

LOGGERS WORLD

VOLUME 49 NUMBER 10

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OCTOBER 2013

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the Timber Industry"*

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SWEET HOME, OREGON

SEE PAGE 4



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Finley's Rigging Shack "Classic"



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

As I sit here trying to figure out something to say for the October paper it comes to me that summer is gone. Also gone are the chances for all those jobs and improvements and programs that we were going to start, complete and do during the summer. Well-we'll do it next summer.

Our fall rains have arrived and show signs of being here to stay. Probably not true, but could be.

I have done much travelling and talking and meeting and photographing this past summer. To Logging Places to meet Logging People. The best occupation of all time enjoyed by any man. Looking back on it I can only wish that I could do it again. Do it better, faster and with more completeness.

Summer plans

My wife and I have a 20 acre brush patch. We had a well drilled on it last spring. During the summer we were going to rock and gravel where we intend to build. We were going to have electricity installed on the property. We were going to put a pump and pipes in the well. We were going to have a septic tank and drain field installed. We were going to buy a big trailer to park on the property. We were going to take off some of the trees, make them into logs and have them sawed into lumber for the home we hoped to build in a couple of years. We were going to clear more land to plant trees on. We were going to do dozens of things. Didn't get a one of them done.

That's okay really because we'll have all those fun things to do next year.

And that is only part of it.

We were going to take a vacation. But every time we came close to it we didn't want to. Didn't

me.

That was our vacation in a way, and it was a dandy. A very enjoyable time. Got some work done, met many fine people, got acquainted with some new country, and all in all it couldn't have been better.

The pictures and information that we acquired during this visit will be in the January 1975 issue of *Loggers World*.

Pierce, Idaho

The first of September headed east from our office. Target was Pierce, Idaho. Special target was Ray Coon owner and operator of R.F. Coon Logging Company of Pierce.

This Pierce, Idaho is a very special place. Less than 1500 population and yet there are about 24 logging operators working out of Pierce. It is a logging town. The loggers from this area are a very special bunch of people.

Ray Coon is a fine man and I enjoyed sneaking around his logging outfit, meeting the loggers and riding around with Ray. Could spend a lot more time with him and enjoy every minute of it. He has a good crew of loggers and they say Ray is a good man to work for. Must be true because there isn't much turn over.

I went to Pierce with the idea of getting two or three articles on logging operators there. Just got the one. That gives me an excuse to go back there again and I'm looking forward to doing just that.

Grand Finals

The Grand Finals at the Logging Show at Expo 74 took place Saturday and Sunday, September 7 and 8. Three shows on Saturday and three shows on Sunday. Loggers and logging contestants from all over congregated for these finals.

My job was to pinch hit as the Master of Cere-

monies for these grand finals.

That probably is the last logging show that I'll handle that job for. My main purpose in life is to take pictures and talk to loggers. Wasn't able to do any of that. So from now on will concentrate upon the picture taking and the reporting.

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Ron Harthill of Sooke, B.C. won the All Around Logger trophy. He earned it. And it couldn't happen to a finer man. Ron is a timber cutter out of Sooke. He immigrated to British Columbia about 7 years ago, from New Zealand. Ron proves that nice guys don't finish last. This one finished first.

Objectives

We try to manage by objectives at this place of business. It simply means that you plan what you want to do (the objective) and then figure out how you are going to do it. Think most business people operate in this fashion. One big ingredient is taking advantage of all the time you have available to bring you ever closer to your objectives.

I study this "time management" problem and read what other people have to say and try what they say is the right way to do it. It generally works. Their plan for the best usage of time is good. The plan will work if I work the plan.

And that is where I fall down. I'll take streaks when I'm so damned efficient it is terrifying. Then I'll slack off, get sloppy and let things happen instead of trying to make the right things happen.

Then after a while I grab myself by the short hair and rededicate my efforts, re-plan my time and get a fresh new start. Back comes more efficiency and lots of activity and we accomplish things and we get going again and just about the time things are working out well I slack off again.

Up and down. Efficient and sloppy. One thing or another, or changing from one thing to another.

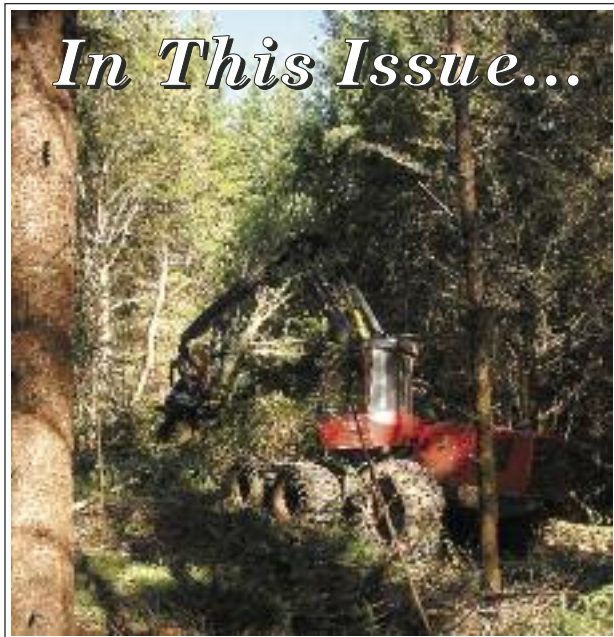
I know how to do it but ain't strong enough to always do it. Got to work on that and a million other deficiencies that I'm blessed with. Some of these deficiencies I enjoy and will likely never change.

Inflation

Every place I go people talk about inflation. I don't think we have true inflation. Far as I can see the expenses are vastly inflated. The income doesn't seem to have near enough of that inflation. I guess I'd be a lot more for inflation if it worked equally well with both outgo and income.



In This Issue...



COVER PAGE PICTURE: KEITH COWAN processing on his Valmet 911C harvester with Valmet 370.2 dangle head processor. The Valmet's cab rotates with the boom, a feature Cowan found increased his production a load a day. He purchased the 911C in 2006, and it's been his workhorse the past several years both in clear cuts and in thinnings. He runs a Komatsu bar on the processing head as well. He's the sole company employee dividing his day between harvesting, processing and forwarding wood to the landing. He elected to go it alone several years ago and while he's added four hours to his day, he's kept the same production levels in place.

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"I Wanted To get into the Timber Industry"

TIMBER TECH, INC. SWEET HOME, OREGON

by Mike Crouse

The fortunate among us know early in life both their direction and goals. Born in Lebanon, Oregon in 1951, and raised in Sweet Home (which was immersed in the logging industry from its inception), Keith Cowan was the third of five children born to the Cowan family and holds a warm memory of the hustle, vitality and smells of those growing years, which is still his home today.

Without a doubt, his father (Albert Cowan) being a log truck all of his professional life played a large part in his sons love both of the area and of logging. "Dad hauled logs for 49 years," Cowan explained. "He drove for different companies," a number of years, "and in '78 or so bought his own truck. It was a used '75 Western Star," he explained, and some while later purchased an "... '81 new Kenworth. He trucked his entire life until sometime in the 90s," and is still vigorous at the young age of '93.

The younger Cowan knew from early on logging was his chosen profession. "I didn't really care about school," he said with his characteristic smile adding, "... I'd see the trucks pull up the hill and I wanted to get into the timber industry."

After high school graduation in '69, Cowan landed a job with, "Lin Lane Construction out of Sweet Home but they were building Hwy. 7 out Hwy. 126, around the John Day area. I started off being a grunt and ended up being a grease monkey, and also did a little of this and that," but the winter layoff brought him back to Sweet Home.

He'd met Jeanette Gerig (who goes by Jeannie) some years prior, "...in '68 or '69 on a blind date," and on returning home they married on November 24th in '71, initially settling in Albany but six months later returned to Sweet Home.

Finally Cowan joined the logging industry when "I was hired by Sam Tyler to drive log truck, which Tyler owned, while he was loading logs for contract logger Jim Weibl out of Brownsville." And with that Cowan finally got his logging start in '71.

"It was a '61 Autocar," Cowan explained. "I'd driven trucks a bit here and there trying to get on some place. You could jump in and go," he explained of the standards at the time. "And I'd been around it all my life listening to guys talk. If you'd paid attention (to what was said) you can stay out of trouble," which he did.

First log truck

With a year under his belt, Cowan broke out on his own. "I figured if someone can pay me to drive



KEITH COWAN on the track of the Valmet 911C harvester with Valmet 370.2 dangle head processor, he owns and operates along with the Timberjack 1410B forwarder, the Cat D5H crawler with fixed grapple and anything else on the site. He's the lone employee for several years by choice, with the same production working an average 12-hour day.

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See "Timber Tech"



ALAN COWAN, Keith Cowan's younger brother, is his brothers hauling contractor, who also loads his own truck with Timber Tech's Kobelco SK210LC loader with Jewell boom and shovel, using Vulcan's V700 remote, which tells him the weight on each bunk, the total weight per trailer and the total weight on the load as he loads, very handy! The weight is relayed from the cab's scale box, via an antennae on the cab guard (right), directly to the hand-held V700 monitor Cowan carries around his neck (left).



The remote antennae mounted on Cowan's cab guard sends the weight from the cab's console to the V700 remote monitor.



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Within Al Cowan's '07 Kenworth W900 is the Vulcan console that sends the information wirelessly to his remote V700 monitor, so he knows the weight on his truck as he loads it. He's had it the past three years. It's powered by two AA batteries.



AL COWAN is the contract hauler on the Timber Tech side seen here beside his '07 Kenworth W900 with Whit-Log trailer and pup. He started driving log truck in '75, and is the younger brother of Keith Cowan.

LOADING HIS FRONT TRAILER is Al Cowan operating Timber Tech's Kobelco SK210LC shovel with Jewell boom and grapple. The '07 Kenworth W900 is Cowan's fourth truck, and has a Cummins 565 ISC power plant. "It's a really good truck. I've had very little trouble with it," he said. The Whit-Log trailers he bought new in '04, and started hauling for Timber Tech in '94.



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8 Timber Tech

(Continued from Page 4)

that, I can surely do it on my own," which he did, buying a new '72 Autocar. "I paid \$25,500 for the bare truck, bought a log bunk from Jim Weibl for \$500, and bought a '59 Peerless trailer from Fred Bascom I'd pulled out of the briars." With a little effort he refurbished the Peerless trailer explaining, "I pulled it (the trailer) home with a pickup and repainted it at dad's place, , and I was in business!"

The trailer worked well for several seasons until he replaced it in '75 with a new Peerless trailer.

The Autocar was replaced in '77 when Cowan purchased a new '77 Kenworth W900, a truck he liked so much in later years he located it and "...bought it back. It's my lowboy truck now. When I bought it back it had 1.6 million and haven't had a problem with it yet."

When the timber market softened in '81, Cowan noted, "the chipping market was good, so I shifted," and began hauling chips in '82. By '85 he purchased a new Peerless chip trailer, "...for \$45,000. "I've always had good luck with Peerless. When I have good service with something I don't change."

When markets again changed round '91, "...I flat bedded for a while hauling lumber or whatever I could, but only did that for about two years," when logging picked back up again, he shifted back to the woods. It was a business he continued to enjoy "until the traffic got to me," Cowan explained. "Anticipation is the name of the game," he explained, but he was open to other possibilities.

Full time logging

Opportunity presented itself when a friend, Rod Wolfer discussed an opportunity to log for



KEITH COWAN thinning with his Valmet 911C harvester with Valmet 370.2 dangle head processor. The Valmet's cab rotates with the boom, a feature Cowan found increased his production a load a day. He runs a Komatsu bar on the processing head as well. Overall the Valmet has worked on everything from clear cuts to thinnings through the past economic downturn performing well.

Berringer and Associates, with cut to length logging. "We'd known each other for some while and he was brush piling for them at the time," Cowan explained. "Rod approached me on the idea, as a partner, and I was ready to get out of trucking. I sold my truck and we were 50/50 partners."

(Continued on Page 10)
See "Timber Tech"

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2008 Kobelco 210 Log Loader, 8,100 hrs, Recent UC, Pierce Boom and Grapple, New Cummins engine, Forestry Cab and WINCH.....**\$159,000**



2006 Valmet EX 10, Leveller, Harvester, 32' Boom, 370.2 Head, 360° Swivel, Excellent U/C, Fire Suppression, 6,712 hours. **\$140,000**



2005 Kobelco 210, 14,000 hrs, Mitsubishi engine, New Pump, Good UC, Forestry Cab.....**\$100,000**



2001 Link-Belt 3400 Q, Pierce 3345, many new parts, Excellent Shape**Only \$85,000**



1996 CAT 325L, 23,000 hrs, 60%+ UC, Double Bar Grousers, VERY STRAIGHT, JOB READY**\$58,000**



2006 Madill 1800 Log Loader, 14,000 hrs, Cummins engine, Jewell 54" Grapple, 70,000 lbs, 38' Boom, Forestry Cab, Very Straight.....**\$105,000**



2007 JD 748 GIII, Dual Function Grapple, Excellent Rubber**New Price \$105,000**



2005 Link-Belt 240, LOG MAX 7000 with Topping Saw, 16,000 hrs, VERY GOOD MACHINE.....**\$120,000**



Good Used Steel Tracks for 071 MADILL includes sprockets & extra parts.**\$9,500**



1998 TimberJack 950, Koehring 24" Hotsaw with 40° Tilt, 13,000 hrs, EXCELLENT CONDITION PRICE REDUCED**\$49,000**



Young 58" New Style Grapple, rebuilt and painted**\$8,500**

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Young Clearing Blade for D7, excellent condition.....**\$7,500**
Shop Built Brush Rake, 8'4" wide, "like MANN Rake"**\$2,000**
Talkie Tooter Mark II, 2 bugs**\$3,000**
48" Olympic Grapples, hoses**\$2,500**
2010 Kobelco 350, 6,100 hrs, New pump, Rebuilt engine, New injectors...**\$225,000**
1998 CAT 325 LL, 17, 000 hrs, Waratah 622 B, 9,600 hrs**\$105,000**

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A Dream Fulfilled

North Cowan's childhood dream was to own a log truck. As an adult, it was his dream to own a 1952 Kenworth that he admired as much as a boy. Both of his dreams have been fulfilled.

1952 Kenworth
North Cowan - Owner
Featured in "Wheels of Time Magazine" September/October 2010

COWAN TAKES GREAT PRIDE in his restored 1952 Kenworth, whose story was published in the September/October 2010 Edition of "Wheels of Time Magazine" seen here mounted on a plaque he keeps in his home.



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10 Timber Tech

(Continued from Page 8)

LOGGERS WORLD OCTOBER 2013

It was quite a financial leap, "...about a million bucks," when all was said and done, Cowan explained. "We had to buy a crawler, fire equipment, plus having the operating capital," in addition to the system itself, which they purchased through McDonald Industries.

Their first machine purchase was

a Timbco, which they paired with a Koehring 762 dangle head processor. "Pat Crawford (who designed and manufactured the Timbco hydro-buncher) was very proud of us (for making the 762 head work)."

They then purchased a Timberjack cut-to-length (CTL) harvesting system: a Timberjack 1270 harvester with a 762B dangle head processor, and a Timberjack 1010 forwarder. "The forwarder was small but no one knew that then," Cowan

said with a smile. "It was all new to us and it worked for us for quite a few years."

Their trainers were from Sweden, Cowan explained adding, "..... the first week we put out three loads a day, which they thought was impossible that we'd do it that quickly," then he smiled recalling, "...but if you'd had some pictures of the loads I was loading, it wasn't very pretty, but we were learning."

Another part of their new venture

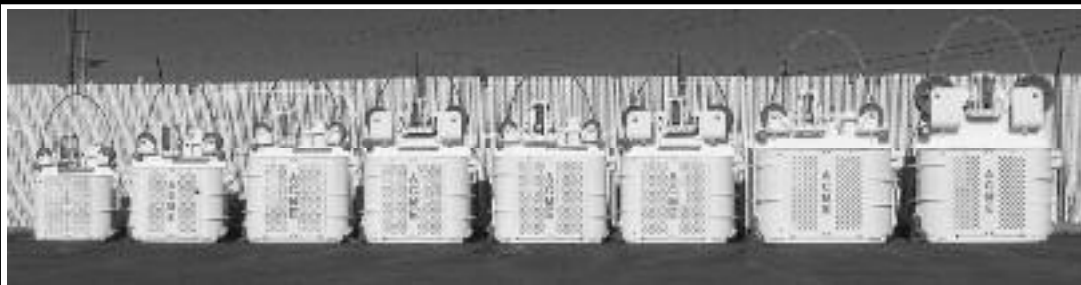
was their log trucker, Roger Emmert. "He had a mule train," said Cowan. "It was a commitment from him too, in that he counted on us and trusted us to make it."

"We bought new harvesters every other year, or two to three years," Cowan explained. "We'd changed harvesters at least twice while Rod was still a partner, (just keeping up

(Continued on Page 11)
See "Timber Tech"



KEITH COWAN'S second job is running his '99 Timberjack 1410B forwarder, collecting the wood he's processed and moving it to the landing for the next day's trucking. The forwarder sat through a good deal of 2006 thru January 2012 when Cowan's operation shifted to clear cutting, and he used his Cat D5H with fixed grapple to move wood to the landing.



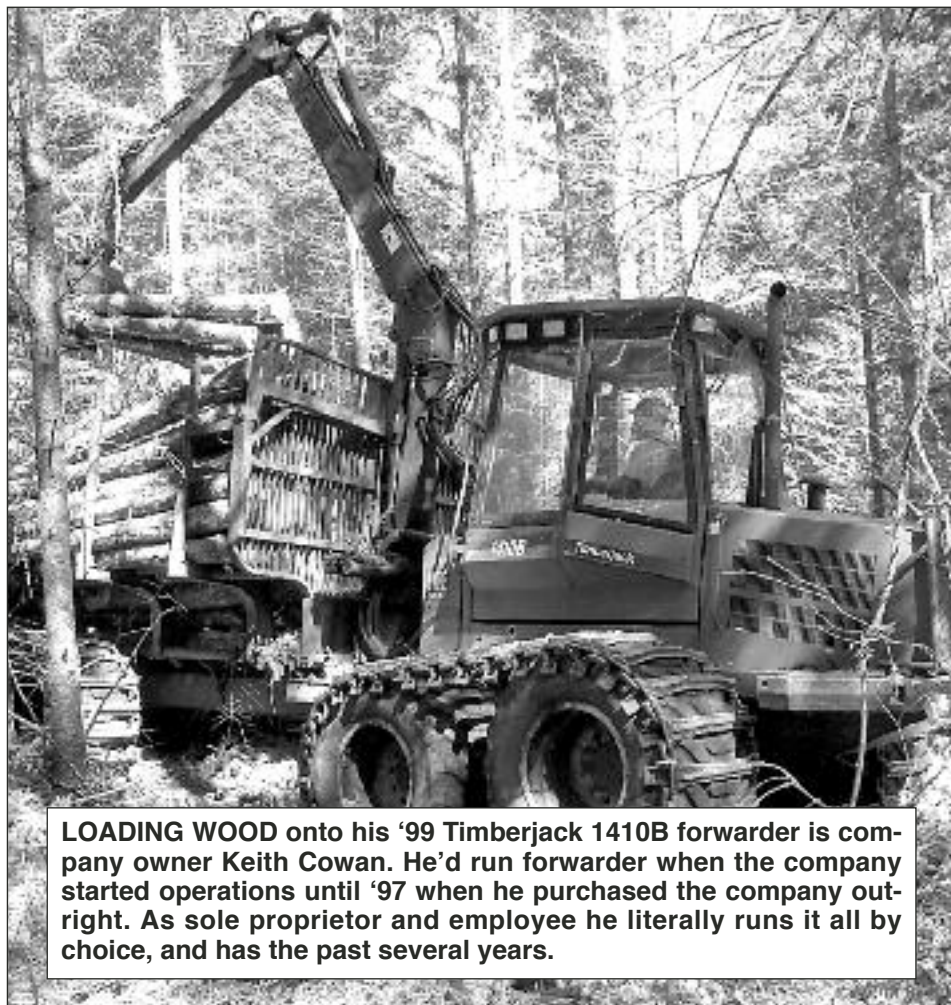
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LOADING WOOD onto his '99 Timberjack 1410B forwarder is company owner Keith Cowan. He'd run forwarder when the company started operations until '97 when he purchased the company outright. As sole proprietor and employee he literally runs it all by choice, and has the past several years.

Timber Tech

(Continued from Page 10)

with wear and tear).

Wolfer ran the harvester, and Cowan operated forwarder. "The harvester was more critical than the forwarder to operations. (The harvester had) lots of moving parts, and lots of wires," but they managed the learning curve and continued operations in that same fashion until '97.

From the start Wolfer made it clear he'd only wanted to do this for five years, which he'd already surpassed, so in '97 Cowan bought him out becoming sole owner.

A one-man show

While Cowan took over operations of the harvester, for several years he hired another crew member to run the forwarder but replacing and then, "finding someone to work and maintain equipment was hard to do. So I decided to do it on my own. It was a conscious decision." He added that he soon found, "I can put out the same amount of wood in a day as I would with a person working for me, if I just put in a longer day (about four hours more),"

and needless to say that provided for a better bottom line too. He spends part of his day harvesting, and part forwarding what he's cut so there are loads to haul in the morning.

In 2005, Cowan updated equipment changing to Valmet. "Valmet had the rotating cab and I wanted to try that... it made quite a difference: a load a day, in my production," he noted. "So it was a good move at that point." The harvesting head is a 370.2 Valmet dangle head processor as well.

Through the economic collapse of the past several years Cowan had the opportunity to continue working on clear cuts. "It was a survival thing," he explained. "Cascade Timber Consulting (CTC) said '...if you'd like to do some clear cuts we'll just keep you going,' and I said sure, "Whatever it takes." Thus until January of 2012, Cowan worked on clear cuts as well as some thinning, hard use for the harvester, which took some creative approaches to make it work. "In the oversize I'd

(Continued on Page 12)
See "Timber Tech"



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LOG LOADERS

2012 Hitachi 370, 2,400 hrs, like new cond, Jewell grapple	\$329,500
2008 JD 2554, Jewell grapple, 9,600 hrs., new u/c	POR
2004 Madill 3800C, 13,200 hrs, 1,200 hrs on u/c, good cond.	\$175,000
2002 Madill 2800, Cummins power, 1,000 hrs on u/c, good u/c	\$75,000
2004 Madill 2850C, rblt motor and pump @ 14,000 hrs, 19,300 frame hrs, 30% u/c	\$150,000
2007 Madill 1800, Jewell grapple, 13,100 hrs, good u/c	\$110,000
2007 Madill 2850C, new motor, rblt hyd. group & clys., new paint, new u/c, rebushed	\$260,000
2006 Madill 3800C, hyd group rblt, recent u/c, good cond	\$275,000
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 2800Q, 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., excellent cond	\$235,000
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
1997 Kobelco SK220, 15,000 hrs. recent Rotex, rblt motor & finals	\$55,000
2005 Young 52" grapple, excellent 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
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
2005 Waratah 622B head only, 500 hrs head	\$85,000
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
2005 Cat 322C, w/Pierce 3348, rebushed, new chain & comp., 13,800 hrs, good cond	\$145,000
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 Logmax 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 Isuzu power, rblt hyd group, new u/c	\$210,000
1997 Madill 3200B, Rotosaw, 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 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 & 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

EXCAVATORS

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 function, bunching grapple, 80% 30.5X32 rubber	\$60,000
1995 JD 748E, dual frctn bunching grapple, w/winch, 8,900 hrs., 30.5X32 rubber	\$55,000
1996 JD 548G, dual function bunching grapple, w/winch, 11,000 hrs.	\$34,000
1998 Cat 527, w/ sorting grapple, winch, rblt trans, torque, 14,000 hrs, good u/c	\$150,000
1974 Cat D7G, w/winch & stump splitter	\$38,000

FORWARDERS & HARVESTERS

1999 TJ 933C, w/bunks, clam bunk, dump box	\$55,000
1999 Valmet 921, 10,000 hrs., c/w Valmet 965 head, good rubber and chains	\$75,000

YARDERS & SWING YARDERS

T-Bird PSY 200, Cat power, Allison, Eaton brakes, 3 guyline, tilt cab, long reach drums	\$220,000
Diamond D21, new Cummins, rebuilt drum set & boom, 1 season on trans, exc. 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	\$130,000
1982 Madill 071, 8V92T power, rblt torque, tall gears, 33%, -100 chain, good u/c	\$110,000
Madill 071, recent 6V92T, rblt torque, good lines, Eagle 2	\$90,000
Skagit 739, T100 trl., 7 guylines, Cummins KT1150 power	\$210,000
Skagit 737, T90 trl, Cummins 855, rebearing drum set, new paint, good cond	\$155,000
Edco Wildcat, 6 guyline, new KTA Cummins power, rblt lower unit, Detroit power	\$210,000
T-Bird TMY 45, Cummins 903 power, recent paint, good u/c, w/rigging, Acme 100 car	\$157,500
T-Bird TMY 40, trl mount, Cat powered, good lines, ready to log	POR
Skagit BU80C, Cummins, Alison trans., Skagit T90, self prop	\$59,500

MOTORIZED CARRIAGES

Boman IV	\$39,500
Boman 9100, w/ tree jacks	POR
Acme 20, shackle passer	\$25,000

FIRE TRAILERS, TRUCKS & TRAILERS

Fire Tank, 1,200 gallon, fits on forwarder	\$4,000
2007 Chev 4500, 4X4 Dura Max 6.6, Allison trans., service box, 60k	\$49,500
Mack Fire truck	\$7,500

12 Timber Tech

(Continued from Page 11)

LOGGERS WORLD
OCTOBER 2013

hand cut, cut the first log off it, and the rest could handle with the processor." In those years in clear cuts the forwarder was parked in favor of his Cat D5H with fixed grapple to yard the wood to the landings.

They returned to thinning in 2012. Cowan explained, "The chip market is what does it. If the mill can get rid of the pulp wood then thinning is viable." The company they work for works, "...with a constant yield approach...they've done that successfully for decades."

Today's operations

"We've worked like this the better part for the past 13 years," Cowan explained. "I get to bed at 10 p.m. and get up at 3 a.m., but that's not on the job. I work a 12-hour day on the job, then get home after greasing up and maintenance. Once I'm home I'll fill the fuel tank, hydraulic oil, and bar oil," just a normal daily routine.

Cowan's also the chief mechanic, but noted if there are major problems, "Modern (Machinery) helps with the harvester and Pape' will work with us on the forwarder."

He's acquired some iron along the way including the Valmet 911C harvester with Valmet 370.2 dangle head processor; '99 Timberjack 1410B forwarder; Cat D5H crawler

with fixed grapple (purchased used three years ago; '99 Cat D5C crawler, fire truck; Kobelco SK210LC loader with Jewell boom and grapple; and his service truck, a 2001 Ford 450.

The hauling is done by his younger brother Al Cowan, a contract log trucker who drives a 2007 Kenworth W900 with 2004 Whit-Log trailer and pup he's purchased new. He's hauled for his brother since '94, and also loads his own trucks operating Timber Tech's Kobelco shovel.

Beyond logging, the Cowan's will mark their 42nd anniversary in November, and have three grown offspring: Rob (38), Shauna (36), and Kyle (32), and eight grandchildren and one more due this coming January, which will then number nine with six girls and three boys. Needless to say, the grandchildren keep everyone busy.

In addition, "I do some cowboying and hunting," Cowan explained adding, "I'll go help some rancher (friends) in Eastern Oregon." He has two horses and a mule in addition to six head of cows to keep him busy.

He laughs at the subject of retirement, which he'd "tried" in December changing jobs but that was short lived. "I enjoy it," he noted with a large smile, "especially these fall days. It (logging) has its moments like anything else, but for the most part, yeah I enjoy it."

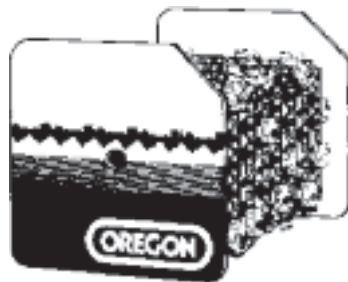


JEANNIE AND KEITH COWAN will celebrate their 42nd wedding anniversary in November. He began his career as a log truck driver in '71 and went into business buying his own truck in '72. He switched from trucking to logging in '93 and became sole proprietor in '97.

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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

MEDFORD LOG FORKS, for Komatsu WA450, good condition.....\$3,000
(2) LOG FORKS, for 966D/E/F.....\$4,500

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



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

MEDFORD LOG FORKS, for Komatsu WA450, good condition.....\$3,000
(2) LOG FORKS, for 966D/E/F.....\$4,500

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



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



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



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



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The Koller K602 Remote Control Yarder

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by Mike Crouse

The first mention of remote control yarders came in the mid-90s from some forest engineering professors who'd been traveling in Europe. Both the University of Washington's Dr. Peter Scheiss, and later from Oregon State University's Dr. John Garland, spoke of them as a possible

(Continued on Page 17)
See "Remote Control"



BRIAN BURNSIDE eases the Koller MSK-3 into the Miller Timber landing on the Koller K602 tower logging side using the Koller MultiMatik remote control "bug." Typically the "bug" is with the shovel operator who'd bring the turn to the landing, remove the chokers, then send the carriage back down the hill and clear the chute, but Burnside was an extra on the side this day and handling the "bug." They've had the K602 yarder the past two seasons and are producing on schedule with three to four guys on the setting most days.



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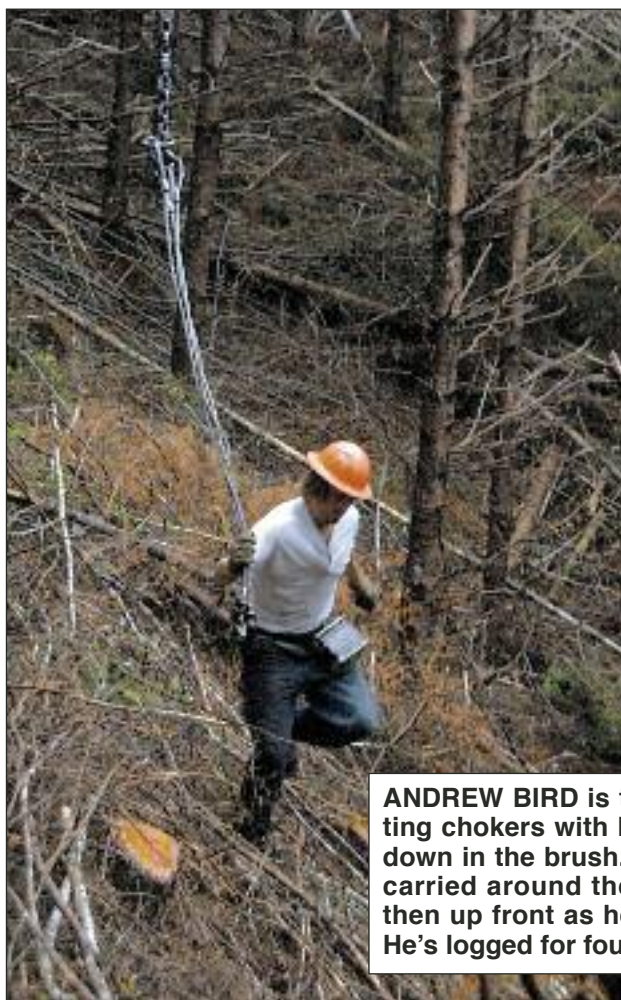
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ANDREW BIRD is the side rod on the Koller K602 site, down setting chokers with Miller's Koller MultiMatik remote control "bug" down in the brush. It's packaged in about a three pound box and carried around the waist, to the side when he's setting choker then up front as he controls the yarder and carriage via remote. He's logged for four years and been with Miller the past two.



BRIAN BURNSIDE helps bring some of the roughly 6,000 ft. of Amsteel Blue haywire they've used since the yarder was new, off the drum as they change roads. "It works pretty slick for what we use it for," Burnside said. "It's super light, super maneuverable, and it doesn't wear on a guy near as bad as steel coils."



1970 CROWN Firecoach Triple Combination Pumper. Very RARE Factory 4 Wheel Drive. 1500-500 Main Pump w-PTO Pump & Roll. Detroit 8V-92 w/6-Speed Semi A/T and Retarder (Just Overhauled by Allison Dealer for \$10-K). New Brakes, Front Springs & 11 X 22.5 Tires on Polished Aluminum Wheels. X-Nevada Division of Forestry "E-88" with under 45,000 Original Miles. All Lights, Siren(s) & Fire Radios.....\$21,500 (OBO)



CAT D-8K S/N:77V-8601, SS-EROPS, A/C, 8-S Dozer, 8-D Ripper with (3) Shanks, 12ft ATECO Slopeboard. 4,000 Hours on Exchange (Spacer Plate) Motor by Cat Dealer, 100hrs on New "E-S" Cat Undercarriage, Trunion Balls, Caps, Slobber Bits and Cutting Edges. Front Sweeps, Full Guards, Screens, Fire Curtains and Radios for USFS/CAL FIRE Work. Very Clean-Original Low Hour Machine.....\$88,500 (OBO)



2000 MANN (Heavy Duty) Brush-Rake with New Replaceable Teeth. Purchased for a (6-SU) D-6R, but will fit D-6H's & (6-S) C's. Includes an Extra Set of New Unused MANN Dozer Mounts and Pins.....\$3,500 (OBO)



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CAT D-6H XL Series-III S/N: 9KJ-0729. Differential Steer, EROPS with A/C, Heat, #6 Cat Ripper, 10ft Saf-T-Cab Slopeboard, MANN Rake Mounts, Front Sweeps, Full Guards-Screens, Curtains and Radios for USFS-CAL FIRE Work. Very Clean-Original Machine.....\$78,500 (OBO)



CAT D-6C P-S with 6-S Dozer-Tilt and Hyster Free Spool Winch. Freshly Restored X-CDF (Fortuna/D-1240). Machine has under 2,500 Original Hours from New. Updated (140HP) 3306 Engine. MANN Rake Mounts, EROPS with A/C, Heat, All Guards, Sweeps, Screens and Radios for USFS-CAL FIRE Work.....\$41,500 (OBO)



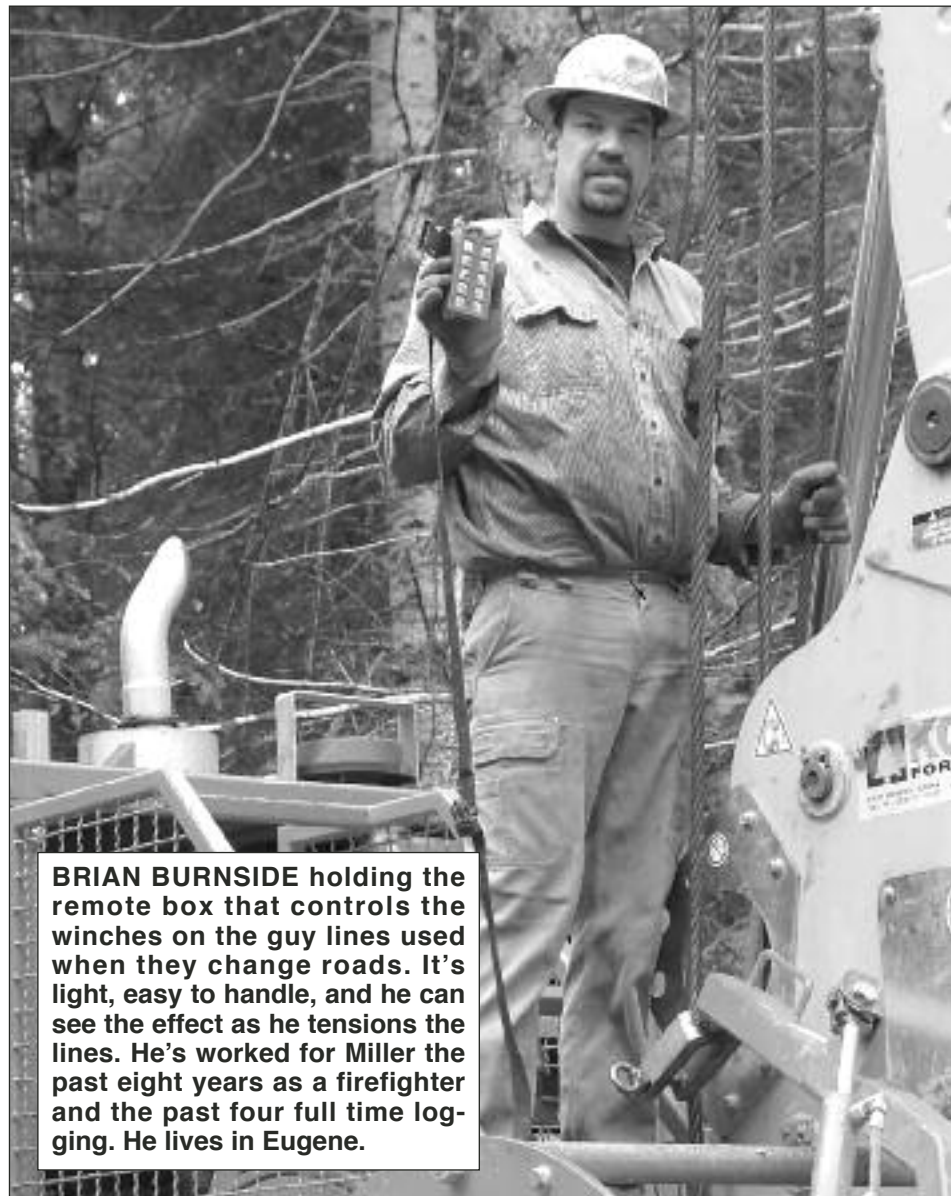
CAT 414-E (4X4) Skidloader with Woods-Gannon Box. S/N: ELB-00294. (MP) 4 in 1 Bucket. Wobble Stick Controls, Low Original Hours with All Cat Factory Updates just performed.....\$38,500 (OBO)



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CONTROLLING AT A DISTANCE using Koller's MiltiMatik remote control "bug" to ease the turn out into the corridor then sending it up the hill to the yarder, where the landing "bug" takes over.



BRIAN BURNSIDE holding the remote box that controls the winches on the guy lines used when they change roads. It's light, easy to handle, and he can see the effect as he tensions the lines. He's worked for Miller the past eight years as a firefighter and the past four full time logging. He lives in Eugene.

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■ Circle 27 On Inquiry Card – Pg. 28

Remote Control

(Continued from Page 14)

solution for smaller logging operations because such a yarder would reduce the manpower needed to log, which reduced operating costs and improved the logger's bottom line. But at that time until just a few years ago, no such yarder existed in North America.

Three years ago Lee Miller (Miller Timber Services, Philomath, Oregon), and also the Koller USA dealer for the yarder, said he was having one built by Koller and would have it in about a year.

Two years ago the K602 yarder machine arrived just in time for the Oregon Logging Conference, and finally in September of this year we were able to have the crew, the machine and ourselves all in the same place at the same time to see it in operation.

We arrived on the landing just in

time to see them log about an hour, complete the corridor they were thinning on before changing roads.

The Koller K602 at first appears similar to any thinning yarder, although it is mounted on a dual-wheel platform, which Miller has hitched to an International Harvester TD-15 Series C crawler used to move it. The four guyline machine has a 45-ft tower (which includes the extension to the tower) which is raised into place by a hydraulic cylinder. There are two hydraulic jacks to the front and back used to level and stabilize the platform.

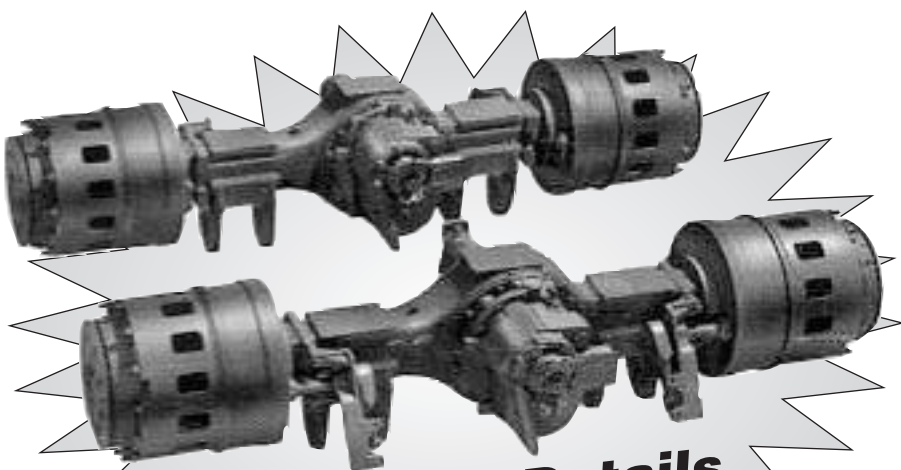
During setup the four guylines tensions are set and controlled by another remote control box, which operates each of the motors that run those spools, very handy.

When delivered Miller purchased

(Continued on Page 18)

"Remote Control"

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■ Circle 26 On Inquiry Card – Pg. 28



RUBEN AGUILAR is hook tender on the K602 side for Miller Timber, and has been with the crew the past 15 years starting as a tree planter, then fire fighter and the past two years logging. "It's good, I like it," he said. He started hook tending this past year. He seen here setting up the next road change. He lives in Salem.

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LOGGERS WORLD OCTOBER 2013

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■ Circle 25 On Inquiry Card – Pg. 28

13 Remote Control

(Continued from Page 17)

LOGGERS WORLD OCTOBER 2013

roughly 6,000 ft. Amsteel Blue 3/8ths (or so) for haywire, the pulling strength is the same as steel cable but 1/10th the weight, thus it's "super light and maneuverable," explained Brian Burnside. "It's so much lighter and easier to pull around in the brush, so much faster to work with. The yarder can feed it off using two different settings: a free spool setting and an automatic feed setting where when you put tension on the line it will feed it out as hard and as fast as the tension on it, so you can grab it and run out in the brush." He also noted it can ball up on the ground, and you cannot coil it on the ground as you would steel, both solvable with forethought. However in the two years they've used it he added, "I think it has far better benefit in this application than steel: you get more on the drum, it wears better in the brush, and it works!"

Once on the landing, immediately there were noticeable differences, not the least of which there was no Talkie Tooter whistle but instead a fairly quiet beep as the Koller MSK-3 carriage moved both on the landing and in the brush, all up to OSHA standards (of course).

Next was the four-man crew including: the hook tender setting up the next road change, the shovel operator/chaser on the landing, a single rigging slinger in the brush, and an extra man who was hauling Loggers World to the logging site and remotely operating the yarder. They could have managed fine with three men.

Typically there is no yarder engineer or chaser per se: both tasks are covered by the loader operator who typically uses one of the two remote "bugs" that control the yarder and carriage. This particular day with an extra man on the landing, he was running the yarder.

Everyman on the Miller landings has a two-way radio to maintain contact with each of the crew, good for safety and very good for clear communication between crew members throughout the day.

Koller MultiMatik

The obvious celebrity on the logging side are the two Koller's MultiMatik radio control remote "bugs" used to operate the yarder.

It's packaged in a water-proof square box that weighs roughly three pounds and is carried on a waist belt that can easily be shifted to the middle when in operation on to the side, if it's in the brush and the rigging slinger is pulling line to the chokers setting the next turn of logs.

The carriage can be programmed to automatically return to a given point of the skyline and stop. The brush man can take control of that

carriage at any point to bring it further up or down the skyline depending on circumstances with his brush "bug."

While there are two "bugs" they are set up so only one is in control at a time. The choker setter in the brush controls the carriage and winches when it's heading outbound

(Continued on Page 20)
Remote Control



ERIK BREKSTAD cleaning the chute with the Komatsu PC200 LL shovel with Pierce boom and grapple on the K602 side. He's been a wild land firefighter for eight years and a volunteer structure fire fighter the past 14. He's logged the past year, and in addition to operating shovel works with the remote "bug" to operate the K602 yarder too. He makes his home in Philomath.



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PART OF THE BRAINS of the Koller K602 yarder is on this console on the back of the yarder, which interfaces with the remote control "bugs" on the landing and in the brush. The LED screen runs through a host of functions, such as giving a reading on skyline tension as they bring it into the air and brings turns to the landing.



ERIK BREKSTAD has logged the past year full time, and had logged earlier in life for King's Ranch down in Florence, Oregon where he'd grown up, so he had some background. He's been a wild land fire fighter the past eight years and served as a volunteer structure fire fighter the past 14. He makes his home in Philomath.



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20 Remote Control

(Continued from Page 8)

from the yarder, and can pick up control at any time. The landing "bug" has control when the carriage and winches are returning the turn to the yarder.

Andrew Bird was side rod for the operation and working in the brush as choker setter. Explaining the control of the MultiMatik "bug" he said, "you can creep it, inch it or bring it up full speed." He noted there is a slight lag of perhaps 1/2 second, "... but you get used to that lag and you can be pretty precise," bringing the turn or the carriage into the position you want.

"I like it, I do. Honestly it's fun. I like having control down in the brush, and it's safer."

They have four batteries for the two bugs, just to be sure there's a plan "B" available if they have a battery die or get broken. The most recently charged goes to the brush bug. After a day's use the brush battery goes to the landing, and the landing battery goes to be charged at the end of the day. The fourth battery is in the landing shovel being charged by the cigarette lighter outlet. They've only replaced one battery due to it's being broken.

The crew

The crew is cross-trained and quite versatile, plus they rotate

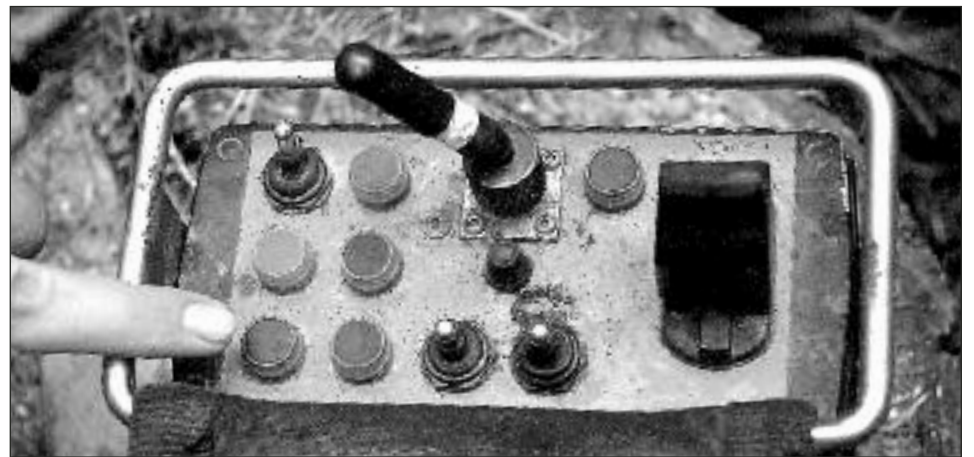
jobs in the course of the day to keep everyone fresh. Everyone knew where they were going and what needed to be done without being asked, sign of a good crew.

The operation ran smoothly without a hitch after setting up. It was quietly efficient, turn to the landing, Komatsu PC200LL shovel (with Pierce boom and grapple) operator removes the chokers, sends the carriage back over the hill, returns to the shovel to clear the chute, work up the logs then decks the wood, and readies for the next turn.

The remote control work with the carriage was faster than you'd see in most tower thinning operations just because the choker setter can see and control that carriage and turn as he's watching it weave its way to the corridor.

All in all they were hanging out about 1,200 feet and moving a good volume of wood efficiently considering it was a thinning show. The crew was very comfortable with the harder and had it working flawlessly the entire time.

As with anything in logging your there is no single silver bullet that solves any and all logging settings, but for the right circumstances, Koller's K602 remote control yarder can be run with fewer hands and is up to the task.



A CLOSE LOOK at Koller's MultiMatik remote control "bug" that runs Miller's K602 yarder. Here Andrew Bird is pointing to the "kill" switch that stops the yarder and carriage cold, part of the safety features of the unit. The "bug" weighs about three pounds and has a battery that last several days running. They rotate batteries from the brush to the landing then re-charge overnight. The small button in the upper right transfers control to the other remote "bug."

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As We See It....

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21

LOGGERS WORLD OCTOBER 2013

It is 5:00 AM in any given time zone across these United States. While many are hitting the snooze alarm, or enjoying their first cup of coffee, a dedicated group of professionals is already on the job. They are America's loggers, harvesters of the timber that will eventually make its way into every American

home in the form of building materials, the morning newspaper, paper towels, an egg carton, cereal box or those two time-honored morning rituals: brushing teeth or, well, you know.

Thousands of everyday products - including many pharmaceuticals - contain wood in one processed form or another. Not one of these products would ever reach your home were it not for loggers, the first link in an impressive supply chain that restocks your pantry, bedroom, bathroom, nursery, workshop and kitchen cupboards every time you visit a store that sells groceries, pharmaceuticals, furniture, clothing or building materials.

About 100,000 men and women are employed in logging and forestry operations in America's timbered regions: the West, Southeast, Great Lakes and Northeast. Although tree species and products vary from region to region, the job does not. Logging, replanting and tree management are all parts of an unending cycle that insures that our nation will never run out of trees and consumers will never run out of the products they consume in such

"Save for encountering a logging truck on a highway, most Americans have no interaction with the industry that supplies most of the building products, paper and packaging materials they consume daily. That's a shame because loggers - America's 'invisible' workforce - make significant contributions to the nation's economic and environmental well-being."

- Jim Petersen-Evergreen Foundation



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Thanks to private capital and advancements in the forest sciences the United States has 20 percent more forest than it did when our nation first celebrated Earth Day in 1970 - and fully two-thirds as much forestland as it had when the pilgrims landed at Plymouth Rock in 1620. Perhaps you've seen the bumper sticker that reads, "For America's Foresters Every Day is Earth Day."

More than 56 percent of U.S. forests are privately owned, much of it by families who manage their lands to create or maintain wildlife habitat. Increasingly, these lands are certified as being sustainably managed by third-party organizations that grade management quality on site. Small wonder then that between the years 2000 and 2005 our nation's forested land base grew by two million acres.

Long before logging begins, the next tree planting has been planned and budgeted. Every day, decisions are made on-the-ground by trained professionals - foresters and loggers alike - whose livelihoods and reputations turn on their ability to sustainably manage timber and deliver logs to wood processors who transform the nation's forest abundance into thousands of products that add to the comfort and safety of your family's daily life. Always remember that long before the logging begins, the next tree planting will occur in a matter of months, just as soon as the ground is prepared for a new crop of seedlings.

I invite you to get to know Ameri-

(Continued on Page 22)
See "As We See It"



Dovetail Partners' "Forest Fast Breaks"

Dovetail Partners, a leader in public education about sustainable forestry, has created a web feature called Forest Fast Breaks-presenting concise, engaging animated shorts that simplify complex forestry topics. The videos highlight forest ecology, sustainable forest management practices, and the environmental benefits of utilizing wood in consumer products and as a building material. Videos cover carbon capture, clearcutting, forest fire, green building, forest management, photosynthesis, reforestation, sustainability, water and wood products. More info, including video links, at

http://www.forestinfo.org/Forest_Fast_Breaks.

New OFRI book profiles forest-sector careers for high schoolers

As part of its effort to recruit Oregon students into the forest sector, OFRI has just published a completely revamped careers guide.

"Find Your Path" profiles 19 people working in forest-related jobs in Oregon, from a journeyman millwright in Tillamook to a forest economist in Portland. The profiles describe what the workers do, how they got where they are and what skills they developed to get there. Also profiled are a firefighter, foresters, an engineer, an ecologist, loggers and a wildlife biologist.

The new guide consolidates and

revises two older, outdated booklets.

"The new publication is more concise, more engaging, and full of photos," says Norie Dimeo-Ediger, OFRI's director of K-12 education programs, who oversaw the revision. "We're trying to appeal to lots of different kinds of people - people who like to be outdoors, people who love science or business, or those who like hard physical work. The forest sector has it all."

OFRI distributes the booklet during visits to high schools to talk about work in the forest sector. Last year, there were 189 career outreach events in Oregon, reaching nearly 6,000 teens. Over the past five years, OFRI handed out almost 32,000 of the old booklets.

- **OFRI enews**

Forest Service strangled by lawsuits

Wildfires are literally destroying lives, property, wildlife and forests in the West. It might be time for at-risk states to learn from Montana's experiences with fire prevention. Montana's state-controlled program is a winner, while three miles away, attempts under federal control, namely the U.S. Forest Service, are a complete failure, according to RANGE magazine, a national publication devoted to food producers who fill supermarket shelves, and an advocate for commonsense solutions to environmental issues.

Derek Weidensee, an award-winning forestry expert, writes about two timber sales that are

three miles apart, but worlds apart in efficiency, profit, and fulfillment of the public's will. "The two timber sales show what's wrong with the Forest Service in Montana, but also what's right with every state timber sale program in the West," he writes.

The sale under the jurisdiction of the Forest Service is the Bozeman Municipal Watershed project, which proposes to thin a few thousand acres to reduce forest-fire severity in the watershed that provides 80 percent of Bozeman's drinking water. The Forest Service began its process in 2006, and seven years later it is still tied up in radical-enviro litigation.

On the other hand, the Bear Canyon Timber Sale under state control began public scoping in 2010 and by the end of 2012, logging (thinning) was almost finished, and the state made a tidy profit from the \$900 per acre the loggers will pay for it.

Not only does the thinning of disease- and drought-plagued trees reduce crown-fire hazard, it has

(Continued on Page 24)
See "Roundup"

As We See It

(Continued from Page 21)

ca's loggers - perhaps for the first time in your life. I believe that you will enjoy their underappreciated story as much as they enjoy serving so many of your family's needs.

Jim Petersen is a co-founder of the non-profit Evergreen Foundation, and publisher of Evergreen, the Foundation's periodic journal. The Foundation was established in Medford, Oregon in

1986 to help advance public understanding and support for science based forestry and forest policy. For more information, visit their web site at www.evergreenmagazine.com.

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 or contact their office at 409-625-0206.

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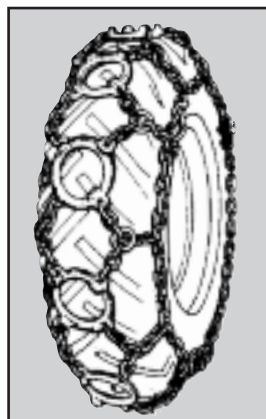
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Summary Judgment....

Oilman with Regan-Era Lease Still Waiting to Drill, Sues

by William Perry Pendley

In September of 1981, President Reagan determined whether to grant permission to drill on a federal oil and gas lease in Wyoming. In the summer of 1981, two federal agencies completed months of study of an application for permit to drill (APD) by an oil company that owned a lease in the Bridger-Teton National Forest southeast of Jackson in

Teton County. They concluded the APD should be granted. When the recommendation reached Washington, Wyoming's congressional delegation was briefed that Secretary Jim Watt would approve the APD. Meanwhile, environmental groups were gearing up for a major battle on the issue.

Future Wyoming Governor Mike Sullivan, a Democrat, learned the

opposition had gone beyond angry words. Death threats had been issued against Watt, threats that Sullivan thought serious enough to convey directly to his fraternity brother Watt. Then Watt heard from a unanimous and Republican Wyoming delegation: deny the APD! In time, Watt had a meeting in the Oval Office; he feared he was about to let Reagan down. Reagan stiffened Watt's backbone. "No," Reagan declared and then uttered a paraphrase of remarks that would become famous in his Second Inaugural Address: "If not us, who? If not now, when?"

President Reagan consistently demonstrated rare courage in his efforts to permit Americans to discover energy on the nation's "federal lands," which he reminded, "the very term means it belongs, to us to the people of America." Reagan would be shocked to learn that a man issued a federal oil and gas lease less than a year after that White House meeting has been unable to drill for over 30 years.

In June of 1982, the Bureau of Land Management (BLM) issued Sidney M. Longwell of Baton Rouge, Louisiana, a 6,247 acre oil and gas lease in the Badger-Two Medicine Area of

Lewis and Clark National Forest in Glacier County in northwestern Montana. In 1983, Mr. Longwell assigned the lease to America Petrofi-

na Company of Texas, which later became Fina Oil and Chemical Company. In October of 1983, Fina submitted an APD to drill to evaluate the natural gas potential of that part of the Overthrust Belt. After extensive review pursuant to the National Environmental Policy Act (NEPA), seventy-six (76) separate appeals, and a ruling by the Interior Board of Land Appeals (IBLM), the BLM, in consultation with the U.S. Forest Service, the Montana Department of Fish, Wildlife, and Parks, and the U.S. Fish and Wildlife Service, approved the APD in 1985, in 1987, in 1991, and finally in January 1993.

In April of 1993, seven environmental groups filed a lawsuit challenging the approved APD. Then Senator Max Baucus (D-MT) introduced legislation to bar surface disturbances on oil and gas leases in the area and to evaluate the area for wilderness designation; he also demanded that Secretary Bruce Babbitt impose a moratorium on oil and gas drilling there. In 1997, the lawsuit was later terminated.

In June of 1993, Secretary Babbitt suspended activity on the lease purportedly to await congressional action. In 1994 and 1995, he extended the suspension for the same

(Continued on Page 24)
See "Pendley"



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24 Pendley

(Continued from Page 23)

reason. In 1996, he continued the suspension but this time asserted that it was necessary to comply with the National Historic Preservation Act (NHPA). In 1997, Secretary Babbitt extended the NHPA-related suspension and finally, in 1998, he continued it indefinitely!

In 1999, in the face of the interminable delay, FINA assigned its lease and APD rights back to Mr. Longwell. In July of 2004, he assigned his rights to his company Solenex, LLC, which, in May of 2013, asked that the suspension be

lifted; that request was denied. In June of 2013, Mr. Longwell sued Secretary Sally Jewell and others.

Is it any wonder that the miracle of hydraulic fracturing that has produced untold energy riches all across the country has been exclusively on State and private lands, and not on the third of the country owned by the federal government?

(For more information: Solenex, LLC v. Jewell)



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

Roundup

(Continued from Page 22)

proven to be profitable for other states. For the last 10 years Montana has averaged two dollars in revenue for every dollar in cost. The state of Oregon, which owns only three percent of its forested acreage, harvests more timber than the Forest Service, which owns 60 percent. In fiscal year 2011, Washington state made \$98 million in revenue while spending \$30 million, says Weidensee. In British Columbia, the Canadian government owns two percent, but has de-

posited \$1.2 billion at a cost of \$600 million.

"What these state sales have in common is that you can't sue to stop a timber sale," he says. Litigation by environmental groups is ultimately to blame for the Forest Service's inability to make progress, he writes. A 2010 Government Accountability Office (GAO) study found that Montana had more environmental lawsuits filed than any other state. Currently there are 11 lawsuits pending, with

(Continued on Page 25)
See "Roundup"

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Roundup

(Continued from Page 24)

the objective to delay timber sales for years. In Colorado all litigation has stopped due to widespread fears of wildfire.

According to Weidensee, there's widespread support for more logging in Montana coming from both conservatives and liberals. A movement brewing in the West calls for returning Forest Service lands to the states. Another solution for reducing litigation that has been proposed is requiring environmental groups to post a bond on the timber sales they litigate. Also being explored is the idea of mega environmental impact statements that would limit enviros to one chance to litigate instead of 100 chances, and if the suit is upheld in court, then logging is guaranteed for the next 10 years.

"It's only a matter of time before Montana must find a solution for its massive wildfires," writes Weidensee. "Without that solution, one thing is certain: with every future megafire, it's only a matter of time before the next generation will vilify their radical-enviro grandparents for helping to destroy the forests in

Montana. - *RANGE News Bits*

Military spends millions protecting gophers as furlough hits workers

A total of 650,000 civilian employees are now being furloughed at U.S. military bases in response to sequester cuts — but the Department of Defense is still spending millions to protect fuzzy critters.

Joint Base Lewis-McChord (JBLM) in Washington state just received a \$3.5 million department grant to purchase land around the base in an effort to protect the Mazama pocket gopher, a species that has not even been listed as endangered or threatened.

The expense is not sitting well with furloughed workers.

"That really makes me mad that they would do that," said Matt Hines, one of 10,000 civilian employees forced to take a 20 percent pay cut. "I'm all for saving animals, but at what cost?"

Under REPI (Readiness and Environmental Protection Initiative), the Department of Defense and other federal agencies have spent \$397 million to protect 264,000 acres

around bases since 2003.

Sarah Hamman, from the Center for National Lands Management, has been tracking the Mazama pocket gopher in the prairie land around JBLM and says the military's involvement has been critical.

"The Department of Defense is a really important partner in this process in terms of providing the funding and providing the land for these species," Hamman said.

In addition to the Mazama pocket gopher, environmentalists say the purchase of 2,600 acres of prairie land around JBLM will also help Taylor's checkerspot butterflies and streaked horned larks.

"Although our primary mission is fighting wars and military training, like other federal agencies, we have a requirement to support the recovery of listed species," said Jeffrey Foster, a civilian ecologist at JBLM and wrote the grant proposal.

The Endangered Species Act does allow the military to appeal for exemptions from the land use restrictions on designated critical habitats.

Glen Morgan, of the Freedom Foundation based in Olympia, Wash., has represented landowners who have been fighting what he calls the government takeover of

private land. He said the Mazama pocket gopher is not distinct from gophers that are thriving throughout the Midwest and indeed survive remarkably well even on the JBLM artillery ranges.

"It shows our government is out of control and our priorities are completely out of whack," Morgan said. "And they're skewed in a strange way that has no benefit for people who live here or even the animals they claim they're trying to protect."

In addition to the \$12 million in federal and state funding to buy 2,600 acres around JBLM, the Department of Defense also issued a \$1.75 million REPI grant to Eglin Air Force Base in Florida to protect tortoise habitat.

A DOD spokesman said the program accounts for a relatively small amount of money and provides a buffer around bases to lessen conflicts with human neighbors over training. JBLM commander, Col. Charles Hodges, would not comment on the gopher spending, but he is upset about the furlough's impact on his civilian workforce.

"It's frustrating after all the sac-

(Continued on Page 26)

See "Roundup"

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LOGGERS WORLD OCTOBER 2013
rifices these folks have made that we're asking them to sacrifice more," he said.

Hines' family is sacrificing more than most. His wife and son are also civilian base employees. His household is losing \$1,300 a month in pay.

"I think when this is all said and done, some people are going to lose their houses," said Hines. "They're going to be in financial ruin and I just don't think the government really, really understands that."

- Foxnews.com

National Forest Management hearing

The Senate Energy & Resources Committee conducted a hearing titled "Challenges & Opportunities for Improving Forest Management on Federal Lands." Among the many witnesses who testified to urge immediate improvement in national forest management included Bill Imbergamo, the Executive Director of Federal Forest Resource Coalition (AOL is a FFRC member). Imbergamo supported reformed environmental analysis that currently prevents US Forest Service and BLM management. Imbergamo said "the situation is analogous to a mouse that has been dropped into a maze with a piece of cheese at the exit. Unfortunately, the cheese has now

been removed, the exit has been sealed and the maze has been set on fire. We can expect a high level of activity from the mouse, but we certainly cannot expect a good outcome. Only Congress can fix the maze."

- AOL Mainline

Watershed stakeholders are uneasy with Blueway System

Two major stakeholders in the White River Watershed believe that a consortium of citizen and government groups who support the National Blueways System should take another look at the program they advocate.

Jim Gaston, owner of Gaston's Resort on the White River, and Forrest L. Wood, founder of Ranger Boats and an owner of substantial acreage on the White, agree that the National Blueways System should have been vetted through traditional legislative channels.

Instead, the program was created by a federal agency order. The White River's inclusion in the program, announced at a ceremony in Little Rock on Jan. 9, left property owners and state and federal legislators scrambling to figure out how the program will work, Wood said.

"There are several good arguments against this," Wood said. "Previous and current land owners along the river as well as state and local agencies have maintained the

White River for many years in such a way that many millions visit here each year and many want to live here."

Wood, who has served as a member of the Arkansas Game and Fish Commission, says he believes the Blueway designation ignores state sovereignty and aims to control more of what belongs to citizen property owners.

U.S. Department of the Interior Order 3321, which created the program, includes language stating that it is not meant to affect the use of private property.

"Nothing in this order is intended to be the basis for the exercise of any new regulatory authority, nor shall this initiative or any designation pursuant to this order affect or interfere with any federal, state, local, and tribal government jurisdiction or applicable law including interstate compacts relating to water or the laws of any state or tribe relating to the control, appropriation, use or distribution of water or water rights," the order says.

Wood says the Blueways order may waive regulatory authority, but it cannot make moot the powers of the 26 stakeholder groups that have signed onto the Blueways system. Each one has substantial powers as lobbying organizations or as governing agencies, he said.

- <http://enews.earthlink.net>

EPA proposes pulp mill rules

The Obama administration wants new regulations for mills that turn wood into pulp.

On Thursday, the Environmental Protection Agency (EPA) is scheduled to publish in the Federal Register a proposal governing plants that use chemicals to break down wood chips into a mush that can be used to make paper.

The proposal includes new emission limits for furnaces, tanks and kilns, and requires additional testing, monitoring and reporting.

Though the new measures would not lower emissions, the EPA claims they will "provide consistency" for meeting current national standards.

The new source performance standards would only apply to new or newly modified facilities. Reforms in the proposal are expected to cost mill owners a combined \$390,000 each year for the next five years, the EPA estimates.

The agency first set performance standards for the plants, known as kraft pulp mills, in 1978, but is required by the Clean Air Act to review them at least every eight years. The standard was last updated in 1986.

There are about 99 kraft pulp mills in the United States under EPA regulation.

- Thehill.com/blogs



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Address

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