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VOLUME 50 NUMBER 11

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Finley's Rigging Shack "Classic"



*Originally printed in
March 1978*

Some of the activities that bring me the most pleasure are some of the more simple things. For instance I had to take an afternoon off from the office chores one day. Met Otto Oja in Kelso for lunch, bought an axe handle and we went to Portland. Looked around there, made a few calls and then back home.

Back at Kelso, where Otto had left his car, we had a final cup of coffee at the Thunderbird Inn and there we met Karl Lindsay and Al Whyte. Karl is with Stihl Northwest and Al is with the Stihl Chain Saw Company. Like these two men and it was good to chat with them even though it was a brief meeting. We all had somewhere else to go and be there quick.

Otto Oja is going to retire from the woods. He falls timber for Weyerhaeuser and the month of February 1978 is his last month. The first of March he will be done working in the woods.

What is he going to do then? Dozens of things. One thing is that we hope he will do some writing and picture taking for

Loggers World. We won't pay him for this probably----maybe he will do it for fame and glory. He will be pursuing his wood carving, chain saw carving career.

He and his wife Zella will do some traveling and many other things. One thing you can be sure of Otto will be busy. Retirement to him won't mean TV and the rocking chair with a bowl of candy and nuts on the side.

For one thing Otto and Zella are going to spend a month in Finland this coming summer.

Otto and I became acquainted through a fine set of circumstances. It was in 1960 I believe. I had come out with our book "Lies, Logs and Loggers". A Eugene TV Station was hard up for someone to be on TV during the daytime hours so they invited me to do some visiting and talking with the interviewer. Zella happened to catch the program and she sent for the book about "Lies, Logs and Loggers". Otto then wrote me a letter and told me about an incident, or several incidents, that had happened to him.

One I remember real well. He said three of them were going to

work in a pickup one morning when they hit some slippery highway and ditched the pickup. They went clear off the road and wound up down in the ditch where they weren't likely to be seen from the highway. They weren't hurt.

They all got out of the pickup and heard a log truck coming up the road. They wanted to stop it and to do this Otto picked up one of his cork shoes and threw it up into the road. The truck swerved a little bit to run over the shoe and kept right on going.

Another log truck came along and they got a ride to the landing with it. When they got there Otto asked the driver of the other truck why he hadn't stopped for them and why he went out of his way to run over and mash up his cork boot. The driver said "Cork boot? I didn't know that was a cork boot I thought it was an Owl."

My wife and I drove from Eugene to Detroit to meet and spend some time with Otto and Zella. We have been in touch ever since.

THE SNELL LOGGING BROTHERS

Many years ago I got a call from a fellow I knew in Sedro Woolley, Washington, (that was in 1960 I guess) I was at Eugene, Oregon. He wanted me to meet some fellows and take them around to look at some yarders. They were Carol Snell the father and Dick Snell and Russell Snell the sons. That was when we first

met. They have been special people to me ever since.

The other day I was going up a road into the hills up on the Clearwater River and I met a pickup. The road was narrow and I had to watch the right hand edge as we went sailing past each other. Got up the road looked in the rear view mirror and could see the brake lights were on on the other pickup. I stopped and backed up, the other pick up backed up and Russell Snell got out and said, "I thought that was you, Finley". He told me they were logging up that road but were shut down for several days.

I followed him to Forks and we had some coffee. Soon Dick joined us and we kept right at it exchanging B.S. And drinking coffee. It was Timber Sale Day in the Forks area and Dick had gone to the Timber Sale. He was full of news of how much stumpage this outfit or that outfit had paid for a sale.

Russ told a story about a logger who had hired a man to set chokers who had never worked in the woods before. After he was in the rigging crew about a week the hook tender said to him: "We are going to change roads pretty soon and when I blow for the haywire I want you to go back to the tailblock and stop the eye of the haulback just ahead of the block."

"The work went along and pretty soon this chokerman came

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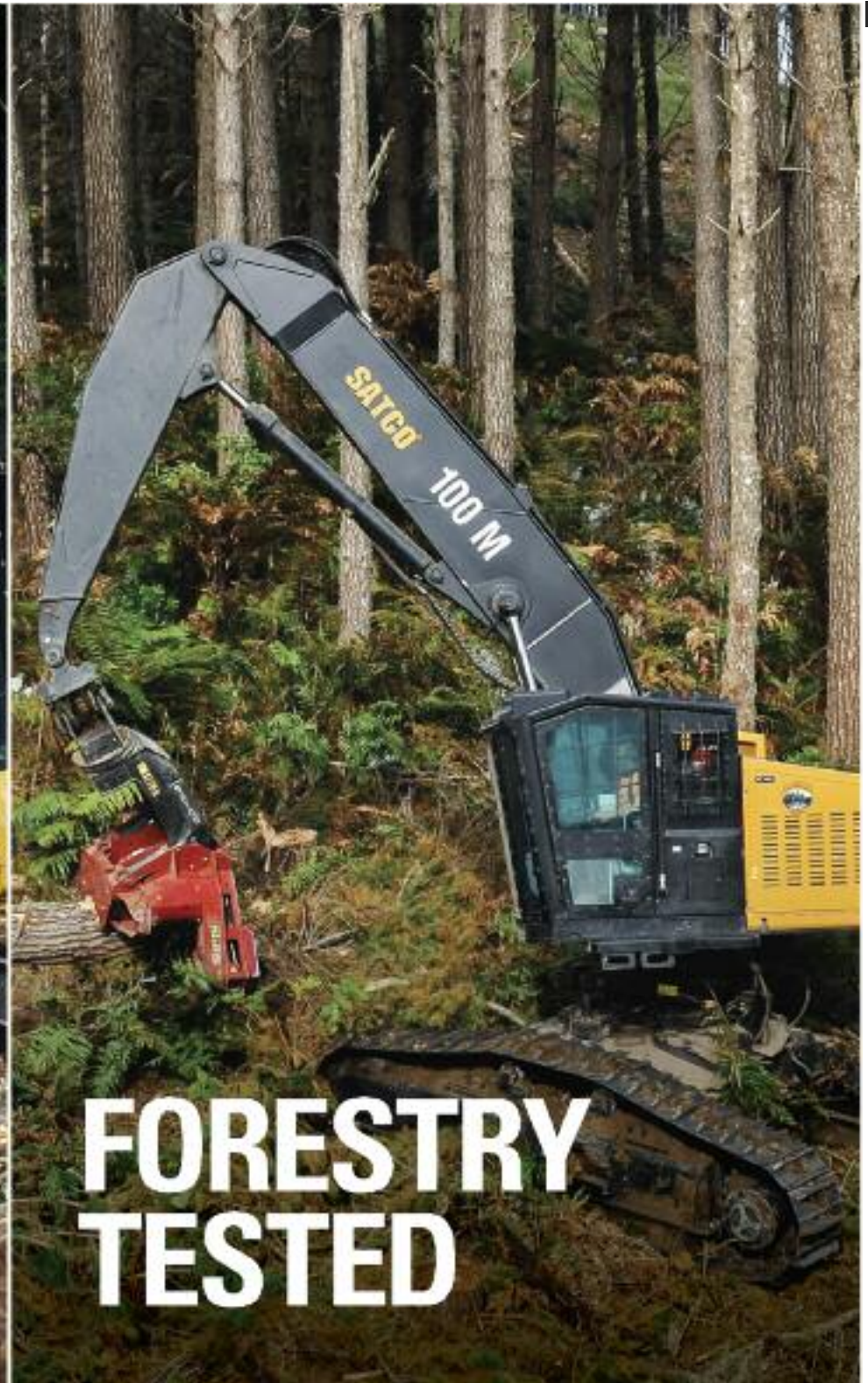
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from the back end and he looked like he had been pulled through a knothole sideways while a bear was clawing and biting on him. He walked up to the hook tender and said: "I'm quitting this job right now. You know a thousand men couldn't stop the eye of that haulback.""

I started laughing at the story and at another thing. I told Russ: "You told me that story exactly like that 18 years ago. I remember it very well and I've used it half a dozen times. You have a remarkable memory." Dick said: "He tells it once a week. That's the only story he knows!"

Along about then Craig Fletcher (well known logging operator working out of Forks and State President of Washington Contract Loggers Association) came along to ask me if I wanted to buy some cameras and a CB radio? He said there were some in a brown Chev pickup out in the parking lot. Said the lights were on on the pickup and he came by to turn them off when he noticed that the window was rolled about half down but the door was locked. He reached in unlocked the door, turned off the headlights and closed and locked the door again. That was my pickup he was talking about. And that was Loggers World cameras and CB radio he was going to sell me.

CHANGES

To grown and achieve it is necessary to change. But changes alone don't guarantee growth and more achievement. There are times it is fun to change a little bit if only to do something different, or to do the same thing in a different way.

This year in our publications

we are doing some changing. Wider spread of news and information for one thing. Cut down on the space used for one logging outfit and get more logging outfits in each issue for another thing. Look for some different things that may be of interest to our readers---different from what we normally do. More poems and cartoons and a re-cap of the things that come to us from other outfits might be good to use.

The changes won't be drastic and they wouldn't hardly be noticed if we didn't talk about them. More pictures but smaller pictures for instance is a way we plan to change.

As usual we are always open to suggestions---we might not take your suggestions and put them into the works but we surely will consider them.

BIG MACHINES

One thing we loggers like to talk about is 'Big Machines'. There is a fine poem by Robert E. Swanson about the big steam yarder. He tells about the fireman that drowned in the water tank and then wound up in the water glass on the side of the boiler. Now that was a big machine.

Years ago met a logger out of Roseburg that was telling about a big big machine. So big it used a one inch whistle wire. That al-

so is big. Was telling another logger about it and he told me that he worked on that rig. It was so big that they painted one tooth of the bull gear white and when it came up to top dead center that meant it was pay day.

And so the stories go.

I live close to some big machines. Real big machines but not logging machines. Not far from our headquarters is the steam plant. They generate electricity there by using coal for fuel. They log the ground under where the coal is. They take off the over burden and use it for filling in some swamps and such things. They take out the coal, which lowers the mountain, and then fill the hole with dirt and smooth it over. Then they plant grass and trees back again. They leave it much better than the way they found it. Very good job they do.

They use some big dirt moving machinery in this job.

I think it was about 1963 or 64 that I went down to Orville, California and watched them building a dirt dam near there.

Remember many things about that job. There were many awesome machines and methods used there. There was a place a man could get too on a hill side and there below him was the whole she-bang. Machines and

men running here and there. Could look the whole outfit over and see what was going on. I spent half a day there---and enjoyed ever minute of it.

They had a big shovel---65 yard bucket on it they told me. They had a big conveyor belt that took lots of dirt and moved it fast out to the dam site. Over a mile long---that conveyor was.

Both of those machines wound up at the steam plant. I flew over the operations one time after they got the big shovel. I spotted it on a hillside and went down and took some pictures of it from the air. On the top of the hill was a small shovel and by looking at the small one you could get an idea of the size of the big one.

Was telling a fellow about it later and said: "Up on the hill above the big machine was a small machine of about 5 yard capacity I'd guess." He said: "I know the rig you mean and that small one is a 15 yard rig."

Anyhow called up John Wisch who is in charge of the Timberlands and found that Leon Voiteberg is doing the logging for them. I'm going to get to see this logging job and the big machines and they should be in this issue of Logger World. Won't say anymore about it now because want you to be a little bit surprised.

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not on, the machine!



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HIS SIGN GETS A LOT OF ATTENTION, BUT IT'S TRUE, there's newly planted trees all over the former jobsite of Mike Pihl near Vernonia, Ore. The longtime logger poses with his four-legged assistant Sally. While not large in size, Sally knows her way around every landing and manages to clean her white coat no matter the mess.



ON THE MOVE

Mike Pihl Logging Stays Busy in the Private Landowner Market

By Brandon Hansen
Loggers World

"Everybody waves to each other in Vernonia," Mike Pihl says as he dictates his truck around the windy roads of Northwestern Oregon.

Pihl - who began logging in 1982 with his twin brother Matt - is no stranger to the strong logging community of Vernonia, nor is he a recluse in the world of logging. Pihl is on the Camp 18 Logging Memorial and Museum Board of Directors, a member on the board of the Pacific Logging Congress and one of its past presidents.

While Mike Pihl is a bit of a rarity in that the vast majority of his business is for private landowners, he is like any other logger in that he's married to his job.

"My job is also my hobby," Pihl said. "I work seven days a week and we pride ourselves in working extra hard to clean up our jobsites and just do a good job."

Mike currently has four sides running, including one cable side. At his peak he said he averaged roughly 50 employees and four towers going but has since trimmed his operation to be more economical. He has one cable side now with a Linkbelt 98 bringing in the turns, and three mechanical sides.

"Now just having one yarder is just about right,"

(Continued on Page 7)
See "Pihl"



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Pihl

(Continued from Page 5)

Pihl said.

Pihl grew up knowing he always wanted to log and spent three years up in Alaska working for Pat Saderberg and Jerry Larrabee, saving every dime he made. Once he moved back down to Oregon, he paid for a Skagit yarder in cash and began logging with his brother for a few years before going out on his own.

Now with 25 employees and steady work, Pihl has plenty of driving to do in between. His crew is also experienced and loyal with the longest tenured logger having worked for Pihl for 26 years while most have been with the Vernonia logger for at least a decade.

"I'd say more of our guys come from Vernonia and it's a great community and I want to see it survive and thrive," Pihl said. "Vernonia is a very unique place in the sense it's an isolated working man's community. Everybody watches out for one another."

Since private jobs are usually smaller affairs, Pihl's crews are always on the move and he said it cer-

(Continued on Page 9)

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REPORTING IN FROM...

JOHN RAGSDALE LOGGING

John Ragsdale served in the **U.S. Army** in **Europe** and upon returning to the **Banks, Ore. area** - he went out into the woods to **work with his dad, Art**. Now Ragsdale is setting out on his own, working in his **Timbco 445C** with a **22-inch Quadco head**.

Mike Pihl Logging

MIKE PIHL LOGGING

Mike Pihl, **out of Vernonia, Ore.** began logging in 1982 and now has **four sides operating in the Northwestern Oregon area**. He largely works on private land and has a company of **roughly 25 employees**. Pihl also runs three log trucks and is on the board of the **Camp 18 Logging Memorial** and a board member of the Pacific Logging Congress.

John Ragsdale Logging

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2001 Cat 320CFM

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CAT SKIDDERS

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CAT SCRAPERS

615,621E

CASE

821; 9030B; 9040B; 9050; 9050B;
9060B

GROVE

RT745

LINK-BELT

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4300 CII-Q; 5800 CII-Q; 6000Q

KOBELCO

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SK400LC IV; SK330

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2554; 310SE; 330CLC; 350DLC;
450LC; 550H; 544J; 544G; 624G;
644H; 644G; 648GII; 690E; 710D;
750B-C; 744H; 753GL; 772BH;
850J; 992D-ELC

SAMSUNG

SE 350LC2

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475D; 475EXL

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PC150-5; PC160LC-7; PC200LC-6;
PC220-6E; PC228USLC-3;
D155AX5; D355A; WA 200-1;
WA180-1; WA400-1; WA320-1;
WA180-3; WA250-3; WA500-1

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ZX200LL; EX200-5; EX60;
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ZX350LC; EX330LC5; EX400LC3;
ZX450LC; EX550LC5; EX700;
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Pihl

(Continued from Page 7)

tainly doesn't get monotonous since they aren't going to same jobsite week after week. Pihl tries to develop strong working relationships with landowners and said that sometimes after beginning one small job they'll begin doing other jobs in the general area for the neighboring landowners.

Since his crews are experienced, Pihl has the utmost trust in them. He says he tries to be

"pleasantly annoying" driving to jobsites when needed to help out or make sure the property lines are in order and the wrong trees aren't cut.

"I've owned my pickup for 13 months and it already has 55,000 miles on it," Pihl said. "I started noticing these funny holes in my shirts and realized it was the seatbelt wearing on them."

Pihl has flown down to Denver, driven to California and just about everywhere in between to talk with private landowners

and keep his operation rolling.

Pihl has roughly 10 pieces of heavy iron working out in the woods. He has two CAT 330Bs, along with two Doosans (300 and 225), a Kobelco 210, a Prentice 410, a Thunderbird with a Denharco 3500, a Mountain Logger skidder and a Cat 527 track skidder. With that much running around, mechanic Travis Rosenthal keeps downtime at a minimum with repairs.

Moving all the equipment is Pihl's Kenworth 2016 T-800 with a 65-ton Aspen lowboy - which

according to the logger is the only way to fly. Pihl also has a log hauling fleet of another 2016 T-800, a short logger T-800, an AutoCar dump truck and a recently deceased 1988 International that had wracked up 1.8 million miles on it. The lowboy also does plenty of equipment hauling for other logging companies in the area.

"We probably haul to 40 dif-

(Continued on Page 10)
See "Pihl"



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



1988 CAT 518 SKIDDER, Esco grapple, NO winch, 3304 @ 130hp, runs & shifts well, 23.1 tires: 2 very good, 2 @ 10-15%. We have 2 new tires @ \$2,500 each.....\$25,000
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PRENTICE CRX 625, approx. 88,000 lbs., Cummins, joystick controls, just arrived, new on market.....\$35,000

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1994 MORBARK 1200, 12' tub, CAT 3408, approx. 650 hp, Morlift 350 boom w/grapple, cab, 3-axle carrier...\$60,000

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2002 BANDIT BEAST 3680 HORIZONTAL GRINDER, CAT C15, 3-axle, 7,620 hours.....CALL



1994 CTR 314SCD, pull-thru delimber, JD power, measuring table, one saw, radio control.....\$18,500



1995 HYUNDAI/ROBEX 290LC DELIMBER, w/Pierce 3345 upper, working daily through last season, estimated 90,000 lbs., consigned, call for location.....\$38,000



LeTOURNEAU LOG STACKER, 60-ton, cab, 4x4, 12.7 liter Detroit Series 60, excellent tires, very clean, good history, from major pipeline job, 3 available.....CALL



2006 KOBELCO SK250LC, Jewell shovel logger built up, Jewell grapple, H&W, 24" tracks, forestry cab, rock guards, good undercarriage, runs well, 12,850 hours.....\$92,500



2011 JD 450J LGP, 6-way blade, JD winch, cab, canopy, AC, heat, good undercarriage, 2,695 hours.....\$78,500



1977 CAT D6D, straight blade w/tilt, sweeps, screens, Carco winch, fairlead, good rails and sprockets, low hour engine w/o paperwork.....CALL



2008 IHC 8600SBA 4,000 GALLON WATER TRUCK, 3 axle, Cummins engine @ 410 hp, 10 speed, air ride, NEW 2015 Randco water system, front, side & rear sprays, hose reel, 8 new drive tires, 489,560 miles.....\$57,500



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.....\$99,000



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.....\$199,500



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



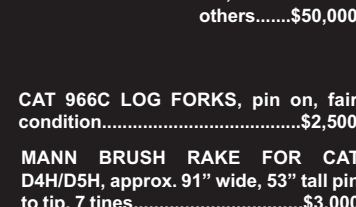
2013 Hyundai HL757TH-9, Tier III Cummins, 3.6 yd bucket, new 20.5x25 26-ply tires, cab, AC, 2,604 hrs, good loader.....\$89,500



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



PROLENC SNUBBERs for skidders, in stock.....CALL



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

CAT 966C LOG FORKS, pin on, fair condition.....\$2,500

MANN BRUSH RAKE FOR CAT D4H/D5H, approx. 91" wide, 53" tall pin to tip, 7 tines.....\$3,000

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



RIGGING CREW members Josh Jackson and Calvin Dinger keep the drift carriage moving up to the Link Belt 98. Company owner Mike Pihl says he tries to be "pleasantly annoying" out on the jobsite - providing help where needed while also letting his experienced crew get their job done.

Pihl

(Continued from Page 9)

ferent destinations so we're fortunate we live in an area where we have that many outlets for logs," Pihl said. "Having our own trucks is more of a convenience thing."

Pihl said that he gets most of machinery from Feenaughty Machinery in Portland, Ore. and Ritchie Bros. in Chehalis, Wash. He works with Bob Payton from Feenaughty and has nothing but good things to say about how he's been treated there. Ritchie Bros. has been also very good to Pihl and helped him out greatly through the recession in 2008.

The operation also had four hand cutters since it's very important for falling to occur with care and flexibility that you necessarily can't do on an industrial job. Pihl estimates about 70 percent of his logs are hand-fallen and the rest are done by feller bunchers from Gwin and Sons, Greg Pellun and John Ragsdale.

The company also has their own forester, Jay Worely who is a retired Oregon forester out of Columbia City.

(Continued on Page 16)
See "Pihl"



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HERE TO SERVE

John Ragsdale Served His County and Now He's Striking Out on His Own in Logging

By **Brandon Hansen**
Loggers World

John Ragsdale was able to see world history first hand while serving in the Army, and now he's making a little history of his own in the the Northwest corner of Oregon.

The Banks, Ore. resident took to logging at an early age since his dad Art was a long-time timber cutter. After growing up around the timber

(Continued on Page 12)
See "Ragsdale"

POSING IN FRONT OF HIS TIMBCO 445C, John Ragsdale stands next to his dad Art. The two have many years of logging under their belts and while Art is retired, it doesn't stop John from kicking around the idea of his dad coming to work for him in the future.

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1995 Kobelco/Kobe Steel SK200LC
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S/N 53200177
Quadco feller intermittend buncher head, 5,017 hrs., good condition

\$361,000



2012 Cat 320D FM LL
S/N GKS00193
Waratah 622B processing head with top saw, 6,994 hrs., ready to work

\$193,000



2012 Cat 532
S/N 05320501
Waratah 632, factory warranty, 3,500 hrs., ready to work

\$359,000

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(Continued from Page 11)

industry, Ragsdale enlisted in the army in 1987 and was stationed in Europe for several years. After his service, John moved back to Oregon and worked with his dad out in the woods. Now he's taking on another adventure of a completely different nature - beginning his own company.

"I told him that he was going to put in a lot of hours and it's going to take a bit of a toll," Art said. "But we've got a lot of friends around here that really respect John and his work. If he's able to keep it simple and economical feasible, he will be fine. It's just a long process, companies don't spring up overnight in logging."

If there's a logger with the pedigree to start his own company it's John. As a kid, he was able to see first hand what the industry was about from his father. Art began his own company in 1975 and was out in the woods until his "semi-retirement" about five years ago.

Upon graduating from Ver-

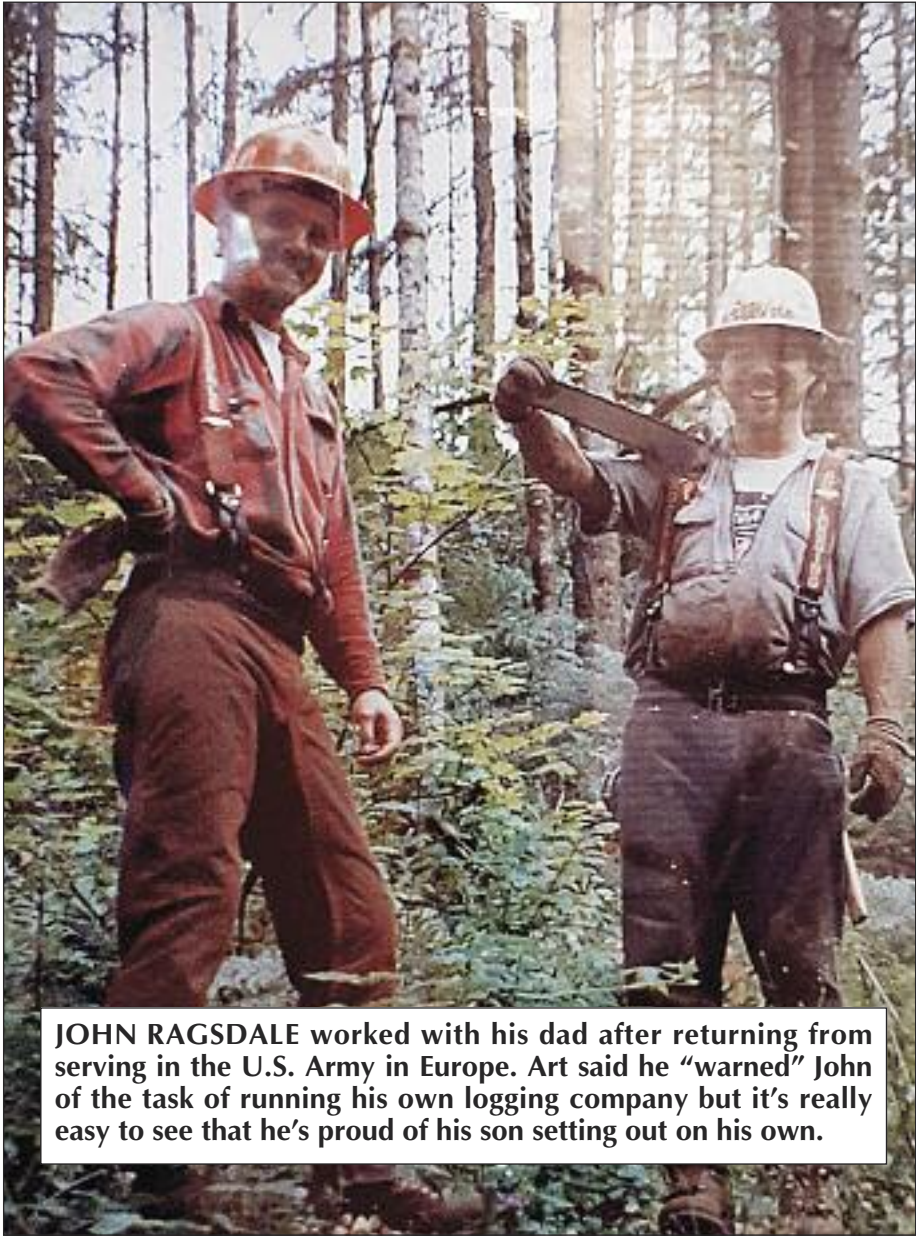
nonia High School, John enlisted in the Army in 1987. He assigned to the 37th Transport Group in Pirmasens, Germany and had a frontline seat to the end of the Cold War.

"I was able to see the Berlin Wall two weeks before it fell," Ragsdale said. "And saw it after it went down. So, of course, I had to step over in East Berlin after that."

The Oregon logger recalled the eerie feeling he got at Checkpoint Charlie before the wall fell. Charlie was the crossing point between West Berlin, occupied by the United States and its western allies, and East Berlin, which was controlled by communist East Germany and its Soviet allies. A staircase afforded Ragsdale a view across the wall and into life behind the iron curtain.

"There wasn't anyone out on the streets except for the occasional armed guard," Ragsdale said. "We were also warned to watch out riding the Berlin subway system because you

(Continued on Page 13)
See "Ragsdale"



JOHN RAGSDALE worked with his dad after returning from serving in the U.S. Army in Europe. Art said he "warned" John of the task of running his own logging company but it's really easy to see that he's proud of his son setting out on his own.



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(Continued from Page 12)

could find yourself in East Berlin if you weren't paying attention. And that wouldn't be a good thing."

Ragsdale also added that two years ago he was able to take one of his daughters on a school trip to Germany and how interesting it was to see all of the changes since the fall of communism.

"We stood in the same spot I did in 1989 and it's definitely a lot different," he said.

Ragsdale would reach the rank of E-4 in the Army and gained valuable experience driving semi-trucks through European countries that would later serve him well in life. Ragsdale hauled ammunition, medical supplies and MRE's in Holland, Belgium, France and Luxembourg. When Saddam Hussein's Iraqi forces invaded Kuwait, prompting the U.S. to launch

Operation Desert Shield, Ragsdale was two weeks from being deployed in the Gulf.

That changed however, and his 76th Transportation Company went to Holland to haul rockets to load onto ships in support of the war.

When he got out of the service in 1991, Ragsdale went to work for his dad and their new enterprise Ragsdale and Son Logging. The company grew to roughly 20 employees with a yarder side. Art had contract cut before then but decided to expand to a full logging operation.

That started John's logging career. He would also spend several years working for other people, while his father Art retired in the official-but-not-official logging sense about five years ago. When the recession of 2008 hit and John found work a bit short, he was able to drive lowboy thanks to the experience he got while serving in the army. When

logging picked back up, Ragsdale was able to work the past six years running feller buncher for Gwin and Sons in Vernonia.

"Rick [Gwin] is an amazing person and I can't say enough about him," Ragsdale said. "He'd give you the shirt of his back if he could."

It was Rick Gwin and Art Ragsdale that John went to when he had the idea of beginning his own company.

"There was a lot of long nights of us talking and they warned me," John said with a laugh. "I've always strived to do good work and get my name out there."

Larry Olson out of St. Helens, Ore. had a feller buncher that wasn't out in the woods, so John was able to work out a deal and acquire his first piece of equipment: A 1997 Timbco 445C with a 22-inch Quadco head.

With his Timbco, his saw and his work ethic, Ragsdale has

been lining up work and with the connections he's developed throughout the years, he's been a busy guy a few months into the operation. He exudes a great deal of appreciation for all the help that Gwin and his dad has given.

"My plans are to keep things simple," Ragsdale added. "Maybe in the future if things are going well, I can get another machine and get a Waratah head on it for a quick change as a backup or get my dad to run processor for me."

Art, while retired, works with hounds and horses in his free time.

John Ragsdale does cutting for Mike Pihl Logging, Mike Lardy and Larry Olson and hopes to also keep running Rick Gwin's feller buncher. The Ore-

(Continued on Page 15)



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2008 Cat 320DFM, Cat grapple, 7,900 hrs, new u/c, auto lube system.....	\$194,500
2004 Cat 320CFM, 23,000 hrs, good u/c.....	\$72,500
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
2007 JD 3554, w/Pierce grapple, 6,000 hrs, excellent cond.....	\$225,000
2006 Kobelco SK210 LL, Pierce grapple, forestry cab 8,000 hrs good cond.	\$90,000
2013 Hitachi ZX-240, w/Pierce grapple, forestry cab, 6,000 hrs new motor, exc. cond.	\$215,000
2013 Hitachi ZX-370, w/Jewell grapple, 5,000 hrs, good cond.	\$335,000
2002 L-B 290, Pierce grapple, forestry cab 17,000 hrs.....	\$47,500
2013 Doosan DX300LL, 3,400 hrs, exc. 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

2005 Madill 800, w/05 Waratah 622B, 13,400 hrs, new pump & u/c, recent rebushed head.....	\$90,000
2011 JD 2154, w/2011 Waratah 622B, 8,700 hrs, xlent cond.....	\$210,000
2006 JD 2054, w/2006 Waratah 622B, 16,500 hrs, rblt pump, head is in good cond, good u/c.....	\$85,000
2007 JD 2054, w/2007 Waratah 622B, 6,000 hrs on new motor & pump, rblt head	\$75,000
2000 JD 230 LC, w/Pierce PTH 20 head, standard carrier, RB front.....	\$75,000
2005 JD 350, w/05 Waratah 624, complete rebuild on head, good carrier	\$170,000
2005 Cat 322CFM, w/2005 Waratah 622B, 6,000 hrs on pump & motor, rblt head.....	\$85,000
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, xtra boom chain and parts	\$90,000
2007 JD 2554, w/DM 4450, rblt motor and pump, nice limber	\$145,000

BUNCHERS

2005 Tigercat LX 870, rblt 23" saw, good u/c, recent repairs, 17,000 hrs.....	\$195,000
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 degree tilt hot saw, good cond.	\$22,500
1999 Quadco 6032 brush mulcher & shredder head.....	\$19,500

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1984 Cat 966D, c/w log forks and bucket, excellent cond, good rubber	\$70,000
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2010 JD 748H, bunching grapple, dual fnctn boom, rears 90%, front 30%, 1 set chains, 5200 hrs.....	\$145,000
1999 TJ 460, dual fnctn boom, bunching grapple, good rubber, nice dry, tight.....	\$55,000
2010 Cat 517, swing boom only, 2,800 hrs, auto lube system, new rails & shoes, like new cond	POR
1994 Cat 518C, rblt motor and trans, good rubber & chains.....	\$37,500

YARDERS & SWING YARDERS

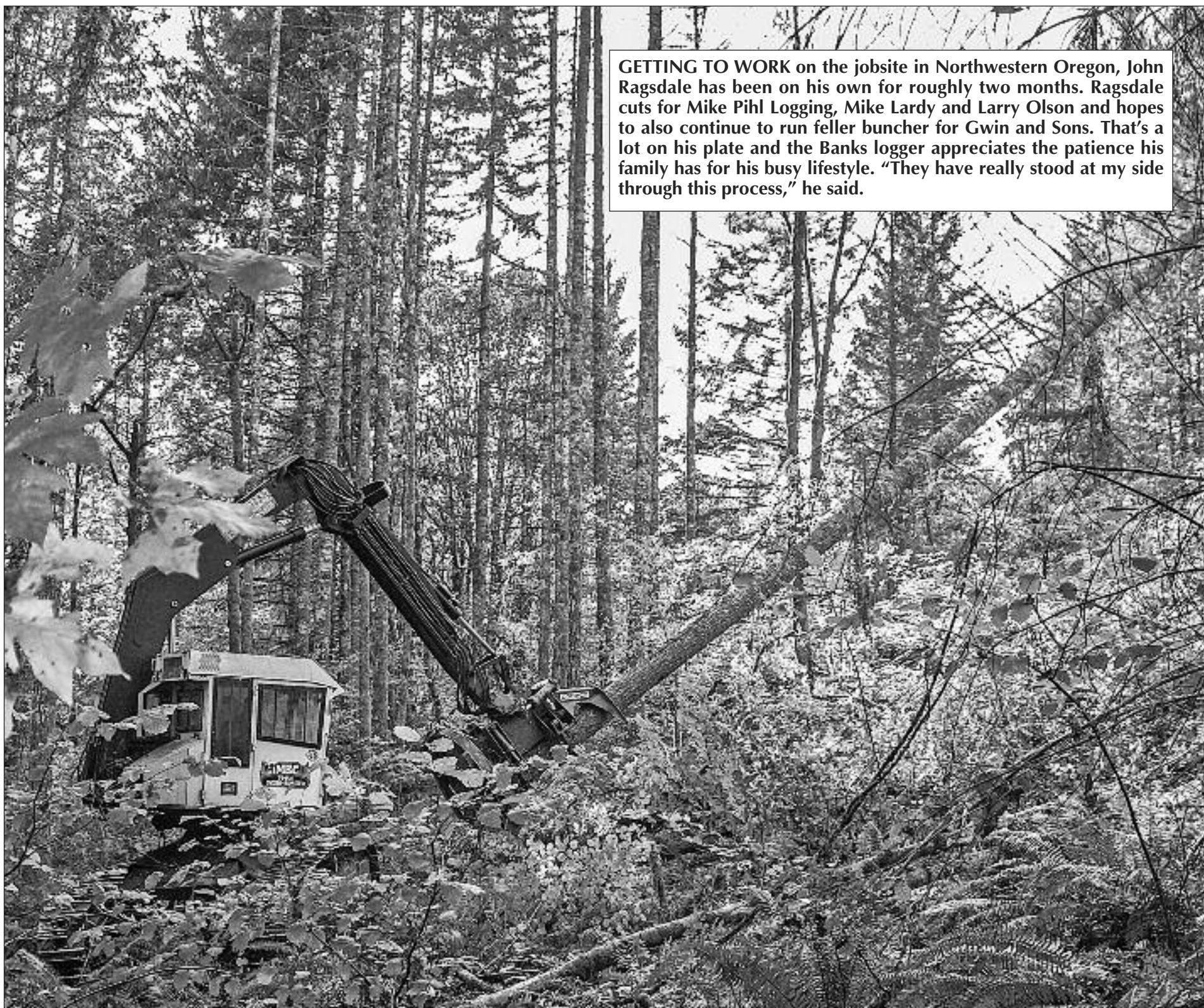
Madill 6240, w/Acme 15 car, exc. cond., good lines	\$425,000
Diamond D210, rblt yarder, xlent cond	\$325,000
Pacific 1188, Cat 425, rblt trans, torque & drum set w/ shafts, hyd u/c, run all logging systems.....	\$235,000
Washington 188, Cat power, rblt trans, good lines, tank mount, good u/c	\$190,000
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
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 & torque, 4 guylines, good u/c, high speed gear, w/ lines.....	\$119,000
Skylead SC40, Cummins 160hp, w/ Allison, water on haul back, good lines, 4 guyline	\$90,000
Christy Yarder, trl. mount, Cummins power, Alison trans., c/w rblt Eagle car	\$57,500
TJ450 skidder mount, c/w Maki car	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, 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, exc. cond	\$72,500

FIRETRAILERS, TRUCKS & TRAILERS

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



GETTING TO WORK on the jobsite in Northwestern Oregon, John Ragsdale has been on his own for roughly two months. Ragsdale cuts for Mike Pihl Logging, Mike Lardy and Larry Olson and hopes to also continue to run feller buncher for Gwin and Sons. That's a lot on his plate and the Banks logger appreciates the patience his family has for his busy lifestyle. "They have really stood at my side through this process," he said.

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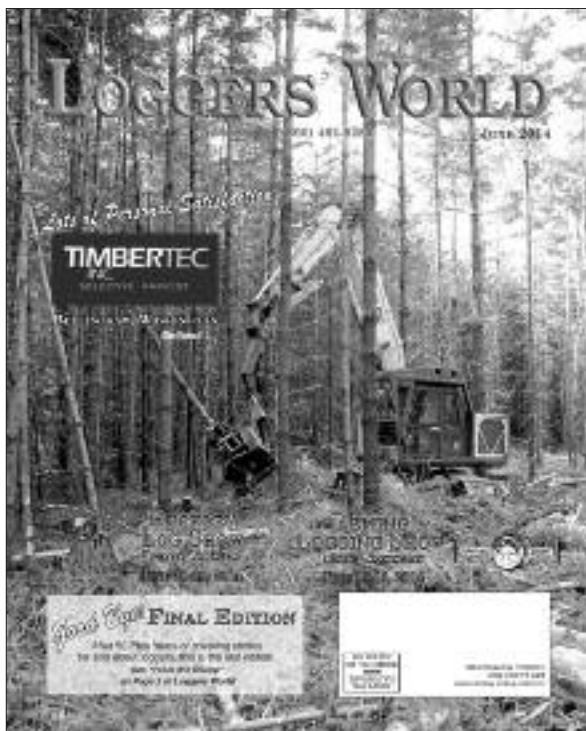
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NOT MUCH HAS CHANGED IN SEVERAL YEARS, except for a bigger machine. John Ragsdale grew up around logging as evident by this photo from his younger years while being exposed to it by his father Art. Now John runs a Timbco 445C along with being a Banks, Ore. volunteer firefighters and EMT.



Ragsdale

(Continued from Page 13)

gon logger says that beginning with the Army, he's also wanted to be part of something. That's why he's also a Banks, Ore. volunteer firefighter and EMT.

There's a lot on his plate and he said he couldn't do it without the support and understanding of his family. His wife Shari does the computer work for him, while he also has two daughters. The oldest, Kortni, is going to college at Oregon State to become a forester and is an avid hunter. The youngest, Katie is a big soft-

ball player as a pitcher.

"They have really stood at my side through this process," Ragsdale said. "Starting a business can have grumpy nights and they've always been there with their support."

When John does find the occasional free moment, he's out hunting. An accomplished deer and elk hunter, John has also gotten his oldest daughter Kortni into the game. She already has a six-point bull and a four-point buck to her name. In December, John is planning a Cougar hunt in Montana and he does some salmon fishing

every now and then.

"I started with my dad when I was young hunting raccoons and now watching one of my kids hunt - she got her first bobcat when she was nine years old - has made it really enjoyable," John said.

Much like a hunter has his sights set in on a target, Ragsdale has his concentration on being successful with his own business. With the support of other Oregon loggers and his father Art, the Army veteran is making new history out in the woods and slowing down doesn't appear to be an option anytime in the future.



LOGGERS WORLD VIDEO

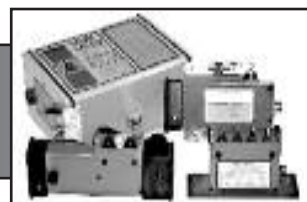
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THE SUN ISN'T THAT HIGH IN THE SKY, but Pihl Logging has been at it for a while on their Buster Creek jobsite near Jewell, Ore.

Pihl

(Continued from Page 10)

Pihl is also heavily involved with Camp 18 logging museum and memorial, located in Elsie, Oregon. Working on the Camp 18 board of directors, Pihl works with maintaining and choosing which logging machinery is displayed and upkept at the site. They also run a logging show in

the springtime that serves as a big fundraiser.

He's good friends with Camp 18 restaurant owner Gordon Smith, who acquired the chunk of land that Camp 18 sits on in 1966. He spent roughly 14 years dealing with zoning laws and other hoops before finally getting a building permit for the Camp 18 museum.

Smith went big. Really big

with the museum. All of the timber used in the building came from the area and logged by Smith. It has been hauled in, hand peeled and draw-knifed with the help of his family and friends.

The centerpiece was the 85-foot ridge pole in the main room, the largest structural member known in the United States. Smith hauled it in on two log

trucks with Dennis Wilcox and used two log loaders to set the 25-ton behemoth up. After a few years, Smith decided he wanted to put a restaurant in the museum and took his chainsaw to some of the building's walls to create bathrooms and a kitchen.

(Continued on Page 23)
See "Pihl"

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DOOSANS EVERYWHERE as Jeff Hansen runs the Doosan 225 with a Logmax 7000 processor head. In the background, Roger Fogle runs the Doosan 300 loader. The road up to the landing has a steep grade, meaning they had to keep an eye on the weather. Even a sea mist could make the road too wet to navigate. Luckily the wet stuff held off on this fall day.



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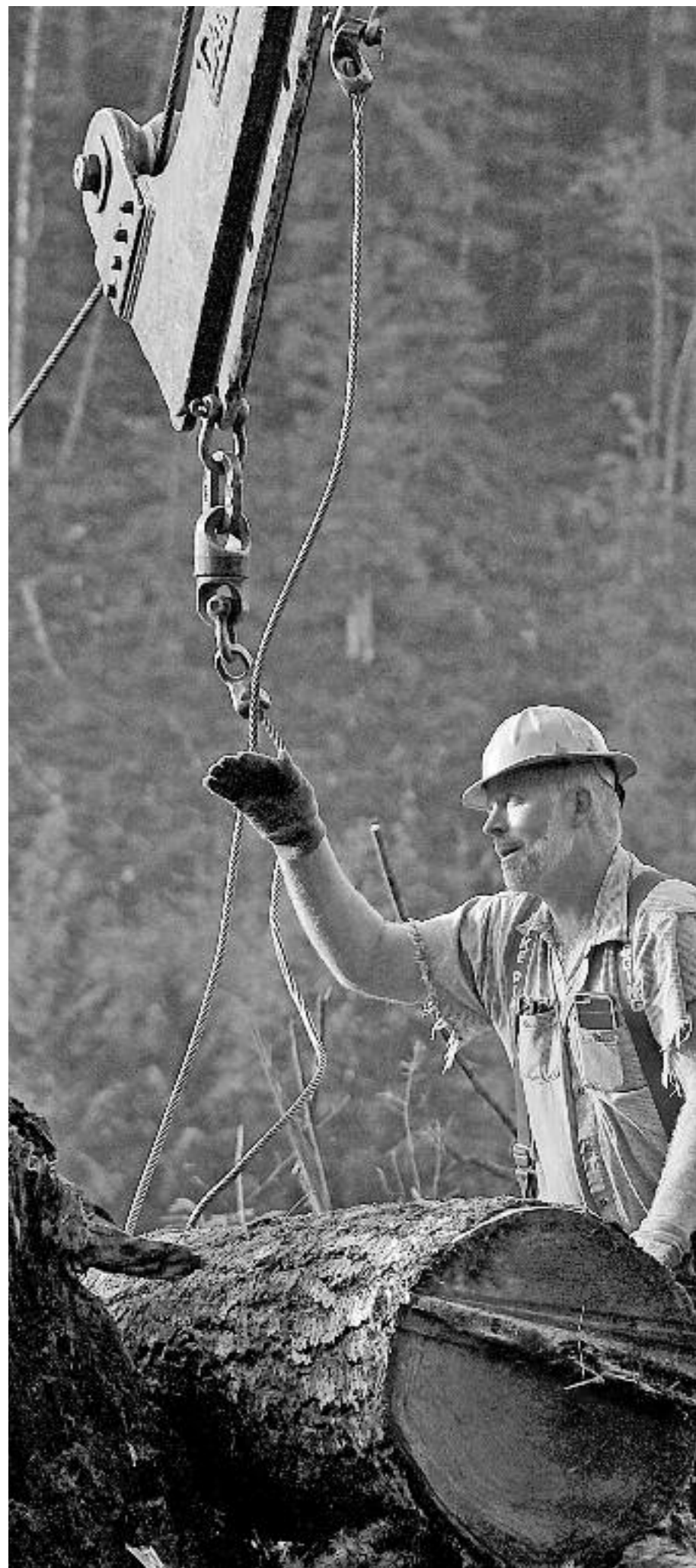


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THE BOSS DOES SOME CHASING on the Buster Creek landing near Jewell Ore. Mike Pihl wears out plenty of shirts and trucks driving around to his four sides to help out with whatever is needed. He's also flown down to Denver, Colo., driven to California and been everywhere in between to talk with private landowners. "I've owned my pickup for 13 months and it already has 55,000 miles on it," Pihl said. "I started noticing these funny holes in my shirt and realized it was the seatbelt wearing on them." Since private jobs are usually smaller, there's a lot of moving around that Pihl Logging does. Moving all that equipment for Pihl is a Kenworth 2016 T-800 with a 65-ton Aspen lowboy.



MIKE PIHL IS ON THE CAMP 18 BOARD OF DIRECTORS. The logging museum, memorial and restaurant located in Elsie, Ore. He's also good friends with restaurant owner Gordon Smith, who got the land for Camp 18 in 1966. He had to use two log trucks to haul in the main support for the museum/restaurant - an 85-foot ridge pole.

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JOSH JACKSON cuts out a tail stump at the bottom of the Buster Creek jobsite for Pihl Logging. The type of job was perfect for the Link Belt 98 and the crew wasted little time moving from tail stump to tail stump.



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Summary Judgment....

Will the Supreme Court Pass On The Feds' Tar-Baby Defense?

by William Perry Pendley

When Kane County, Utah and the Beehive State sued the United States for title to roads a federal agency, abetted by environmental groups, treated as its own, federal lawyers refused to “admit or deny” an adverse interest in the roads. The federal district court held the facts proved disputed title and “quieted title” to the roads in Kane County and Utah. An

appeals court reversed, ruling the government’s refusal to answer robbed courts of jurisdiction. In a Supreme Court petition set for conference on October 9, Utah asks whether federal lawyers can get away with their Tar-Baby (“ain’t sayin’ nuthin”) defense.

In 1866, to ensure western expansion and assure access to minerals beneath federal lands,

Congress enacted Revised Statute (R.S.) 2477, a “right of way for the construction of highways over public lands....” Congress repealed R.S. 2477 in 1976, but it protected “valid existing rights” for roads across federal land that are still traversed and maintained by the public. Because R.S. 2477 did not require government approval or that title be

recorded, the ownership of some roads is uncertain. If the United States “dispute[s]” title held by others by “claim[ing] an interest,” it may be sued under the Quiet Title Act (QTA), by which Congress granted the right to sue the sovereign.

Kane County, in southcentral Utah along the Arizona border, consists of 2.6 million acres—an area slightly smaller than Connecticut—of which 85% is federal land, land covered with R.S. 2477 rights-of-way constructed by the area’s settlers, which form the nucleus of its transportation corridor, crisscrosses intermingled state, private, and federal lands.

(Continued on Page 24)
See “Summary Judgement”



TOP LEFT: Roger Fogle runs the Doosan 225 with a Logmax 7000 head out on the landing near Jewell, Ore. RIGHT: Another turn heads up to the landing with Adam Lloyd at the controls of the LinkBelt 98. BOTTOM LEFT: Anyone thinking about vandalizing a jobsite or stealing fuel from a logger should take pause. That’s what the owner of this truck did, but oddly enough they left their truck near the jobsite. You can guess what happened next.





As We See It....

LIFE IS A HIGHWAY

By Richard Schwab

The great pop culture philosopher Tom Cochrane once said, "Life is a highway." We all are on a journey going somewhere. On this journey we are all going to arrive at our destination, either on purpose or off purpose. Over the last few years American Loggers Council has been moving forward, on purpose, because of its strong leadership. As President, I plan to maintain the course. These are my goals for the coming year.

My first goal is to bring more awareness to this organization. The last survey that was taken, only 46% of loggers in this nation understood what ALC is and does. We have got to change this. We are going to solve this by strengthening our message through social media, word of mouth, and other ideas we are brain storming. As loggers we are so busy doing our jobs, we forget the importance of our national voice. We can't allow ourselves to be so busy, that we personally don't take part in sharing our voices. Join me in understanding what we are about and letting others know about this great profession. With the American Loggers Council as our

national voice, we have to personally participate and let others know what we are about.

As you know, 2016 is an election year. It is extremely difficult to get any traction on issues in an election year. However this spring, I would like to see more loggers than ever participate in our Washington D. C. Fly In. It's a wonderful opportunity to get our story told of what we do professionally in the woods. Such as, how we help the environment. Let's try some new things this year during our Fly In. Bring someone who has never been to D.C. Set some appointments up with Members that are generally not favorable to our industry. Don't worry about what to say. We will have a strong legislative agenda. We will give you the opportunity to make it personal to suit your business and personality.

The American Loggers Council this year will also be taking the time to evaluate its five year plan. With help of our corporate sponsors, we are going to be evaluate our goals and we will derive an action plan to achieve those goals. As it develops, I will share details of these plans. In

this process, we will measure our successes and failures for the past five years. Along with the executive committee, I will be looking forward to this retreat in the summer of 2016. We will share our five year plan at the annual meeting in September.

As you can see, we have some aggressive plans for this next year. Together we are going to work hard. We will be further down the road...on purpose. "Look straight ahead, and fix your eyes on what lies before you. Mark out a straight path for your feet; stay on the safe path. Don't get sidetracked; keep your feet from following evil."(Proverbs 4:25-27 NLT)

Richard Schwab is the Procurement Manager for M.A. Rigoni, Inc., a full service timber harvesting and forest management company located in Perry, Florida.

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.amloggers.com or contact their office at 409-625-0206.

Pihl

(Continued from Page 17)

The result is a pretty good place for Pihl to have a cup of coffee with friends and fellow loggers.

Back at the Pihl logging office, Mike's daughter runs the show keeping all the gears of paper and computer work moving. Pihl's son-in-law Kelly Baska serves as his number 1 guy, running a site wherever he is needed, and Mike said he's lucky to have those two involved in the family business.

Pihl's operation also appeared on four seasons of the History Channel show Ax Men, Pihl told Loggers World back in 2011 that the reality show has a wide canyon between reality and real.

"It's 15 percent logging and 85 percent dysfunctional personalities," he says.

The dysfunction on camera doesn't capture the community-minded Pihl as one of the town's big employers. With landowners to talk to, jobsites to lend a hand at and a company to run - Pihl is a busy guy and you'll probably see him driving his truck in between landings.

And if you're in Vernonia, make sure you wave.

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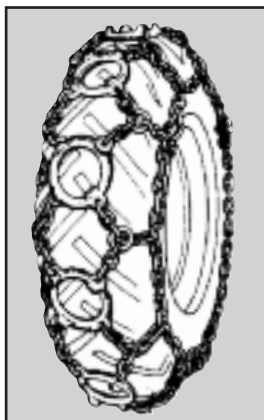
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(Continued from Page 22)

After years of fighting the Bureau of Land Management (BLM) and environmental groups over its R.S. 2477 rights, Kane County sued in 2008, ultimately seeking to quiet title to fifteen roads. In 2010, Utah intervened asserting the roads are public highways under R.S. 2477 and owned jointly by Utah and the county. Incredibly, the United States refused to disclaim any interest in the roads, which would have ended the suit in favor of Utah and Kane County, but instead moved to dismiss arguing there was no "dispute" over the roads, no "case or controversy," and no waiver of

sovereign immunity.

The district court would have none of it: "[T]he United States has the temerity to stand before this judge and contend it is not disputing Kane County's right-of-way, even though it would not disclaim its interest in the right-of-way, and even though it had regulated the right-of-way under the [BLM's management plan]." The district court quieted title in the roads. A panel of the U.S. Court of Appeals for the Tenth Circuit reversed after rejecting the well-established test that a "dispute" exists when the federal government creates a "cloud on title" and insisted Utah "show that the United States has either expressly disputed title or taken ac-

tion that implicitly disputes it." The panel claimed that showing "the United States took direct action to close or deny access to a road" or took "indirect action or [made] assertions that actually conflict with [Utah's] title" would suffice, but held that neither the BLM's removal of the roads from its maps nor the federal government's denial that Utah owned the roads showed "disputed" title.

The panel's ruling is not only schizophrenic—it conflicts with earlier Tenth Circuit rulings—it also expressly rejects holdings of a sister circuit and implicitly rejects those of three additional circuits. Meanwhile, it is in open conflict with three more appellate courts. More importantly, it evis-

cerates the QTA, which allows lawsuits against the United States whenever "the United States claims an interest" in others' land, by returning America to an era when lawsuits to remove a federal cloud on title were forbidden by sovereign immunity. For the private landowner, there is a worse result: federal land managers can play Tar-Baby, run the 12-year statute of limitation under the QTA, and steal a citizen's private property.

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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- 2004 KOMATSU PC300
- 1999 KOMATSU PC200
- 1998 THUNDERBIRD 1240
- 1995 THUNDERBIRD 1240
- 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
- 2007 HITACHI 350 W/'09 WARATAH 624C
- 2006 HITACHI ZX250LL W/WARATAH 622B
- 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
- 2004 LINKBELT 240LX W/PIERCE 3348
- 2003 LINKBELT 290LX W/'05 WARATAH 622B
- 2000 LINK-BELT 3400Q W/PIERCE 3345

PROCESSORS & DELIMBERS *Cont.*

- 2004 MADILL 1800 W/WARATAH 624
 - 2005 MADILL 2800B W/WARATAH 622B
 - 2013 TIMBERPRO TL735B W/LOGMAX 7000XT
 - 2012 TIMBERPRO TL735B W/'14 LOGMAX 7000XT
 - 2008 VALMET 941.1, W/370.2 HARVESTER
 - 2007 VALMET FX10 W/VALMET 370.2 HARVESTER
- ## FELLER BUNCHERS
- 2013 CAT 522B
 - 2013 JOHN DEERE 959K
 - 2011 JOHN DEERE 959K
 - 2013 TIGERCAT LX830C
 - 2011 TIGERCAT L870C
 - 2006 TIMBCO T445EXL W/40° QUADCO
 - 2006 TIMBCO T445EXL
 - 2003 TIMBCO T445E
 - 1995 TIMBCO T445B
 - 1993 TIMBCO 445B
 - 2013 TIMBERPRO 735
 - 2011 TIGERCAT LH830C W/LOGMAX 7000XT
 - 2011 TIGERCAT LX830C
 - 2005 TIGERCAT L870
 - 2003 VALMET 603

SKIDDERS / DOZERS

- 2013 CAT 527
- 2013 CAT 535C
- (2) 2010 CAT 527'S
- 2002 CAT 525B W/ESCO SWING BOOM
- 2002 CAT 527
- 1997 CAT 525
- 1997 CAT D5H W/ESCO SWING BOOM
- 1994 CAT D5H
- 1991 CAT D6H W/GRAPPLE
- 1988 CAT 508
- 1980 CAT D7G ARCH/WINCH
- CAT D6C
- CAT D8H W/WINCH
- CAT D7F W/ESCO SWING BOOM
- CAT 977L
- INTERNATIONAL TD8E

SKIDDERS / DOZERS *Cont.*

- 2014 JOHN DEERE 748H
- 2010 JOHN DEERE 848H
- 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
 - 1980 CAT D7G ARCH/WINCH
 - SKAGIT 737
 - SKAGIT 739
 - THUNDERBIRD TMY-50
 - 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
 - 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 FORWARDER
 - 2006 TIMBERPRO TF840
 - 1996 TIMBERJACK 1210 FORWARDER
 - 2007 WARATAH 622B
 - YOUNG YARDER GRAPPLE
- ## PARTING OUT
- LINKBELT 210LX BOOM
 - THUNDERBIRD TSY-155



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Esco Swing Boom
\$110,000



**2008 Komatsu
PC270LL-7L,**
12,000 hrs
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2013 Tigercat LX830C,
1,560 Hrs.
P.O.R.



2006 Cat 325C
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\$150,000



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