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The NEW Tigercat 822D



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product news

TIGERCAT POWERED 822D SERIES CARRIERS



The new 822D feller buncher.

The 822C series has been a highly successful and productive machine in production for over a decade and remains available in non-Tier 4 markets. The new D-series takes the carrier to the next level with a number of improvements aimed at service access, the operating environment, improved hydraulic efficiency and increased hydraulic component commonality with other 800 series machines.

The all-new upper structure houses a Tigercat FPT engine available with a Tier 4f clean diesel emission control system. A higher capacity cooling system improves performance in hot climate regions. The redesigned engine enclosure profile further improves all-important right hand side visibility.

The entire engine compartment is exposed with the independent power operated side platform and

roof enclosures. Access to components and daily service points is excellent with ground level fueling and easy access to the hydraulic filters, hydraulic oil fill pumps, swing gearbox remote oil level tank, DEF injection pump, DEF tank, cooling system components and both sides of the engine. The redesign has also allowed for a larger standard fuel tank, increasing capacity to 585 L (155 US gal).

A new cab structure with narrower front posts and larger side windows further enhances visibility, with improved sight lines to both the right and left sides of the cab. The skylight has been replaced by a camera system providing the operator with a much wider field of view, and eliminating visibility inhibiting elements like snow and debris for year round capability.



Outstanding access to service points and major components.



The 822D is standard equipped with LED lighting for improved productivity in night shift operations and improved reliability.

The cab interior is quieter and instrumentation has been thoughtfully placed to optimize ergonomics. The electronic control system interface screen includes a seven inch (180 mm) touch screen colour monitor and there are multiple mounting points for additional electronic devices. Clever door hinge geometry allows the front door to swing level for easier opening and closing.

With tight tuck boom geometry and near zero tail swing, the 822D is a powerful, yet compact machine well suited to selective felling and clear fell applications. ■

Redesigned upper assembly further improves right hand side visibility.

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STEADY GETS IT

BTB visits Michael Bedgood Logging in Shreveport, Louisiana.



– Samantha Paul, Tigercat marketing

(L-R) Matt Wiggins, 630B operator; Mike Wiggins, 724G operator; Chad Huff, 630C operator; Ted Stroud, 234 operator; Michael Bedgood, owner; Jason Waters, foreman; Jason Norman, 234 operator; Heinz Pfeifer, Tigercat district manager.

After graduating high school, Tigercat customer, Michael Bedgood, had a football and track scholarship. At the time, his father Gary owned four logging crews and was contracting to forest management company, RoyOMartin. When the logging market started to decline, Michael let his football coach know that he needed to go to woods to help his dad and the coach suspected that Michael wouldn't be back on the field. So while the city boys on Michael's team got odd jobs in the summer, Michael was toiling in the woods behind a shear with his father. "It quickly made football practice seem like a breeze," claims Michael. He took over his father's logging crew entirely in 2000. Now known as Bedgood Logging, Michael is working just outside of Shreveport, Louisiana and owns three all-Tigercat crews.

Football philosophy

At 48-years-old, Michael still loves football. He has two boys (sixteen and ten) that play the game and currently coaches a youth football team. Michael's wife, Kerri is the glue that keeps the whole operation together. She manages the books, runs parts and does all the administrative work.

Michael uses the same philosophy managing his logging crews as he does with coaching – it's all about teamwork. "One bad apple can spoil the bunch," says Michael. "Everyone needs to work together and flow together." He tries to keep a core set of guys that get along and work well together. All it takes is one guy to mess the whole operation up.

In his younger days patience was at a premium and Michael was easily angered when issues came up. He



Michael and Bo Bamburg (foreman and 718E operator) on his newest thinning operation in Saline, Louisiana.

had a tendency to push the man out of the way and do the job himself rather than discuss the situation calmly, discover what went wrong and find a solution.

His dad told him, “Son, it’s going to be hard to run all of it yourself one day. You might want to learn how to calm down and be able to work together.” Michael has taken his father’s advice when dealing with less than ideal situations with his own crew. Turnover is low and he acknowledges that he is lucky -- the crew clicks and flows together very well.

The team

On Michael’s clear fell job in Jamestown he has two 234 loaders, a 630B skidder, a 630C skidder, a 724G drive-to-tree-feller buncher equipped with the 5600 bunching saw and a spare 630B. The foreman, Jason Waters has been operating Tigercat equipment for twenty years. “We run some older machines but they sure are dependable. My whole crew loves Tigercat,” says Jason.

Michael’s second crew in Hall

Summit uses a 720G feller buncher with a 5500 saw, a 630D skidder and a 240B loader. And Michael actually started up his third crew the same day BTB visited on October 2. This is a thinning operation in Saline where he has a 718E drive to tree feller buncher with a 5500 saw that has 13,000 hours on it, two loaders, a 230B and 234, and two 630D skidders.

The 234 loaders have electronic boom control, which Michael was not used to at first. “I am old school and like the pilot control, but after an hour with the electronic control you realize how much faster it is and you don’t have any hydraulic hoses to worry about.”

The field

Michael’s clear fell crew is harvesting 28-year-old pine that average 16 to 24 inches (405-610 mm) in diameter. His second and third crews are thinning twelve to thirteen-year-old pine that average 10 to 12 inches (255-305 mm) in diameter. Michael hasn’t worked a hardwood tract in over two years and he favours the pine thinning tracts. “However everything does work harder on thinning jobs. You are dealing with smaller trees and longer skidding distances, that’s why I need Tigercat,” he explains.

Michael is happy to work in the sandy areas of northwest Louisiana as the crews can operate almost every day of the year with hardly anything shutting

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Matt Wiggins and his son Mike Wiggins operate the Tigercat skidders on Michael’s logging site.



Tigercat 234 loader delimiting 28-year-old pine in Jamestown, Louisiana.

them down. The sandy soil allows the rain to drain quickly compared to the clay rich soils in other parts of the state.

However, Louisiana does get its fair share of rain. When driving to the first job site Michael shared his recent memories of the Red River flooding that occurred the previous spring. The Red River reached its highest levels in 70 years, leaving hundreds of homes underwater throughout Louisiana. On its way to the Mississippi River, the Red flows past Shreveport and the runoff from flooding in Texas and Oklahoma at that time all funneled into one big stream, causing big problems for residents. “There were alligators in people’s yards,” exclaims Michael.

The goal

Bedgood Logging runs a day shift, five days per week from daylight until 5:00 pm. The clear fell job will average about eighteen loads per day and the larger thinning job will average sixteen loads per day. The new three-machine thinning job is aiming for ten loads per day and everything over that is a bonus. “Times have changed, it is not like

it used to be when eight loads per day was enough to pay off your equipment. You have to have volume now, so it is unfortunate but there is no time to train anyone new. You need to get the volume when you can until the mill puts you on quota.”

With his two existing jobs Michael will try to average about 175 loads per week with an average of 28 tons per load. Therefore, a good year will total over 245,000 which will increase now that he has started his third thinning crew. Bedgood hauls to about ten different mills around the southern US and the new thinning job is the product of a supply agreement with the International Paper Mansfield Mill.

The support

Based in Many, Louisiana, Patrick-Miller Tractor Co has been a Tigercat dealer for nineteen years. Sales manager Wayne Ammons has been providing Tigercat equipment to Michael since 2001 and Michael can always count on him and Tigercat district manager, Heinz Pfeifer for any support he needs. “The service at Patrick-Miller is second to nobody and service is everything,” comments Michael. “You used to be able to have a machine go down for a day or two but now it will really cost you.” Gene Stockton is a well-respected road technician for Patrick-Miller.

“Good mechanics are hard to come by but they sure do have a good one. He is worth his weight in gold,” claims Michael.

Jason Waters, the crew foreman agrees, “Patrick-Miller is first class.” Michael Bedgood plans to keep running his favorite equipment, working with the best dealership in the area and growing his crew slow and steady so the whole team can retire together. ■



A Tigercat 630D in the thinning corridor in Saline, Louisiana.

822D OPERATOR FEEDBACK

– Samantha Paul, Tigercat marketing

Twenty-year-old Matt Cox operates one of the first Tier 4f Tigercat 822D track feller bunchers currently running in the United States. Matt works for Mac McClure and Jim Hancock, owners of H & M Quality Logging near Elizabethtown, North Carolina. The 822D has been on their job site for approximately two months with just over 250 operating hours, so BTB travelled down south to get some feedback on how the machine is running.

Mac McClure and Jim Hancock already own several Tigercat machines and knew right away that they wanted the new Tigercat 822D as soon as they heard about it. “Compared to other machines I have run, the Tigercat 822D is all around faster and better and the owners know it will last longer,” comments Matt.

Matt immediately noticed the 822D redesign allowed for a larger standard fuel tank, increasing capacity by 55 L (15 US gal), which lets him work longer before refueling. Matt also commented on how much he likes the easy to use computer system. He also noticed a big difference in the air conditioning with the higher capacity cooling and multistage cabin air filtration, which definitely improves his comfort in hot, dusty North Carolina summers.

“Bluetooth makes phone calls a lot easier now. I no longer have to try holding my phone on my shoulder while I am trying to operate. I also don’t have to worry about [accidentally] hitting the fire suppression system as that has been moved out of the way,” explains Matt.

More importantly, Matt really likes the easy service access of the powered engine enclosure, “Now you



Twenty-year-old operator, Matt Cox with H & M Quality Logging’s new Tigercat 822D track feller buncher, equipped with the 5702 felling saw and 45 degree wrist.

just open one area up and everything is there for you to see,” explains Matt. The engine compartment on the new 822D provides easy access to critical components such as hydraulic filters, the swing gearbox, cooling system components and both sides of the engine.

The 822D now comes standard with LED lighting for improved productivity. “Thankfully I don’t have to work in the dark but these LED lights are much brighter than any other cutter I have seen,” says Matt. He also notices a difference with the bigger undercarriage stating, “The machine has more stability and doesn’t jerk around as much as other machines I have run, it feels a lot smoother.”

H & M Quality Logging is currently working on a 300 acre (121 hectare) block. Mac and Jim aim to get

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(L-R) 822D operator, Mat Cox; H & M Quality Logging owner, Mac McClure; Tidewater sales specialist, Jeremy Strickland.

15-to-20 loads per day and find that the 822D stays way ahead. The only bottleneck in the operation is how fast the trucks can come to take away the timber. Matt has worked thinning jobs with a wheel feller buncher before and feels that the tight tuck boom on the 822D would work very well on any thinning job.

H & M Quality Logging just purchased a new 234B loader and a 630E skidder from Tidewater sales specialist, Jeremy Strickland. When asked why he keeps buying Tigercat equipment, Mac responds, “We just keep having more and more success with Tigercat equipment and most importantly they back us up with service.”

Matt is still considering going back to school to get a degree but isn't sure what he wants to pursue at his young age. Matt knows logging so for now this works for him and he really enjoys it... especially when he gets to operate a Tigercat. ■

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ON THE ROCKS IN SCANDINAVIA

– Samantha Paul, Tigercat marketing



1075B forwarder fully loaded. “The only parts that have broken on this machine are the parts that Tigercat does not build,” says operator Ola Andrén.

BTB took a trip over the Atlantic to Scandinavia to visit Tigercat customer Mats Danielsson, owner of MD Skog AB, in Borlänge Sweden.

Mats Danielsson is based in Borlänge, an industrial city heavily divided by rails and logging roads. It is home to the iron mill of Domnarvet (SSAB) and the paper mill of Kvarnsveden (Stora Enso) and lies 200 km (125 mi) northwest of Stockholm.

Mats got a taste of what hard work is all about at a young age, growing up farming with his family. With very little experience or influence from the forestry sector, one would wonder why Mats decided to start his own logging company. While working on the farm, Mats would see log trucks driving by and sometimes caught a glimpse of a cut-to-length forestry machine working in the woods. He was immediately drawn to the equipment, fascinated by the machines and wanted

to understand how each part worked. Mats took his passion to practice and started MD Skog in 1995.

When Mats isn't working in the woods, he is working on his Tigercat branded drag bike. The bike is a Nitromethane injected 1500 cc Suzuki, with a Hilborn fuel injection, Mallory magneto ignition, a MTC slider clutch and a three-speed Weismann gearbox. So far it has taken three years of nearly all the free time he has. He has performed some test runs this year and hopes to have the bike in racing condition by 2016.

Operations

Mats is working towards being all yellow with only Tigercat machines on his job site. Currently he has a 170 kW (228 hp) 1055B forwarder with 3,000 operating hours, equipped with 710x26.5 tires. Accompanying the 1055B with forwarding duties is the 20 tonne 205 kW (275 hp) 1075B with 750x26.5 tires purchased brand new in 2010 with 12,000

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"If I am not working in the woods, I am with my drag bike," explains Mats.

hours. He is anxious for Tigercat to come out with a harvester that is big enough for his operations.

Mats bought his first Tigercat machine, the 1075B forwarder, after seeing an advertisement for it in the Swedish forestry publication, Direkt Contact. After Mats saw the advertisement he called Tigercat AB district manager, Sven-Ake Stenberg to set up a time to go see the machine working in the field. When Mats saw the 1075B, he knew right away that it was the machine he needed. It wasn't even time for Mats to trade in his other forwarder -- as he usually trades his machines in after five years -- but he made an exception.

Mats has a close relationship with Sven-Ake. They have known each other for many years and Mats knows he can always count on him for any after sales support he may need. "The machines are amazing but the people at Tigercat are amazing too, so that always makes the decision very easy," asserts Mats.

MD Skog has a crew of four operators. Mats operates the newest machine, the 1055B forwarder. Kristian Nilsson and Ola Andrén double shift the 1075B.

When Ola was asked how he felt about running the 1075B he stated, "The only parts that have broke on my machine are the parts that Tigercat does not build. That is why I can't wait for the 1085C with the Tigercat boom, axles and engine."

MD Skog runs two shifts, one morning shift from 6:00 am to 2:00 pm and one night shift from 2:00 pm to 10:00 pm. The high latitude of Borlänge makes daylight vary greatly throughout the calendar year with the sun hardly setting for part of each summer and making a brief appearance in the dead of winter.

Therefore proper LED lighting is incredibly important on the jobsite in the winter, another feature Ola is

looking forward to on the 1085C.

"I like to see what I get for my money. There is nothing that compares. Tigercat is absolutely the top of the line", explains Mats. "The Tigercat forwarder cabs are spacious and you can see everywhere you



MD Skog owner, Mats Danielsson and Tigercat district manager, Sven-Ake in front of 1055B forwarder.

need to see and that is what is important.”

Tricky terrain

Sweden’s forests are among the most northerly in the world. The warming effect of the Gulf Stream permits forest growth at latitudes that are characterized by treeless tundra in other parts of the world.

Primarily due to repeated glaciations in the region, MD Skog faces the toughest terrain from swamps to steep slopes to gigantic boulders. However, MD Skog pushes through the year only taking two or three weeks per year to stop operations for vacation and work on the drag bike. Other than that the, the company is working around the clock through the long sunny days and dark cold winters.

“Now after all these years working in the woods, I can narrow it down to only five days when I didn’t want to go to work. I love this job,” says Mats thinking back on his 33 years in the woods.

Mats finds it very advantageous having two different sized forwarders. The 1055B is able to work in softer ground and manoeuvre in tight spots and the 1075B can carry more and is good for ground clearance in rocky terrain.

“It is up to the operator to be careful but this 1075 has taken a lot of hits with boulders in the under body and it is very strong and durable,” Mats comments. When Ola is asked if he has seen the new Tigercat hooked crane, he says, “Seen it? Yes. Want it? Yes!”

The 1055B has an 8,5 m (28 ft) crane reach which Mats feels is a perfect length. He also finds that the crane stays very smooth throughout all movements. The 1055B also has great fuel economy at approximately 12 L/hr (3.2 US gal/hr) at 1,200 rpm.



The best crew in the world; Ola Andrén, Mats Bergström, Christian Nilsson, Mats Danielsson and Bo Norman.

Production

MD Skog primarily cuts Scots pine and Norway spruce, with sorts typically ranging from 3,1 - 5.5 m (10-18 ft). Logs are grouped and tagged to track chain of custody for the Forest Stewardship Council (FSC). Mats can actually find out exactly what his logs end up being used for, such as building a new house in Cape Town, South Africa or making diapers in China. Pretty cool!

“I like to see what I get for my money. There is nothing that compares. Tigercat is absolutely the top of the line.”

– Mats Danielsson

MD Skog cuts approximately 100 000 m³ fub (85,000 tn) per year, typically producing about 2 000 m³ fub (1,700 tn) per week, depending on forwarding distances. (In Sweden m³ fub measures the

net volume under the bark.) Most of the clear fell sites are 3 000-4 000 m³ fub (2,550 to 3,400 tn) in total volume, so the crew moves to different sites quite often.

Mats has noted that the volume per tree has been trending lower over the years, with current typical tree volume around 0,4 m³ fub (0.34 tn). This means

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Tigercat 1075B forwarder loading and working its way uphill.

more stems to run through the harvester to get the production numbers he is accustomed to. This year Mats estimates he will produce only 90 000 m³ fub (76,500 tn) due to the fact that many of his tracts are comprised of lower piece size timber.

Vision

Among the future goals of MD Skog are to have a full Tigercat system and to improve profit margins. “Tigercat are the best machines I have ever owned. I will replace the Komatsu as soon as Tigercat comes out with their larger CTL harvester.” Mats is excited to have the 1085C model on his turf in Sweden soon and is confident the machines will last until he can pass them on to somebody else’s grandchildren. Mats knows the 1085C will ensure maximum productivity and uptime for his operations, so he can spend more time working on his bike. ■

Visit www.tigercat.com/video/ to see MD Skog’s forwarding operation in action.

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DEALING WITH DIESEL

All Tigercat FPT engines require fuel filters and diesel fuel that meet certain minimum standards. Understanding these requirements and putting some simple best practices in place will ensure that your Tigercat FPT engine provides peak performance and a long, trouble-free service life.

– Chris Armour, technical marketing writer

Diesel engines have been around for over 100 years, and because of the greater energy density of diesel fuel they are common among all kinds of heavy machinery. In recent years, new environmental regulations in the United States and the European Union have had a profound impact on diesel fuel and engines. Modern diesel engines operate at much higher temperatures and pressures than in the past. This means that even slight contamination in fuel can result in serious engine damage.

Fuel quality problems and/or inadequate filtration can lead to poor starting, reduced performance and low power which lead to reduced fuel economy while creating wear throughout the engine. Solid contaminants as small as 4 microns can lead



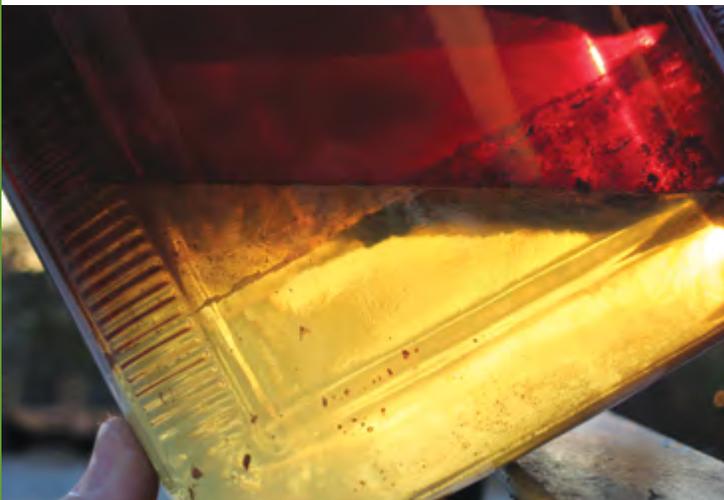
Fuel filter and water separator with transparent bowl on a Tigercat LX830D feller buncher.

to premature failure of fuel injectors and other components. A micron – also known as a micrometre – is one thousandth of a millimetre (1/25,000 of an inch). A human hair is approximately 100 microns in diameter.

Typical fuel quality issues

Diesel fuel is denser and has a more complex chemistry than other fuels such as gasoline and can develop a number of problems if not handled and stored correctly. Dirt, water, algae and asphaltene are all contaminants that cause fuel filter plugging or collapse, resulting in severe damage to the engine and fuel system.

Water and dirt can enter fuel storage tanks and cause algae (microbe) growth. Removal of water in the fuel is key to limiting algae. Long periods of fuel storage can create an ideal environment for algae to grow in fuel storage and vehicle tanks. If algae is allowed to grow in fuel tanks it can become difficult to remove. An additive can be added to the fuel to address the problem, but if a heavy “bio-film” of algae has accumulated on the surface of the tank or other equipment, the additive may not be able to completely



Contaminated diesel fuel. (Photo by Scott Knowles, Petroleum Tec, 2012. With permission from www.constructionequipment.com)

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penetrate the film. This results in short-term relief, but the problem quickly returns as the algae further reproduces. In this case, the fuel tank may need to be completely drained and cleaned by qualified professionals.

Asphaltene is the term used for high carbon content fuel molecules, which are naturally present in diesel. Asphaltene buildup is due to high fuel injection pressures used in modern diesel engines. The diesel fuel is continuously recirculated and exposed to high pressures and heat, which results in the agglomeration of asphaltenes into larger and larger clusters of solids. These solids may grow so large that they damage the fuel injectors or plug the fuel filter.

Fuel filtration requirements

Fuel filters for Tigercat FPT engines must meet Tigercat's filtration and water separation specifications. Failure to use the correct filters will severely impact fuel system life and reliability. Damage that results from using improper filters will not be covered by your Tigercat warranty.



A fuel filter clogged with algae.

Filters must be changed every 250 hours or more often if there is reason to suspect fuel is contaminated. Where equipped, the transparent fuel/water separator filter bowl should be checked daily and water drained from the system as required.

Ensuring diesel fuel quality

For maximum protection of your Tigercat FPT engine, fuel should be filtered coming out of the storage tank.



Tiny particles can score and damage fuel injector ports.

Tigercat recommends using a multistage filtration system on diesel storage tanks or mobile fueling carts. This helps to ensure the fuel put into the vehicle is at the correct quality level to prevent premature filter clogging.

Tigercat also recommends adding appropriate additives to diesel fuel in storage to ensure fuel quality. An asphaltene additive can help prevent the buildup of asphaltenes, stabilize fuel in storage and clean fuel injectors. Regular microbicide treatment will help prevent algae and microbial growth. Check with your supplier that additives are compatible with Selective Catalyst Reduction (SCR) after treatment systems.

Finally, machine owners need to take action to ensure their diesel fuel tanks are sound and not leaking or corroding. Zinc galvanized steel tanks must never be used for storing or transporting fuel. Dissolved zinc will severely damage fuel injector nozzles. Care must be taken with any portable tanks or fuel carts to ensure they are clean and not corroded.

Fuel tanks should be inspected regularly by qualified professionals and tested with a water detecting paste to ensure they are not accumulating water at the bottom and that water is not leaking into the tanks. Areas around tanks should be kept secure and tanks should be locked to prevent tampering.

The bottom line is that modern diesel engines demand more attention to fuel quality and filtration than was the case in the past. By following these guidelines you can ensure the smooth operation of your Tigercat FPT engine for years to come. Contact your Tigercat dealer to ensure you have all the right filters and are taking the right steps to protect your investment. ■

COMMON GROUND

Treeline's Brian Souers talks about business, changing equipment requirements and his quest for parts commonality.

— Paul Iarocci



The additional flotation provided by the 615C skidders allowed the operations to carry on during a wet Maine summer.

Based in Lincoln, Maine and owned by Brian Souers, Treeline, Inc. has an apt tagline on its website: “What don’t we do!?” Although Brian started off in the early eighties with a chainsaw, and the company is deeply rooted in Maine logging, over the last 30 years Treeline has grown into so much more. The company is involved in harvesting, forest management, timber buying, real estate, truck servicing and parts supply, as well as hauling and transportation services. Treeline also manages two wood yards for Verso and operates one of its own as well.

It wasn’t always like this of course. Armed with a technical degree in forestry, Brian started off as a forester in the late seventies, moving to Maine from New York State to take a job with International Paper as a tree marker. Brian recounts that this is the best he could do considering the state of the industry at that time. “I finished at the top of my class and sent out a hundred resumes. There was not much of a market for my skills.”

Brian also started logging on weekends – helping out contractors in the area – and this eventually led to

the decision to leave International Paper to pursue contract logging full time. Brian began with an old International skidder, bought a horse and then progressed to a German-made miniature Holder skidder – sort of an ag tractor-skidder hybrid. He speaks fondly of this period in the evolution of his career. “I liked cutting by myself and never wanted to grow a business. I loved my life. I had low stress and low expenses and I really enjoyed what I was doing.” At this point Brian was mostly working on IP land. “I made a specialty of thinning but they were asking for 500 acres a year, not 100 acres.” (1 acre is approximately 0.4 hectares)

So the area manager at IP encouraged him to expand, buy more skidders and hire more help. Brian obliged, hiring several men and buying two more Holders but after a year or so IP shuttered the whole thinning program. Meantime, in addition to his contract thinning, Brian was already buying small tracts of timber. The Holders were not designed for production logging and they began to fail so Brian broke down and bought his first real cable skidder. “At least the

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Treeline runs Tigercats 234 loaders on its logging jobs and in the wood yards. All are equipped with live heels.

interest rates had come down from twenty to ten percent,” he recalls. However, he was now making payments on all three machines and working alone again in hardwood tracts. To increase production, he began renting and eventually purchased a track feller buncher.

Throughout the eighties, even as the company continued to mechanize with feller bunchers and grapple skidders, Brian continued to utilize hand fallers. At one point he employed more than a dozen men for manual falling, skidding and preparing the trees for a truck mounted roadside delimeter. “Every tree was butt measured. When my wife was not available to tally, I would walk around with a tape recorder to record everyone’s production,” Brian recalls.

Production continued to ramp up and by 1992, Treeline was ready to reinvest. “But we didn’t know what technology to choose,” explains Brian. The question he was asking himself was not what he needed

in 1992 but what the mills would want him to own in four years’ time. Because IP wanted all the delimiting done in-stand, Brian chose to go with a Hahn delimeter. The delimeter followed the feller buncher. Then swing boom skidders bunched and skidded the trees out. “After a year of using the Hahn, we started limbing in-woods on the trail with slide boom limbers and bunching the tree length wood for regular grapple skidders. We had to have extra-long boomed loaders on the landing to handle the many sorts, sometime as many as twelve. There was no biomass market back then so there was no value in bringing the branches to roadside. Plus the landowners liked the smaller landings.”

To contrast those times to today, Brian estimates that half of the trees the company harvests are now destined for biomass and in general the stands are of much poorer quality. “Most of our cuts now are removing the inferior trees and leaving the best to grow.”



Brian chose 822C feller bunchers for the flexibility of thinning and clear felling. The machines do a lot of high cycle, small timber felling for long term enhancement of the forest land. A healthy biomass market provides an outlet for the marginal timber.



(L-R) Scott Earle (Tigercat district manager); Brian Souers (owner of Treeline); Steve Ouellette (president, Frank Martin Sons); Keith Michaud (sales specialist, Frank Martin Sons); Jim Michaud (loader and chipper operator); Kevin Osnoe (feller buncher operator).

Treeline today

These days, Treeline operates out of a neat, modest office on a large property with two shop facilities. One is used to service the company's own equipment fleet and the other is used for the truck service business. Attached to this service bay is a retail parts supply store. Also on the property is a wood yard to merchandize and inventory bought timber and logs. This yard, and the two yards managed for Verso, each have a Tigercat 234 loader equipped with a live heel and mounted on a self-propelled carrier.

Brian refers to Treeline as a "300 load-a-week company" but it has been lower this year due to a very wet spring and summer. Brian notes that the Tigercat 615C skidders have helped mitigate the loss of production. Treeline has 67 on the payroll plus ten owner-operator truck drivers. Brian explains that there are 25 guys in the woods but they are not split

up into traditional crews. "We don't look at it in terms of crews. We have five bunchers, eight skidders and seven delimiters. We try to keep the skid crews busy. They go from job to job," says Brian. He explains that they also try to juggle the schedule to take into account where the operators live in order to minimize their commute times.

Brian's daughter Whitney is indispensable and has extensive management responsibility. She markets used machines, oversees land sales and helps on the operations side, conducting productivity studies and working to build efficiencies and reduce costs. One initiative

she spearheaded was studying machine idle time in an effort to generate long term fuel savings. When the operators saw the numbers, they really bought into it and now everyone works toward a 'no idle time' policy. "This is the stuff we need to do to stay competitive," says Brian.

"We have a fabulously dedicated staff. These are the kind of people you want next to you if you find yourself in a fox hole."

– Brian Souers

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Brian has managed to keep a low turnover. Many of his people have been with the company for 25 years or more. “We have a fabulously dedicated staff. These are the kind of people you want next to you if you find yourself in a fox hole.” He credits all of their efforts as a big part of the overall success of Treeline and to celebrate 30 years in business, he took the entire staff and their families on a Bahamas cruise.

Treeline has many wood outlets but the biggest markets these days are for hardwood pulp and biomass chips sold to mills and energy plants. To that end, Treeline operates four chippers that work at roadside. Service contracts make up about half of the harvesting activities and the other half occurs on purchased land or purchased timber. Treeline is always looking to the future -- when the timber quality on purchased land is marginal, the crews perform selective thinning to maximize long term value.

Real estate is a big part of the business. Treeline has been steadily acquiring land and is now up to 15,000 acres. “Our first big goal is to get to 50,000 acres. At that level we can begin to sustain ourselves,” says Brian. With a forester on staff for purchasing timber tracts and a surveyor on the payroll for land sales, Treeline parcels off and markets high quality lots with waterfront or road frontage in order to finance additional land purchases, leading to an aggressive acquisition cycle.

All the eggs...

During the nineties, Brian figured out and refined his harvesting systems. Along the way, he

developed relationships with nearly every dealer and manufacturer. “But we never felt confident putting our eggs in one basket,” he says, despite the obvious advantages of working with one dealer and one brand of equipment. “Now we are feeling that way for the first time for lots of reasons.”

“Over the years I kept hearing great things about Tigercat but we never seemed to own one because the other guys did just enough to keep our business. Then we bought a new Tigercat 822 after a 753J burned and we had fabulous success with the machine and with Frank Martin and Sons. We realized how good they were as a dealer and how much value they added.”

For a few years leading up to 2013, Treeline had been buying lots of used equipment and the machines were getting really hooped up. “We had high hour machines and we started talking to Keith Michaud [sales specialist for Frank Martin] about replacing it all with new stuff while Whitney marketed all the used machines,” Brian explains. The company ended up choosing 822C feller bunchers for the flexibility of thinning and clear felling, 615C skidders to combat soft soil conditions and 234 loaders for both the logging jobs and the wood yards.

“This is really a thirty year relationship in the making and I feel that we are a very good match. Frank Martin keeps doing things to help us that we are not used to and the confidence level is building all the time. Parts commonality has been a big dream of ours and now we have seven identical loaders, four near identical Tigercat feller bunchers and two 615C skidders. The future looks good with Frank Martin and Tigercat.” ■



Looking at the long term. Brian puts a lot of emphasis on improving marginal forest land.

TRAINING IN THE TAIGA

When venturing off for the Russian Far East, as with a visit to any remote locale to train operators or consult with forestry companies, one always knows that it will be an adventure.

– Gary MacDonald, Tigercat product support



Tigercat 860C harvester with 20,000 hours.

Being from Canada, a country that spans six time zones, I am no stranger to large expanses of land with long distances between towns. But Russia takes it all to the next level. It is a massive country with eleven time zones, varying climates and a sparse population density in large rural areas with challenging road infrastructure.

The primary forest in Russia is a part of one of the largest biomes in the world, the boreal forest, which makes up one fifth of the world's forest cover. Known in Russia as Taiga, it is larger than the Amazon. It contains many of the same species as Canada and Alaska -- larch, pine, spruce, balsam fir, birch and aspen. The area we travelled was primarily in the far east of Russia known to most North Americans as Siberia. The Siberian boreal forest contains 55% of the world's coniferous trees. The pine, spruce, tamarack and balsam fir is valued for dimensional lumber used domestically but mainly exported. Pine,

the main species sought after in the east, ranges from 0,2-1 m³ per tree. (One cubic metre equates to approximately one US ton.)

Travelling from Toronto to Bratsk, the forestry capital in eastern Russia, requires seventeen hours of flying time, with eleven hours of connecting time in airports, crossing twelve time zones. From Bratsk, a five hour, 300 km (186 mi) drive follows leading to a place called Novaya (New) Igirma, population 11,000. The company RFG asked Tigercat to provide operator instruction based on the assessed skill level of its feller buncher operators. RFG owns three sawmills and 80 Tigercat forestry machines. Two of the sawmills are in New Igirma consuming 1,33 million m³ per year with 80% being cut by Tigercat machines. A third mill in UST-Kut consumes 1,1 million m³ per year.

The plan was to train four sets of operators in three-day blocks with a total of sixteen operators trained

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overall. Day one would be in the classroom with Artem Shilov, my travelling partner and the Tigercat factory sales and support representative for Russia.



Group one trainees.

Artem would do theoretical training on best practices and reviewing operator's manuals. The last two days was for infield training where a time study would be conducted to determine how to improve the felling operation. A second time study would measure the degree to which the desired goals were actualized. Unfortunately due to weather and logistics we had to modify the plan on the fly. One thing learned in Russia due to the ever-changing logistics of moving machines and unpredictable weather, is that if there is a plan, it will change soon.



Group three trainees.

The first site was 120 km (75 mi) from Novaya Igirma. The drive to the camp was nearly four hours followed by another 40 minutes to the job site in a

Kamaz 6x6 truck with an enclosure accommodating 28 passengers. The Russian-built Kamaz has won a record 13 Dakar Rally races. I was very glad our driver did not believe the truck should go as fast as a Dakar truck as I'm sure no one rode in the back of a Kamaz for the Dakar!

The machines at this job consisted of an 860C feller buncher (8,000 hours), one L870C feller buncher (14,000 hours), two 630D skidders (13,000 hours) and four H250B processors with 622B harvesting heads (14,000 hours). Training was done using the 860C feller buncher. Piece size on this job was 0,2-0,3 m³ per tree and the trees were cut into 4 m (13 ft) lengths. Production from the feller buncher was 90-110 m³ per hour depending on the operator.



Group two trainees.

The site for the second round of training on the same machines was accessed in a Gazele delivery vehicle built in Russia. Our driver certainly seemed as though he was out to prove his vehicle was faster than a Kamaz or anything else on the road. We tried to do practical training but rain stopped the machines from being moved. Overall, the logging blocks are very small by North American standards, sometimes as small as 10 hectares (25 acres) with leave strips of regeneration and residual trees which makes it so the machines must move blocks faster than roads can be built.

The second site was a two hour flight in a R44 helicopter, avoiding a long and arduous drive to a camp in the Kerensky region. Upon arriving, we were picked up in a Russian built UAZ and driven to camp

before going to the logging site 20 km (12 miles) away. The drive to the logging site was a unique experience, as we forded many rivers and creeks in the Kamaz crew transport vehicle, then rode atop an old army transport tank to get to the machines.

The machines at that site were two 20,000 hour 860C carriers with equipped with newer 622B harvesting heads, one 630D skidder (11,570 hours) and one 860C feller buncher (3,600 hours). Again, training focused on the 860C feller buncher. The piece size in this area was quite a bit larger ranging from 0,6-0,8 m³ per tree with much less deciduous species mixed in. The lengths cut in both tamarack and pine were 6 m (20 ft).

The second day consisted of theoretical training for eight operators followed immediately by practical training in the forest. We were lucky enough to be carrying quite heavy backpacks so the horseflies could not carry us away. Being born and raised in eastern Canada, then living 22 years in British Columbia, I thought I had seen biting insects before. It goes to show that you will forever experience new things throughout your life if you keep your eyes open and your skin exposed.



A small cut block with a typical logging camp in the background.

Unfortunately the helicopter was unavailable so the return trip was to be land based, consisting of a barge crossing of the River Lena, a ferry ride back across the same river, then a 500 km (310 mi) drive back to Novaya Igirma. The ride was broken up by frequent stops transferring fuel and trying different fuel filters to keep the UAZ pickup running during the twelve hour trip.

Overall, Russian camps are quite Spartan -- two to four men in a bunk trailer with a table, sink and wood stove. The campers are set up in a horseshoe shape giving the effect of a subdivision cul-de-sac. The workers stay in camp for one month, sometimes traveling as long as twenty hours to get there. The food is a very acceptable set menu of traditional courses.

The crews working at these camps were overwhelmingly receptive to Tigercat's efforts to help them perform better, with the ultimate goal to make the machines last longer with less breakdowns. Each adventure visiting Tigercat customers is a unique and memorable experience and the Russian visit was no different. The people we met in the remote areas of Siberia were hardworking, rugged and proud, possessing a great sense of humour. I look forward to my next adventure to Russia. ■



Russian transport tank.



AUSSIE FIELD TRIP



The group of Australian contractors and Onetrak sales staff on site at Goodson's All Terrain Logging in North Carolina.

After a weekend of siteseeing in Toronto and Niagara Falls, seventeen Australian logging contractors toured the Tigercat manufacturing facilities. Accompanied by Damien Ambrose and Chris Bogdan, sales representatives with Onetrak, Tigercat's Australian dealer, international factory sales representatives, Gary Olsen and Glen Marley led the group through a

two day agenda allowing for plenty of opportunity to interact with Tigercat management and engineering design staff.

Then the entire group then flew to North Carolina, meeting up with Tigercat product support representative Aaron Piper and CTW Equipment co-owner Ben Twiddy. Ben and Aaron arranged a few contrasting site visits.

First up was Goodson's All Terrain Logging, where the group met celebrity swamp loggers, Bobby, Lori and Justin Goodson and learned about southern US swamp logging techniques. As Glen Marley explains, "The native hardwood contractors that were on the tour often have to shut down during winter and also must lay corduroy log extraction tracks for their skidders, so seeing the prefabricated mats that Bobby uses was excellent."

Broadway Logging & Grinding was the next stop, where the group had a good look at Buddy Broadway's high





The group got to see extremely efficient plantation pine operations and complex lowland hardwood logging.

production, low cost plantation pine crew in action. The final stop was to the thinning and chipping job site of Kenwood Corp. “The blue gum loggers got a lot out of seeing the drive to tree feller bunchers not only clear felling, but also doing full production thinning,” explains Glen. This is generally considered to be impossible in Australian plantations but the site visit proved otherwise to the contractors.”

Gary Olsen adds that while these are not exactly the same conditions that Australian loggers encounter, “The value of seeing how these loggers make things work within extreme cost constraints and varying conditions cannot be underestimated. We had healthy evening debates around alternative logging methods, costs and practicalities. These discussions were stimulated by what they saw during the day and this alone made it a very successful trip.” ■

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event round-up

TIGERCAT SHOWCASES OFF ROAD INDUSTRIAL PRODUCTS

Tigercat and StreetWorks exhibit at massive construction and utility industry show in Louisville, Kentucky.

ICUEE 2015 was a landmark show for Tigercat as it showcased its growing product offering for the utility sector. Tigercat debuted two new machines, the Tigercat FPT Tier 4 powered T726G street trencher and a new configuration of the AD610C utility carrier equipped with a digger derrick attachment. In addition, Tigercat displayed an M726E mulcher.

Tigercat's off road industrial products are used across many industries including oil and gas, utilities and silviculture – wherever highly mobile, durable and reliable carriers are required for rugged terrain, high duty cycle applications, extreme temperatures and high levels of airborne debris. Tigercat mulchers are often used in transmission line ROW clearance and maintenance applications and the aerial device carriers are used for transmission line repair work in hard-to-reach areas.

Taunton, Massachusetts-based StreetWorks exclusively markets and supports the street trencher product line with a field population of approximately twenty T750 and T726E units. The 370 hp T726G is the latest model. The street trencher is designed to quickly and cost-effectively open asphalt and concrete roads to expose underground utility infrastructure. The street trencher cuts, crushes and leaves behind approximately 40 mm (1.5 in) in material suitable for reuse. This eliminates the need for saw-cutting, hammering and hauling and disposal of chunk broken pavement.

President Paul Lamb, vice president and general manager, John Mitchell and marketing manager, Deb Waz joined Tigercat staff as well as sales representatives from Canadian dealer Wajax Equipment. Wajax has been actively marketing Tigercat off road industrial products – including mulchers and aerial device carriers – in the oil and gas and utility sectors for over five years.



822D SHINES AT MID-ATLANTIC EXPO

The Tigercat 822D track feller buncher stole the show at the Mid-Atlantic Logging and Biomass Expo, held September 18-19 in Smithfield, North Carolina. Visitors marveled at the cab enhancements and service access advancements. Tigercat team members along with representatives from Bullock Brothers, CTW Equipment, Forest Pro, Smith & Turner and Tidewater Equipment were on hand to welcome the large crowds in attendance at this live demo event. Tigercat was pleased to support the Carolina Loggers Association dinner under the tent on the Friday night.



AUTOGRAPHED LOADERS

It was a cold and muddy weekend during the Paul Bunyan show hosted at the Cambridge Ohio Fairgrounds October 2-4. Tigercat dealer Ricer Equipment filled the stand with Tigercat equipment including 234B and 250D knuckleboom loaders, a 470 mulcher, 604C, 610E and 635E skidders and an 822D track feller buncher.

At the request of Colton Fodor of Pull Hard Logging, Bobby Goodson signed the cab liner of Colton's new 234B loader, while Meghan and Lindsey Collins of Second Hand Tradition asked Bobby and Lori to autograph their new 250D loader. ■



Bobby and Lori Goodson pose in front of the 250D loader that they autographed.

dealer news

NEW PARTS DEPOT IN PERRY, FLORIDA

Tigercat dealer, Tidewater Equipment Company, is pleased to announce the opening of a new parts depot in Perry, Florida. Conveniently placed in Taylor County, this store is located in the heart of a historically lucrative area for the logging industry. The territory continues to thrive thanks to the Buckeye Paper Mill and its dozens of successful timber companies including M.A. Rigoni, winner of SWPA's 2015 Florida Logger of the Year award.

The Perry Florida location will be the fifth parts depot that Tidewater has added to its ten full-service branches. The main purpose of these parts depots is to bridge the gap between existing branch locations, making Tidewater parts experts and genuine Tigercat parts more accessible to valued customers as demands continue to increase. Tidewater plans to continue expanding and developing innovative ways to better serve its loyal customer base.



AUSTRALIA'S ONETRAK OUTGROWS VICTORIA FACILITY

After seven years of operation in Dandenong, Onetrak's full-service Victoria facility has relocated to larger premises in Hallam, just outside Melbourne, in August 2015. The new facility has a modern, higher capacity workshop, allowing Onetrak to provide

an increased level of customer service with greater efficiency. Onetrak employs over 60 people with facilities in Tasmania, Victoria, New South Wales, South Australia and Western Australia. ■



DOORS OPEN AT 160



Tigercat celebrates completion of new production facility with open house and BBQ.

On Thursday, July 23rd Tigercat opened the doors of its \$12 million production facility. Several hundred people including Tigercat employees and their families enjoyed lunch and toured the 11 800 m² (127,000 ft²) building in Paris, Ontario, located 100 kilometres southwest of Toronto.

“Tigercat is a growing global company and this investment to expand our production capabilities is a great testament to the commitment we have to our customers and to serving them better,” stated president, Tony Iarocci during the event.

Tigercat now has nine southern Ontario locations, a large parts distribution and training centre in Georgia, a sales and distribution facility in Sweden and a



dealer network that spans the globe, covering the forestry regions of North America, South America, Australasia, Africa, Europe and Russia.

The new plant will house production of swing machines, including the 200 series loaders and the 800 series track feller bunchers, harvesters and loggers, as well as cut-to-length attachments. The building utilizes skylights and bay door windows along with motion detector lighting with sensors and variable illumination to save energy. The roof is a white rubber membrane that reflects UV rays and helps reduce heating and cooling costs. There are six overhead cranes in each bay with room for more if needed. Specialized concrete was used for the floors to support the machines that will be produced in the plant. ■



Vice president of Paris operations, Steve Crosby, speaking to the crowd

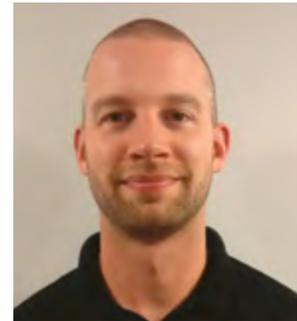
employee news

NEW ROLES

Consistent with Tigercat's strategy of growth through innovation and product development, Tigercat would like to congratulate Jeremy Piercy and Ben Blackman for assuming expanded responsibilities. Jeremy Piercy has been appointed product manager for skidders and Ben Blackman has been appointed product manager for drivetrain and gear products. ■



Jeremy Piercy



Ben Blackman

TECHNICAL SUPPORT IN PACIFIC NORTHWEST

Tigercat is pleased to announce that Nate McMurtrey has joined the Tigercat product support team. Based in Elmira, Oregon, Nate will focus on providing after-sale technical support to Tigercat's ever expanding customer base in the Pacific Northwest.

After graduating top of his class from the Heavy Truck Repair and Diesel Core Program at Wyoming Technical Institute, Nate has worked in product support for heavy equipment for over a decade with numerous qualifications in engine diagnostics and repair as well as electronic engine control troubleshooting. Nate brings extensive mechanical, electrical and hydraulic expertise to the job through his work as field service technician for Tigercat dealer, Triad Machinery. ■



Nate McMurtrey

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