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VOLUME 51 NUMBER 6

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# Finley's Rigging Shack

"Classic"



Originally printed in February 1979

### CONFERENCES:

In our Industry this is the time of the year that we do a lot of talking. We hold conferences so we can talk more than usual. There is so much said to so few and so much of it isn't worth the listening to. Have you ever notices this about a meeting? You spend two hours there and yet you can tell everything that happened of any consequence in five minutes or less? That is okay because a lot of time is taken in exchanging ideas and discussing things and ironing out details.

The conferences of loggers is a fine thing. Renew old friendships and make some new ones. Chane to see lots of the newer equipment and to find out who is buying and logging with it. Listening to speakers extol their line of belief and thought. Hearing about logging methods and newer and different ways of doing things. Exciting and informative! Just exactly the right thing at the right time of year.

As I write this bit of nonsense, I am thinking I should attend every Logging Conference, and meeting of Associations, that happens in 1979. Do not think I will for two reasons. One: Lot of traveling and time involved with days away from home on weekends. Two: Ex-

pensive. It seems that everyone is dedicated to living in the lap of luxury at these affairs. Motel bills up to \$50.00 per day and higher. "What the Heck," they say, "you can deduct it from your Income Tax." That is true you can deduct it from your Income Tax --- but first you have to have some Income to deduct it from.

We don't have a Tax Problem. We have an income problem. I'm just an overweight logger and I'll be doggoned if I am going to pay those prices to go to those meetings, motels, banquets and the like. I can't afford it and I probably wouldn't go if I could afford it.

I used to have a friend in the logging business. Lived in Philomath and his name was 'Shorty' Fenner. Shorty died of a heart attack some years ago. He was a contract logger, a good one, and he made some money. He explained to me that he lived exactly like he did when he was a hook tender. If he went broke he didn't want to reduce his standard of living. He lived good. Fine home, good car, things dependable. He did not lack anything.

That is sort of the way I feel. I still have the same tastes and outlook that I've always had. That doesn't allow for these over-expensive things. Paying a terrific price for things that could and should be available at a lower price.

I am not the only one that feels this way. I've heard many loggers and truckers complain of the high price of attending Conferences and Annual Meetings. Many of them that do attend do not stay at Conference Headquarters and many of them do not buy the meals offered by the Conference promoters.

I remember one time at a Associated Oregon Loggers meeting the lunch tickets were \$5.00 per person. (That was about 8 or 9 years ago). The service was slow, the tables were tightly crowded, the food was bad and the coffee was cold. I could go out in the dining room of the same Hotel and get better service, food and coffee for about \$3.50.

The strange thing is that you'd think that the price would be cheaper when you have a couple hundred people all having the same thing. You have them in one crowd. The cost per person should be less than serving that same number, ordering off the menu, in the dining room.

We attend many of these things, most of them, and we do like many other people do. We don't stay at the Conference Headquarters (usually a lot of noise there anyway) and we do not usually eat lunch as it is scheduled.

Actually if I wanted excellent food I'd stay home in the first place. There it is better than anyplace else I've ever been.

Fifty dollars a night for a motel room. Can you imagine that? When my wife and I were married (1947) our rented home was \$15.00 a month. Since I sleep about six hours a night that means my sleeping cost at that Motel would be over \$8.00 per hour. Not for me --- thanks!

### NINETEEN HUNDRED & SEVENTY NINE!

My anticipation for the activities of this year is both keen and positive. It is going to be a great year. I'm going to do a lot of traveling and am going to meet many, many loggers I haven't met yet. I'm going to see many friends and be in some beautiful places and parts of the country. Who could ask for more?



FINLEY HAYS

I'll be taking thousands of pictures and writing yards and yards of words. Beats working for a living, doesn't it?

I've said it before many, many times --- I've got the best job in the world and every day I thank the Lord for it and I appreciate it.

### TRAVELING:

I still like it and enjoy it. Maybe I told you before but I used to travel many miles when my standard transportation was by freight train or hitching rides from motorists. So buzzing down the road in a good automobile and being able to eat three meals a day is living very well.

People in my generation are very fortunate. First when we were ready to go to work we were at the bottom of the barrel. Jobs were hard to get and didn't pay much. We started when things were tough and they kept getting better and easier. Every year, on the average, things got better and we kept getting more and getting it easier. I like that. I appreciate that. Now it is the best it has ever been and getting better.

In any event I know 1979 is going to go well with me and Loggers World and I hope it does for you also. Happy 1979 --- what there is left of it.

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GROWING UP IN MONTANA, Jared Fitchett wasn't a stranger to cold temperatures but Siberia was a whole different story. Shooting a reality TV show for the Discovery Channel, Fitchett traveled across the globe to brave the cold, a foreign land with foreign languages and equipment that looks like it's been in action for quite some time. During his months in Siberia and training on Ponssee equipment, he decided to move into the cut-to-length business and had one of his busiest year in western Montana.

# ICE COLD RESOLVE

*Jared Fitchett braved far-off Siberia and found a new future in cut-to-length logging with Ponsse machinery*

**By Brandon Hansen**  
*For Loggers World*

Jared Fitchett has never given up. And after years of riding the up-and-down markets of western Montana, Fitchett went to Siberia for a reality TV show as a way to open doors and opportunities for his small family business. Those doors opened in the form of Ponsse equipment and he's found success in doing cut-to-length work once he returned from overseas.

Fitchett had to overcome a few rocky oceans during his life, but when presented an opportunity, he was able to convert his operation with Ponsse equipment and continues to keep work flowing for his brother and father.

## GETTING STARTED

Jared started out at a young age in the woods to help his parents with financial struggles. Fitchett did not like how school teachers in his hometown of Noxon, Montana, talked badly about the timber industry that supported the local economy with family-supporting jobs. He had a love for the woods.

"My dad did not force me to start logging," Fitchett said. "He was at a point with the timber industry where he did not know where he should proceed."

His dad, Dan, was hauling gravel and doing work for Jared's grandpa. Dan picked up some private timber in 1998 to cut but couldn't log and haul at the same time so Jared picked up the sidejob from his dad where he fell, skidded, limbed and decked

(Continued on Page 7  
See "Fitchett")

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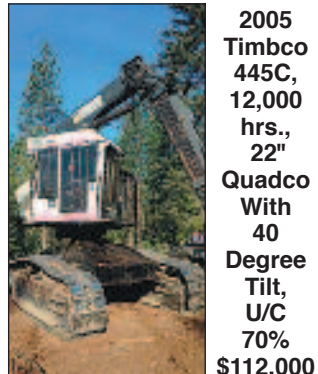
1996 Sky Lead Yarder SC40, ACME Skycar Without Bugs, 5.9 Cummins Engine, Low Hours, 4 Spd. Allison Transmission, 4 3/4" guylines, Skyline 2000' of 3/4", 9/16" Swedged Skid Line and Haul Back. \$125,000



1994 John Deere 850 BLT, Track Skidder, 4307 hrs., Young Fixed Boom Grapple and Winch, 40,000lbs., 4 Way Dozer Tilt \$49,500



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2007 Kobelco SK290 LC, 330 Large U/C, Jewell Package... \$95,000



2015 Hitachi 210 Log Loader, 4424 Hrs., 58" Pierce Grapple, 80% U/C, Excellent Condition, Great Machine \$229,000



2007 John Deere 2054, equipped with Waratah 622B, 9400 hours. Great Machine ... \$145,000



1988 Koehring 6638 Yoder, Pierce 52" Grapple, Butt Rigging, Pullmaster 2 Spd. Winches, Machine Located in KY \$95,000



2011 Kobelco 295 Log Loader, approx 9,000 hours. Rear Entry Cab, New UC ..... \$160,000

## Fitchett

(Continued from Page 6)

everything himself. Since Jared would be logging near where Dan was doing a road job, he could keep an eye on the young buck.

Jared used his dad's 1970 540 John Deere Skidder and Stihl 044 chainsaw that he would eventually buy from his dad.

He worked under Dan for three years doing work for private landowners. Despite the help, Jared could not stop his parents from losing their home to the bank. They persevered, however, finding a different place and then Jared bought an old skidder and began getting his own work.

"I had a really hard time because I was young and everybody thought I didn't have enough experience," Fitchett said.

Jared hand-logged well into his 20s for private landowners and then his dad began working with him. In 2003, they got their first log truck and Dan did all the hauling. They would go on to work in Idaho and Washington as well as Montana.

In 2005, things began to get more mechanical for Fitchett and he bought a log processor as work seemed to involve smaller and smaller wood. He also figured he needed to slowly

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# FEATURED IN THIS MONTH'S ISSUE

## J Shar. Timber Harvesting

Jared Fitchett and his brother Matthew operates two Ponsse machines in western Montana while their dad Dan does the log trucking. Fitchett spent months in Siberia, Russia as part of the Siberian Cut TV Show.



## KRASNOYARSK KRAI

Krasnoyarsk Krai is the second largest federal subject in the Russian Federation. It occupies over 900,000 square miles which is 13 percent of Russia's territory. The largest city is Krasnoyarsk which has a population of 1.03 million. During WWII dozens of factories were evacuated from the Ukraine to Krasnoyarsk in front of the German invasion.

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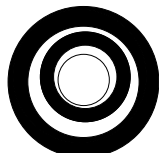
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**Fitchett**

(Continued from Page 7)

get out of the physical aspect if he wanted to save his body.

He bought his first feller-buncher in 2007 and his younger brother Matthew started working for the company and running the grapple skidder.

"It got to the point where we had so much work I couldn't handle it anymore by myself and he helped me out," Fitchett said. "I did the cutting and processing and he ran the skidder."

**THE CRASH**

Jared bought some new equipment to handle more wood, but that's when the big crash of 2008 happened and off-road fuel prices went up to five bucks a gallon. His operation only ran six months in 2008 and shut down in November and bankruptcies and mill slow-downs struck the Montana timber industry.

"The was no work to be found and I delivered a newspaper route just to pay rent," Fitchett said.

He was recently married - to

his wife Sharlyn in 2006 and the two now have two children - and was focused on survival and holding on to his newer equipment. The recession stuck, however, and he had to relinquish them and start over. He was able to keep his older equipment and most importantly didn't throw in the towel.

"My goal was to keep my dad and my brother in jobs," Jared said. "I could pull out of this and just chose not to quit."

It took longer for the recession to start going the other direction but they began to be able to make a living again with log-

ging.

"We did all our mechanical work on our machines," Fitchett said. "If we didn't know how to do it, we learned how to. There were long hours and asking other outfits how to do things. We had the mechanical ability with very few parts and money.

Things began to look brighter in 2013. Jared was able to buy a new house in the spring 30 miles from Libby, Mont. Bob and Linda Taylor had worked with him on getting the new place and an-

(Continued on Page 10  
See "Fitchett"



1997 CAT 527, Esco swing grapple, bunching grapple, 6-way dozer, tri-rails, near-new V-Trac rails/sprockets, 15,075 hours on meter.....\$152,000



2006 CAT 517 TRACK SKIDDER, swing grapple, good UC, cab, approx. 2,400 hrs on trans & torq, 2,000 hrs on fuel pump work, etc. good unit, 11020 hrs..\$150,000

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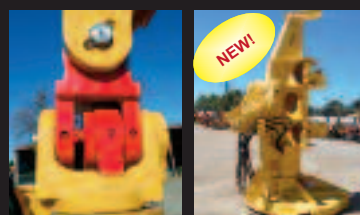
2006 KOBELCO SK250LC, Jewell shovel logger, Jewell grapple, H&W, 24" tracks, forestry cab, rock guards, good undercarriage, runs well, 12,850 hrs....\$85,000



2005 JD 759G FELLER BUNCHER, saw head, good undercarriage, JD engine, tilt cab, just off jog, 12,280 hours (325 hours since pictures were taken), consigned, call for location.....\$90,000



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1999 THUNDERBIRD 1236DL, Pierce HSD 3345 upper, good working order, just off job, estimated 17,062 hours, consigned, call for location.....\$57,500



1996 CHRISTY 3DTK YARDER, 6 cyl. Cummins, 2,000' 3/4" swedge skyline, approx. 2,000' 5/8" mainline, haywire, guy lines, NO carriage, 75mhz radio system, approx. 6,500 original hours, mounted on Freightliner w/Cummins, heavy 2-speed rear ends, biscuit suspension, good clean unit, yarded logs until October 15, 2015, owner is downsizing, call for location.....\$75,000



1999 STERLING L8513 2,000 GL WATER TRUCK, 2016 Randco tank, hose reel, hyd fill, CAT eng, manual trans..\$32,000



2008 IHC 4300 2,000 GALLON WATER TRUCK, 2016 Randco water system, front & side sprays, hose reel, clean, under 26,000 GVW, 196,200 miles.....\$46,000



2007 CAT 328D LCR, smooth-edge clean up bucket, hydraulic QC, auxiliary hydraulics, 10'6" stick, very good condition, 6,148 hours.....\$130,000



2010 VOLVO EC210CL, QC, bucket, 9'6" stick, aux hyd, AC, rear view camera, 4,392 hours.....\$80,000



2013 CASE 621F, 3rd valve, JRB QC, 3.5 yard bucket, new 20.5x25 26-ply tires, AC, heat, 2,943 hours, lease return, clean.....\$100,000



2012 CASE 621F, 3rd valve, QC, 4-yard bkt, ride control, NEW 20.5x25 tires, AC, heat, radio, lease return, 4,428 hrs.....\$90,000



2013 Hyundai HL757TH-9, Tier III Cummins, 3.6 yd bucket, hyd QC, good 20.5x25 tires, cab, AC, 2,604 hrs, good loader.....\$78,500



2012 VOLVO G990, Tier III, 265 hp, Volvo 11 speed transmission, 16' board, push block, rear ripper, joy stick controls w/steering wheel, 20.5 radials, super clean, prior demo rental unit, 967 hours, snow wing available.....\$150,000

**COMING IN**  
2006 CAT 143H AWD VHP, 14' board, rear ripper, push block, LoPro cab, AC, NEW 14:00x24 radials, 9,100 hours w/low hour transmission, nice unit.....\$97,500



2006 VOLVO G990, 16' board, tall cab, aux hyd, very good 20.5x25 radials, auto grease, plumbed for wing or rear ripper, 5,624 hours.....\$79,000



2010 JD 872GP, 6WD, 14' board, rear ripper, push block, NEW 17.5x25 radials, cab, AC, heat, radio, 8,876 hours, NEW paint, just arrived.....\$142,500



2009 JD 872G, 6WD, 14' board, rear ripper, push block, cab, AC, heat, radio, NEW 17.5x25 radials, 6,521 hours, good unit.....\$140,000



JD 772D, 2,500 hours on transmission, 6WD, 14' board, NEW 14Rx24 radials, rear ripper, push block, cab, AC, (snow wing and front lift group available), 9,368 hours, just in.....\$89,500

HAVING LOGGED SINCE AGE 18, Matthew Fitchett operates a 2002 Ponsse Forwarder. He began working with his brother and father when the workload got to be too much for just Jared.



## Fitchett

(Continued from Page 9)

other fresh start.

"It was a matter of meeting great people who wanted to help," Fitchett said. "It was a changing point and I felt like I was rising above the financial struggles."

Jared had good contracts and was paying off debts. But he was hit with a bombshell in October of 2013 when a timber company rep showed up to the jobsite and said to finish up cutting, there wouldn't be more work until January of 2014.

"I was very unhappy," Fitchett said. "I was just recovering. I did round up some private wood to keep us afloat but anything that would have come my way at this time I would have considered it."

## THE SHOW

Jared's brother Matt saw an ad from the Discovery Channel that was looking for loggers to go to Siberia. After the two took a look at it, they decided to do an interview.

"Had it happened at any other time I probably would have not pursued it," Fitchett said. "I was weary of reality TV and wouldn't want to jeopardize steady work."

But having experienced the ups and downs of the timber industry, Jared was willing to see if this could lead to something bigger and better. Fitchett was picked out of thousands of applicants to go to Siberia in Russia.

"My goal was to create a better future for my family," Jared said. "I could meet one person and it could change my fortunes."

The prospect of Russia and Siberia was scary for Fitchett, who admitted he had never been too far from home.

"I was terrified and it was a country the US had not had good relations with and it was far from home," Jared said.

"They needed people to operate a fellerbuncher, processor, loader and skidder operator and I had been in all four of those things."

Fitchett would work for a former Montana logger who had spent 17 years in Siberia. The operation would be outside of Krasnoyarsk, a city of a million people and it was a 50-hour flight away from rural Montana.

But first they went to Rhinelander, Wisconsin to train on the Ponsse equipment they would be using.

"I was really excited because I

(Continued on Page 12  
See "Fitchett")

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JARED AND HIS RUSSIAN FRIEND RUSLAN. They met while Jared was in Russia filming a show for the Discovery Channel. Jared found they have a lot in common, "They wanted to work hard and making a living just like us." This photo is from Ruslan's recent visit to Jared's operation in Montana.

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**HEADING DOWN THE ROAD** is Matthew Fitchett in his 2002 Ponsse Forwarder. Cut-to-Length logging serves small family businesses like J.Shar. Timber Harvesting.



## Fitchett

(Continued from Page 10)

knew about Ponsse and knew they made the best cut-to-length equipment out there," Fitchett said. He was paid to train and that's when his outlook changed on the show and the uncertainty of it.

"I believe in God and family and it's been hard for me but I believe He leads me in the right direction," Jared said.

It was in Wisconsin where Fitchett met Ponsse North American Area Director Pekka Ruuskanen who picked the four reality TV show subjects up at the airport. For several weeks they were treated well and

trained on simulations, running the actual machine and then working out on a jobsite.

The four loggers became friends over that time, and at age 31, Fitchett took his first flight overseas.

## SIBERIA

"When we landed, that's when it set in," Jared said when they got to Russia for the reality TV show.

The four American loggers couldn't read road signs, couldn't speak the language and were dependent on a translation app on their phone or a translator to find things as simple as water or the bathroom.

It was 25-below and the were dropped off in Krasnoyarsk with the company owner nowhere to be found. A Russian man hauled them to the village where they'd be working in a van.

"There were no seatbelts in the vehicle and it was on a main highway," Jared said. "There were car wrecks, people cutting each other off and it was terrifying."

The logging village itself was like taking a time machine back to the 1940s, Fitchett said. "You could smell burnt diesel all the time and it was kind of like a warzone."

The country had poor infrastructure and the pace of life was just slower. Jared didn't get to

call home for two weeks once getting to the country. The village was a timber community with a big rail and wood yard as logs were shipped to China. It was also surrounded by ancient logging equipment left to rust in the mid 1990s when the USSR fell.

The log trucks looked like they were from the 1950s since Russians manufacturers don't break a design if it works.

"Things looked primitive but they were working trucks," Jared said.

The temperature was so cold that they never ran antifreeze in the trucks but rather ran water

(Continued on Page 13  
See "Fitchett")

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DAN FITCHETT has his 2007 Kenworth T-800 mule train with a 2000 Alpine trailer loaded by his son Matthew in the Ponsse Forwarder.

## Fitchett

(Continued from Page 12)

in them and just drained it at the end of the day so they wouldn't freeze up in the block.

The Ponsse logging equipment was built for cold weather and had heaters for the engines and hydraulic system. While

working, the crew never turned the machines off.

"We get cold weather in Montana but it doesn't last long as it does in Russia," Fitchett said.

The temperature indoors was usually around 100 degrees. Russians didn't mess around with the heat.

"As soon as you walk inside you get rid of all your warm

clothing," Jared said. "Because if you sweated on your clothes, you were miserable the rest of the day."

You also had to drink vodka with people, as not to insult the Russians.

The people in the village were good to deal with, Fitchett said.

"They wanted to work hard and making a living just like us."

Jared became good friends with one Russian logger named Ruslan who just like him wanted to support his family. After leaving Siberia, Fitchett contacted him weekly and Ruslan recently got a job at the US em-

(Continued on Page 14  
See "Fitchett")

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### 2007 John Deere 2054

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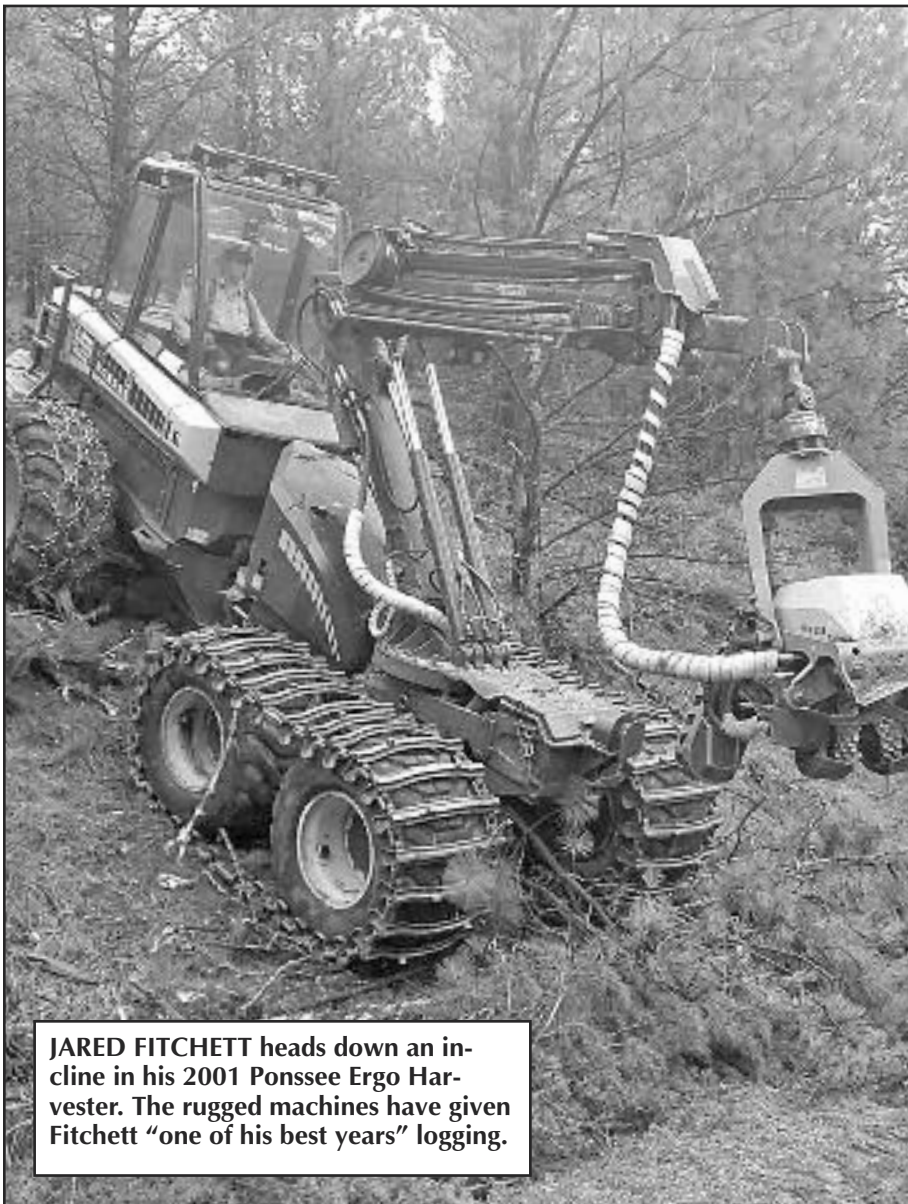
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JARED FITCHETT heads down an incline in his 2001 Ponssee Ergo Harvester. The rugged machines have given Fitchett "one of his best years" logging.

## Fitchett

(Continued from Page 13)

bassy and visited Jared in Montana.

Logging was not any tougher than in the states, and Russia had many of the same logistical problems as logging in Montana does. Basically it takes a long time for you to get parts shipped to the job site.

Fitchett had the added layer of dealing with a film crew sometimes.

"During work they were a pain in the butt and they were in the way," Jared said. "But they worked very hard to get the shot."

The loggers had a love-hate relationship with the reality show crews.

"You kind of live in a glass house and you don't know how much they're going to expose," Fitchett said.

## COMING HOME

After spending 2.5 months in Russia, the muddy season came early and the roads disappeared into a swamp. Fitchett had to walk a fellerbuncher out of the woods for 50 miles over two days.

Once they left, they stopped by Finland to see the Ponsse factory.

After spending several days - Fitchett talked with Ruuskanen about getting into the cut-to-length business. Ruuskanen was very receptive of the young loggers ideas and story.

When Jared returned to Montana, Ruuskanen came a few months later to see his family's business and by November of 2014, had them set up with a Ponsse 2001 Ergo Harvester, 125 crane and a Ponsse head. Then they flew his brother to Wisconsin to train on a forwarder.

Now with 2002 Buffalo and 90 crane as well, Fitchett is humming along in the cut-to-length business.

"CTL had done extremely well," Fitchett said. "2015 was the best year I've had. We did really well financially, we have a good team and we all have newer, nice equipment and I owe it all to Ponsse."

Dan still drives truck for the business, driving a 2007 Kenworth T-800 mule train with a 2000 alpine trailer and ISX Cummins motor.

"It's changed my life," Jared said.

(Continued on Page 15  
See "Fitchett")

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STANDING ON A LOG DECK IN RUSSIA, is Jared and his good friend Ruslan who he met while he was on the reality TV Show "Siberian Cut." The two are now good friends with Ruslan coming stateside to visit Jared.



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## Fitchett

(Continued from Page 14)

Montana has a wealth of clear cuts that have been re-planted and the new timber that was pre-commercial thinned in the 1990s now needs low-impact commercial thinning, and that's where J. Shar. Timber Harvesting comes in. Jared's company now cuts for Weyerhaeuser.

He still does all his maintenance, and while the Ponsse tech support can help him with parts or ship him parts in a hurry, they can take care of things in western Montana. Fitchett has a small shop truck to help keep things going.

Bill Davenport out of Portland does all the bar repair, but other than that, the Fitchett operation stays close to home.

"We used to work 230-300 miles from home but it has only been within 100 miles the last 7-8 years," Fitchett said.

Nick Marich, Jared's uncle, has also proven to be very helpful through the years.

"He has always been somebody to talk to and learn from," Fitchett said.

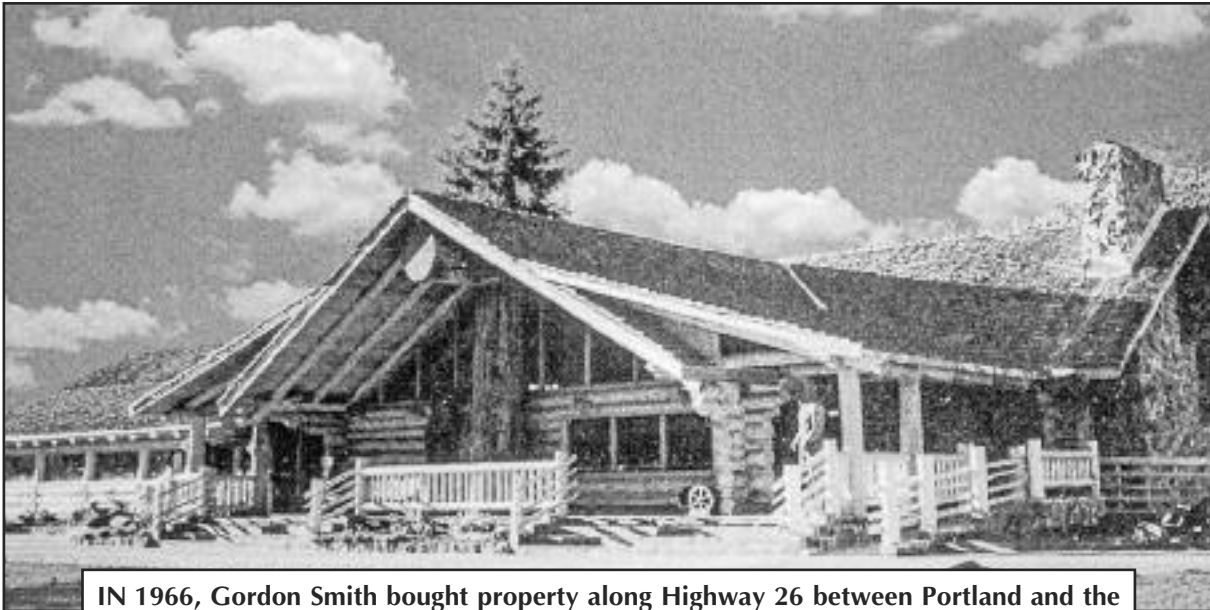
Another person that's helped throughout the years has been Jeff Walters of Thompson Falls who has been logging most of his life and a good friend to Jared over the past eight years.

Jared plans to return to Russia someday and log with his best friend. He sees it as a challenge and wanted to go back. But now things are running smoothly after years of up and down.

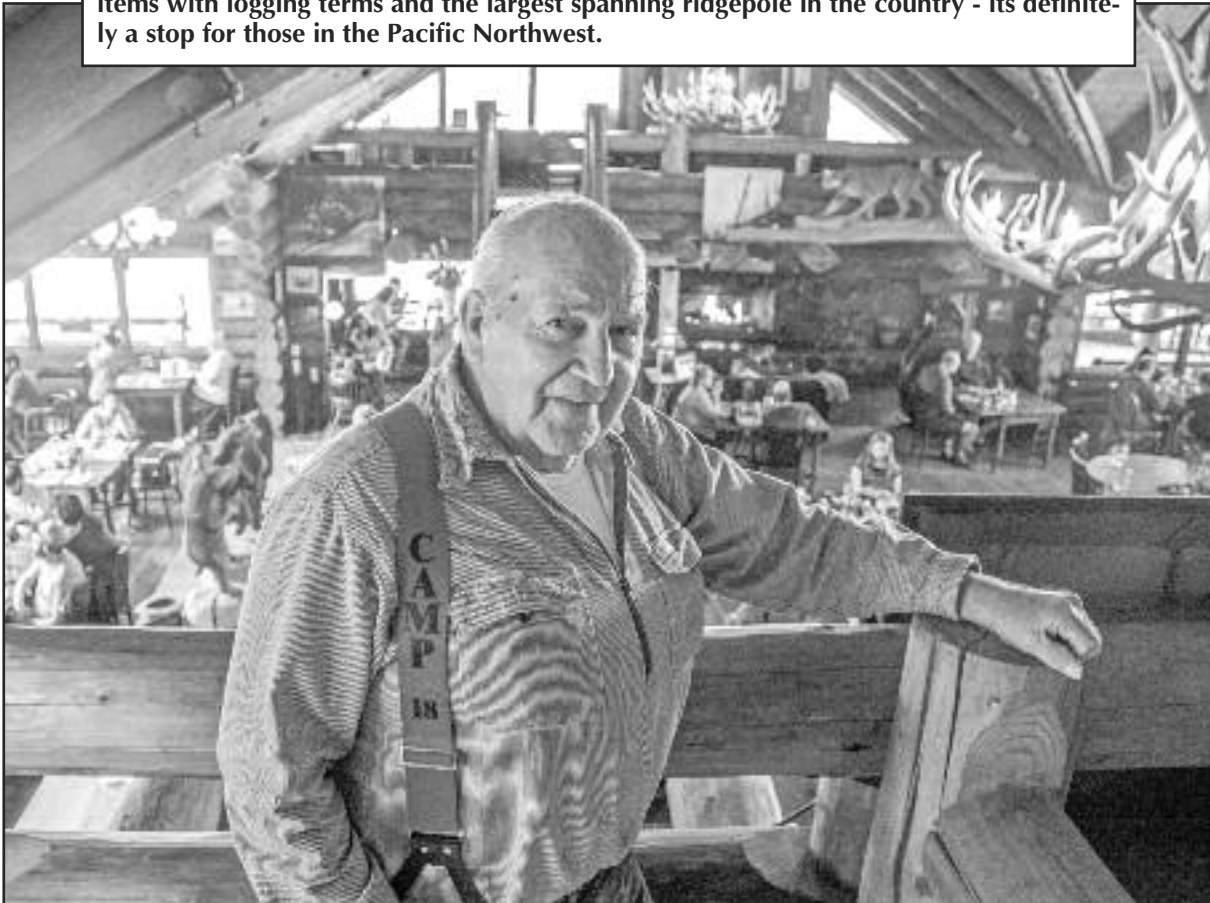
"I really hope to be an inspiration to young contractors," Fitchett said. "It's going to be tough but if you keep going after it and keep fighting, things will go your way and you can build your own business and a way to feed your family."



## CAMP 18 RESTAURANT - ELSIE, OREGON



IN 1966, Gordon Smith bought property along Highway 26 between Portland and the Pacific Coast. By 1986, he had his Camp 18 Restaurant up and running. Featuring menu items with logging terms and the largest spanning ridgepole in the country - its definitely a stop for those in the Pacific Northwest.



## GORDON'S PLACE

*Camp 18 Restaurant on Highway 28 in Oregon is Gordon Smith's place for food and a trip through logging history*

**By Brandon Hansen**  
*For Loggers World*

**I**t's usually not about your destination but experience getting there.

When Portlanders make the trek out to the coast, one of those experiences is stopping by the Camp 18 Restaurant owned by Gordon Smith.

It's hard for one to tell which is more interesting: the restaurant - with its 85-foot ridgepole main beam which is the largest known in the United States - or its owner Gordon Smith.

Smith graduated from Jewell High School in 1950. There were nine kids in his class and 35 kids total in the high school. He played on the six-man football team and basketball team. He went into the Air Force between 1951 and 1954 - being stationed at Camp Lindsey, Wiesbaden, Germany.

One of Smith's passions was judo, a skill he learned while being in the Air Force. One of his co-workers was a member of the judo club on

(Continued on Page 18  
See "Gordon"

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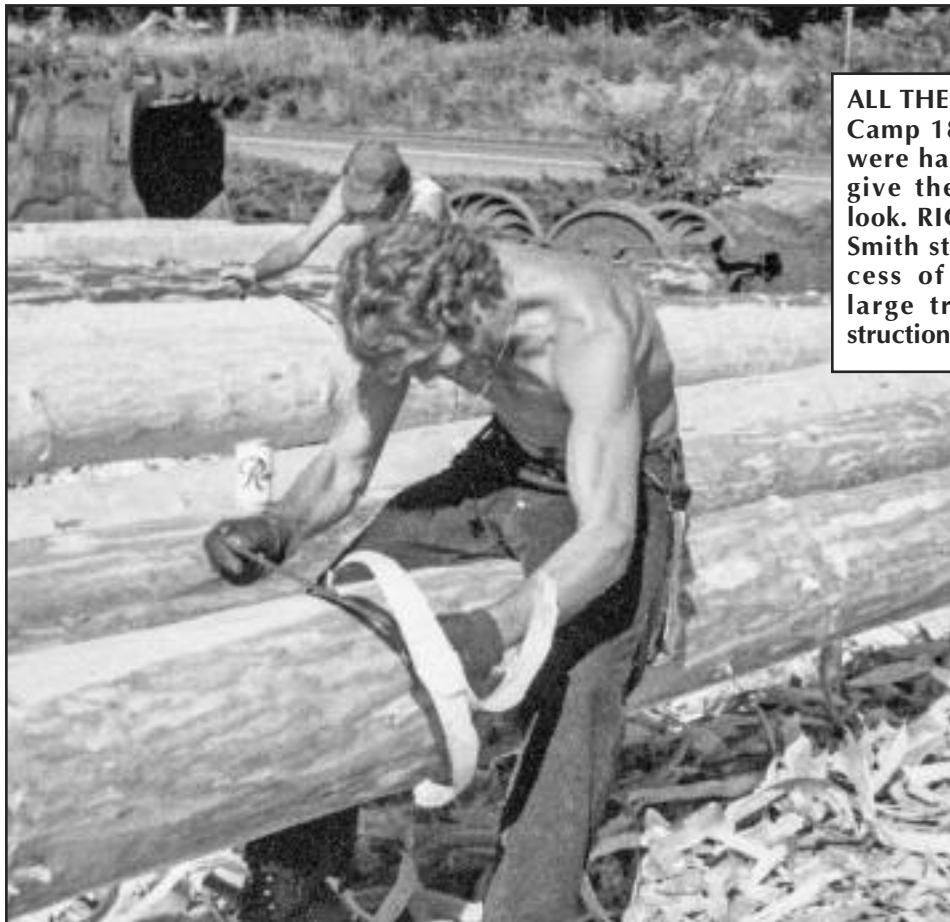
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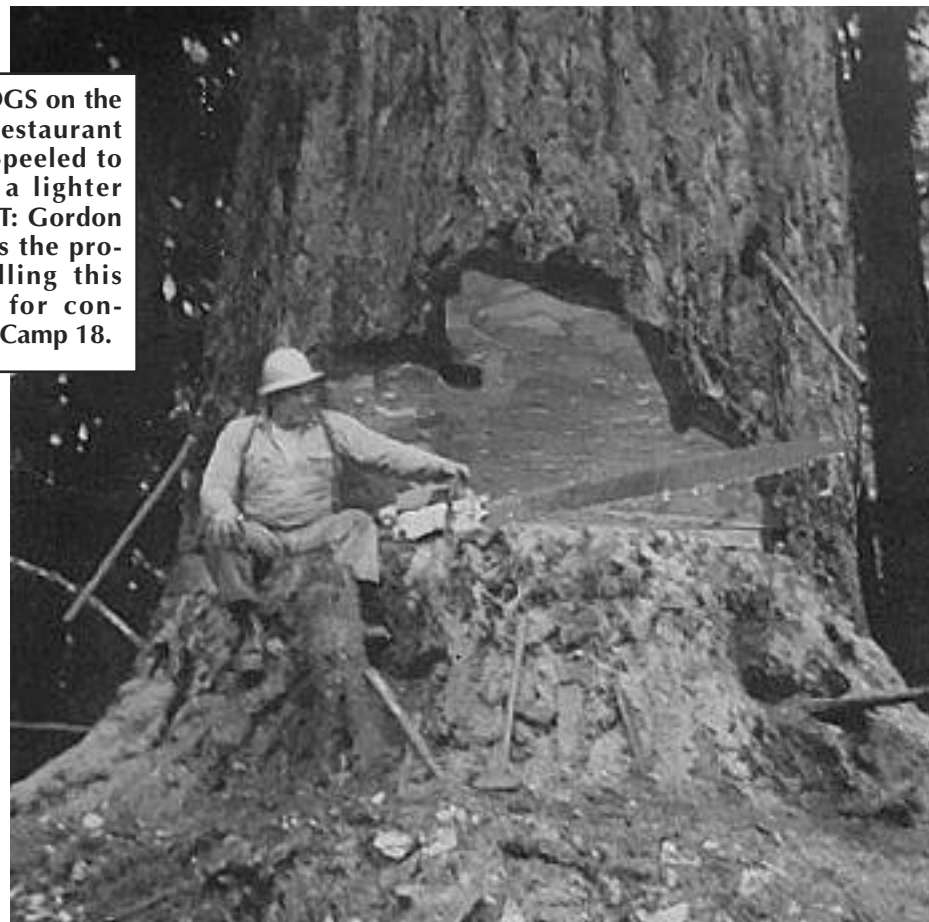
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ALL THE LOGS on the Camp 18 Restaurant were hand-peeled to give them a lighter look. RIGHT: Gordon Smith starts the process of falling this large tree for construction of Camp 18.



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2008 Cat 320DFM, w/Pierce grapple, 16,000 hrs, u/c 70%, new pump, rblt grapple, auto greaser.....	\$115,000
1995 Cat 320B, w/Pierce grapple, 16,000 hrs, new u/c, drive motors, rebushed & pins.....	\$75,000
Cat 330B, w/Pierce grapple, recent u/c.....	\$57,500
2015 Doosan DX300LL, w/Jewell grapple, 2,000 hrs, like new cond. ....	\$232,500
2005 Doosan 300, w/Jewell grapple, rblt motor & cyl.....	\$92,500
2013 JD 2454, W/Pierce grapple, 5,800 hrs, good u/c, excellent loader .....	\$262,500
2009 JD 2454 Loader, 8,800 hrs., new u/c .....	\$165,000
2006 JD 2054, w/Tong thrower package and Jewell grapple, recent u/c, 15,700 hrs....	\$117,500
2008 JD 2554, Jewell grapple, 15,000 hrs .....	POR
2002 JD 230LC, recent motor & pump, 80% u/c.....	\$40,000
2007 Madill 2850C, new u/c, recent motor & pump, 13,000 hrs.....	\$175,000
2012 Hitachi ZX-290, w/Jewell grapple, 9,500 hrs .....	\$180,000
2013 Hitachi ZX-240, w/Pierce grapple, forestry cab, 6,000 hrs, new motor, xlent cond. ....	\$205,000
2013 Hitachi ZX-370, w/Jewell grapple, 7,500 hrs, good cond.....	\$335,000
2006 Komatsu PC 270LC, forestry cab, 60" Pierce grapple .....	\$59,500
1996 T-Bird 1242, w/rblt Cat power, good u/c .....	\$85,000
2008 Kobelco SK 290, w/Jewell grapple, 15,000 hrs, good cond .....	\$92,500
2008 Kobelco SK 350, w/Jewell grapple, 11,500 hrs.....	\$115,000

### DELIMBERS

2014 JD 3754, w/2014 Waratah 624C, full rotation, xlent cond., low hrs .....	POR
2012 JD 2154, w/2012 Waratah 622B, 9,800 hrs, very nice machine .....	\$185,000
2008 JD 2554LL, w/08 Waratah 622B, 12,700 hrs, auto greaser, logger front, very good cond.....	\$179,500
2004 JD 2554, w/2004 624 Waratah Super, recent motor, pump & rads .....	\$75,000
2006 JD 2054, w/06 Waratah 622B, recent new motor & rblt pump, good u/c.....	\$72,500
2005 JD 3554, w/2005 Waratah 624, complete rblt head, new pump, low hrs on motor, good u/c.....	\$147,500
2013 Link-Belt 290X2, w/2013 Waratah 623C, full rotation on head, 8,000 hrs, xlent cond .....	\$299,000
2004 Hitachi 330, w/2012 Waratah 623C, 8,000 hrs on head, 12,000 on carrier, road builder front.....	\$150,000
2006 Hitachi 200, w/2006 Waratah 622B, 17,000 hrs, good cond .....	\$72,500
2011 Tigercat 855C, w/2008 624 Waratah Super, 9,500 hrs, good u/c, 1 season on rblt head.....	\$230,000
2004 T-Bird 840, w/Keto 850, good u/c .....	\$55,000
2005 Waratah 622B, rebuilt head, c/w comp. & controls.....	\$65,000
2006 Cat 320C, w/06 Waratah 622B, 13,000 hrs, xlent cond, road builder front .....	\$10,000
2002 Cat 325C, w/02 Waratah 622 .....	\$59,500
1999 Cat 322B, w/2004 624 Waratah, Auto greaser on carrier and head, extended frame.....	\$145,000
2006 Cat 320CLL, w/06 Waratah 622B, 8,000 hrs, logger front w/Cat grapple, very good cond.....	\$175,000
Danzco PT20, low hrs on new motor.....	\$10,000
2001 Cat 320B, w/DT 4400, recent repairs & spare parts, 14,000 hrs .....	\$80,000
2013 Link-Belt 290X2, w/Denharco 4450, 8,900 hrs, xlent cond. ....	\$349,500
2006 Link-Belt 330LX, w/2010 Pierce 3348 limber, good u/c, 12,000 hrs, new boom, chain.....	\$180,000
2002 Link-Belt 240, w/Denharco DM 4400, forestry cab .....	\$52,500
1996 Hitachi 270, w/DM 3500, recent boom & boom drive, good cond.....	\$20,000
Madill 2800, w/Denharco DM 3500 .....	\$45,000
2005 Madill 1236, w/DM 4400, good u/c, recent bushings, nice cond .....	\$85,000

### BUNCHERS

2005 Tigercat LX830, rblt 23" saw, good u/c, recent repairs, 17,000 hrs.....	\$145,000
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2007 Tigercat LX870C, 23" Tigercat 5702 saw, new Cummins power, good u/c, 10,100 hrs, ex. cond.....	\$175,000
2007 Madill T2250C, 24" Madill 350 rotation saw, new u/c & recent motor, 13,800 hrs.....	\$169,500
2005 Timbco 445EXL, w/Quadco 2900-360 rotation, 11,000 hrs, recent u/c, motor & pump .....	\$169,500
2004 Timbco 445EXL, w/Quadco 22" hot saw, 12,000 hrs, good cond .....	\$135,000
2001 Timbco 445D, w/Quadco 22" hot saw, 12,500 hrs, good u/c, c/w 28" bars saw also.....	\$65,000
1999 Timbco 445D, w/32" bar saw, good u/c, 12,000 hrs, recent motor, pump, travel motors, good u/c ..	\$79,000

### SKIDDERS & DOZERS & GRADERS

2010 JD 748H, bunching grapple, dual frctn boom, rears 90%, front 30%, 1 set chains, 5200 hrs.....	\$145,000
2003 JD 748G III, dual function bunching grapple, 10,000 hrs, good rubber, c/w chains .....	\$45,000
2006 JD 648G III, dual functn bunching grapple, 8,000 hrs, good cond., new rubber on back .....	\$85,000
2004 Cat 525B, swing boom, bunching grapple .....	\$85,000
2014 Tigercat 630E, dual function boom, bunching grapple, very 70 % tires and chains, 3,800 hrs .....	POR
1999 TJ 460, dual frctn boom, bunching grapple, good rubber, nice skidder .....	\$55,000
2011 Cat 527, swing boom, only 2,200 hrs, good cond .....	\$310,000
2012 Cat 517, swing boom, only 2,800 hrs, auto lube system, new rails & shoes, like new cond.....	\$250,000
1996 Cat D4H, swing boom, 12,000 hrs .....	POR
1977 Cat D6D, w/winch and log arch, good condition .....	\$37,500
Cat D6C, w/winch, angle blade w/tilt, good u/c .....	POR
Cat D8K, w/winch, angle blade, w/tilt, screen & glassed cab, sweeps, work lights.....	\$30,000

### YARDERS & SWING YARDERS

Madill 122, just completed major rebuild, 8V92 power, 3 guylines .....	\$375,000
Washington 78SL, 3 guylines, rblt Detroit 6V71T power, good u/c, nice cond, run all logging systems.....	\$160,000
Diamond D425, Cummins power, 3 guylines, very good lines, xlent yarder, low hrs .....	\$680,000
L-B LS98, Cat power, Allison trans, 3 guylines, hyd gantry, new circle and hocks, xlent u/c.....	\$187,500
T-Bird TMY 6150, c/w Acme car, good lines, good u/c, new paint, xlent cond .....	\$410,000
Madill 171, Cat power, hyd u/c and jacks, good lines .....	POR
Madill 071, rblt Detroit 8V92T & torque, 4 guylines, good u/c, high speed gear, w/ lines .....	\$119,000
T-Bird TMY 40, Cat 518 mount, Cat power, rblt drum set, 4 guylines, c/w Eaglet & new radio set.....	\$165,000
Skylead C40, trl mount, Cummins power, c/w Acme car and rigging.....	\$120,000
Koller 500, trl mount w/Eaglet and rigging.....	\$85,000
Christy 3D, trl. mount, Cummins power, Allison trans, 50' tower, w/ Eaglet car.....	\$55,000
T-Bird TMY 90, self prop, T100HD, 7 guylines 1"3/8, recent rblt Cummins KTA, good lines .....	\$425,000
T-Bird TY90, T100HD trl, 7 guylines, 1 3/8" Cummins KTA 1150, good lines, ready to log.....	\$275,000
T-Bird TMY45, self prop on rubber, rblt 903 Cummins & torque, good lines, ready to log.....	POR
Berger Mark 3, trl T90, 7 guylines, slackliner 1'1/4", lots of parts, one piece move, good lines, xlent.....	POR
Berger Mark 2, trl T100, 7 guylines, slackliner 1'3/8", good lines, too many parts to list, good cond.....	POR
Washington 127, Cat power, 2 speed, twin disc trans, 3 stage torque, 90' tower, w/rigging & blocks.....	POR
Skagit BU84C, trl mount, T90, 7 guylines, Cat power .....	POR
Skagit 737, T100 trl, 7 guylines, 1'1/4", Cummins 855, Allison, water on all drums .....	\$169,500

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Boman 6 .....	\$55,000
2010 Boman M5, good cond., w/radios.....	\$50,000

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## Gordon

(Continued from Page 16)

the base in Germany and he convinced Smith to join the club. Smith became a brown belt while with the club and became a fourth-ranked heavyweight judoist in Germany.

Upon returning to the states, Smith earned his black belt and made the northern California all-star judo team, touring around and showing his skills.

In 1966, he bought the the property that would eventually become the Camp 18 Restaurant roadside attraction on Highway 26 between Portland and the Pacific coast. While running Gordon Smith Logging, the logger began preserving the history of his industry. Smith would give it the Camp 18 name since the site was near the mile 18 mile-marker on US Highway 26.

"I always wanted to present a bunch of old-time logging equipment and put something back into the timber industry," Smith said.

Smith's own dad Frank was born in 1895 and his uncle came to the Northwest in 1915. Currently six generations of Smith's family live or have lived in the area. His two sons, Mark and Clay, carried on the tradition of logging by being timber fallers.

If you were to drive through in 1979, there was just a few pieces of equipment near Elsie, Oregon that Smith had collected. His original idea was to have a

logging museum but several ideas have sprouted since then.

"We had a lot of different equipment," Smith said. "A logging family would sell the equipment or give it to us outright. Some would give us equipment via loan."

"We're quite a ways from no place," Smith said to the Oregonian. "But we're not always going to be."

By 1979, that property he purchased had a few pieces of old logging equipment as Gordon began saving equipment slated for the scrap pile. The inspiration for the area was the old logging camps that larger timber companies would once build - back before it was practical to commute to the jobsite in an F-250.

In 1980, he got a building permit and began working on a building that would house the logging museum. All the lumber used in the construction of the building was cut using Smith's saw mill just across Humbert Creek. The main 85-foot ridgepole was set on large supporting columns - also massive logs that were sunk upright for the 25-ton ridgepole to be rested on. It took two cats to just to get the ridgepole out of the woods.

All the logs in the restaurants construction were hand-peeled and all the supports and logs are full length. No beam or support are two logs, they're all one solid beam. Downstairs in the special events space of the building, there is a 20-foot long, 5-foot wide yellow fir slab that is 18

inches thick that serves as the bar. Gordon said the slab just sits on its supports which are two stumps.

For Camp 18, Smith had ideas and dreams but money was another thing. This is when he met Maurie Clark of Cannon Beach. Clark's dad had a sawmill - Clark and Wilson Lumber Co. - which was started by his grandfather in 1905. By the time the company shut down in 1945, they had over 700 men working for them.

Clark worked in the timber industry in 1930s. When Clark stopped by Oney's Restaurant one mile east in the early 70s, he asked if there was a guy collecting logging equipment. This was the start of a prosperous relationship. Smith and Clark joined forces and worked on preserving Oregon's logging legacy. Clark became the place's main financial backer with a love for logging history and the place just continued to grow.

"We need to continue our (logging) history for young people who don't know anything about it," Clark said in a 1988 interview with the Columbian out of Vancouver, WA.

Clark has since passed away but there is now the Wilark Room in the Camp 18 restaurant dedicated to him.

Three years into the construction, Smith decided he wanted to turn it into a restaurant and took his saw to the structure to add a bathroom area, additional customer space and the kitchen.

In 1986, the Camp 18 Restaurant opened and has served large-sized portions to highway-goers for decades. The menu uses logging terms to describe items and the cinnamon rolls are perhaps one of the largest things you're going to find on the west coast.

The touches are all over the place for the structure. The 40x70-foot main room has one fireplaces made from natural rock, an upstairs bar area and main eating area tables that are made from slabs and stumps. Even the hostess center is a large hollowed-out cedar stump. Old logging tools and artifacts, along with many photos of historical logging are spread throughout the huge structure.

"Lots of people just can't imagine a structure like this," Smith said. "When one guy heard the ridgepole weighed 25 tons - he didn't want to be seated under the beam anymore."

Broad axes make up the handles for the old growth fir door to get into the restaurant. The roof is completely made of cedar shingles - recently redone. Outside there are several chainsaw carvings, done by Lincoln City artist Rod Blair, of lumberjacks and a wooden version of Sasquatch also greets visitors. Smith readily admits the place will never truly be finished since they're always making plans for additions and changes to the structure.

(Continued on Page 25  
See "Gordon")

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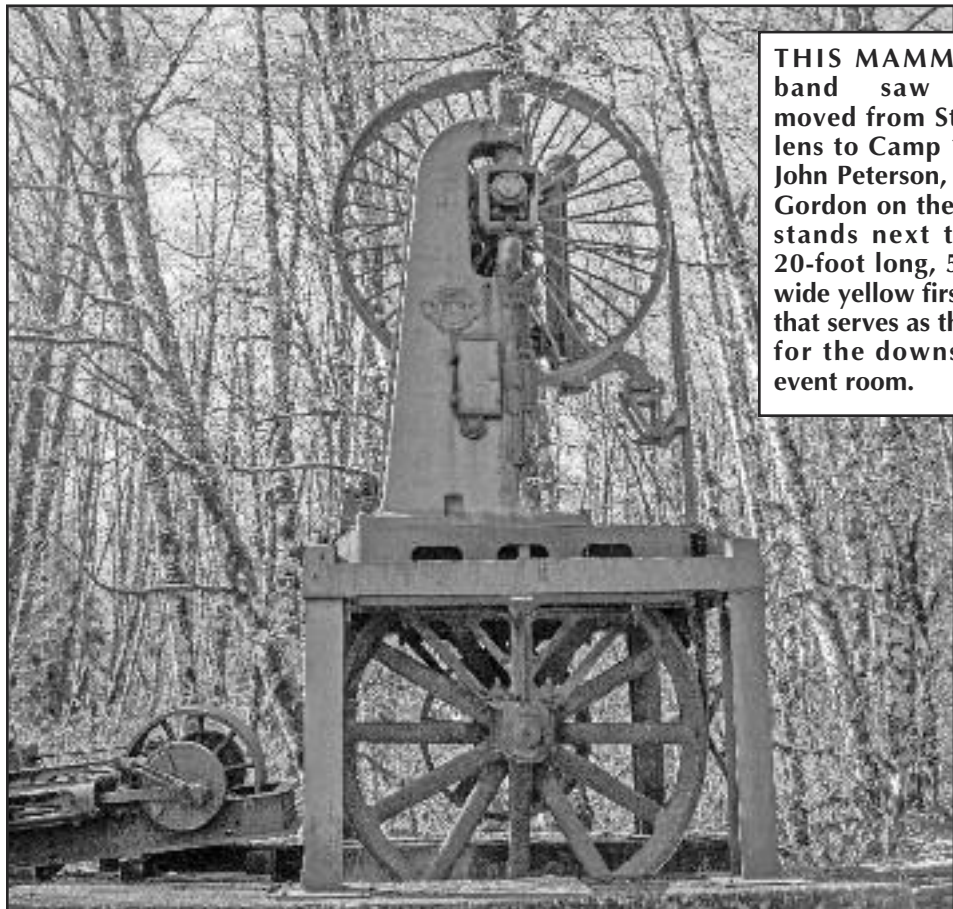
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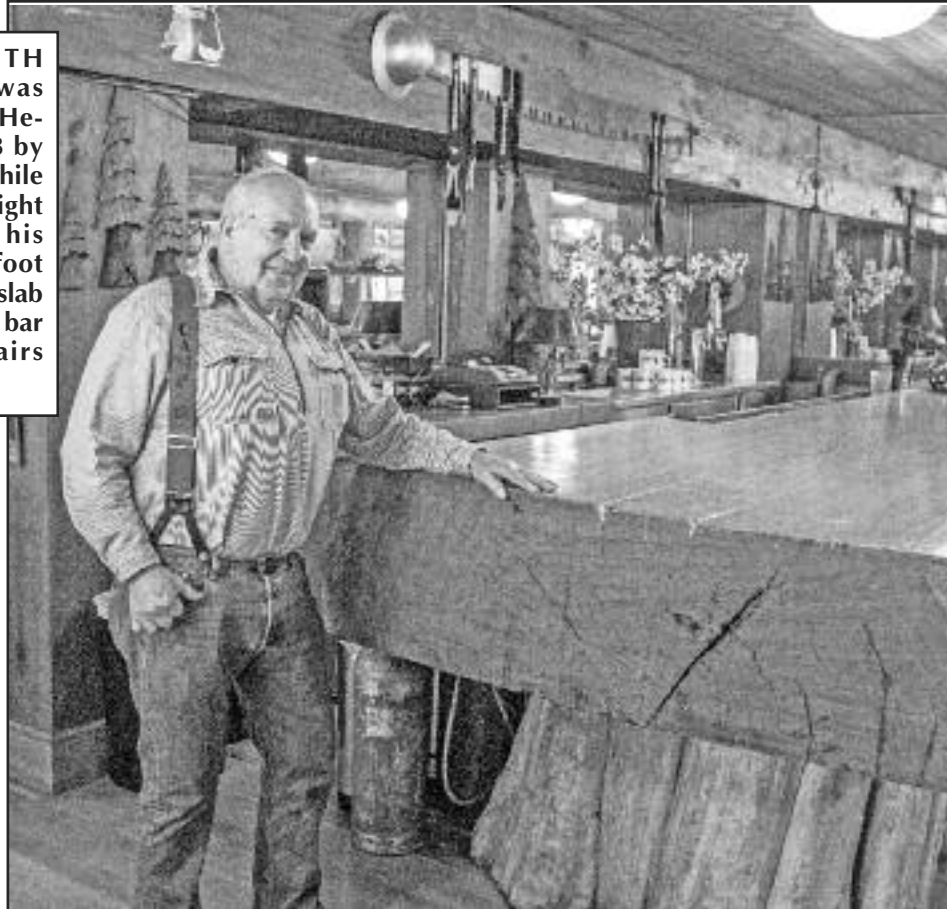
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THIS MAMMOTH band saw was moved from St. Helens to Camp 18 by John Peterson, while Gordon on the right stands next to his 20-foot long, 5-foot wide yellow first slab that serves as the bar for the downstairs event room.



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GORDON SMITH AND MAURIE CLARK were the duo that made Camp 18 Restaurant a possibility. Clark's grandpa began the Clark and Wilson Lumber Co. which employed 700 men at its peak before shutting down in 1945. The 85-foot ridgepole that spans the restaurant is considered the largest in the United States and weighs 25 tons. INSERT: Gordon Smith got into Judo while he was stationed in Germany serving in the Air Force. He was ranked No. 4 in the entire country of Germany and when he returned to the states, he got his black belt and toured with an All-Star team.



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# 2016 Deming Logging Show

## Bull of the Woods

### Brian Pederson



At the February Log Show monthly meeting, Brian was elected the 2016 DLS Bull of the Woods. Brian is very honored to have received this prestigious award. He was born in 1945 to Wayne and Esther Pederson. He has one older brother, Steve. Brian was in the Class of '63 at Mt Baker High School in Deming. He had his first ride in a log truck at age 13 and knew from that day on his passion was log

trucks. In 1964 Brian began driving log truck for Martinson Bros. During the next 4 years he drove for Abner Ludtke, Joe Zender and Harry Scalf, hauling logs in western Washington. In 1965 Brian joined the Army National Guard. He received his basic combat training at Fort Ord CA, his AIT (advanced individual training) was an eleven week welding school at Aberdeen Proving Ground in Maryland. He returned from active duty in July '66 and continued driving logging truck. In the fall of '67 Brian bought a welding machine and worked for Martinson Bros. in their shop. The job consisted of fabricating a new log loading boom for their shovel. Upon the completion of the boom Brian worked in a local fabrication shop until September '68.

He then enrolled at Bellingham Technical School for machine shop class. While in school he set up shop in his parents' garage. He worked evenings and weekends doing small jobs and repairing log trailers & trucks in their driveway. Before school was out the next summer, business escalated enough to hire his brother Steve. They realized they needed to find a larger facility if they were going to continue. Brian and Steve became partners, moved to a rented shop and hired more employees. In 1974 they formed a corporation and the business, Pederson Bros., Inc. In 1978 they purchased land and moved into their own building in July of 1980.

Logging equipment, trucks, and trailers comprised most of their work due to the friendships Brian had gained from the loggers and truckers he had worked with while hauling logs. It wasn't long before a shop truck was added. Brian spent most of his days, weekends and some evenings in the woods repairing logging equipment.

In 1973 Brian decided he wanted to get back into log trucking. He bought a new Peterbilt and fabricated the truck equipment and trailer. Ronnie Moore was his first hired driver. In 1977 Brian & Steve formed a trucking partnership. In the years that

followed until present, Pederson Bros. Trucking has owned 23 logging trucks. Their trucks have hauled logs in Washington, Oregon, Idaho and British Columbia. Currently they operate one log truck, driven by Mike Wartchow, who has been with them since 1987.

Brian designed their first logging trailer with Hendrickson aluminum walking beam suspension in 1977. In February of 2000 Brian designed the first 3 axle long log trailer with a reverse caster 3rd axle, which was purchased by Byron Bros. of Hoquiam, WA. Pederson Bros. continues to build log truck equipment, 2 axle, 3 & 4 axle long log and short log trailers for customers in Washington, Oregon, California and Montana. Brian married Carla Perry in 1977 and they have two sons, Grant & Matthew. Grant works as a mechanical engineer at BP Cherry Point refinery in Blaine and drives truck when time allows. Matt is an officer in the United States Marine Corps. The Deming Logging Show became a family affair for the Pedersons.

Brian was Vice President in 1975 & President in '76. In 1987 he and Carla received the Gold Axe. This year he has been selected as the Bull of the Woods which makes him a Triple Crown recipient. He currently serves on the DLS executive board. Grant is a three time past president of the DLS. Matt comes home for the Log Show every year if deployments don't interfere.

Brian's hobbies include his classic Chevys, riding his Harleys, and snow skiing.

Over the last 45 years Brian has spent countless hours working at the DLS show grounds. The majority of projects at the DLS which have involved steel fabrication are the result of his

dedication to this Log Show.

He has been able to follow his passions in the logging and metal fabrication industries for 52 years and still enjoys his work.

The Deming Logging Show is honored to have Brian Pederson as our 2016 Bull of the Woods.



(Continued on Page 22  
See "Bull of the Woods")



Summary Judgment....



## On Nuclear Waste: Physician, Heal Thyself

by William Perry Pendley

Last March, President Obama met world leaders at the Nuclear Security Summit regarding, wrote the New York Times, his “six-year effort to rid the world of loose nuclear material.” Meanwhile, he is six years into a nuclear waste scheme that scuttled decades of decision-making by Congress, gave safeguarding of waste, in the case of nonfunctioning nuclear facilities, to a small cadre of guards, and risks that terrorists will release radioactivity into communities that never agreed to nuclear waste in their neighborhoods. His under-reported disregard for federal law here not only takes the yellowcake, it exposes Americans to terror attacks and wastes billions of dollars.

The Nuclear Waste Policy Act of 1982 ordered the safe storage and/or disposal of radioactive waste. In 1987, Nevada’s Yucca Mountain was selected as the best site after decades of Intensive Site Characterization Studies. Then, from 1987 to 2002, the Department of Energy (DOE) spent \$3.8 billion on further scientific and technical studies of Yucca Mountain. The Act required the DOE to begin moving spent fuel to a repository no later than 1998, but in 2002, Nevada vetoed the site, an action that was overridden that year by Congress.

Two years into the Obama administration, at the behest of Senator Harry Reid (D-NV), it proposed eliminating funds for

the Yucca Mountain project and, ignoring decades of scientific study, created a Blue Ribbon Commission to consider anew ways to handle America’s nuclear waste. Worst yet, the DOE tried to kill the Nuclear Regulatory Commission’s (NRC’s) Yucca Mountain licensing proceeding, but was stopped by an August 2013 federal appeals court ruling that it was “flouting the law.”

Meanwhile, Senator Reid’s man at the NRC, Chairman Gregory Jaczko, directed staff to begin the “orderly closure” of Yucca Mountain activities, including ending work on the Safety Evaluation Report (SER) that contains staff’s conclusions about the Yucca Mountain site’s suitability. Nonetheless, in October 2014, the NRC released SER’s Volume III, which found that DOE’s license application for Yucca Mountain meets long-term nuclear waste repository regulatory and safety requirements, and that Yucca Mountain disposal would remain safe for one million years! Unfortunately, any national security pressure on the Obama administration to press forward with Yucca Mountain died when, “with a gun to its head,” Sandia National Laboratories concluded the risk that terrorists might access and utilize nuclear waste was “inconclusive.”

All the while, that is, since 1982, the DOE has collected \$40 billion from electricity consumers to build and operate Yucca Mountain, even after it killed the Nevada site and has no planned and viable alternative. In 2013, a federal court ordered the DOE to stop collecting the fees; however, the government

still has the money. That is not all; energy companies forced to stow the waste Congress told the DOE to put in Nevada sued the DOE and so far won over two billion dollars; the Congressional Research Service estimates these court awards will exceed \$20 billion by 2020 and then will cost taxpayers \$500 million annually. Small wonder that, last December, the National Association of Regulatory Utility Commissioners told Congress to do what even Obama officials could not prevent its Blue Ribbon Commission from demanding: “Prompt efforts to develop one or more geologic disposal facilities.”

Today 160,000 spent fuel assemblies, containing 45,000 tons of spent fuel from nuclear power plants, are in storage across the country; 156,500 are at power plants, like the waste from the shuttered San Onofre plant in southern California. There a handful of armed guards, still awaiting NRC policy on when they may fire their weapons, have orders only to “detect, deter, and flee” when they encounter threats. Fleeing a terrorist attack involving nuclear waste may work for them, not so the 13 million in Los Angeles, less than fifty miles away. Mr. President, before trying to address the world’s nuclear waste problems, stop stonewalling the solution Congress and President Reagan found for America’s nuclear waste.

*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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As We See It....

# Spring DC Fly-In Follow - Up

By Richard Schwab

When I first accepted the Presidency of the American Loggers Council on September 26, 2015, I presented a list of goals that I hoped to accomplish during my term. One of those goals was to increase our presence in Washington, DC and to encourage more loggers to participate in these high level discussions with our elected representatives.

I am pleased to report that we had 60 individuals present in Washington, DC this year during our Spring Fly-In that included loggers from both Vermont and Connecticut. Joe Phaneuf with the Northeastern Loggers Association (NELA) and Board member Rocky Bunnell did a great job in recruiting these gentlemen to not only participate in Hill visits, but to also sit at the table during our Board of Directors meeting on Saturday to learn more about the American Loggers Council and what other activities we are involved in.

In one and a half days, mem-

bers of the American Loggers Council conducted 146 visits with their Congressmen and Congresswomen as well as their Senators and staff. They also attended briefings with USDA Under Secretary Robert Bonnie, Jeff Crane, President of the Congressional Sportsmen's Foundation, Bill Imbergamo, Director of the Federal Forest Resource Coalition, and both Luke Loy and Caitlin Rayman with the US Department of Transportation.

We not only continued to educate those lawmakers up on the Hill on our issues, we also learned a lot from the meetings that we attended with agency personnel and committee staff.

We discovered that there are some things that we can do to possibly help with CSA scores, to assist the US Forest Service in utilizing some of the authorities that were granted to it in the 2014 Farm Bill, and that we do have a voice and a presence in issues when they impact the professional timber harvesting com-

munity.

I want to thank each and every one of those individuals who made the trip to Washington this year and the extra effort that was put forth to set up appointments and take the time to meet with a record number of offices during our brief time on the Hill. You have helped me to keep one of my promises to you, and that is to be an even more effective voice for our industry in Washington, DC.

The American Loggers Council continues to grow and gain traction in Washington, DC on many fronts, and the professionalism and engagement by all of our members is what keeps us moving forward as the only national voice exclusively representing professional timber harvesters in the United States.

If your State has not yet become involved with the ALC, please ask us how we can assist you to make that happen. Until next time, Log On! and Log Safe!



*Richard Schwab is the Procurement Manager for M.A. Rigoni, Inc., a full service timber harvesting and forest management company located in Perry, Florida.*

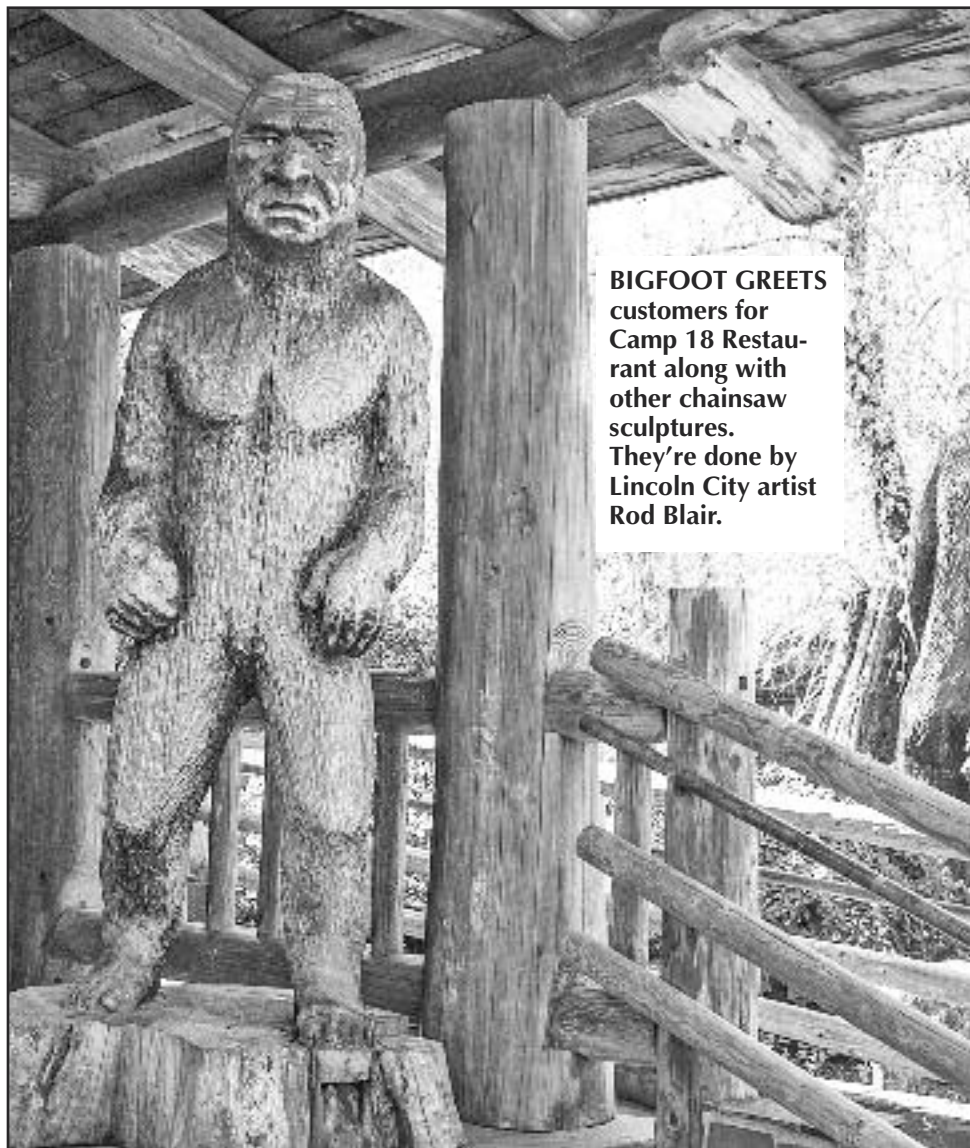
*The American Loggers Council is a non-profit 501(c) (6) corporation representing professional timber harvesters in 30 states across the US. For more information, visit their web site at [www.amloggers.com](http://www.amloggers.com) or contact their office at 409-625-0206.*



Equipment like this Willamette Iron & Steel loader above and this 1872 Dolbear rebuilt Steam Donkey to the right that keeps people walking around the parking lot at Camp 18.







**BIGFOOT GREETES** customers for Camp 18 Restaurant along with other chainsaw sculptures. They're done by Lincoln City artist Rod Blair.

**Gordon**

(Continued from Page 18)

In 1988, Smith donated a large water tower from the Port of Tillamook that was restored and now rests on the next-door, non profit Camp 18 Museum. He also fell the 161-foot spahr tree that serves as the museum's centerpiece. There is a gigantic water wheel of the restaurant out back that was built by Lee Wooden from his hard on Fishhawk Creek near Jewell, Oregon. It provided electricity for the farm from 1927-37.

In 1991, Smith took over running the restaurant and has gone strong ever since. The collecting of machines has continued as well. During this time, Smith moved an old steam donkey from Astoria to Camp 18 - a 36-mile trip on logging roads since the thing was too big to haul on the highway. Smith also got a diesel loader that had been used at the Lewis and Clark log boom.

"We have some people that have worked here for 30 years," Smith said.

Mother's Day is the busiest weekend for the restaurant and last year's Thanksgiving was a hit for the restaurant as well. They were very busy.

Visitors have come from all over: Sweden, Northern Ireland, Chile, Texas, Arizona, Pennsylvania, Colorado, Rhode Island and Iowa. They take it the expansive restaurant and the logging machines outside the structure. If they're lucky, they also are able to talk to Gordon, who will chat up customers and tell them the stories behind the photos on the wall and just what it took to construct the restaurant.

So while the Camp 18 Restaurant may make you stop alongside the highway in Northwestern Oregon for heaping portions of food, it's Gordon Smith who has the stories and the legacy of reminding us of the logging industry's past.



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"The Snag Fallers Ball" - A light hearted collection of original songs about logging in Oregon and Alaska, and was first released in 1988. Craig wrote nine of the eleven songs on the album and co-authored two others with Don Beck, a long time friend, logger and musician also from the small town of Mapleton, Oregon.

"Endangered Species" - In 1989 Craig & Terry went back into the studio to record their next album. Craig wanted to share his point of view through music which addressed some of the political issues facing the logging industry at that time.

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**You Hold Me Still**  
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"You Hold Me Still" - In 1992 after many requests to record a gospel album they again returned to the studio and recorded eleven original songs. Two of the songs are co-written - one with Don Beck and one with Rick Barrows.

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THIS GIGANTIC WATER WHEEL was built by Lee Woodman from his farm on Fishhawk Creek near Jewell, Oregon. It provided electricity for the farm from 1927-37.

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25-26



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3-4



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15-16



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