

Buck and Duke Out for a Sunday Ride

Photo by M.J. Guyer



Haines-own Holly Boyer and fiance' Danny Clary were just out for a ride Sunday morning. According to Clary, the wagon is a product of the Pioneer Farm Equipment Company located in Dalton, Ohio. The horse-power is being offered by Buck and Duke, two absolutely beautiful Austrian Haflingers. If you look real close under the seat, you will see the real wagon-master, "Mouse", who decided the dandy was a lot more interesting than posing for the photograph. Shanny and Holly will be participants in the Haines 4th of July Old-Fashion parade. For those reality T.V. fans out there, it is said they will be hauling Todd Hoffman of the hit show, "Gold Rush". Following the parade, Danny, Buck, Duke and Mouse (he hopes) will be transporting people to and from town to drive rodeo grounds. Should be a lot of fun!

Waning Water Woes

Irrigation and livestock water: two things which are absolutely essential to the livelihood of local farmers and ranchers; but four straight years of drought do not help the cause. The Baker County SWCDs, consisting of Baker Valley, Keating, Burnt River, and Eagle Valley, put a major focus on water developments and improved irrigation efficiency this year; helping landowners develop springs, install pipelines and watering troughs, as well as install diversion structures and head gates.

Two small grants, one in the Baker Valley District, and the other in the Burnt River District, improved irrigation delivery by upgrading from flood to gated pipe. While flood irrigation can be very effective, it also increases the risk for erosion, sediment runoff, and does not allow for proper control or water management. Gated pipe will allow these two landowners to more evenly disperse irrigation water throughout their pastures while improving water quality by eliminating much of the tail water.



Gated pipe installed; replacing flood irrigation in both Baker Valley and Burnt River.



material to aid in fish passage. To minimize stream bank erosion, 44 juniper skeletons were installed along the worst sections of cut banks. Along the same section, 26 willow clumps and 18 vertical bundles were planted to help reestablish woody vegetation. There was 5,000 feet of wildlife friendly fence installed to restrict livestock access to Camp Creek, thus protecting the newly stabilized riparian area.



One sill/wing diversion structures on Camp Creek; Juniper bank stabilization.

A Technical Assistance grant was recently completed in the Baker Valley District that also aims to improve irrigation efficiency and water delivery. The MaHarry-Blevins Ditch conveys water to the P-2 Pipeline, and is supplied by Wolf Creek Reservoir. About 1.5 miles of the ditch is open, and experiences considerable ditch loss by leaching through the banks, as well as through evaporation. After an Optimization Study was completed on the MaHarry-Blevins in 2013, it was determined that the ditch was losing up to six acre-feet per day, or 1,955,108 gallons of water per day! To account for ditch loss in the summer months, and to meet the irrigation needs of the producers, nearly twice as much water than needed must be released down the ditch. This project used grant funding to hire a licensed engineer to develop a 100% construction-ready design for installing a pipeline in the 1.5 miles of the open MaHarry-Blevins Ditch.



Photo taken along the 1.5 mile stretch of open ditch. A restoration grant will be submitted for implementing the pipeline design.

In the Burnt River District, due to maintenance deficiencies, pushup style dams were previously in use on two of the main diversion structures to divert water from Camp Creek. Two other diversions were in critical shape, and did not allow for adequate fish passage. Camp Creek was also experiencing severe bank erosion and a reduction of stabilizing woody vegetation, therefore releasing sediment into the Camp Creek system. This large restoration project replaced four pushup dams with four concrete sill/wing-wall diversion structures. Head gates were also installed at each diversion, as well as streambed

Upland restoration, although not tied directly, still plays a key role in water quality in Baker County. A large restoration project is just wrapping up in the Keating District, which focused on off stream watering and improved livestock distribution. A lack of a reliable water source can cause livestock to congregate in certain areas, typically overgrazing those areas and opening up niches for invasive species, like medusahead rye. Medusahead crowds and competes with native grasses and forbs, deteriorating forage for livestock, as well as habitat for wildlife such as Sage Grouse. This conservation project developed four springs on the property, and installed pipeline to convey water to four individual watering troughs. The newly developed springs were enclosed with wildlife friendly fence to aid in protecting the springs from trampling. A 4,500 foot cross fence was also installed as a part of this project, creating two separate pastures to aid in livestock distribution. These activities will greatly improve rangeland health and native species in the area, while allowing the landowner to better manage grazing on his private ground.



One of four developed and fenced springs; One of four rubber tire troughs for off stream livestock watering.

Farm Bureau Offers Tips for Farmers and Motorists

From the Oregon Farm Bureau



For many Oregon farmers, summer is the busiest time of year. By July, harvest of major crops like grass seed and wheat is in full swing, and it's not unusual for a farmer to spend 14-hour days on a tractor out in the field.

Sometimes farms have acreage spread over a wide region, and farmers must drive large, slow-moving swathers, combines, or trucks down a stretch of rural road to reach a field. Driving a large piece of equipment on a highway is legal and often a necessary part of harvest; but it can pose a safety risk for both farmers and motorists without caution, courtesy, and patience.

Just in time for the 2016 harvest season, the Oregon Farm Bureau Health & Safety Committee presents its Rural Road Safety brochure, offering important information for staying safe when encountering large farm equipment on the highway.

"The goal of the brochure is to save lives," said Anne Rigor of the Oregon Farm Bureau Health & Safety Committee. "It's heartbreaking to hear about injuries or deaths involving farm equipment that could've been avoided if drivers had simply slowed down."

If a piece of large farm equipment must use a road, it is required to have a reflective, triangular, orange-and-red, slow-moving-vehicle sign displayed on its rear. This equipment is designed to travel at speeds of only 15 mph or 25 mph, and this symbol is a warning for the driver following it to slow down immediately.

"If you're driving 55 miles per hour on a highway and come upon a tractor that's moving at only 25 miles per hour, it takes only 8 seconds to close a gap the length of a football field between you and the tractor," said Rigor.

The brochure offers useful tips for the general public about how to share the road safely with farm equipment, the meaning of the triangular slow-moving-vehicle sign, and how the SMV sign is for use on slow-moving vehicles only.

"Many people don't realize that it's illegal to use a triangular slow-moving-vehicle sign as a driveway marker or a reflector on a stationary object," said Rigor.

Other tips for motorists include:

- If you decide to pass farm equipment on the road, please do so with caution.
- Be watchful of vehicles behind you that may also try to pass.
- If you must enter the oncoming lane of traffic, do not proceed unless you can see clearly ahead of both you and the vehicle you will pass.
- If there are any curves or hills ahead that may block your view or the view of oncoming vehicles, do not pass.
- Do not pass if you are in a designated "No Passing Zone" or within 100 feet of any intersection, railroad grade crossing, bridge, elevation structure, or tunnel.
- Do not assume that a farm vehicle that pulls to the right side of the road is going to turn right or is letting you pass. Due to the size of some farm implements, the farmer must make wide left-hand turns. If you are unsure, check the operator's hand signals and look at the left side of the road for gates, driveways.

"The brochure also includes information for farmers. For example, there are some good strategies about how to make their equipment more visible on the highway," said Rigor.

The OFB Rural Road Safety brochure can be downloaded at www.oregonfb.org, or request as many free copies as you'd like from Anne Marie Moss, annemarie@oregonfb.org, 503.399.1701.

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