

# LOGGERS WORLD

VOLUME 49 NUMBER 12

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DECEMBER 2013

*Pioneer Spirit*



*SEE PAGE 4*

*Merry Christmas!*

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# Finley's Rigging Shack

"Classic"



(This column originally appeared in the March 1968 edition of *Loggers World*.)

## Efficient logging!

**I**t comes to me that it costs about ten times more for a contract logger to put together one competitive high lead logging side now than it did about 20 years ago. Of course, the machinery is better and more efficient. It is strange that the profit margin is not larger in contract logging than it was 20 years ago.

We have the woods full of good efficient high cost, high production logging and road building machinery. We have loggers laying out a quarter of a million bucks for a logging outfit. Yet the logging price is similar to that of 20 years ago.

It forces one to ask; just who is reaping the benefits from this machinery? Certainly it isn't always the man who is buying it. It is an advantage for the lumber industry as a whole, it is good for those who manufacture, sell and finance the machinery.

When you look at the situation twice you can't see that it has done too much good for the lumber industry either. As the cost of manufacture goes down the price of stumpage comes up. It seems as though all the possible profits are spent in paying higher prices for timber.

If you watch the prices paid for stumpage it will amaze you. We have got a peculiar problem in this industry. That problem is the competition and the clawing to get ahold of the raw material, in this case stumpage or logs. So we have bidders who pay more for the standing trees than we can hope to get for some of the logs in those trees after we have built the roads, logged the timber and hauled the logs.

So we yell and we cuss and we get on the Forest Service, the B.L.M. and the State and anyone

else whose business it is to get these logs out of the woods and to the market.

You and I have heard it said time and time again that we can't afford to pay the wages in this industry that other industries pay. Yet, we seem to be able to afford to go out and pay stumpage that amounts to 75% of the finished product.

It appears to me that ten dollars less stumpage could heal up a lot of the troubles we have in this racket.

"How's it to be done?" you ask. "I haven't the slightest idea," is my reply. We are going to have to get smarter and use more sense and who starts it and where it will start is hard to figure.

It has long been my opinion that we in any group or industry cause the troubles. We are many times our own worst enemies. Timber cutters bid too low on cutting jobs and then bitch and bitch and bitch. They weren't blind when they took the bid. Working men will undercut each other and take jobs away from each other. It happens all the time and it has happened many times in the past. Logging contractors will take jobs too cheaply in order to work, to keep their machinery busy and to keep their men working. Log haulers will cut the throats of each other in order to get the job. The mill owners will bid against each other till the stumpage price is so high no one is going to make a dime on the sale.

When anyone pays too much for the raw material; or when anyone bids a job too low they then are forced to put the squeeze on who they hire and do business with. Get the timber cut cheap, get the logs hauled cheap; that is the necessary order of the events.

Who can blame the logging contractor when he

else that has us bidding against each other for the timber. Yet Sale after Sale after Sale goes for as much as triple the appraised price. How can we blame anyone else but the timber bidders for that?

Then when the price is too high on the timber we are forced to put the squeeze on the logger, the trucker, the road builder and everyone

takes the cheapest timber cutting price he can get? Who then can blame the timber owner for taking advantage of the cheapest contract logging price? Thus it seems plain that the cutting contractor has no grounds to blame the logging contractor, nor the logging contractor to put the blame on the timber owner. Actually, this is the result of our free enterprise system. If you feel you can cut the timber, get the logs, haul the logs, build the roads, or whatever, for less than someone else is doing it you are free to jump in and try it. And who would want to change that?

I guess we are all for competition when it is other people competing. It is harder to believe in it when we are the victims of competition that sometimes gets unfair and downright foolish.

There is no place to quit talking about it because there is no end. The dollar factor is a great leveler, and thus, the profit margin is the big boss.

Perhaps the only answer is the competitors getting together and discussing some of their problems, so all of them tackle these problems in a less suicidal manner.

## Driving

**A** short time ago we were lucky enough to procure a fine automobile to use in the business and drive around and about in. This car started out being a Ford Mustang Fastback and then was re-built into a Shelby GT-350. Thus it was a competition car with the steering, suspension, disc brakes, air scoops and the competition stripe. Later the hot engine was taken from out of this car and a stock Ford 289 cubic inch engine inserted under the hood. So what we got was an automobile with adequate horsepower, but an exceptionally good car for handling, cornering and safety. Happy with it and bought it from Berglund Motors.

On Tuesday morning January 16 was driving down the Columbia River highway on the Oregon Side about eight miles east of Clatskanie. Was pushing along within the legal limit when a bread truck, Norwheat Whole Grain Bread truck, pulled onto the highway from a side road in front of me. This was about a ton and a half truck with a van body. The road was quite twisty with quite a few corners labeled 35



FINLEY HAYS

(Continued on Page 3)

See "Rigging Shack"

## In This Issue...



**COVER PAGE PICTURE:** LEWIS STODOLA bringing a pre-bunched turn down the hill to the Henness Logging Landing with their Caterpillar 527 crawler with Caterpillar swing grapple and a six-way blade. He's logged the past 27 years, fire trailing first before entering logging with Henness six months later. Henness was prebunching turns with while they were shovel logging on top of the hill then skidding 600-700 ft. to the landing, where they're process with his Waratah 623C dangle head processor mounted on a John Deere 2554 shovel logger.

See "Pioneer Spirit" starting on Page 4.

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### Rigging Shack

(Continued from Page 2)

miles an hour. I followed this truck for about seven miles in a rain storm with some snow. He literally ran off and left me and I didn't catch him until he got to a big hill. The pilot of this bread truck is a real driver and that bread should arrive at the stores still hot from the ovens.

### How things happen!

It is strange how some things happen, the string of events that bring them about. Everyone has had a string of accidental happenings which took place that ultimately had a great effect on their lives. Perhaps the way you met your wife or the way you got into the business you are in.

Last July I was fortunate enough to meet Byron Fish, who is a staff writer for the Seattle Times, at the Albany Timber Carnival. This Byron Fish is a good writer with quite a lot of fame and has written books in addition to his daily column in

the Times. He and I got to talking and I gave him some copies of Loggers World.

Later on he used Loggers World as the subject matter for his column in the Times. Because of his article we received some requests for papers and subscription orders. One of these orders was from an ex-logger named Art Mackey who mentioned that he had written the book; "Logger Life Love & laughter." Now that book is one of our best sellers and many people have bought it and have told us how well they have liked it. We get many letters here at headquarters from readers discussing that book and we have received six unsolicited book reviews. It has made an impact, and above all, it is a book of logging and loggers as they used to be. The only book that truly records this logging activity. It is true because Art Mackey was a logger during these times and he wrote the book.

It all came about as the result of a five minute conversation with Byron Fish and for that we are properly and sincerely appreciative.

I met my wife because her dad's barn burned down, but that is a different story. Strange how it happens sometimes!

### Timber operators!

There is a group known as Curry Country Timber Operators. They have meetings once each month. They had a meeting of sorts in Gold Beach, Oregon on Friday night, January 26 this year. They have a Social Hour where everyone that wants too has a drink, or more, and sits around and gets acquainted. Forest Service people, Loggers, Lumbermen, Tradespeople, Bankers, Finance people, Foresters and almost everyone was in attendance, and most of the men were accompanied by their lovely ladies. South Coast Lumber Company of Brookings sponsored the Social Hour, which meant that they picked up the tab for the drinks, and I'm here and now thanking them for the pair I enjoyed.

Then after the Social Hour everyone retires to the dining room to enjoy more companionship and a good

dinner. Paul Stallard is the President and Lester Hill is the Program Chairman. Lester Hill had invited me down to talk to this group of people—which means he'll likely be fired as the Program Chairman at the next meeting.

Anyhow, we enjoyed the dinner and then I got on my feet and stammered and stuttered until most everyone had got up and sneaked out.

To keep the evening form being a total loss Charlie Ames had phoned in and said he'd buy everyone an after dinner drink. Charlie wasn't able to be at the meeting himself.

And that's about all there is to tell except that it was a good thing and that there is a lot of benefit for all to get acquainted in a social way. To think of a room containing Forest Service people, Mill owners and Contract Loggers, is to think of running blood. Actually, they got along first rate and probably get along better and understand each other better because they have meetings such as this.

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# PIONEER SPIRIT!



by Mike Crouse

**I**ndependence has been in the character of the Hennessy family for a very long while, and certainly apparent when the Scottish/Irish family immigrated to this country in the mid-1800s then traversed coast to coast on a covered wagon over the Oregon Trail initially settling in Oregon City, Oregon around 1863. Their final move to Gates comes with an interesting twist and a posse his great grandfather was a part of in 1864, formed to chase and capture some escapees from the Oregon City jail. "The story was there were some guys who'd escaped from jail and chased those guys up here, crossed the Santiam and came up this side. They called this Kings Valley then," Hennessy explained.

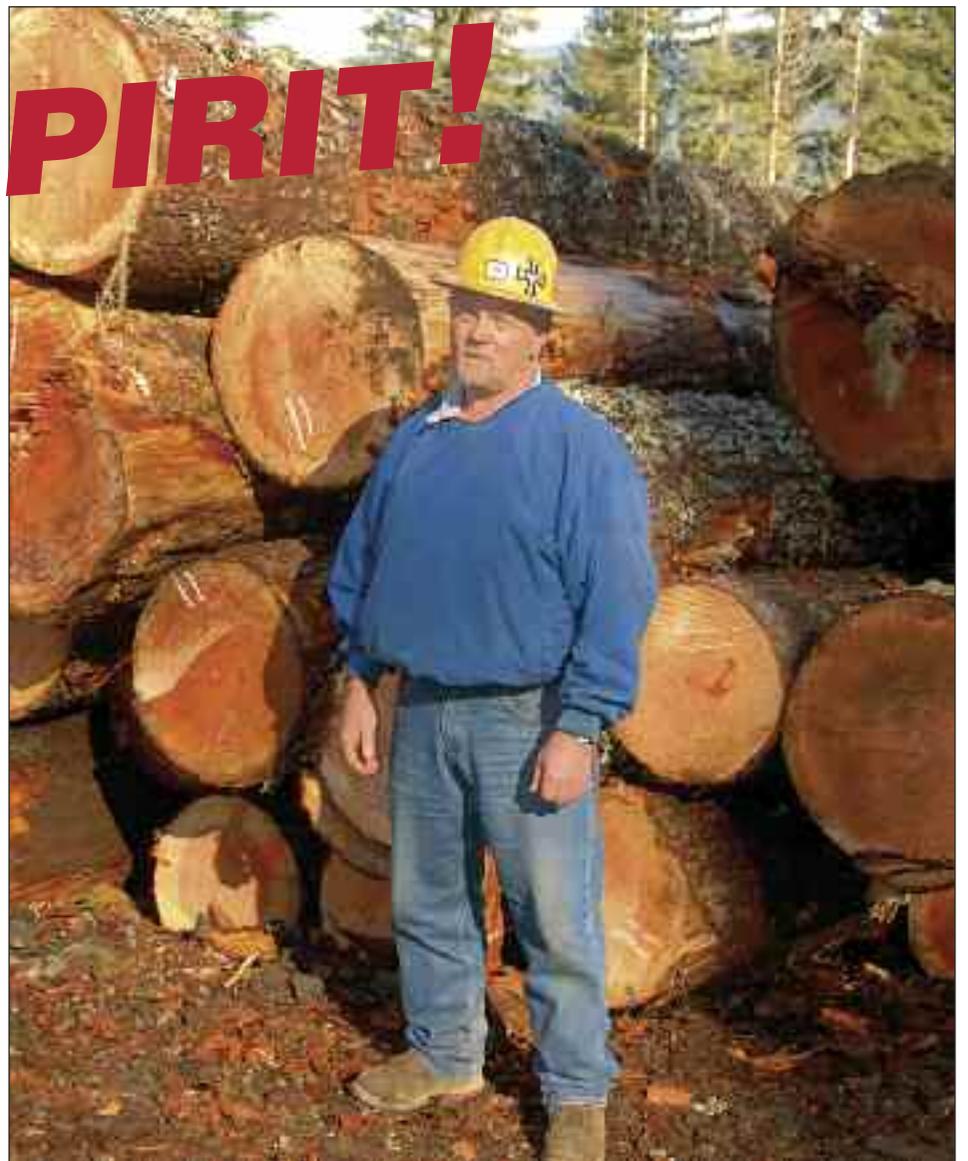
"Great Grandpa liked the land so went back, retrieved the family from Oregon City, and we've been up here since then," on the same land that was homesteaded in 1864. "It's a century farm," he noted with an evident pride.

"They raised cattle, hunted, fished, had a garden and survived," Hennessy said then added, "I actually met my great grandfather. He lived 'til 102, dying when I was just five years old."

Life in rural Western Oregon, the heart of timber country, included logging if for no other reason than clearing the land for farming.

The first full-time Hennessy logger

(Continued on Page 6)  
See "Hennessy Logging"



**GARY HENNESSY** started logging with his father Clare during the summer at 14, then returned to logging full time right after college graduation in 1977. He became owner and company president in 1998. They've run a single automated ground based side used for thinning, clear cutting and everything in between and have worked for Frank Lumber Co. the past 44 years.



**LEVI RUBY** is the chaser on the Hennessy Logging landing, branding and painting each tree of the Oregon Dept. of Forestry timber sale. "This is the first time I've worked in the woods," said Ruby, "I'm enjoying it so far."

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GARY HENNESSY' office is the Link-Belt 290LX with Link-Belt boom and Young grapple sorting and decking wood and loading trucks. He's run shovel since the early 90s, when he filled in for his dad when he had some back surgery, and liked doing it so much he never left. "We've been getting 15-16 loads a day on this job," he said.



LOGGERS WORLD DECEMBER 2013

LEWIS STODOLA operates Hennessy Logging's Cat 527 crawler with Cat swing grapple and a 6-way blade, and has been part of the Hennessy crew his entire logging career. He was skidding about 600-700 yards from where the shovel logger was bunching his skids.



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ETHAN MILEY drives Hennessy Logging's No. 10 2004 Kenworth W900 and hauls a White trailer. He'd worked bucking for his father Don Miley from 2005 then drove truck a few years and started driving log truck a year ago for Hennessy. "I like it," he said.

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**JIM BROCKAMP** drives Henness Logging's No. 7 2007 Kenworth W900 with Cat power and Whit-Log trailer and gear. He's logged the past 30+ years and had his own truck for seven years as well. "It's easier to drive for somebody else," he smiled. He's driven a variety of trucks from hauling fuel, dump trucks, and had run low boys for a long time. Brockamp makes his home in Lyons.

## Henness Logging

(Continued from Page 4)

was his grandfather Glen Henness who was born around 1900. "He was a logger his whole life, started working at Monument Peak for Hammond Lumber Co. setting chokers. He worked his way up becoming their logging foreman a number of years," Henness noted with pride. "Last job he did he ran shovel for Freres Lumber, logging the same place he'd started logging in the 1920s!"

### The next generation

"I think that's what (logging) he wanted to do," Henness ex-

plained. "That was what there was around here then. He was kinda raised around it as well. I don't think he was involved in the logging that much early on."

Clare Henness was born in 1927, married his sweet heart Norma (Blackburn) when they both were 19, "...and went to work in the woods," driving log truck and cutting timber as well.

In 1968 he broke out on his own, "...just by himself with one little Cat," Henness explained, operating as, "Clare D. Henness Logging." He continued logging increasing size gradually to a crew of four and equipment including a skidder, and self-loader to the crawler, but maintained that single side over the

years. Around '75 he changed the company name to Henness Logging, and in the late 70s they incorporated.

Gary Henness came into the fam-

ily in 1955, starting school at Gates Elementary in 1960, graduating in

(Continued on Page 13)

See "Henness Logging"

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



**1986 TMY 45,** Track, low hour 903 Cummins, Rebuilt Torque, radios & rigging lines. Rebuilt Eagle IV Skycar.....  
**\$140,000**



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



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



**2006 Doosan 225 RB,** Waratah 622B 10,500 hrs, Color Monitor, New Pump. NEW PRICE...  
**\$135,000**



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



**2007 JD 748 GIII Skidder,** @ 9,400 hrs, Dual Function Grapple, Winch, Excellent Rubber, Rebuilt; Axles, Brakes, Line-Bored-VERY TIGHT MACHINE, JOB READY, NEW PRICE  
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**2003 CAT 322C,** 14,300 hrs, New Engine ...  
**\$139,000**



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



**1996 Valmet 892 Forwarder,** New JD Engine, Trans, Torque, Hyd Pump are Rebuilt, really good set of ECO TRACKS & good tires, new paint. ..  
**\$63,000**



**2005 Kobelco 210,** 15,500 hrs, Mitsubishi eng., New Pump, Good UC, Forestry Cab ..  
**\$96,000**

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1972 KW C500 Line Spooler plus haywire with fairlead. QC 5th Wheel in woods Lowboy..... \$30,000  
 2008 Chevy 4500, 4X4 Duramax Diesel, 330 HP, Allison automatic transmission, 22.5 wheels, 60,000 miles ..... \$45,000  
 Young Clearing Blade for D7, excellent condition ..... \$7,500  
 Shop Built Brush Rake, 8'4" wide ..... \$2,000  
 Talkie Tooter Mark II, 2 bugs ..... \$2,500  
 2001 Madill 1236DL, Pierce 3345 Stroker, excellent condition \$69,000  
 1998 CAT 325 LL, 17, 000 hrs, Waratah 622 B, 9,600 hrs .... \$105,000

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JEFF GOODELL, a 21-year veteran logger, at the controls of Henness Logging's John Deere 2554 carrier with Waratah 623C dangle head processor. He'd run machinery for a few other companies then cut timber for eight years joining Henness around 2000. "I can run it all," he said of the machinery. They paired the new Waratah 623C with the 2554 carrier a year ago. "I love it," he smiled. "It's virtually maintenance free! I haven't even blown a hose on that yet and we've run it for over a year." The JD2554 has over 12,000 hours on it as well, "...with no issues," Goodell explained.

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**JEFF GOODELL** processing trees with Henness Logging's year-old Waratah 623C dangle head processor coupled with a John Deere 2554 carrier with over 12,000 hours on it, "...with no issues," said Goodell, who joined the crew in 2000. With 21 years logging under his belt he can operate any of their machinery and had been a hand faller for eight years as well, and spent a number of years running feller bunchers too.

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**2011 CAT 545C GRAPPLE SKIDDER**, dual function boom, full rotation, winch, good 25.5 tires, 3,400 hours, very good condition.....\$159,500

**2008 CAT 525C GRAPPLE SKIDDER**, single-function boom, grapple, winch, enclosed cab, good 30.5x32 tires, 9,200 hours, just arrived...CALL

**2006 CAT 525C GRAPPLE SKIDDER**, dual-function boom, grapple, no winch, good 30.5x32 tires, 8,300 hours, just arrived.....CALL

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

**1992 MORBARK 1200 TUB GRINDER**, cab, loader, CAT 3412, very little use in last 6 years, meter shows 5,696 hours, 12 new tires, good unit.....\$79,500

**1997 CAT 527**, cab, Esco swing boom, pro-link snubber, good UC, meter shows 9,000+ hours, runs & shifts well, just arrived.....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

**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

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

**JEWELL HEEL RACK**, stamped for Hitachi 200/290??? Very good condition, approximately 53" wide x 8'7" long.....\$3,000

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



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HENNESS LOGGING'S timber cutters short the bull buck RON HENNESS who was out that day. On the left is fourth generation logger, Rocky Walker, who started logging in '69. "I'll stay in til they don't pick me up in the morning," he laughed. His dad was a contract cutter, and Rocky started cutting when he was 13. In the middle is GABE SILBERNAGEL, a third generation logger-who's been cutting most of his logging career of 10+ years. He runs a 385 and a 394 Husky chain saw with a 34-inch Windsor bar and Oregon chain, and resides in Lyons. To the right is (older brother) CHRIS SILBERNAGEL, a 22 year veteran timber cutter who learned his trade from his father and older brother. He uses a Stihl MS660 chain saw with an Oregon bar and Oregon chain, and lives in Stayton.



SLIM (WALTER COOK) drives this 2000 Kenworth W900 with a 550 hp Cat power plant, and General trailer and joined Henness Logging 10 years ago. "Everybody calls me Slim," he explained. He noted, "...I've been driving damned near 51 years driving truck the whole time." He then added, "I started down in the redwoods, went to high school in Crescent City and came up this canyon moved here in '62." His first truck was, "...a 1947 bubble nosed cab over International with a five and four and a duplex, with a 165 Cummins engine." He joined Henness 10 years ago, and explained, "I don't really want to retire just yet (he's 71 1/2 now)." He uses Cable-Lite synthetic wrappers for his loads, which he's had the past two years. "It makes quite a difference. My arm doesn't hurt as much throwing these. The only thing I had to get used to when I started was I had to hang on to the end or I'd throw them clear across the way."

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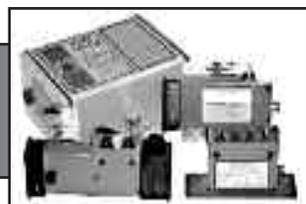
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**KEN NAMITZ, JR.** drives the No. 12 Henness truck, a 2006 Kenworth with an ISX Cummins 525 engine and pulling an '06 General trailer. Namitz had his own trucks for 20 years before selling and joining Henness 2 1/2 years ago. He uses the Cable-Lite synthetic wrappers, "... nice and easy to throw, a lot easier on the shoulders."



**OWEN ZYND** came down from the cab of the John Deere 2554 shovel with Deere boom and Pierce grapple he was shovel logging and bunching wood for the Cat to skid down the hill.



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**LOG LOADERS**

2005 Hitachi 350, 16,000 hrs, recent repairs .....	\$97,500
2008 Komatsu PC 200, Pierce grapple 4,000 hrs .....	\$199,000
2004 Komatsu PC 300, 11,200 hrs .....	POR
2007 Madill 2850C, recent motor, rblt hyd. Group, new paint, new u/c, rebushed ..	\$240,000
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
2000 Prentice 625 CRX, w/Jewell 3 axle carrier, rblt Cummins in upper, 13,000 hrs xlent cond ..	\$135,000
2004 Cat 330C, recent hyd pump, rblt top end of motor, new u/c, 17,000 hrs .....	\$150,000
2007 Link-Belt 240LX, Pierce grapple, forestry cab, 12,200 hrs, xlent cond .....	\$125,000
1997 Link-Belt 2800Q, w/Pierce grapples .....	\$55,000
2007 Kobelco SK 260, Jewell grapple, 11,400 hrs .....	POR
2004 Kobelco SK 290, Jewell grapple, 13,100 hrs, good u/c .....	\$89,500
2010 Kobelco SK 350, Jewell grapple, 6,500 hrs., xlent cond .....	\$235,000
2005 Kobelco SK 210, 14,000 hrs, recent hyd pump, good u/c .....	\$97,500
2003 Kobelco SK 210, Jewell grapple, 11,600 hrs .....	POR
1997 Kobelco SK 220, 15,000 hrs, recent rotex, rblt motor & finals .....	\$49,500
1997 Kobelco SK 200, new Cummins power, 40% u/c .....	\$35,000

**DELIMBERS**

2002 JD 330LC, w/03 Waratah 624, recent drive motors, forestry cab .....	\$120,000
1999 JD 330LC, w/06 Waratah 624, recent motor, color screen .....	\$125,000
2005 JD 230LC, w/2011 622B, hoe front, 1,000 hrs on head .....	\$190,000
2002 Cat 330B, w/09 Waratah 624C, 7,000 hrs, reconditioned carrier, 4,000 hrs .....	POR
2007 Kobelco SK 350, w/07 Waratah 624C .....	\$170,000
1998 Kobelco SK 220, w/03 Log Max 9000, 14,900 hrs on carrier .....	POR
2004 Link-Belt 240, w/04 7000 Log Max, 16,000 hrs .....	\$115,000
2005 Waratah 622B, head only, 500 hrs head .....	\$75,000
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 Link-Belt 240LX, w/Pierce 3348, new chain, 12,300 hrs, new paint, xlent cond ..	\$135,000
2004 Hitachi ZX250, w/ Pierce 3348, new chain, 12,600 hrs, forestry cab .....	\$125,000
2004 JD 2554, w/Pierce 3348, new motor, rblt delimber, xlent cond .....	\$149,500
2005 Cat 322C, w/ Pierce 3348, rebushed, new chain and comp., 13,800 hrs, good cond ..	\$139,500
2005 Madill 1236, w/DM 4400, excellent cond, new paint .....	\$112,000
2002 Kobelco SK 330, w/02 Waratah 624, rblt motor, rtb front .....	\$92,500
2005 Logmax 12000, head only .....	\$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 ..	\$245,000
2004 Madill T2200B, 22" 360 Quadco hot saw, new u/c, spare Madill buncher parts avl ..	\$150,000
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
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
2005 Tigercat ST 5702, 23" hot saw, 80 degree tilt .....	\$11,500

**EXCAVATORS**

2007 Kobelco SK 210 LC, w/clam bucket & brush rake, 9,000 hrs .....	POR
---	-----

2000 Link-Belt 2800Q, w/HPF bucket & thumb, 9000 hrs .....	\$40,000
2004 Link-Belt 240LX, w/2 digging buckets & thumb, pin grabber, new u/c, 13,000 hrs ..	\$49,500
1999 Cat 322, w/bucket & thumb, 13,200 hrs, rblt motor, c/w heel & 52" grapple .....	\$49,500
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 fuctn., bunching grapple, 80% 30.5X32 rubber .....	\$60,000
2004 Cat 525B, dual fuctn, bunching grapple w/ winch .....	\$70,000
2010 JD 648H, dual frctn bunching grapple, w/chains, 70% rubber, xlent cond ....	\$185,000
1995 JD 748E, dual frctn bunching grapple w/ winch, 8,900 hrs., 30.5X32 rubber ..	\$55,000
1996 JD 548G, dual frctn bunching grapple w/ winch, 11,000 hrs. ....	\$34,000
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
1998 Cat 517, w/swing boom, new paint, 8 roller, rblt finals, pump, new u/c .....	\$149,500
1992 Cat D5 TSK, w/fixed boom, 60% u/c .....	\$65,000
Clark Ranger 667, w/winch, 28X26.5 good rubber .....	\$14,000
1978 Cat D7G, w/winch & stump splitter .....	\$38,000

**FORWARDERS & HARVESTERS**

2006 Timber Pro TF 830, w/Log Max 7000, w/quick change to grapple, 5000 hrs, xlent cond ..	\$330,000
2001 Timber Pro TF 820E, 3,300 hrs, w/grapple, w/brush hauling dump bed .....	POR
2002 Timber Pro TF 820E, 8,400 hrs, w/grapple, equipped for Log Max, 2 sets of Eco trax ..	\$172,500

**YARDERS & SWING YARDERS**

T-Bird PSY 200, Cat power, Allison, Eaton brakes, 3 guyline, tilt cab, long reach drums ..	\$220,000
T-Bird TMY 50, Detroit power, good cond. ....	\$235,000
T-Bird TMY 57, new lines, 8V92T, c/w 2 Bomans and T-Bird cars, 10,000 hrs on yarder ....	POR
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, guyline winch, new paint, work orders .....	\$130,000
Madill 171, hyd 400 u/c rblt, yarder, new paint, xlent cond .....	POR
Madill 071, Detroit 8V92T, tall gears, 80% u/c, 171 cab, xlent cond .....	\$95,000
Madill 071, w/Acme car, 3-guyline, good lines, 8V71 .....	\$85,000
Madill 071, recent 6V92T, rblt torque, good lines, Eagle 2 .....	\$90,000
Skagit 739, T100, self prop, 7 guylines, Cummins KT1150 power .....	\$210,000
Skagit 737, T90 trl, 4 jack, recent Cummins 855 & Allison rebearing, drums, new paint ..	\$135,000
Edco Wildcat, 6 guyline, new KTA Cummins power, rblt lower unit, offers wanted .....	POR
T-Bird TMY 45, Cummins 903 power, recent paint, good u/c, w/rigging, Acme 100 car ..	\$157,500
Skagit BU80C, Cummins 400, Twin Disc., Skagit T90, self prop. ....	\$59,500

**MOTORIZED CARRIAGES**

Boman IV .....	\$39,500
Boman 9100, w/tree jacks .....	POR
Boman 9100, good cond .....	\$25,000
Eagle 5, low hrs., like new .....	\$75,000
Acme 20, shackle passer .....	\$25,000

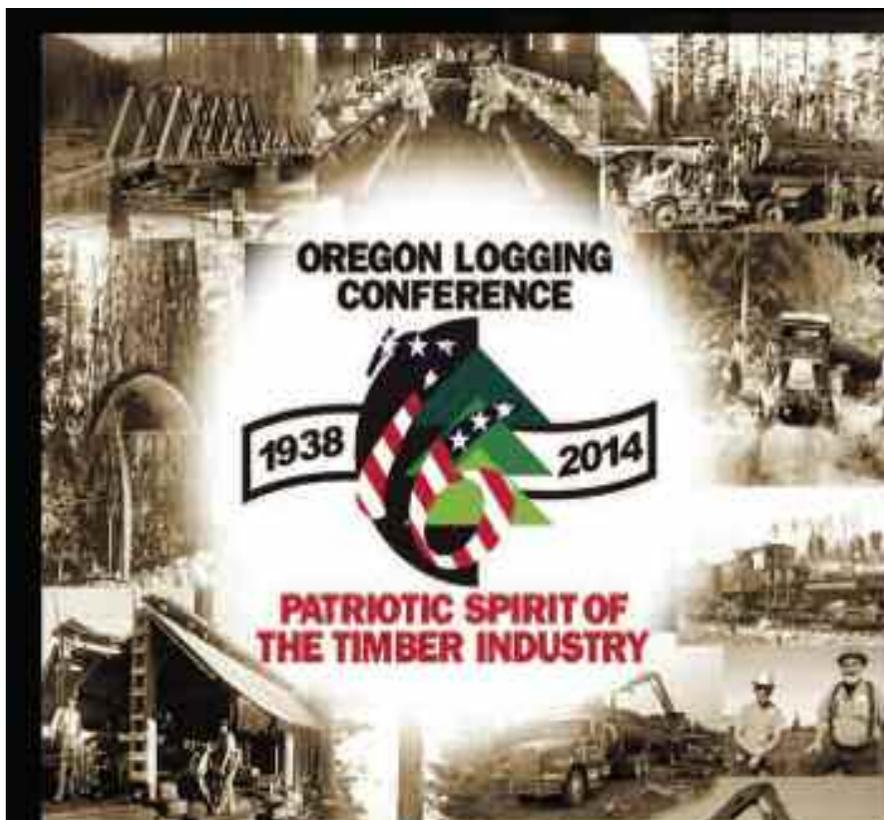
**FIRE TRAILERS, TRUCKS & TRAILERS**

2007 Chev 4500, 4X4 Dura Max 6.6, Allison trans., service box, 60k .....	\$49,500
2011 Western Chip trl., 48', 3 axle w/rear axle lift, HD for woods application, 4 avl., like new ..	POR
2009 Aspen lowboy, 60 ton, 8'6" flush deck, 2 axle jeep, single axle booster, low miles, Honda ..	\$155,000
2004 Aspen lowboy, 65 ton, drop side, honda power, 9' wide, new paint .....	\$85,000



OWEN ZYNDA shovel logging and bunching turns for Henness Logging's 527 Cat logger to skid to the landing, with this John Deere 2554D shovel logger with Deere boom and Pierce grapple. Zynda joined the crew 1 1/2 years ago, and comes from Mill City. His father had logged off and on. Zynda started logging for G&M the summer of 2009, and started running machinery this past January. "For the most part I enjoy it but some days it fights me tooth and nail. I'm still figuring stuff out like every other day." He's been to school at both Linn-Benton CC and Oregon State, "starting in diesel mechanics then moved to forestry, taking care of prerequisites."

THE HENNESS LANDING has the turns skid to the landing next to the JD2554 with Waratah 623C processor operated by Jeff Goodell, who manufactures logs to the deck, clearing the chute, and where Gary Henness uses the Link-Belt 290 LX with Link-Belt boom and Young grapple to sort, and deck those logs as well as loading log trucks. "We've been getting 15-16 loads a day on this job," Henness said.



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### Hennesch Logging

(Continued from Page 6)

1973 from Santiam High School in Mill City. While growing up he'd work with his father's company during the summers at 14-15 after his sophomore year. "I made some money at it," Hennesch said, "liked the money, but I liked the job too, I enjoyed it." But his central interest at that time was law enforcement, which took him to OCE in Monmouth, Oregon where he graduated with a Bachelor's degree in corrections in '77. "I was offered a job at MacLaren (Youth Correctional Facility) with a starting pay was \$702/month," Hennesch said then added, "My older sister (who taught school, got a job) at Oregon State Parks in the summer, with a starting pay was the same! I looked that that and thought heck with that," and started his logging career. "I went to work for dad in the summer,

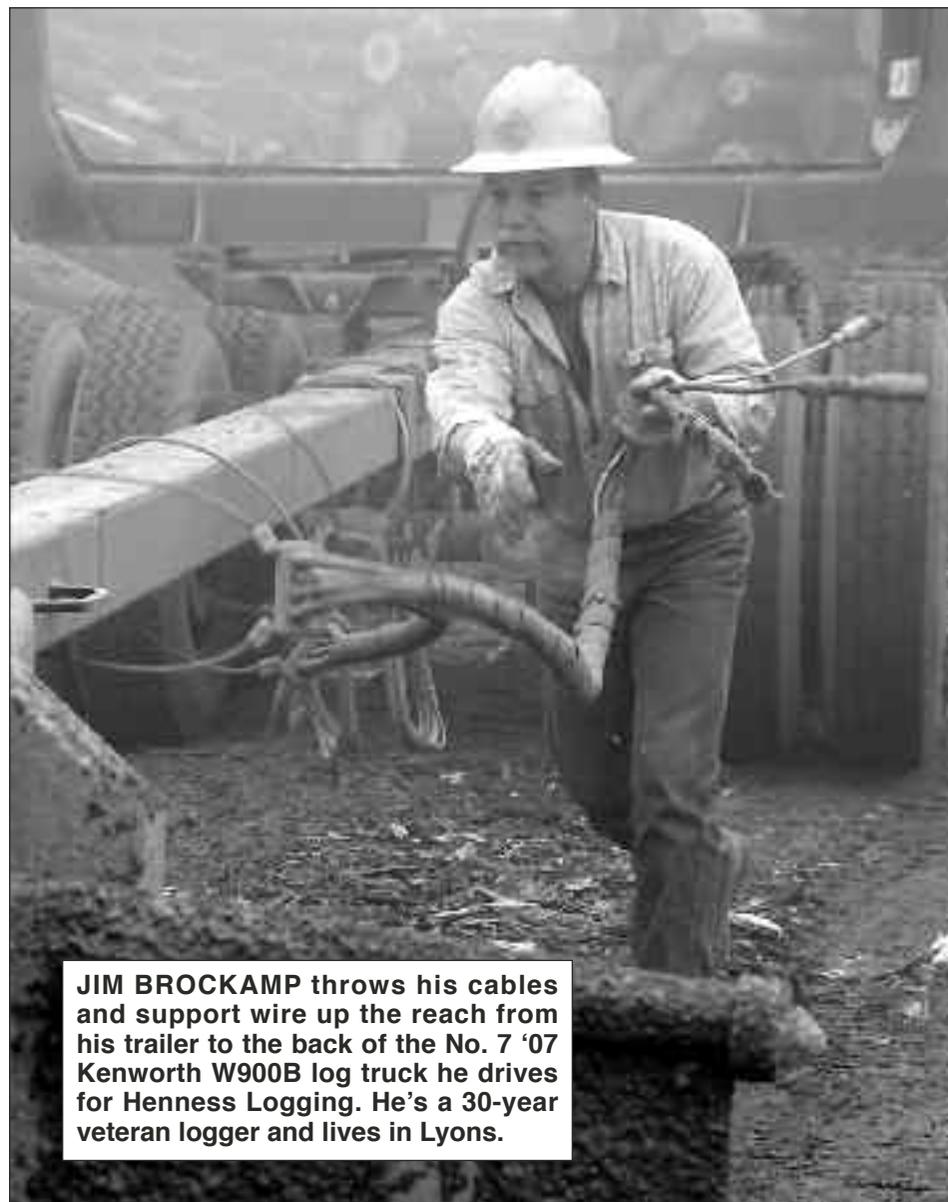
and I'm still here."

He joined the Hennesch crew of six the Fall of '77, and "...started cutting then full time." He'd learned how to cut from his father. "Dad had run the 60-inch bars and big saws logging old growth." Gary Hennesch's first saw was a Homelite with a 32-inch bar, which worked well in the second growth they were logging at the time, and continued logging with that saw 'til the purchased their first Stihl. "I loved them. They were so light, more power, chain speed... a night and day difference!" He continued as a timber cutter for about four years.

The change from cutter to crawler operator was quick. "One of the guys who'd worked for dad several years running Cat quit, and dad said, '...you're going to have to run the Cat now,' so I did that, running the Cat D3 and setting my own chokers

(Continued on Page 14)

See "Hennesch Logging"



**JIM BROCKAMP** throws his cables and support wire up the reach from his trailer to the back of the No. 7 '07 Kenworth W900B log truck he drives for Hennesch Logging. He's a 30-year veteran logger and lives in Lyons.



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**2005 Morbark 2355**  
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06-11 Cat 545C	\$65-210,000	06 Komatsu 220	\$180,000
(4) 01/05 Cat 525B	\$30-75,000	08 Prentice 2410	\$35,000
03 Cat 535B	\$65,000	07 Prentice 2384	\$70,000
09 Deere 848H	\$95,000	06 Prentice 384TMS	\$50,000
09/10 Deere 748H	\$144-160,000	05 Prentice 280D	\$38,000
08 Deere 648H	\$100,000	05 Prentice 410E	\$79,000
03 Deere 748GIII	\$30,000	95 Prentice 410D	\$36,000
<b>Feller Bunchers</b>		09 Tigercat 234	\$110,000
(2) 06/11 Cat 553	\$112-190,000	00/03 Tigercat 240B's	\$35-45,000
06 Cat 521	\$210,000	98 Timberjack 735	\$89,000
06 HX 470	\$60,000	<b>Recycling</b>	
06 HX 563	\$79,000	07/09 DO 3060K/3080K	\$350-590,000
92 HX 511E - 10818 hrs, shear	\$19,750	07/09 Doppstadt SM720&K	\$182-265,000
07 Prentice 2470	\$35,000	07 Doppstadt AK230	\$225,000
10 Timbco 445	\$266,666	08 Metso ST620 & LT105	\$300,000 ea.
98 Timberjack 608S	\$85,000	05 Morbark 2355	\$250,000
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**14 Henness Logging**

(Continued from Page 13)

LOGGERS WORLD DECEMBER 2013

for the next 16 years," Henness explained, which later was replaced by a John Deere 550, then a JD650, "...all line machines."

Moving from the crawler to operating shovel in the early 90s coincided with his dad's back surgery. "At the time dad was running the loader all the time," Henness explained, "and he needed to have back surgery and was going to be down for six weeks anyhow. I'd not run shovel at

al before that, but I liked running shovel and never let him back on it," he smiled noting, "except when I took a few days off, then he'd run it but otherwise not." The shovel was a John Deere 690D mounted on a self-propelled Pierce three-axle carrier.

At that point they had a 13-man crew, including truckers and cutters.

**Trucks**

**"We've always had trucks,"** Henness said, "starting with the self-loader dad had from when

he started in 1970." By '79 with the ongoing need for more trucking, Henness explained, "I bought my own truck in '79 and put a driver on it, which I leased to dad. It was a '76 Kenworth in '79 I'd paid \$38,000 for, then put a driver on it, and called the company Gary D. Henness Trucking."

At that point both he and his father had log trucks, "...which hauled for us and we hired gypos to round it out."

**Timber Cutters**

**H**enness has had its own hand cutters from their early years on, then when John Deere produced the JD 653 feller buncher, "... we bought one of the first, which I ran for about a year, then hired a man to run it," Henness explained with a smile. "They replaced that machine with a JD653 self-leveler operated it

for about a year, went through Frank Lumber Co.'s feller buncher land and then it sat for about a year, when we sold it off and bought another shovel" and put that to use shovel logging.

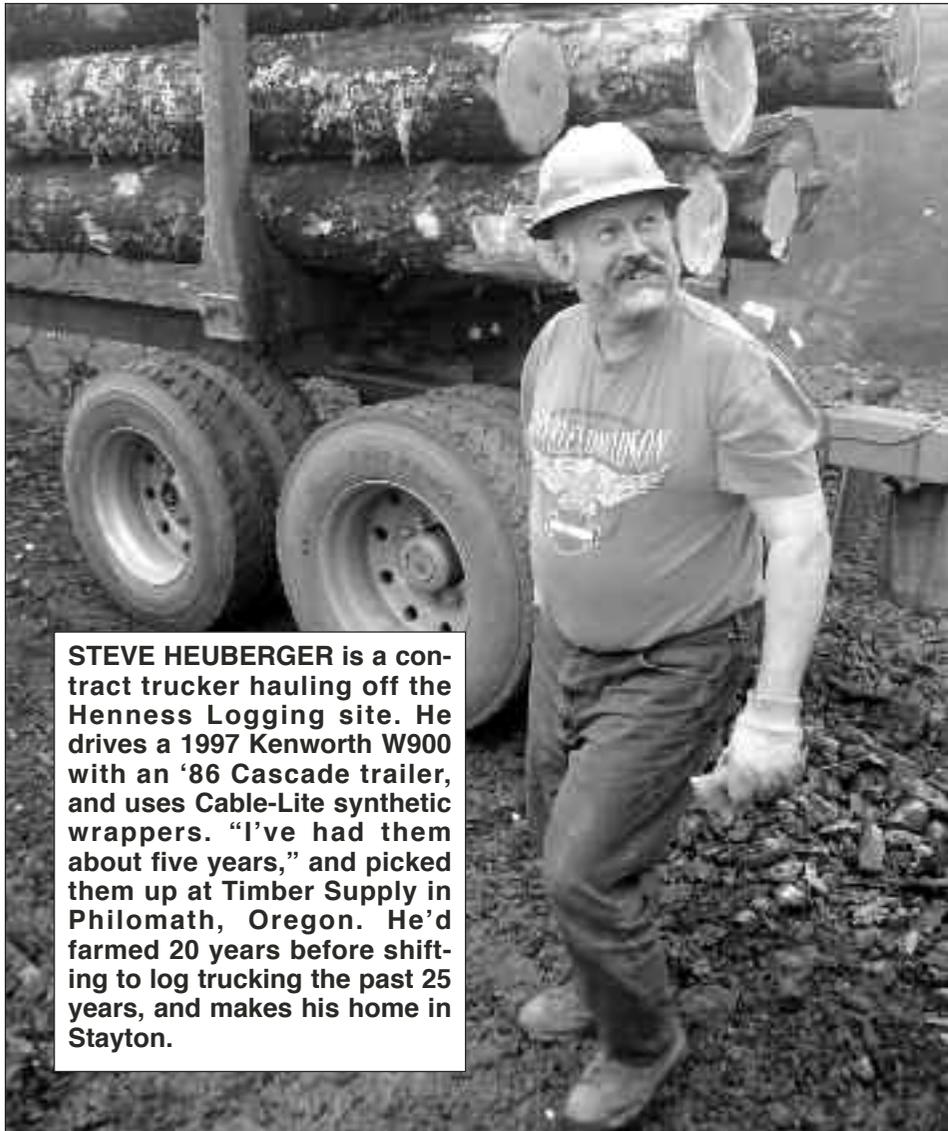
**Transition**

**T**he company's generational transition was a gradual shift of duties and ownership. "We'd talked about it before," Henness noted. "Dad was good about that, and I started doing more and more. I became president of the company in 1998, 15 years ago. Shelly and I own the majority, and the parents have some shares still."

The change in ownership and the times contributed to their updating

(Continued on Page 15)

See "Henness Logging"



**STEVE HEUBERGER** is a contract trucker hauling off the Henness Logging site. He drives a 1997 Kenworth W900 with an '86 Cascade trailer, and uses Cable-Lite synthetic wrappers. "I've had them about five years," and picked them up at Timber Supply in Philomath, Oregon. He'd farmed 20 years before shifting to log trucking the past 25 years, and makes his home in Stayton.

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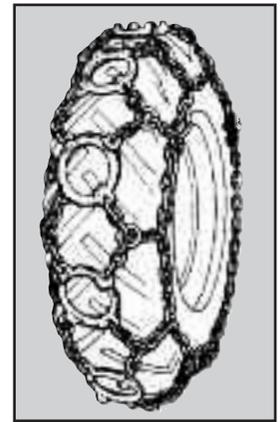
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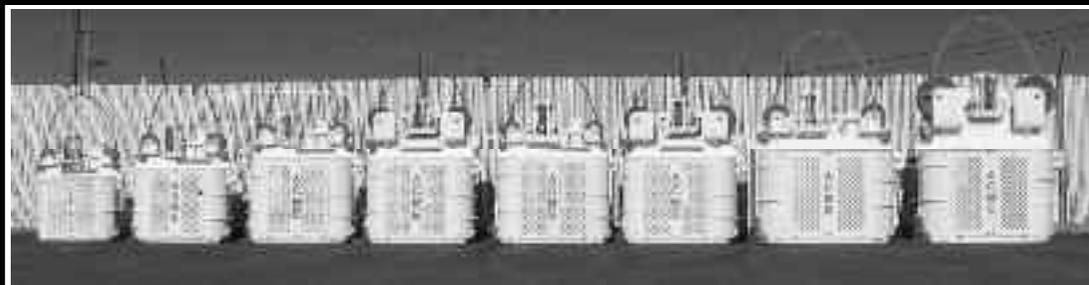
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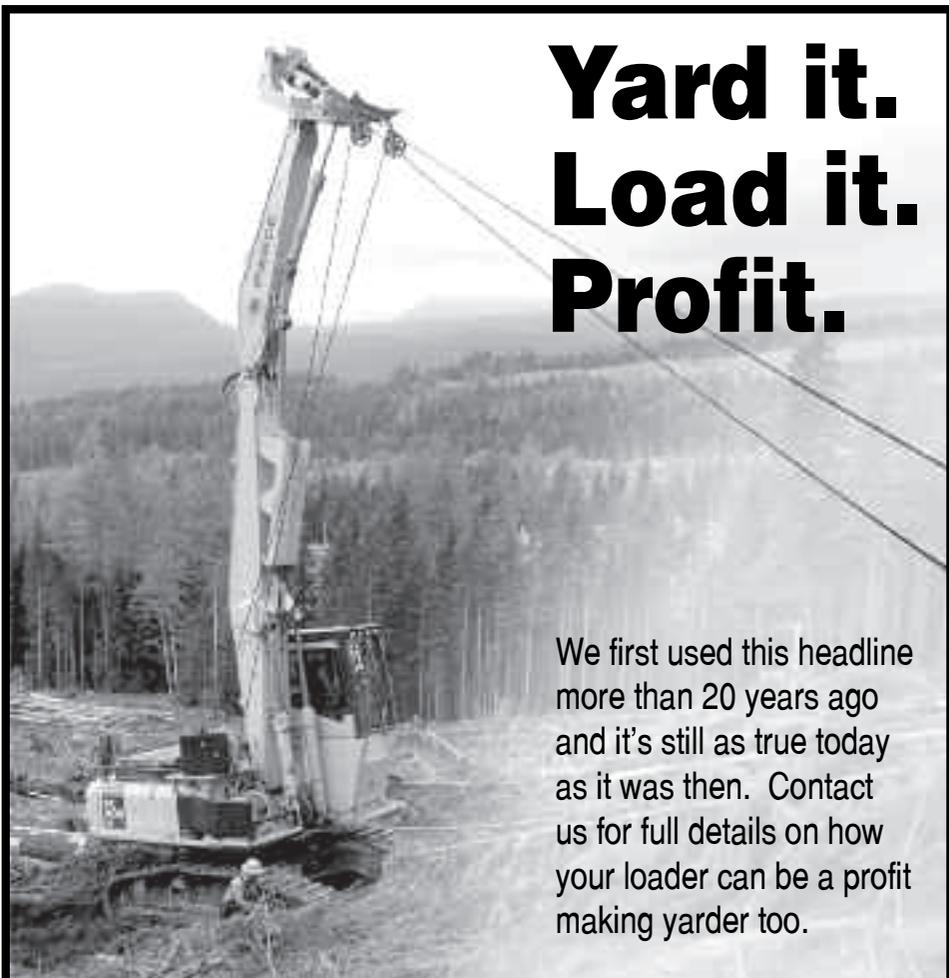
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■ Circle 27 On Inquiry Card – Pg. 25



**SLIM (WALTER COOK)** slings his Cable-Lite synthetic wrapper over his fully loaded trailer. "I've had them two years... quite a difference," he said from the steel cables he'd used most of his 51 years as a log trucker. "My arm doesn't hurt as much throwing these."



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**Hennes Logging**

(Continued from Page 14)

equipment. "I got tired of working on equipment each weekend and when it was finally mine, that changed."

First they purchased some new log trucks. "We had four trucks at that point, so we started then sell-

ing older and buying newer. We still have four log trucks, all Kenworth." They've not purchased a truck since 2007. "We're running all Cat engines," said Hennes. "We're very happy with them."

They also bought some new show-

(Continued on Page 16)

**See "Hennes Logging"**



THE HENNESS HOME team (from the left) mom, bookkeeper and partner Shelly, son Talon (14), and partner, logger, father Gary Hennes.

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- 2005 CAT 320C Logger, w/CAT 58" Grapple, 13,400 hours, #018794, Portland, OR .....\$138,000
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**16 Henness Logging**

(Continued from Page 15)

LOGGERS WORLD DECEMBER 2013

els, a John Deere 690 track machine, in addition to upgrading other machines over time.

Henness had tried tower logging as well, "...for a short period of time but got rid of it," he noted. Also they'd had a yoder, which "...we used for a couple of years. I put drums on the (Cat) 330. We had it made into a yoder out of necessity around 2004, and ran it with a gravity carriage. We bunched the logs at the bottom of the hill then skid them with the 330, rather than yarding it," he noted. Then when it wound up setting for a while, Henness explained, "...things don't work right when they're not used," and they sold that as well.

Henness Logging has worked for Frank Lumber Company since their start in business. "We went to work for them and 1970 and have been

there ever since," Henness said. "The give us a logging plan for the year, and always have. Normally they have a pretty good idea (a year ahead)."

"Dad said (when Henness Logging was changing ownership) '...you'll never have a problem working for Frank as long as you treat their land like it is yours,' and we've always tried to do that. And it's worked."

**Today's company**

**H**enness Logging remains a highly automated ground based logger. Their crew consists of four timber cutters, four truck drivers, and "five of us logging."

Equipment includes: Link-Belt 290LX with Young grapple and Link-Belt boom "that I run,"; a 2454 John Deere, Pierce Grapple, shovel with a 38 ft. boom; a John Deere 2554 with a 40 ft. boom and a Waratah 623B dangle head proces-

sor; a Cat 527 track skidder with Cat swing grapple skidder; and a John Deere 748GIII Grapple Skidder. "It keeps most the guys off the ground," Henness noted.

The job they were on the day we visited was on Oregon Dept. of Forestry land, which means all the trees need to be both stamped and painted, "...so we added another guy for this job," to do that he said. "We've been getting 15-16 loads a day on this job. On some jobs we've done better."

Overall they work a five day, eight hours a day work week, though with the rainy season upon us, "...to finish this job we'll work any day we can to finish it up," Henness said. They pay medical insurance for employees, which is available to buy for the family as well. "Most of the crew has been with us a long while, and most are cross trained."

Henness and wife Shelly met in

1979 and were married in '81. They have 29-year-old twin daughters: Lacy and Joyce, and a son Talon who is 14 and in the 8th grade.

Shelly took over bookkeeping duties from Norma Henness (Clare's wife, Gary's mother) in 1989.

In addition to logging they enjoy fishing and hunting, and taking in an occasional football game, in addition to parenting, and now grand parenting as well.

He's careful and conscious of his bottom line, which means he's very conscious of spending on equipment, what that does for production and its effect on profitability. "I want to know how much is coming back in the bottom line at the end of the day," he noted.

"I've never had any desire to be huge or run a whole bunch of sides," Henness said on their concentration to do a good job for the landowner. "It's enough to keep track of as we have it."



**\*\*Meet Mr. Timberjack\*\***





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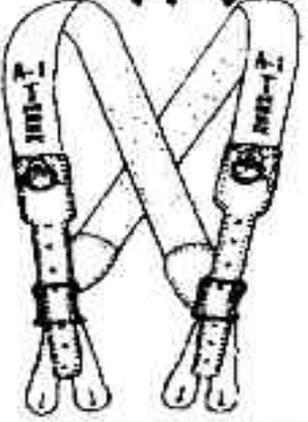
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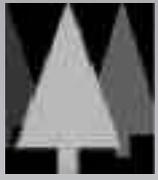
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■ Circle 21 On Inquiry Card - Pg. 25

# LETTERS

## Loggers version

Editor, *Loggers World*:

**I**logged for four years in Cape Pole Alaska, from 1971-74. I saw a lot of "tramp loggers" come and go. There were a few of us of the younger generation, who hung together on Sundays, our only day off, and listened to the rock tapes of the day. Cassettes were the big idea then. One song we all loved was Dr. Hook's "Picture on the Cover of Rolling Stone." So one Sunday afternoon, I sat down and wrote my own "Logger's Version" of the song.

If you are not familiar with the original song, you should listen to it to get a full appreciation of this....

*"Logger's Version" of  
Dr. Hook's  
"Picture on the Cover of  
Rolling Stone."*

"Well we're loggers from Alaska  
and if anyone'll ask ya  
we're the meanest toughest jackels  
in the land;  
We can log the biggest timber  
and I want'ya to remember  
that we only have to use one hand.  
We keep the chicks in town  
from a wearin' a frown  
but we want MORE that just to be  
"Girled"  
Our greatest heart's desire  
that burns us like a fire  
is our picture on the LOGGERS'S  
WORLD.

### Chorus:

Logger's World  
Wanna see my picture on the cover  
Loggers World  
Wanna sent five copies to ma  
mother  
Loggers World  
Wanna see my smilin' face..

on the cover of LOGGERS WORLD!

### Verse 2:

Well, we work on s skidder  
she's a homely old critter  
but we love her 'cuz she's ours just  
the same;  
We are so dog'gonn happy  
and we call our hooker "Pappy"  
and we LOVE it when the clouds  
bring the RAIN!  
We're always a rushin'  
as we tramp thru the brush 'an  
we're so HAPPY wcn our chokers  
get CURLED!  
But we'd give up Maziradis  
Just to see our little bodies  
on the cover of LOGGERS WORLD.

### Verse 3:

Well we're really gettin' wealthy  
and I feel so durned healthy  
that I'll never ever have to take a  
pill!  
And today, about eleven,  
musta' climbed half-way to heaven  
yea, that Sprucie really gave me a  
thrill!  
But no thing could thrill me better  
if I got myself a letter  
from a magazine that's really a  
PEARL,  
saying, "sir, you've been selected  
you just couldn't be rejected  
for the cover of "LOGGERS  
WORLD!"

### Chorus....

Well, there you go.  
Now I'm 63, been teaching for  
near 30 years now, and the memo-  
ries of logging in Alaska are still

vidid in my mind. I can't remember  
where my keys are half the time,  
and I'm always looking for my  
shoes, but I'm amazed how vivid the  
details still are of my 4 years at  
Cape Pole, Alaska.

*Sincerely, Bob Pruitt  
mrprudawg@gmail.com*

## Hermann Bros. story

Editor, *Loggers World*:

**F**or your information the Oper-  
ation of Hermann Bros logging in  
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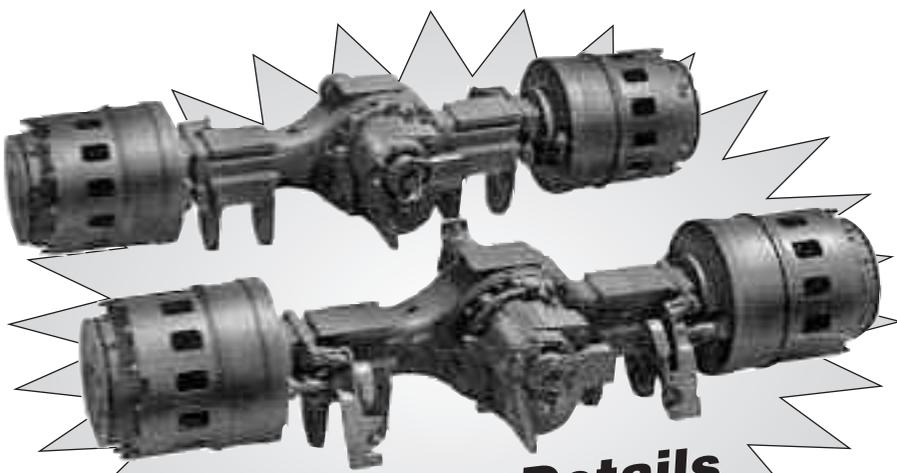
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14<sup>TH</sup> ANNUAL AOLSTATEWIDE

# Logging Safety Conference

**RIVERHOUSE HOTEL  
& CONVENTION CENTER  
BEND, OREGON**

By Mike Crouse

**T**he largest crowd ever, over 200 loggers, were in attendance for the Associated Oregon Logger's 14th Annual Statewide Logging Safety Conference held again this year at the Convention Center adjacent to the Bend Riverhouse Hotel.

The meeting started at 8 a.m. sharp with a very full agenda, led off by AOL's Executive VP, Jim Geisinger, presenting a political update on both federal and state rules and legislation affecting the logging community. One comment Geisinger made that's particularly relevant is the value of bringing legislators onto the ground with live logging operations to witness "real world logging." The visual and real life realities of how this business works leaves a powerful positive impression.

The first program, "How to build a Kick-A•• Crew" was presented by Wendy Farrand. Addressing leadership, engaging the crew, keeping them involved in the operations, and figuring out how to help each member continue to grow and learn. "An

engaged employee is a SAFER employee."

Through the presentation she referenced a book, "12...The Elements of Great Managing," by Rod Wagner, which outlined much of what she was presenting.

Better communication, not surprisingly, is the key, and a consistent part of effective leadership is to consistently lead by speaking clearly and maintaining the line of communication in both directions from crew to company ownership and ownership to crew.

Poor communication encourages a higher risk environment. "Anger and drama on the job only leads to danger." Being clear and encouraging involvement encourages a safer workplace.

"Great leaders ask questions, engaging their employee, bringing them in. People will support a world they helped to build," Farrand said. "People need to know the Big Picture... (where) the more they know the more engaged they are."

"The win-win situation is where you have all the employees supporting your decision because they had the chance to give you their opinion, their input."

"If there's one thing you take away from this today," Farrand emphasized, "it's to ASK WHY on the

job."

The second presentation was from Kevin Phau, SAIF senior loss consultant outlining the SIM-plicity(tm) program developed in the oil fields and adopted to reduce some of the most common and costly injuries. Phau explained, "35% of all SAIF's claims are from strains and sprains, (which accounts for) \$90 million dollars each year (in claims). The SIM anachronism stands for "Safety In Motion" and sets a common language, "... green, red, and yellow zones," which in your position and technique of common motions brings awareness to a safer way to approach everyday tasks and avoid injuries.

The presentation had the vast majority of the audience involved in the drills and brought the advantage from simple changes in technique make for a safer workplace and a healthier employee.

Find out more on the SIM-plicity(tm) program, go to (<http://safety-inmotion.com>) and the SAIF site ([www.saif.com](http://www.saif.com)), then to the section marked employee, then safety, then ergonomics. There are sections, both written and video that are available to walk through the program that's a proven winner for employers, employees, and reduced on the job injuries.

A buffet lunch split the morning and afternoon session, in addition to several breaks between sessions with door prizes, and time to visit various vendors at the conference.

The afternoon session led off with Steve Narolski, program manager for the Bonneville Power Administration, talking about working and logging around power lines. First order of business, be careful and mindful if there are power lines near your logging site.

Some safety tips when logging near power lines:

Safety tips when logging near power lines

- Look at logging plan
- Identify targets...energized power lines
- Request an onsite visit by BPA transmission line maintenance personnel to ascertain hazards
- Secure power line clearance and/or hold orders as needed
- Don't leave logging fringe against power line corridors
- Do not harvset timber during wind or storm events
- Do not fuel equipment within ROW
- Avoid decking logs or hauling in ROW unless approved by BPA TLM staff

And perhaps most important: IF YOU DROP A LIMB on a power line, leave it there!!

(Continued on Page 19)

See "Safety Conference"

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**NE logging capacity deficit noted**

“The guys left in the woods are running old machinery,” comments a Maine wood buyer quoted in RISI’s October 17 International Wood-fiber Report. “And if we were all running our mills 100%, or there was a lot of bad weather over the next 12 months, there would be mill outages due to the infrastructure issues.” “Infrastructure issues” seems to refer to logging capacity. According to RISI, these concerns extend throughout New England and into New York and Pennsylvania, as well as New Brunswick. Apart from loggers’ capital shortage, RISI also notes an in-woods labor shortage—perhaps resulting from competition from the fracking fields, trucking, and construction—running up against the gradually growing mill demand, from new biomass facilities as well as sawmills.

Concern about attracting a new generation of workers to logging is growing in all regions. Recent initiatives of note:

\* The Comprehensive Harvester Operator Training Initiative in northern Maine, currently seeking funding from public and private sources, plans to combine regionwide logging career promotion with a robust entry-level

training program;

\* The Forestry Workforce Alliance, in which FRA participates, seeks to organize a network to ensure both entry-level and employed forest-related workers have effective resources to gain and improve skills;

\* Alabama Green Industries, a state-level high school program, currently focused on arborists and landscapers, has shown interest in developing an entry-level logging workers curriculum;

\* The Forestry Equipment Operator Training Program, operated jointly by the North Carolina Association of Professional Loggers and the NC Community College System, with industry cooperators, covers in-woods and business management topics, has graduated its first class, and is seeking opportunities to expand.

- *FRA Bulletin*

EDITOR’S NOTE: Capacity and work force issues could find a solution through longer, reliable contracts that demonstrate a commitment to a landowner/mills current and future work force. Folks: it’s not a training issue, it’s a profit issue.

**Ravalli Co seeks outside help in work on USFS water rights**

**Frustrated by finding themselves on the “outside” of the process to**

extend water rights to the U.S. Forest Service in the Bitterroot, Ravalli County commissioners are turning to a Wyoming attorney to help craft a better way to approach the debate.

Ravalli County commissioners continue to express concerns over the move by the Forest Service to file for water rights on streams coming out of the Bitterroot. The agency gained the ability to file for those rights in negotiations with the state, with Bitterroot National Forest managers saying the effort is merely to protect fish habitat, and not to interfere with other, older uses like farming and ranching.

However, commissioners are concerned about a fight over the limited water supplies in the future. They’ve tried to file objections, but have been rejected by the state because Ravalli County doesn’t have “standing”.

Now, commissioners are endorsing the idea of using donations to help pay for a Wyoming attorney who specializes in similar federal water right cases...

“That individual has a more specific range of experience in litigation over these items. And so if we could craft our objections in a different way so that they can, may receive recognition,” said J.R. Iman/Ravalli co commissioner

The attorney, Karen Budd-Falen,

would help Ravalli County develop a “template” it could use in filing any objections to new Forest Service water right filings. And commissioners are establishing a fund, where concerned citizens could donate money to help pay for Budd-Falen’s services.

“But first of all, it’s not paid for by the county. But it’s a position the county has chosen to enter into to protect the general public under our jurisdiction. Whatever they come up with has to be approved by the commission. And they have to have the county attorney’s blessing to bring this other person into, as a backup or as a resource attorney to assist in our objection process,” said Iman.

- *kpax.com/news*

**Hunter: Wolves mean less big game**

**Don Wilkins, 62, fears his generation of hunters has seen the best hunting in the history of Montana.**

A man who once “lived to hunt,” Wilkins has not bought a single license in four years. The elk don’t bugle like they used to. He walked Wolf Creek for two weeks last year with a group of hunters and didn’t see so

(Continued on Page 20)  
**See “Roundup”**

**Safety Conference**

(Continued from Page 18)

AOL Loss Control Specialist Alex Hanson reviewed several accidents in the past year, in particular struck-by accidents. “Without enough lift, if the logs hit something they swing around. The guys have to get back out of the way,” said Hanson. “Tree length logging isn’t going away. It’s a hazard you have to deal with.”

Mike Weaver reviewed the GHS (Globally Harmonized System) for identifying, storing and safe handling of hazardous substances, and

the time line quickly approaching to comply with changing requirements, which includes training for employees. This is a nationwide program, and all companies need to be in compliance, the only hook being a simple one: take the time and get it taken care of.

The final two sessions were on cool tools and a second session with the morning’s speaker Farrand on Git-R-Done, on creating and sharing your company mission.

The session promptly closed on schedule, well run, well attended and giving everyone something to take back to their crews in pursuit of a safer workplace.



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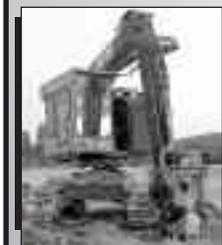
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(Continued from Page 19)

much as fresh tracks. He only saw four wolves.

More than anything, Wilkins blames his empty hunts on the impact wolves have had on big game animals. He points to the recent removal of six wolves from the Lynch Lake area after livestock depredation

as evidence of Montana Fish, Wildlife & Parks' inability to control the wolves.

"I'm concerned the younger generation of hunters will lose interest because of unsuccessful hunts," Wilkins said.

Kent Laudon, a wolf biologist for Montana Fish, Wildlife & Parks, finds Wilkins' blame misguided. He calls the growing wolf population, and the impact it has on big game,

complex and fluid.

"I think this is a situation where perception is trumping reality," Laudon said.

The Montana wolf population has steadily increased since 2005. Minimum wolf counts are conducted every two years and approximately 660 were recorded at the end of 2011.

The growth of the gray wolf population, from an extirpated animal to endangered to delisted in 2011, has

been a polarizing topic.

According to Loudon, Canadian gray wolves began ranging into the United States in the late '70s. In 1986, the first wolf den in the western United States was documented in Glacier National Park.

The 1995 reintroduction of wolves into Yellowstone National Park made

(Continued on Page 24)  
See "Roundup"

LOGGERS WORLD  
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As We See It...

# THE LOGGING CAPACITY ISSUE

DECEMBER 2013  
LOGGERS WORLD

The term logging capacity appears to be the latest buzz word in our industry. There has been considerable discussion on the subject from mills to timberland owners to loggers and most everyone in between. While I admit that the issue is serious to the long term sustainability of the timber industry, the reasons for the shortage are as varied as the potential solutions being offered up. To complicate things even further, the reasons and potential solutions are generally quite different depending on which segment of the industry one is speaking to.

Numerous articles have been written dealing with the many facets of the logging capacity shortage but the one I'd like to touch on is labor. For a business to succeed it has to have an experienced and stable workforce among other things. For a business to continue for generations it needs an experienced management team that can take over

when the current owner decides to call it quits.

Like many in this industry my brother and I got started at a very early age by following dad to the woods on weekends and summer vacations. We learned to run each machine by "getting in and pulling levers to see what they do" as our dad would always tell us. We learned to run the operation by following in his footsteps, asking a lot of questions, and learning from our mistakes.

While it hasn't always been easy there is nothing that I would rather be doing. Logging is all I've ever done and all I've ever wanted to do. With each passing year we get older and closer to calling it quits and the need for someone to take over our operations increases. The question is "Who is that someone and where

are they to get the experience that is needed to take over a logging business?" For many the answer could very well be our children just as many of us learned and took over from our parents.

Logging, much like farming, is a generational industry where many of the businesses are family owned and operated and are past down from generation to generation. The two are also very similar in the sense that you are either born into it or are married into it. The number of young people getting into the industry without any family history in logging is few and far between and with good reason.

While many of us started learning the ropes at a young age in the past, today that is not possible or should I say it is not legal per Federal Child Labor Laws. Logging is

considered a hazardous occupation and therefore no one under the age of eighteen may be employed in it.

I understand the reason for the law is to protect the young and inexperienced and I surely wouldn't want to see anyone get injured whether it is one of my kids or someone else but I believe the law is a bit antiquated. The reason I say that is that I feel it was written in the days when hand falling and bucking with chainsaws were the norm, but today, at least in the Lake States Region, chainsaws are the exception not the rule. Mechanization has greatly improved safety over the years and many of today's modern machines are safer to operate than some of the jobs our kids are allowed to do.

The American Loggers Council (ALC) has been working on this issue for a number of years now with

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



**BRIAN NELSON**  
ALC President  
Cornell, Michigan

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Summary Judgment....

## Change at Interior Dept.? Jewell's Actions Dash Hope

by William Perry Pendley

**E**arly on Secretary of the Interior Sally Jewell was welcomed with bipartisan enthusiasm. She is a petroleum engineer who spent a few years working for a major energy company in the Oklahoma oil patch; 19 years as a commercial banker; and, over a decade as an executive with REI, finally as its CEO. To find a secretary with a similar life-long business background, one must go back to Ethan A. Hitchcock (1899 to 1907). In his early sixties Hitchcock left business for his first presidential appointment; Jewell did so in her late fifties. Today, however, Secretary Jewell has lost her luster.

Secretary Jewell's first episode of political thuggery was her ham-handed attempt to silence those who dissent from the received wisdom on climate change. She warned Interior employees, "I hope there are no climate change deniers in the De-

partment of Interior." The former engineer, who should be used to scholarly disagreement, did not say "skeptics," "dissenters," or "doubters," but "deniers," a pejorative linked to the Holocaust.

Her timing is odd. Climate change orthodoxy began collapsing in November 2009 with the release of data from the Climate Research Unit at the University of East Anglia. Weeks before her comments, *The Economist*, long alarmist on the subject, wrote "Over the past 15 years air temperatures at the Earth's surface have been flat while greenhouse-gas emissions have continued to soar." Days ago, three prominent scientists faulted the promotion of "scary scenarios as if they were forecasts," noting they are "neither forecasts nor the product of a validated forecasting method."

In another political call, Secretary Jewell forged ahead with plans

to regulate hydraulic fracturing. Days ago thousands of comments were filed, most of which were in opposition, including those from energy producing States, which have been regulating the activity for decades. In a bit of irony given Secretary Jewell's pledge to respect tribal sovereignty, the strongest opposition came from the Southern Ute Indian Tribe.

States, tribes, and energy groups argue the rules address a remote, speculative, and totally non-existent harm; one association called them, "a solution in search of a problem." They are duplicative, vague, and unduly burdensome, impose financial burdens on the States, ensure delays, including endless litigation by environmentalists after the BLM issues permits, and generate additional costs for the energy industry and hence the American public. The Western Energy Alliance says the cost to 13 States will exceed \$345 million annually and cost \$100,000 per well.

These two issues-involving matters of scientific integrity and potential energy self-sufficiency-pale by comparison with actions by the National Park Service (NPS). In October, the agency whose employees were once the proud protectors of and friendly facilitators of visitors to America's beautiful and historic places became the service that barred veterans, their survivors, families, and friends from access to

national war memorials.

At Mount Vernon, the NPS kept visitors from the privately owned home of George Washington and, elsewhere across the country, the NPS closed or sought to close or bar access to private facilities located on or accessed via federal land. In South Dakota, the NPS blocked scenic overlooks with views of Mount Rushmore. In Arizona, access to the Grand Canyon through the town of Tusayan was shut down with devastating effect on private businesses. Finally, in Wyoming, at Yellowstone National Park, a tour group was locked in a hotel under armed NPS guard.

Reporters fault the NPS or even the NPS's career director; however, that is not where the blame lies. The NPS has its faults but it zealously protects its reputation for non-partisan professionalism. The speed with which the NPS moved, its attempt to inconvenience the maximum number of people, and its expenditures of additional time, money, and material demonstrate that the order came, not from the NPS Director, but from the Office of the Secretary and likely Secretary Jewell herself. So much for "hope and change" at Obama's Interior Department.

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

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24 **Roundup**

(Continued from Page 20)

LOGGERS WORLD DECEMBER 2013

national headlines. The move was met with contention from farmers concerned for their livestock as well as biologists concerned about the introduction of wolves into areas already habituated by other wolves.

On top of his concern about hunting impact, Wilkins says he's waiting for the day he hears of an eastern Montana farmer waking to dozens of dropped cattle.

This year, Montana Fish, Wildlife & Parks has acknowledged 51 confirmed cattle kills, 15 probable cattle kills and five injured livestock. The agency has confirmed 24 sheep kills.

Laudon says concerns about livestock predation are overblown, but also sees what he calls "curious avoidance" by wolves that live around livestock. The August death of 176

sheep at an Idaho farm is highly unusual, and most of the sheep died from suffocation when the herd panicked during a wolf attack and stampeded each other.

Farmers are allowed to shoot and kill wolves found preying on Montana livestock. Three landowners have successfully done so this year. The U.S. Fish & Wildlife Service has killed 67 more wolves.

Last year, hunters and trappers claimed 225 wolves. The general rifle season opened Sept. 15 and runs through March 15. A wolf license is \$19.

The Montana Livestock Loss Reduction & Mitigation Board and Program reimburses farmers for the loss of livestock that, according to the board, "will continue to result in the loss of personal property and income to some livestock producers."

Laudon finds similar overstate-

ment on claims of sport killing and wolves' impact on hunting.

"There is a difference between compensatory and additive mortality," Laudon said. "In the winter, wolves are often making compensatory kills, which are animals that would naturally die, anyway. Compensatory kills are in addition to the animals that would die naturally. There would have to be enough of those to make a visible difference in the field."

Wilkins says he has seen that dif-

ference. He feels disenfranchised by Montana Fish, Wildlife & Parks, saying nothing is considered official until someone in the agency sees it themselves, regardless of how well informed and aware Montana's population of hunters may be.

"Science works in large time scales," Laudon said. "Some people only care about what is going on right now in their back yard."

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**As We See It**

(Continued from Page 22)

members of Congress and the Department of Labor. We have been trying to get the same exemption afforded our counterparts in agriculture for our immediate family members between the ages of 16 and 18. Today's modern logging operations are labor intensive, highly mechanized and technical careers that require on-the-ground training in order to train the next generation to be proficient and productive.

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close supervision of their parents who have a vested interest in their children's safety and in passing down the profession to the next generation of timber harvesters.

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

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**225D Caterpillar Log Loader** on 30 ton Pierce SPP carrier, turbo 3208 Cat in upper, 6v92T Detroit w/Allison in carrier, factory mounted Pierce boom & grapple (not adapter), machine is working daily, runs excellent & travels down the road well ..... **\$45,000**

**Link-Belt 3400 CII W/Pierce Boom & Grapple**, 0 hours on Isuzu engine overhaul, excellent condition for its age, in process ..... **\$35,000**

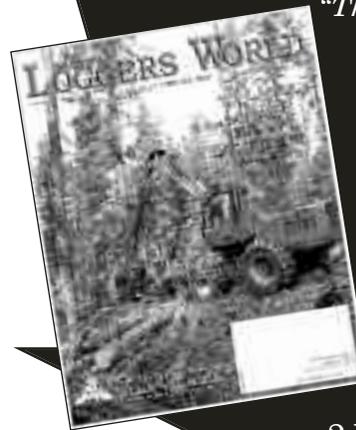
**425C Timbco** with bar saw, 8.3 Cummins and plumbed for hot saw, repairs in process ..... **\$45,000**

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14-16



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16-18



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6-8



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20-22



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