that (part of the market) and fill a void. It was a good set of events that happened unintentionally, unplanned, and it worked out."



**THE OFFICE** functions well with Shauna Anders (standing) and Kim Tomajko. In 2006 they started using Keystone software, which was recommended by a local trucking firm, Atlas Trucking. In addition they use a Excel for spreadsheets, and "...this thing called 'Shared,' which allows her to share files but not change the file. Tomajko runs the office and has been with Hermann Bros. the past 9 1/2 years. Anders works part time.

## The log yard

**W**hile their office remains at the family's homestead farm outside Port Angeles, the heart of operations is now on the 45-acre log yard established in 1990 and located within the Eclipse Industrial Park just outside Port Angeles. The four primary structures on the log yard including the debarker/chipper, the trucking office (and part owner Mike Hermann's office), the water treatment plant (See "Log Yard Run-Off" starting on Page 16) and the largest structure on site: their recently expanded five-bay shop building whose expansion was completed this past winter. The eight mechanics, including a full time field mechanic, keep the 40-working, and ten service/shop trucks along with the logging, chipping, shovels and processors operating at full capacity.

Each of the trucks is serviced weekly using Ari-Hetra mobile lifting systems hoists. "The safety part of these hoists is important," Bill Hermann emphasized. "During the winter in particular," when it's cold, dark and wet, the mechanic's able to easily move in and around the entire machine in relative comfort (far more so than working on a crawler beneath the unit). "I like that brand," he said, "and we've had it a long time. We lift a lot of trucks; each of them is picked up off the ground and serviced every week." The mechanics can, "...get their tool box, drag it in with you, and everything is right there. With these hoists you can do the height you like, and it's all so handy."

Another factor in the Hermann Brother's shop, "We own every shop truck and every single tool that they use. All they bring is themselves and their gloves," Hermann said. "And we let the guys stock the tools as if they were their own. If they want a particular brand, we'll buy it."

(Continued on Page 15)  
**See "Hermann Bros."**

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## Hermann Bros.

(Continued from Page 14)

Their newest service truck was just awaiting finishing touches when we arrived. "It's a tandem axle shop truck," Hermann explained. "What's really unique is we had them put a man lift on one corner of box and a crane on the other side, so we do away with a ladder." Roy Nelson, with Nelson Truck Equipment Co. made the conversion. The dual axle is licensed to haul 65,000 lbs. and with the crane and the hoist on the same unit increases safety and utility.

They have 40 "revenue" trucks and at least 40 chip trailers, which includes "...six live bottom trailers, either shuffle floor or live-bottom," Hermann explained. They have two heavy haulers, up to 11-axles, two dump trucks, a cab-over live floor truck for beauty bark, hog-fuel, etc., "...for the consumer market," and one truck and trailer roll-off, for the roll-off boxes used for chunk hauling, and three logging trucks.

"We were down to two lumber trailers, now we have six or seven, just because we can see the mill needs trailers."

Mike Hermann handles all the truck dispatching, both within the company and hauling for outside contractors. "When a guy calls and wants a truck he'll either tell him no or 'I'll do it,' so the guy knows right at the time, what the answer is," Hermann explained.

**HERMANN BROS. newest service truck, which they've recently rebuilt after 1.4 million miles as a chip truck, is built on the 2001 mainframe of this T800 Kenworth. "We painted the cab, put a new seat in it," Bill Hermann explained. "It had a good engine, transmission, rear end... a lot of guys see it and think it's a new shop truck." Perhaps its most unique feature is having both a crane and a man-lift on the same truck, which Roy Nelson, with Nelson Truck Equipment (Seattle/Auburn) built and installed. "It will get you 34-ft. off the ground, and the crane extends to the same height. The man-lift bucket rotates 320 degrees around that (10,000 Lb.) boom." The dual-axle truck is licensed for 50,000 lbs. and with all that it hauls there's still "...plenty of room to haul too. It just makes all the sense in the world," he added. "One of the biggest plusses, is the safety aspect. You do away with the ladder, and have the guys in a much safer working environment. Prior to this we took two trucks out, one with a hoist."**



Seven years ago Hermann Brothers added GPS systems to each of their trucks, which provided an unexpected benefit. "Our insurance company said if we had a system the insurer could see we'd get a discount (which they did)," which yielded "... a 17% discount on truck insurance. It tracks the speed, habits of drivers, and its supposed to track things like mainte-

nance, etc.," He added. "We use quite a bit of that for route planning," and taking advantage of unexpected changes and opportunities through the course of a day. "I really like it."

They also discovered efficiencies in truck mileage. "Last year for driving habits, speeds, and trucks going the right rpms, we've increased our fuel mileage 0.4 of a mile per gallon. In cash calculated out to \$207,000 for the year by improving driving habits and maintaining 1200-1400 rpms."

"We have a few trucks with automatic transmissions: two T660 Kenworths with Ultra-Shifts, 13-spd. transmissions but no clutch pedal in the truck. All their new trucks are "kit trucks," which they install engines in, and all new trucks are ordered with disc brakes.

Hermann Brothers remains a three-way partnership with company

President Fred Hermann, Bill Hermann, and Mike Hermann.

Bill Hermann just smiles when asked about the future. "I don't get up in the morning with a master plan for the whole day. I just enjoy what I'm doing and know there's enough things that come up to take care of I won't run out of things to do for the day. It doesn't make any sense to be so disappointed with a plan that doesn't work out that way. Roll with the plan, do the best you can, learn from mistakes and successes, then try to make more successes."

"For the future: it's a longer vision of the daily operations. The economy slumped and we did something different. We were able to see the opportunity at the time and try to make the best of it. Its kind of the way we are."



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# LOG YARD RUN-OFF

*Creative thinking and a consortium of three private businesses working together find a practical solution that works well for Hermann Bros. log yard water run-off.*

by Mike Crouse

**I**n the business of logging you frequently hear, "...the difficult we do immediately; the impossible takes a little longer." Solving the point source pollution issues from a log yard water run off certainly seems to fit that category and who better to find a workable solution that some with a logging background?

Hermann Brothers moved their log yard to the 45-acre site within Eclipse Industrial Park (just outside Port Angeles) in 1990, where in addition to the log yard they also have their maintenance shop, their

chipper facility and Mike Hermann's office/lunch and meeting room, which is the home for their fleet of some 40 "revenue" trucks. The log yard takes most of the site and is not paved, and it's the water run-off from this site that falls under Washington State's Department of Environmental Quality (DEQ) regulation and water quality standards.

Roughly a decade prior the Washington DEQ began surveying industrial sites on water run off: the number of sites, how much water flows from that site, where the water goes, how that storm water may be impacting any other water tribu-

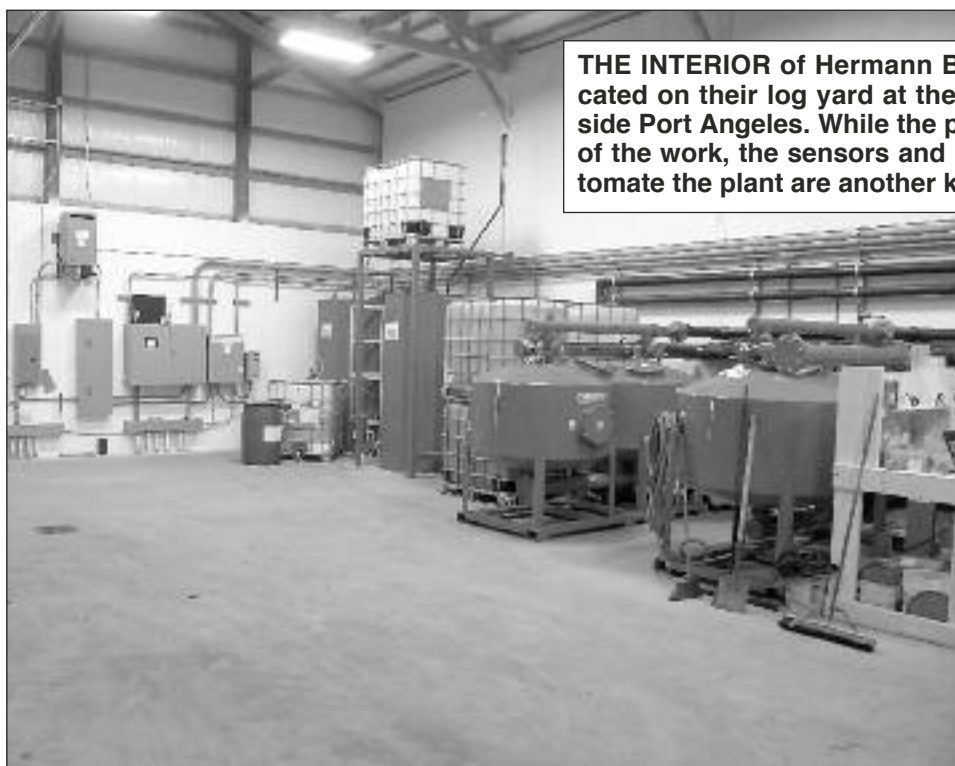
taries, and finally requiring run off water samples (to be sent to the DEQ office) after every major rain event.

The following year Hermann's received a letter saying, "...the standard we've established for Log Yards is 25 NTUs (Numeric Turbidity Unit)," and Hermann paraphrased, "...and according to the results, some of the samples you've turned in are not complying. In order to continue to have storm water leaving your property at less than

(Continued on Page 17)  
**See "Log Yard Run-Off"**



**BILL HERMANN** inside their log yard run off water treatment plant with his hands full of Chitosan, a white powder made from finely ground crab shells, and a key "flocculent" that was instrumental in bringing their water "run off" into compliance.



**THE INTERIOR** of Hermann Bros. water treatment facility located on their log yard at the Eclipse Industrial site just outside Port Angeles. While the pumps, piping and filters do a lot of the work, the sensors and monitors, which control and automate the plant are another key to a workable solution.



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## Log Yard Run-Off

(Continued from Page 16)

25 NTU, you're going to have to clean up the storm water."

"So Mike (Hermann) called the Dept. of Ecology and asked what we needed to do to comply and their answer was, 'we don't know, but you have to try. Since you failed the test results you're going to have to file an Action Plan telling us what you're going to do to try to comply,' Herman explained. They also found that no one had a proven and operational solution in existence.

That led to their establishing settling ponds and working to understand the issues with water run off.

### The big problem

"We found out that from log yards or any activity that has to do with organic matter, part of what runs off is organic and they'll never settle," said Hermann,

"they'll sit in suspension 'til they rot. They just sit there and float. So the big problem was how do you get the organics out of the storm water. We tried many routes, varying channeling and flocculants and they kind of worked on a smaller scale, but getting it to work up to scale as fast as it would rain," didn't work.

A key element is Chitosan (crab shells finely ground to a powder), a "floculant" that lumps the small organic particles together so they can settle out rather than float on the water. "It has to be mixed with the water at a very high rate, so it's dispersed completely through the water. It has to contact all the organics."

On the 45-acre site, which is 70% impermeable, "...one inch of rain can result in a half million to a million gallons of run off per inch of rain," said Hermann. "The water running off at this speed, turns out to be somewhere in the 500-600 gal-

lons per minute. We'd tried three or four test systems to see if we could get this to clean up and saw none capable of working on this scale."

### A consortium

The breakthrough came in finding other companies willing to collaborate. "A couple years ago we ran across the guys from OSW (OSW Equipment and Repair, Inc., Woodinville, Washington)," Hermann said. "They had an idea

how they could possibly enhance one of their water filtration type units (used to clean up along freeways so you can work and extend the operating season for dirt work). We asked them to bring a water treatment facility to us so we could try it, but they were not a big enough company to build a unit on

(Continued on Page 18)  
**See "Log Yard Run-Off"**



THE WATER TREATMENT PLANT for the Hermann Bros. log yard is adjacent to the yard and surrounded by three ponds: the first can hold 750,000 gallons of run off from the log yard, a second settling pond after treatment, and a third settling pond where the treated water is then recirculated back through the sand filters, "that takes the last bit of organics out."



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	Zinc (ppb)	117	653	17
	Turbidity (NTU)	25	212	2
Maintenance Yard Rehabilitation Site	Diesel Range Hydrocarbons (ppb)	500	639	none detected
Port	Copper (ppb)	14	73	5
Aircraft	PCB-Arochlor 1288 (ppb)	Marine Acute = 10.0 Marine Chronic = 0.03	0.18	0.03
Metal Recycler	Zinc (ppb)	117	1360	75
Log Yard	BOD5 (ppb)	36	237	28



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## 13 Log Yard Run-Off

(Continued from Page 17)

LOGGERS WORLD SEPTEMBER 2013

this scale." He noted it was clear at that point, "...we needed to take a chance on somebody and they needed to take a chance with us. We decided to go in a working arrangement with them where we'd pay for the plant, they'd do it at their cost. They had a design. We'd get all the infrastructure ready for them: the settling ponds and places: a 770,000 gallon (collection) pond and a 100,000 gallon settling pond, plus a third settling pond. We had the room," and this fit the DEQ's requirement for an action plan. "So we paid them to build the plant and facilities."

Their first test unit, housed in a 16-ft. x 10-ft x 8-ft. high roll-off container arrived, "...and we had an honest chance to see if it would work," Hermann said. "It took a few months to get it running and fine-tuned, adjusting, discovering what worked. And within two to three months, as a group we were successful. The entire plant jelled together and we were able to get to a "permissible level" at 500 gallons a

minute. We could take care of water coming from our facility in the permitted level," he smiled.

The following season, Hermann Bros. "...decided to build a permanent facility for our own operation," said Hermann, including automating the plant rather than manning it during weather events. "We asked OSW about automating the controls, and that's where Clear Water Services became a part of this" joining the consortium in what's been a very good working relationship.

"Clear Water (Services) did a lot with controls," to monitor, test, adjust, and operate the plant, Hermann explained then added, "but making it work with this environment, making organic stuff settle out, took a special understanding."

All along the discovery and learning curve, each part contributed to the final success. "We're in this together. We put (together) a product that does solve the problem and we're able to do it at a dollar rate that will be affordable for anyone that has a log yard." Clear Water Services, Hermann noted, "is a larger scope of company. As technology improves they'll be able to continue

with the ongoing updates." Today when in operation water passes the sensors at a rate of 500 gallons per minute. "It's running that accurately and within permitted limits."

### A workable solution

The project manager for Clear Water Services, Peter Pearson, explained that each location with water run-off has its own emissions issues depending on their environment, the setting, materials and other materials particular to that location. "Basically they (Washington DEQ) have standards for different industries that must be met," Pearson said. "For log yards there are different requirements than say for recycling plants."

For log yards, this Hermann Brothers facility demonstrates that a solution is not only possible but running and in compliance. A similar facility in another location would need additional fine tuning to accommodate the varying conditions of that site, certainly. But the broad issue of controlling water run-off has a proven solution.

"Clean air and clean water are here to stay," Hermann said. "We

may as well try to be part of the solution rather than part of the problem. That's the part I'm so proud of the guys we've worked with. We've all worked together and we're satisfied, for ourselves because our log yard complies. We can provide products to our customers and we'll not be called on the block because of storm water run-off. These folks invested their time, efforts, and brain power to make this work. It was a business decision, and they'll be able to sell this technology to other customers. It all amounts to how we all stay in business and about the environment."

"It's solving a problem at a reasonable cost," Hermann said. "Everyone's installation is a little different, but this is a reasonable, sensible solution to the storm water problem for log yards or people who handle organics."

"The Clear Water Services folks are going to take this product over and run with it," said Hermann. "If someone wants to make a contact on this process they should contact them at Clear Water Services through their Lynwood, Washington office at (425) 508-8731."



PROJECT MANAGER PETER PEARSON, with Clear Water Services, points to the 3/4 million gallon capacity collection pond for the log yard. The tube in the middle has a sensor for water levels, "...and when the pond gets up to 30%, the treatment plant goes on," he explained. Above is the same pond with water.

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# LOGGING COUNTRY

# Roundup

CLIPS FROM AROUND THE COUNTRY

## Moonlight fire lawsuit dismissed

**S**ierra Pacific Industries (SPI) announced today (July 29th) that Judge Leslie C. Nichols, sitting by appointment in the Plumas County Superior Court, dismissed a lawsuit brought by the California Department of Forestry and Fire Protection (CALFIRE) for monetary damages against Sierra Pacific Industries and other defendants. The state and several private plaintiffs had alleged that a logger employed by SPI had negligently started the Moonlight Fire on private land which spread to the Plumas National Forest and other private holdings on September 3, 2007.

"This is a significant victory for SPI and the other defendants in the case", said company spokesman Mark Pawlicki. "We knew all along that the evidence did not support the state's claim that our contractor started the fire," he added. Sierra Pacific alleged that the government's fire investigators in this case conducted a faulty investigation and were not able to demonstrate what the true origin of the fire was. "Although CALFIRE employees are highly regarded for their professionalism and integrity, unfortunately the Moonlight investigations did not live up to that standard," noted Pawlicki. During recent depositions, CALFIRE's own expert on wildland fire investigations concluded "it was more probable than not" that the Moonlight investigators engaged in acts of deception while

testifying about a primary aspect of their investigation.

The government's investigators in the Moonlight Fire had alleged that SPI's logger started the fire by striking a rock with a bulldozer, causing a spark to ignite woody material. Further, the state alleged that the logger failed to obey the law which requires a series of procedures to be followed during logging operations. Judge Nichols ruled that the state did not have evidence to support these claims.

The court had earlier ruled that CALFIRE could not succeed unless it shows that the defendants caused the fire. Then, after reviewing over 800 pages of legal briefing, voluminous deposition testimony, and hearing evidence on the case for three days, Judge Nichols determined the government's claims should be dismissed and entered a judgment in favor of all the defendants. He concluded that CALFIRE could not provide evidence adequate to justify submitting the matter to a jury. In contrast, a federal court had ruled in 2012 that SPI could be liable for damages in the case even if the operators did not start the fire. That decision led to a settlement with the federal government in which SPI paid \$55 million in damages, and will transfer 22,500 acres of timberland to the federal government.

Overall, the state spent several years, approximately \$10 million taxpayer dollars, and thousands of hours in its effort to collect \$8 million in fire suppression costs, only to have its

case dismissed by the court. Early on, Sierra Pacific's counsel urged the Deputy Attorney General in charge of this matter to dismiss the case, arguing that the investigation was fatally flawed. Unfortunately, the request was refused. In the end, Judge Nichols dismissed it for them, concluding that "CALFIRE's reach exceeded its grasp."

## Ford to offer natural gas F-150 for 2014

**F**ord soon will offer a natural gas version of its F-150 pickup truck, the most popular vehicle in America.

The company is the first Detroit automaker with that option in a light-duty pickup truck. Ford, General Motors and Chrysler already have natural gas-powered heavy-duty trucks.

Ford says natural gas will be available on the 2014 F-150s with 3.7-Liter V-6 engines.

The trucks will have factory-installed valves, pistons and rings to handle natural gas and gasoline. The option will cost \$315. But buyers will have to pay a factory-approved installer to put in new fuel tanks, lines and injectors. That will cost \$7,500 to \$9,500.

Ford says natural gas costs the equivalent of \$2.11 per gallon. The average regular gasoline price in the U.S. was \$3.62 per gallon on Tuesday.

- <http://www.mbtmag.com/news>

## Feds to start shooting barred owls

**F**ederal wildlife officials plan to dispatch hunters into forests of the Pacific Northwest starting this fall to shoot one species of owl to protect another that is threatened with extinction.

The U.S. Fish and Wildlife Service on Tuesday released a final environmental review of an experiment to see if killing barred owls will allow northern spotted owls to reclaim territory they've been driven out of over the past half-century.

The agency has been evaluating the idea since 2009, gathering public comment and consulting ethicists, focus groups and scientific studies. It will issue a final decision on the plan in a month.

"If we don't manage barred owls, the probability of recovering the spotted owl goes down significantly," said Paul Henson, Oregon state supervisor for Fish and Wildlife.

The agency's preferred course of action calls for killing 3,603 barred owls in four study areas in Oregon, Washington and Northern California over the next four years. The experiment requires a special permit under the Migratory Bird Treaty Act, which prohibits killing nongame birds.

The plan for saving spotted owls from extinction lists the barred owl as the No. 2 threat, after the loss of old growth forest habitat to logging and wildfire. But the Fish and Wildlife Service needs hard scientific evidence that killing barred owls will help before going forward with a long-term program.

Henson said the Northwest Forest Plan, which cut logging by 90 percent on national forests in the 1990s, has done a good job of providing habitat for the spotted owl. But the owls' numbers have continued to slide. Henson said unless barred owls are brought under control, the spotted owl in coming decades might disappear from Washington's northern Cascade Range and Oregon's Coast Range, where the barred owl incursion has been greatest.

It has taken the federal government a long time to get to this point. The California Academy of Sciences killed some barred owls in spotted owl territory on the Klamath National Forest in Northern California in 2005, and the owner of some redwood timberlands in Northern California regularly kills barred owls to protect spotted owls.

(Continued on Page 22)  
**See "Roundup"**



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As We See It....

# NEXT GENERATION? PART 2

In my previous article, I discussed how many of us got into logging and some of the challenges facing today's loggers with respect to where the next generation of loggers is going to come from. It's apparent that I'm not the only one concerned with the future of logging because I got a lot of feedback and comments from that first article. Obviously, this is a dialogue that we need to be having now and that we can't afford to keep pushing it aside. In this article, I would like to explore some possible solutions to the looming shortage of loggers, but I must admit; however, describing the problems is much easier than trying to come up with solutions.

The American logging industry is a highly competitive business with both the producers (loggers) and the purchasers (mills and timber companies) having the same goal; get the highest production for the lowest cost. In order for companies to remain in business, they've had to find the most efficient ways to get production, usually a combination of new equipment, innovative techniques and trained crews. Although popular in other countries, government regulations, subsidies and artificial supports are not the path to future success in the American logging industry. We, the entire timber industry, need to come together to continue to be able to profitably compete in a global marketplace. Unfortunately, logging is the weak link in the timber supply chain.

When we start looking for solutions, I think that part of the fault falls upon us loggers. In the past when a forester complained that our bid was "way too high," we have been far too quick to acquiesce. As a group, we tend not to be complainers. We simply keep on going and do the best we can with the situation we find ourselves in. When we are told that we will have to do more with less, we simply shrug our shoulders and say OK. This is part of our problem. We are way too resourceful for our own good. At some point, we are going to have to learn to stand up for ourselves better, to get what we need to be able to stay in this business.

The people we work for are also part of the problem and they will need to be part of the solution. A recently-retired forester's comments accurately describe much of the atti-

tude in our industry. He said that, during his career, he was always told to "make sure the loggers don't go broke but don't let them make any money either".

In my opinion, the primary solution is more money. In general, the logging industry is grossly undercapitalized, with insufficient resources to successfully weather the extreme ups-and-downs common to logging. We are running on the tightest margins in the memory of this industry. Equipment and labor are our two major expenses and 2 of the 3 reasons that we remain successful. If loggers made more money, we would be able to acquire and maintain the best, most innovative equipment and to attract and retain the best, most talented labor. With more money flowing through the pipeline to loggers, the entire timber industry would be stronger and more profitable.

Quality equipment is a key requirement for all loggers. Logging has changed over the years and the equipment we need now is much more expensive and complex. The first challenge is to acquire that equipment. Financing is almost always required. Unless a

company already has years of experience under their belt and owns a lot of equipment, financing, particularly at a decent rate, is almost impossible to get. The next challenge is to maintain these fine-tuned, complex machines. The simplest repairs are extremely expensive and a logger may need financing for larger repairs to his equipment because he no longer has the liquidity that he had even 10 years ago. I have heard talk of timber companies helping with financing. For some, that could be a good solution; however, I'm not a big fan of being beholden to someone I am working for. It changes the relationship in a very fundamental (and not good) way because now the timber company "owns" that logging company.

Trained crews have always been a key element of a successful logging operation. Loggers used to be middle to upper middle class people. One of the members of Associated Oregon Loggers analyzed compensation from the late 1980's through 2012. He discovered that hourly compensation had risen only 1.7% annually over 30 years, significantly below the rate of

inflation. If formal data had been available from the early 1980's (right before the early-80's recession), it is estimated that current compensation would have actually decreased during that time span. This failure to keep up with the cost of living has resulted in a majority of loggers now no longer making a middle-class wage. Given the state of our industry, it is a wonder that anyone would choose to get into logging. Out here in the west, we compete directly with construction and the oil and gas fields. In those industries, unskilled workers make at least \$10 more per hour than many of our highly-skilled operators. That's for work that, in many cases, requires less skill, is much less physically demanding and is much less dangerous. This makes it really tough to find enough qualified people to work in our industry. At times, we struggle to hire people who can simply pass a drug test, much less actually be qualified. If logging is going to continue to be a viable industry, people coming into the industry need to feel like there is a future for them.

Many of us have heard from timber company representatives that when times are bad, "we're all in this together and we all have to make sacrifices." We understand and agree with that. The problem is that when times are good, suddenly we're not "all in this together" anymore and we don't get our share of the profits. Going forward, as the economy improves and wood products become more valuable, logging prices will need to rise, to allow loggers to share in the "good times" so that we have the necessary resources to build the infrastructure that will be required to support a healthy timber industry.

The final part of the solution is effective training programs for loggers. Currently, for loggers to stay certified, they must attend ongoing training classes. The subjects covered range from human resource issues to

the latest in logging technology and forest practices. One of the biggest training needs is in becoming more competent managers and financially-knowledgeable business people. In this day and age, we must know how

to accurately bid jobs which calls for a thorough understanding of and the ability to project expenses. A surprising number of loggers don't have a good handle on what their costs are. Often times, they don't know if they are on track to make any money until the job is more than half way done. An additional opportunity is in developing computer software customized to the logging industry. With improved financial training, we can learn to stand up for ourselves when that forester tells us we "need to sharpen our pencil" and confidently defend our numbers, justifying the costs of what it takes to run a highly-efficient logging operation.

For the time being, logging operations continue to limp along. The best operators are still in business and will continue to be until they retire. As more and more operators retire, those of us who remain should reap incredible rewards because there will be fewer loggers available for so much work. After we retire, then what? Logging is not something easily taught in a classroom. There is no real substitute for putting your time in, on the job. Virtually all of us learned the business of logging at our father's knee, going up to the job on weekends and logging during summer vacations. It has taken decades through the school of hard knocks to teach the current generation of operators how to be successful loggers. Regrettably, that path doesn't exist anymore in the 21st century.

In the end, the solution is money. If we continue to push viable solu-



**MARK TURNER**  
ALC Board  
Member  
Buxton, Oregon

(Continued on Page 23)  
**See "Next Generation"**

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Summary Judgment....

## Federal Court: A right to carry openly Outside the Home

by William Perry Pendley

**L**ast month, a Colorado federal district court struck down a U.S. Postal Service regulation barring a rural man from possessing a firearm in his car when he parks in the Post Office parking lot to retrieve and send his mail. The news made headlines across the country as one of the first favorable federal court rulings after President Obama declared war on the Second Amendment in the wake of

the Connecticut tragedy.

Tab Bonidy drives miles from his home to Avon to collect his mail, but because he regularly carries a concealed handgun pursuant to Colorado law, he is barred by a Postal Service regulation, adopted in 1972, from parking in the Post Office parking lot and entering the Post Office itself. In 2010, after landmark rulings by the Supreme Court of the United States in Dis-

trict of Columbia v. Heller and McDonald v. City of Chicago, Bonidy asked the Postal Service if he would be prosecuted if he carried his firearm into the Post Office or locked it in his vehicle in the Post Office parking lot. The Postal Service's top lawyer wrote back, "carrying firearms, openly or concealed, onto any real property under the charge and control of the Postal Service" is still barred by Postal Service regulation.

On two separate occasions the district court denied attempts by the U.S. Department of Justice to dismiss Bonidy's lawsuit and during oral arguments sharply challenged the federal lawyer's assertion that the Avon Post Office parking lot is a "sensitive" place that allows the Postal Service to curtail Second Amendment rights. Then, last month during oral arguments on cross motions for summary judgment, the judge upbraided the federal lawyer thusly, "there's a difference between all of this broad, general restriction and an individual situation.... You know, this is more of what we are seeing[:] regulatory authority prevails, period. It isn't going to happen [here]."

Days later the district court issued its ruling. Because it was bound by recent precedent from the U.S. Court of Appeals for the Tenth Circuit regarding the right to carry a concealed weapon outside the home, the district court addressed whether the Second Amendment protects the right to carry openly outside the home. The district court concluded that the Supreme Court in Heller upheld a constitutional right to carry firearms openly outside the home for self-defense subject only to reasonable public safety related restrictions. Just what are those restrictions?

As to the interior of the Avon Post Office, the district court found it a "sensitive" place and thus the

Postal Service's regulation presumptively valid there. The matter of the public parking lot, however, is another story. Government ownership alone is not sufficient, held the district court, to restrict constitutional liberties. The lot is not a government building, nor is it a place where government business is conducted, nor is there meaningful limitation on those who enter it; in fact, the Postal Service lot is little different from other nearby public lots.

Therefore, the Postal Service justifies its regulation with "a history of firearm violence on postal property based on a study of workplace violence [on the basis of which it] makes broad, conclusory statements..." That rationale, which involves "administrative convenience and saving expenses," might be sufficient, held the district court, except that the case involves Bonidy's right to protect himself, "the core concern of the Second Amendment."

"In sum," ended the district court, "openly carrying a firearm outside the home is a liberty protected by the Second Amendment.... The parking lot adjacent to the building is not a sensitive place and the [Postal Service] failed to show that an absolute ban on firearms is substantially related to [its] important public safety objective." Thus, it is "unconstitutional."

The expected appeal by federal lawyers is due in early September at the Tenth Circuit, the next stop in a case likely to reach the Supreme Court of the United States.



*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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(Continued from Page 19)

The idea of killing barred owls to protect northern spotted owls underscores the fragile balance of nature that biologists have struggled with in recent years.

Between 2000 and 2006, wildlife officials captured and removed more than 40 golden eagles from the Channel Islands off Southern California to

protect the island fox. They also hired a company to kill 5,000 feral pigs on Santa Cruz in a controversial program to restore the island's ecosystem.

In Oregon, wildlife officials have used lethal injections to kill selected California sea lions that feast on protected salmon in the Columbia River. And in Yosemite National Park, saving bighorn sheep has meant hunting protected mountain lions.

The northern spotted owl is an icon of bitter disputes between the timber industry and environmentalists over the use of forests in the Pacific Northwest. Because of their dwindling numbers, the little bird was listed as a threatened species in 1990, which resulted in logging cutbacks and lawsuits.

Barred owls are bigger, more aggressive and less picky about food. They started working their way

across the Great Plains in the early 1900s, and by 1959 were in British Columbia. Barred owls now cover all the spotted owl's range, in some places outnumbering them as much as 5-to-1.

The preferred alternative calls for a combination of killing and capturing barred owls. But capturing owls is

(Continued on Page 23)  
**See "Roundup"**

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## Roundup

(Continued from Page 22)

far more expensive and difficult. And the Fish and Wildlife Service has found only five zoos or other facilities willing and able to take a barred owl if it is captured, said Robin Bown, the wildlife biologist in charge of the evaluation.

Henson said the service has yet to work out details of how barred owls will be killed, whether by government hunters from the U.S. Agriculture De-

partment's Wildlife Services, or contract hunters.

The favored method involves luring the birds with a recording of a barred owl call, then shooting them with a shotgun when they fly in to drive out the intruders.

Hunting would start this fall on the Hoopa Valley Indian Reservation in Northern California, where the locations of barred and spotted owls are well-known, Henson said.

It will begin in fall 2014 in three other study areas made up primarily

of federal land. The northernmost is in the Cascade Range near Cle Elum, Wash. Another is in the Oregon --Coast Range west of Salem. The third is in the Klamath Mountains south of Roseburg.

Hunting will take place only in the fall and winter, to prevent taking birds when they are caring for their young.

Each study area will be divided in two, with half serving as a control with no barred owl hunting. Scientists will see if spotted owls move back into areas where barred owls have been killed. The four study areas add up to 1,207 square miles, which amounts to 0.05 percent of the northern spotted owl's range.

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## Judge rejects lawsuit on SW Montana forest plan

A federal judge recently rejected a challenge to a U.S. Forest Service plan to bar motorized and mechanized vehicles in 322,000 acres of recommended wilderness areas in the Beaverhead-Deerlodge National Forest.

Twenty-two plaintiffs sued the Forest Service over its 2009 plan to ban the use of snowmobiles, off-road vehicles and mountain bikes in cer-

tain parts of the southwestern Montana forest until Congress decides whether they should become permanent wilderness areas.

U.S. District Judge Sam Haddon ruled the plaintiffs, led by two of the three Beaverhead County commissioners, did not meet the legal threshold to sue over two of their claims.

The Beaverhead County commissioners, who claimed the Forest Service did not properly consult with them as a cooperating agency, failed to prove they had suffered an injury for which they can sue, Haddon ruled.

The judge dismissed the plaintiffs' three other claims that the Forest Service violated the National Environmental Policy Act by failing to properly study the effects of banning motorized uses in those recommended wilderness areas.

The judge disagreed, saying the federal agency fulfilled its obligations under NEPA, and said adding new acreage that was not considered in a draft environmental impact statement did not pose any new con-

(Continued on Page 24)  
**See "Roundup"**

## Next Generation

(Continued from Page 20)

tions down the road, it amounts to slow suicide for the logging industry with a huge loss of infrastructure and a crisis for the entire timber industry and our consumers. The big question is, do they pay us now or pay us later? I believe that the former would be the wisest choice. If young people are able to see that there is "real money" in logging, then the question of where the next generation of loggers will come from may simply disappear.

*Mark Turner owns and operates Turner Logging located in Buxton, Oregon. Mark serves on the ALC Board of Directors and is the Western Regional Delegate on the American Loggers Council Executive Committee.*



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.americanloggers.org](http://www.americanloggers.org) or contact their office at 409-625-0206.

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**24 Roundup**

(Continued from Page 23)

LOGGERS WORLD SEPTEMBER 2013

sequences requiring additional study.

Two environmental groups, the Greater Yellowstone Coalition and the Montana Wilderness Association, intervened in the lawsuit and are represented by Earthjustice.

Earthjustice attorneys said the plan only calls for 322,000 acres of wilderness designation out of 1.8 million roadless acres in the forest.

The Forest Service plan allows for summer motorized travel on 55 percent of the forest and winter travel on 60 percent. - *Associated Press*

**SFI to Revise its 2015 Standard**

The Sustainable Forestry Initiative Inc. announced it would begin to revise its current standard, for the purpose of developing a new SFI 2015-2019 Standard. The SFI is North America's largest forest certification green label, with over 210 million acres certified and is Oregon's largest forest certifier. SFI participants require their forest contractors to be Oregon Professional Loggers. The standard development process includes two 60-day public comment periods, with the first running through August 6, 2013, and the second beginning January 2014. The SFI Inc. board of directors will approve a SFI 2015-2019 Standard, with a launch

date of January 1, 2015. For more information online at: [www.SFIprogram.org](http://www.SFIprogram.org)

- AOL Mainline

**Reid's Climate Change claims and reality**

An article in the July 17 Las Vegas [Nevada] Review-Journal quotes Senate Majority Leader Harry Reid (D-Nevada) reiterating the role of "climate change" for what he characterizes as a growing wildfire menace behind events such as the 27,881-acre Carpenter 1 Fire in Nevada and calling for increased federal spending on fire prevention, chiefly in the form of brush removal in the urban-rural interface.

When reporter Steve Tetreault followed up with Sen. Reid's staff about the sources of this assertion, he received a reference from "Climate Change, a Princeton, N.J.-based organization of scientists and journalists" that has reported "there are more large fires burning now than at any time in the past 40 years." Sen. Reid's office also cited a recent New York Times article to the same effect.

However, Tetreault also consulted the National Interagency Fire Center, which told him that, on a year-to-date basis, there had actually been about 23% fewer fires by July 17 this year than there were through the equivalent

(Continued on Page 26)  
**See "Roundup"**

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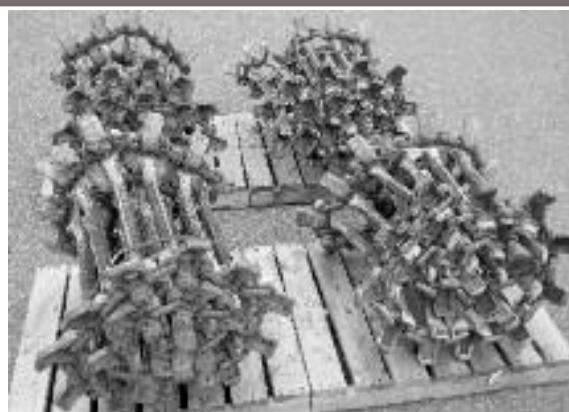
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25

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**26 Roundup**

(Continued from Page 24)

 LOGGERS WORLD  
SEPTEMBER 2013

lent period in 2012, burning approximately 43% fewer acres; and that figures for this year and last year, so far, both trail the same period during 2011 considerably.

**4-H forestry program for teens honored**

**T**he Forest Youth Success program (FYS) in Skamania County, <http://www.forestyouthsuccess.org>, has been recognized nationally for its outstanding impact on youth, the environment and the local economy. The National Association of Extension 4-H Agents (NAE4-HA) selected the program to receive a Specialty Team Award in Excellence for Natural Resource and Environmental Education.

Since 2002, teens in the county have spent the summer caring for local forests, developing valuable life skills and exploring potential careers. The value of their work is estimated at more than \$900,000 for the Gifford Pinchot National Forest.

The program is a unique partnership between Skamania County, the Stevenson-Carson School District, Washington State University Extension 4-H Youth Development and the U.S. Forest Service.

"The youth in this community come from an economically depressed area and have very few work opportunities," said Scott VanderWey, WSU Extension 4-H adventure education director. "Through hands-on experience and adult mentoring they learn valuable life and work skills so they can graduate and possibly move on to careers in forestry or natural resource education."

Students are taught the fundamentals of forest ecology and forest health management through work with adult crew leaders. Eight crews work five days a week on a wide variety of projects including establishing and restoring trails, maintaining campsites and removing invasive plants.

The WSU team being honored for their work includes Todd Murray, director, WSU Extension Skamania County; Sally Mansur, program manager, WSU Extension 4-H Skamania County; and VanderWey, director, WSU Extension 4-H adventure education. They will be recognized during the NAE4-HA awards banquet Sept. 19 at a conference in Pittsburgh. - [www.news.wsu.edu](http://www.news.wsu.edu)

**ESA transparency**

**I**n August, the House Natural Resources Committee held an oversight hearing on "Transparency and Sound Science Gone Extinct?: The Impacts of the Obama Administration's Closed-Door Settlements on Endangered Species and People." The hearing examined the need for data transparency as it relates to federal decisions on implementing the Endangered Species Act (ESA)

"Right now, there is a lack of transparency of data and science used in literally hundreds of sweeping listings and habitat designation decisions that affect both species and people. The Obama administration's

ESA-related actions - through executive orders, court settlements with litigious groups, and rules to list species - instead force regulatory actions that shut out Congress, states, local communities, private landowners - even scientists who may dispute the often sketchy or unverifiable data used for these decisions. It's important to make sure this ESA listing data and how that data is collected is made available to those affected by the potential listings," said Natural Resources Committee Chairman Doc Hastings (WA-04).

- *Natural Resources Press Office*


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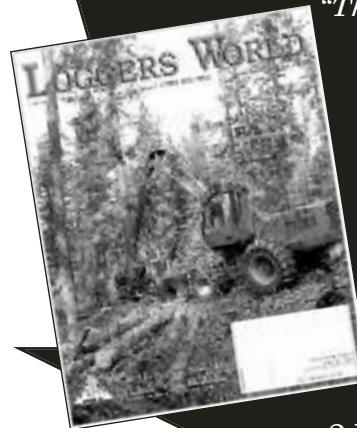
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**28**


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# Advertiser's Index

ACME	LOGGERS WORLD
MANUFACTURING .....10	SUBSCRIPTION .....26
ADVANCED HYDRAULIC	MADSEN'S SHOP &
AND IND. SUPPLY .....14	SUPPLY, INC.....8, 15
CASCADE TRADER .....4, 5	MPI EQUIPMENT .....8
CATERPILLAR, INC.....3	OLIVER HAMMER CLOTHES
CC HEAVY EQUIPMENT	SHOP.....5
INC. ....7	OREGON TRACTOR
CLEAR WATER SERVICES.17	TRADER.....20
COWLITZ RIVER	PACIFIC FIBRE PRODUCTS,
RIGGING.....12	INC. ....4
CROWLEY EQUIPMENT	PACIFIC LOGGING
INC. ....23	CONGRESS.....26
DUKE'S EQUIPMENT .....19	ROTHENBUHLER
DUNLAP ENTERPRISES ...19	ENGINEERING.....6
EAGLE CARRIAGE &	SCHAEFER ENTERPRISES 18
MACHINE INC.....6	SHOW & SELL.....24, 25
FRALEY TRACTOR, INC ..11	TREE TRACKS.....12
FULL CIRCLE FINANCE.....7	TRIAD MACHINERY,
HEAVY DUTY TRANSAXLE	INC .... 15
INC .....21	TRIPLE W EQUIPMENT ..21
HIGH CASCADES	WARATAH FORESTRY
AGENCY .....14	ATTACHMENTS.....9
IRONMART .....17	WASHINGTON CONTRACT
KOLLER NORTH	LOGGERS ASSOC.....18
AMERICA .....16	WYATT'S .....20
LOGGERS WORLD	ZENDER EQUIPMENT .....13
IRONMART .....22	

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11	21	31	41	51	61	71	81	91	101	111	121	131	141	151	161	171	181	191
12	22	32	42	52	62	72	82	92	102	112	122	132	142	152	162	172	182	192
13	23	33	43	53	63	73	83	93	103	113	123	133	143	153	163	173	183	193
14	24	34	44	54	64	74	84	94	104	114	124	134	144	154	164	174	184	194
15	25	35	45	55	65	75	85	95	105	115	125	135	145	155	165	175	185	195
16	26	36	46	56	66	76	86	96	106	116	126	136	146	156	166	176	186	196
17	27	37	47	57	67	77	87	97	107	117	127	137	147	157	167	177	187	197
18	28	38	48	58	68	78	88	98	108	118	128	138	148	158	168	178	188	198
19	29	39	49	59	69	79	89	99	109	119	129	139	149	159	169	179	189	199

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