

LOGGERS WORLD

VOLUME 59 NUMBER 10

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A large red and black Waratah HTH625C harvesting head is shown in the process of cutting a large log in a forest. The head is suspended by a black cable and is positioned diagonally across the frame. The background is a dense forest of tall, thin trees with sunlight filtering through the canopy, creating a warm, golden glow. The Waratah logo is visible on the side of the head, and the model number HTH625C is printed on a black panel.

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Finley's Rigging Shack

"Classic"



Originally Published in February of 1978

This is our second issue of Loggers World in 1978. "Things will be great in nineteen seventy eight." Things are looking good already---to me. This year we have got mud instead of dust. We've got water everywhere and in our area we have enjoyed a couple of rip roaring floods already and it may be that we will get another one---or two or maybe even three.

Our President has taken a fast trip through the world and got many things straightened out but can't get his own home grown energy bill passed in this county.

Our football season is over and the interest in basketball at all levels gets closer to fever pitch day by day. Many of our main salmon and steelhead rivers are not fit to fish in as yet---but it will come around.

Things should be good in seventy-eight. For you we hope this is true---"Things will be great in seventy-eight!"

CHANGES:

The cycle of changing, the pressure of changing, the reason for changing gets quicker and sharper and more necessary all the time. Growth always means change. But change does not always mean growth. What you know today may have no value tomorrow.

I've heard it said that the danger is not in growing old but in becoming obsolete. Which means, as

I read it, keeping up with things, changing your mind when it becomes necessary and maintaining a young and positive attitude toward all thing. And this is difficult to do sometimes.

So our New Year's Resolution is that since we can't stop increasing age (without dying) we shall protect ourselves from becoming obsolete and welcome and make those changes seeming to be good and sensible.



FINLEY HAYS

GOOD LOGGERS:

Every month I get the opportunity of meeting loggers I've never known before. I'm always thankful about this and consider it an honor and a privilege to be able to do the work I do. That I get paid for it is a fine and appreciated bonus.

Last month met three logging operators; Partners Ralph Huffman and Roger Wright

(Continued on Page 5)
See "Rigging Shack"

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IN THIS ISSUE



ON THE FRONT: Bringing up a turn is David G. Henderson Logging's CAT 235C, operated by Sheldon Ackerman, equipped with the new Eagle Raptor that has been fast and reliable for the Lewiston, Idaho-based operation.

See "Always in Motion" starting on Page 6

4. RIGGING SHACK
"Classic" From Sept. 1978 by Finley Hays
6. ALWAYS IN MOTION
DAVID G. HENDERSON LOGGING. by Brandon Hansen
16. BILL HARSEY JR.
FROM LOGGING TO KNIFE MAKING by Kevin Core
22. AS WE SEE IT...
23. SUMMARY JUDGEMENT
IN TRASHING LAND, THE EPA HAS NOTHING ON THE FOREST SERVICE
24. IRONMART
26. SHOW AND SELL
27. INDEX/COMING EVENTS

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Rigging Shack

(Continued from Page 2)

of Huffman and Wright and Lawrence Gibbons of Allen and Gibbons. Both logging operators are from Riddle, Oregon. These two outfits get along like kittens in a basket. They work together, haul machinery for each other and in all ways aid and abet the efforts of the other logging operation as much as they can.

Roger Wright and Lawrence Gibbons share the same grandchild. Roger's daughter is the wife Lawrence's son. Out of this marriage came a granddaughter that is 3 years old and the apple of the four eyes of both grandfathers.

I was very deeply impressed by these logging operators and enjoyed the time I was around them. Lawrence Gibbons give much credit for the success of his outfit to the fact that he is logging for a very fine company to log for---Sun Studs of Roseburg. Lawrence likes to talk about his family---he likes his family and is very proud of them. Has a pair of twin boys that are either teenagers or soon will be. Has another son who is quite an athlete, a quarterback on the football team, point guard on the basketball team and second baseman on the baseball team. His elder son runs loading machine, a Koehring, for Lawrence. He is an expert with that machine too.

Lawrence and his wife also have a daughter that is going to college. I knew all of this before we had gone 15 miles---I like to see a man who is proud of his family and not afraid to show it.

BOB CONLEY:

Bob Conley is a logging boss for Huffman and Wright. One time, maybe six months ago, Bob's wife Mary read a copy of *Loggers World* and asked Bob why *Loggers World* never had anything about Huffman and Wright. Bob said he didn't know so why didn't she call *Loggers World*. She did and I got the message and called Ralph Huffman and from that we did go down and take a lot of pictures, about 400, of the Huffman and Wright log-

gers and machinery. But I never got to meet Mary Conley. And she started the whole transaction.

Bob Conley is going to get more into Safety Engineering in this operation. They, meaning Huffman and Wright, hire way over 100 men. Ralph says that Bob can do the company a lot of good by visiting the different sides and looking things over and coming up with a good safety plan. So that is what Bob is planning to do. Am in complete sympathy with this and think Bob is the right man for this job---and most others.

Bob used to log for himself and over ten years ago he sold his machinery and went to work for Ralph Huffman and Roger Wright. He has known both men since they were young men, had worked with them before they were in business for themselves and had worked for Ralph Huffman's father some years ago.

Bob was raised in the cattle country and that was his business. He was working on a big ranch and during Christmas holidays came over to Grants Pass to visit his father. He and his father decided to go into logging and sawmilling for themselves. That is what they did and that is why Bob is now a logger instead of a cowboy.

I rode around with Bob for two days and enjoyed his company and respected his opinions. I know he was right because most of the opinions agreed with mine. Smart man---that Bob!

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Now there is some laws and rules that go with this that the publisher must do. One of them is that he accepts all those folks that want to advertise in his publication unless they are an out and out fraud. That is okay---wouldn't really want it any different.

This can be carried to extremes at times though. Have heard of several newspapers who are being sued for huge sums of money because they refused to carry advertisements of pornographic movies, literature and such.

Which just shows you can't always stay out of trouble no matter what you do.



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ALWAYS IN MOTION



CENTER: Hugh Henderson and David Henderson take some time out of their busy workload for this photo. LEFT: The TMY 45 Thunderbird stands tall out on the landing for Henderson. RIGHT: A CAT 235C, operated by Sheldon Ackerman gets down to business.

Photos by Kevin Core

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David G. Henderson Logging Keeps up Pace, Production With Solid Crew

By Brandon Hansen

David Henderson started out working in his father's shop and running skidder.

Now the Lewiston, Idaho logger is heading up 21 employees and carrying on a logging tradi-

tion that he got from his father, Steve. David Henderson Logging now produces roughly 16,000-19,000 poles a year along with maintaining other saw log contracts.

(Continued on Page 7)
See "Henderson"



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Henderson

(Continued from Page 6)

"We're pretty excited," Henderson said. "There is definitely some opportunity out there for logging. We're doing everything we can to be the best we can be."

Henderson was running cleanup for his dad when Steve suggested he branch out on his own.

That resulted in David buying a Timbco 445 with a 965 Valmet processor head in 2000 and sub-contracting for his father. He also bought a 330 Link Belt with a Waratah 624C.

"In 2013, at the time dad was retiring and there was an opportunity to buy equipment and contract from Steve Henderson Logging," Henderson said. "I bought out three sides and grew it into what it is today."

Henderson started with three yarders and a ground side.

"We got a running start on it," Henderson said. "It worked out better than buying out all this equipment and then trying to find work. We just went to work."

Henderson Logging worked primary short and long line skidding as well as hand falling poles. Henderson used John Deere 684H swing grapple skidders and worked in line skidding, processing and loading on right of way jobs for Steve Henderson

(Continued on Page 9)

See "Henderson"

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FEATURED IN THIS MONTH'S ISSUE



DAVID G. HENDERSON LOGGING

David G. Henderson Logging employs 21 and primarily operates around the **Lewiston, Idaho** area. Henderson bought **three sides from his father Steve** in 2013 and got right to work after years out in the woods. The company produces poles - **roughly 16,000-19,000 a year** - for the **Stella Jones Corporation** and also fills out saw log contracts.

LEWISTON IDAHO

Lewiston is located in north central Idaho and has a **population of 31,894**. The town was founded in 1861 because of the gold rush and became the **capital of the newly-created Idaho Territory** in 1863. Today it's a town with industry based in **agriculture, paper and timber products**. It is also home to the **farthest inland port** in the Western United States, sitting at the confluence of the **Snake and Clearwater River**.

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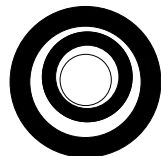
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THE CREW on the Link-Belt LS98TL is all smiles. Craig Solom, Sean Patrick, Steve Thompson and L.J. Murray pose for this photo out on the landing in north-central Idaho.



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Henderson

(Continued from Page 7)

Logging.

"Poles are a considerable part of our operation as well as getting saw log volume for area mills," Henderson said.

The company operates a CAT 235C with an Escoline, an LS98 Link Belt with a boom gantry and a Thunderbird TMY 45.

"We've got some good guys that were with Steve Henderson Logging for many years," David said. "I had been working with a few of them and knew others by reputation but the company was big so we'd only see each other at the safety meetings in the spring."

His guys are top-notch though, as Henderson notes that they're really good stepping in many different roles and keeping production rolling.

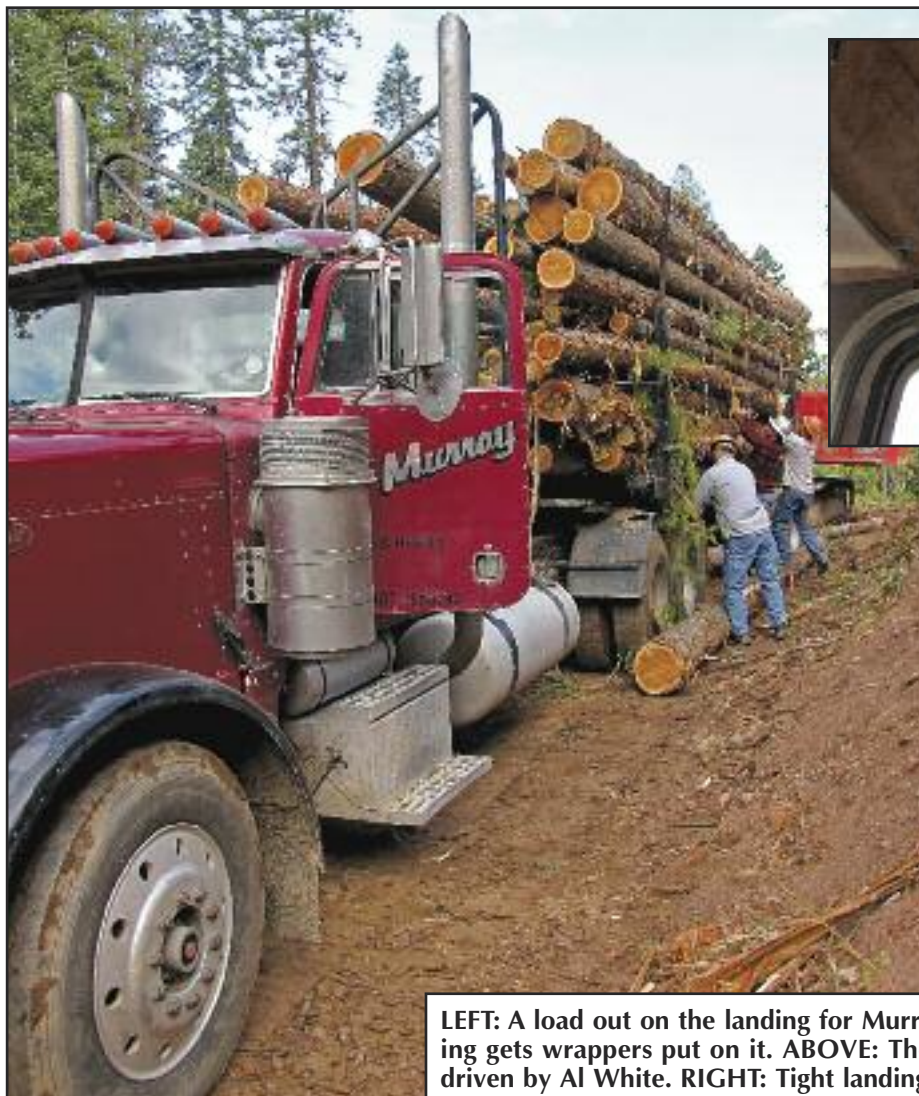
"They don't require a lot of guidance," David said. "Basically you can tell them what

(Continued on Page 11)
See "Henderson"

**LOGGERS WORLD
VIDEO**



Download a QR scanner on your smartphone and scan this to see a video of Henderson Logging in action.



LEFT: A load out on the landing for Murray Trucking gets wrappers put on it. ABOVE: The truck is driven by Al White. RIGHT: Tight landings are the name of the game for Henderson and the CAT 235C takes the lion share of the road.

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(Continued from Page 9)

we're doing and then not worry about it."

Chris Larson does the pole bucking with Madill 3800 and a 625C Waratah. Ralph Newcome and the two form the primary pole-handling team.

The median age of this company is a young one, Henderson added, with most of the crew members between the age of 25 and 40.

Henderson Logging recently

purchased a 909MH John Deere harvester with a Woodsman head from New Zealand.

"It didn't take our operator Hugh Henderson much time since he had been in a 350LX Link Belt log loader and was finally able to be level on line strips and low-banking operations with this machine."

Henderson also added a John Deere 648H skidder last winter, trading in his older skidder and he also is renting a 2001 Madill 3800 from his father after it was rebuilt for use overseas. It's got a

Wartah 625C head on it and has been completely brought up to new specs.

"We're just using it to get the kinks out of it and to get it ready for overseas," Henderson said.

In terms of carriages, Henderson has been running an Eagle 6 on his Thunderbird. The newest addition has been the Eagle Raptor prototype that's shorter and wider than the Eaglet on Henderson's 235C. They also run a Maki carriage on the LS 98.

"We've had very few issues with the Raptor," Henderson

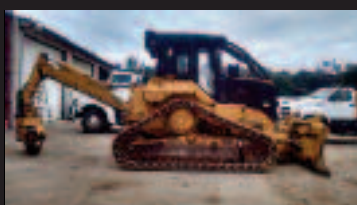
said. "It's a lot faster, has a revised electronic package on it. It's also a lot more responsive."

Eagle Carriage had told Henderson they were working on a new carriage, Henderson expressed interest in it.

"It has sped us up," David said. "We're pretty excited about it and feel like its impact will make a difference on our bottom line."

The Eagle Raptor has ran

(Continued on Page 13)
See "Henderson"



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



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



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



2007 CAT 328D LCR, smooth-edge clean up bucket, hydraulic QC, auxiliary hydraulics, 10'6" stick, very good condition, 6,148 hours.....\$140,000



2013 VOLVO ECR235DL, Volvo QC, 40" Volvo bucket, pattern changer, hyd thumb, aux hyd, 10'6" stick, AC, very clean, low 1,788 hrs.....\$135,000



2012 KOBELCO SK260-9, 48" bucket, standard stick, aux hyd, IT Tier 4 @ 176 hp, very clean, 2,201 hrs...\$105,000



2010 VOLVO EC210CL, QC, bucket, 9'6" stick, aux hyd, AC, rear view camera, 4,220 hours.....\$95,000



2012 JD 300D Series II, very good 23.5Rx25 tires, 4,654 hrs.....\$235,000



2013 CASE 621F, 3rd valve, JRB QC, 3.5 yard bucket, new 20.5x25 26-ply tires, AC, heat, 2,943 hours, lease return, clean.....\$112,000



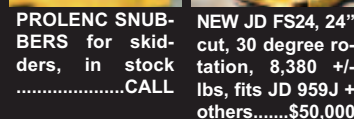
2013 Hyundai HL757TH-9, Tier III Cummins, 3.6 yd bucket, new 20.5x25 tires, cab, AC, 2,604 hrs, good loader.....\$89,500



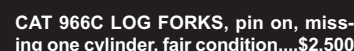
2007 CAT TL1055, 10,000 lbs., 55' reach, 14:00x24 foam-filled tires, CAT diesel, 4,021 hrs, clean unit.....\$53,000



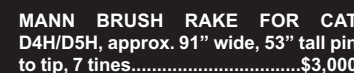
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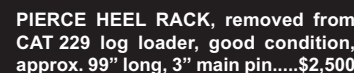
NEW JD FS24, 24" cut, 30 degree rotation, 8,380 +/- lbs, fits JD 959J + others.....\$50,000



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



LEFT: The John Deere 909H, operated by Hugh Henderson handles the steep terrain like a champ. ABOVE LEFT: The new Eagle Raptor carriage has been reliable and speeded up turns on the landing for Henderson. "We've had very few issues with it," David Henderson said. "It's a lot faster, has a revised electronic package on it. It's also a lot more responsive." ABOVE: Chasers Cody Newcomb and Derek Charles stand at the ready out on the landing. "Everybody does something a bit different but the employees keep good care of the equipment and the strip," Henderson said "And that's the difference between success and failure."



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Henderson

(Continued from Page 11)

smoothly for Henderson's operations, and he added that he takes his carriages to Eagle for renovations and refurbishing - since he admitted the Eaglet is not a young machine - so the carriages are always in good shape.

"As far as I'm concerned, they know what they're looking at," Henderson said. "We would do it ourselves but their turnaround time is excellent and they know what they're doing."

Even with the new machines, Henderson knows this crew is the most important cog in the operation.

"Everybody does something a bit different but the employees keep good care of the equipment and the strip," he said. "And that's the difference between success and failure."

In the challenging nature of pole manufacturing and logging, Henderson said you need good people to handle different situations and he feels he has that crew.

(Continued on Page 21)

See "Henderson"



MADILL 3800C processor operator Chris Larson and David Henderson check out the Wartah 625C processor head.

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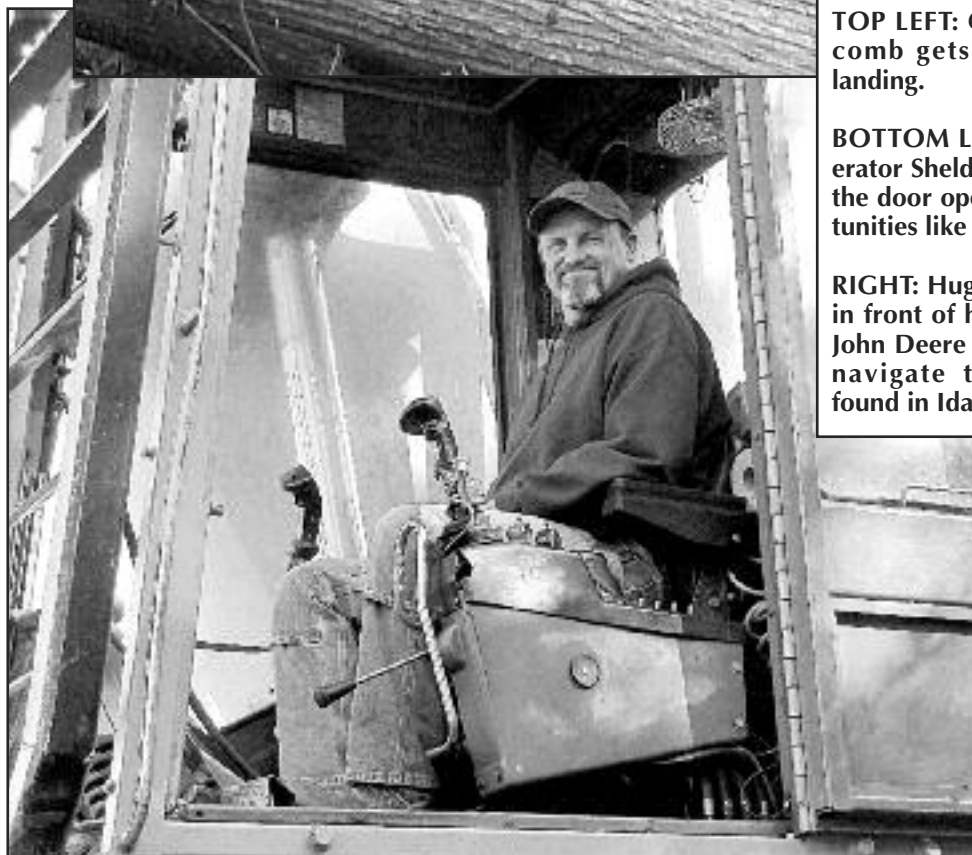
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TOP LEFT: Chaser Cody Newcomb gets clear out on the landing.

BOTTOM LEFT: CAT 235C operator Sheldon Ackerman keeps the door open for photo opportunities like this one.

RIGHT: Hugh Henderson poses in front of his place of work, a John Deere 909MH, which can navigate the steep terrain found in Idaho.





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DEREK SUTTON operates this Madill 1800 with a Waratah HTH 622H head on it. "Guys are always shuffling around and we got real lucky with them," Henderson said. "They do a spectacular job."



SUTTON uses the Waratah HTH 622H head on his Madill 1800 to process logs on the landing. "It's a challenge and it's something different everyday," Henderson said. "For most of us, we grew up in the outdoors here in Idaho, watching friends and family out in the woods. Logging is a good profession and we're trying to do a good job."

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16 **Bill Harsey, Jr.**

From Logging to Knife Making

LOGGERS WORLD OCTOBER 2015

By Kevin Core

When you think of loggers, most likely you think of tough guys, working in dangerous conditions, demanding 100% from each other and their tools. Many people look at Special Forces or elite soldiers through the same prism. If you think about it, it seems inevitable that a logger, who appreciates a tool that is tougher than average, would become a knife maker to the special forces soldiers around the world. William Harsey Jr.'s story is exactly that situation.

William Harsey, Jr. was born into a logging family. He has 5 brothers and sisters, one of which still drives a log truck. His brother, David works for a major manufacturer of saw chain. Another brother works in the fuel industry. One of his sisters is an architect, the other works for an engineering firm in Portland, Or. Bill and his wife Laura have 3 children, a son that is an engineer for SpaceX, a daughter that is working on her PhD in psychology and a daughter that attends the University of Oregon, Bill's alma mater.

Bill's dad was a logger who "ran the woods for Dwyer Lumber & Plywood" owned by Bill's Grandfather, Anthony Dwyer. Dwyer Lumber & Plywood was purchased by Publishers Paper. When Publishers Paper decided to end the active logging operations, Bill's dad started his own logging company. Bill Harsey, Jr. started welding on broken logging equipment on weekends

in his dad's logging shop at the age of 15.

Bill said, "I always had a love for welding, and working with steel. To me, to be able to stick 2 pieces of steel together was magic." That love for steel and welding would serve him well in repairing logging equipment, as well as his knife making career later in life.

In high school, his shop teacher let him weld all he wanted due to a lack of interest from the other students. For one whole year, Bill spent every spare class period practicing his welding. His teacher was pleased that someone took an interest in welding telling him, "If you burn up all the rod, we will get you some more."

Bill's practice welding would pay off during his logging career. Bill pointed out that "On any welding done on a logging operation in the woods, there is nothing less than an emergency at all times. When something is broken and the whole crew is standing around, it's not comfortable welding. I was informed of the dollar per hour it cost to have that crew standing around and it was significant."

But Bill did more than just weld. He set chokers on high lead, got to climb and rig tail trees, was a rigging slinger and got to do hook tender things in the Hook's absence. According to Bill, "I won't say I was anything special as a logger but I got to see good loggers at work. I got a taste of the last of the big

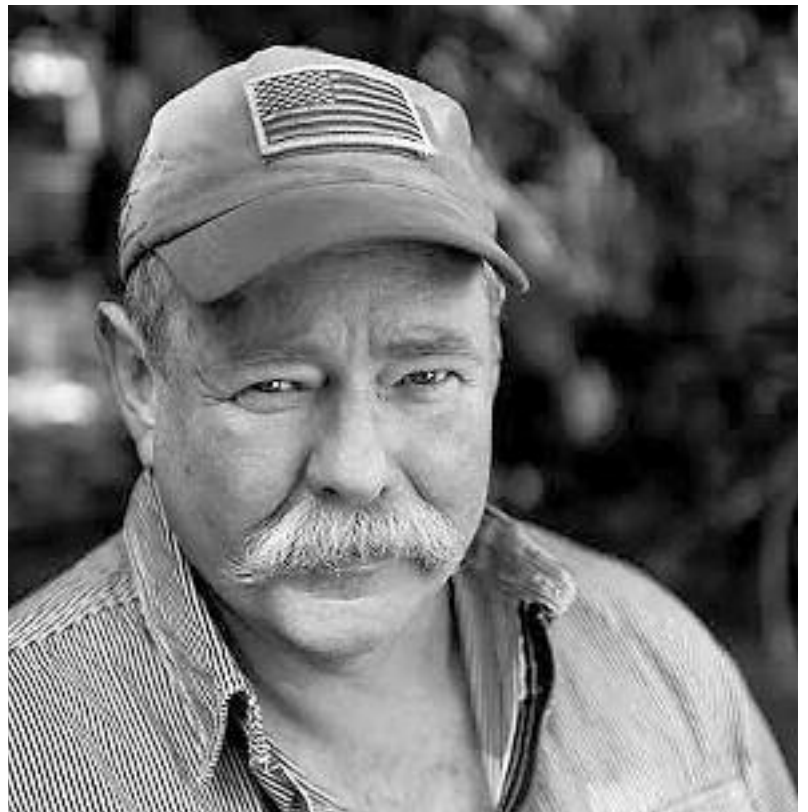
timber in the old school."

As Bill moved through his on-the-job education of welding and metals, he found valuable information wherever it might be found. In those days before the internet put tons of information at our fingertips, you had to have an experienced "guy" to go to. Bill found his fountain of information in the head of the shop foreman for the old Howard-Cooper Corporation, a guy by the name of Speed Ready. Whenever he had a tough problem to solve or needed advice about steel alloy or welding, he could call Speed, and Speed would set him onto the solution. Yet another step along the path to building a knife that would be tough enough to serve the needs

of a special forces soldier.

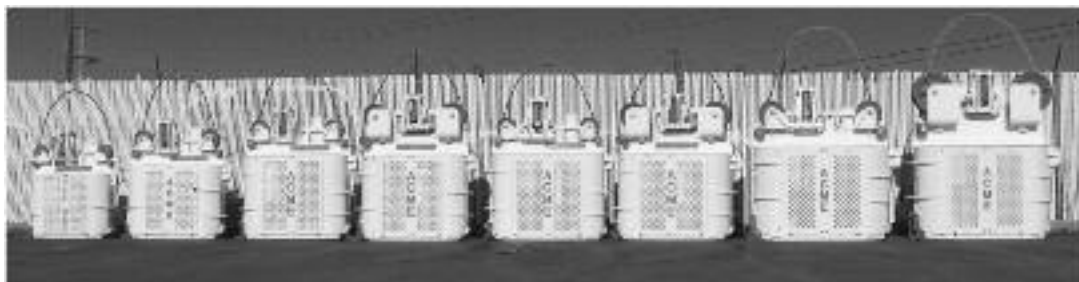
Another aspect of Bill Harsey's education was the influence of his grandfather, Wesley Harsey, a working cowboy, a veteran of the trenches of World War I and an excellent carpenter and cabinetmaker. At that time, cabinets were made to last, unlike the staples and hot glue construction we have today. A vital part of carpentry at that time was having very sharp tools capable of making the complex but durable joints that were used. Bill's grandfather taught him how to sharpen tools by stoning and stropping. The Harsey standard was to have tools that were

(Continued on Page 17)
See "Harsey"



Bill Harsey, Jr. - Knife maker with a logging background and the designer of the Yarborough knife.

Photo by Rachel Harsey



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Harsey

(Continued from Page 16)

sharp enough to shave off one side of a piece of newspaper without going through to the other side.

Eventually, the lure of what

could be done with steel and metals had such a pull on Bill that he decided to go back to college (The University of Oregon) and study design with the intent of working with metal and designing metal objects and knives. When I asked him why he stud-

ied design with the intent of making knives, Harsey explained that design covered art, sculpture and industrial design under one curriculum, with no differentiation between art design and industrial design.

Bob Loveless influence

So Harsey began to make his own knives and started selling special tools to people that were building log houses. Those special tools caught the attention of famous knife maker Bob Loveless. Harsey got to spend a week working with Loveless in his shop and that influenced Harsey's thinking about making and designing knives. Loveless was a machinist, a knife maker, he studied architecture and was a very well-read and well-studied individual. Loveless was the first knife maker that started working with Crucible Steel to develop steel alloys specifically for knives.

Al Mar

Al Mar was another big influence on Harsey's design philosophy. Al Mar was a former First

Special Forces Group Airborne (headquartered in Fort Lewis, Wa) and a Green Beret that served in Vietnam. After that, he earned a Master's Degree in Industrial Design from Art Center College of Design in Pasadena, Ca. His Master's project was building and launching a working 2 man submarine.

About Al Mar, Harsey said, "Our relationship started when I made a custom knife for sale that was dual marked Al Mar/Bill Harsey. I was making it exactly to his specifications. Over time Al asked me for help with a project." They were finding that when their knife designs were being made in Seki Japan by Seki Cutlery, an actual physical model of the design was more closely prototyped than when they sent drawings of the design. Bill would hand build the prototype and modify it until Al Mar was satisfied that the design was correct. Then they would send the actual model to the knife

(Continued on Page 18)

See "Harsey"



Bill's grandfather, Wesley Harsey (circled in photo), was a working cowboy, a veteran of the trenches of World War I and an excellent carpenter and cabinetmaker. Bill's grandfather helped him develop the skill of making tools sharp.



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1997 Cat 322, recent rblt motor and pump, good u/c	\$62,500
2004 Cat 322C, w/Pierce grapple, forestry cab, rblt motor, 15,400 hrs	\$120,000
2003 Cat 325C, w/Pierce grapple, good u/c	\$70,000
2013 Hitachi ZX-240, w/Pierce grapple, forestry cab, 6,000 hrs, new motor, xlent cond.....	\$215,000
2013 Hitachi ZX-370, w/Jewell grapple, 5,000 hrs, good cond.	\$335,000
2006 Link-Belt LX370, w/Jewell grapple, recent motor, good u/c, forestry cab, good cond.	POR
2014 Link-Belt 290LL, 1,000 hrs, like new cond	\$345,000
2013 Doosan DX300LL, 3,400 hrs, xlent cond., w/Pierce grapple.....	\$207,500
2008 JD 2554, Jewell grapple, 11,200 hrs., new u/c & rebushed & pump drive.....	\$180,000
2008 Kobelco SK 350, w/Jewell grapple, 11,500 hrs	\$170,000

DELIMBERS

2011 JD 2154, w/2011 Waratah 622B, 8,700 hrs, xlent cond.....	\$220,000
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2008 JD 2054, w/08 Waratah 622B, RB front, recent repairs, good cond	\$75,000
2006 JD 2054, w/06 Waratah 622B, rblt head, good u/c, recent pump, swing group, RB front.....	\$120,000
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2005 JD 350, w/05 Waratah 624, complete rebuild on head, good carrier.....	\$170,000
2013 Link-Belt 350LL, w/2013 Waratah 624C, full rotation, c/w rubber & steel wheels, 3000 hrs..	\$545,000
2002 Cat 325C, w/2002 Waratah 622	\$60,000
2001 Waratah 622, w/comp, controls, we can install on your machine	\$37,500
2012 Pierce GP, w/comp. and controls, 5,000 hrs, we can install on your machine	\$65,000
2003 Daewoo 300, w/DM 4400, 15,000 hrs, recent pump, good u/c, 3/4 chain on top & butt saw	\$80,000
2004 Cat 322C, w/Pierce 3348, 17,000 rblt motor, recent pump, boom & bushings, xlent cond.....	\$80,000
2004 Cat 322C, w/Pierce 3348, 18,000 hrs, good u/c, recent pump, very good cond	\$90,000
2005 T-Bird 1236B, w/DM 4400, xtra new boom, 9,000 hrs.....	\$85,000
2007 JD 2554, w/DM 4450, rblt motor and pump, nice limber	\$145,000

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2004 Timbco 445EXL, w/Quadco 22" hot saw, 12,000 hrs, good cond.....	\$135,000
1999 Timbco 445D, w/32" bar saw, good u/c, 12,000 hrs, recent motor & pumps, good cond	POR
2000 Quadco QFH, 22" 40° tilt hot saw, good cond.....	\$22,500
1999 Quadco 6032, brush mulcher & shredder head	\$19,500

WHEEL LOADERS

1984 Cat 966D, c/w log forks and bucket, excellent cond. good rubber	\$70,000
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SKIDDERS & DOZERS & GRADERS

2010 JD 848H, dual fnctn 360° grapple, 7,000 hrs, 1000 hrs on new motor, good rubber	\$130,000
2010 Cat 517, swing boom, only 2,800 hrs, auto lube system, like new cond.....	POR
1994 Cat 518C, rblt motor and trans, good rubber & chains	\$37,500

YARDERS & SWING YARDERS

Madill 6240, w/Acme 15 car, xlent cond., good lines	\$425,000
Diamond D210, rblt yarder, xlent cond	POR
Skagit GT3, hyd u/c, big drums, 3 guyline, rblt 8V92 & trans, live boom, Eaglet avl., Xlent cond.....	POR
Pacific 1188, Cat 425, rblt trans, torque & drum set w/ shafts, hyd u/c, run all logging systems.....	\$235,000
Washington 188, Cat power, rblt trans, good lines, tank mount, good u/c.....	\$190,000
Link-Belt LS98, Cummins 855 power	\$50,000
1999 Kobelco 300, yoder w/tong tosser, two speed drums, new u/c and motor, 13,000 hrs.....	\$140,000
Pull Master tong tosser drum c/w controls.....	POR
Madill 071, two speed trans, rblt Detroit 8V71T & torque, 4 guyline, water on all drums, good u/c, one of the last 071 built	POR
Madill 071, rblt Detroit 8V92T silver, new Cat 325 hyd u/c, new 70' telescoping tower, five guylines, rblt Allison 750 trans, new tilt cab	POR
Skylead SC40, Cummins 160hp, w/ Allison, water on drums, good lines, 4 guyline, TJ 450 carrier	POR
1986 TMY50, w/Eagle 6, line truck, rblt motor, trans., torque, oil cooler, drum bearings	\$495,000
T-Bird TY90, T100HD trl, 8 guylines, 1 3/8", Cummins KTA 1150, new paint, xlent cond	\$450,000
T-Bird TY90, T100HD trl, 7 guyline, 1 3/8", Cummins KTA 1150, good lines, ready to log	\$350,000
T-Bird TMY45, self prop, on rubber, rblt 903 Cummins & torque, good lines ready to log.....	POR
Skagit 737, T100HD trl, 7 guyline, 1 3/8, Cummins KTA 1150, water on all drums, good lines	\$125,000
Skagit 737, T100 trl, 7 guyline, 1 1/4", Cummins 855, Allison, water on all drums	\$169,500
Washington 137, Slackliner, T90 self prop., Cat 3408, 8 guyline 1"3/8 yarder	\$160,000

MOTORIZED CARRIAGES

2001 Boman IV, Deutz power, w/bugs 2,200 hrs, rblt car	\$37,500
2014, Boman M5, like new cond., Low low hrs, w/radios	\$77,500
2010 Boman M5, good cond., w/radios	\$50,000
2013 Boman 7900, 1,900 hrs, excellent cond	\$72,500

FIRETRAILERS, TRUCKS & TRAILERS

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

Harsey

(Continued from Page 17)

makers in Japan and the results were far better because they could actually put their hands on the knife and reproduce it far more accurately. This was many years before the 3D modeling we have today. "It was Al Mar who got me to look at a knife as an object of design and helped train me in the continual refinement necessary to get the design right. It's easier said than done," said Harsey.

Col. Rex Applegate

Al Mar introduced Harsey to Col. Rex Applegate, who worked with Harsey to create the Applegate Fairbairn Knife line for Gerber. In 1941, Col. Applegate was recruited for the OSS to design and run the "School for Spies and Assassins". Applegate was the close-combat coordinator for all clandestine missions and for a time he served as the personal bodyguard to President Franklin D. Roosevelt. Harsey's 14 year association with Apple-



Knife maker Bill Harsey, Jr. with a few of his blades. Yes, he always wears a hickory shirt.

gate creating prototype knives was what led to Harsey's association with Special Forces Soldiers.

Making his own scalpel

Just to let you know what kind of confidence Harsey has in his own abilities to make a knife and make it sharp, I have a short (but true) story for you. Harsey was working on a special project for Al Mar building handles for folding knives for a secret project with a short timeline. On knife #1 there was an epoxy related failure in the mechanism that resulted in cutting Harsey's right hand and severing 2 tendons. The project had to get done so Harsey had the doctor stitch up the initial wound without fixing the tendons. Seven days later, Harsey had the project completed and called the surgeon to schedule the tendon repair. Harsey recounts the event this way, "The night before the tendon re-connect surgery, I called up my friend who is a plastic reconstructive surgeon - I had built some other tools for him. I said, Hey Mark, can I build the scalpel for this surgery? He said yes, just get it there 45 minutes early so we can run it through the autoclave. Then I stayed awake to make sure he used my knife."

The Yarborough Knife

Over 100 knives were submitted to the US Army when they were looking to select the knife for the Green Beret - the knife that would eventually be known as the Yarborough Knife. Harsey's knife was the knife chosen. Harsey knew he needed to be able to have more produc-



THE HARSEY-DESIGNED YARBOROUGH KNIFE - presented to every soldier that graduates from the special training that qualifies them for the Green Beret. Each knife presented to a graduate has an individual serial number which is recorded and only issued to that soldier.

Over 100 knives were submitted to the US Army when they were looking to select the knife for the Green Beret - the knife that would eventually be known as the Yarborough Knife. The top knife is the prototype that Harsey submitted.

tion capabilities to build the Yarborough knife so he chose to team up with Chris Reeves Knives in Boise Idaho, which currently employs 40 people.

Harsey said, "I tried to put everything I had into this knife." The knife was designed with a handle that allows the user to know exactly where the knife blade is oriented if it is picked up underwater or in the dark. Part of the inspiration for technology of handle/blade orientation came from the handles of competitive racing axes. The racing axe handle is made with a small radius on front edge of axe handle for tactile reference of how the axe head is oriented when chopping. Harsey used that tactile feedback idea when designing the knife that would eventually become the Yarborough knife, the knife that

is presented to every soldier that graduates from the special training that qualifies them for the Green Beret. Each knife presented to a graduate has an individual serial number which is recorded and only issued to that soldier. The general public can't buy a Yarborough knife, but they can purchase a knife of the same design and materials from Chris Reeve Knives - it's called the Green Beret Knife. It's a high end knife but that is what you would expect from a knife designed to be used by the military's special forces.

The Harsey-designed Yarborough knife is rugged enough to keep up with the Special Forces soldier and everything he might encounter. The steel is tough

(Continued on Page 19)
See "Harsey"

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2005 Link-Belt 240LXDHP, 7,704 hours, #020069\$179,000

2004 L870, single grousers, ST5702 hotsaw, new under carriage in 2012, 17,850 hours, #020000\$144,500

2003 Timbco T475E, w/20,400 hrs, runs, as-is, Tacoma, WA, #019056..\$85,000

2008 Hitachi ZX250LL, 2-bar grousers, HD guarding package, arm and hoist cylinder guards, 11,279 hours, #020071\$199,500

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Harsey

(Continued from Page 18)

enough to be used to pry a door off its hinges one day and on the next day be used to penetrate the skin of an aircraft and rescue the occupants – and by the way, the aircraft was on fire! Harsey's Yarborough Knife has been used in a field amputation as well so this is a "do everything" essential tool for the Special Forces soldier. Truly this is a tool that could be described as "Logger Tough" just like the special forces soldier that

carries it or the logger knife maker that designed it.

The Difensa Knife

Harsey's insightful design work for Special Forces soldiers wasn't over with the Yarborough Knife. Harsey explained, "With Spartan Knives, owned and operated by two former full career Green Beret Soldiers (and close friends with Chris Reeve and I) I designed the Difensa Knife, used by the Canadian Special Forces." Bill Harsey's logger background gives him a unique understanding of the mindset of the Special



President George W. Bush receiving his Yarborough Knife from Army Special Forces Generals Csrinko and Parker - May 2008

Forces soldier. They are his friends and they continue to give him design input.

To give us a glimpse of Bill's deep rooted logger values and his appreciation of those who have contributed to his success Bill has this to say, "I hope my work

for the Special Forces would make my Grandparents proud. Logging taught me how to focus up on tough jobs and keep going even when common sense might have said stop." Exactly what you would expect a logger to say.



So if you are wondering what kind of knife a famous knife maker carries on a daily basis, the answer is a Harsey Made knife! His self built knife is the top one, the bottom knife is my Kershaw Leek for a size comparison.



If you are lucky enough to have this name and stamp on the knife in your pocket, you have a "Logger Tough" knife that's built well enough to be used by Special Forces Soldiers around the world.



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ABOVE: Lee Bonner operates a John Deere 648H for Henderson out in the brush. BELOW: L. J. Murray in the Link-Belt 330LX tidies up the job site for Henderson.

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Henderson

(Continued from Page 13)

"Guys are always shuffling around and we got real lucky with them," he said. "They do a spectacular job."

Henderson also subcontracts 15 trucks that helps move the timber to the mills.

"The trucking contractors run a little of everything in make of trucks," Henderson said. "We started contracting with eight

trucks and went up from there."

They do their maintenance at Steve Henderson's shop run by Stan Kurts in Lewiston. David's full-time mechanic Mat Anderson works to minimize the downtime on equipment. The company also uses Steve's lowboy for the majority of our moves which works well since its ten wide and short with a booster which enables them to be able to get into tighter areas.

As for Henderson, he admits

he's on the phone a lot, lining up jobs and making sure problems are solved for the company. He runs road grader and is a backup processor operator in between keeping his five loaders, three line machines and other equipment pieces producing poles and logs.

"It's a challenge and it's something different everyday," Henderson said. "For most of us, we grew up in the outdoors here in Idaho, watching friends and

family out in the woods. Logging is a good profession and we're trying to do a good job."

While the woods can present a challenge around every corner, especially with the big timber Henderson is dealing with out in Idaho, the crew works their best to solve problems and keep things moving.

"A guy can hang in there if he finds the right people," he said.

21

LOGGERS WORLD OCTOBER 2015

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Day in, day out, mechanical harvester chains see extremely harsh use. The chain's components have to withstand continually alternating tractive forces that can lead to hairline cracks, ultimately causing the chain to break. With STIHL RAPID™ Micro™ Harvester Special (RMHS), STIHL has a chain that is truly up to meeting the immense challenges presented by the highly mechanized world of forest harvesting.



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The wear surface has been enlarged thanks to the asymmetrically shaped tooth shanks and connector links. This means that the tension exerted on the chain itself has been minimized to the greatest extent possible. With this emphasis on durability, the STIHL RMHS Harvester Chain should be your chain of choice.



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The Link Belt LS 98 with a boom gantry stands tall over the landing for Henderson Logging.

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As We See It.... Trucking

Agricultural products come in many shapes and sizes, in spite of this variability they have important things in common such as providing livelihoods to many families living in the rural parts of our Country. Whether the crop is soy beans or logs, they have little value without a dependable method to get the product to market. While the production of agricultural products is mostly found in rural areas, the majority of markets are found in the more urban areas. Most agricultural producers rely on truck transportation and there is little to compare to the frustration when a product, especially one with a shelf life, is ready for market and trucks are not available to haul it.

Many industries have been concerned for some time about the loss of trucking infrastructure and the impact it has on their business model. I would like to add my perception to this discussion. Whether we talk about an owner operator or a company running a fleet of trucks, I believe the underlying issue impacting infrastructure and availability is one and the same. There are numerous serious issues impacting trucking operations, such as return on investment, dependability of new trucks, state and federal regulations, price volatility, and for fleets - availability of qualified drivers. In most cases the trucks hauling agricultural products are the image that the general public has of our indus-

try regardless if we are hauling logs or corn. While these trucks say a lot about our industry they also represent the greatest potential liability for any company.

It is relatively easy to get into the trucking business with a rather small monetary investment and a willingness to work hard. If you enjoy 75 hour work weeks behind the wheel of a truck, have a fair share of patience, and a mechanical aptitude, then it might be just the occupation for you. That being said, you can't forget about the constant maintenance and the occasional break downs to add to this work week commitment. Owning a business has both good and bad days, one always needs to be aware, regardless of how hard you work or how efficient you are, there is always someone cutting a corner somewhere to do it cheaper. It is imperative to truly understand the cost of running a truck or a business and be willing to say no when the rate doesn't cover your costs.

When discussing truck costs there are three components that make it up, fixed costs, variable costs and profit (risk). Variable costs are simple to account for, fuel, tires and drivers cost are the lion share of these and they are experienced when the truck is operating. Fixed costs are much different and vary from region as they are directly related to how much the truck can be

operated in a given year. If you happen to operate a log truck in the Western United States, you have a truck that is specifically designed to haul logs and is difficult to convert to other uses. Other parts of the country utilize 5th wheel tractors that can be hooked up to any trailer and provides better opportunities to extend the operating season. There are many issues impacting a trucker's ability to operate a long productive season, especially in the forest products industry: bottom line, the more hours a truck can operate in a given year the lower the fixed costs are.

Profit (risk) is an important part of the cost analysis. A prudent operator will not assume all the risk and hope there is some profit at the end of the job. A prudent operator will know his cost per hour for tires, fuel, insurance, repairs, the impact of loading and unloading delays, etc. A prudent operator will insure his price per hour includes a return on investment, which allows him to operate without putting himself or the public in jeopardy. A prudent operator will put the necessary time into a cost analysis so he knows exactly what his costs are. A prudent operator will not sign a contract when the

job does not make economic sense. A wise old logger once told me "if you are loosing money on every load, your not going to make it up with volume".

The rural portions of this country have been blessed with many honest, ethical, hardworking business people; we all need to be prudent business people as well. The entire forest products industry relies on a healthy trucking infrastructure and the burden to ensure a healthy trucking infrastructure into the future falls on the entire forest products industry as well. We should all be working together for long term solutions rather than short term gains.



Myles Anderson is the current President of the American Loggers Council and he and his father Mike own and operate Anderson Logging, Inc. based out of Fort Bragg, CA.

The American Loggers Council is a non-profit 501(c) (6) corporation representing professional timber harvesters in 30 states across the US. For more information, visit their web site at www.americanloggers.org or contact their office at 409-625-0206.

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Summary Judgment....

In Trashing Land, the EPA Has Nothing on the Forest Service

by William Perry Pendley

Americans now comprehend fully the disdain the Environmental Protection Agency (EPA) has for truth-telling, the rights of others, and the environment. Forget the last six spiteful years; the Colorado mine disaster suffices. The EPA's wanton malfeasance—experts warned of a catastrophic blowout—unleashed three million gallons of orange arsenic-, cadmium-, and lead-laden wastewater into an Animas River tributary trashing public, private, and tribal lands and waters in Colorado, New Mexico, Utah, and the Navajo Nation. Even so, the EPA has nothing on the U.S. Forest Service.

In documents filed days ago in a federal district court in Arkansas, the agency and its lawyers demand dismissal of a \$5 million lawsuit against the United States for decades of tortious use and abuse of a Scottish family's farmland settled one hundred years before the Ozark National Forest's creation made the Forest Service the family's neighbor. Worse yet, Conner Eldridge, the United States

Attorney for Arkansas, argues that, because the Forest Service trespassed upon Matthew McIlroy's farm for years, the government owns the land! The assertion, which has no factual or legal support, is asinine, absurd, and in conflict with an admonition of the Supreme Court of the United States.

In 1808, Mr. McIlroy's family left Tennessee, crossed the Mississippi River, and homesteaded south of the Ozark Plateau's Boston Mountains and north of the Arkansas River at Fly Gap, Beech Grove, and Cass. Arkansas Territory was established in 1819; Arkansas won statehood in 1836; and the million-acre Ozark National Forest, which surrounded the McIlroy farmland, was proclaimed in 1908.

“Worse yet, Conner Eldridge, the United States Attorney for Arkansas, argues that, because the Forest Service trespassed upon Matthew McIlroy's farm for years, the government owns the land!”

William Perry Pendley

In 1933, Congress created the Civilian Conservation Corps (CCC) and put a camp in the Ozark National Forest near Cass. After World War II, the CCC was discontinued, but in 1964 the newly created Job Corps took over the site. Soon, Mr. McIlroy's grandfather, W.C. McIlroy, discovered Job Corps students trespassing on and littering his property, damaging his fences, and destroying his hay; his objections went unanswered. In 1971, W.L. McIlroy took over the farm and noticed the Forest Service had drilled a well on his property. He protested, but agency officials said the well was on federal land, a lie repeated for decades.

In 1973, unbeknownst to W.L. McIlroy, the Job Corps used heavy equipment to tear down a 100-year old levee built upstream of the farm at the confluence of Mulberry River and Fane's Creek to protect the farm and the Jobs Corps site. The result was flooding and erosion

downstream, alteration of the bed of Mulberry River due to silting and deposits of eroded rock, and destruction of 10 acres of farmland. The Forest Service's "mitigation" exacerbated the damage, widening the channel across the farm.

In 1998, when Mr. McIlroy took over the farm, he discovered a section of fence had been flattened and a sewage effluent line installed over it and across 50-60 yards of farmland to discharge waste into Mulberry River. Then he found out the agency: put a "temporary," quarter-mile water line across his land that blocked entry to his farm; used the water well—even though a federal survey proved it was on the farm; brought heavy equipment onto the farm to blade dirt and drag drainage ditches; built a service road across the farm to access the well and the sewage effluent line and poured concrete on the road when it eroded; used the farmland for heavy equipment training—digging down to creek rock, causing serious erosion, destroying fences, and loosening livestock; and, dumped concrete and construction waste on its property near the farm, effluent from which washed onto the farm.

The Forest Service documented its "encroachment" but took no action. In 2013, Mr. McIlroy filed a claim that the United States ignored, so in October of 2014, he sued. As his case makes its way through the courts, he wonders whether his clansmen in William Wallace's days ever saw greater abuses by "the King's men."

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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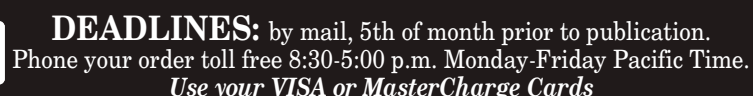


LEFT: A Peterbilt from Murray Trucking gets a load on the Henderson Logging landing. RIGHT: Hugh Henderson in his John Deere 909MH takes down a tree with the Woodsman head from New Zealand.



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2011 Tigercat LH830C
W/LogMax 7000XT,
710 Hrs.
P.O.R.



2006 Hitachi ZX250
w/rebuilt 2006 Waratah 622B,
11,900 Hrs.
\$150,000



2013 Cat 522B,
Quadco 360, 2,700 hrs
P.O.R.



**Thunder-Bird
TMY-50,**
W/Spool
Truck,
Eagle
Carriage
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More
Info.**



1994 Deere 850B
W/Sorting Grapples, 4,300 Hrs.
P.O.R.

LOG LOADERS

- 2013 CAT 325D
- 2008 CAT 320C
- 2012 DOOSAN DX300
- 2011 HITACHI ZX290
- 2014 JOHN DEERE 2454D
- 2008 JOHN DEERE 2554
- 2004 JOHN DEERE 3554
- 2005 JOHN DEERE 330LC
- W/2 PULLMASTER WINCHES
- 2004 JOHN DEERE 2054
- 2003 JOHN DEERE 270
- 2003 KOBELCO SK330 W/2
- WINCHES, TONG THROWER
- 2008 KOMATSU PC220
- 2003 KOMATSU PC300
- 1999 KOMATSU PC200
- 1998 THUNDERBIRD 1240
- LINKBELT 3400 TONG
- THROWER
- 2014 LINKBELT 240X2
- 2005 LINK-BELT 290LX
- 2000 LINK-BELT 3400Q
- 2000 LINKBELT 3400Q
- TONG THROWER

PROCESSORS & DELIMBERS

- 1998 CASE 9040B
- W/PIERCE 3345
- 1994 CAT 320BL
- W/WARATAH 620
- 2006 HITACHI ZX250LL
- W/WARATAH 622B
- 2009 JOHN DEERE 2954D
- W/2010 WARATAH 623C
- 2009 JOHN DEERE 2154
- W/WARATAH 622B
- 2008 JOHN DEERE 2954D
- W/2010 WARATAH 624C
- 2007 JOHN DEERE 2054
- W/WARATAH 622B
- 2007 JOHN DEERE 759J
- W/WARATAH 470
- 2006 JOHN DEERE 2054
- W/WARATAH 622B
- 2005 KOBELCO SK250
- W/WARATAH 622B
- 2012 LINKBELT 290X2 RB
- W/WARATAH 623C
- 2011 LINKBELT 290X2
- W/WARATAH 623C
- 2000 LINK-BELT 3400Q
- W/PIERCE 3345

PROCESSORS & DELIMBERS Cont.

- 2004 MADILL 1800
- W/WARATAH 624
- 2005 MADILL 2800B
- W/WARATAH 622B
- 2008 VALMET 941.1,
- W/370.2 HARVESTER
- 2007 VALMET EX10 W/370.2
- HARVESTER
- 2007 VALMET FX10 W/VAL-
- MET 370.2 HARVESTER
- FELLER BUNCHERS**
- 2013 CAT 522B
- 2013 JOHN DEERE 959K
- 2011 JOHN DEERE 959K
- 2011 TIGERCAT L870C
- 2006 TIMBCO T445EXL
- W/40° QUADCO
- 2006 TIMBCO T445EXL
- 2003 TIMBCO T445E
- 2002 TIMBCO T-445E
- 1995 TIMBCO T445B
- 1993 TIMBCO 445B
- 2013 TIMBERPRO 735
- 2011 TIGERCAT LH830C
- W/LOGMAX 7000XT
- 2011 TIGERCAT LX830C
- 2005 TIGERCAT L870

SKIDDERS / DOZERS

- 2013 CAT 527
- 2011 CAT 527
- 2010 CAT 527
- 2007 CAT 525C
- 2002 CAT 525B W/ESCO
- SWING BOOM
- 1997 CAT 525
- 1991 CAT D6H W/GRAPPLE
- 1988 CAT 508
- 1987 CAT D5H
- CAT D6C
- CAT D8H W/WINCH
- CAT D8K
- CAT D7E W/WINCH
- CAT D7F W/ESCO SWING
- BOOM
- CAT 977L
- 1986 FIAT ALLIS 14C
- W/ARCH, WINCH
- INTERNATIONAL TD8E
- 2014 JOHN DEERE 748H

SKIDDERS / DOZERS Cont.

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

CHIPPERS / GRINDERS

- MORBARK 30RXL
- YARDERS**
- 1995 DIAMOND 210
- 1990 JOHN DEERE 690D
- W/3 WINCHES
- LINKBELT 98
- 1996 LINKBELT 4300Q
- YODER
- MADILL 071
- SKAGIT 737
- SKAGIT 739
- THUNDERBIRD TMY-50
- THUNDERBIRD 6240
- WASHINGTON 188

EXCAVATORS

- 2003 CAT 320C RB
- 2003 KOBELCO SK250RB
- 1990 LINK-BELT 4300C2 RB
- MISCELLANEOUS**
- 2007 BOBCAT T320
- 2004 BOWMAN MARK 6
- SKY CAR
- CAT 977L
- 1980 CAT 140G
- 1975 CAT 12G

- KENWORTH LOG TRUCKS
- 2013 PIERCE GP HEAD
- (2) PULLMASTER HL25-4
- WINCHES

- MEDFORD LOG FORKS
- 40° QUADCO HOTSAW
- SPOOL TRUCK
- 1997 TIMBCO TF815B
- 1994 VALMET 860 FOR-
- WARDER
- 2006 TIMBERPRO TF840
- 1996 TIMBERJACK 1210
- FORWARDER
- 2007 WARATAH 622B

- YOUNG YARDER GRAPPLE

PARTING OUT

- LINKBELT 210LX BOOM
- THUNDERBIRD TSY-155



2003 Cat 320C RB
Excavator,
8,600 hrs
P.O.R.



1990 John Deere 690D
2 Pullmaster winches,
haywire winch
\$75,000



2010 Cat 527
W/5,000 Hours
P.O.R.



New 2013 Cat 527
80 Hrs.
\$440,000

www.crowleyequipment.com



1980 Cat D7G,
A/C & Winch, 7,600 hrs
P.O.R.

2006 Timbco T445EXL,



Rebuilt
Eng.,
New U/C
except
pads,
7,000 Hrs.
P.O.R.



2006 Cat 325C
11,500 Hrs.
\$150,000



2003 Kobelco SK250LC RB
thumb, bucket, heel, grapple,
10,000 Hrs.
P.O.R.

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W



2013 Waratah 623C Processor Head, 3,300 Hrs, In Excellent Condition on, 2008 Hitachi Z350F, Forester Logger 13,200 Hrs, UC Hi-Wide 9' 7" Gauge, Dual Swing Motors, Side Entry Forestry Cab, F & R Work Lts, A/C
Call Tim at **(360)532-1485**

F



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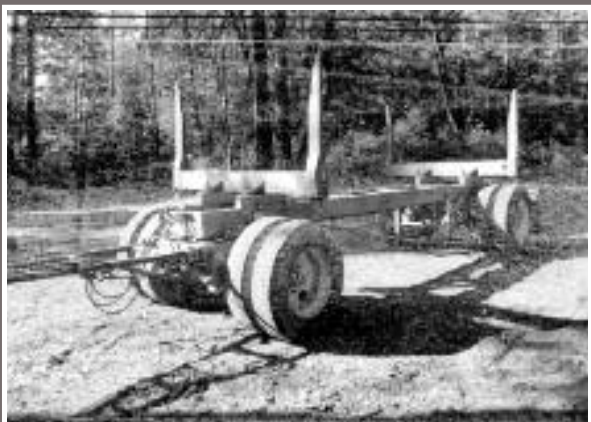
F



2000 Peterbilt 379 Short Hood, 3406E, Jake & retarder, new mains & rods, 18-spd., Eaton 46K rears, 3/8" frame, 250" WB, factory drop axle, 14.6 F/A, new drivers **\$45,000**

(208) 301-3525

F



Freuhaf Short Log Trailer, old but very good cond., needs scales & tires, **\$3,500**
Northern California **530-343-7341**

F



2001 Cat 320CLL, forestry cab, Young grapple, new track rollers **\$80,000** (541) 430-7910

F



2013 Hyundai 3220-9CTL Log Loader, 3,800 Hrs, Good Value, Well Maintained, Cummins QSC 278-HD (Tier 3), Waycon HD Guarding Pkg, UC 28" High, 11' 9" Wide, 41' Logger Boom, 48" Tilt Cab, Side Entry, 63" Jewell Grapples Call Tim at **(360)532-1485**

F



2014 Hitachi Forester, Like New 2,462 Hrs, 2X370F Log Loader, 43' Log Loader Front, 66" Young Grapples, UC Hi-Wide 9' 7" Gauge, Dual Swing Motors, Long Life Zink Free Oil, OSHA Certified Guarding, Rear Entry Cab, Remote Power A/C, Call Tim at **(360)532-1485**

F



2011 John Deere 3754D, Log Shovel 7,380 Hrs, Great Value, Well Maintained, 43' Log Loader Front, 63" Jewell Grapples, H.D. 450 Size Undercarriage, Side Entry Forestry Certified OSHA, Dual Swing Motors, A/C, Call Tim at **(360)532-1485**

F



Quadco 22" Hot Saw, S/N 22250, Rebuilt Cylinders, & Saw Motor, New Brass in Wrist, New Butt Plate, New Teeth, without Boom Adaptor **Best Offer to \$15,500**
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F

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21-23



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8-10



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13



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14



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Advertiser's Index

ACME	IRONMART	24
MANUFACTURING	LW SUBSCRIPTION	22
16	MADSEN'S SHOP & SUPPLY, INC.	6
ALLIED POWER PRODUCTS, INC..	MARKETING INTERNATIONAL, INC. ..	23
14	MPI EQUIPMENT	11
BUSINESS EQUIPMENT	N. C. MACHINERY.....	3, 13
LOANS.....	PETERSON.....	3
8	PROLENC HEAVY DUTY SWING BRAKE	10
CASCADE TRADER	4, 5	
CASHMAN EQUIPMENT	3	
CATERPILLAR	3	
CC HEAVY EQUIPMENT INC.	7	
COWLITZ RIVER RIGGING.....	12	
CROWLEY EQUIPMENT INC.	25	
DUKE'S EQUIPMENT	19	
DURA DIA.	23	
EAGLE CARRIAGE & MACHINE INC.....	9	
EMPIRE SOUTHWEST	3	
EQUIPMENT SOLUTIONS ..	27	
FRALEY TRACTOR, INC. ..	15	
FULL CIRCLE FINANCE....	6	
HIGH CASCADES AGENCY.	8	
HOLT OF CALIFORNIA.....	3	
IRELAND, INC.....	20	
LOCK & LUBE	20	
	ZENDER EQUIPMENT	17

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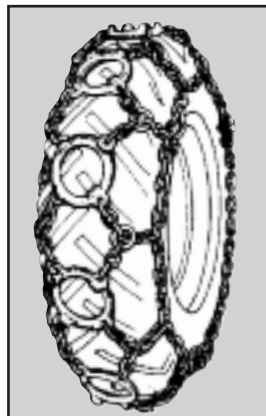
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