

# LOGGERS WORLD

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*Persistent Quality*

## R&T LOGGING OF OREGON PHILOMATH, OREGON

SEE PAGE 4

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# Finley's Rigging Shack

"Classic"



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

**O**tto is a logger who falls timber. He works for Weyerhaeuser, Grays River. He lives at Cathlamet. He is a Finn.

Recently I received a book about Finnish people and gave it to Otto. He was very interested in the book. He heaped praise on author Walter Mattila.

Somewhere the phrase, "Finns are glum" came up. Otto wrote me a letter and talked about this. The letter is gone-so I'm talking from memory, which is always dangerous. Otto said that the appearance of certain people may be glum but that doesn't mean they are glum inside. These serious-faced people may be very happy, self-confident people who don't feel as though it must show on the outside. They hold themselves in. They are more humorous, friendlier and more outgoing than you would judge from their normal expression. When you are talking to this serious man all this good stuff comes out. He doesn't give out the same material when in a crowd of people.

I agree. Many years ago I had to work with a man who wore a serious, glum expression. Wore it all the time. Looked the same asleep as he did awake. A man would think that he worried a lot, didn't have a sense of humor and was pretty miserable. This was not true. The exact opposite was true. This man was interesting, full of humor and had a fresh grasp on things. A pleasure to work with. He had developed a poker face and never played poker. But you couldn't find these prizes of personality without digging for them. The rewards were worth three times the effort.

Back to Otto. To me Otto Oja has a grasp on life and living that is rare and realistic. He knows what he wants to do. He has much freedom. You can disagree with him and he allows you that

without personally changing his feelings about the disagreement or you.

I first met this talented logging man 14 years ago. Since then he and I have exchanged at least one letter a week. Letters of freedom. We don't need to answer each other. We don't need to talk about what the other man talks about.

From these letters I discovered Otto is a fine writer. He says things simply and plainly and clearly. He doesn't need to re-write because he writes right the first time.

I like the way he looks at things. I like Otto Oja.

*"The thing I admire most is people who face life with courage, loyalty, and have a sense of humor."*

- Hal Boyle

**O**ne of the first things I remember is my father as a young man clearing some land so we could raise a garden. It boggled my young mind to watch him carry and pile and burn large chunks. He was working in the woods out of Granite Falls, Washington. I was maybe six years old at the time.

Hal Boyle could have been talking about my dad. He had a family to raise in a damned tough time, and he raised a tough family. That took courage. Loyalty? Dad has the same friends and the same loyalties he has always had. He has been consistent to himself and to others. Sense of humor? He had that, he had to. Without a sense of humor any of us would go mad.

He knew more songs and stories to tickle, inform and entertain us than can be believed. It used to be a rare and wonderful evening when he and other loggers would exchange stories. Some of those stories, most of them, are locked in my memory bank yet.

There are thousands of men, maybe millions, like my dad. They go out and work-work every day-and they work for others, for their families. Year after year they put in their time and they share everything they make with others. Shoes,

dentist bills, groceries, clothing and dozens of other things they give to their mates and their young.

It will continue to amaze me that this is done. That sharing is so commonplace. That people can take the constant whipping they do and come back grinning, and full of hope, for more.

Bravery is so commonplace that we don't even notice it. People are hit hard and sudden by accidents and bad luck. They heal up, come back and are better than before.

Amazing. Hopeful. I agree with Hal Boyle, "The thing I admire most is people who face life with courage, loyalty and a sense of humor."

When I was young we entertained ourselves-and did rather well at it too. When my dad and other loggers would get together they would tell the most exciting stories. I couldn't wait until I was big enough to be a logger. My desire to be a logger probably started then and there.

*Two of those stories stick in my mind.*

**O**ne Saturday the super of the outfit came to the bunkhouse and told the donkey puncher that he'd have to stay in camp another day. The next day, the super, Charley, and the donkey puncher, Jim, would have to tear the fire brick out of the boiler and put in new brick.

This wasn't good news to Jim, but jobs were scarce and he stayed over. Next day Jim was in the firebox and prying the old brick loose. Charley was outside and helping from there. Charley was constantly giving orders and urging Jim to hurry-hurry-hurry. Soon Charley and Jim changed places. Charley was in the firebox and putting in the new brick. Jim was outside mixing mortar, handing in brick and doing other things.

Charley was still ordering and urging and talking. This was getting on Jim's nerves.

Finally he had enough of all this B.S. he could stand.

He reached over and slammed the firebox door shut and popped shut the latch. He hollered in and told Charley that he quit. He was going to camp and he'd send someone back later to let Charley out.

Jim got to camp and stuffed his pack sack full of his belongings. He slid into the pack and went

(Continued on Page 26)  
See "Rigging Shack"



FINLEY HAYS

## In This Issue...



**COVER PAGE PICTURE:** TOM COOK brings a turn up to the R&T Logging of Oregon landing with their Madill 071 yarder and an Acme 28 motorized carriage. They were running Fortronics electronic chokers Cook can release to free the turn for quick cycle times and added landing safety. Matt Cook was operating their new Caterpillar 324D carrier with a Waratah 622B dangle head processor to both clear the chute and process logs. Decking and loading logs with the Cat 325D shovel loggers is Raymond Borton.

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# PERSISTANT QUALITY

## R&T LOGGING OF OREGON PHILOMATH, OREGON

By Mike Crouse

**T**he Cook family migrated to Oregon from Ohio sometime during the late 20s. "Dad (Lawrence) was born in Ohio," Tom Cook explained. "I have no idea what dad did before coming to Oregon. His father left when dad was seven or eight years old, and during the Great Depression. Dad and a sister were taken in by a family named Flemming," noting that times were very tough, families knew each other, "they were all raised, knew each other... nobody got adopted." Flemming worked in the woods and the sawmills, he explained. "The guy who raised him had worked in the woods and done a bit of everything, and they'd cut firewood," Cook explained, which served as his introduction into the woods.

Following high school graduation in the late 30s, Cook worked for a while at a Mill down in Siletz, and around 19 he started working with Small and Daniels Logging (out of Blodget) driving log truck before heading off to the Navy and World War II.

Cook returned to Oregon after the service and worked with his mother's father (Marvin Clark) logging and milling those logs on Clark's small wood mill. "They'd log to the mill, then mill the wood," he explained, with the day's work being dictated by the prevailing weather, until the markets tanked, "...and they got out of the mill."

Cook continued logging for others including, "...Triple T (Thompson Timber Co.), cutting timber for Rex Clemens, and later worked for Small and Daniels who loaded for Thompson Timber another two to three years." He then spent another few years working "... for the Underhills," as well.

By the mid-50s he broke out on his own logging with George Miller for a number of years, later buying Miller out and forming L.B. Cook Logging Company, which some years later as his sons were old enough became L.B. Cook and Son Logging in '65 then L.B. Cook & Sons Logging Company when they incorporated in '71.

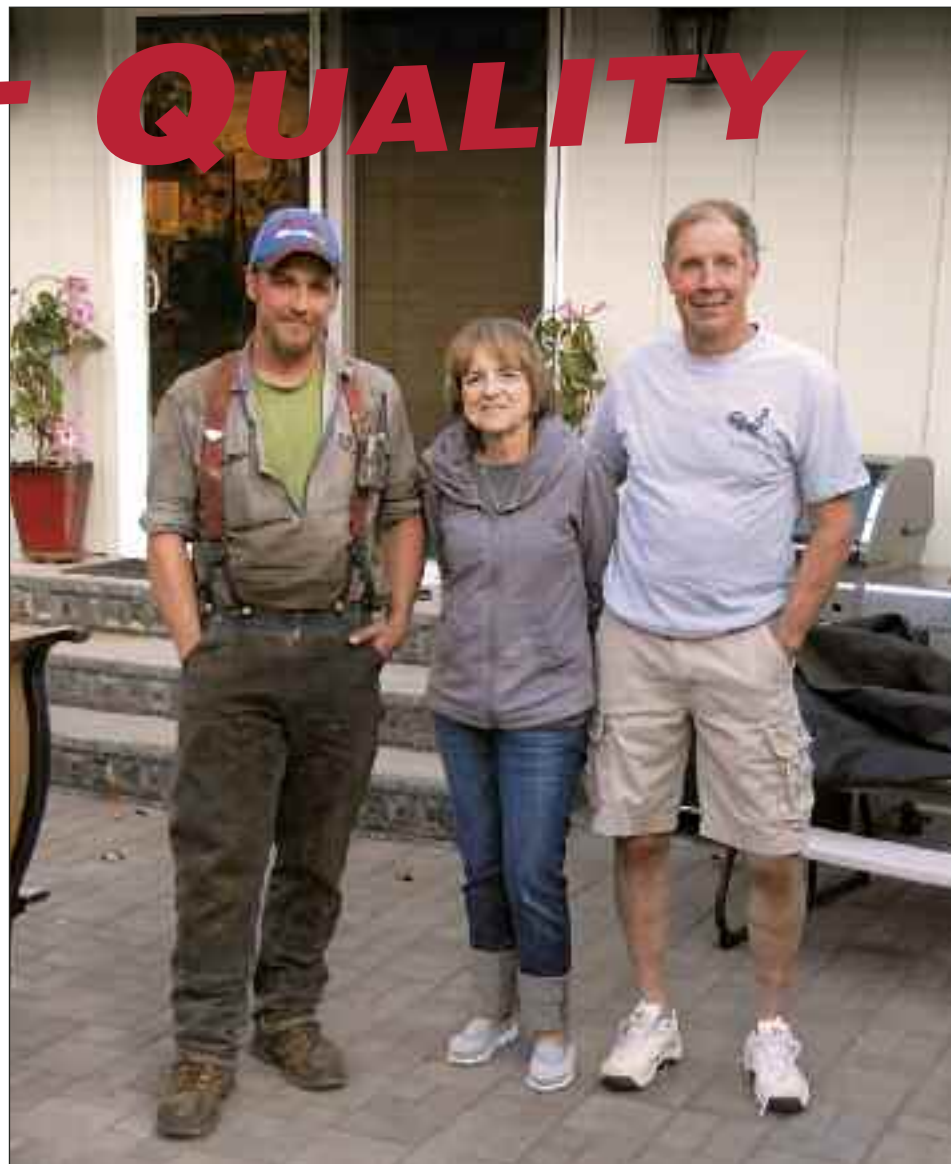
### The next generation

**O**f the five offspring (three boys and two girls) Tom, born in 1950, was the youngest of the brood, next to his brother Dale, "... he's a year, a month and a day older than me," he laughed recalling "we were always the little boys."wor

They went entirely through school in Eddyville, with Tom graduating in 1968. While he'd worked in the woods with his dad and brothers while growing up, typical of many at that age, "I had no idea," what he wanted to do. "I enjoyed the work but was looking to do something else. I didn't think I wanted to be a logger."

He loved racing motorcycles at the time and had designs on a motorcycle tour of Europe with his sister and her husband, but that point in time and his being 19 the draft Lottery was going on, "and my number was pretty low." With the strong possibility being drafted looming on the horizon, Cook went down to see the local Army Recruiter, "...who convinced me to join."

(Continued on Page 5)  
See "R&T Logging"



THE OWNERSHIP OF R&T Logging of Oregon (from the left) Matt Cook, youngest son and co-owner with his parents and partners, Rose and Tom Cook. R&T began as a partnership in '82 with Cook becoming sole owner in '94. They've remained a small operation with a five man crew running a Madill 071 tower, or their 330 Kobelco yoder, and are fully mechanized.

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(Continued from Page 4)

"I went to asphalt paving, operations and maintenance school, part of the Army Engineers Group," Cooke explained, "and then didn't do any of that but that's what I was trained for," he said with a smile. "I served a tour in Vietnam," and got out during the downsizing in February of '73, returning to Eddyville enrolling in Linn-Benton Community College, "just for something to do."

When the weather began improving in March, "I decided I should be outdoors," and he went to work in the woods for his father's company, L.B. Cook Logging in 1975, earning his spurs and learning the business over the next several years.

### Forming R&J Logging

In April of '82, Cook left what had become DTL Logging, and with a friend of his from high school, Ron McNeely formed R&T Logging with as he described it, "...not a lot of money." Cook got a skidder from his dad at DTL, "... and Ron brought a pickup, so with a skidder, a couple chainsaws, and a pickup we were in business logging."

DTL had two sides operating at that time and Cook had worked on DTL's Thompson Timber Co. side, and when they started R&T "...kinda took over that side."

By November, "it was too wet for us to ground skid so we both went to work for another company, and when April came we went back (and the site dried out) we went back to skidding for Thompson. The following winter we were the rigging crew for DTL," he explained.

Their third year of operations they contracted for North Side Lumber Co. and were out on their own. "It was lean but we made some money," Cook explained. They then picked up another job with a farmer, "...cutting his million ft. side... a good sized project for us and it paid. We fell it, bucked and yarded it."

They ran a two-man show a few more years before hiring a third man, "...just looking for more production, which worked out," Cook said.

(Continued on Page 10)  
See "R&T Logging"

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RICHARD REYNOLDS has logged the past 30 years, buying his first truck in '83, and has owned a total of seven trucks, the most recent being this '03 Kenworth T800 powered by a Cat 550 and pulling a Whit-Log Trailer. He's one of R&T Logging's contract haulers, comes from a long line of loggers in his family from his grandpa on. He owns a second truck that was hauling for Melcher Logging out of Sweet Home.

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**JERRY DAVIS** (left) brings the 2000 Kenworth T800 log truck with Whit-Log Trailer he drives for Russell Watkins, Inc. out of Philomath, who has three log trucks. Davis started logging in '59 bucking for six years behind his father who was a timber faller, before running equipment. He's been driving the past six plus years for Watkins.



**MATT COOK**, is a partner in the company, growing up in the business and starting in the woods his freshman year of high school during summers, and came to work full time after getting an Associate's Degree from Linn-Benton CC. He runs virtually all of the machinery but spends most his time running processor. This Cat 324D paired with a Waratah 622B dangle head processor R&T purchased new in June of 2013, and both clears the chute and processes logs beneath the R&T tower. His dad credits him with being the catalyst in their modernization and mechanization since joining the company.



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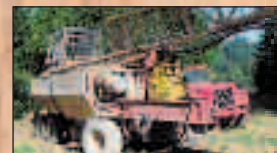
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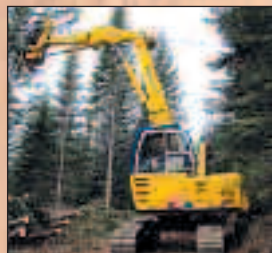
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**1995 Kobelco SK 300 LC**, Yoder, 2 Pullmaster Yarding Winches, 1 Hydraulic Guyline, good fuel economy. **\$125,000**



**1997 CAT D4H TSK**, 9,300 hrs, ESCO Swing Grapple, Good UC 70% except it needs pads. Good tight machine.....**CALL \$**



**1994 TBIRD 736 DL**, Fresh engine, Boom Chain, excellent operating condition, Job Ready ..**\$49,000**



**1998 TimberJack 950**, Koehring 24" Hotsaw with 40° Tilt, 13,000 hrs, Excellent Condition, Price Reduced **\$49,000**



**48" Olympic Grapples**, hoses **\$2,500**



**1995 Kobelco 120** Jewel Guarding Pack, 24" Cab Riser, Isuzu engine, many recent repairs .....**\$35,000**



**Timbco 435 Leveller**, Waratah HTH 230 Processor. **\$55,000**



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

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 Talkie Tooter Mark II, 2 bugs.....\$3,000  
 2001 Madill 1236DL, Pierce 3345 Stroker, excellent condition\$69,000  
 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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**2001 Link-Belt 3400 Q**, Pierce 3345, many new parts, Excellent Shape .....**Only \$85,000**



**CRAIG BORTON** is rigging slinger for R&T Logging and joined the crew two years ago. He's a fifth generation logger, and the son of Raymond Borton whose a veteran member of the R&T crew running yarder, shovel or whatever's needed. Borton lives in Eddyville.



**GREG BIERMAN** had just started logging, joining R&T a few weeks prior, having spent the previous decade as a carpenter. He was raised in Roseburg and his family had logged as well, and lives in Dallas. "It's going good," he said. "I like it."



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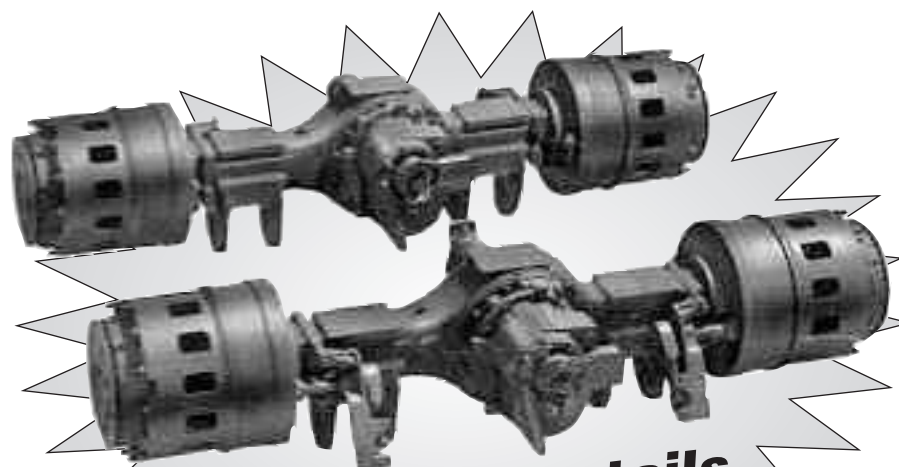


**DAVE THOMPSON AND BARRY THISSELL** work for Jeff Turner who is the contract cutter working for R&T Logging on this logging side. Thompson's a 26 year veteran logger who started in the brush setting chokers before he started cutting. He learned the trade working with Gary strong for 10 years. He uses a Stihl MS660 chain saw with a 36" Oregon bar and Oregon chain and lives in Alsea. Thissell is a fourth generation logger who started logging in 1980 and learned cutting working with his father in 1982, bucking for him for seven or eight years, not as a timber cutter his dad was, "...pretty cagey." He also runs a Stihl MS660 with a 36 or a 42 inch Oregon bar and chain.



**DALE COOK** is Tom Cook's year older brother and owns D&S Trucking who was contract hauling for R&T Logging.

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**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**

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**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**



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**(2) LOG FORKS**, for 966D/E/F.....**\$4,500**




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**RAYMOND BORTON** loads Dale Cooks Kenworth W900 log truck with R&T's Caterpillar 325D shovel that's their primary loader and shovel loader. Borton's a fourth generation logger who started his career right out of high school in 1980, starting for R&T setting chokers at the time, and has worked for the company a few times. He operates a bit of everything, including the yoder, the yarder, and loader, making his home in Burnt Woods.



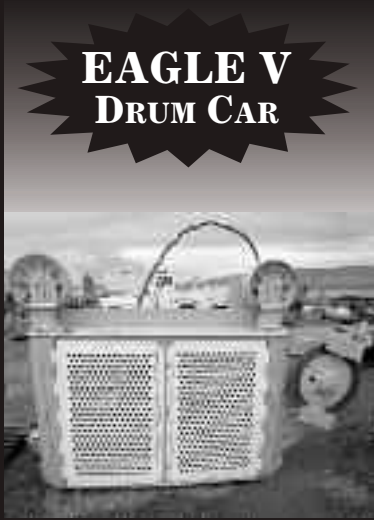


## SUPER EAGLET

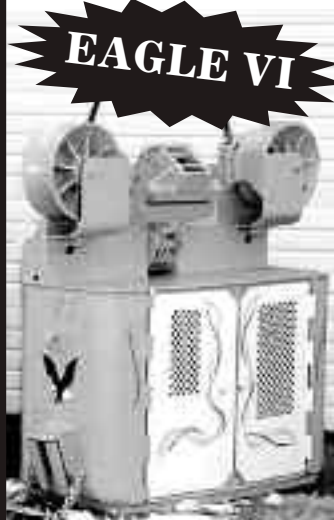
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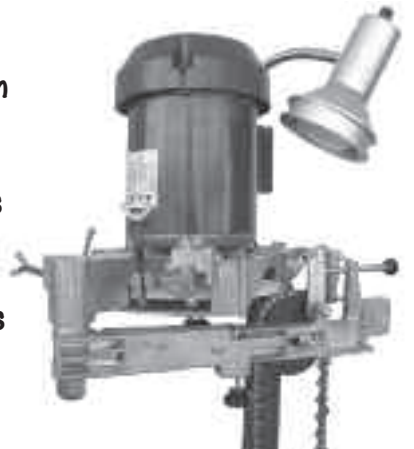
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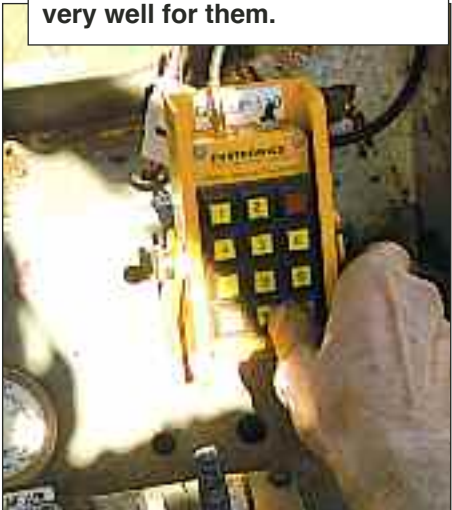
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TOM COOK seen here at the controls of R&T's Madill 071 yarder. They run an Acme 28 carriage on the Madill and have an Acme 10 carriage they use with their 330 Kobelco yarder. They also use a set of six Fortronic remote control choker bells, using the control box (below) to release some or all chokers, which have worked very well for them.



## R&T Logging

(Continued from Page 5)

Around '90 they added a small truck mounted three-guyline Skagit BU20, which enabled them to log year round (even though they'd managed that ground skidding before).

While working for WTD a portion of the yarder ground they were logging was more than the BU20 was really up to, "...so we rented a tower from his brothers at DTL that was just sitting, a BU30 that had a Detroit diesel 471 for power and six guylines. We could log further,

pulling bigger turns, and getting more wood with less effort!"

By '92 Thompson Timber told them they needed a bigger yarder, which led to their buying a West Coast Falcon Yarder (which is similar to a Madill 071), and a good move for them. Also that year Raymond Borton, a long time crew member, first joined the company.

In '94, McNeely sold his interest to Cook who became sole owner, who then decided to sell the yarder, logging with a skidder and a crawler and worked by himself for a span of time, then shifted focus to thinning, hiring a small crew and

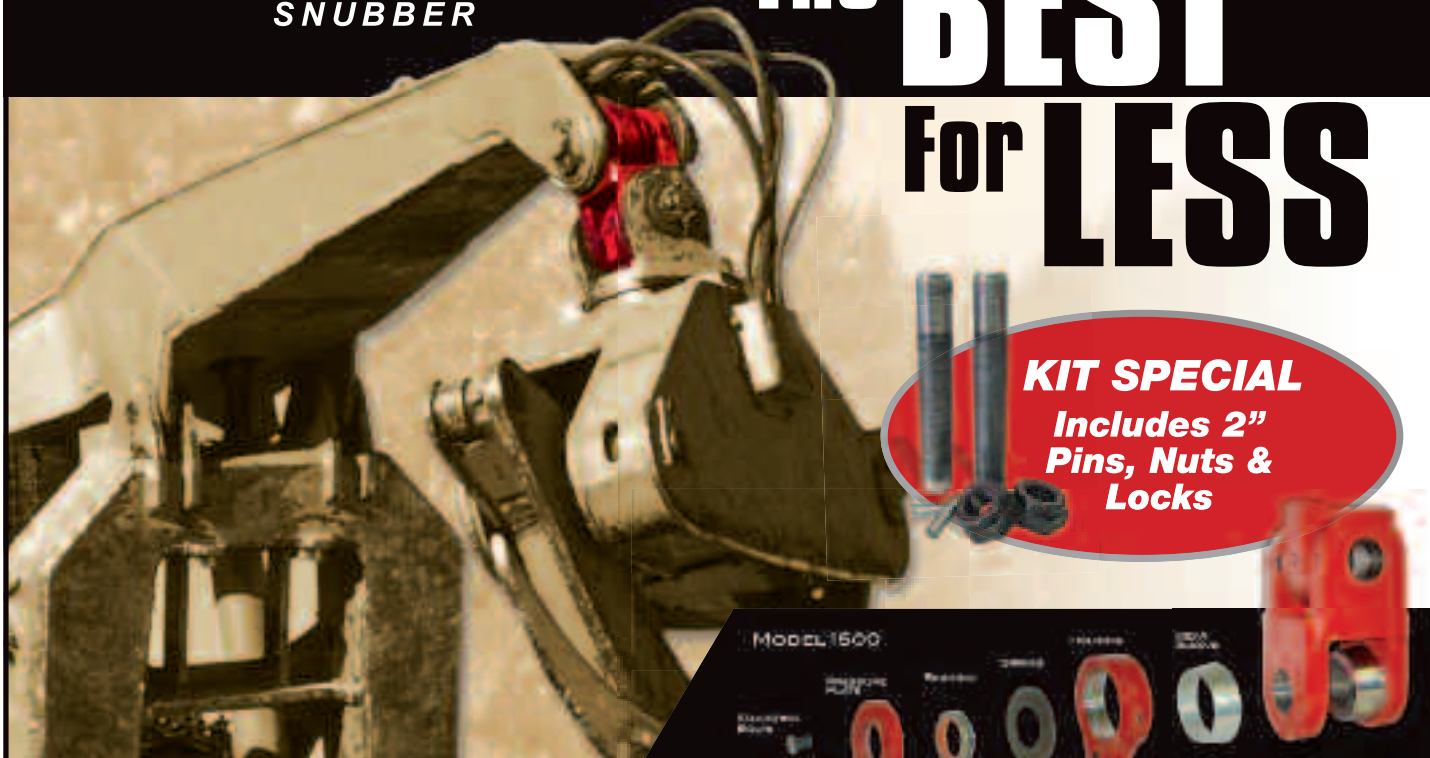
continuing in that fashion until 2002, working both for Thompson and a number of private landowners. Cook would admit he was slow to modernize the operations, and didn't own their own loader until 2000, in part due to his brother Dale's owning a truck mounted Barko 275, which he used to load the R&T logs himself. In 2000 R&T purchased a used 907 Kobelco loader with 2,300 hours on it. "It was a good thing for us," Cook explained, and we started doing some shovel

(Continued on Page 11)  
See "R&T Logging"

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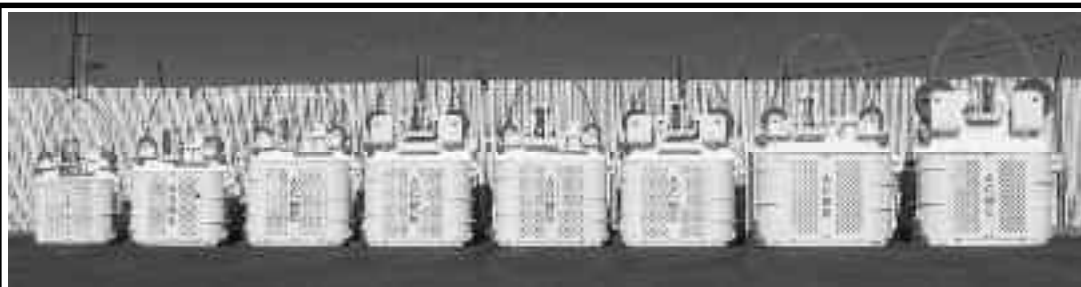
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## R&T Logging

(Continued from Page 10)

logging then as well.”

### The Madill 071

**T**wo changes came into play in 2002 for R&T: First the purchase of a Madill 071 yarder and Cook's son Matt joining the crew.

The larger workhorse Madill 071 was needed for the larger timber they had in front of them to log. “We bought it used out of Amboy (Washington),” Cook explained. “I figured it was the right machine for the job and I'd been around '071's before,” working for DTL, in addition to tower logging before.

Matt's joining the crew not only brought new blood into the operation, but also his interest in modernizing and mechanizing the operations. Cook's wife and business partner Rose chimed in, “Matt modernized us, a darned good thing!” She added, “The most he brought to the company was going to more modern methods, and pushing to do that,” a position father Tom agrees with.

Matt Cook was raised around his parent's business and had worked in the summers logging from when he was a high school freshman.

When they bought their first dlimber, a used Danzco, Matt built the trailer they used to move it with while still in high school.

They continued updating machinery and finally in 2006, at Matt's insistence because he could see additional work they could get by having a high production processor, they purchased an '03 Link-Belt 210 with a new LogMax 7000 dangle head processor. “The agreement,” Cook explained, “was if we bought one, Matt would run it,” which he has. “It made a very big difference: from 8-10 loads to 18-19 loads a day with the processor.” Tom then smiled and added, “...what I noticed more than anything was we needed to find more jobs.” Persistence in pursuit does pay off.

### Persistence in changing times

**A**s the overall lumber market slowed around '07, Thompson

Timber, who they'd worked with for many years went to bidding for each job. “We looked at what the bids were doing for us,” Cook explained, “and decided we were just wearing our equipment out at those prices,” a further incentive to change priorities and find other jobs. “We had a base of people we'd logged for over the years, steady clients, private land owners,” and expanded upon that base.

Then in 2011, they took their first job with Starker Forests, Inc. “We'd been talking with them off and on since '08,” Cook explained, “and had been to their office several times and said we were available. They'd completed an inventory and looked to hire another logger, keep their small operations emphasis on higher quality. They are very conscious of a logger's reputation and operations, and we fit their profile. We (the family) had known them and had worked for them in the '70s with DTL, and they gave us our first job in 2011. Six months later we got our second job there, and since that point they've kept us pretty busy.”

### The future

**T**oday's company remains committed to the quality logging they've built their reputation on, primarily a single tower logging side. Their equipment gives them good versatility for the forests they work in including the Madill 071 with an Acme 28 carriage; a 330 Kobelco yoder (since 2010) with an Acme 10 carriage; a Cat 324D with Waratah 622B dangle head processor (purchased in June 2013; A cat 325 loader used on their landing and for some shovel logging; a 14C Fiat Allis crawler; a John Deere 650G crawler with winch; and a John Deere 648E skidder with swing grapple.

They have a versatile crew of five, “Matt, Raymond (Borton) and Craig (Borton),” Cook noted, “can do almost anything.” They work a five day week, “...for the most part, whatever it takes at times.” J&T covers health insurance for employee and spouse, and pay a bonus,

(Continued on Page 21)  
See “R&T Logging”

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1998 Hyundai R290LC3



1996 Deere 653E



2002 Timbco 475D



2008 Kobelco ED150

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PC300HD-5; D155AX5; D355A;  
D65E-6; WA 200-1; WA180-1; WA400-  
1; WA320-1; WA180-3; WA250-3;  
WA500-1

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ZX200LL; EX200-5; EX60;  
EX200LC3; EX220-3; EX270-1;  
EX300LC1; EX330LC5; EX400LC3;  
ZX450LC; EX550LC5; EX700;  
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by Mike Crouse

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(Continued on Page 13)  
See "9,000<sup>TH</sup> Ponsse"



THE 9,000<sup>TH</sup> PONSSE, and ElephantKing 8-wheel drive forwarder, pictured with the entire factory and the new owners, Entreprises Forestieres Lemieux & Girard, Inc. out of Quebec, Ontario Canada



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9,000<sup>TH</sup> Ponsse

(Continued from Page 12)

press to visit their facilities, which we gladly accepted, thus in three weeks' time we were transported over the span of 20 hours from Portland to Vierema, Finland.

We'd been to the Ponsse facility 14 year's prior in 1999, needless to say they've had substantial leaps in growth and market since that point in time.

We were on a pretty tight schedule over a couple of days... their facilities have grown substantially as has their market reach. First stop was heading to their corporate center for an overview of the company and their families history, presented by Chairman of the Board, Juha Vidgren, with an overview of the market by Sales and Marketing Director Jarmo VidgrÇn, and the markets in North American by Area Director Marko Mattila.

The company was started by the late Einari Vidgren who was a successful logger seeking a strong, durable dependable machine, and decided to build that machine himself. One point apparent throughout the presentations was quality, and



**JUHA VIDGREN, Chairman of the Board of Ponsse Oyj, presenting an aerial photo of the Vierema plant, as part of the Ponsse history.**

pride of workmanship, in the tradition established by the founder. All three of the his sons are members of the board and intimately involved in the vision and leadership of that

company, which is a corporation that is still 60% family owned, run not by accountants but the vision and commitment to their original goals.

The factory production site had grown considerably and is spread

(Continued on Page 14)  
See "9,000<sup>TH</sup> Ponsse"



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2008 Komatsu PC 200, Pierce grapple, 2,800 hrs.....	\$199,000
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
2007 Madill 2850C, recent motor, rblt hyd. group, new paint, new u/c, rebushed.....	\$240,000
2002 Madill 2800, Cummins power, 1,000 hrs on u/c, good u/c.....	\$75,000
2007 Madill 1800, Jewell grapple, 13,100 hrs, good u/c .....	\$105,000
2007 Madill 2850C, new motor, rblt hyd. group & cyls., new paint, new u/c, rebushed.....	\$260,000
2006 Madill 3800C, 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 2800Q, w/Pierce grapples.....	\$55,000
2000 Link-Belt 4300Q, Cummins power, 40% u/c.....	\$40,000
2004 Kobelco SK290, Jewell grapple, 13,100 hrs, good u/c .....	\$89,500
2010 Kobelco SK350, Jewell grapple, 6,500 hrs., xlent 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
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1997 Kobelco SK220, 15,000 hrs, recent rotex, rblt motor & finals .....	\$49,500
1997 Kobelco SK200, new Cummins power, 40% u/c.....	\$35,000
Pierce 52" grapples, completely rebuilt, new legs.....	POR

### DELIMBERS

2002 JD 330LC, w/03 Waratah 624, recent drive motors, forestry cab .....	\$120,000
2005 JD 230LC, w/2011 622B, hoe front, 1,000 hrs on head .....	\$190,000
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 .....	\$80,000
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
2004 JD 2554, w/Pierce 3348, new motor, rblt delimber, xlent cond.....	\$149,500
2005 Cat 322C, w/Pierce 3348, rebushed, new chain & comp., 13,800 hrs, good cond.....	\$139,500
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 SK290, w/02 622 Waratah, 3 season on motor&pump, good U/C, rb frnt.....	\$45,000
2002 Kobelco 330, w/02 624 Waratah, rblt motor, rb front.....	\$92,500
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2005 LogMax 12000, head only .....	\$30,000
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1997 Madill 3200B, RotoSaw 14,000 hrs.....	\$47,500
2004 Tigercat 870L, w/ 23" hot saw, 12,500 hrs, rblt motor .....	\$175,000
2006 JD 953G, 24" hot saw, 10,600 hrs.....	\$130,000
2011 Timbco 450 FXL, 4,650 hrs., 22" 360 Quadco, D8 size u/c, over sized swing grp & tilt.....	\$327,500
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1999 Timbco 445D, 2000 hrs., on pump, motor and u/c, bar saw.....	\$95,000
2005 Tigercat ST 5702, 23" hot saw, 80 degree tilt.....	\$11,500

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

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2010 Cat 527, 3,300 hrs, like new.....	\$330,000
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 ,lots of recent repairs .....	\$102,500
Clark Ranger 667, w/winch, 28X26.5, good rubber .....	\$14,000
1974 Cat D7G, w/winch & stump splitter.....	\$38,000

### YARDERS & SWING YARDERS

T-Bird PSY 200, Cat power, Allison, Eaton brakes, 3 guylines, tilt cab, long reach drums .....	\$220,000
T-Bird TMY 50, Detroit power, good cond.....	\$240,000
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
1994 Hitachi 200, w/2 Pullmaster, guylines winch, new paint, work orders .....	\$130,000
Madill 071, Detroit 8V92T, tall gears, 80% u/c, 171 cab, xlent cond.....	\$95,000
Madill 071, w/Acme car, 3 guylines, good lines, 8V71 .....	\$85,000
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.....	\$145,000
Edco Wildcat, 6 guylines, 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
Skagit BU80C, Cummins, Allison trans., Skagit T90, slf. prop.....	\$59,500

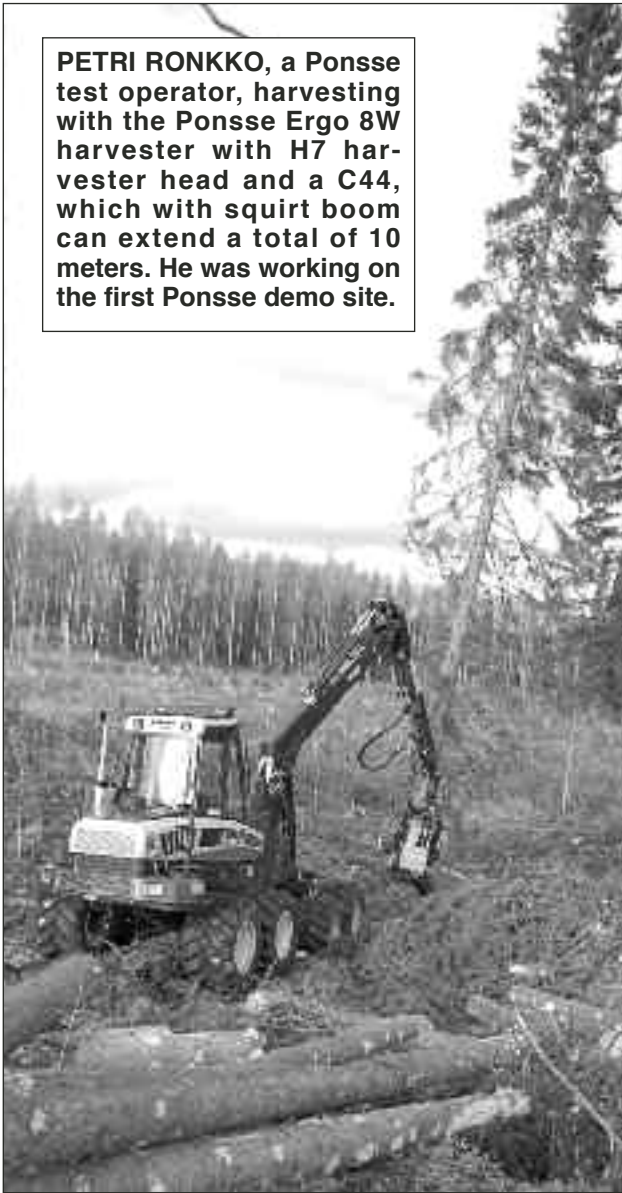
### MOTORIZED CARRIAGES

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

### TRUCKS

2007 Chev 4500, 4X4, Dura Max 6.6, Allison trans., service box, 60K .....	\$49,500
---	----------

**PETRI RONKKO, a Ponsse test operator, harvesting with the Ponsse Ergo 8W harvester with H7 harvester head and a C44, which with squirt boom can extend a total of 10 meters. He was working on the first Ponsse demo site.**



## 9,000<sup>TH</sup> Ponsse

(Continued from Page 13)

over several acres in the otherwise small village of Vierema, and the largest employer in that area. The company in total employs over 1,000 on several different facilities.

The factory tour was led by Ponsse CEO Juho Nummela, who explained the flow of materials through the various sections of the factory, and the importance of "lean manufacturing" in the overall economics and quality control, as he led us through the factory. They were operating at full capacity with full line of Ponsse's in some stage of construction up and down the line, all custom ordered.

Following the tour and lunch, we assembled with the both the morning and afternoon shift at the Ponsse factory to take a picture of the 9,000th

machine, a Ponsse ElephantKing 8-wheel drive forwarder they'd built, and were presenting to the purchasers, Entreprises Forestieres Lemieux & Girard, Inc. out of Quebec, Ontario Canada at the plant.

From the plant out in the field for a live demonstration of three forestry machines: Ponsse ElephantKing forwarder, Ponsse Ergo 8W harvester and, Ponsse's newest Scorpion harvester. The star of the show was the new innovatively designed Scorpion harvester. Upon seeing it you're immediately struck with the crane's design, mounted behind and over the operator leaving a very clear view from the cab. The crane has a hydraulic cylinder on each side, and as was explained, "...as well as operating extension boom, it

(Continued on Page 15)  
See "9,000<sup>TH</sup> Ponsse"

**HARRI RONKKO, Ponsse test operator on the Ponsse Elephant forwarder with K100 squirt boom, which has a 9.5 meter reach, forwarding wood on Ponsse's first demo site.**



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■ Circle 182 On Inquiry Card – Pg. 27

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■ Circle 183 On Inquiry Card – Pg. 27

**9,000<sup>TH</sup> Ponsse**

(Continued from Page 14)

also pumps oil to the lift cylinders on both sides of the cab, so it hydraulically syncs the movement of the lifting boom and the extension boom, so it's really easy and smooth to maneuver and operate. On ground level you operate with one joy stick."

The Scorpion's cab is also mounted such that the operator is literally in the center of the machine's ring, so you're turning on your own access. It's very smooth for the operator both for harvesting and traversing the forest floor.

The machine was introduced at ElmiaWood this past summer, and will be at this year's Oregon Logging Conference in February.

The following day we visited the Lisalmi Service & Logistics Center and given a tour of that facility by Spare Parts Manager Mikko Eskelinen. Immediately one's struck by the sheer size, complexity and scope required to maintain and supply parts and service to Ponsse owners worldwide. The term "logistics" takes on a deeper meaning as you walk through multiple rows of multiply tiered storage for each part, both large and small, made over the span of the companies existence. One row of storage was somewhat different, motorized shelves that rotate the entire height of the warehouse, and held the smaller parts. The entire row was so equipped, cat-

alogued and coded for easy access where you could rotate to the right container containing the part needed. Storage on a massive scale simplified.

Within the second level of a nearby structure was a room of cubicles, and on the top shelf of each cube are a series of nations flags, which designate which languages that particular individual was proficient in for customer service to those individual countries. While they still have parts books and service manuals, most have been brought into the



**THE FLAGS** on the corner of each technical support cubicle at the Lisalmi Service Center indicates the languages that support person can speak.

computer age for easy if not almost instant access, in an array of languages.

One can appreciate the planning, foresight, layout and logistical importance required to bring all the individual parts and pieces together to manufacture and maintain equip-

ment across the world's markets.

Next stop was a visit to the Toivala Forestry School in Siilinjärvi (near Kupio), where students

(Continued on Page 16)  
**See "9,000<sup>TH</sup> Ponsse"**



**PART OF THE PONSSSE ASSEMBLY LINE** in Vierema, Finland was full from start to finish with advance orders well into the future. They follow a "lean manufacturing" model typical of most quality manufacturers for better economy, and higher quality control.

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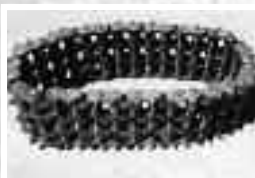
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2006 Link-Belt 240LX DHP Processor/HTH-622, w/4800 hours, #018648, Portland, OR .	\$248,000	2003 Timbco T475E, w/20,400 hrs, runs, as-is, #019056, Tacoma, WA .....	\$85,000
2005 CAT 320C Logger, w/CAT 58" Grapple, 13,400 hours, #018794, Portland, OR .....	\$138,000	2008 Quadco 2900 Intermittent Saw, 9000 hrs with repairs, #018991, Portland,OR .....	\$19,500

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**16 9,000<sup>TH</sup> Ponsse**

(Continued from Page 15)

of high school age can receive the training to enter the forest industry. Ponsse works with the school and had a couple mechanics on site to help train future loggers and mechanics by actually working on the

machinery with professionals. The schools been in operation since the 50s and has been an integral part of the forest industry in Finland.

The last stop was with a contract logger's site operated by Riioiset Ky, on UVM managed ground where they were operating a Ponsse harvesting system with a Ponsse

Beaver with H6 harvesting head and a Ponsse Elk forwarder.

Ponsse was a very gracious host on the whirlwind tour, and the weather could not have been better. Our good fortune with the weather was brought into perspective the following week when we received a photo of the headquarters we were in the week before, which was receiving their first snowfall of the season ... close call.

Every time I've been through a manufacturer's site I'm reminded of how fortunate we've been in the

past 20 years having machinery better engineered and manufactured than ever before, which has allowed many within our business to log through the economic recession of the past several years with durable equipment that 20 years ago would have been dead in half the time. Certainly we operate smarter, and are more conscious of good maintenance. But the better engineering and design has played a large part. Touring the Ponsse plant reminds us of that.

LOGGERS WORLD NOVEMBER 2013



**SPARE PARTS STORAGE** at the Lislami Service Center and logistics center is massive, extensive and highly organized with replacement parts for every machine manufactured by Ponsse, arranged for easy access and quick shipping to their customer's work site.



**PEKKA AIRAKSINEN** cutting and processing logs with the Ponsse Beaver with H6 harvesting head mounted on a C22 squirt boom, works with Otto Piironen who was operating their Ponsse Elk forwarder on the same site. The contractor, FinnHarvest Oy and Piioiset KY, on this UPM managed site, is located near Kupio. The contractor owns 19 Ponsse machines, consists of the eight Piioiset brothers and 25 employees.



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# 19<sup>TH</sup> ALC ANNUAL MEETING



## PARAGON RESORT MARKSVILLE, LOUISIANA

by Mike Crouse

Some 200 loggers and ALC sponsors collected in Marksville, Louisiana at the recently completed 19th Annual Meeting of the American Loggers Council (ALC), enjoying the warm, dry weather and the warm hospitality the Southeastern part of the country is known for. Annual meetings traditionally are held in that year's president's state.

Host and outgoing president Travis Taylor said, "I am proud of the supportive efforts that all of our members, committees and sponsors

have put forth over the past twelve months. We're excited about the progress that has been made and look forward to extending those efforts as we head into 2014. We are confident that we are headed in the right direction with our goal of being the national hub for logger information exchange, linking local, state and regional organizations around the country."

Thursday evening was the Welcome Reception held at the Paragon Resort's Pelican Stage, an informal meet and greet open to all attendees.



**INCOMING PRESIDENT** Brian Nelson (Cornell, Michigan) accepts the gavel from outgoing president Travis Taylor (Goldonna, Louisiana) during the President's Dinner at the recent 19th Annual Meeting of the American Loggers Council.

While the heart of the conference is centered on Thursday through Saturday meetings and dinners, after the morning's group breakfast, many took advantage of the open morning/afternoon on Friday for the Champagnes Cajun Swamp Tour at Martin Lake, followed by lunch at

Landry's Seafood Restaurant on the return trip.

The ALC Ladies Tour was to the Myrtles Plantation, with lunch at

(Continued on Page 18)

See "19<sup>TH</sup> ANNUAL MEETING"

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\$60-85,000  
\$39,500-51,500  
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06 HX 470  
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98 Timberjack 608S

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\$60,000  
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\$55,000-95,000  
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\$85,000

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**THE BOARD OF DIRECTORS** meeting at this year's 19th Annual Meeting of the American Loggers Council.



**THE CHAPAGNES CAJUN SWAMP TOUR** at Martin Lake gave early arrivals the opportunity to tour of some Louisiana swamp country.

**19<sup>TH</sup> ANNUAL MEETING**

(Continued from Page 17)

the Carriage House Restaurant.

The President's Reception was held that evening followed by the President's Dinner and ALC Auction that followed immediately after, which raised a record amount this year of \$23,475.

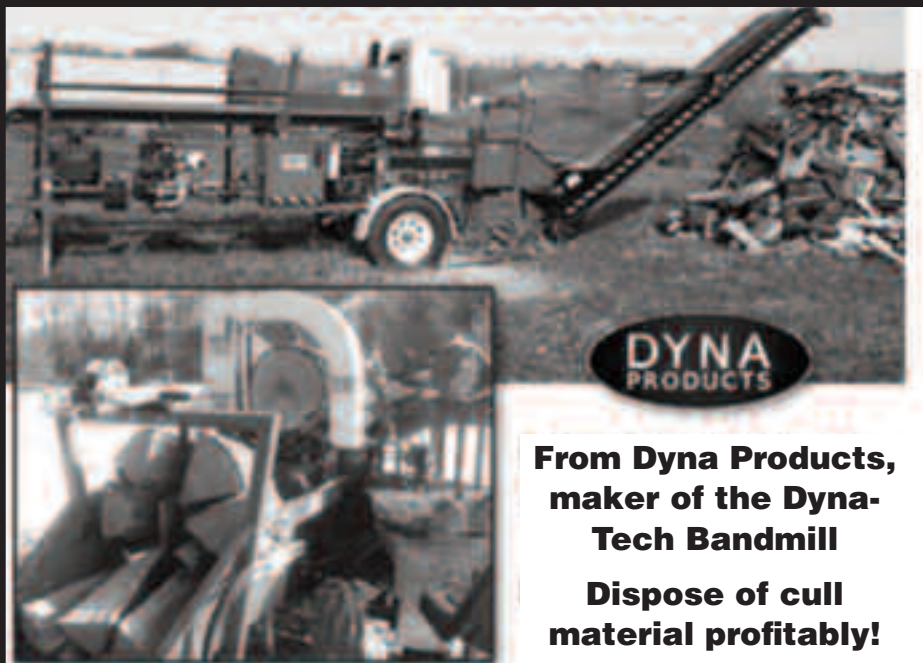
Saturday's buffet breakfast preceded the Board of Directors Meeting complete with committee reports from the legislative, transportation, biomass, communications, member-

ship, Master Logger and nomination committees. In particular the legislative committee gave updates on efforts by the Council in supporting legislation favorable to the timber harvesting community. Note that with 20 years of creating a name for itself in the nation's capital, the ALC has successfully positioned itself as a well-respected and distinct national organization whose perspective and knowledge on timber

(Continued on Page 20)

**See "19<sup>TH</sup> ANNUAL MEETING"**

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MILES ANDERSON (Fort Bragg, California) gives his Membership Committee Report to the ALC's Board of Directors at this year's 19th Annual Meeting of the American Loggers Council in Marksville, Louisiana.



THIS YEAR'S PRESIDENT'S AWARD jackets recognizing outstanding contributions to the American Loggers Council were presented to Caterpillar Forest Products President Kevin Thieneman, and North Carolina logger Bobby Goodson.

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**20 19<sup>TH</sup> ANNUAL MEETING**

(Continued from Page 18)

LOGGERS WORLD NOVEMBER 2013

harvesting is well respected, and recognized as the national voice for logging professionals.

Transportation and biomass committee reported on those issues that were impacting those two sectors of the industry. The biomass committee recommended that the ALC create a position statement on the benefits of utilizing woody biomass to be delivered to the EPA, as well as a position on the economic impacts of over-regulation to the timber harvesting industry.

The general membership meeting immediately followed the Board of Directors, and is open to all members in attendance.

Within the open meeting were discussions on the importance of achieving and maintain low DOT SMS scores among log, chip, and dump truck drivers, and some of the onerous fines that can come as a result of repeated offenses and higher scores. In particular is the effect this can have on your insurance rates and potential liability not only from your employees but any subcontractors who either may not have sufficient or any coverage, in which case that liability passes through to the general contractor. All were encouraged to thoroughly check and cross check with anyone if you employ, beyond your own crew to subcontractors, to be proof positive all are in compliance or be party to the consequences.

The communications committee's report included the suggestion, presented by DK Knight, of utilizing log trailers, and chip bins as a "moving billboard" promoting positive images of our industry. "It's easy and one

could put that on each chip trailer or log trailer," he explained. "It's easy, inexpensive, and effective."

Membership Chair Myles Anderson added to the committee's report that the sponsorship goal of raising \$125,000 this year had been surpassed by raising \$148,000. "Their support is key," he added.

The slate of candidates elected for the coming year include: Bryan Nelson, President; Myles Anderson, Vice President; Richard Schwab, Second Vice President, and Ken Martin as Secretary-Treasurer.

The afternoon Awards Luncheon's guest speaker was Jim Hourdequin, of The Lyme Timber Company, followed by sponsors recognition for the past years support of the ALC.

This year's President's Award jacket and recognition of outstanding service to the American Loggers Council went to Caterpillar Forest Products President Kevin Thieman, and North Carolina logger Bobby Goodson whose steadfast demonstration of "real world logging" during his time on "Swamp Logger" was outstanding.

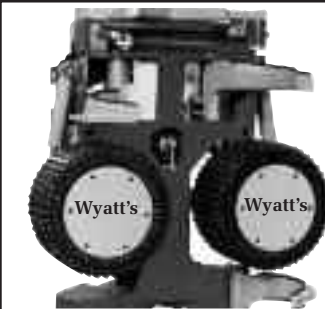
The Board of Directors and Membership meetings were held on September 28th and included committee reports from the legislative, transportation, biomass, communications, membership, Master Logger and nomination committees.

At the President's Farewell Dinner, incoming ALC President, Brian Nelson of Cornell, Michigan noted, "I plan on keeping the momentum that we have built up during Travis' administration moving forward," and "that there are still many issues

(Continued on Page 21)

See "19<sup>TH</sup> ANNUAL MEETING"

THE GENERAL MEMBERSHIP MEETING was well attended at this year's ALC Annual Meeting.



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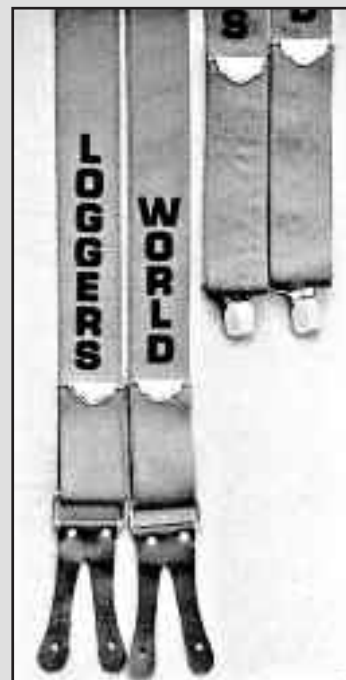
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■ Circle 195 On Inquiry Card - Pg. 27



**THE PRESIDENT'S DINNER and ALC Auction that followed was packed and raised a record \$23,475.**



**JIM HORDEQUIN**, managing director of the Lyme Timber Company gave an outstanding presentation on Logger Profitability during the Saturday luncheon. (See "From the Stump" on Page 2 of Log Trucker)

### 19<sup>TH</sup> ANNUAL MEETING

(Continued from Page 20)

that we should focus on as we start to experience economic recovery within the industry."

ALC Executive Vice President Danny Dructor followed Pres. Nelson's thank you to outgoing President Travis Taylor thanking Taylor for, "...his past twelve months of leadership under adverse conditions and looks forward to his continuing input into the Council as well as working with Brian Nelson to ensure that the American Loggers Council will continue to be "the national voice for professional timber harvesters."



### R&T Logging

(Continued from Page 11)

"...on profitable years."

They contract their timber cutting with Turner Contract Cutting (Jeff Turner out of Blodget), and Smallwood Logging (David Smallwood out of Tidwater) when they need a buncher.

They utilize three contract truckers primarily including Watkins, Richard Reynolds, Dale Cook and "...Henrie does all our mule train work."

Cook and his wife Rose were married in 1976 and have three grown offspring: Kendall (35) who lives in Lake Oswego, Nicole (34) a busy housewife in Albany, and youngest son Matt who's logged full

time for the company since 2004, after completing his associates degree.

Certainly the future of the company leans on the youngest son's intense interest in the progressive logging he's helped bring the company forward to. He and father Tom have a close working relationship and respect for one another.

Tom laughed noting he enjoyed the business and working with Matt into the future, "...as long as I'm not in his way, I'll work!"

Matt recognizes the greatest obstacle looking into the future is common to every logger, "...finding employees we can work with," as time moves on. But for now, the future looks very bright indeed.

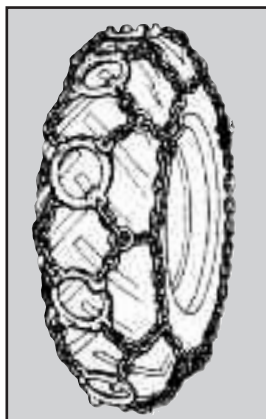


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**\*\* Now parting out 1997 TJ 2618 Harvester \*\***

■ Circle 197 On Inquiry Card - Pg. 27

(Continued on Page 11)

See "Carry"





As We See It....

# GOALS FOR THE COMING YEAR

As I look back on the events of the 19th Annual American Loggers Council Meeting recently held at the Paragon Casino Resort in Marksville, Louisiana, I can't help but make a comparison between it and the government shutdown debacle that is currently going on.

The ALC has accomplished many things over the past 19 years thanks in large part to the dedication of some of the finest loggers this country has to offer. We as loggers are notoriously independent, but to see so many different personalities come together from all corners of this great country to try and make this industry better for everyone is truly inspiring and goes to show the character that we have in this industry. Our elected officials in Washington D.C. could learn a lesson or two from those in our industry on how to resolve issues for the greater good of all, not just themselves or their par-

ty.

Regardless of one's political views I can't imagine anyone believes that all the arguing and political jockeying is good for the country as a whole. If nothing else, just think of how our Veterans, who risked their lives to protect the freedoms that we all enjoy, feel when they are turned away from THEIR memorials. That is just wrong in every sense of the word!!!!!!

I will get off my soap box now and get back to the issue at hand.

I have set some goals for my term as President of the ALC as is customary with each year's incoming president.

1. To continue working on the issues that affect all of our businesses

such as Clean Water Act legislation, Federal Forest management or lack thereof, and overreaching governmental regulations to name a few.

2. To work on the Child Labor Laws issue to try and get the same exemption for our immediate family members that our counterparts in agriculture are afforded. With the rising age of loggers in this country we need to start training the next generation of loggers to take over our businesses or logging as we know it will fail to exist.

3. To see more of the ALC sponsors involved on committees because many of the issues that affect our businesses also affect theirs, either directly or indirect-

ly, and their input is valued.

4. To do a better job of improving our image and getting our message out to those who don't understand our industry. We must educate the policy makers and the general public on what we do and the benefits of it. If we don't someone else surely will and their version likely won't be favorable to us. We must be ambassadors for our industry-because if we don't who will?

5. To address the issue of logging capacity. While there has been a lot of discussion on this subject lately I don't believe there has been any effort to get all parties involved in the supply chain together to start the dialogue. I realize there is no simple answer to this but we

(Continued on Page 24)  
See "As We See It"



**BRIAN NELSON**  
ALC President  
Cornell, Michigan

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1989 Cat D5H W/Grapple, Winch  
1989 Cat D6H W/Grapple  
Cat D8K  
Cat D7E W/Arch, Winch  
Cat D7F W/Esco Swing Boom  
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### Federal Judge orders logging resume immediately

Oregon loggers can resume work on federal lands after a judge ruled against two agencies that suspended timber harvests during the partial government shutdown.

U.S. District Judge Owen M. Planner in Medford signed an order Thursday, lifting the logging ban imposed by the Bureau of Land Management.

According to court records, the BLM and Forest Service asked that the timber industry's motion be dismissed because the government reopened Thursday.

The timber industry, however, pressed ahead with its lawsuit, which was filed Monday, because companies didn't want to wait for notices to proceed.

"This is good logging weather, and they needed to get after it," said

Ann Forest Burns, vice president of the American Forest Resource Council, a party in the suit. "As soon as our members got the word, they were moving forward."

Murphy Company, which operates mills in Washington and Oregon, including Sutherlin, sent loggers back to work as soon as possible and made plans to work through the weekend to make up for time lost.

"It is tough to lose any time in these months when we are trying to put our full log inventory in," the company's director of resources, Jacob Groves, said today. "I think all of Murphy Company and the timber industry thought it was a good decision by the judge because it takes all the uncertainty out of it instead of having to wait for (notifications)."

BLM Roseburg District spokesman Cheyne Rossbach said he did not know when the agency will issue the notifications.

The BLM and Forest Service justified the suspension of timber contracts by citing a law that prohibits agencies from incurring obligations that exceed appropriations, according to court documents.

Forest Burns said the parties are still pursuing the underlying case, contending it was unlawful for the federal government to stop timber operations if a contract was in place prior to the shutdown and if oversight by federal inspectors wasn't critical.

"They've got to keep their crews working. Those guys work on daily wages, they are not on salary, and if there isn't work for them to do, they can't pay their workers, and those workers can't pay for food for their families," she said.

Art Adams, owner and general manager of Roseburg-based Nordic Veneer, said today the company had one supplier slightly affected by the shutdown.

"We normally get 65 to 75 (timber) loads a day, and it pretty much held in there," Adams said. "We might have been off two or three loads, but we seemed to have still gotten wood for the most part."

- *The Roseburg News Review*

### Energy costs, benefits

What sources of energy are most beneficial to our nation and the world? The topic of energy

(Continued on Page 26)  
See "Roundup"

### As We See It

(Continued from Page 23)

must start somewhere.

I am honored and humbled to be named the 20th President of the American Loggers Council and I will do everything I can to represent the professional timber harvesters of this great country. I'm sure there will be many challenges along the way but with the support I've been shown so far I'm sure we will prevail.



Brian Nelson is the current

President of the American Loggers Council and he and his brother David and father Marvin own and operate Marvin Nelson Forest Products, Inc. based out of Cornell, Michigan.

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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(Continued from Page 24)

is incredibly wide-ranging and complex, but Just Facts has sorted through mountains of primary

## Pendley

(Continued from Page 22)

objections went unanswered. In 1971, he died and his son, W.L. McIlroy, took over the farm only to discover that the Forest Service had drilled a well on his property. He protested, but Forest Service officials said the well, used as a water source for Job Corps facilities, was on federal land. Over the years, a string of Job Corps directors, Forest Service rangers, and Forest Service officials repeated that statement, over the family's protestations.

In 1973, unbeknownst to W.L. McIlroy, the Job Corps used heavy equipment to tear down a 100-year old levee built just upstream of the farm at the confluence of Mulberry River and Fane's Creek to protect the farm and the site of the Job Corps facility. The result was flooding and erosion downstream, alteration of the bed of Mulberry River due to silting and deposits of eroded rock, and destruction of 10 acres of the farm. Subsequent actions by the Forest Service, which included removing fill, laying culverts, and pouring concrete, only exacerbated the problem: the water widened the channel across the farm to Mulberry River.

In 1998, Matthew McIlroy, W.L.'s son, who had taken over the farm, discovered part of his fence had been flattened, a sewage effluent line installed over it and across 50-60 yards of the farm, and Job Corps sewage effluent discharged from his property into Mulberry River. Subsequently, he discovered

source data on oil, solar, natural gas, coal, wind, and other energy sources to help you fully understand this issue.

With this new research, you can see the pros and cons of different

the Forest Service installed a "temporary" water line that ran a quarter mile across his land and blocked entry to his farm; continued to use the water well—even though a later federal survey proved the well was on the farm; trespassed with heavy equipment onto the farm to blade dirt and drag drainage ditches; built a service road across the farm to access the well and the sewage effluent line and poured concrete on the road when it eroded; used parts of the farm for heavy equipment training, digging down to creek rock, causing serious erosion, destroying fences, and resulting in the loss of escaping livestock; and, dumped concrete and construction waste on its property near the farm, effluent from which washed onto the farm.

In January 2013, a Forest Service official "document[ed] the encroachment on [the McIlroy's] property." Nonetheless, the Forest Service refused to compensate Mr. McIlroy or remove those encroachments. Under the Federal Tort Claims Act, which permits recompense when the government's employees commit torts, Mr. McIlroy filed an administrative claim on which he will sue if it is denied. Meanwhile, he wonders whether his clansmen in the days of William Wallace ever saw greater abuses by "the King's men."

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

forms of energy, understand the effects of government interventions on energy markets and everyday people, and unmask the myths that underlie common political rhetoric on this issue.

The engineering textbook Energy Economics states that "reliable and quality information facilitates decision-making and improves the decision-making process," but such information is hard to come by in today's media. Just Facts is addressing this deficiency with hundreds of quality, reliable facts about energy, documented with more than 1,000 scrupulous footnotes.

Here is just a sampling of the many important discoveries in this trove of facts:

- Energy technologies allow us to multiply our productivity by hundreds of times more than what we could accomplish by physical human effort alone.

- Higher energy costs drive up the prices of basic necessities such as food, decrease employment, drive down wages, and cause other negative economic effects.

- During 2011, petroleum supplied 36% of all primary energy consumed in the U.S., natural gas supplied 25%, coal supplied 20%, nuclear supplied 8.5%, hydroelectric supplied 3%, wood supplied 2%, biofuels supplied 2%, wind supplied 1%, biowaste supplied 0.5%, geothermal supplied 0.2%, and solar supplied 0.2%.

- Without federal subsidies, ethanol is 42% more expensive than gasoline, and biodiesel is 64% more expensive than gasoline.

- Due to coal's low cost and widespread availability, it is the leading source for generating electricity in the U.S. and the world.

- Generating electricity by wind power is significantly more expensive than natural gas, and generating electricity by solar power is significantly more expensive than wind power.

- Over the past several decades, air pollution from energy production has dropped precipitously.

- Electricity generated by nucle-

ar, hydropower, solar, geothermal, and wind energy emits a fraction of the air pollutants of fossil fuels.

- Burning coal creates more greenhouse gases than any other fossil fuel.

- Energy-efficient products can save consumers money, but "green" certifications by governments and environmental organizations are no guarantee that the products will save money or even energy.

- Without importing any oil, the U.S. has enough crude oil and oil shale reserves to provide 112 to 266 years of our nation's oil consumption at the 2011 consumption rate.

- Between 2007 and 2011, the portion of U.S. natural gas consumption that was imported declined by 51%, primarily as a result of increased domestic production through technologies known as horizontal drilling and hydraulic fracturing (fracking).

- Thus far, there are no documented cases where properly conducted horizontal drilling and fracking has caused groundwater contamination.

- Through nuclear fission, a single pound of uranium can generate as much energy as burning three million pounds of coal.

- The 2011 tsunami in Japan caused the second-worst nuclear accident in world history, but the released radiation has not yet caused any deaths or ill-health effects.

- Relative to the amount of energy each technology produces, federal subsidies for geothermal, biofuels, wind, and solar energy are many times greater than federal subsidies for hydroelectric, fossil fuels, and nuclear energy.

- A recent Obama administration regulatory decision on greenhouse gases, if fully actualized by 2022, will increase gasoline prices by about 11% and electricity prices by 30%, according to federal projections.

- Oil companies in the S&P 500 pay a 27% higher corporate income tax rate than the average company in the S&P 500.

- Just the Facts 

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(Continued from Page 2)

by the shop and told one of the shop men. "You'd better go up to Yarder Seven as soon as you can. You'll find Charley locked in the firebox of the yarder. Be sure to go up and let him out but don't be in too much of a hurry. I want to be long gone before he gets loose."

The other story had to do with Ben McClure. Ben was tending hook for an outfit out of Alger. It was haywire from the cook house to the tail block. Good crew and Ben was one of the best hook-tenders of all times and all places. The mainline was rotten and before when Ben had asked for a new mainline he was told, "Make it last a little longer, Ben. We'll get you a new one. Just be patient."

So there they were. Ben and his

crew working with that rotten mainline. Break it and splice it about three times a day. Finally one day along in midafternoon the mainline broke again, and at the same time Ben's temper snapped. He let out a squawl and grabbed that line and wrapped it around a stump four times. Had the punk blow it ahead and the mainline broke again. Ben did this again and again, all the way from the back end to the landing. He broke the mainline into about six chunks.

When he got to the landing he said, "I'm quitting this haywire outfit. But I bet that the next hook-tender will have a new mainline to work with."

Is it any wonder that a boy raised on stories like this couldn't wait till he grew up to join such a brand of men as these?

