

# LOGGERS WORLD

VOLUME 50 NUMBER 2

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FEBRUARY 2014

*"Things are  
Good in Siletz!"*



SEE PAGE 4



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# Finley's Rigging Shack "Classic"



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

## Confusion

**C**onfusion runs with speed throughout the land. Nixon gets pardoned before he gets to court. Some people want to pardon everyone who had anything to do with Watergate. Confused? I'm confused enough for both of us.

I long for the days when I thought things were black and white. With no greys—just right or wrong. I have always envied the people who knew what was right and what was wrong. I haven't trusted them, believed them or followed them, but I did envy them. I envied their simplistic beliefs and their ability to make judgments ahead of time.

I envy the people who argue earnestly and hopefully for a course of action. They sound as if the good of the country is at stake; as if their pet program is good for them. I can't do it because I know I'm talking to people who are intelligent enough to know that I'm backing my own self-interest. The rest of the argument is bullshit.

At the same time I see nothing wrong with acting in your (and my) self-interest. I believe that unselfishness is blown all out of proportion. If I can't get something out of any program or course of action—to hell with it. There has got to be something in there for me or I ain't going to play in that game. Unselfish is something I ain't.

But I am practical and try to be a realist. If any game I play in must have something for my selfish nature than I assume (hell, I know) that any game you are playing in has something in it for you. It may not be money, it may not be fame, it may not be power—but there is something in there for you. That's okay.

If that's true, then it becomes practical and real. If that's true then it becomes reality that to get someone, or many someones, to help you with your self-interests. Without some selfishness we couldn't

operate. We couldn't live. We operate because we receive something that we want—or think we are going to receive something that we want.

The trick is to find people whose self-interest can operate along the same lines as yours.

For many years I've never wanted to enter into any program or deal with others that weren't good for all of us. I like

my freedom, and I want equal freedom for others. I don't want an unfair advantage over you and sure as hell don't want you to have a bigger club than I've got. I believe that we get more freedoms from being honest. If I'm honest then I must admit that I shouldn't have any unfair advantage over you.

If I'm honest then it means that I must behave as the person I actually am. Not try to be someone that I'm not, or make you think that I'm any different from the way I am. I can't worry about a public image, or popularity, or any of that sort of flowing garbage. If I act any different from the way I am then I can't contact or attract the people I'd like to know and get acquainted with. That is, more honest people that behave the way they do, do it because that is the way they are.

Any other way of acting means that I attract people to me because I'm different than I really am. It also might mean that they are different than the way they show themselves to be. So now we've got a couple of phonies keeping company. Neither of them honest, neither of them with any sincerity of purpose or openness of manner. What kind of a relationship is that? We'd both be better off at home, taking a cold bath while reading a hot book But not together.

I know enough to not pay much attention to what people say. Instead, to watch what they do. What they are doing. What they have done.

Yet with national figures I've consistently been wrong. I've been wrong because the information that I read and see on these people has been carefully controlled and slanted. The reporting hasn't been good and the picture projected hasn't been true. So armed with untrue information, we are asked to vote and to back people who aren't honest and never had any intention of being so.

While in Idaho, for instance, a man asked me

why we keep sending a drunk to the U.S. Senate year after year. He said he was talking about Warren G. Magnuson. I felt that he was jealous because Idaho didn't have a drunk who could qualify as a Senator.

I did some research to see if this was true. I read all the Magnuson ads, but didn't find a hint that he ever had a drink. From his ads I gathered that he didn't sleep, cheat, play around or even eat. He was always working hard to do good things for the people he represented.

Then I met a man who knew him well. A Democrat who used to travel with him. He said that Senator Magnuson went until 4:30 in the afternoon without a drink, and after that he drank glassfuls of straight vodka. Another man present said that he was not a drunk but that if he wasn't a Senator he would be known as a drunk.

After this mild research I still don't know if the man from Idaho is right or not. I would venture to say that if Magnuson is indeed a drunk it won't make any difference, he will be returned to the Senate again. If Idaho wants a heavy drinking Senator it will have to dig up and elect its own. We've got ours and we are going to keep him to ourselves.

See why I'm confused? A man from Idaho knows more about the drinking habits of a Washington State Senator than a Washington State resident. I insist that if we have a drunken Senator we ought to know about it. Then we'd have something to brag about. As far as this Senator is concerned, that might be the only thing we can boast of.

The time of public appearances and statements of and about politicians is upon us. I believe that we can assume we aren't going to get an honest picture of any single politician. Any politician with any importance will have a man on his staff whose main and total job is to protect him from his honest feelings, appearances and statements. Now with all this prettying up and polishing up and protection against any honest off-the-cuff answers, we are supposed to make a judgment of who to choose to represent us in various ways. To make a good judgment under these conditions isn't only difficult, it's impossible. Yet we'll go on and try to do the best we can, without the proper tools or proper knowledge.

I get a feeling of hopelessness thinking about it but it is still the best system I know of. The system does get woefully mistreated and bent out of shape.

My only point is that if I'm going to help send a crook or a drunk into office I'd like to know about it!



## In This Issue...



**COVER PAGE PICTURE:** JOSEPH REYNOLDS, Lee Way Logging's Diamond DT8000 yarder engineer, brings a turn to the landing with an Acme IV motorized carriage. To the left, behind the yarder is Ron Oleman, Link-Belt 330LX with HTH624 processor waiting to clear the chute and process logs. They were hanging out about 1,800 ft. in the January coastal fog, logging roughly 1,500 ft. "The only Diamond DT8000 built," said company owner Dewey Goodell, "and it's a hell of a machine!" He noted they'd hung out upwards of 4,000 feet before."

See "Things are Good in Siletz!" starting on Page 4.

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# "THINGS ARE GOOD IN SILETZ!"



by Mike Crouse

**T**eamwork, cooperation, goal setting and team building, all are essential skills in business and life one can learn from many sources, but ultimately you learn by watching, follow examples, adopting that to your own style and doing it. Dewey Goodell had a great instructor in his father, Jim "JL" Goodell, who owned and operated Goodell Trucking until his retirement in 2002, working alongside, and with, his dad from an early age. "I was 13 years old when I first drove a loaded truck," Goodell explained. "It was a kick in the butt for a 13-year-old, but dad didn't let me get too carried away!" By the time he was 15, he had more latitude as well, operating trucks on the private logging roads around Toledo. "It was a whole lot different then," he smiled.

With high school graduation behind him, and having married his high school sweetheart Carol that same year, Goodell launched his logging career driving log truck for his

dad at Goodell Trucking in 1972.

Within a few years Goodell decided to get a truck of his own, which his father encouraged him to pursue, even providing an old log truck Dewey used as a trade-in for the new '76 Western Star, "...with a Cummins NTA 400 engine and a new General Trailer on it," he explained. Going a step further, JL kept him on as one of his haulers as well! "My dad was always there for me," he smiled. "If I had a problem I'd call him up and ask his opinion because he'd been around the timber industry for so long. He loved helping us out," Goodell added noting

(Continued on Page 7)  
**See "Lee Way Logging"**



**DEWEY AND CAROL GOODELL** own Lee Way Logging, Inc. since its inception in 1987, but started in the log trucking business in 1976. Dewey was named after his grandfather (also a logger), and grew up working with and for his father Jim "JL" Goodell who had partnered in G&L logging then owned Goodell Trucking until his retirement. LeeWay was running four logging sides and operating 12 trucks when we visited.



**SHERI PARRETT** started working for JL Goodell Trucking 15 years prior to joining LeeWay Logging in '88 in the same office for each company. She does "a bit of everything" she said, and noted they've used OEC's software "quite a few years."

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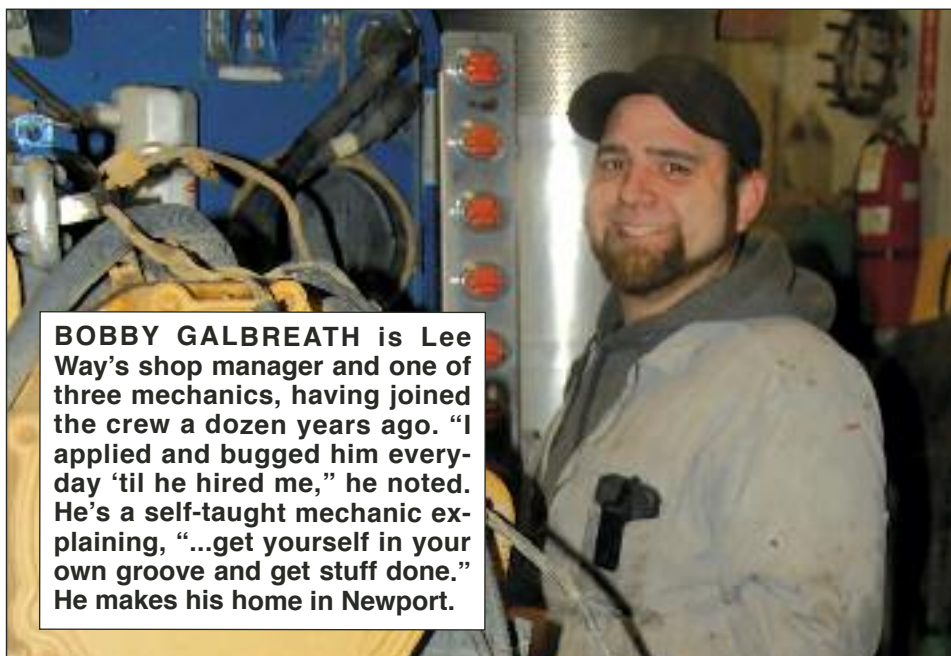
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**BOBBY GALBREATH** is Lee Way's shop manager and one of three mechanics, having joined the crew a dozen years ago. "I applied and bugged him every day 'til he hired me," he noted. He's a self-taught mechanic explaining, "...get yourself in your own groove and get stuff done." He makes his home in Newport.



**BILL LLYNCH** works for Jay Mulberry Contract Cutting, who was subcontracting the mechanical cutting on this side for Lee Way Logging. Llynch, a 24-year journeyman logger, operates one of two John Deere 905 feller bunchers with 24-inch John Deere Hot saw and joined Mulberry four years ago, alternating between running a Husky power saw and the feller buncher.

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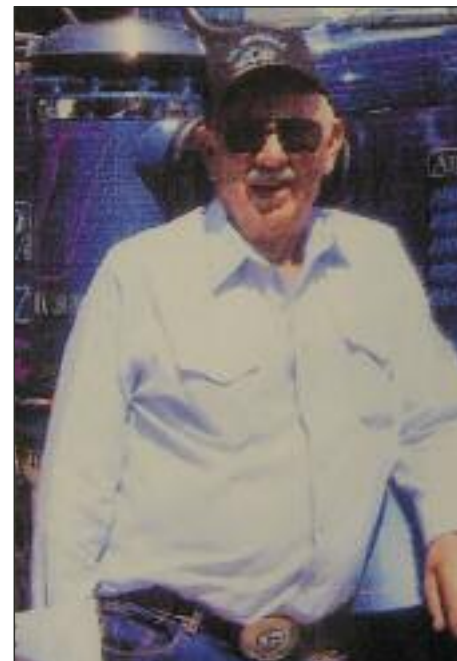
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**RICK FRANKLIN** is the bull buck for Lee Way Logging's cutting crew. "We have nine cutters including me," he explained, who were cutting on four sites this day. He started planting trees in '82, and began cutting in '94 when he started with Lee Way.



**JIM "JL" GOODELL** attending the Brooks Truck Show in 2011, when he was 79. He's the father of Dewey and John Goodell and long-time owner of JL Goodell Trucking. Good businessman, solid father, good counsel. "Dad loved helping us out," said Dewey smiling.

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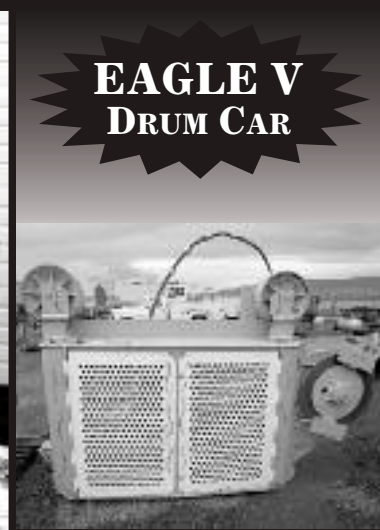


EARL WOLFE brings a turn to the landing on Lee Way's Kobelco SK330LC yoder with Jewell boom, and grapples, with a Eaglet motorized carriage and Fortronic electronic choker bells. Wolfe's logged 20 years the past seven "on and off" with Lee Way. He's a third generation logger, and has five offspring aged 23 to seven. "They love it," he noted. "My 10-year old already runs a power saw."



TOM WILLS processing logs with a Dehmarco DHT50 dangle head processor on a Madill 1800 carrier. He started logging out of high school, and after roughly three years in the brush started running machinery. He's been with Lee Way since '99.

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## Lee Way Logging

(Continued from Page 4)

that even after his retirement in 2002, "...he was like a consultant, in addition to working with us," running equipment, filling in if needed, up 'til the his passing a few years ago.

## Lee Way Logging

The shift to logging contractor began with Goodell's purchasing a 366 Bantam log loader in 1985 from Ross Equipment. "I was just a Gypo trucker and had a lot of gump-tion to work," he smiled. "We had all of dad's trucks and I'd run loaders for other people (which occurred often), so often when I'd haul for somebody, I'd go up and load myself." In doing this he saw an opportunity, which led to the track mounted Bantam, "so we had one truck and this loader." That led him to a job with the loader working for

(Continued on Page 10)

See "Lee Way Logging"



JASON GOODELL drives Lee Way's '05 Peterbilt 379 extended hood with a 550 Caterpillar Acert power plant and an 18-spd. With a two-speed rear end. He's dragging a General trailer with a Whit-Log pup trailer. After starting in the brush, he graduated to log trucking in 2007, and is a fourth generation logger. His father is John Goodell, brother of owner Dewey Goodell. "When I switch to short logger it (the trailers) all match up. I can do all three ways: long loggers, multi train or super train," he said.

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450LC; 550H; 544CD; 544G; 624G;  
644H; 644G; 648GII; 690E; 710D;  
750B-C; 744H; 753GL; 772BH;  
850-850BLT; 992D-ELC

### SAMSUNG

SE 350LC2

### TIMBCO

T425B-C-D; T445B-C-D; T445EXL;  
475D; 475EXL

### TIMBERKING

TK722; TK1162

### KOMATSU

PC120-6; PC130-6; PC138US-2;  
PC150-5; PC160LC-7; PC200LC-6;  
PC220LC-5; PC220-6E; PC300LC-5;  
PC300HD-5; D155AX5; D355A;  
D65E-6; WA 200-1; WA180-1; WA400-  
1; WA320-1; WA180-3; WA250-3;  
WA500-1

### TIMBERJACK

608; 628; 1210B; 2628; 2618

### HITACHI

ZX27U; ZX120; EX150; EX160;  
ZX200LL; EX200-5; EX60;  
EX200LC3; EX220-3; EX270-1;  
EX300LC1; EX330LC5; EX400LC3;  
ZX450LC; EX550LC5; EX700;  
EX750-5

### VALMET

500T; 860; 892

### VOLVO

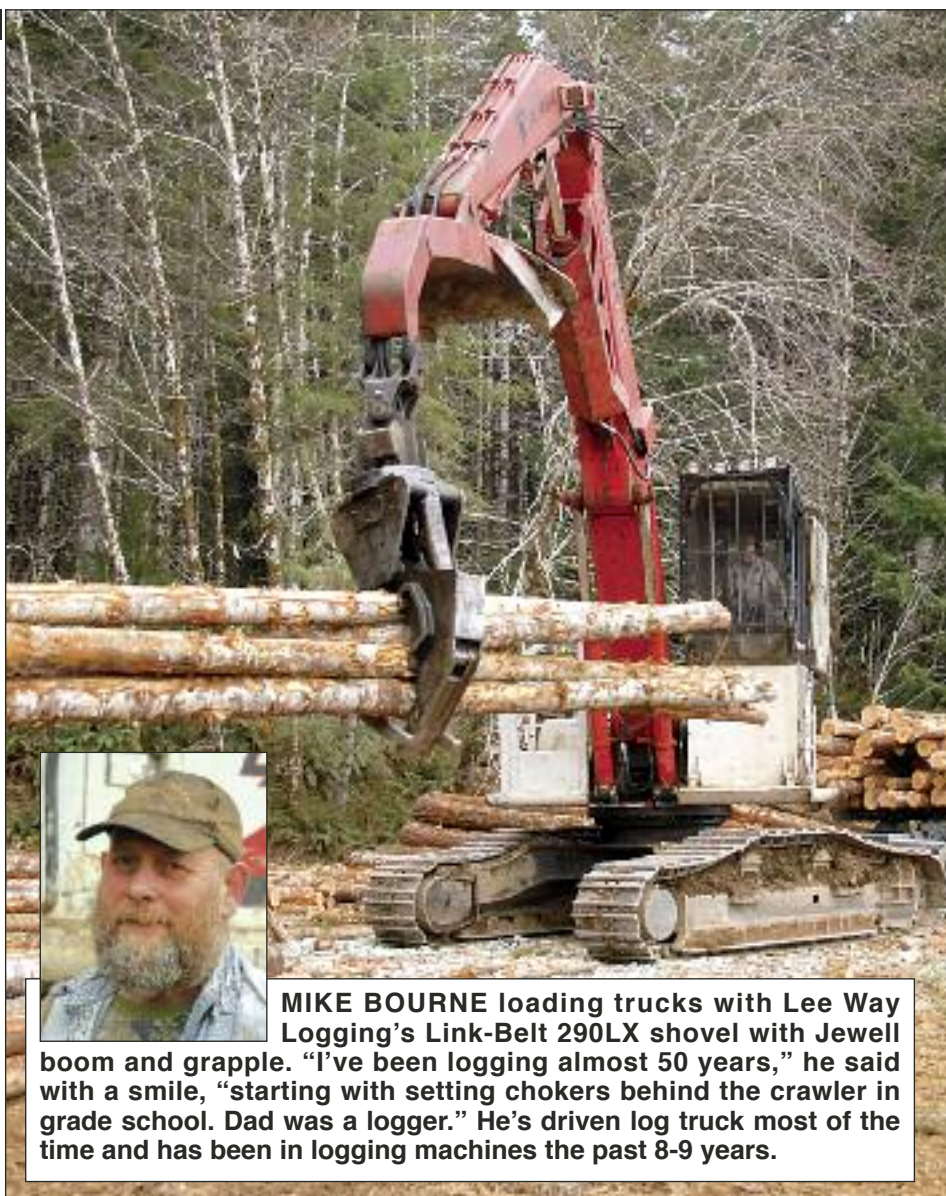
A25C 6x6 Rock Truck; L330C;  
L120E; L180C; L220E

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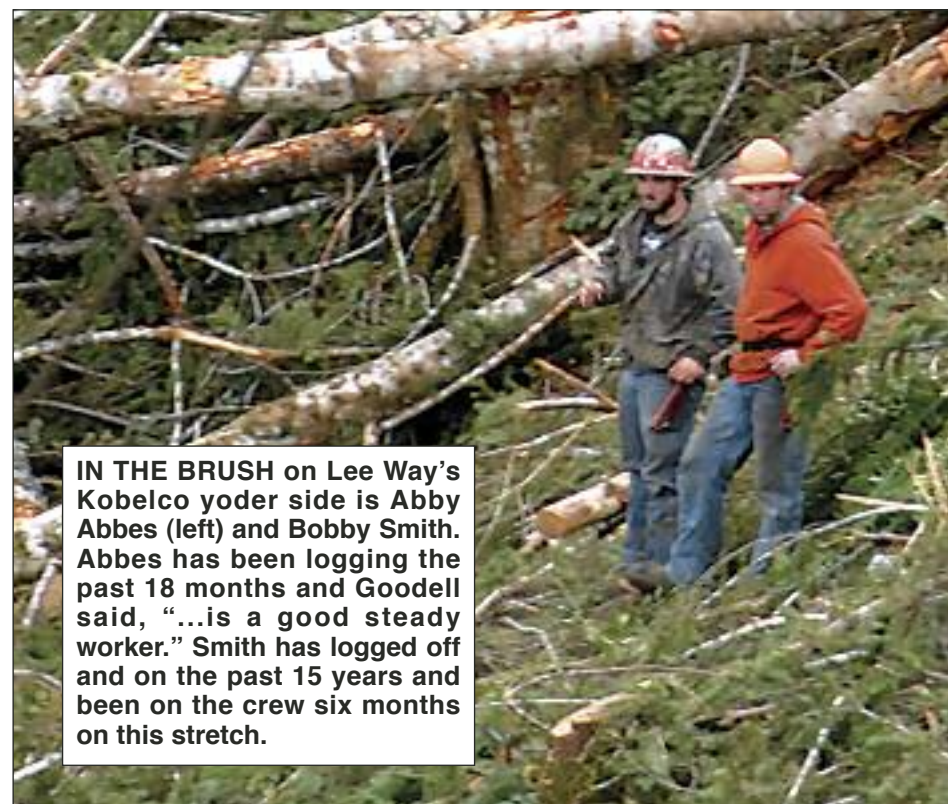
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**MIKE BOURNE** loading trucks with Lee Way Logging's Link-Belt 290LX shovel with Jewell boom and grapple. "I've been logging almost 50 years," he said with a smile, "starting with setting chokers behind the crawler in grade school. Dad was a logger." He's driven log truck most of the time and has been in logging machines the past 8-9 years.



**IN THE BRUSH** on Lee Way's Kobelco yoder side is Abby Abbes (left) and Bobby Smith. Abbes has been logging the past 18 months and Goodell said, "...is a good steady worker." Smith has logged off and on the past 15 years and been on the crew six months on this stretch.



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## 10 Lee Way Logging

(Continued from Page 7)

Winonia Logging down in Roseburg, and later for Ray Howrey who owned HP&H Logging in Toledo as well.

The summer of '87 presented another opportunity from a longtime friend and logging contractor John Brown, Sr. "He had too much timber on the ground and asked me if I wanted to buy a tower or go to work for him running a side for him," Goodell, then in his early 30s explained. "I wanted to do it on my own." That's when they started Lee Way Logging, buying a Madill 071 from Ross Corp. "We leased it for a month, and paid him (Brown) off in about six-months." Goodell had worked around his father's towers and noted, "...we had a pretty good idea what was going on," although he tapped JL's help when they were guying it up at first too.

With the 071 operating, Goodell was down in the brush pulling rigging with some young kids setting chokers, "...in addition to a chaser. Dad ran the yarder and one of his guys was running loader. He then added, "Dan Lundy (who is now their safety consultant) was our hook tender."

That first summer with the tower was dry, "...we went to a Level Four, which shut the site down," but unperplexed "...we took an old fire truck we had down and fought fires for money," he smiled. Those first years, Goodell noted, were successful due to the help from "...lots of good people, and good friends," including his father.

By the end of that summer they'd managed to land a permanent home with G-P (Georgia Pacific), and Lee Way was busy, enough so that by that second summer they'd purchased a second (also used) Madill 071 along with a Koehring 466 load-

(Continued on Page 12)

**See "Lee Way Logging"**



**DJ GOODELL** shovel logging Lee Way's Link-Belt 350LX with Jewell grapple, which he prefers. After high school he went to Alaska as a King Crabber for a season, then returned to logging. He started in the brush, but had operated machines "ever since I was a kid," one advantage from his father Dewey's owning the company. He started on machinery in 2005, and is side rod on this side.



**MIKE OLIVIERI** has been one of Lee Way's field mechanics since '06, and started wrenching out of high school in California, but has lived in Oregon the past 13-14 years, and makes his home in Toledo.



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**2010 JD 160D LC,** Waratah 616 all updates, topping saw, 2,800 hrs, auxiliary cooler, Like New ..... **\$250,000**



**2004 CAT 517 Swinger** with ESCO grapple, 3,526 hrs, standard UC, extra set of unused tri-pads, totally straight & clean, EROPS, A/C heat good, near NEW cond. **\$200,000**



**2007 Kobelco 160 LC,** Jewel guarding package, 0 tail swing, Log Max 6000, 9,000 hrs, NEW U/C, extra parts and uptime kit, all records available **\$129,000**



**2005 Timbco 445EXL** w/12,000 hrs, less than 1,000 hrs on rebuilt eng, UC 50%+, main boom cyl redone, Quadco disc saw with top saw, 6,500 hrs, excellent shape.. **\$179,000**



**2008 Kobelco 210 Loader,** 9,000 hrs, Recent UC, Pierce Boom & Grapple, New Cummins eng., Forestry Cab & Winch..... **\$159,000**



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**2006 Link-Belt 330LX** w/Waratah 622B, approx 16,000 hrs, Tier 2 eng, rebuilt hyd pump ..... **\$225,000**



**2004 Super Eaglet** Shackle Passer, New eng and paint, 3 bugs, Smartbox Tree jacks and knives, Clean and straight ..... **\$44,500**



**2003 Komatsu PC220 LC-6LE,** 19,000 hrs, 5.9 Cummins, U/C 75%, Tight Boom, Double Bar Grousers, 2003 Waratah 622B 12,000 hrs, NEW PRICE **\$99,000**



**1980 John Deere 550 Crawler** w/winch and arch, New UC, water pump, and exhaust, runs good. **\$19,500**



**1995 Prentice 410 EX,** 4 axle carrier, prentice grapple, decent rubber. NEW PRICE..... **\$49,500**



**2001 Madill 1236 DL,** Pierce 3345 Stroker, Excellent Condition, .. NEW PRICE ..... **\$59,000**



**2000 Komatsu 270,** 19,000 hrs, 4400 Denharco Monoboom, New winch drive, NEW PRICE..... **\$66,000**



**1996 Timbco 445** with approx 12,000 hrs, Timbco barsaw, been re-powered ..... **\$49,500**



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THE BRUSH CREW on Lee Way Logging's TMY50 prepares for another turn pulling line of f the Eagle IV carriage. To the left is choker setter Bob Husberg, and on the right is Johnny Barajas. The hook tender, Frank Ferreira was out on the back of the setting.

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## 12 Lee Way Logging

(Continued from Page 10)

FEBRUARY 2014 LOGGERS WORLD

er for that side.

"We'd grown a lot. We had 13-16 people by then depending, and we were doing our own cutting by that time too, rarely hiring men outside, mostly working with our own crew,"



JORNEY GARCIA spooling line on Lee Way Logging's TMY yarder side he was chasing for. He's logged the past 13 years, and likes it. He's usually in the brush and has been with the crew the past seven years.

he smiled adding, "and we were working our butts off."

### Joint venture

In 1991, Goodell entered into a joint venture, forming Selective Timber Services, with long time friend and colleague Lee Miller. "We'd grown up together," he said.



JOSH KIRKLAND is yarder engineer on Lee Way Logging's TMY50 yarder. He started logging eight years ago, spending roughly four years in the brush before starting on shovel then moved to yarder the past few years. He was an iron worker for seven years, "but got tired of not seeing my kids."

"His dad and my grandparents/folks knew each other well. We'd known each other well from when we were kids.

There as an opportunity in thinning at the time, and they formed the joint venture to capture the opportunity.

"We pooled everything we had,"



JOHN HULSEY typically runs their Denharco 3800 stroke delimber, but was operating the Madill 2800B shovel clearing the chute for the TMY50. He's been with Lee Way the past 18 months, and has logged the past 24 years. He lives in Westport and is a third generation logger.

Goodell explained. "We had two thinning towers and two CTL (cut-to-length) systems, and bought two new Thunderbird 40s. The two CTL Systems were a Timberjack 2618 with Timberjack 1010 forwarder, a Rotne harvester and Timberjack 1210 forwarder as well." They worked for a number of different companies and things worked very well.

From its inception it was designed as a five year venture and in '95 or '96, Goodell explained, "...my sons were old enough to come on board with the operations as well, so we separated again. We split and took our machinery, split the company in half, as well as personnel

letting them go with who they wanted to go with."

"Lee Way was still operational through all of that time," Goodell explained. "It was a much smaller operation, mostly ground skidding and mostly just the trucks and the loader. We loaded a lot for Selective Timber too."

"We ended up leaving (the joint venture) with a tower and one cut-to-length side," Goodell explained, "then we added a second Thunderbird TTY 40, as well as three log trucks. Dad was getting out of logging by then as well, so we had more of dad's log trucks."

About 18 people in the company

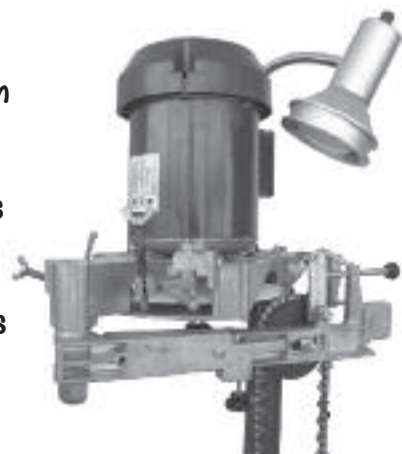
(Continued on Page 16)  
See "Lee Way Logging"

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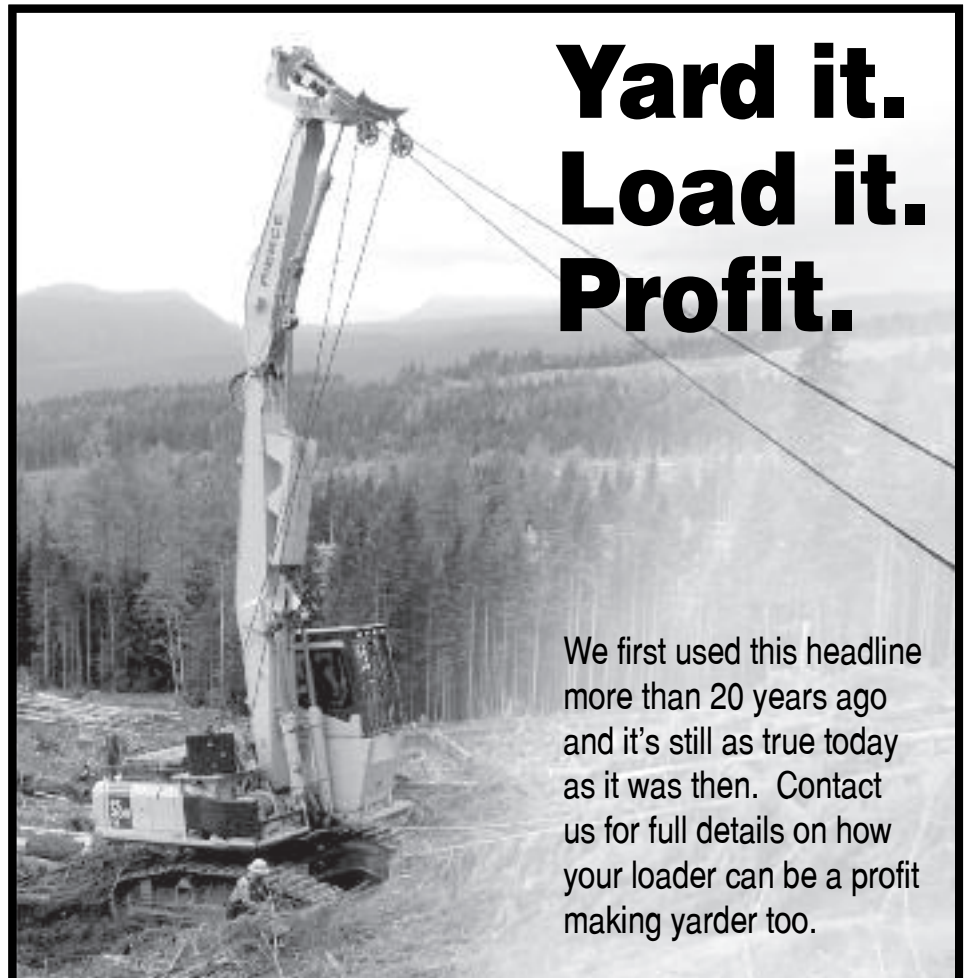


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JOHN NULSEY clears the chute on Lee Way Logging's TMY50 tower side as yarder engineer Josh Kirkland prepares to send the Eagle IV motorized carriage back down the hill for another turn. Chaser on this landing is Journey Garcia.



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2005 Hitachi 350, 16,000 hrs, recent repairs.....	\$97,500
2011 Cat 324DFM, 5,000 hrs, Pierce grapple, xlent cond. ....	\$227,500
2008 Komatsu PC 200, Pierce grapple, 4,000 hrs.....	\$199,000
2004 Komatsu PC 300, 11,200 hrs.....	\$114,500
2008 JD 2554, Jewell grapple, 10,500 hrs., new u/c.....	POR
2007 Madill 2850C, recent motor, rblt hyd. group, new paint, new u/c, rebushed ..	\$240,000
2006 Madill 3800C, hyd group rblt, recent u/c, good cond .....	\$275,000
2000 Prentice 625 CRX, w/Jewell 3 axle carrier, rblt Cummins 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
2002 Link-Belt 290LX, w/Pierce grapple, new u/c, new paint & rotex, 17,000 hrs, good cond ..	\$97,500
2003 Link-Belt 210LX, Pierce grapple, 12,300 hrs .....	\$79,500
1997 Link-Belt 2800Q, w/Pierce grapples .....	\$55,000
1998 T-Bird 1238LL, w/T-Bird grapple, good u/c, recent pump .....	\$49,500
2007 Kobelco SK 260, Jewell grapple, 11,400 hrs.....	\$124,500
2005 Kobelco SK 210, 14,000 hrs, recent hyd pump, good u/c .....	\$92,500
1997 Kobelco SK 220, 15,000 hrs, recent rotex, rblt motor & finals .....	\$49,500

### DELIMBERS

2009 JD 2954, w/06 Waratah 624, 9000 hrs, new pump & drive motor, rebushed.....	\$249,500
2005 JD 2554, w/05 Waratah 622B, color screen, 10,000 hrs, RB front.....	\$152,000
2006 JD 2054, w/06 Waratah 622B, rebuilt head, RB front, color screen, good cond. ....	\$175,000
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
2009 Cat 320 DFM, w/09 Waratah 622B, 5,700 hrs, xlent cond.....	\$279,500
2001 Cat 330B, w/08 Waratah 624C, 7,000 hrs, Cat rblt carrier, 4,000 hrs .....	POR
1998 Kobelco SK 220, w/03 Log Max 9000, 14,900 hrs on carrier .....	\$80,000
2002 Kobelco SK 330, w/02 Waratah 624, rblt motor, rb front.....	\$92,500
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
1998 TJ 608B, w/TJ 758 head, 9,000 hrs, good cond., Lots of parts.....	\$85,000
2002 Waratah 622, w/controls & comp, color screen .....	\$32,500
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Waratah 624, w/color screen, good cond., w/ controls .....	\$39,500
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2004 Hitachi ZX250, w/Pierce 3348, new chain, 12,600 hrs, forestry cab .....	\$125,000
2004 JD 2554, w/Pierce 3348, rblt delimber, xlent cond. ....	\$129,500
2004 Madill 1236B, w/DM 4400, new boom, 10,000 hrs, recent motor & pump .....	\$87,500
2005 Madill 1236, w/DM 4400, excellent cond, new paint .....	\$105,000
2000 T-BIRD 1236, w/ DM 4400 .....	\$55,000

### BUNCHERS

1997 Madill 3200B, Rotosaw, 14,000 hrs .....	\$47,500
2004 Tigercat 870L, w/23" hot saw, 12,500 hrs, rblt motor .....	\$155,000
2006 JD 953G, 24" hot saw, 10,600 hrs .....	\$130,000
1999 Timbco 445D, 2000 hrs. on pump, motor and u/c, bar saw .....	\$95,000

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2007 Kobelco SK 210 LC, w/clam bucket & brush rake, 9,000 hrs.....	\$75,000
2006 Kobelco SK 350LC, w/bucket, 7000 hrs.....	POR
2000 Kobelco 135, 5650 hrs .....	\$35,000
2006 Link-Belt 290, w/bucket & thumb, 7000 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

### SKIDDERS & DOZERS

2003 Cat 525B, single fuctn., bunching grapple, 80%, 30.5X32 rubber.....	\$60,000
2010 JD 648H, dual fctn, bunching grapple, w/chains, 70% rubber, xlent cond ..	\$185,000
1995 JD 748E, dual fctn bunching grapple w/ winch, 8,900 hrs., 30.5X32 rubber.....	\$55,000
1996 JD 548G, dual fctn, 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
Clark Ranger 667, w/winch, 28X26.5 good rubber.....	\$14,000

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2006 Timber Pro TF 830, w/LogMax 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 .....	\$180,000

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Diamond D210, nice yarder, ready to log.....	\$280,000
Link-Belt LS98, Log Master, 3 guyline, gantry, big drums, 6V92, Allison, tilt cab, xlent u/c.....	\$210,000
1994 Hitachi 200, w/2 Pullmaster, guyline winch, new paint, work orders.....	\$130,000
Madill 071, w/Eagle 6, Eaton, water on all drums, 4 guylines, good lines & rigging.....	\$117,500
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
Skagit 739, T100, self prop, 7 guylines, Cummins KT1150 power.....	\$210,000
Skagit BU80C, Cummins 400, Twin Disc., 5 speed, Skagit T90, slfprop.....	\$42,500
Skylead SC40, on TJ 450 skidder, water on haulback, Cummins, Allison, rblt drums.....	\$110,000
Washington 137, T90, self prop., Cat 3408, 7 guyline, 1 3/8", yarder .....	\$160,000
Edco Wildcat, 6 guyline, new KTA Cummins power, rblt lower unit, w/2 Bomans .....	\$220,000

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Boman 9100, good cond .....	\$25,000
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Acme 22, rebuilt, shackle passer .....	\$42,500
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2009 Aspen Lowboy, 60 ton, 8'6" flush deck, 2 axle, jeep sgle axle booster, low miles, Honda.....	\$155,000





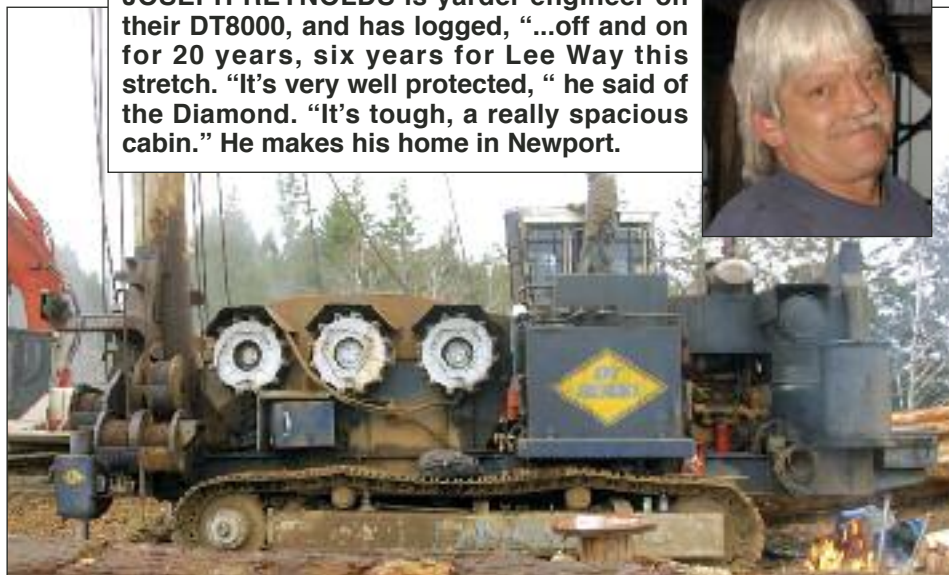
**TIMOTHY ALLEN** is the chaser on Lee Way Logging's DT8000 tower side and has been logging since '99, and is an experienced yarder and Cat operator as well. He joined the crew last year. He lives in Hebo, but was born and raised in Arizona.



**RON OLEMAN** is a third-generation 25-year veteran logger, joining the crew in 1990, cutting timber most of that time switching to machinery five years ago. He's running the Link-Belt 330LX with Waratah HTH624 processor on their DT8000 tower side. He was both clearing the chute and processing.



**DOUG INGRAM** is the hook tender on the DT8000 side, joining them 11 years ago. He started in '71 but left for 17 years before re-entering joining Lee Way. He'd also been a contract cutter and timber faller a number of years as well. He found Goodell's company through the unemployment office and went to work the following day. Ingram makes his home outside Lincoln City.  
**DOWN IN THE BRUSH** were Mark "Squeek" Hurt, Ryan Chessser and Alan Neufeld.



**JOSEPH REYNOLDS** is yarder engineer on their DT8000, and has logged, "...off and on for 20 years, six years for Lee Way this stretch. "It's very well protected," he said of the Diamond. "It's tough, a really spacious cabin." He makes his home in Newport.



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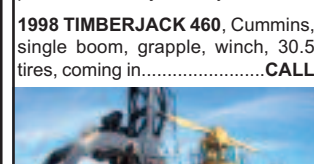
**1986 CAT 518**, long frame, Young boom/grapple, NO DRIVE LINE TO WINCH, fair 23.1 tires, runs/shifts well, 11,320 hrs.....**\$20,000**



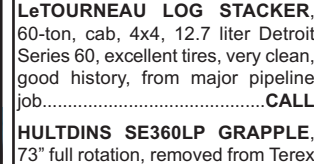
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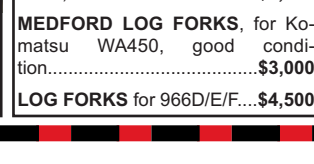
**2004 MORGAN SX706SB**, 6 WD, 3,103 original hours, very good tires, swing boom, 120" grapple open, full rotation, 8.3 Cummins @ 260 hp, hydrostatic drive, ROPS, cab, AC, approx 39,000 lbs, job ready...**\$112,500**



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**JOHN GOODELL** drives Lee Way Logging's 2014 Kenworth T-800 with a 550 HP Cummins tier IV engine with 18-Spd. And dragging a Whit-Log trailer and gear. He's the younger brother of Dewey Goodell, how he added is, "... the best brother ever." He started logging full time in 1979, working for his father Jim "JL" Goodell, and Goodell Trucking. "This is one of the most comfortable trucks I've driven," he said of the 2014 Kenworth. He has a small 11-gal. urea tank, which needs refilling "every three days." He has 2,000 hours on the truck, and 66,000 miles and noted, "...so far no major issues."

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**JIM GEIL** loading, decking and sorting logs from Lee Way's DT8000 logging side, with the Link-Belt 370LX shovel with Link-Belt boom and Thunderbird grapple. He's a 4th generation logger, and his father owned Geil Logging. He's logged the past 29 years running a variety of equipment, working off and on for Lee Way the past 20 years.



**JOE DODSON**, veteran of 38 seasons, operates Lee Way Logging's Thunderbird 1238 shovel with Thunderbird boom and Young grapple. "It's something I wanted to do from when I was a kid," Dodson, a native of Roseburg, explained. He's been part of the crew for 26 years, tended hook before starting on machinery nearly eight years ago. "Everybody here calls me Boss Hog," he smiled.

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## 16 Lee Way Logging

(Continued from Page 12)

more or less. "After the joint venture," Goodell said, "we were indi-

viduals operating independently. I stayed on the coast and Lee stayed on the Willamette." By that point in time, he noted, the CTL operations had "pretty well played out." He sold

the forwarder, and used the 2618 and Koehring 762 head processing at the landing.

Around '99 they'd purchased a larger Thunderbird TMT50 tower, "...a bigger machine, longer stretch and more pull," and "the quality of chasers was declining at that point," in addition to their having to handle more pieces and smaller wood. They also started shovel logging, "... if we had a flatter corner we'd take a

shovel in and shovel log it, pile it, and process, or we'd work it over in the mornings. It was a combined job, shovel and tower logging," which justified a stroke delimeter to fill that need. Their first stroker was a Denharco 2000 on a Thunderbird carrier, which worked out so well they then added a second Denharco

(Continued on Page 19)

See "Lee Way Logging"

**RONNIE GOODELL** processing with Lee Way's 3800C Madill shovel with Waratah HTH624 Super they bought used but entirely rebuilt from Crowley Equipment about four months ago. "I love it," Goodell said. "It's got about 1,200 hours on it. It's a good hog especially with this carrier. He's the side rod on the Skagit 739 tower side. He'd started working with his dad, Dewey, around 13 and went to work full time right out of high school, starting in the brush, but can now run anything.



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**2008 Link-Belt 290LXTL Log Loader**, with OSHA 2.0 forestry cab, 48 in. riser, 40' LBX log front, standard HD guarding package & Pierce TC58 grapple, Prineville, OR, #019099 .....**\$194,500**

**2005 Link-Belt 210LX**, w/LogMax 7000, 7200 hours, Spokane, WA, #018155 .....**\$209,000**

**2005 Kobelco SK 250LC**, 13,600 hours, #019246 .....**Call for Price**

**2003 Timbco T475E**, w/20,400 hrs, runs, as-is, Tacoma, WA, #019056 .....**\$85,000**

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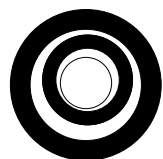
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**ROY BAKER** is a third generation logger who operates the Skagit 739 tower but they were doing some repair on it that morning, so he'd switched to Lee Way's Link-Belt 370LX with Pierce boom and grapple. "The only thing I ever wanted to do was log," Baker said. "I've done it all," and noted he's worked for them "off and on the past 20 years." He lives in Siletz.



**THE SKAGIT 739 CREW!** (Left to Right) Ron Baltazar is choker setter and joined Lee Way a year ago. "I like it," he said. Jose Baz is a rigging slinger and logged his 3 1/2 years for Lee Way. Mike Johnston is the chaser and has logged the past 30 years joining this crew a year ago. Bob Nielsen is their veteran hook tender with 41 years of logging under his belt, the majority of that as a hook tender. He'd been out of the area for 30 years, then moved back a few years ago to join the crew.



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**GREG McGUIRE** is a field mechanic who joined Lee Way nearly 10 years ago, and had logged for other outfits the 18-19 years before that. "I'll do anything, love choker setting, I've hooked," he smiled. I'm just an old logger who grew up liking to do what he does."



**JAMES GWYNN** drives the No. 1 Lee Way truck, a 2005 Kenworth with Whit-Log three axle trailer and gear. He's been trucking 28 years, the past 21 with Lee Way and drove the No. 1 truck for JL as well before that.

**JEFF KRUEGER** has driven log trucks since 1977, grew up in Burns, and Joined Lee Way in 2004. He drives their 2003 Kenworth L model with a Cat C16, 600 HP power plant, dragging a Whit-Log trailer and gear. He makes his home in Newport.



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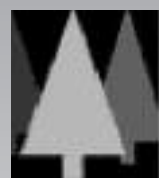
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**GARY WOOD** operates Lee Ways Komatsu PC200LL shovel logger with Pierce boom and grapple, and is a third generation logger. He's logged with his father's company a number of years and has been with this crew for some while.



**HOSS THOMPSON**, Thunderbird TTY 70 yarder engineer, has been with Lee Way the past five years, and is in his 36th year logging. He'd been a hook tender for 20 years, then served as chaser, and makes his home in Toledo.



**RANDY HURSH** was the chaser on the Thunderbird TTY 70 side, and has logged the past 35 years in the brush and running yarders as well. He's been with Goodell twice, 8 1/2 years the first time and rejoined a year ago.

## Lee Way Logging

(Continued from Page 16)

3000 on a Timberjack carrier.

Around this time frame they purchased their first yoder, which gave the versatility in having a shovel logger that could also serve as a yarder on small settings. "You could do everything you needed and a lot easier. The first yoder was a Thunderbird 1238, which was soon replaced by a Link-Belt 4300. "I was tired of overworking the smaller machine."

### Diamond DT8000 tower

**I**n 2006 Goodell swapped one of his Thunderbird 50 towers and purchased the only Diamond DT8000 ever produced, "...and its one hell of a machine!" Goodell explained. "It's comparable with a

(Continued on Page 20)

**See "Lee Way Logging"**

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## 20 Lee Way Logging

(Continued from Page 19)

TTY70. We've hung up to 4,000 with it but typically log around 2,000 ft.

out. It's compact with some lift to it. It's been a very good machine."

"It's easy to move, a fast machine, fast line speed, and (because its compact) doesn't take up much room

**SHROUDED IN FOG**, the brush crew on the TTY70 side includes: Mark Breon, Chris Roberts, Scott Schroeder, Kenny Thompson and Pat Shawver.



HOSS THOMPSON brings a turn to the landing with the Thunderbird TTY70 he operates, with an Acme S28S motorize carriage holding the turn. Waiting to clear the chute and process logs is Kenny Thompson (Hoss' brother) running the John Deere 2554 with Denharco 4400 stroke delimber. They're third generation loggers.

on the landing," Goodell explained. "It's what we call a mini-Skagit drum configuration; they built it like a Skagit." He noted, "It's the same as any other machine, similar pieces on it: Allison Transmission, Wichitas, etc."

"We knew it was sitting in Chehalis," Goodell explained. "We looked it over, thought it was good, took the lowboy up and we got it! And it's been logging for us ever since."

### After the crunch

**G**oodell noted that the economic crunch of '08 affected Lee Way as well. "Our towers only sat for three months at the most," Goodell recalled. "It was the longest time we'd had off, ever. But we're really fortunate around here: Good people we work for, and good people that work for us too," he smiled.

While Lee Way still has two stroke delimiters, which are used "...depending on the settings and what we're into," Goodell explained, most of their processing is handled by the four dangle head processors they have: two Denharco 605s and two Waratah HTH624s. "They're obviously faster and higher production

mode machines," he said, "and we try to keep them where it would be faster production."

They have four Eagle IV carriages, two Eaglets, and two Acme carriages that keep things running smoothly.

Today's operations include 12 trucks. "We'd have more if we could find drivers," Goodell added. "I like both Petes and Kenworths, but the Kenworth store's closer," he smiled. "Both are good trucks."

### Quality crew

**T**he Lee Way crew is a good mix of seasoned veterans with some younger brush guys, all in good sprits and working off the same page, a credit to the side rods and Goodell's management laid-back style and willingness to join in on any task at any time, something he'd picked up from his father as well. "We have a good group of veterans, many with 20+ years, and lots of guys can do multiple things on multiple machines. Each side has a side rod, and all are pretty inde-

(Continued on Page 21)  
**See "Lee Way Logging"**

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## Lee Way Logging

(Continued from Page 20)

Crews average age would be about 45," he explained. "The brush guys work a nine hour day, five days for a 45-hour week, rarely working Saturdays." The machine operators, "...it's up to them, a lot of them run 65 hours a week or better, the shovel operators especially."

They provide employee health insurance and a 401(k) retirement plan.

DJ and Ron Goodell each side rod their respective sides, running hard and having well trained, sharp and versatile crews as we saw throughout the operations.

Goodell's typical day: "...usually running loader or driving truck. I'm not in the office much cause Carol doesn't like that," he laughed. "I enjoy working with the fellas, giving

some BS back and forth."

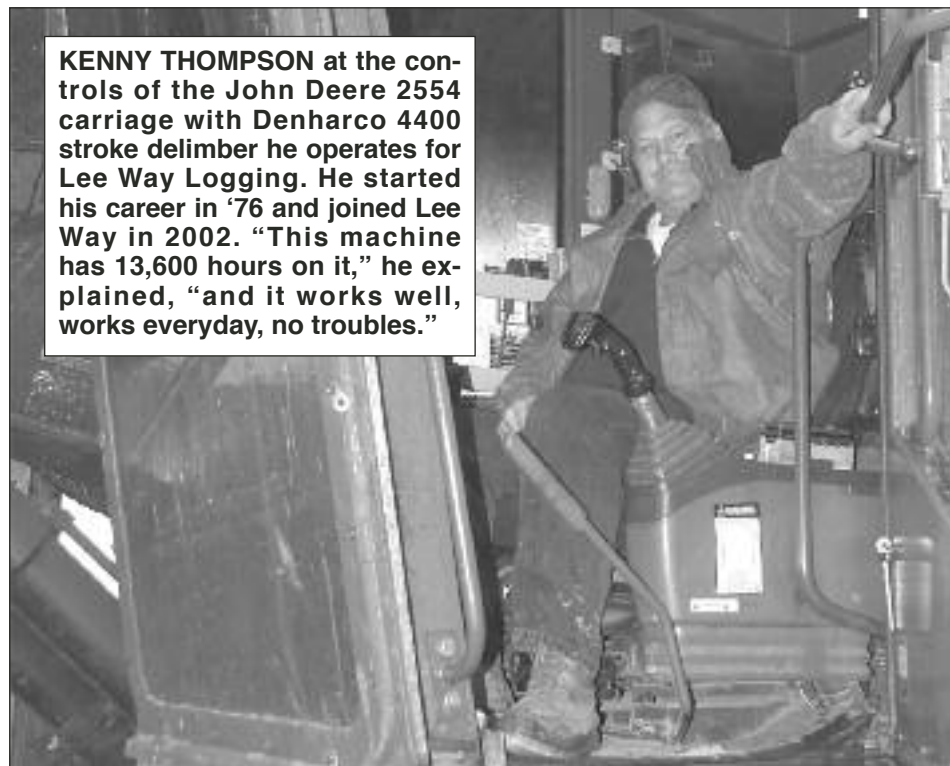
It's not all work for the Goodells. Carol runs the office and had started working for her father-in-law in '75. Most of their recreation is involved with a dozen grandkids (aged three to 22) with number 13 due on Valentine's day. "I like to do dune riding with the kids and grandkids. We run out of time all the time," he smiled.

A second hobby, explained Goodell, "I like to play with cards and the old truck." The cars include a '57 Chevy hardtop, a '69 Roadrunner, and a '69 Chevy Nova all, "...show cars we've been into for a while."

While their office has always been in Toledo (just outside Newport, Oregon), he enjoys being home in Siletz, which is located 100 yards or less from where he grew up. "Things are good in Siletz."



**KENNY THOMPSON** at the controls of the John Deere 2554 carriage with Denharco 4400 stroke delimber he operates for Lee Way Logging. He started his career in '76 and joined Lee Way in 2002. "This machine has 13,600 hours on it," he explained, "and it works well, works everyday, no troubles."



21

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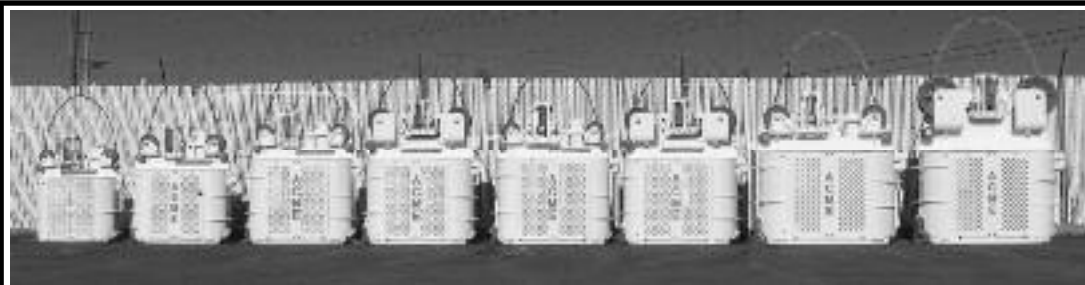
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■ Circle 23 On Inquiry Card – Pg. 30





Summary Judgment....

## Brandt v. United States Brand's son before U.S. Supreme Court

by William Perry Pendley

**I**n 1936, Melvin and Lula Brandt, in a Chevy they owned outright, drove from Mountain View, Missouri to the Medicine Bow National Forest of southeastern Wyoming. When they reached Fox Park, which grew out of the transcontinental railroad's need for cross ties made from the lodgepole pine that carpets mid-elevations of the forest, they had two dollars. Like thousands of other young men in the midst of the Great Depression, Melvin Brandt was looking for work and found it among the hearty Scandinavians who logged the forest.

He hired on to cut ties for Ole Alexander. With borrowed tools and boots, Melvin Brandt hiked into the woods, cut down a tree of at least 11 inches diameter with a one-man crosscut saw, scored the sides with a six pound double-bit axe to create a minimum seven inch by four inch face, removed the scored

wood with a broadaxe, and cut the shaped wood into eight foot lengths, each of which he lugged to the nearest road. Melvin Brandt got a nickel a tie. Soon he could produce twenty a day.

John Wicklund who left Sweden at 14, arrived in New York City speaking no English, and worked in Minnesota logging camps, was Ole Alexander's wood's boss. He and Melvin Brandt became friends, bought out Ole Alexander in 1946, formed Brandt & Wicklund Forest Products, and, by 1951 built a permanent sawmill. The U.S. Forest Service, responsible for the 284 million board feet of annually producible timber generated by the forest's million plus acres, had planned for such a mill on the "Fox Park Industrial Site" tract.

(Continued on Page 23)

See "Summary Judgement"

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■ Circle 20 On Inquiry Card – Pg. 30

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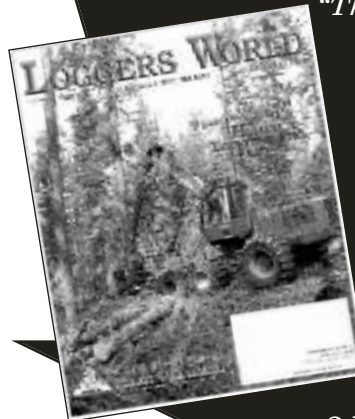
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■ Circle 56 On Inquiry Card – Pg. 30

## Summary Judgement

(Continued from Page 22)

John Wicklund ran the men and horses that harvested the timber and hauled it to the mill that Melvin Brandt operated; at its height it was processing six million board feet annually, employing 60 men. Since 1910, the Laramie, Hahn's Peak & Pacific Railway Company had run a railroad from Laramie, Wyoming through the Fox Park site, and then south to the Wyoming-Colorado border along a 200-foot-wide, 66 miles long right-of-way. The railroad brought in supplies and transported milled timber to Laramie and beyond. In 1976, the Forest Service traded 200 acres Melvin Brandt owned on Sheep Mountain plus 40 acres near Fox Park for 83 acres in Fox Park occupied by the mill, houses and cabins, a church, pool hall, hotel, general store, school and saloon.

Melvin and Lula's son Marvin, raised amidst the woods, the mill, and the hard work, went to college, but soon returned. Unfortunately, after the 1980 recession, times were hard and changing. The Forest Service was no longer interested in letting Marvin Brandt harvest the timber; instead, it left it to the pine beetle. It did not matter that the vast forest, properly managed, could sustain scores of operations like Brandt's mill.

In 1991, a young woman spoke to locals at the Hungry Woodsmen of her vision that, after the Wyoming and Colorado Railroad, as it was then known, pulled up its tracks and ties, a high-altitude bicycle trail could be built in its place all paid for by local businesses; Marvin Brandt proclaimed he was that local business and was nearly finished. That year, he sold the mill and its equipment for pennies on the dollar.

In 2003 Marvin Brandt accidentally learned of Forest Service plans to build the trail; the agency "forgot" to tell him and his neighbors. Despite the 9,000 foot elevation, snow cover from November to mid-June, and the lodgepole pine's attempt to reclaim the path, the Forest Service audaciously predicted 120,000 bikers annually! First, however, the Forest Service sued Marvin Brandt and seized the abandoned railroad right-of-way across his land.

On January 14, Marvin Brandt will sit before the justices of the Supreme Court of the United States to hear a government lawyer argue why the laws, documents, and court rulings that apply to everyone else do not apply to the federal government.

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

LOGGERS WORLD FEBRUARY 2014



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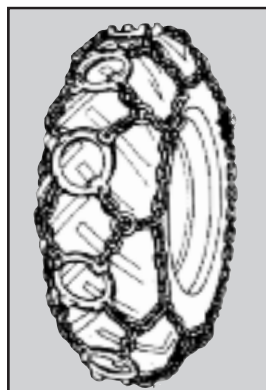
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■ Circle 18 On Inquiry Card – Pg. 30

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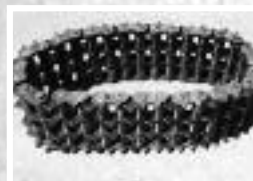
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■ Circle 17 On Inquiry Card – Pg. 30





# As We See It.... STILL "STRIVING"

by Danny Dructor  
ALC Exec. Vice President

**T**wenty years ago, in 1994, a small group of professional loggers took a bold step and formed an organization called the American Loggers Council. The coalescing issue that led them to the formation of the Council was the roll-out in that same year of the Sustainable Forestry Initiatives(r) Program. It would seem while others were designing programs that would have direct impacts on logging businesses, those same people and organizations forgot to ask what the loggers themselves thought about the program and its impact on loggers. These early leaders of the American Loggers Council thought that it was time that the loggers had a national, unified voice on these issues.

*A mission statement for the ALC was formed and simply states:*

The American Loggers Council is a national organization representing independent loggers formed to enhance the logging profession, provide a unified voice on logging issues, and cooperate with public, industrial, and private timberland owners to further sustainable forestry practices.

One of the primary goals of the strategic plan for the ALC is to enhance the professionalism of logging. This includes taking a proactive stance on issues of industry concern, improving relationships between mills and loggers, and promoting the perception of the industry. For the past twenty years, the ALC has promoted logger training and education programs to not only help loggers better understand the relationship that exists between their operations and the environment, but to also help to positively influence the public's perception of sustainable timber harvesting operations.

Unfortunately, as in any profession, there continues to be those few rogue operators who chose to ignore both statutory and voluntary regulations within the industry, yet seem to be able to deliver their products to SFI(r) participating mills at the same price as those who are meeting the standards. It is hard for those who are "getting it right" to compete with those who are not even trying. There are costs associated with the performance measures of the SFI(r) program, and for the most part, those costs are still being absorbed by the timber harvesting businesses themselves.

After twenty years and several SFI(r) program standard revisions, there is still discussion around what should be the maximum amount of wood fiber that is procured by SFI(r) participants that is sourced from untrained loggers. Most logging businesses had one to two years to get into compliance with the LT&E requirements before they were told

they might not be able to deliver their products. Industry has now had twenty years to try and reach 100% compliance, yet they still are looking to include language in the standard revision process that would allow them to "strive to accept" no more than 5% of their fiber from untrained loggers. Strive is a five letter word that give industry an out if they are not meeting the percentage of the

standard. What would happen to your business during a OSHA audit if you "strived" to get your employees trained without ever actually doing it, or you strived to meet DOT regulations while hauling overweight loads?

We feel that it is time to level the playing field. Competing with loggers who are not in compliance with the SFI required logger training and education program, or who are not following federal and state mandated policies, yet still being offered a home for their production from an SFI(r) program participant (mill) is unacceptable to those getting it right. If this process is allowed to continue, those who are operating above the

laws and regulations that govern this industry will set the bar for the rest of us to compete against and not only will the sustainability of the industry falter, but so will the perception of our industry in the eyes of the public. After twenty years of "striving," the program participants should be getting it right.



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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# LOGGING COUNTRY

# Roundup

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■ Circle 15 On Inquiry Card – Pg. 30

## FDA launches probe of Energy drinks

The Food and Drug Administration has launched a probe of energy drinks in response to reports of deaths and serious injuries that may be linked to their high caffeine levels.

Essayed Energy drinks are the fastest-growing segment of the beverage industry, with U.S. sales topping \$10 billion last year.

But the FDA has received 92 reports over four years that cite illnesses, hospitalizations, and deaths after consumption of one brand of energy drink, and has also received reports that cited another brand in five deaths and one nonfatal heart attack.

But in addition to health concerns, questions are being raised about the beverage makers' claims that the drinks provide a mental and physical edge. Rep. Edward Markey, D-Mass., has asked the government to investigate the industry's marketing claims.

"One thing is clear: Interviews with researchers and a review of scientific studies show the energy drink industry is based on a brew of ingredients that, apart from caffeine, have little if any benefit for consumers," The New York

Times reported.

Energy drinks, including Red Bull, 5-Hour Energy, and Monster Energy, have been disparagingly called "caffeine delivery systems." But they also contain a variety of other ingredients of questionable value.

One common ingredient is taurine,

an amino acid-like substance produced inside the body. The few studies involving taurine show little if any benefit, The Times observed.

Another ingredient in some energy drinks is glucuronolactone, which is also produced inside the body. No human studies have been conducted to weigh its benefits as an additive.

The Times concludes: "Claims of energy-giving formulas [are] backed up by little clinical evidence."

As for the claim by 5-Hour Energy that unlike its competitors, it produces "No Crash Later," the product's label explains in fine print that "no crash means no sugar crash."

That is not surprising, because 5-Hour Energy does not contain sugar.

## Lights out!

As of January 1, U.S. businesses can no longer manufacture or import "general service" incandescent bulbs-the most popular light bulbs in America. Consumers can still buy and use them while supplies last, but the remaining inventory won't be around for long. Home Depot says it will be out of the bulbs within six months. Some consumers have started to stockpile.

It's all part of the energy efficiency standards mandated by the Energy Independence and Security Act of 2007. The law already killed off the 100-watt incandescent bulb in 2012,

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



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■ Circle 16 On Inquiry Card – Pg. 30



(Continued from Page 25)

followed by the 75-watt bulb in 2013. Now, in the final step of the phaseout, the minimum efficiency standards have effectively banned the ubiquitous 40- and 60-watt light bulbs.

The ban is crony capitalism in its most seductive form—when it's disguised as green.

Major light bulb manufacturers supported the ban from the outset. The profit margin on old-style bulbs was pitifully low, and consumers just weren't buying the higher-margin efficiency bulbs. New standards were needed, a lobbyist for the National

Electrical Manufacturing Association told Congress in 2007, "in order to further educate consumers on the benefits of energy-efficient products."

So Philips Electronics and other manufacturers joined with environmental groups to push for tighter lighting standards. As the New York Times Magazine explained in 2011, "Philips told its environmental allies it was well positioned to capitalize on the transition to new technologies and wanted to get ahead of an efficiency movement that was gaining momentum abroad and in states like California." After much negotiation, a classic "bootleggers-and-Baptists" coalition was born. Industry and envi-

ronmental groups agreed to endorse legislation to increase lighting efficiency by 25 to 30 percent.

Incandescent light bulbs, we're told, are vastly inferior to the newfangled alternatives available today. The compact fluorescents lamps (CFLs), LEDs, and halogen bulbs are an apparent no-brainer: They last longer and convert much more of their energy into light rather than heat, all while cutting back on your energy bill. (So, of course, the government must stop you from ever making the mistake of choosing the traditional bulbs.)

Except many consumers aren't buying it. The EPA estimates that, of

the four billion light-bulb sockets in United States, more than three billion still hold incandescent bulbs. "By 2014, the traditional incandescent light bulbs... will be virtually obsolete," claimed a 2007 press release from former Sen. Jeff Bingaman, the ban's original sponsor. But according to the latest industry data, incandescents still make up nearly 65 percent of all U.S. light-bulb shipments.

Many consumers are turned off by the higher upfront costs of the alternatives. A single 40-watt LED bulb costs \$7.50 or more, while a tradition-

(Continued on Page 27)

**See "Roundup"**

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## Roundup

(Continued from Page 26)

al incandescent bulb goes for around 40 cents. Some are finding that the CFLs don't last nearly as long as their supporters claim-especially if they are switched on and off frequently, or if they are attached to a dimmer switch.

The list of complaints about the "efficient" bulbs goes on: They are often slow to respond, sensitive to high temperatures, and can cast a harsh and unattractive tone. CFLs also contain a small amount of mercury, which requires extensive and careful cleanup when a bulb breaks.

And they may not be saving us much energy after all. The typical U.S. home uses no less energy per capita than it did in the 1970s, despite an onslaught of efficiency standards for everything from refrigerators and televisions to the amount of power consumed when appliances are in "standby mode." The money saved in the long run by using these appliances is often spent on even more power-sucking gadgets. And if light bulbs cost less to use, why not just leave the lights on longer?

The light-bulb ban is an example of

how political coalitions are formed to force regulations on the general public that benefit a few large producers. A recent survey found that six out of every ten Americans are still in the dark about the latest bulb ban. Meanwhile, the dimwitted light-bulb policy just became the law of the land. The lesson here is straightforward: When industry and environmental groups claim that a regulation will solve all problems, consumers beware. It's probably green cronyism in disguise.

- Perc.org

### Bipartisan fire suppression proposal

In December, Sen. Ron Wyden (D-Oregon) and Sen. Mike Crapo (R-Idaho) introduced the Wildfire Disaster Funding Act of 2013 (S 1875), intended to minimize the distortions introduced into federal land management agency budgets due to the need for internal emergency allocations for wildfire suppression during disastrous fire seasons. The bill responds to the reality that wildfire suppression costs cannot realistically be budgeted within normal land management budgets. It proposes that any fire suppression spending that exceeds 70% of the 10-year average should be provided

from a dedicated disaster funding account separate from Forest Service and Interior Department budgets.

The intent is to enable those

agencies to dedicate authorized funds to fire prevention and fuel re-

(Continued on Page 28)

See "Roundup"

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■ Circle 13 On Inquiry Card - Pg. 30

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**\$320,000**



**2007 Hitachi ZX200**  
10,500 hours  
**\$135,000**



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8,900 hrs.  
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2010 John Deere 3754D  
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2007 Hitachi ZX200  
2007 Madill 3800C  
2006 John Deere 2054  
2005 Cat 330C  
2005 Doosan DX300 LL  
2005 Komatsu PC220  
2005 Komatsu PC300  
2004 Cat 330C  
2004 Linkbelt 240LX  
2004 Linkbelt 350 w/2 Pullmaster Drums  
2003 Linkbelt 290LX  
2002 John Deere 200LC  
2002 Linkbelt 210LX W/Tong Thrower  
2000 Linkbelt 3400Q W/Winch  
1998 Komatsu PC250  
1998 Thunderbird 1240

### YARDERS

2000 Cat 320B W/Timbermaster  
1998 John Deere 892  
W/Timbermaster  
Christy  
Koller K501  
Madill 071  
Thunderbird TSY255  
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### PROCESSORS & DELIMBERS

2012 Cat 320DLL W/Waratah 622B  
2012 Linkbelt 240X2 W/Pierce 3348  
2009 Kobelco SK260LL W/Logmax 7000XT  
2008 John Deere 2554 W/Pierce 3348  
2008 Linkbelt 240LX W/Pierce 3348  
2008 Valmet 941.1 W/370.22008  
2006 Hitachi 250 w/Pierce 3348

### PROCESSORS & DELIMBERS

Cont.  
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2006 Linkbelt 210LX W/Logmax 7000  
2006 Valmet EX10 W/370.2 Harvester  
2005 John Deere 2554 W/Waratah 622B  
2005 Valmet EX10 W/370.2 Harvester  
2004 Cat 325CLL W/Waratah 622B  
2004 Linkbelt 240LX W/Pierce  
2004 Madill 1800 W/Waratah 624  
2003 Daewoo 300 W/Pierce 3348  
2002 Komatsu PC220LL W/05 622B Waratah  
2001 Timbco T-425D W/2004 Logmax 7000  
2000 Linkbelt 3400Q W/Pierce 3345  
1998 Cat 322B W/Pierce 3345  
1998 Timberjack 608B  
W/Koerhing 762C Harvester

### FORWARDERS

2007 Cat 564  
2006 John Deere 1710D  
1996 Timberjack 1210  
1994 Valmet 860  
**FELLER BUNCHERS**  
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2007 Timbco T-445EXL  
2005 Tigercat L870  
2004 Timbco T-445EXL W/Barsaw  
2003 Timbco T-425D W/Barsaw  
2003 Timbco 445E w/hotsaw  
2002 Madill T2200B  
2002 Timbco 475  
1995 Timbco T445C W/Barsaw

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2005 John Deere 135  
2000 Kobelco ED180

1998 Komatsu PC200  
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2008 Cat D6T XW  
2006 Cat 517 W/Swing Boom  
2005 Cat 517 W/Swing Boom  
2003 Cat D5HXL  
2003 John Deere 548G3  
1998 Cat 527 W/Grapple, Winch  
1998 Cat 527  
1998 Cat TD15 W/Grapple  
1995 Cat D5H W/Swing Boom  
1990 Cat D4H w/Winch  
1989 Cat D6H W/Grapple  
Cat D8K  
Cat D7E W/Arch, Winch  
Cat D7F W/Esco Swing Boom  
Cat D7G Arch/Winch  
Cat D7H W/Ripper  
Cat D6D W/Arch, Winch  
Cat D6C  
Cat D6RXL  
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**MISCELLANEOUS**  
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2007 Cat 564 Forwarder  
2006 Timberpro TF840  
2004 Timberpro 820  
2003 JCB 214  
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1997 Timbco TF815B  
Atlas Copco 185CFM Air Compressor  
(2) Pull Master HL25-4 Winches  
Timbco Barsaw  
Quadco 5600  
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W/Waratah 622B, 10,000 Hrs.  
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**2012 Cat 320D Log Loader**  
W/Waratah 622B, 1,200 Hrs.  
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11,000 Hours  
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■ Circle 14 On Inquiry Card - Pg. 30



**28 Roundup**

(Continued from Page 27)

duction projects, in the assurance that it will not be necessary to redirect those funds to expensive and unpredictable fire suppression. Senators Wyden and Crapo hope to

have the provision included in the Senate Interior Appropriations bill for 2014.  
- *FRA Bulletin*

**Baucus to China**

**T**he big news involving the Senate Natural Resources Committee was the announcement that

Senator Max Baucus, who now chairs the Finance Committee, is likely to be nominated as the next Ambassador to China. He will likely be confirmed and assume that position early in 2014. That will open up the Finance Committee Chairmanship which Senator Ron Wyden is in

line to receive. With that change, Mary Landrieu (D-LA) will most likely become the new Chair of the Energy and Natural Resources Committee. It will be interesting to follow the moving chairs early next year.  
- *AFRC News*


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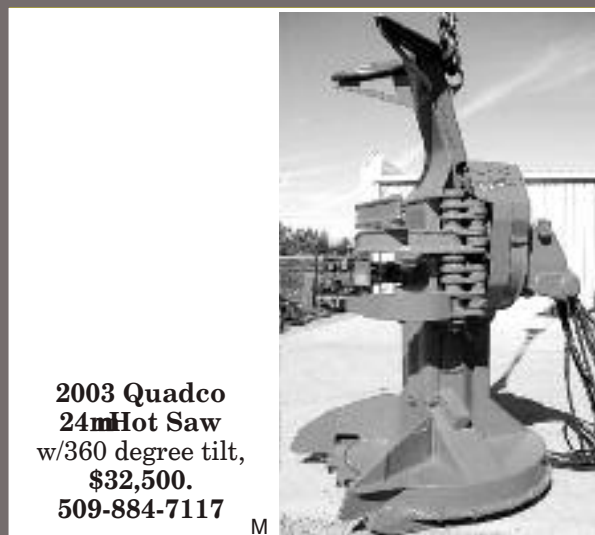
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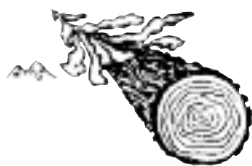


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## APRIL

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