

LOGGERS WORLD

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Finley's Rigging Shack

"Classic"



This Rigging Shack was originally printed in the April 1978 issue

This year is off to a running start and hustling right along. It is going fast. Many of the logging conferences have already taken place and are history --- at least until next year.

I had the job of moderating a panel on Better Ideas in Logging at the Oregon Logging Conference. This program was under the direction of Harry Young of YBY Logging of the Roseburg area.

Fine bunch of panel members with something real and worthwhile to talk about and illustrate. The panel was well attended and it was my job to introduce each panel member. Then that panel member, or speaker, would come to the mike and make his presentation. Each of them had either moving pictures or colored slides to illustrate their talk. We on the stage would turn around and watch the big screen that was close to us and to the rear. Where I sat was off to one side. By the time the third speaker got through talking I was about two thirds seasick. Had to quit looking and concentrate upon listen-

ing.

They had a lot of machinery, tools and trucks at the Oregon Logging Conference. Covered a lot of ground. Ross Equipment Company had a big big display of machinery. Yarders, loaders and so on. For the second time they hung the price tag on the front of each machine along with the specifications of that machine. That was a good thing to do I think, at least many members of the non logging public could get an idea of the cost of some of these tools and logging machines.

One night the local TV station was talking about the big machinery show. The lady newscaster said something like, "over a million dollars worth of machinery is on display." She was light by maybe 20 million dollars.

This last month or so I've had a chance to talk with many many people. Not interviewing them especially --- just talking and visiting. And enjoying it. Wilbur Heath is a most remarkable man and I had the opportunity to visit with him. We served on the same panel and had coffee together after. One man who had known Wilbur for years told me: "Will is the same all the time. He is the

same if he is talking to one person or to a thousand people. That is a sign of great honesty." I thought that was a true and a sensitive remark by a man who is a good observer of people.

DAVID ROTH

I walked into the big two story log house bar and restaurant in Enaville, Idaho where David Roth and his crew were having lunch. I had the advantage of Dave because I was looking for him and he had no idea I was with 500 miles of him. He took the second look, got up from the big table, came over and said hello and invited me to eat with them. As we were waiting for my order to be filled he introduced me to the hard working men around the table. Two of them were his sons, Mark and Curtis.

Dave said I was just in time to see them try something new. They were going to fly out some cedar blocks with the helicopter [which they had done before many times] and load them directly into a truck [which they had not done before]. Dave is the owner of the helicopter and the pilot.

FRED CALLAHAN

One other day when I was ramming around a logging road system looking for some logging operations I stopped in at the Bark-n-All log yard and had a good conversation with Fred Callahan. This man, who is old enough to retire but isn't about to, is as interesting as high voltage. He has been here and there and he has done this and that. From digging Gensing in North



FINLEY HAYS

Carolina to owning and operating a logging outfit in Oregon.

Fred and his partner got started in the chipping business when the demand for chips was great and good. Within a year or so the demand for these chips went down. So they changed from logging and chipping on the site of the

timber and set their machinery up in a yard. Now they buy alder logs and bark them and chip them. This yard is next door to Mist, Oregon. If Mist was a bigger town the yard would be downtown Mist.

I had a great time listening to Fred as he was telling me of some of the places he has been and some of the things he has done. One of the best story tellers of all time --- Fred Callahan is.

A lot of my time is spent alone. That is I'm by myself --- and sometimes that isn't the best of company for enjoyment. I spend a lot of time driving. One day last month I was in Coeur d'Alene, Idaho and the next day I was in a logging outfit in North Western Oregon. One day, in Idaho, it is cold and snowing. Next day it is cold and sunshiny.

I spend a lot of time on the highway. I spend a lot of time driving up and down logging roads looking for some place or another.

That is why, or at least one reason, I enjoy going with someone else. Especially if that someone else is acquainted with the

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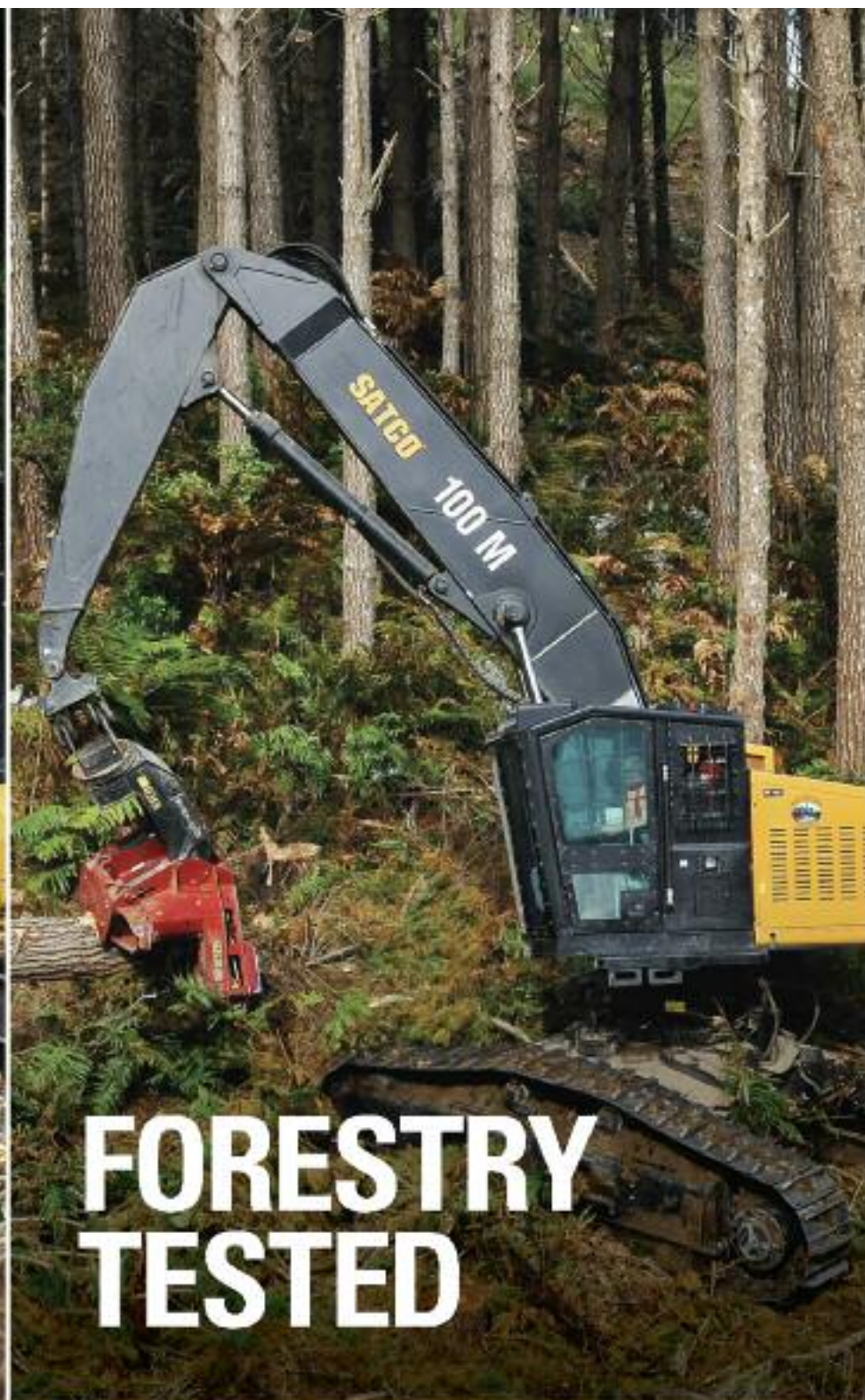
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country. I've been lost --- and lost and lost and lost. And yet most of the time I can find what I'm looking for from a brief and sketchy description. It works out pretty well most of the time.

JIM WARK

It was Friday morning and the outfit I was going to see was snowed out. It was snowing in the valley. I got a hold of Jim Wark, a salesman for Cascade Loggers, and we headed out to the Mark III Logging Company. Farther we went and the higher we went the worse got the weather. We got to the job and the crew were heading out for home and fire. Don't blame them a bit. They have a Washington SKYLOK 78, a Husky model 300 track mounted Hydraulic Loader, a FMC track Skidder and some logging trucks and other machinery. They log for International Paper. Hope to get out and meet all of them and get some pictures one day soon now.

HAP JOHNSON

On the way up there seen another logging outfit and noticed that there was a lot of fell and bucked second growth fir timber with some topped, and some not topped, spar trees scattered here and there. This was the logging outfit of my friend and ex-partner Hap Johnson. Hadn't seen him for a long long time and hadn't been on his job for maybe several years. Stopped to say hello and admire his new Prentice model 410 truck mounted Hydraulic Log Loader.

Hap logs for International Paper and the timber is fell and bucked by International Paper. They, I-P, contract out the falling and bucking. Hap usually logs with a Timberjack Skidder. When the weather or the ground won't let him use the Skidder he then rigs up a small Washington truck mounted yarder and goes to high lead logging. Since Hap spent most of his working life topping and rigging spar trees he is not using a tower. He still tops and rigs, or raises, wooden spar trees.

On weekends Hap usually tops the trees he is going to use for Spar trees. He had a tree topped at a landing at the end of a spur road.

This day he was running the loading machine and was loading out a load of logs on a K&K Logging Company Truck, at another landing. This truck is driven by Stan Johnson, brother of

Hap.

There was a timber cutter finishing up a strip right around one of the spar trees that Hap had topped. Stan was sort of watching him work while Hap was loading the truck. He couldn't actually see the faller most of the time but he could see the trees falling, from time to time. Then he came to attention, looked again and hollered at Hap; "Hey someone just fell the spar tree you topped last weekend."

That is right. This timber cutter fell the topped spar tree. Fell it after it was limbed and topped.

WHAT IS COMING?

All in all I find almost everyone I talk to is hopeful and full of beans. Going right ahead is their plan. Do more, do it better and do it faster is the universal goal. Some prices are down --- others are up. That is normal I guess.

Rumors going around about almost anything. Rumors that things are going to be better than ever and rumors that is just the opposite. Piece in the paper said that Weyerhaeuser is going to lay off 1000 people but these people will be in the non production areas.

This last month met a lot of log haulers who had purchased new log trucks. Brand new ones.

That is a healthy sign --- don't you think?

I haven't heard anyone mention the drought for a long time. But I'll bet the Government have several offices open yet for Drought Relief. Obsolete Government Activities have a way of hanging on. They make the seven year itch look like the two hour flu.

IDAHO

Did you ever notice how each locality, State or place has its own personality? A personality made up of the location, the weather, the industry and the people. There is one more ingredient and that is the history of the area, as you understand it, and your preconceived notions of that area. These mix up into an overall picture or feeling that is very real --- but it might not be exactly true.

I feel this wherever I go. People are the best invention of the Lord but they are different in different places. Different ages make for different personalities also. Logging methods are much the same in the same areas --- with good reason.

For some reason I feel this personality very strongly in Idaho and especially in and around the Coeur d'Alene area. It is one of my favorite places because it is a different place and in and around Coeur d'Alene are some

outstanding people.

Idaho has a week set aside, by proclamation of the Governor, just for loggers. It starts on April the fourth and the climax of the week is the Loggers Fair held Coeur d'Alene on Saturday and Sunday, the 8th and 9th of April. If you want to see something good, something different, something remarkable, make it a point to see this Loggers Fair. 'Idaho State Loggers Fair' --- has a nice ring to it.

Idaho is quite a place and I don't know hardly anything about it. But I know enough so that I know that Idaho is quite a place.

One of the best examples of a logging town I can mention is in Idaho. Pierce, Idaho. There is one big reason for Pierce. That is the timber Industry. Mill and logging operations. It is off the beaten tract so it isn't a tourist center. It isn't a center for hunting and or fishing. It is the center of timber harvesting and manufacturing. That is the reason for Pierce and Pierce lives up to its obligations in an admirable fashion. As you can guess there are many many fine people in Pierce --- extra ordinary fine people.

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ALWAYS ADJUSTING

Independent Thinning Has Been at it For Years, But That Doesn't Stop Them From Trying New Things

Photos by Kevin Core and Story by Brandon Hansen

The woods isn't anything new to the Martins, who have decades of experience logging and thinning under their belts.

But that doesn't stop them from occasionally trying something new.

Dan Martin has been logging since 1972, and has gone from just being one of the guys to running a company with three sides.

His son Chris has been going strong in the timber industry since 2002 and runs the cut-to-length side of the family business, Independent Thinning.

"Working for the family business, like anything, has its ups and downs but you get to see everything that goes on and how things work," Chris said. "Being family also means you're held to a higher standard and you're always working to make things happen."

Independent Thinning has been doing cut-to-length since 1993 but made a big change in machinery in 2014, when Chris and Dan decided to go with Ponsse for a harvester and forwarder.

Ponsse, founded in Finland in 1970, and branching out with

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ABOVE: Chris Martin of Independent Thinning uses his 2013 Ponssee Ergo Harvester with a Ponssee H7 head. Independent Thinning is based out of Roseburg, Ore. and got their two Ponssee machines a year and a half ago.



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(Continued from Page 5)

Ponsse North America, had a booth at an Eugene logging show that caught Chris' eye.

"I had looked at it and decided to give it a chance," Chris said. "So I went up to the booth and started asking a bunch of technical questions that most people or salesmen probably couldn't answer."

It wasn't just any salesman, but Ponsse North America's Managing Director Pekka Ruuskanen.

"He answered every question I had and since they specifically build cut-to-length machines, I knew they built good stuff," Chris said.

So a year-and-a-half ago, Independent Thinning purchased a 2013 Ergo harvester and a 2013 BuffaloKing forwarder.

Chris was especially impressed with the Ponsse machines' double pump hydraulic system that give them plenty of power and versatility.

"Once we got one of those machines out there to work and experienced all that extra flow function, I just knew it was going to be a good way to go," he said.

The 2013 Ergo harvester that Chris uses, along with the BuffaloKing forwarder can be serviced close to home at the new Ponsse service center in Coburg,

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FEATURED IN THIS MONTH'S ISSUE

INDEPENDENT THINNING

Dan Martin, son Chris Martin and Indendent Thinning have been doing cut-to-length since 1972 and run three sides. One side is their thinning side, ran by Chris. The company also has five long logger trucks, one equipped as a lowboy and two mule trains. They also have four shovels, three delimiters and two small tow-



ROSEBURG OREGON

Roseburg, Oregon is based in the **Umpqua River Valley** in southern Oregon. It's the county seat and most populous city of **Douglas County**. It has just over 21,000 residents and was founded in 1851 and named after settler **Aaron Rose**. Rose constructed the first building in what would become Roseburg. The town was first known as **Deer Creek**, but changed to Roseburgh in 1857 and Roseburg in 1894. The highest point around Roseburg is **Mount Nebo**, west of I-5. Through the 1980s, it was known for its band of **20 feral goats** and residents say could predict the weather by watching where the goats were on Mount Nebo. If they were high on the mountain, the weather would be good.

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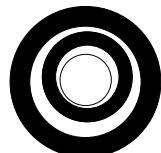
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PONSSE ELEPHANTKING is also available with the extremely comfortable PONSSE Active Frame cabin suspension system. It actively keeps the cabin levelled and eliminates the lateral shaking that typically stresses the operator.

WITH SAFETY ON THE MIND, Chris Martin does some falling and processing in his Ponsse ERGO Harvester on the right-of-way next to a road. Flaggers were used to close the road to cars.



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(Continued from Page 7)

Ore.

"It's crazy how good their service is, they really treat you like family," Chris said. "We're dealing right through the manufacturer instead of a sales place and they're really good."

Being a guy that likes his machines in good condition, even making sure they look clean out in the woods, Chris added he appreciated how quickly Ponsse would overnight parts or provide

support before their new Oregon shop was built, even though the North American headquarters is located in Wisconsin.

"They weren't afraid to give out their personal phone numbers and do anything they could to help us," he said. "And now having those guys close buy is just great."

That's good news for Independent Thinning, which does a mix of work with state sales and private landowners. Weyerhaeuser, Swanson Group and Douglar County Wood Products all work

with the company. Chris estimated roughly a third of the company's work is thinning.

"It's a big part of our business and thinning is always going to be a big part of it," he said. "Everybody has their strengths in this industry and we just try to do our job and let the production speak for itself."

The story of Independent Thinning began back in 1972. Dan Martin had just graduated from South Umpqua High School and began riding with a friend who drove log truck for Huffman

& Wright. After about a week he asked Bob Conley out on a landing for a summer job.

That job was as a chaser, setting chokers behind a Cat under a side ran by Conley.

"Bob kind of took me under his wing and taught me a lot of stuff about working," Dan explained. "Chewing my butt when needed. He was like a father and I appreciate all he did for me."

Martin worked for Conley un-

(Continued on Page 14)
See "Independent"



1997 CAT 527, Escó swing grapple, bunching grapple, 6-way dozer, tri-rails, near-new V-Trac rails/sprockets, 15,075 hours on meter.....\$158,000



1999 CAT 525 SKIDDER, D/F boom, bunching grapple, NO winch, 24.5x32 tires, 3304DIT@ 175 hp, powershift, runs/shifts well, 17,448 hrs.....\$39,500



1988 CAT 518 SKIDDER, Escó grapple, NO winch, 3304 @ 130hp, runs & shifts well, 23.1 tires: 2 very good, 2 @ 10-15%. We have 2 new tires @ \$2,500 each.....\$25,000 or \$30,000 with 2 new tires



1996 CAT 515, Escó boom & grapple, winch, 23.1 tires, just off job.....CALL

BOOM & GRAPPLE FOR JD 648G II, dual-function.....\$5,500



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2000 MORBARK 23WCL PORTABLE CHIPPER, CAT 3412 @ 800 hp, Morelift 500 loader, 3-knife sys, 2 axle.....CALL



2002 BANDIT BEAST 3680 HORIZONTAL GRINDER, CAT C15 @ 525 hp, Tier II, pintle hitch, 6 NEW Michelin tires, 7,700 hrs, runs well, will have new paint.....\$85,000



1994 CTR 314SCD, pull-thru delimeter, JD power, measuring table, one saw, radio control.....\$18,500

PIERCE HEEL RACK, removed from CAT 229 log loader, good condition, approx. 99" long, 3" main pin.....\$2,500



2006 KOBELCO SK250LC, Jewell shovel logger built up, Jewell grapple, H&W, 24" tracks, forestry cab, rock guards, good undercarriage, runs well, 12,850 hours.....\$92,500



1995 HYUNDAI/ROBEX 290LC DELIMBER, w/Pierce 3345 upper, working daily through last season, estimated 90,000 lbs., consigned, call for location.....\$38,000



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



1977 CAT D6D, straight blade w/tilt, sweeps, screens, Carco winch, fairlead, good rails and sprockets, low hour engine, w/o paperwork.....CALL



2012 KOMATSU PC360LC-10, Tier 4, 30" dig bkt, 10'6" stick, 33 1/2" pads, lube system, cab guard, rear camera, AC, 2,182 hrs, priced to sell!!!!.....\$185,000



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



2012 KOBELCO SK260-9, 48" bucket, standard stick, aux hyd, IT Tier 4 @ 176 hp, very clean, 2,201 hrs.....\$99,000



2010 VOLVO EC210CL, QC, bucket, 9'6" stick, aux hyd, AC, rear view camera, 4,311 hours.....\$89,500



2008 IHC 8600SBA 4,000 GALLON WATER TRUCK, 3 axle, Cummins engine @ 410 hp, 10 speed, air ride, NEW 2015 Randco water system, front, side & rear sprays, hose reel, 8 new drive tires, 489,560 miles.....\$57,500



2012 JD 300D Series II, very good 23.5Rx25 tires, 4,654 hrs.....\$190,000



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



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



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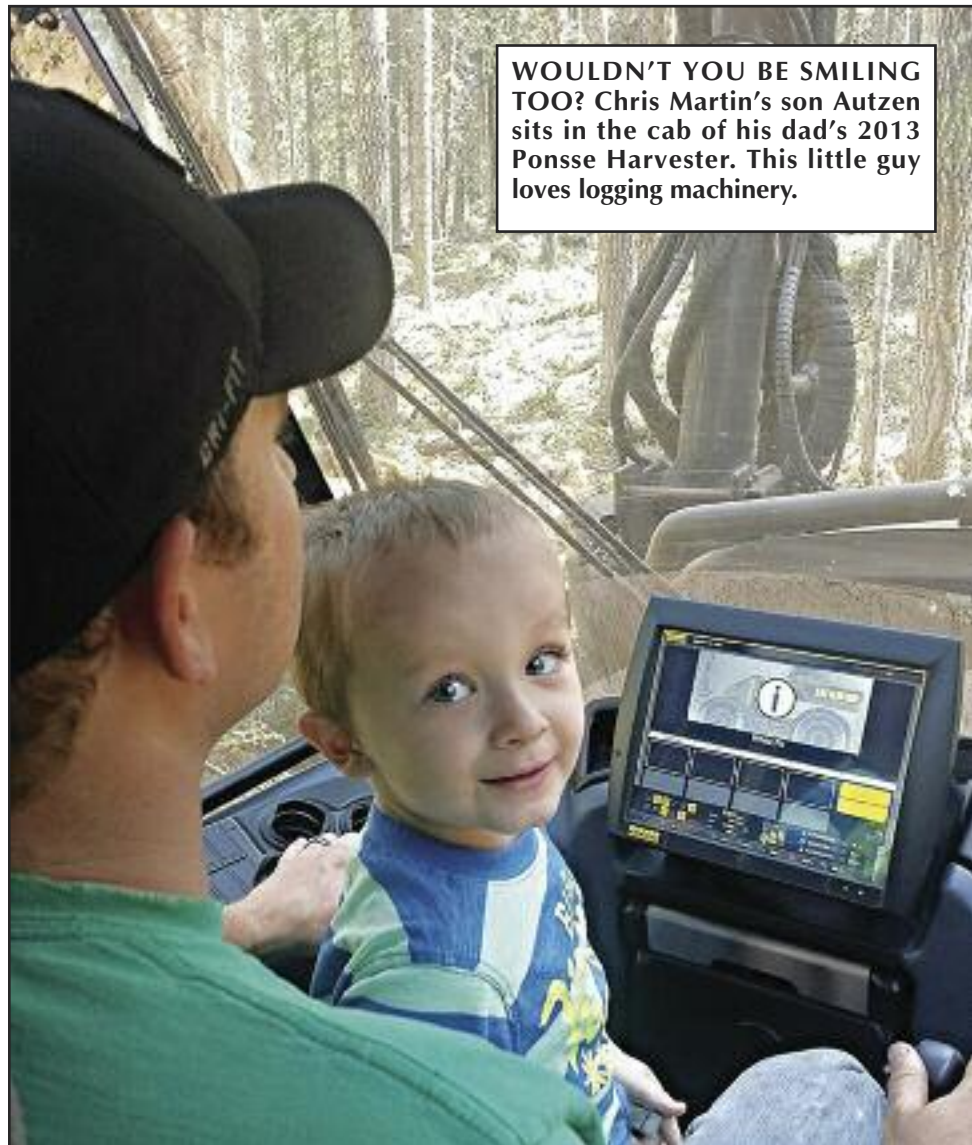
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POSING NEXT TO THE PONSSE H7 HEAD, Chris Martin has been going strong in the timber industry since 2002, working with his dad Dan Martin, who has been in the woods since 1972.



WOULDN'T YOU BE SMILING TOO? Chris Martin's son Autzen sits in the cab of his dad's 2013 Ponsse Harvester. This little guy loves logging machinery.

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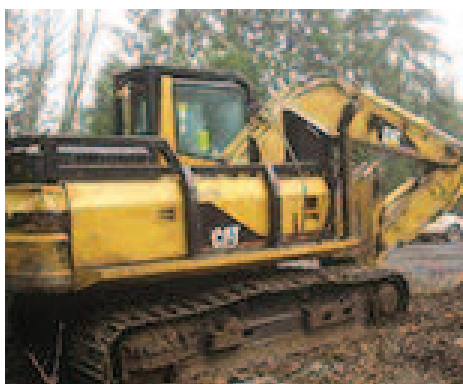
A YEAR AND A HALF AGO, Independent Thinning purchased a Ponsse Ergo Harvester and BuffaloKing Forwarder after Chris Martin had seen their booth at the Oregon Loggers' Conference in Eugene, Ore. Martin was impressed with the power from the Ponsse machines' double pump hydraulic system that gives them plenty of power and versatility.

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(Continued from Page 11)

til age 21, when he went to work for the Holt Lumber Co. sawmill for six weeks on the green chain. He said he didn't find it satisfying.

Martin got a call from Bob asking if he'd like to come back and run Cat for Huffman & Wright.

"I said 'absolutely!' and that's when I went back and stayed," Martin said.

He would spend the next 14 years learning the business of logging. Dan worked on rigging, shorted, hooked and then ran shovel. Around this time, Martin said he began going to church and became a Christian. He added one memory that stood out was praying at the altar.

"I felt at that point he told me I'd be successful at something," Martin said. "I just felt he was going to allow me to be successful."

Dan met his wife soon after that and shortly after would start a business. Martin parted out an old machine and began operating it as a contractor. Log truck driver Sid Skyler had given Martin the original idea of buying a shovel he had found. In 1986, Martin & Skyler Corporation was formed and they quickly purchased a Washington 78 yarder.

"I think we bought the yarder, a file truck and an old pickup if I recall." Martin's wife Denise took over as secretary,

When they started [Independent Logging], Bob and Dan were working in a down cycle for logging in the late 1980s. Martin credits Conley's experience and personality for them surviving that period as Martin continued to learn the business side of logging.

and they were off and running.

The partnership would grow to two sides before Sid and Dan decided they wanted to try things out on their own. Martin would call up his old boss, Bob Conley, and they eventually agreed on a partnership. That would become Independent Logging.

When they started, Bob and Dan were working in a down cycle for logging in the late 1980s. Martin credits Conley's experience and personality for them surviving that period as Martin continued to learn the business side of logging.

"He had strong work ethics, was honest, crucial with integrity and was well known," Martin said.

Conley at the time continued his previous job at Huffman & Wright while Martin was the working partner for Independent Thining. After retiring from Huffman & Wright, Conley came to work for Independent Logging, running one of their tower sides while Martin ran the other.

1010 Forwarder.

While thinning at first was trial and error, Martin got into a program that provided the company's operators with the training to work successfully.

With thinning demand on steep ground growing, Martin began looking for a yarder that would do cable thinning. He talked with Mike Murray at Ross Equipment, who made Thunderbird yarders with the idea to make a smaller swing yarder.

The result would eventually become the Thunderbird 6140.

"With their engineers and our knowledge, it was born and we bought the first one," Martin said. "And later on two more of them."

Martin's company would treat 2,500 acres a year thinning in seven years and they would expand to three harvesters and a forwarder. The company's logging side would also grow to two swing yarders, a cable yarder side, a construction side and a road side.

(Continued on Page 16)
See "Independent"



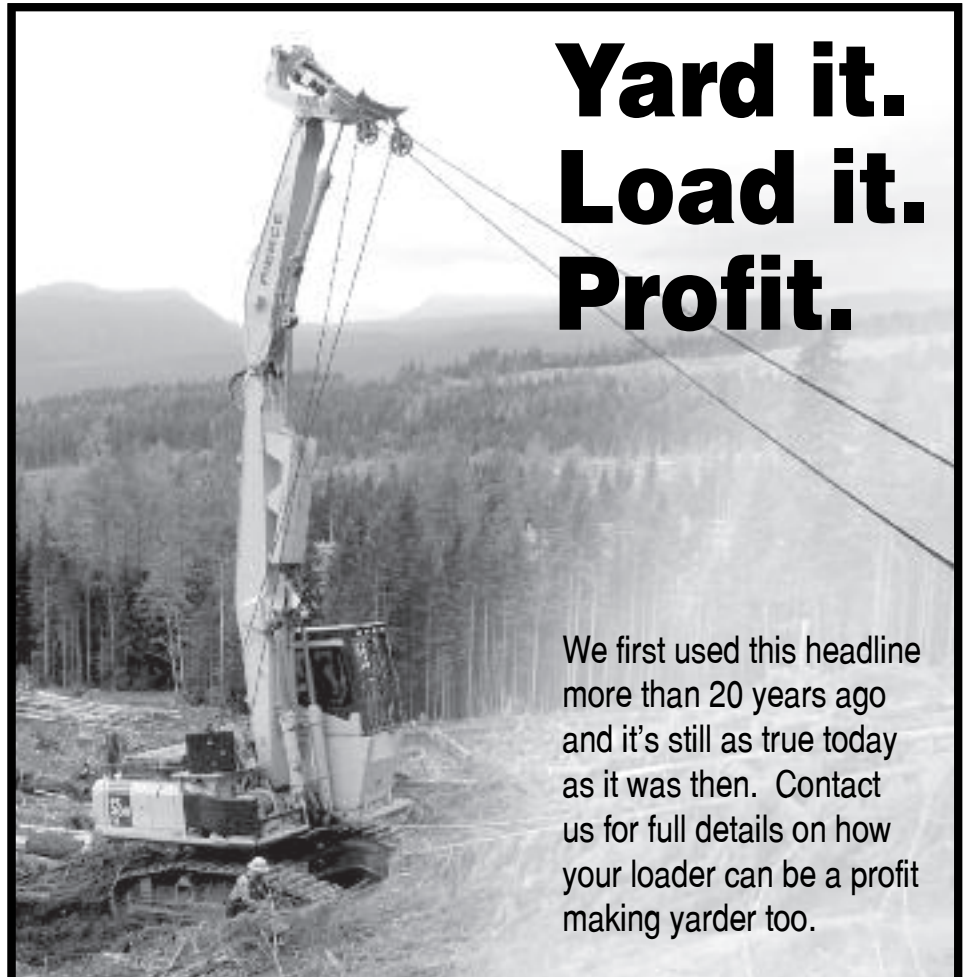
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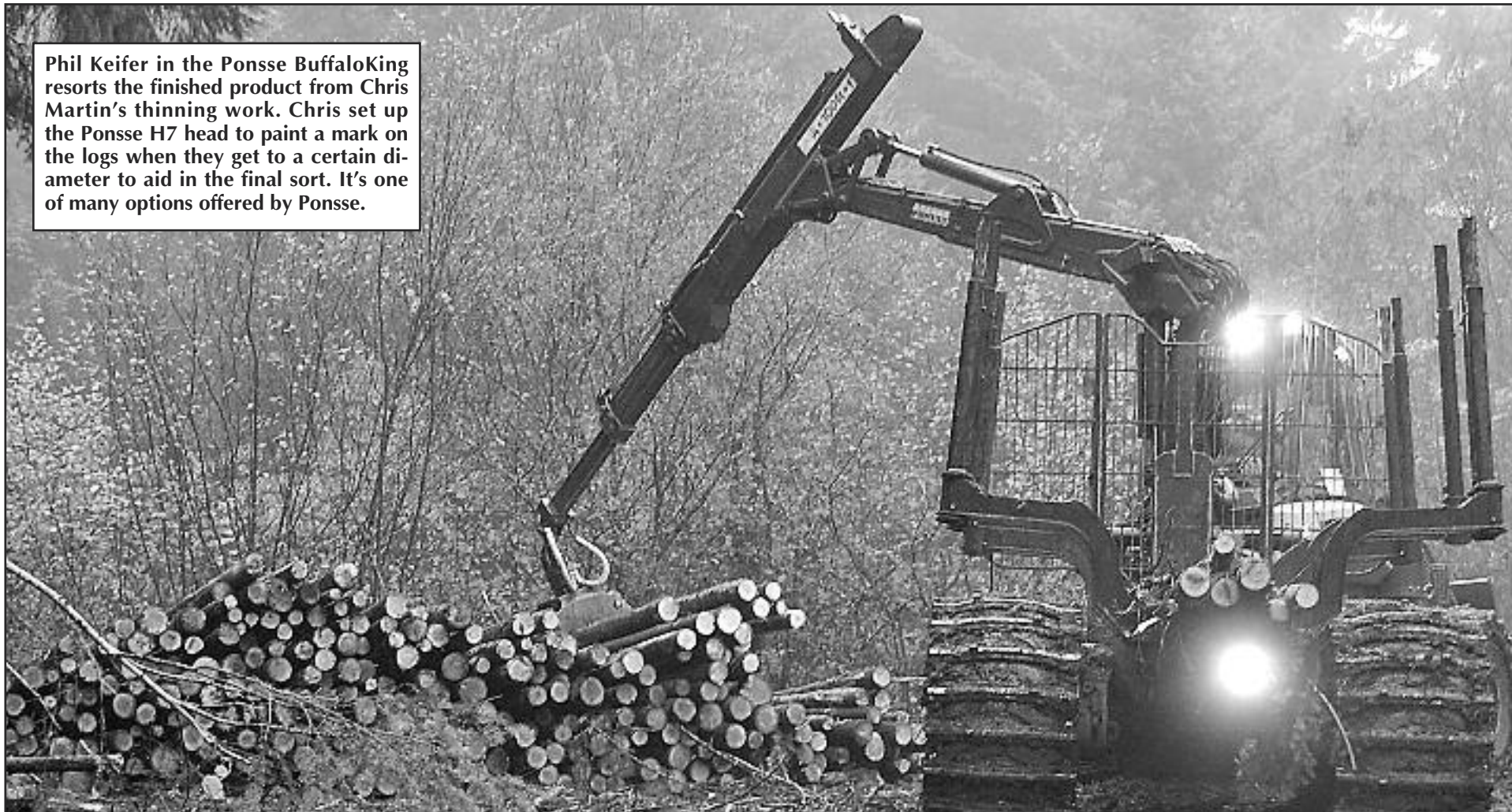
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Phil Keifer in the Ponsse BuffaloKing resorts the finished product from Chris Martin's thinning work. Chris set up the Ponsse H7 head to paint a mark on the logs when they get to a certain diameter to aid in the final sort. It's one of many options offered by Ponsse.



Independent

(Continued from Page 14)

"We'd expanded it all to where we had a lot going on," Martin said. "We had around 85 people and 13 sides between thinning, logging a road building. We'd grown and done so much. Great people, great leadership people, great equipment and a good strong vision for the future."

At their peak, they'd produce 60-80 loads a day and 60 percent of that came from thinning.

In the mid 90s, with the market going through a downturn, they decided to reshape the company but "do it right, with our reputation, people we worked for, and not burning any bridges," Martin said.

Martin kept one CTL side, a cable thinning side and proceeded with property developing. Around that time, Martin's son Chris came to work for him. With changing landscapes with companies and markets, they focused on property developing

and worked at it for two years.

"My son (Chris) came to me one day and suggested, 'Why don't we go back to logging?' Martin said smiling. "While I wasn't sure I wanted to do that he reminded me '... we can do that better than anything else.' And so we started logging again."

Around this time, the Martins began going back to church and redirecting themselves towards God.

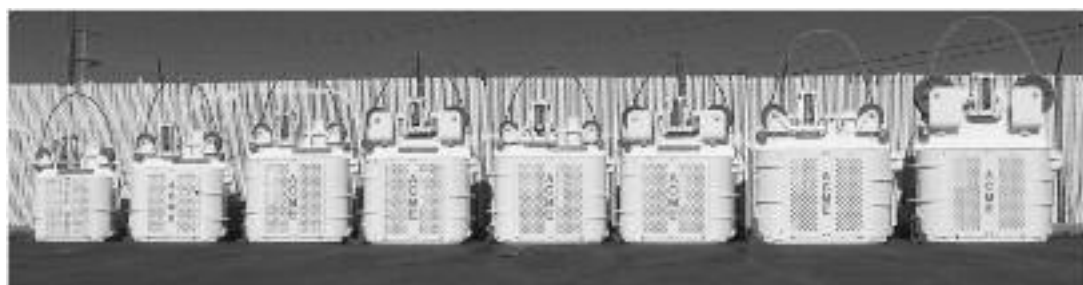
"I've never be complacent

about Him again," Martin said.

Revitalized, Independent Thinning was making progress in 2006 but Martin had a bout with throat cancer despite never smoking and always being healthy. Dan went through an 8-9 month chemo regime and said that was as tough as anything through his lifetime. He won the battle, however and is still going strong for the company now.

Now with three sides in the

(Continued on Page 19)
See "Independent"



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SHANE WALLIN GETTING A LOAD OF LOGS for his 2004 Red Peterbilt. Wallin works for Vision Transportation out of Roseburg, Ore. He has a 2004 Whit-Log short log gear with SI scales. Phil Kiefer is at the controls of the Ponsse BuffaloKing Forwarder.

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Independent

(Continued from Page 16)

Roseberg area, Independent Thinning has four shovels, three delimiters and two small towers.

The key to Independent's longevity and resilience? Good people.

"You can't do it all yourself," Chris said. "You need good people out there otherwise it's just two people out there and that wouldn't get you very far."

Dan and Chris also try to keep costs down for people that contract them out. Chris points to an instance to where it was estimated they would need a flagger for a week, but by just leaving a strip of trees by a road and then attacking that small strip separately, they

were able to have flaggers for just a day and a half.

"It made sense and we didn't lose much production," Chris said. "Knowing costs, we try when we can to save people money because you've got to do that in order to make money."

Independent Thinning also runs five long logger trucks, one being equipped to lowboy equipment and also has two mule trains in the fleet.

The company has been pushing cut-to-length hard but they've been rolling right along, finding their place in the woods. With equipment changing and markets always changing, Independent Thinning is always a company to adapt and continue to do what they do best.



WORKING IN TIGHT CONDITIONS, Chris Martin positions his Ponsse Ergo Harvester while thinning out on the job site.

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20 "As We See It"

(Continued from Page 22)

LOGGERS WORLD DECEMBER 2015 not talking about the major issues but the little things. Our CSA scores were going up not because of serious infractions but because of the little things: marker lights, straps, tags that could not be read, windshield washer fluid tank not being filled, air buzzers not being loud enough, etc.. Up until recently we enjoyed grace on the little things. NOT ANY MORE!!!! The little things cost.

These are a couple of things that we discovered. The most important things that we are learning through all of this are that loggers cannot afford to just be able to stay in the woods and log. That would be nice. We are going to have to face the fact that there is a trucking storm coming and for some of us it is already here. The American Loggers Council is working as hard as we can on the

federal issues. TEAM is working on insurance and safety. We as loggers are going to have to be proactive, think outside the box, and do all we can to keep things going. We have a strong history of doing amazing things and being amazing businessmen. Let us take on this storm as we always have and solve this problem too.

Log and Truck on!!!

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 or contact their office at 409-625-0206.



1997 630 Tigercat, single function arch, ESCO bunching grapples, Cummins Power



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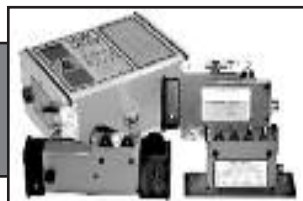
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- 2013 Cat 325DFM, Cat grapples, like new cond., 2,500 hrs.....\$300,000
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- 1997 Cat 322, recent rblt motor and pump, good u/c.....\$62,500
- 2004 Cat 322C, w/Pierce grapple, forestry cab, rblt motor, 15,400 hrs\$120,000
- 2006 Kobelco SK 210, w/Jewell grapple, 8,000 hrs, good cond.....\$95,000
- 2007 JD 3554, w/Pierce grapple, 6,000 hrs, excellent cond.....\$225,000
- 2013 Hitachi ZX-240, w/Pierce grapple, forestry cab, 6,000 hrs, new motor, excellent cond.\$205,000
- 2013 Hitachi ZX-370, w/Jewell grapple, 5,000 hrs, good cond.\$335,000
- 2013 Doosan DX300LL, 3,400 hrs, excellent cond., w/Pierce grapple\$207,500
- 2008 JD 2554, Jewell grapple, 11,200 hrs., new u/c & rebushed & pump drive \$180,000
- 2008 Kobelco SK 350, w/Jewell grapple, 11,500 hrs.....\$170,000

DELIMBERS

- 2011 JD 2154, w/2011 Waratah 622B, 8,700 hrs, exc. cond.\$210,000
- 2007 JD 2054, w/2007 Waratah 622B, 6,000 hrs on new motor & pump, recent motors in head....\$75,000
- 2000 JD 230 LC, w/Pierce PTH 20 head, standard carrier, RB front.....\$75,000
- 2005 JD 3554, w/05 Waratah 624, complete rebuild on head, good carrier\$170,000
- 2005 Cat 322CFM, w/2005 Waratah 622B, 4,000 hrs on pump & motor, new motors in head.\$90,000
- 2006 Cat 320CFM, w/2006 Waratah 622B, 11,000 hrs, logger front w/ grapple, very good cond...POR
- 1994 Cat EL240, w/Waratah 620, log loader front.....\$37,500
- 2001 Waratah 622, w/comp, controls, we can install on your machine\$37,500
- 2012, Pierce GP, w/comp. and controls, 5,000 hrs, we can install on your machine.....\$65,000
- 1996 Hitachi 270, w/DM 3500, recent boom & boom drive, good cond.\$29,500
- 2003 Daewoo 300, w/DM 4400, 15,000 hrs, recent pump, good u/c, 3/4 chain on top & butt saw\$80,000
- 2004 Cat 322C, w/Pierce 3348, 17,000, rblt motor, recent pump, boom & bushings exc. cond \$80,000
- 2007 JD 2554, w/DM 4450, rblt motor and pump, nice limber\$145,000

BUNCHERS

- 2005 Tigercat LX 830, rblt 23" saw, good u/c, recent repairs, 17,000 hrs.....\$185,000
- 2004 Timbco 445EXL, w/Quadco 22" hot saw, 12,000 hrs, good cond\$135,000
- 1999 Timbco 445D, w/32" bar saw, good u/c, 12,000 hrs, recent motor & pumps, good cond.....POR
- 2000 Quadco QFH, 22" 40 degree tilt hot saw, good cond.\$22,500
- 1999 Quadco 6032, brush mulcher & shredder head.....\$19,500

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- 1984 Cat 966D, c/w log forks and bucket, exc. cond., good rubber.....\$70,000

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- 2010 JD 848H, dual fnctn 360" grapple, 7,000 hrs, 1000 hrs on new motor, good rubber.....\$130,000
- 2010 JD 748H, bunching grapple, dual fnctn boom, rears 90%, front 30%, 1 set chains, 5200 hrs \$145,000
- 1999 TJ 460, dual fnctn boom, bunching grapple, good rubber, nice dry, tight....\$55,000
- 2010 Cat 517, swing boom, only 2,800 hrs, auto lube system, new rails & shoes, like new cond....POR
- 1994 Cat 518C, rblt motor and trans, good rubber & chains.....\$37,500

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- Madill 6240, w/Acme 15 car, xlent cond, good lines.....\$425,000
- Diamond D210, rebuilt yarder, xlent cond\$325,000
- Pacific 1188, Cat 425, rblt trans, torque & drum set w/ shafts, hyd u/c, run all logging systems....\$235,000
- Washington 188, Cat power, rblt trans, good lines, tank mount, good u/c.....\$190,000
- Link-Belt LS98, Cummins 855 power\$50,000
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- Madill 071, rblt Detroit 8V92T & torque, 4 guylines, good u/c, high speed gear, w/ lines\$119,000
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- Christy 3D, trl. mount, Cummins power, Allison trans, 50' tower, w/Eaglet car...\$60,000
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- T-Bird TY90, T100HD trl, 7 guylines 1 3/8", Cummins KTA 1150, good lines, ready to log\$300,000
- T-Bird TMY45, self prop on rubber, rblt 903 Cummins & torque, good lines, ready to logPOR
- Skagit 737, T100 trl, 7 guylines 1 1/4", Cummins 855, Allison, water on all drums.....\$169,500
- Washington 137 Slackliner, T90 self prop., Cat 3408, 8 guylines 1"3/8 yarder.\$160,000

MOTORIZED CARRIAGES

- 2001 Boman IV, Deutz power, w/ bugs, 2,200 hrs, rblt car.....\$37,500
- 2014 Boman M5, like new cond., Low low hrs, w/radios\$77,500
- 2010 Boman M5, good cond., w/radios\$50,000

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- 1985 Ford 9000, Cummins 400, 15 spd, 40 rears, Hendrickson springs, HD rails, 14' box, 185,000K\$14,500



As We See It....

Trucking

Everywhere I go and talk with loggers there is a one common problem that is discussed during the conversation. TRUCKING!!!!

We are beginning to realize that a perfect storm is brewing off of the coast and is headed our way to collide with our businesses. Federal CSA standards, increasing cost to comply with new safety standards, unwillingness of contract trucking companies to go to the woods, Insurance Underwriters unwilling to write policies for loggers. Just yesterday I learned that The American Trucking Association is forecasting a 50,000 driver shortage by the end of the year and The American Transportation Research Institute is forecasting a 250,000 driver shortage in 10 years. These stats are for all drivers. Imagine trying to compete for drivers in these kinds of shortages and then ask them to go to the woods. We have not even thought about hours of service compliance. On and on I could go about the issues that we face but I'm only limited to a few words here.

Trucking has gotten to be a big enough issue where insurance underwriters, loggers, and industry companies have started a task force to try to head off the super storm that is headed our way. Soon, Jimmie Locklear with Forestry Mutual Insurance will write an "As We See It" column to discuss what the TEAM concept is and why we need this group.

The ALC has been working through our Transportation Committee to establish good federal policy on trucking for years. Whether it is federal truck weight reform on federal highways or combating CSA standards and the pool of trucking companies affiliated with other industries that we as loggers are compared to. We have even worked on the new EPA regulations on emissions coming out of our trucks.

All of this being said, what can we do as loggers on the ground now to combat what is going on now? These are some of the ideas that my family's logging business has discovered in the last 3-5 years.

We needed to increase our trucking capacity a few years ago and did not want to invest in the trucks or worry about drivers. We went to the larger bulk hauling companies and asked them for rates and availability. We were shocked to see how expensive their rates were. Once we got over the sticker shock we contracted with a company to do the trucking for a whole crew. We discovered that trucking companies

and their employees do not work like we do in the logging business. We went through two trucking companies because the drivers were missing about 5-10 loads a week because of dependability issues. Keep in mind that these were not fly-by-night operators.

Through this process and frustration we had a bright idea. IF WE PAY OURSELVES THE HIGHER RATES THAT TRUCKING COMPANIES CHARGE WE CAN MAKE MONEY IN THE TRUCKING BUSINESS!!! Imagine that. You mean that we do not have to subsidize our

trucking with our logging rates??? We started doing this and our profitability increased and we stopped missing as many loads. Evaluate what you are getting paid or what you are paying yourself. I know some of us are not in market places where an increase in trucking rates is possible. Start letting the powers to be know what we are dealing with. Remember the STORM IS COMING!!!

Through this process we had to increase our mechanics in the shop to keep our fleet in better shape. I'm

(Continued on Page 20)
See "As We See It"

78th

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Summary Judgment....



Minerals Critical? In America, Never Mine

by William Perry Pendley

Much has been written about the impossibility of developing America's rich natural resources given the opposition of the Obama administration, radical environmentalists, and actively empathetic judges; it has been a horror show for oil pipelines, energy on federal lands, and coal anywhere. What happens, however, when the minerals at issue are deemed critical to national defense, key to green technology innovation, and crucial to contesting Chinese combativeness and therefore: the stars align, the White House gives its support, and environmental groups eschew the courthouse? Sadly, as an essential rare earth elements mine in Wyoming reveals: death by a thousand bureaucratic paper cuts.

In 1980, Congressman Jim San-

tini (D-NV) warned of America's risky reliance for strategic and critical minerals on foreign sources, primarily Africa. Governor Ronald Reagan, in his 1977 radio address, decried a "campaign" by the Soviet Union and Cuba "to achieve strategic dominance over Africa with all its mineral riches." In his landmark study, Santini—who died in September at 78—listed: cobalt, chromium, manganese, platinum, and titanium, the "metallurgical Achilles' heel of our civilization." President Reagan made Santini's report policy, in part by vetoing the lockup of mineral-rich land in wilderness areas, for which he took a beating from environmental groups, their Democratic allies, and the media.

There are no dissenting views from the left about developing to-

day's key strategic and critical minerals—rare earth elements—like dysprosium, praseodymium, terbium, europium, and yttrium. Popularly unknown, they are crucial to high-technology and transportation industries, telecommunications, America's military, and future wind and solar projects. China produces about 95 percent of the world's rare earths; meanwhile, former Chinese premier Deng Xiaoping declared provocatively, "The Middle East has oil; China has rare earths."

So does Wyoming. In its sparsely populated northeastern corner, nine miles north of I-90, within the Black Hills National Forest, lies the Bear Lodge Project. First identified by the U.S. Bureau of Mines in the 1940s, explored privately over the decades, in 2004, Rare Element Resources, Ltd. of Lakewood, Colorado, bought the claims and began planning development. The company's novel technology for processing the ore yielded five patent applications and a 99.99% pure, thorium-free, total rare earth oxides (TREO) powder containing four principal magnet elements (neodymium, dysprosium, terbium, samarium) as well as the remaining suite of rare earth elements.

Little wonder the Departments of Defense and Energy are excited—these elements are vital to missile defense, protection against IEDs, and advances in wind and solar technology. In fact, Energy and the White House Office of Science and Technology Policy (OSTP) co-chair a critical minerals interagency task force that includes Defense, Commerce, Interior, Justice, State, and Treasury. Rare Element Resources has made frequent appearances at White

House, Defense, and Energy offices, and was asked to be a member of Energy's Critical Materials Institute.

With all this support, the Bear Lodge Project ought to be ready to begin production; after all, it submitted a plan of operation to the U.S. Forest Service in November of 2012. Regrettably, that agency, citing personnel issues, lost 29 months fiddling with its mandate under the National Environmental Policy Act (NEPA) to prepare an Environmental Impact Statement (EIS). Its ineptitude continues: the draft EIS due last January is still pending. Meanwhile, Wyoming's Department of Environmental Quality—with 90 days to notice a "completed" mining permit application—responded in one day.

Despite the declaration by six federal agencies (Defense, Energy, U.S. Geological Survey, National Academies of Science, Congressional Research Service, and the Government Accountability Office) that rare earths present a "crisis," the bureaucracy plods along. In response, Senate and House legislation is pending to require timely action by federal agencies—not on all major projects—only those involving critical minerals, including rare earths. Ironically, there will be no testimony on the Bear Lodge Project. Congress told the company that its experience is a "success story." If that is success, going toe-to-toe with China, America cannot afford failure.

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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- 2011 HITACHI ZX290
- 2008 JOHN DEERE 2554
- 2007 JOHN DEERE 3554
- 2004 JOHN DEERE 3554
- 2005 JOHN DEERE 330LC
- W/2 PULLMASTER WINCHES
- 2003 JOHN DEERE 270
- 2003 KOBELCO SK330 W/2 WINCHES, TONG THROWER
- 2008 KOMATSU PC270
- 2008 KOMATSU PC220
- 2004 KOMATSU PC300
- 1999 KOMATSU PC200
- 1998 THUNDERBIRD 1240
- 2014 LINKBELT 240X2
- 2005 LINK-BELT 290LX
- 2000 LINK-BELT 3400Q
- 2000 LINKBELT 3400Q TONG THROWER

PROCESSORS & DELIMBERS

- 1998 CASE 9040B W/PIERCE 3345
- 1994 CAT 320BL W/WARATAH 620
- 2007 HITACHI 350 W/09 WARATAH 624C
- 2006 HITACHI ZX250LL W/WARATAH 622B
- 2009 JOHN DEERE 2154 W/WARATAH 622B
- 2008 JOHN DEERE 2954D W/2010 WARATAH 624C
- 2007 JOHN DEERE 2054 W/WARATAH 622B
- 2007 JOHN DEERE 759J W/WARATAH 470
- 2006 JOHN DEERE 2054 W/WARATAH 622B
- 2005 KOBELCO SK250 W/WARATAH 622B
- 2012 LINKBELT 290X2 RB W/WARATAH 623C
- 2004 LINKBELT 240LX W/PIERCE 3348
- 2003 LINKBELT 290LX W/05 WARATAH 622B
- 2000 LINK-BELT 3400Q W/PIERCE 3345

PROCESSORS & DELIMBERS Cont.

- 2004 MADILL 1800 W/WARATAH 624
- 2005 MADILL 2800B W/WARATAH 622B
- 2012 TIMBERPRO TL735B W/14 LOGMAX 7000XT
- 2008 VALMET 941.1, W/370.2 HARVESTER
- 2007 VALMET FX10 W/VALMET 370.2 HARVESTER
- FELLER BUNCHERS**
- 2013 CAT 522B
- 2013 JOHN DEERE 959K
- 2011 JOHN DEERE 959K
- 2013 TIGERCAT LX830C
- 2011 TIGERCAT L870C
- 2006 TIMBCO T445EXL W/40° QUADCO
- 2006 TIMBCO T445EXL
- 2003 TIMBCO T445E
- 1995 TIMBCO T445B
- 1993 TIMBCO 445B
- 2013 TIMBERPRO 735
- 2011 TIGERCAT LH830C W/LOGMAX 7000XT
- 2011 TIGERCAT LX830C
- 2005 TIGERCAT L870
- 2003 VALMET 603

SKIDDERS / DOZERS

- 2013 CAT 527
- 2013 CAT 535C
- (2) 2010 CAT 527'S
- 2002 CAT 525B W/ESCO SWING BOOM
- 2002 CAT 527
- 1997 CAT 525
- 1997 CAT D5H W/ESCO SWING BOOM
- 1994 CAT D5H
- 1991 CAT D6H W/GRAPPLE
- 1988 CAT 508
- 1980 CAT D7G ARCH/WINCH
- CAT D6C
- CAT D8H W/WINCH
- CAT D7F W/ESCO SWING BOOM
- CAT 977L
- INTERNATIONAL TD8E

SKIDDERS / DOZERS Cont.

- 2014 JOHN DEERE 748H
- 2010 JOHN DEERE 848H
- 2005 JOHN DEERE 748G3
- 1994 JOHN DEERE 850B W/GRAPPLE, WINCH
- 2006 PRENTICE 2432

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- YARDERS**
- 1995 DIAMOND 210
- 1990 JOHN DEERE 690D W/3 WINCHES
- LINKBELT 98
- 1996 LINKBELT 4300Q YODER
- MADILL 071
- 1980 CAT D7G ARCH/WINCH
- SKAGIT 737
- SKAGIT 739
- THUNDERBIRD TMY-50
- WASHINGTON 188

EXCAVATORS

- 2003 CAT 320C RB
- 2003 KOBELCO SK250RB
- 1990 LINK-BELT 4300C2 RB
- MISCELLANEOUS**
- 2007 BOBCAT T320
- 2004 BOWMAN MARK 6 SKY CAR
- CAT 977L
- 1975 CAT 12G

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- 1994 VALMET 860 FORWARDER
- 2006 TIMBERPRO TF840
- 1996 TIMBERJACK 1210 FORWARDER
- 2007 WARATAH 622B
- YOUNG YARDER GRAPPLE
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HERE IS THE VIEW FROM THE CAB of Chris Martin's Ponsse Ergo Harvest with its Ponsse H7 processing head in action. The result of all that work is logs decked (above) and ready for the forwarder. About a third of Independent's business is thinning, and they have three sides working around Roseburg, Ore.

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JANUARY

12-14



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14-16



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FEBRUARY

11-13



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25-27



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SEND EVENT NOTICES TO: Publisher, Loggers World Magazine, P. O. Box 1631, Chehalis, WA 98532-8425. Please include your event's symbol. Items used at discretion of the publisher.

Deadline for January 2016 issue: DECEMBER 9th.

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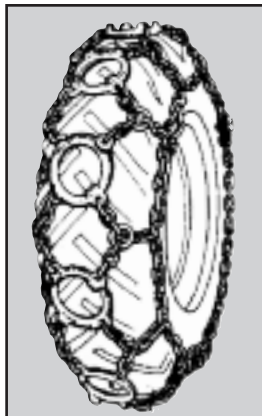
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