

# LOGGERS WORLD

VOLUME 53 NUMBER 4

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APRIL 2018

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# Finley's Rigging Shack

"Classic"



Finley Hays was well known for his ability to tell a good story. His unique perspective was gained by growing up in a logging family, and after starting *Loggers World*, talking to loggers all over the country. Finley went on to his Heavenly Reward in 2008 but we have almost 40 years of his writing and storytelling to enjoy. Finley's Rigging Shack remains one of the most popular features of *Loggers World* and we think that is appropriate for the man that put so much of his life into his vision of a "Loggers Magazine".

## Originally Printed in April 1982

### THE OUTLOOK IS UP- WARD!

We have had a fine bunch of Annual Meetings and Logging Conferences so far this year with more coming. Mostly and usually the "OUTLOOK IS UPWARD". The news is hopeful and the general feeling is one of 'better things to come'.

During the great depression the popular phrase was, "GOOD TIMES ARE JUST AROUND THE CORNER". Then the answer would be, "Yeah, but where is that corner?" Now the often used phrase is "There is light at the end of the tunnel." And the come back is, "Yeah, but is it the light of an oncoming train?"

There are many people hav-

ing it hard and having it tough right now.

There is no denying that and to deny what is true is foolish. There are many people out of work, many operators without a contract and many big companies who are cutting back and cutting down. Those are true facts.

Now if you want to hunt up a lot of negative facts just go ahead on it. If that is what grabs your attention you will never be without negative news, negative facts and negative rumors to take away your energy. In the best of times there are people dying, people getting killed, jobs being lost, people going broke and etc and etc and etc.

In a world that numbers its population in the hundreds of millions there is something for everyone, events that match any

outlook and things happening that will emphasize and bolster any argument.

By and large the outlook is upward and the feeling is hopeful.

Now if that sounds strange to you remember that I'm talking to and talking about business men. People in business is who I talk to most of the time. People don't get into business as a normal thing unless their outlook is upward and their feeling is hopeful. If you don't have the hopeful feeling and the promise of good things happening then you generally won't, or don't want to, go into business.

You'd be most foolish to bet on a basketball game that you thought your team would lose. You would not get into a poker game unless you thought you had a better than even chance of winning. On and on it goes. If you are going to do something you generally feel as if doing that thing has some hope of being successful.

Whenever you do something positive you take a chance of making it---or losing it. When you make a commitment you take a risk, you win or you lose. If you make a commitment thinking you are going to lose, you are probably right.

The dividing point here is that most people who believe they are going to lose will not make that commitment, they will not usually take the risk if they aren't believing there is some pie for them.

During these days of a de-



FINLEY HAYS

pressed time in our industry there are mills starting up. Simpson at Shelton is starting three sawmills, on a two shift a day basis.

There are loggers going into business. Every day there is news of start ups and orders coming in.

There is timber being sold and there are logs being bought and there are people out looking for things to buy.

There are new log trucks being sold so we can guess there is a need for them.

At the Oregon Logging Conference it was heartening to walk around and inspect the machinery and the names on the machinery was going to leave the conference and be out working in a short time.

Things are coming alive. People are going to work. Things aren't booming but things are happening. Not at the rate it was a few years ago but the life isn't all gone. Hope isn't gone. Predictions for a good second half are being made and being believed.

Hope is not gone. The feeling is hopeful.

HOPE! What is hope? My dictionary says Hope is 'the desire for something that a person believes can be obtained or expects to get'. "A person or thing that gives promise of a future benefit or blessing."

My Bible says "Now faith is the substance of things hoped

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**See "Rigging Shack"**

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"Classic" From April 1982 by Finley Hays

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# GOING EVERYWHERE

Rugged terrain and big distances in Big Sky Country do little to discourage the hardy loggers of Intermountain Logging, based out of Thompson Falls

**Photos and Story by Jesse Rogers**

*For Loggers World*

The season of late winter into early spring in Montana is a fickle beast and when you are an Intermountain logger you know that well. Ben Smith, owner of Intermountain Forestry, and I had been working to connect for most of February. The week before I visited his crew it had been almost 60 degrees with a pleasant breeze warming the bones of his Excaline crews and causing muddy luges for the truck drivers. A few in the company even made the mistake of saying out loud that, “winter was over for sure.” Not to let a slip like that go by without rebuke, Montana reared back and sent the warmth hightailing for greener pastures and blasted the logging sale above Thompson Falls, Montana with sub-zero temperatures and a foot or more of snow.

Gary Brown, a log truck driver on Smith’s crew, commented that just the day before I rolled in with pencil and pad in hand, “It was negative 23 when I rolled through Hot Springs.” That is a bit on the nippy side even for a Montana logger.

After loading up with Ben Smith at the Town Pump in Thompson Falls and heading into the 9 million board-feet sale owned by Sun Mountain Lumber, Gary Brown was the first fellow we ran into. A 26+ year veteran of the woods he was pulling the chains off his 1997 Peterbilt and grinned a hello as we pulled up. “Gary is the only hauler I have who I never had to pull out of a ditch,” Ben says smiling.

Gary has been hauling for Ben since he bought part of his uncle, Barry Smith’s, operation four years ago and hauled for Barry over a decade before that. “Loggers never retire, they just die,” Gary chuckles.

Jumping back in Ben’s crummy, we headed further up the mountain and Ben laughingly tried to answer my many ques-

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**See “Intermountain”**



## UP HIGH

This photo was taken in 2016 when Intermountain Forestry was working on a sale in Big Sandy, Montana. It shows the Komatsu Excaline’s dexterity working in the rugged and varied terrain of Montana. Photo by Sam Rogers



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# FEATURED IN THIS MONTH'S ISSUE



## INTERMOUNTAIN FORESTRY

Ben Smith, owner of Intermountain Forestry, began logging for his father and uncle. He got into line logging and uses **Excaline machinery** that gives Intermountain Forestry an ability to reach timber in rugged terrain that is common in the Rocky Mountain area of **Montana**.

## MISSOULA, MONTANA

Missoula is located along the **Clark Fork River** and has a population of 72,364. It is the second-largest city in the **state of Montana**. It was founded in 1860 as the **Helgate Trading Post** when the area was still part of **Washington Territory**. Logging and the arrival of the railroad helped grow Missoula and it became site for the state's first university and the **US Forest Service** headquarters.

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## Rigging Shack

(Continued from Page 2)

for, the evidence of things not seen."

The key thing in these two descriptions is that in order to hope you must have something to hope for.'

Then it follows that the better the picture in your mind of what you are hoping for, what you have faith you will be receiving, the better your chances are of getting that thing or that blessing you are hoping for.

Where does that lead us? Right back to goal setting and making a plan for their achievement. Goals that are worthwhile and realistic to you and a plan that will lead you step by step toward their attainment builds both faith and hope. Faith that you can do what you plan to do and the hope that things will work out for the best.

The outlook must be Upward. The feeling must be one of hope. The more concrete and understandable that hope is the stronger your faith can logically be that what you hope for will come to pass.

Your goals are not workable unless you work. The bottom line of any idea and of any program and of any commitment

(Continued on Page 21)  
See "Rigging Shack"

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### KOMATSU EXCALINE CREW

The Komatsu Excaline crew at Intermountain Forestry. From left to right; Justin Grant, Terry Kautzman, AJ Boyd and owner Ben Smith.

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tions. "I could go to Sunday school or go logging with dad, so I went logging," he replies when asked why he started logging. His grandfather Clyde Smith started logging "way back" and the sons, Barry and Rick, brought their own style into the woods afterwards. Rick Smith took on the tractor side of things and Barry started up line-logging. Thirty years later, Ben

Smith was the next in line to keep Smith Logging going. Ben always thought he would run his own show one day, but it wasn't in his immediate plans. Then, "Barry called me up and asked me to go have a drink with him and talk and now I operate Intermountain Forestry. That was the most expensive beer I've ever had bought for me!"

You could say logging was in Ben's blood from a young age. He logged with his father and uncle and set chokers for Roy

Gilbert while getting his degree between the Flathead Community College and the University of Montana in Missoula.

"I like line logging and my favorite job, I guess that would be setting chokers. It's rewarding at the end of the day. Ya' know, you feel like you did something." Ben is a humble fellow and made sure to make it clear that he wouldn't be where he is at without his family.

"Without my family's support and Barry and Cindy, it

wouldn't have been possible to do Intermountain."

Logging is a family venture for the Smiths; from a beer with his family after a long week, to his wife, Frances, jumping in when needed.

A little further up the mountain we pulled over to shake hands with another part of the crew and I pull out my pencil again to interrogate Willie Nel-

(Continued on Page 15)  
**See "Intermountain"**



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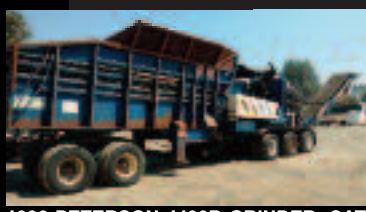
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MORBARK 20 CHIPPER, new CAT C13 with 3,684 hours, 385 hp, Tier III, new tires, good brakes, lights.....\$69,500



2002 PRECISION HUSKY 66-23 CHIPPER, Husky XL-175 loader, CAT 3412, 700/750 hp, Tier I, joy sticks, twin-disc clutch, feed table w/feed chain, cab, 12 NEW tires, good brakes, fresh oil, new paint, recent injectors, one owner, was working daily, 11,141 hours.....\$99,500

NEW HEEL RACK FOR CAT 330FM OR 568 FM, unused, some pins.....\$7,500



1998 CAT 3512, 1,250kw, 60 htz, 480 volt, 3-phase, insulated muffler, approx 1,500 gallon fuel capacity (2 tanks), mounted in Fruehauf 48' dry van.....\$32,500



2010 PETERSON PACIFIC 5900EL CHIPPER, low hours, CAT power @ 765 hp, C18, remote, 4-pocket disc, P.T. Tech hyd clutch, 3/4" chip size, end load spout, 300 gal. water tank w/pump for fire suppression, IQAN screen, 2,400 hours, very good unit, consigned, west coast location.....\$225,000



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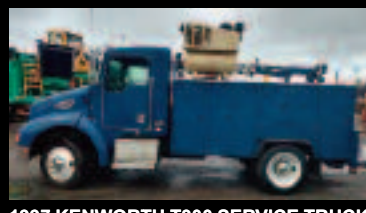


WASHINGTON 188 YARDER, Detroit 8V92T power, 4-axle carrier, standing skyline. This is a good, clean unit that was working as of 06/10/16. Consigned, call for location.....\$250,000

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1996 CHRISTY 3DTK, 6-cyl Cummins, 2000' 3/4" swedge skyline, approx. 2000' 5/8" swedge mainline, haywire, guy lines, NO carriage, 75MHz radio system, approx. 6,500 original hours, mounted on Freightliner w/Cummins power, heavy 2-speed rear ends, biscuit suspension, good clean unit. Yarded logs until October 15, 2015. Owner is downsizing, consigned, call for location.....\$75,000



1997 KENWORTH T300 SERVICE TRUCK Cummins, PAC brake, 10 spd, 221,049 miles, 225/70R22 tires, Maintainer body, 6,000 lb. crane, gas compressor, was working daily.....\$30,000



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## CONTRACT CUTTER

**LEFT:** Sam Rogers Intermountain Forestry's contract sawyer falling timber ahead of the line crew. "I want say a special thanks to Steve and Judy Jones of Steve's Saw Shop in Lolo, Montana for keeping me up and running."

**RIGHT:** AJ and Terry with AJ's log dog, on the Sale above Thompson Falls, Montana. The day was blue bird sky and a pleasant 14 degrees. The day before the crew had woken up to work in subzero temperatures and the previous week had been in the upper 50s.



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### DELIMBER

LEFT: Jeff Weer, delimber for Salmon Logging, standing with Ben Smith next to the Denis D3000 head mounted on a Linkbelt C Series II LS-2800. RIGHT: Jeff Weer processing the trees into logs in his Denis D3000 delimber.

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### SLIDE-BOOM

Billy in the John Deere 2054 Denharco slide-boom delimber processing a deck that will be sent to a mill owned by Sun Mountain Lumber of Deer Lodge, Montana. Billy Wills left his morning seat in the grader and traded it for the John Deere 2054 Denharco slide-boom delimber for the afternoon.



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Photo:

Deep River Logging Co.'s  
Shay No. 5 at the Deep  
River log dump, 1912.





## MOVING AND FALLING

LEFT: Dakota Laskos padding the Excaline down the tight road to deck the logs along the hill for the John Deere 2054 Denharco slide-boom delimber for the afternoon. RIGHT: Jim Critchlow a veteran faller and a long-time sawyer for the Smith family and Intermountain Forestry.





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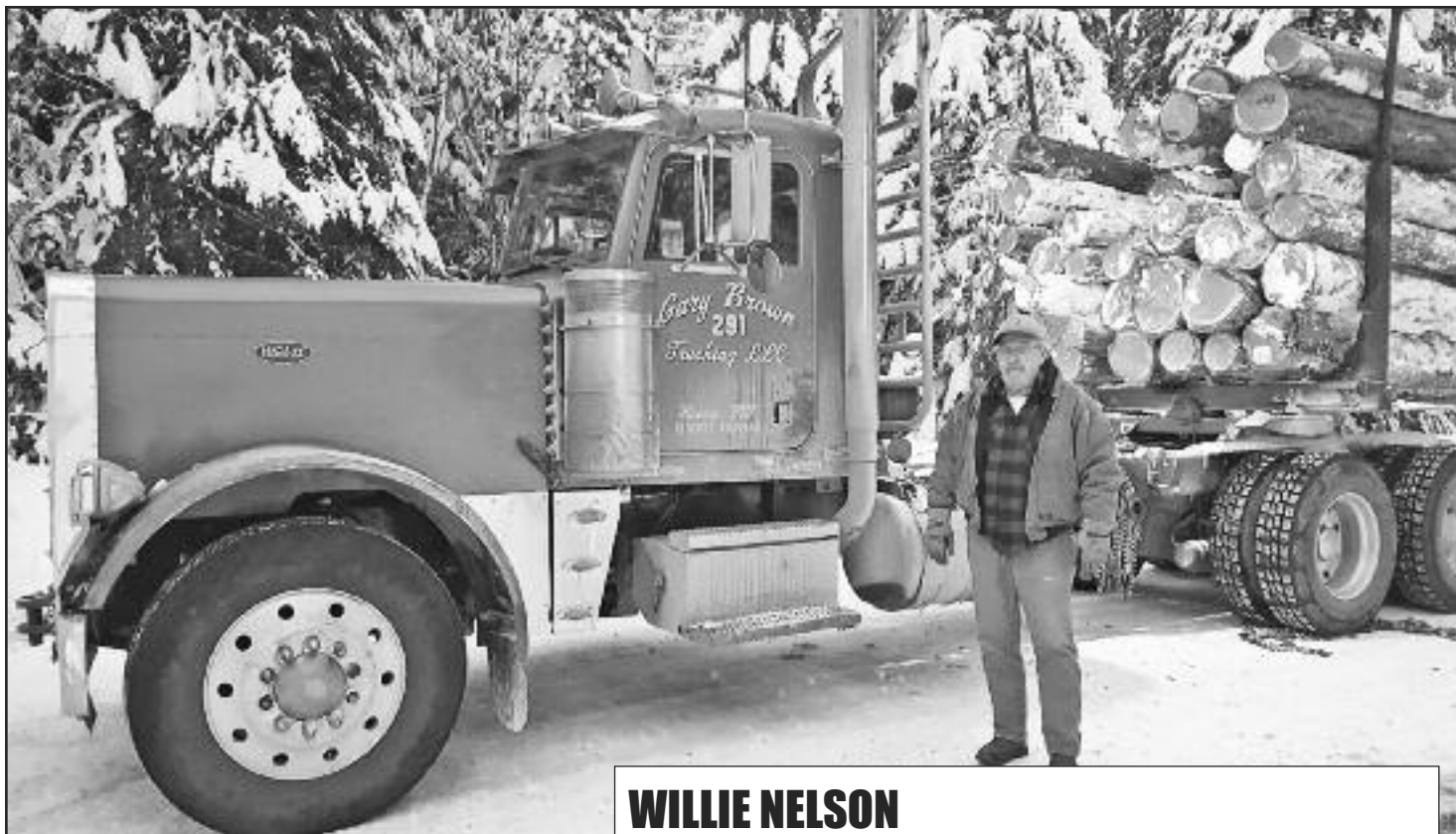
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**GARY BROWN**

**RIGHT:** Twenty-six- year veteran log truck driver, Gary Brown standing beside his 1997 Peterbilt. "It's a great truck. I love it."

**WILLIE NELSON**

Willie Nelson and his log dog, Lady, beside his Kenworth with a C15 Cat engine 475HP complete with glider kit and Super Single tires that Tom Frisk Logging built. I had to ask about the pink stripes and it seems the fun started a while ago when one of his old trucks went in for service and came back with pink stripes. As Willy laughingly confirms, "since then every one of my trucks has had pink stripes" and now it also sports a cursive "Pink Willy" title on the door.



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son and Billy Wills. Willie Nelson is a log truck driver for Tom Frisk Logging of Charlo, Montana and has been shifting gears on steep mountain sides for over 30 years, with some loading interspaced throughout. "I grew up on a dairy farm and I decided to try driving truck so I wouldn't have to get up so early." Willie says, laughing at the irony of his

youthful plans.

When asked what he does in the crew, Billy Wills simply states, "Everything." A Jack-of-all-trades Billy has been in the woods for over 4 decades. "He is a can-do man," Ben says sincerely, "I can call Billy any time to grade roads, run the delimber, haul, or load and he will be there. Not many guys you can say that about and I don't know anyone who can work as hard as Billy can."

As we head deeper into the mountains that the crew will be logging until December 2018 if all goes as planned, I ask Ben about his Excaline machines. Ben Smith has made a name for himself and his company as the crew that can get into terrain that other machines just can't.

"These Excaline's are impressive. One is by Jewell Manufacturing out of Portland, Oregon and it is a beast."

With 40,000lbs PullMaster

winches out of Canada and set on a Komatsu 400 LC excavator, he isn't joking. It can go places other machines can't. "We don't need roads, just enough room to pad up and make decks." The power within the 40,000lbs PullMaster winch is a glory to behold, especially in terrain that has been off-limits to traditional line-logging for decades. "This is the only 40,000lbs winch that exists." Ben says shaking his head. "If people knew how much you

can produce with that winch everyone would want one." The pulling capacity of the machine is a key reason for Intermountain Forestry's success on the rugged and unforgiving terrain of Montana.

The first line crew we held up was operating the Komatsu Excaline with the

(Continued on Page 16)  
See "Intermountain"

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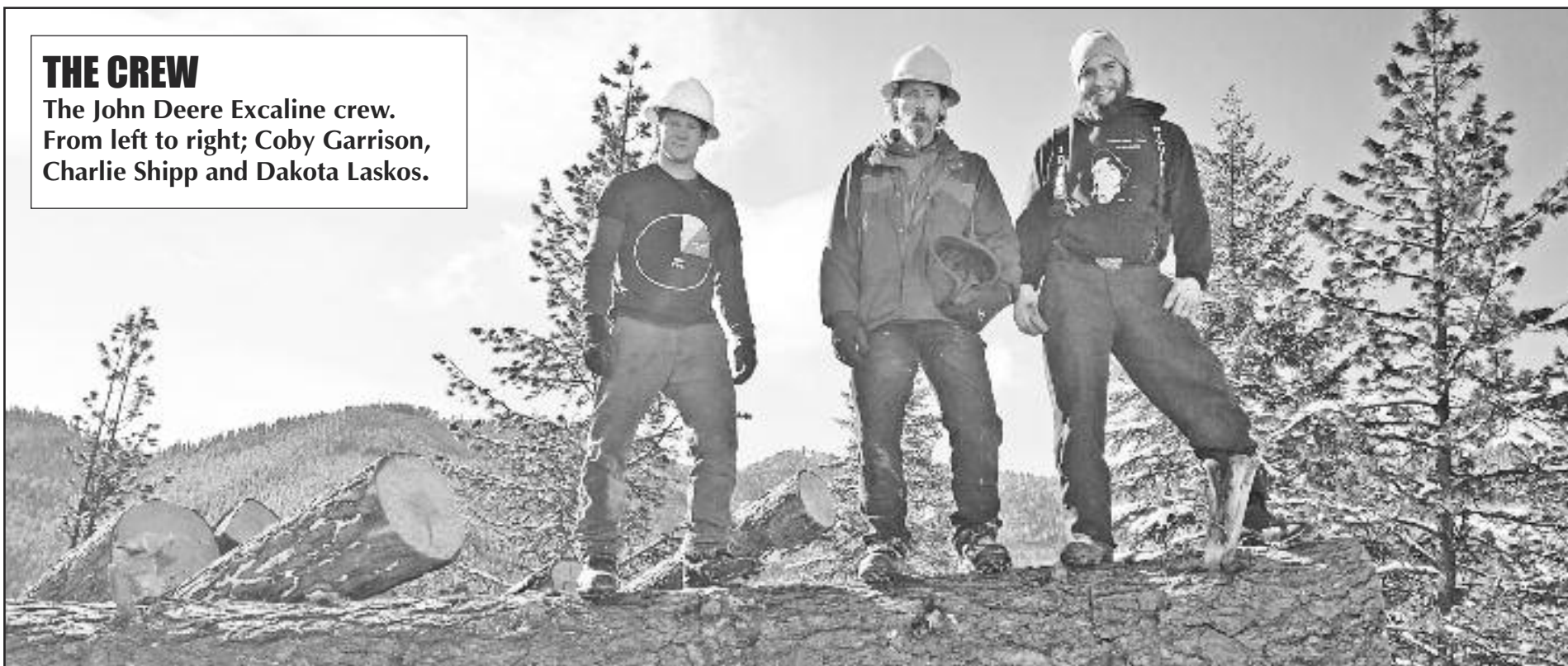
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## THE CREW

The John Deere Excaline crew.  
From left to right; Coby Garrison,  
Charlie Shipp and Dakota Laskos.



### Intermountain

(Continued from Page 15)

PullMaster winches. AJ Boyd was in the landing chasing and squaring butts while Terry Kautzman operated. Watching the Excaline haul up drag after drag, it was easy to see this machine was in a different category from the machines I'm used to seeing.

Ben waved at Terry to hold up and switch places, so I could chat with the crew while Ben kept the drags coming up the hill. Terry, another logger with woods chips in his boots since leaving high school in Victor, Montana, was more than happy to shout the Excaline's praises. Having set chokers,

felled timber and operated many machines in his 10+ years in the woods he says of his new seat, "It spoils ya', you don't have to worry about anything."

Hearing the machine idle down I saw a tall fellow pop over the hill and walk up to shake my hand. "And you must be Justin, it's nice to put a face to a name," I said smiling. Justin Grant, from Swan Lake, Montana, has been in the woods for the better part of two decades and has dabbled in a bit of it all; setting chokers, falling, operating, and many "other duties as assigned". "I tried a town job for a while, I wasn't me. I love being out here." A sentiment that I hear across the board and as a gal who has one

of those loathsome "town" jobs, I can relate in many ways.

While talking with the men in the landing you could hear the cry of a Husqvarna eating its way through the stand of timber below and, Ben, smiling asked if I'd like to meet his faller (my husband). Slipping and sliding down the hill we watched tree after tree hit the ground.

"It's pretty with the snow coming off them as they fall isn't it?" Ben says as I photographed a big Douglas Fir hitting the ground. Cutting off his saw, Sam Rogers of J Bar S Timber Falling LLC, reviews his morning's work; a laid-out stand of mature Ponderosa Pine and Douglas Fir. Sam, of Bon-

ner, Montana, is another Jack-of-all-trades who got his start as a choker setter in 2003. "I saw Jim Critchlow, the faller on my first job, working on his own, with his own schedule and I said, 'that's the job I want'."

After I scrambled my way back up the side of, what I thought must have been a vertical cliff covered in oil, we headed to the other side of Ben's outfit. One of the ways Intermountain Forestry is able to be as versatile as they are is each side operates independent of the other. Each side has an Excaline, two operators who trade out setting chokers/chasing in the

(Continued on Page 19)  
**See "Intermountain"**

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## ON THE GRADER

Billy Wills, Intermountain Forestry's Jack-of-all-trades. Billy a quick-smiling veteran logger trades seats from loaders, delimbers to graders and trucks daily to keep the operation on track. Photo by Ben Smith.

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## CLIMBING SAW

Ben with his climbing Husqvarna saw after getting the skyline rigged. Not much can warm a fellow quicker than rigging a cantankerous tree 60 ft in the air.



## CATCHING UP

Ben taking a moment to catch up with Billy and Willie on their Thompson River, Montana sale. Log dog, Lady, is supervising the story telling and keeping everyone honest.

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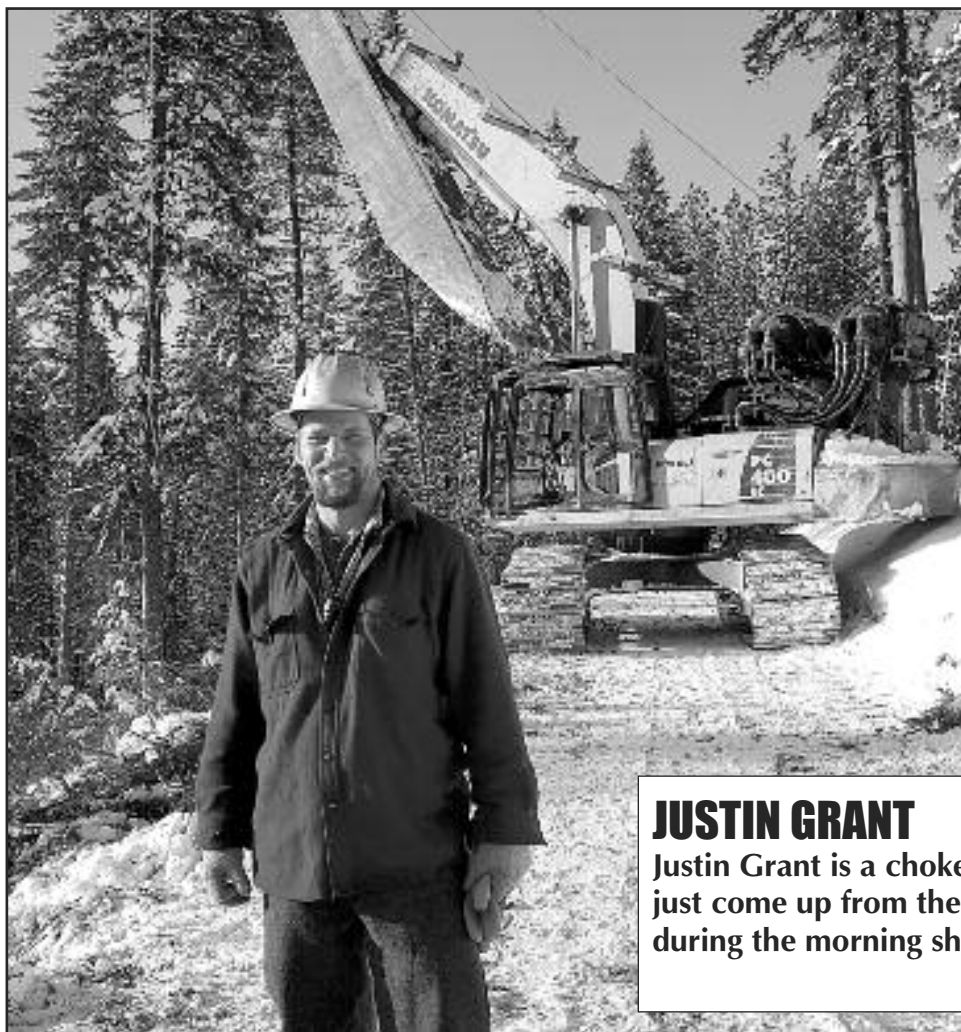
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## JUSTIN GRANT

Justin Grant is a choker setter and operator. He had just come up from the strip after setting chokers during the morning shift to switch out with Terry.

## Intermountain

(Continued from Page 16)

landing, a choker setter, and a contract sawyer.

While we traversed the snowy roads to the other side I asked Ben about the future of logging and his thoughts about being one of the next generation to keep the profession going. "I am optimistic about the future of logging. Otherwise I wouldn't be in it." However, as a company owner, a board member of the Montana Logging Association, and an active member of the Society of American Foresters, he is adamant that

wages must increase to offset the costs that loggers incur. "Wages. A logger today is making a similar wage as they did twenty years ago, but the costs are higher." As a logger's wife and a 4th generation logger's daughter, I can attest to that and understand that it isn't very sustainable and doesn't help lure the younger generation into the woods.

On the next side we first ran into Jeff Weer on his Dennis D3000 slide-boom mounted on a Link-belt base.

Jeff Weer is the operator for Tim Nesmith owner of Salmon Logging of Greenough, Montana. From Potomac, Montana, Jeff has been in the woods for two decades, but this is his first time working on a line-logging crew. Hop-

(Continued on Page 20)  
See "Intermountain"



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### LOG LOADERS

2012 Cat 568LL, w/Cat grapple, 5000 hrs, 1000 hrs on motor.....	\$260,000
2014 Cat 568LL, w/Cat grapple, 11,000 hrs, nice loader .....	\$220,000
2013 Cat 324DFM, w/Cat grapple, 12,000 hrs, good cond.....	\$149,500
1996 Cat 320LL, w/Young grapple, u/c 40%, motor & pump recent rblt, good rotec, good running LL.....	\$47,500
2015 Link-Belt 290x2, w/grapple, 6,500 hrs, xlent cond.....	\$260,000
2014 Link-Belt 290x2, w/Jewell 63" grapple, 9,000 hrs, new u/c, very nice loader ..	\$215,000
2015 JD 2954D, w/Jewell grapple, 7,500 hrs, exlt cond.....	\$230,000
2014 Doosan 300LL, nice loader .....	\$215,000
2012 Hitachi 210LL, w/Jewell grapple, 8,000 hrs, nice machine .....	\$165,000
2005 Hitachi 250LL, w/Jewell grapple, recent rblt motor, pump & u/c, nice loader.....	\$65,000
2006 JD 2454, w/Pierce grapple, 8,000 hrs, forestry cab, new motor, good u/c .....	\$115,000
2003 JD 270, w/Pierce grapple, recent repairs .....	\$45,000
1989 Serco 200, on 1982 Pete 359, rblt motor .....	\$28,000
2009 Kobelco SK 295, w/Jewell grapple .....	\$85,000
2006 Kobelco SK 330, w/Jewell 63" grapple, 12,400 hrs, rblt pump, swing motor & main valve, 50% new u/c ..	\$80,000

### DELIMBERS

2007 Madill 1800LL, w/Waratah 622B, 12,000 hrs, new drive motor and other repairs, log loader front .....	\$125,000
2014 JD 3754D, w/Waratah 625C, full rotation, 7,000 hrs, very good cond .....	POR
2007 Hitachi 350LL, w/Waratah 624 Super, 15,500 hrs, good u/c, new swing bearing, very good condition .....	\$125,000
2007 JD 2554, w/Waratah 624 Super, 12,500 hrs, recent motor, pumps, good u/c, head is in good cond.....	\$129,500
2006 JD 2054, w/06 Waratah 622B, new fuel pump, injectors good, u/c recent rblt motor pump, 3/4 butt saw ..	\$80,000
2005 Komatsu PC300LL, w/05 Waratah 624, upgraded to Timberite comp., recent motor, pump & u/c ..	\$120,000
2013 Link-Belt 290X2 LL, w/2012 Waratah 623C, 8,750 hrs, new drive motor, bushings, 10,000 hrs on carrier ..	\$265,000
2013 Link-Belt 290X2 LL, w/2013 Waratah 623C, 10,000 hrs, very good cond .....	\$260,000
2004 Link-Belt 370, w/Waratah 626, new motor & hyd pump.....	\$160,000
1996 Link-Belt 2800, w/620 Waratah, recent rblt motor & pump, c/w parts head, spare motor and lots of parts .....	\$40,000
2006 Cat 320C, w/06 Waratah 622B, rblt motor & pump, good u/c, 17,000 hrs, nice processor .....	\$70,000
1998 TimberJack 1270B, w/TJ 762 head, good rubber, w/track chains and lots of spare parts for head.....	\$35,000
2004 Timberpro TB620 E, w/ Logmax 7000, 12,000 hrs, good rubber .....	\$140,000
2013 Link-Belt 290X2 LL, w/DM 4550, xlent cond, 9,500 hrs.....	\$197,500
2005 JD 2554, w/DM 4400, recent boom and drive motor.....	\$45,000
2004 JD 2554, w/DM 4400, good running delimber, 18,800 hrs.....	\$65,000
2001 Cat 320B, w/DT 4400, recent repairs & spare parts, 14,000 hrs.....	\$60,000
2003 Daewoo 300, w/Pierce 3348, good cond.....	\$69,500
1998 T-Bird 1236, w/DM 3500, good running limber.....	\$23,000

### ROAD BUILDERS

2006 Gradall XL4100, w/buckets, 41,000 miles .....	\$57,500
--	----------

### BUNCHERS

2012 Tigercat L870C, Tigercat 5702 350 rotation saw, 10,000 hrs, good cond.....	\$190,000
2015 Tigercat LH855D, Tigercat 5198 felling saw, 3,400 hrs.....	\$425,000
1997 Madill 3200B, w/29" Rotosaw, recent complete rebuild.....	\$75,000
2013 Cat 522B, w/Cat 23" hot saw, good u/c, tight machine, motor new pump, 9,200 hrs .....	\$250,000
2006 Prentice 1190T, w/Quadco 22" 360 rotation, Cummins power, new u/c, 6000 hrs, nice buncher ....	\$130,000
2011 Valmet 450 FXL, w/Quadco 22" 360 rotation head, new u/c, good pins & bushings.....	\$210,000
2001 Timbco 445D, w/Quadco 22" saw, rblt Cummins, pumps, drive motors and recent u/c, 12,500 hrs .....	\$77,500
1994 Timbco 425, w/24" bar saw, 5,000 hrs on motor & pumps, good uc .....	\$37,500
Cat 2440 Hot Saw, 24" saw 40 degree tilt, new bearing .....	\$12,500

### SKIDDERS & DOZERS & GRADERS

2010 JD 748H, bunching grapple, dual fnctn boom, rears 90%, front 30%, 1 set chains, 6000 hrs....	\$95,000
2013 Cat 535C, dual fnctn boom, bunching grapple, 35.5 X 32 rubber & new chains, 10,100 hrs .....	\$75,000
2005 Cat 525B, single fnctn boom, rblt trans and motor, good rubber & chains, 11,000 hrs .....	\$55,000
1987 Cat 518 95U, swing boom, 28X32 tires 90%, c/w spare tire, rim, new chains, 4,000 hrs rblt motor & trans.....	\$34,000
2001 TJ 460D, w/grapple, nice skidder.....	\$34,000
1996 Cat D5H TSK II, swing boom, 1 year on motor & torque, good u/c, 8 roller, rebushed boom & blade .....	POR
1995 Cat D5H TSK II, swing boom, new uc, rblt hard bar, pivot shaft & swing rack, 8 roller frame.....	POR
1998 KMC 1600, swing boom, 2,500 hrs since rebuild .....	\$57,500
2015 JD 1050K, 4 barrel multi shank ripper, semi U blade, 1034 hrs, like new cond .....	\$515,000
1990 Case 1450B, good u/c, winch, w/arch, 7000 hrs, nice dozer .....	\$35,000

### YARDERS & SWING YARDERS

Washington 78SL, 3 guyline, rblt Detroit 6V71T power, good u/c, nice cond, run all logging systems .....	\$107,000
1982 Washington 118, Major rebuild last year, new 8V92, air & hyd systems, new wheeler single lever controls ..	\$275,000
Diamond D210, rblt Cummins, low hrs on trans, new bearings in drum set, boom & gantry, good lines .....	\$290,000
Skagit 737, trl mount, Cummins 855, rblt heavy duty 7 guyline tube, Boman 7900 avl., xlent cond ..	\$200,000
Madill 071, Detroit 8V92T, water on all drums, 4 guyline, good lines, nice yarder .....	\$110,000
T-Bird TY90, T100 self propelled, 8 guylines, Cummins KTA power.....	\$410,000
T-Bird TTY 70, Detroit 60 Series 475, Allison CTL60614 trans, good lines, 4 jacks, 24' frame, xlent cond .....	POR
T-Bird TTY 70, Cummins power, recent rblt, good lines.....	\$475,000
T-Bird TSY 255, Cat power, extlent cond.....	\$520,000
T-Bird TSY 255, Detroit 8V92T, c/w msp, good u/c, very good cond, two avl .....	POR
T-Bird TSY 6140, Cat power, 50' boom, very good cond, 8,600 hrs.....	POR
T-Bird TMY 50, Detroit 8V92T, good lines, nice yarder .....	\$320,000

### CARRIAGES

Boman 9500, Just rebuilt .....	\$40,000
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### TRUCKS

1982 Pete 359, c/w Serco log loader, recent rebuilt motor .....	\$28,000
2015 General Short Log Trailer, 8'6" bunks, Vulcan scales, call for info .....	\$39,500



(Continued from Page 19)

ping out of his delimber, Jeff passed a few moments talking with Ben about the layout of the decks and slash piles before asking me what I'm doing on the mountain. An avid horse rider, Jeff and friends had attacked a few sketchy mountain rides back in our day. "Line logging is different. It is more challenging than tractor. The guys that work in this type of logging experience steeper ground and more extreme conditions than traditional logging. All the guys are just tougher." Jeff drawls when I ask what he thinks of working on a line crew. Ben chuckles and adds, "You mean we have a screw loose?"

Tiptoeing over the decks to the main landing I can see Jim Critchlow, this sides contract sawyer, coming up the hill. Critchlow is a veteran sawyer with close to four decades in the woods. "My hair is frozen to my hardhat, I hate it when that happens," he says as he leans over the landing fire to thaw hair from metal. Critchlow has cut for the Smiths in one way or another for the better part of his career and is known for laying down a lot of timber in a day.

Operating this Excaline, which is a John Deere 350D LC excavator and bucket with 20,000lbs Link-belt Drawworks winch, is Dakota Laskos. Grinning from the seat he hollers

that "those cheese-curds changed my life." Dakota previously worked for Salmon River Wood and is a man of many talents; operator, choker setter, faller, and "other duties as assigned." During one of the Western Montana State Fairs I was selling fried cheese curds, as a fundraiser for the Historical Museum at Fort Missoula, when we ran into each other and I asked if he had called Sam back about a job opening at Intermountain Forestry.

Apparently, he did soon after and seems darn happy that he did.

Dakota, from Frenchtown, Montana, works on the four-man crew and is the lead operator in the Excaline, while setting chokers and/or one-manning the landing as needed. He is training choker setter, Coby Garrison, to also run the Excaline as they work. "My grandfather was a road builder and I liked to be out in the woods away from people." And just like for Dakota, so the story goes for many a logger.

Grinning from the landing is Coby Garrison, a choker setter and apprentice Excaline operator from Troy, Montana. Coby hasn't been logging long but he obviously has the attitude for it; energetic, eager, and loves being in God's country. "I like to work with my hands. The job fits me."

The young man says as we BS around the landing fire between drags. And listening to the passion in this man's voice I

can only hope he stays in the woods and is part of the next generation of loggers who keeps our logging profession alive.

As Ben jumps over the hill to help set up the next skyline, Charlie Shipp comes up from the bottom of the strip. To my question of how long he has worked for Ben, he strokes his beard, "About this long. I start a job clean shaven and if I show up at work freshly shaved, you know you have two weeks." Charlie has been setting chokers and working throughout the Western woods for over 30 years. "My favorite is falling, but who's isn't. I don't operate equipment." Charlie is one of the last rounders I have had the pleasure to talk with. You don't meet many folks these days that remember when you could show up in one crummy, quit a job, walk across the draw, and leave in the afternoon in a different crummy. Charlie looks me in the eye and says, "I like Ben. He is harder working than all of us. That's what I like about a boss who started at the bottom and had to work up. He gets it and tries to pay us well and we have a little fun when we can."

A little while later Ben comes up the hill carrying a small-but-mighty Husqvarna climbing saw. "That took a bit more than an hour" he hollers about his "hour turned three" to get an uncooperative rig tree and skyline hung. One thing that will be said about this choker setter turned

logging company owner is that he isn't afraid to get down in the brush with his men and work his corks off. With a crew of hardcore veterans and talented and hardworking young guns, this is a company made for the Intermountain West and is the future of logging.



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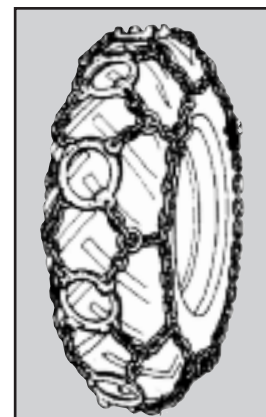
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## Rigging Shack

(Continued from Page 7)

is that eventually you put down the pad and pen and you go to work.

Now this sounds like it won't work to many many people. They aren't going to be interested in setting goals because they are in trouble now. They need help before another week passes. Those folks aren't interested in any long range planning because they have some short range needs and are fresh out of resources.

What do they do?

If I was in that shape I'd call my church and ask the Pastor to get as many people praying for me as I could. If you don't believe in Prayer I know there is such a thing a "Prayer Power" and that Prayer is a force and that prayers get answered.

That is the first thing I'd do. The second thing I'd do, or maybe I should have done this first, is to make a list.

On that list I'd figure out 10 things I could do that would help solve my immediate and pressing problems.

The reason I maybe making the list out first is the proper thing to do is that I'd put, "Get people praying for me" as the first item on that list.

No matter.

I'd work on that list, I'd get some help from people in making that list and then I'd arrange that list and put things in order of preference and in order of priority. What would

have the best chance of working would get high on that list.

Well you may be despondent and you don't care for these suggestions. If that is so maybe I don't know of anything that will help you. I like to help people and do so once in awhile. I found out long ago that the only people that can be helped are those people who are trying to help themselves. You or I can't do anything for anyone who won't or can't try.

Oh we might loan them the money for a month of rent, we might help them with a car payment, we might buy them a meal but very likely next month when the payments are due they will be back for that same help again.

That isn't the kind of help I'm talking about. There is a saying that goes something like, "Give a man a fish and you have fed him for one meal. Teach that man to fish and you have fed him the rest of his life."

I like to help people manage their activities and resources better by some planning and goal setting. By having them realize the importance of these things and by doing what works, quitting what don't work and trying what might work.

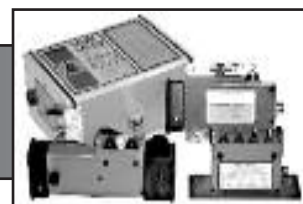
If you are in need of immediate help get your pencil and paper and start on that list. You will get your thoughts in order and you will build some faith and you will catch ahold of some hope and things will look better.



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# BLAST FROM THE PAST

BY QUINN J. MURK

## LOTS OF BOLTS

These bolt cutters are posing with their pile of 18 inch shingle bolts. Back in the days of "plenty of good wood" bolt cutters really worked up their blocks, so the sawyer did not have to do much trimming at his saw. That's how many of them cut 18 or 20 squares a day, where now they do about half of that volume.

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*Ken Dickinson*

I have retired and am doing chain saw modifying at my home now. The company I sold the business to is currently selling both Stihl and Husqvarna chain saws (please call me for details). Many of you have been doing business with me already, the only thing that has changed is my location. I still ship and receive and also accept all credit cards. If you want to email me that's fine. I have set up a small machine shop at my home.

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I have over 300 customers across United States and Canada. Because my work is so precise you will more than double the life of your saw. I have tried to use the Bailey big bore kits, they are a joke. The pistons are too heavy, they will pull the bearings out of your bottom end and you don't get much power gain by just an overbore. I drop the barrels up to .050 and rebore cut the squish, I notch the pistons for transfer relief and skirt the piston intake, Full exhaust and intake porting, plus transfer port redesign. *NO ones saws run with mine, or last as long.*

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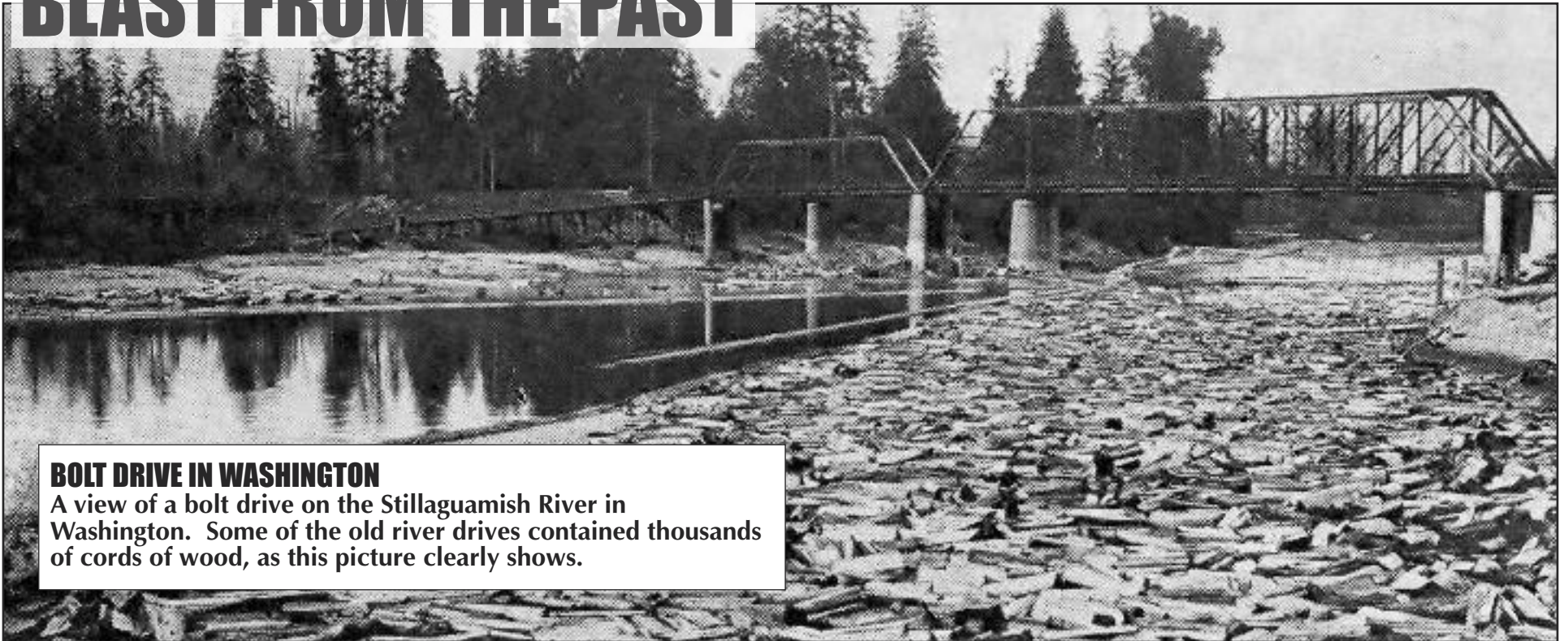
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# BLAST FROM THE PAST

BY QUINN J. MURK FOR LOGGERS WORLD 23



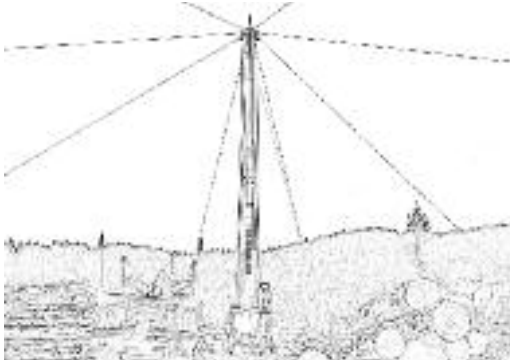
## BOLT DRIVE IN WASHINGTON

A view of a bolt drive on the Stillaguamish River in Washington. Some of the old river drives contained thousands of cords of wood, as this picture clearly shows.

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## As We See It...

(Continued from Page 24)

low us to do our jobs” without further burdensome regulation. What we haven’t thought about is the repercussions that “our” proposals might have on others that are allied to this industry. If we can’t voluntarily improve our safety and decrease the in-

cident rates with our current drivers and freight system, how can we expect others to work with us to support legislation that could end up costing them?

Let’s all really begin to work together. Volunteering a little bit of time to educate and train ourselves to create a safer environment just might get us what we need; the ability to haul our

already state legal weights on the safer, more efficient Federal Interstate Highway System. We will remain committed to this effort.

*Danny Dructor is the Executive Vice President for the American Loggers Council with headquarters in Hemphill, Texas.*

*The American Loggers Council is a 501 (c)(6) not for profit trade association representing professional timber harvesters and log truckers in 32 states across the United States with headquarters near Hemphill, Texas.*



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As We See It...

## Working Together, Are We?

by Danny Dructor

If you have been following the legislative efforts of the American Loggers Council for very long, you will already know that we have been working to try and get state legal weight tolerances on the Federal Interstate Highway System for way too long now. After all, the project began in 1997 and here we are 21 years later with the same result, nothing has changed yet.

Last year the Forest Resources Association came on board and for the past twelve months, both of our organizations have worked on the issue, seeking support up on the Hill in Washington, DC. We have both heard the same story, the railroads don't support this.

There are two ways to get things done in D.C., one way is to throw money at an issue and the other is to form relationships with those that represent you. We prefer the 2nd path of creating relationships for two main reasons; 1) We don't have funding to throw at issues, and 2) when you create relationships, there is a true understanding of the issue and we are not simply attempting to buy influence.

At a recent Team Safe Trucking meeting in South Carolina, I had the opportunity to speak to a group of individuals who represent insurance carriers insuring log trucks. I pleaded with them to get on board with us to help us get this legislation passed. If there is one thing I know for certain, their lobbying power

in Washington is just as powerful, if not more so, than that of the railroads.

What came out of that discussion was a real eye-opener for me, and one that I feel we should all think about when asking for another person's help. I was told that the reason that the insurance lobby was still hesitant in supporting our proposal was because we still haven't proven that we can clean up our act on the highways, and allowing trucks to drive 70-75 miles per hour on the Interstate was a real concern to them.

Because all of this took place under the context of a Team Safe Trucking meeting, and because we were discussing driver training for both new and veteran log haulers, it dawned on me that what they

are concerned about is correct. Until we can voluntarily show that we are willing to make the effort to create a safer environment for our drivers and the motoring public, we will be hard pressed to gain support for this issue outside of our own industry.

The first training module is in place and you can go online at [www.teamsafetrucking.org](http://www.teamsafetrucking.org) to not only register for the training, but also print out certificates of completion once you have completed the course. There is a module for drivers and a module for owner-operators, and the best part is there is no charge for the course, but a donation to the group would certainly be helpful and assist them in keeping things current and being able to develop future courses and printable materials.

We have always taken great pride in the fact that we do not go to Washington, DC looking for a handout. Our issues are generally fashioned around the concept of "just al-

(Continued on Page 23  
See "As We See It.."



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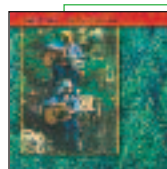
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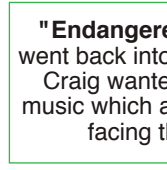
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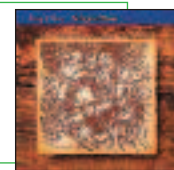
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"The Snag Fallers Ball" - A light hearted collection of original songs about logging in Oregon and Alaska, and was first released in 1988. Craig wrote nine of the eleven songs on the album and co-authored two others with Don Beck, a long time friend,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

**Endangered  
Species**  
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**You Hold Me  
Still**  
**\$15.00**  
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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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Summary Judgment....

# Uranium Too: Did the Clintons Finagle a Twofer with Land Grab?

by William Perry Pendley

Most sapient Americans—those who do not expect news, facts, or the truth from the mainstream media—know the outrageous but largely unreported story that Bill and Hillary Clinton, with the help of Obama officials and over congressional experts' objections, allowed Russia to gain control of 20% of America's uranium supplies. What is unknown is whether the Clintons sweetened the deal for their Russian friends by engineering closure of a million federal acres of the nation's best source of uranium. The "evidence" of such mischief is purely circumstantial, but it is disconcerting.

Here is what we know, thanks to the reporting of the estimable Andrew C. McCarthy, the essential Peter

Schweizer, and the indefatigable Deroy Murdock. In March of 2010, then Secretary of State Hillary Clinton travelled to Russia to meet with Vladimir Putin. In June, Bill Clinton was gifted \$500,000 by a Russian bank with close connections to Putin's government for a speech in Moscow. In October of 2010, the Obama administration, with the blessing of the State Department run by Hillary Clinton, allowed the Russians to purchase a company called Uranium One, which controls over 20% of American uranium.

There is even more intrigue all worthy of a Stephen Coonts' novel: a Russian agent in Maryland involved in extortion, fraud, and international money laundering; a Washington, D.C. lobbyist who, hearing

danger afoot, became an FBI informant; congressional critics decrying "the take-over of essential U.S. nuclear resources by a government-owned Russian agency[;]" non-disclosure by the FBI of its investigation into Russia's "racketeering and strong-arming" as the administration considered the Russian acquisition; transfer of \$145 million to the Clinton Foundation by sources tied to the Uranium One deal; prolonging of the FBI investigation for years; and indictment and slap-on-the-wrist sentencing of the agent and his conspirators just before Labor Day and Christmas, all without fanfare. Oh, and the informant: the FBI forced him to sign a non-disclosure agreement, enforceable even against Congress.

How important is uranium? America's 104 nuclear power plants give electrical life's blood to 1 in every 5 American homes and businesses; the Navy fleet is largely nuclear; and, uranium is essential to our nuclear arsenal. Even so, the U.S. is 90% dependent on foreign sources for it; half comes from Russia. Obviously, America should develop its uranium.

"[T]he highest uranium potential in the country," according to the federal government is on lands managed by the U.S. Forest Service and Bureau of Land Management (BLM) in Arizona well north of Grand Canyon National

(Continued on Page 26  
See "Summary Judgement..")

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Park—enough to power New York City for six decades. Thus, since 1984, the federal government has kept those lands open for mineral exploration and development. In July of 2009, however, the acting director of the BLM proposed a study to determine if it were “appropriate” to close the area to mining to protect Grand Canyon. The area was

closed for two years and the study began. In July of 2011, before the agencies completed the study, Secretary of the Interior Ken Salazar ordered an “emergency withdrawal” and then six months later withdrew the entire area from all mining for 20 years. Oddly, his new grab bag of reasons was not listed in the BLM’s application, nor was it supported by underlying documents. Finally, he took pains to destroy the validity of the valuable claims held by scores

Was it purely coincidental that, in mid-2011, with the Uranium One deal completed the previous October, friend of Bill and Hillary, Salazar, saw yet another reason to kill uranium mining in Arizona for decades? Did others help? John Podesta, Bill's former chief of staff and Hillary's 2016 campaign manager, was "[t]he hidden hand [] involved in every environmental advancement accomplished in

the Clinton and Obama administrations[.]” says top Clinton official Bruce Babbitt of Arizona. Was he “involved” in this effort to placate environmental groups? Can we put anything past the Clintons? Does anyone care?

*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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