



# National Museum of Forest Service History Newsletter

Volume 18, Number 3

August 2006

## Capital Campaign Annual Meeting Decisions

*By Gray Reynolds, President, NMFSH*

The annual meeting of the National Museum of Forest Service History was held July 13-14, 2006 in Missoula, Montana, was attended by sixteen members of the board of directors and thirteen museum members. The meeting agenda was structured to develop and approve the necessary financial campaign framework to attract forest history donors, increased annual membership, and volunteers to raise \$6 million prior to December 2008.

Increasing the Museum membership continues to be a high priority for the board of directors and members.

See Decisions, page 2

## Dolbeer Donkey Engines Saved by Hume Lake District Sequoia National Forest, California

*By Larry Cabodi*

*Larry started as a fire crewman on the Eldorado NF in 1957, becoming a Forest Guard through 1961. He became Forester in 1962 after graduating from Humboldt State, then a Resource Forester until transferring to the Sequoia NF in 1966. He was DTMA/TMO until 1975, when he transferred to the Lassen NF. He moved to Resource Officer then was promoted to District Ranger on the Six Rivers NF in 1979. He retired to construction and a small cattle ranch in 1994, after 34 years of service. He and his wife of 46 years reside in Standish, CA*

The historic logging around Grant Grove on the Hume Lake

District, Sequoia National Forest, was significant in many ways. Paul Spivey, Hume Lake District Recreation Officer, found two Dolbeer donkey engines rusting away in the Evans Grove area on the Camp 7 Road since the end of the redwood-logging era. Paul was the sparkplug in the effort that salvaged these important pieces of redwood logging history from what is now a part of the Giant Sequoia National Monument in the Sequoia National Forest.

The Hume Bennett Logging Company started in the 1890s. The company changed hands five times and shut down around 1928 when the mill at Hume Lake burned. During that period they used every form of logging equipment known at the time. Everything had to be hauled into the area by wagon, and the milled lumber was removed by flume that reached 55 miles, over terrain almost impossible to walk, along the rim of the Kings Canyon to the town of Sanger near Fresno.

They built towns, lakes, railroads, log skids, trestles, sawmills, and hauled in all the steel, rails, Shay locomotives, big wheels, steam engines, head rigs, and cement from the San Joaquin Valley through a pass by Grant Grove, which is



**DOLBEER DONKEY NEAR CAMP #1 ABOUT 1900**

Chopped wood at left is ready for the boiler. The cut redwood log is being moved onto chute. The cable anchoring the engine is visible. Logs of this size were very heavy and several snatch blocks with long cables were used to gain enough leverage to roll the log. Logs from this area went over a permanent pole chute to the Converse sawmill. Location: Section 12 of T13S R28E.

Courtesy of the Bancroft Library, Univ. of California, Berkeley  
Paul P. Spivey Collection 1978.035 v. 3:28

See Dolbeer, page 4



**National Museum of Forest Service History**

A Nonprofit Corporation

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The *Newsletter* is published quarterly for the members and supporters of the National Museum of Forest Service History, a non-profit corporation dedicated to preserving the history of the USDA Forest Service.

Individual	\$30
Family	\$55
Contributing	\$150
Sustaining	\$300
Organization	\$100
Lifetime	\$1,000

**Membership Categories**

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**Decisions, continued from page 1**

Assignments were made to each board of director to sign-up at least two new members to the museum within the next six months. I asked that museum members also help, since higher memberships strengthen the museum and make fundraising easier to accomplish. A membership brochure is included with this newsletter. Members came away from the meeting energized and committed to the hard work needed to implement the following decisions.

**Decisions agreed to:**

- To build a facility that reflects the “national stature” of the mission of the organization, and to complete a Capital Campaign that raises \$6 million dollars and reaches a membership of 2100. The increased campaign goal up from \$4 million reflects the increased construction costs and recognition of campaign support costs.
- To build a coalition of partners to facilitate fund raising efforts.
- Formally adopted the Capital Campaign framework that identifies the dollar goal, critical path; specific fundraising strategies and responsible parties for completing the action.
- Assigned individual Board members to brief Coordinators in each Region on the Capital Campaign framework.
- Identified and agreed to use Museum dollars for assistance to Max Peterson and Dave Stack in support of the Capital Campaign.
- Identified and agreed to use Museum dollars when necessary to cover travel and expenses related to Capital Campaign activities.
- By August 1<sup>st</sup>, complete a Capital campaign Handbook for Board Members, and Regional & Area Coordinators. Draft was completed on time.
- By September 1<sup>st</sup>, develop appropriate levels of training for campaign volunteers.
- By October 1<sup>st</sup>, implement a system to track and monitor donor contact assignments and results.

Critical Path and Benchmarks

2006 – 2007

- o Complete the design plan for the building and exhibits.
- o Establish a fundraising goal of 4 million dollars by June 2007.
- o Complete sewer, water, road and parking construction.

2007 – 2008

- o Begin construction.
- o Continue Capital Campaign to reach goal of 6 million dollars by December 2008.

2008 – 2009

- o Complete Museum construction and open facility for the Forest Service Retiree Reunion in Missoula, September 2009.

Much work remains to be done, but with the strong support of the Museum members and board of directors, we have agreed to the necessary goals and objectives to complete a first class museum and exhibits by September 2009.

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## Boone and Crockett Club Gift

Bob Model, Chairman of the Boone and Crockett Club and Co-Chair of the Museum’s Capital Campaign announced at the annual museum Meeting that the Boone and Crockett Club would be donating \$50,000 to the NMFSSH’s capital campaign in 2007.

The Boone and Crockett Club is a non-profit organization founded in 1887 by Theodore Roosevelt. His vision was to establish a coalition of dedicated conservationists and sportsmen who would provide leadership to address issues that affect hunting, wildlife and wild habitat. The Club was influential in creating political and public opinion necessary to establish the Forest Service with a mandate to manage the Federal Reserves for multiple uses.

# Guiding Principles that Define the Decision Space for Museum Concepts and Themes

- We believe that professional leadership, management, and protection of renewable and non-renewable resources benefits current and future generations as well as all other living creatures
- We believe that science is critical to the professional management of natural resources.
- We believe that the actions and contributions of the Forest Service and its cooperators have resulted in the development of “conservation” as a dynamic national value that continues to evolve through science and research, societal needs, and eco-system response.
- We believe that the Forest Service’s pioneering concept of multiple use management of forests and rangelands – federal, state and private – is a vital part of the story.
- We believe that the Forest Service was and is, integral to the well-being of communities all over the United States.
- We believe that forests and rangelands are a legacy that makes significant contribution to the well-being of everyone.
- We believe that what we have learned is important to share and transfer for future management.

## Basic Concepts and Themes for Museum Design and Exhibits

- The Museum should include a Forest Service lifeline/history (before “birth” and into the future) that cites Agency initiatives that influenced history and influencing moments that helped define the Agency. Museum exhibits and programs should tell “stories that bring different pieces of the Agency’s history to life.
- Words that should help guide and be obvious in Museum exhibits are: (1) Conservation; (2) Public service; (3) Professionalism; (4) Integrity; and (5) Cooperation.
- Some exhibits should be permanent and others should change from time to time.
- We might want to think about the concept of “simplicity to complexity” in terms of the Agency’s lifeline.
- Exhibits should consider geographic diversity.
- The Greatest Good movie gives us a starting place.
- Exhibits should tell the story of major conservation achievements. Some ideas are:
  - Restoration of lands no one wanted
  - Boundary Waters Canoe Area
  - Civilian Conservation Corps
  - Fire and Forest Service involvement in other disasters and recovery of the Columbia Space Shuttle
  - Lake Tahoe Management
  - Forest Service involvement in training and employment programs for a variety of demographics

*Prepared at the Annual Meeting, July 13-14, 2006*

## **A LEGACY THAT WILL LAST**

The National Museum of Forest Service History provides a unique opportunity for all of us to be a part of a continuing legacy of public service dedicated to the scientific management of natural resources that will be increasingly important in the future.

Substantial training and employment programs ranging from the CCC to Job Corps, Youth Conservation Corps and Senior Programs are an important part of that legacy and is reflected in many thousands of people who served and many continue to serve throughout this land and around the world.

Each of us shares in that legacy, whether we worked directly for the Forest Service, for the states or for many cooperators both public and private. The Museum will serve as a national focal point for numerous local and regional efforts to present the rich history of the past as well as a source of education and inspiration to those who are able to visit the Museum in person or by virtual technology.

By “Joining Together to Understand the Past and Inspire the Future” each of us has an opportunity to further the rich legacy that we are privileged to be a part of, now and in the future.

So whatever the size of your contribution to the Capital Campaign it is important and appreciated. The teamwork of shared goals I am certain will lead to success. Please decide today what you can do. Thank You.

**Max Peterson, Capital Campaign Co-Chair**

## Dolbeer, continued from page 1

close to 8,000 feet elevation. The logs were so big and heavy that fresh logs would sink in the millponds, so they felled the timber a year ahead of logging. The last year of operation they were about ten miles into the Camp 7 area, using steam skidders and railroad logging. After shutdown, the Hume Bennett Company sold the salvage of the steel to the Japanese and the land, about 32 thousand acres, to the Forest Service.

However, the salvage operation used trucks by changing the railroad grades into roads. When they got to the end of the railroad, some of the skidding equipment was down an incline that made their removal extremely difficult. So, they left two Dolbeer Donkeys and a humungous Willamette Skidder, all the cables to the down logs, estimated at eight million board feet.

In 1966 I was the District Timber Management Officer when Paul Spivey approached me to trade the down redwood material as payment for hauling the Dolbeers out of the woods as he had found someone who would restore one Dolbeer to running condition. He showed me a scale model built by this individual that also was fully operational. I said "no." I knew that trading timber for services was illegal. I told him he needed to get some money and, just prior to his retirement, he submitted a project proposal to do just that.

In 1974 suddenly there was money after another project was cancelled. I looked in the books and lo and behold there was this salvage project proposed for next year using the same kind of money. So, I quickly developed a project work plan by going to the Action TMO, Floyd Jennings, and getting a commitment of one week of tractor time, a small work crew, a dump truck and a low bed trailer from engineering to salvage a Dolbeer Donkey. The project was developed without ever seeing the machine or the terrain in which it sat.

Later that spring, a small crew, I believe consisted of Ken Slater, Frank Del Carlo, Dave Stone, Dave Thomas and Bob Taber, with every big wrench we could find and a case of Liquid Wrench, followed Paul Roche, our ace cat skinner/dump truck driver, in to the machines. After being impressed by the logs, giant woodpiles for the steam engines, huge cables stretched out to the logs, and the mammoth double piston Willamette skidder with the boiler missing, we went to work.

The two brothers who were going to restore the Dolbeer were old and feeble. The master machinist was in his seventies, and his helper brother was hunched over, used a cane and wore glass frames for his

hearing aid. He was in his eighties. The boiler to a Dolbeer was estimated to weigh about four tons. Everything was massive and heavy. Paul Roche said "How in the hell were these old codgers going to restore it?"

The next week, I went to meet the Denton brothers, Frank & Burton. I was impressed. The machine shop looked like an old chicken coop but the tools were the best. If they didn't have a tool for whatever, they built the tool. The brothers openly talked about Frank's heart condition and they expected him to pass away at any time. He was the older brother.

The first machine had a thirty-six inch diameter boiler; the second had a forty-two inch diameter boiler. I contacted Sequoia Forest Industries, which became Wicks Corp., to purchase the timbers for the skids: 12" X 24" by 20 feet long. When they understood what we were doing, Sequoia Forest Industry, donated all the timbers needed for the restoration. They had to make them 19.5 feet, that was the longest log that could go through the mill. By this time, the Dentons decided that both Dolbeers had about the same things missing so they would restore both. As the project proceeded and the word spread, people brought in to the Dentons a lot of the missing parts that they had taken or they thought would work, like the brass whistles, knobs & such, for the restoration. And no one wanted any money, not even Sequoia Forest Industries.

As the project neared completion in the spring of 1975, I contacted the Forest Service Information folks for a celebration and dedication. In the meantime Burton contacted me and wondered if they could have a special showing as another brother and family from back East were coming out and with the help of their service

See Dolbeer, page 5



Restored Dolbeer Donkey Engine on display at the Hume Lake Ranger Station, Dunlap, CA

## Green Hornet Fire Truck

The Museum is purchasing a 1951 Ford 4 X 2 Forest Service "Green Hornet" fire truck from an individual in Riverside County California for \$2,500. Dick Montague is working to organize a small group to restore the vehicle.

Harvey Mack, manager of the Forest History Center, Cleveland National Forest, was interested in buying the vehicle in the 1990s. The truck appears to have the original pumping system, an equivalent oval replacement tank, two live reels similar to the original "Green Hornet"; however, the truck chassis is the typical hooded engine compartment rather than the rounded nose of the true "Green Hornet". The truck's original number was 6054. It may have been assigned to the Cleveland National Forest. Currently, it has the logo for the El Cariso Volunteer Fire Department painted on its side.

We've asked the Cleveland National Forest for permission to move the truck to a Forest Service administrative site. This is to provide time to explore options to restore the vehicle. If the truck can be restored in southern California, the truck could be used at Forest Service event and parades. Eventually the vehicle could be brought to Missoula, if that is the best option.



1951 Ford "Green Hornet" Fire Truck

## Kenworth Remount Truck

The Museum received from the Estate of Calvin H. Smith of Dixon, Montana, a 1938 Kenworth truck used by the Lolo National Forest, Ninemile Remount Station to transport mule strings to fires. The truck will be moved to the Ninemile Ranger Station west of Missoula. Friends of Ninemile, a committee of this Museum will take the lead in searching for partners in the restoration effort.



1938 Kenworth Truck Used to Haul Mules

In 1937 Kenworth Truck Company, using a Greyhound bus chassis, built and delivered a mule-hauling truck to the Forest Service. It was one of a kind and had been built to the exact specifications of the Forest Service engineers. The truck was cab-over-engine model, with a sleeper cab, dual axles and 10 wheels. The truck was designed to haul nine mules, packer's riding horses, all of the pack saddles, and riding saddles and a complete 25-man crew pack outfit. (*From "A Pictorial History of the USFS 1891-1945 Northern Region," by Cohen and Guth*)

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### Dolbeer, continued from page 4

organization they would like to show off the machines. So we had the special showing. It was impressive. You could hear a whisper as these machines ran and the Dentons confirmed that when they watched the logging operations, there was very little noise except for the whistles and men talking.

After a meeting with Burton, I returned to Pinehurst about an hour and a quarter away. Upon arrival, Florence Roche, my clerk came out and said Ms. Denton, Burton's sister, was on the phone and wanted to talk to me. She said that after I left, Burton had passed away in his chair and she was happy that he had got to see the completion of his work. I was sure glad we had not waited for the planned dedication to show off the Dolbeers.

Today a Dolbeer steam donkey is on display at the Hume Lake District headquarters and the second Dolbeer is displayed at Paul Bunyan's Forest Camp at Turtle Bay Museums and Arboretum in Redding, CA.

## *Welcome New Members*

*5/1/06 to 8/15/06*

J. W. Allendorf  
William J. Barton, Sr.  
Ben Meadows Company  
Richard and Joan Berrien  
Sue Blunn  
Susie Born  
Denny Bungarz  
Bob Castaneda  
George B. Chaffee  
Nan Christianson  
Irwin D. Hall  
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Milo McLeod  
Patrick Merchant  
Gary Morrison  
Linda Nelson  
Kim Potaracke  
CeCe Reid-Stewart  
Robert Romancier  
Victor J. Rudolph  
Chuck & Virginia Tribe  
John D. Welch

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## **Unrestricted Donations**

*5/1/06 to 8/15/06*

Mike R. Beckes  
Sue Blunn  
Wade Boyd  
Timothy D. Geiszler  
Fred Haeussler  
Robert G. Hitt  
Douglas R. Leisz  
Don Nelson Jr.  
Max Peterson  
Tom Pettigrew  
Gray F. Reynolds  
John Sandor  
Robert P. Spivey  
David M. Stack  
Chuck & Virginia Tribe

## **Construction Activities**

Check on progress of the sewer and water construction at the Museum site by logging on the Museum's website [www.nmfs-history.net](http://www.nmfs-history.net) Then click the "On-Line News" tab.

## **Capital Campaign Donations**

*5/1/06 to 8/15/06*

Patricia M. Baron  
Carl Baron  
William J. Barton, Jr.  
Joanne M. Beck  
Lynn R. Biddison  
Michael and Kelly Blanchette  
Gary G. Brown  
Barbara J. Case  
Betty P. Compton  
Ray Connelly  
Harold L. Edwards  
Marilyn Ferguson  
Robert W. Finley  
Rita Glazebrook  
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Michael & Callie Stephenson  
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James M. Williams  
Ben Meadows Company  
D J & A Engineering  
Pacific Northwest Forest Service Association  
Raytheon Company, (Matching Gift)

## Membership Application

Fill out, detach, and mail to: National Museum of Forest Service History, P.O. Box 2772  
Missoula, MT 59806-2772

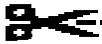
Mr. Ms. Dr. Name: \_\_\_\_\_ Address \_\_\_\_\_

City/State/Zip: \_\_\_\_\_ Daytime Ph.: \_\_\_\_\_

E-mail: \_\_\_\_\_  New  Renewal  GIFT

### Membership Categories Annual Dues

Individual	\$30 or more	Sustaining	\$300 or more
Family	\$55 or more	Organization	\$100 or more
Contributing	\$150 or more	Life	\$1000 or more



### New Forest Service History Memorials

#### In Honor of

**William J. Barton, Sr.**  
**Victor J. Rudolph**  
**Robert P. Spivey**

#### Memorials for

**Gertrude Becker**  
**Ernie Corrick**  
**Robert B. Ferguson**  
**Phil Janik**  
**Jack McArdle**  
**Nels Thorson**  
**Edward F. Youngblood**

The National Museum of Forest Service History offers Forest Service History Memorials for those wishing to honor living or to memorialize deceased persons who worked for or was a cooperator /partner for the Forest Service..

For a minimum \$100.00 donation, we will format the biography and a photo submitted and maintain a record in our Forest Service History Memorial Book and on our web site. The Memorial Grove of trees at the National Museum of Forest Service History has also been planted in honor and memory of the people listed in the Forest Service History Memorial.

For more information contact the Museum: (406) 541-6374 or [nationalforest@montana.com](mailto:nationalforest@montana.com)

### Memorial Donations

Pacific Southwest FSX Club  
Gary G. Brown  
James C. Higgins  
Stephen Kelley  
Bob Lichlyter  
Vale Mack  
Judy McArdle  
E Durant McArthur  
William E. Pope  
Victor J. Rudolph  
Elizabeth E Schuler  
Robert P. Spivey  
Robert W. Williams

### Capital Campaign Gifts

As of 8/15/2006

Members & Friends	\$ 117,756
Pledges	\$ 56,727
Corporate	\$ 5,000
In-Kind Gifts	\$ 2,241
Forest Service, USDA	\$ 500,000
Designated & Endowment	\$ 23,978
Total	\$ 705,702



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Donor Name(s): \_\_\_\_\_ Address \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_ Zip: \_\_\_\_\_ Daytime Ph.: \_\_\_\_\_

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I / We pledge a total gift of \$ \_\_\_\_\_

Pledge Payment Schedule:

1) Date \_\_\_\_\_ \$ \_\_\_\_\_ 3) Date \_\_\_\_\_ \$ \_\_\_\_\_

2) Date \_\_\_\_\_ \$ \_\_\_\_\_ 4) Date \_\_\_\_\_ \$ \_\_\_\_\_

**Please pay pledges by December 31, 2008**

Gifts and pledges may be paid by cash/check or by gifting securities (stocks and bonds). For securities, please call the Museum Office (406 541-6374) or write the Museum Office for transfer instructions. In accordance with IRS regulations, **your gift is fully tax-deductible.**

All donators will be recognized in a commemorative booklet available at the Museum. Donors giving \$1,000 or more will be recognized on the Wall of Honor in the Museum lobby.