

# LOGGERS WORLD

VOLUME 51 NUMBER 8

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AUGUST 2016

## Jump Off Joe Enterprises

VALLEY, WASH



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# Finley's Rigging Shack

"Classic"



Originally printed in  
April 1979

## ENERGY

Everyone seems to be worried about energy these days. Energy for the nation --- oil for the lamps of China. I am too but mostly I'm worried about my personal energy. I've never been lazier

I am most of the time a cheerful person. Not giving in to worry and making an effort to look on the bright side of things. Yet whenever I think about, read about, hear about or know about the things our government are doing I get full of negatives.

The sad fact is that I don't think too much of our government and its ability to solve our problems. Or more to the point I don't have a lot of confidence that we as people or that we as an Industry can solve our problems by working with and thru government.

The government is big, BIG --- it is the biggest thing in this nation.

I'm not too much in favor of BIG things. There is a definite relationship between large and unhuman. The bigger the company the less they think of their people --- as people. The bigger the government the more they step on people in the name of

helping people.

So when they come out with Energy Saving plans I hope you'll forgive me if I find them more amusing than effective. This is the same government (add the national government to the state government) that has 300,000 automobiles on the road each and every day during the week --- most cars with one person in them.

Did I tell you about the time there were 13 Forest Service pickups up on the mountain but only 12 Forest Service people there? I can't say it is a fact but at least it is a rumor.

You want to get an idea of the vast amounts of fuel burned off by different government agencies you stop in at a place called Hawk's Prairie which is off the freeway north of Olympia, Wash. Just off the freeway, on the East side, is the Department of Natural Resources shops.

Just stand by the fence and look over their collection of machinery. And that is just a drop in the bucket as to what they actually own. Just picture the gallons of fuel that run thru their vehicles and machinery in a year. I probably could run my business on what they spill, and sell you some.

It has been said that there are 23,000 government employees on airplanes every day. Twenty Three Thousand Government Employees riding on airplanes at all times.

I have heard that the President is asking Congress for 7.9 Billion dollars for he and his people as a travel budget.

That represents more dollars worth of fuel than our industry has used in the forever up to now.

If by now you are laughing then you can agree that their energy program is more amusing than effective. If you aren't laughing it might mean that this boondoggle and waste isn't amusing to you. Well it isn't to me either. It makes me feel hopeless and helpless. But I got to laugh about it a little --- that is my safety valve.

## JACK CRAWFORD

I was going to write a big splurge of and about Jack Crawford for this issue of Loggers World. I didn't do it --- didn't have the time. Don't suppose that Jack minds but I'd of liked to have done it and will do it someday.

Jack Crawford was elected as the Logger of the Year by the Associated Oregon Loggers. Jack worked for many years devising and designing a system for laying out small salvage shows for the Forest Service. We have written about these from time to time. Then the next step was to come up with a Small Salvage Sale Plan. This meant that only firms with 25 or fewer employees could buy one of these sales. (I'm sure you know all about this.)

Jack worked on this, traveled

many miles, made dozens of speeches, and wrote hundreds of letters. He received the cooperation of many people and the Associated Oregon Loggers (Jack was one of the people that started AOL.) were effectively working all the time.

Anyhow all the jobs got done and government went along with it and the program is in effect.

The AOL wanted to show their appreciation to Jack and to publicly recognize the fact that they appreciated Jack and admired

and respected him. They had to come up with a Special Award to fit the occasion. No matter how many of these they give in the future --- Jack Crawford was first.

If you read the right books you know that to be successful you bounce around, pump hands energetically, know the right people, paste a big smile on your face for 24 hours a day and shout "I'm Terrific" every 30 seconds.

That isn't Jack Crawford. He is low profile. He is quiet and he is found usually in the background --- but he is there. He works and he thinks and he does.

Maybe by now you are tired of hearing about the people I admire. Jack Crawford is one of those people and he is the type of person that I admire. The man is a non-hero. He don't care who gets the credit he just wants to get the job done. All he does is to get an idea, work out a plan and then stick with it day after day, defeat after defeat, for ten years or so and then when the job is done he says, "I didn't have much to do with it."



## IN THIS ISSUE



ON THE FRONT: Both faller and processor, Jeff Horswill operates his 1994 Timbco 425B with a 5600 Ultimate head out on the jobsite near Jump Off Joe Lake in Eastern Washington.

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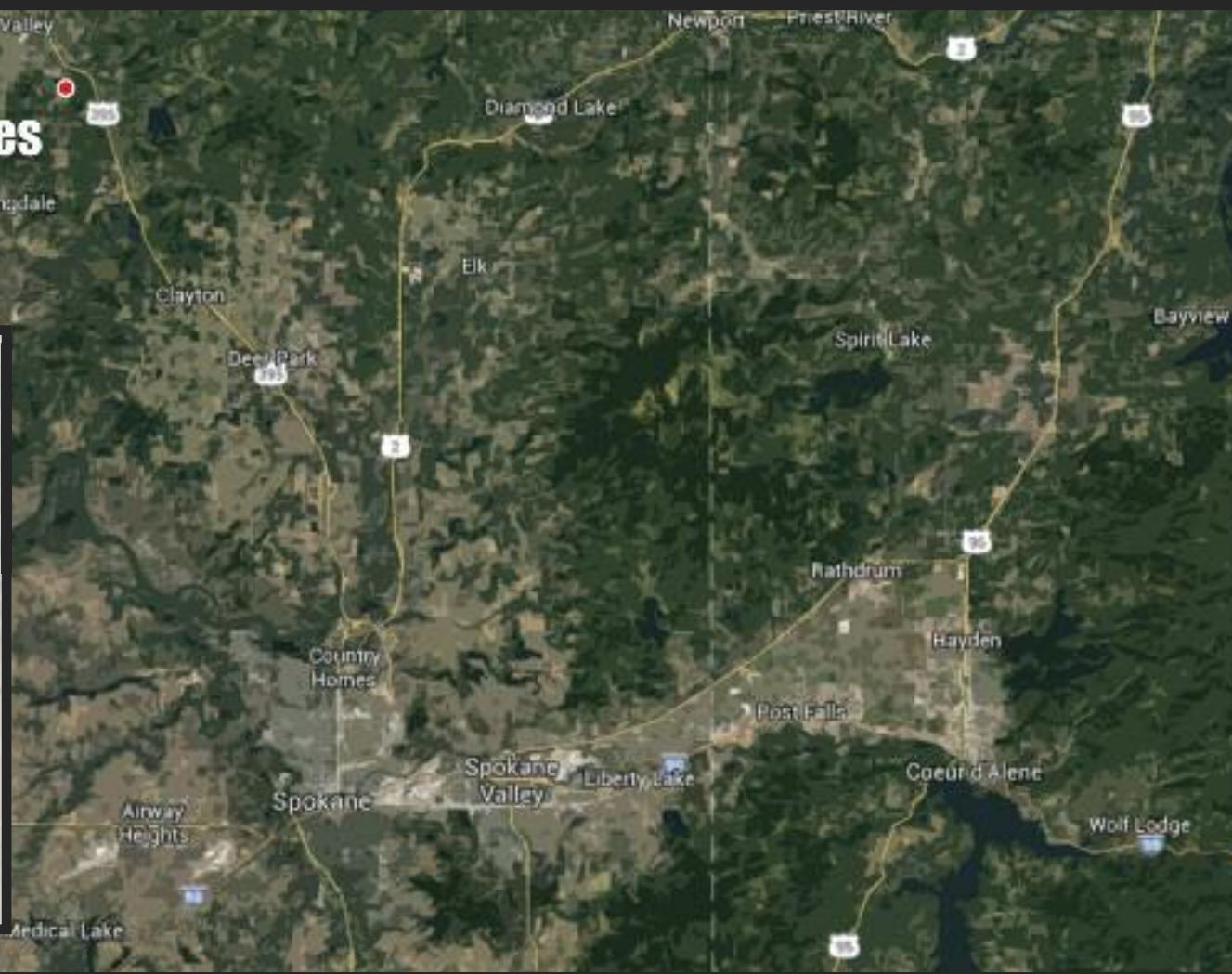


# FEATURED IN THIS MONTH'S ISSUE

## Jump Off Joe Enterprises

### Jump Off Joe Enterprises

Jump Off Joe Enterprises is owned by **Jeff Horswill**. Having been in the logging business since 2003, the company handles private landowner needs around residences in **Eastern Washington**. Horswill grew up in Spokane and maintains **eight pieces of equipment** himself.



## VALLEY WASHINGTON

Jump Off Joe Lake is near the town of **Valley, Washington** which gets its name for being at the entrance of the **Colville Valley**. The **Spokane Falls and Northern Railroad** connected to Valley in 1889 and the person that named the town - **Daniel C. Corbin** - set up a small building for a depot. Valley was first mapped in 1891 and by that time it had its own bank, electric generator plant, phone company, water company, feed mill, drug store and blacksmith shop. **Today the town has a population of 146** and hosts an annual fair the second Saturday of August.



**GOING DOWN** is this tree as Jeff Horswill's Timbco 425B with a 5600 Ultimate head does the work near Jump Off Joe Lake in Eastern Washington.



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Jewell pkg .....\$125,000



**DOOSAN 250 Wheel Loader** .....  
.....POR



**JOHN DEERE 200LC Logger** .....  
.....POR

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CAT 330 Log Loader.....	\$30,000
CAT 320DFM Log Loader, 2012, low hours.....	POR
CAT EL300B Log Loader.....	\$29,500
DOOSAN DX225LL Logger, low hours.....	\$169,500
DOOSAN DX225LL Logger, fresh under.....	\$137,500
DOOSAN DX300LL, Forestry Cab, recent work.....	\$179,500
DOOSAN DX300LL, well maintained.....	\$89,500
DOOSAN S300L Log Loader, recent repairs.....	\$97,500
HITACHI EX370LC Log Loader, Rear Entry.....	\$39,500
HYUNDAI 3220 Log Loader, 3800 hrs, clean!.....	\$239,500
KOBELCO SK210LC Log Loader.....	\$59,500
KOBELCO SK350 Log Loader, '07, For. Cab.....	\$99,500
KOMATSU PC220LC-8, Jewell Pkg, Exc. Cond.....	\$125,000
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CAT 330B Log Loader/Waratah Head.....	POR
HAHN Harvester, HTL300, 3-axle SP.....	\$19,500
JD 2554LL/Waratah HTH-622B.....	\$127,500
KETO 525 Harvesting Head, complete.....	\$14,500
KOBELCO SK210 Log Loader/Waratah HTH-622.....	\$79,500
KOMATSU PC220LC-7/Waratah HTH622B.....	\$75,000
KOMATSU PC220LC/Pierce 3348 Stroker.....	\$119,500
KOMATSU 445XT-2 FB, Quadco, low hours.....	\$405,000
LINK-BELT 240X2LL/Waratah HTH622B, low hrs.....	POR
LINK-BELT 330LX '05/Waratah HTH-624.....	\$85,000
MADILL 2800/DENHARCO DM3500 Stroker.....	\$45,000
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TIMBERJACK 2618, Disc Saw, excellent.....	\$55,000
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WARATAH HTH-623C, New.....	POR

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PSY-200, Self-Propelled, nice yarder.....	\$199,500
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SKAGIT BU-94 Slackline, T100HD, SP.....	POR
SKAGIT BU84 Slackline, T-100HD, Trlr Mt.....	\$149,500
SKAGIT 739 Slackline T100HD, Trailer MT.....	\$149,500
THUNDERBIRD TTY-70, Track mt., Excell.....	\$550,000
WASHINGTON 137W Slackline, Trlr Mt., nice!.....	\$189,500

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CAT 525B, Swing Grapple, nice machine.....	\$85,000
CAT 535B Grapple Skider.....	\$85,000
CAT 950 Wheel Loader.....	\$17,500
CAT 950G Wheel Loader, Rollout Bkt.....	\$72,500
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DOOSAN DL300 Wheel Loader, Tink Rollout.....	\$99,500
DRESSER TD7G, 6way blade, ROPS.....	\$16,500
FIAT-Allis FR130 Wheel Loader.....	\$27,500
FIAT-Allis 8, SU, Winch/Arch.....	P.O.R.
GARRETT 25 Skidder, Cummins.....	\$12,500
JOHN DEERE 200D Excavator.....	\$45,000
JOHN DEERE 748H, Swing Grapple, 2010.....	POR
KMC Track Skidder, Cummins, Swing Grpl.....	\$54,500
KOEHRING BANTAM 366 Excavator, Bkt/Thumb.....	\$17,500
MADILL RB500 (180 size) Excavator, guarded.....	\$45,000
MOUNTAIN LOGGER ML150 Skidder, new tires.....	\$18,500
WAGNER L100 Log Stacker, '89, Excellent.....	\$174,500
WAGNER L480 Log Stacker.....	\$69,500
WAGNER L90 Log Stacker.....	\$29,500

## CARRIAGES & MISC

BOWMAN MARK V SKYCAR, 2006.....	\$39,500
DANZCO PT20 Pull thru Delimber.....	\$9,950
PRO MAC PC120 Mulching head, low hrs.....	POR

## TRUCKS

KENWORTH Dump, 1973.....	\$8,950
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## MISCELLANEOUS

CTR 314SCD Pull thru delimber, trlr mnt.....	\$18,500
OLATHE 867TG 10' Tub Grinder, recent work.....	\$54,500
TIMBER PRO 840 Forwarder, '08, clean.....	\$110,000



**DOOSAN Log Loaders**  
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**SAMSUNG 210 SE Log Loader,**  
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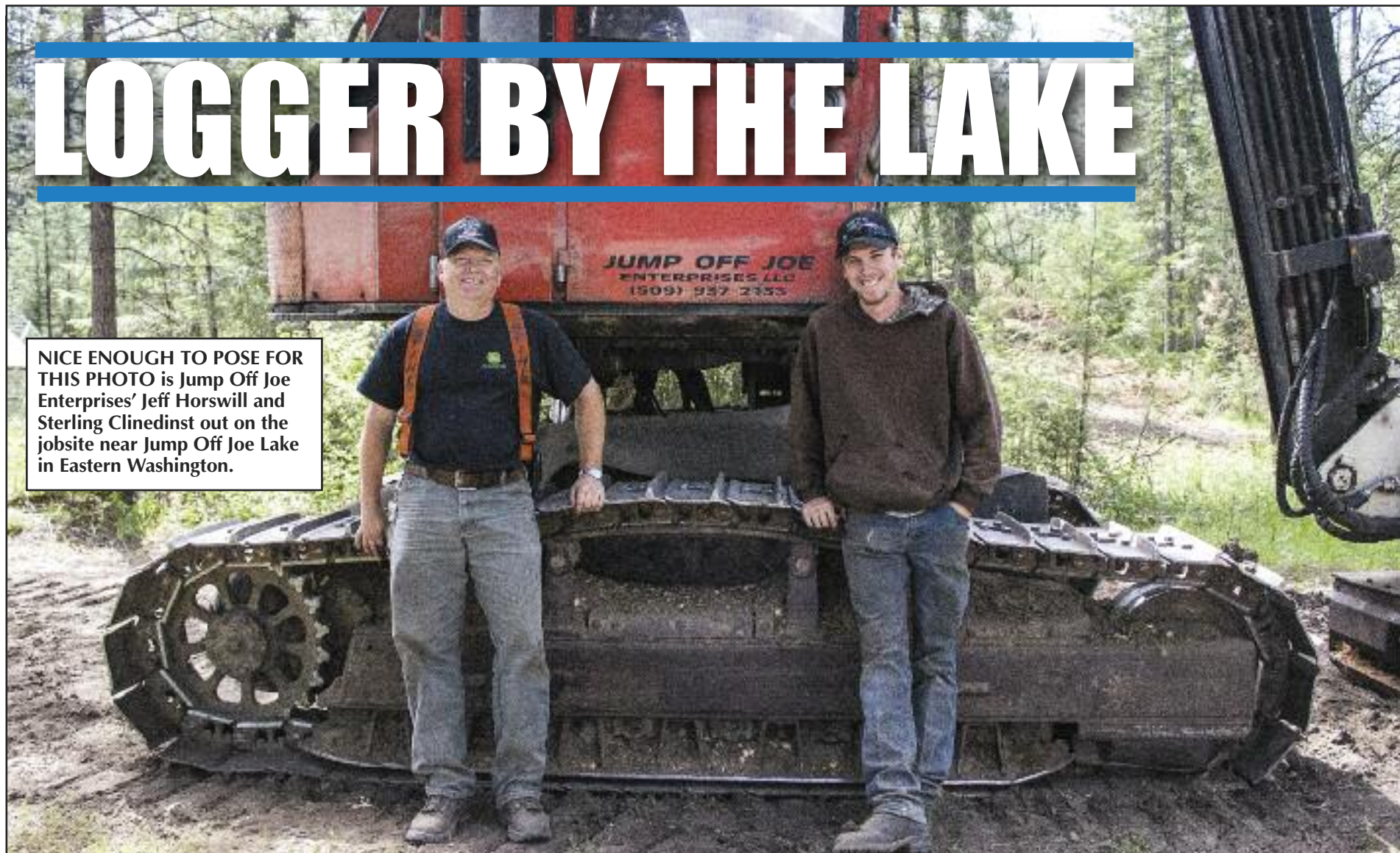


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# LOGGER BY THE LAKE

NICE ENOUGH TO POSE FOR THIS PHOTO is Jump Off Joe Enterprises' Jeff Horswill and Sterling Clinedinst out on the jobsite near Jump Off Joe Lake in Eastern Washington.



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*Jeff Horswill does lots of things - and one of them is logging*

**By Brandon Hansen**  
*For Loggers World*

Jeff Horswill lives by a lake, but more than likely you're going to find him out

in the woods.

The Eastern Washington logger has owned Jump Off Joe Resort for 25 years, but has diversified by owning a tree service and a logging company as well. Jump Off Joe Enterprises has been up

(Continued on Page 7)  
**See "Jump Off Joe"**



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1998 Caterpillar 517 Track Skidder, 10,785 hrs., Esco Grapple, Runs Great..... \$105,000



2006 CAT 527 Track Skidder, 9985 Hrs., CAT Swing Boom, Runs Great, Tight Machine, Woods Ready NEW PRICE!..... \$280,000



2005 John Deere 648GIII Rubber Skidder, 9384 Hrs., Enclosed Cab with A/C and Heat, Dual Function Grapple, Ring Chain, New Transmission Last Year ..... \$65,000



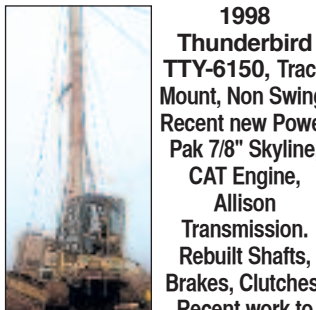
1999 Gyro-Trac GT-25XP, 1320 Original Hrs., Like new condition, Cummins 8.3 Runs Great, Tight machine, Complete uptime kit for head & tracks. Sell with 2000 Kenworth W900B support truck with extra tank & pump to fuel Gyro-Trac. CAT 3406E, 18 speed, Air Ride suspension. ....Package price \$240,000



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## Jump Off Joe

(Continued from Page 6)

and logging for 13 years with Horswill doing everything from getting rid of problem limbs to hauling loads of logs into the mill.

"I just enjoy the woods and enjoy running the equipment," Horswill said.

The logger grew up in Spokane and graduated from Central Valley. He then went to Spokane Community College's well-respected heavy equipment program and became a journeyman mechanic. He pulled wrenches until the mid-1990s when he got into doing tree service work.

"My business partner had done logging before and we eventually got back into it," Horswill said. "It was pretty natural since he had logged all his life. There were a lot of private jobs close to the resort as well."

In 2003, Horswill and

(Continued on Page 9)  
**See "Jump Off Joe"**

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COMING THROUGH is Jump Off Joe Enterprise's 1995 Timberjack 450C skidder with a grapple. The skidder is operated by Sterling Clinedinst, who owner Jeff Horswill has brought on to help him balance his logging and tree service projects. Horswill is originally from central Washington and worked for a tree service in Tonasket and Okanogan.

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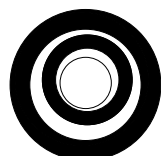
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## Jump Off Joe

(Continued from Page 7)

Jump Off Joe Enterprises went into logging.

"It's perfect because the tree service is so seasonal and we can go year-round logging except for spring breakup and when it gets too dry in the late summer," he said.

So Horswill will spend a few days a week logging, a few days a week doing the

tree service and the remaining days helping with the resort. Jeff does his logging with a 1990 Timbco 420 with a 5300 Ultimate head. He eventually got into hauling his own logs and bought a 1990 Hyundai Robex 200 log loader.

"Since we're small and I was by myself, I didn't put a lot of loads out compared to bigger guys around here," Horswill said. "Other than

some fill-in loads, guys went with the bigger operations so I figured it would be easier for me to haul my own loads."

So Horswill ended up getting a 1995 Volvo truck with a 40-foot 1990 Alloy log trailer. Since Horswill has his CDL, now he can load and head to the mill when it suits him and works well for the operation.

Coming off five years logging in Idaho around Priest

Lake - where he'd spend a few days a week in a travel trailer while logging for a resort out there - he's back near his resort and doing a lot of fire prevention thinning and cleanup.

Eastern Washington suffered the worst wildfires in the state's history last year, prompting people to be aware of the fuel around their hous-

(Continued on Page 13  
See "Jump Off Joe"



1997 CAT 527, Esco swing grapple, bunching grapple, 6-way dozer, tri-rails, near-new V-Trac rails/sprockets, 15,075 hours on meter.....\$152,000



2006 CAT 517 TRACK SKIDDER, swing grapple, good UC, cab, approx. 2,400 hrs on trans & torq, 2,000 hrs on fuel pump work, etc. good unit, 11020 hrs..\$150,000



2006 JD 748G III, dual-function hydraulic grapple, decking blade, AC, cab, 30.5 tires.....\$77,500



2008 CAT 535C, shows 7,526 hrs w/500 hrs on transmission by CAT dealer, cab, dual boom, grapple, NO winch, 2 new/2 very good 30.5 tires, 20-hole wheels, HD axle, runs & shifts well.....\$87,500



2006 CAT 525C, dual-function boom, grapple, winch, 2 NEW and 2 very good 30.5 tires, cab, AC, 8,745 hours, runs & shifts well.....\$89,500

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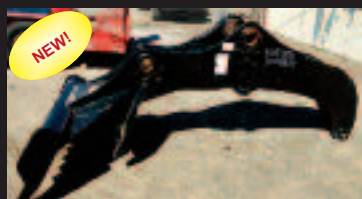
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2006 KOBELCO SK250LC, Jewell shovel loader, Jewell grapple, H&W, 24" tracks, forestry cab, rock guards, good undercarriage, runs well, just off job, 13,155 hrs.....\$85,000



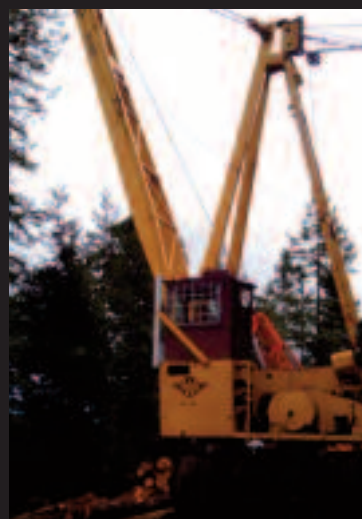
1996 CHRISTY 3DTK YARDER, 6 cyl. Cummins, 2,000' 3/4" swedge skyline, approx. 2,000' 5/8" mainline, haywire, guy lines, NO carriage, 75mhz radio system, approx. 6,500 original hours, mounted on Freightliner w/Cummins, heavy 2-speed rear ends, biscuit suspension, good clean unit, yarded logs until October 15, 2015, owner is downsizing, call for location.....\$75,000



NEW HEEL RACK FOR CAT 330FM OR 568FM, unused, with some pins.....\$7,500



PROLENC SNUB-BERS for skidders, cut, 360 degree rotation, 8,380 +/-lbs, fits JD 959J + others.....\$50,000

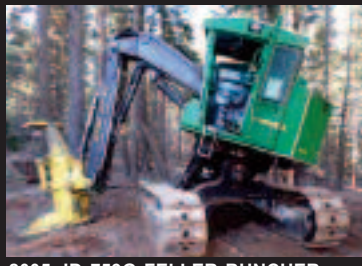


WASHINGTON 188 YARDER, Detroit 8V92T power, 4-axle carrier, standing skyline. This is a good, clean unit that was working as of 06/10/16. Consigned, call for location.....\$250,000

EAGLET CARRIAGE w/controls available.....\$18,000



1999 THUNDERBIRD 1236DL, Pierce HSD 3345 upper, good working order, just off job, estimated 17,062 hours, consigned, call for location.....\$57,500



2005 JD 759G FELLER BUNCHER, saw head, good undercarriage, JD engine, tilt cab, just off jog, 12,280 hours (325 hours since pictures were taken), consigned, call for location.....\$90,000



2005 ZEHR HG4000 GRINDER, early Diamond Z, 2009 CAT C27, Tier II, 1,050 hp, remote, stacking conveyor, 8 NEW tires, good brakes, twin-disc clutch, hamermill approx. 62" x 17", approx. 85,000 lbs. w/o tractor.....\$129,500



2007 CAT 328D LCR, smooth-edge clean up bucket, hydraulic QC, auxiliary hydraulics, 10'6" stick, very good condition, 6,148 hours.....\$125,000



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.....\$95,000



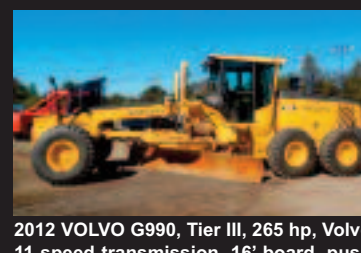
2013 Hyundai HL757TH-9, Tier III Cummins, 3.6 yd bucket, hyd QC, good 20.5x25 tires, cab, AC, 2,840 hrs, good loader.....\$69,500



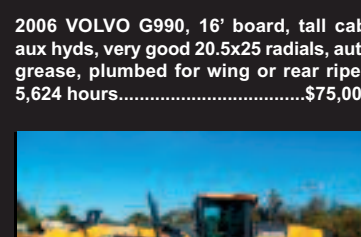
2016 RANDCO TANK



2009 CAT 140M VHP, 14' board, rear ripper, push block, accumulators, NEW 14.00R24 tires, joy stick controls, runs & shifts well, Tier III, 7,576 hrs.....\$130,000



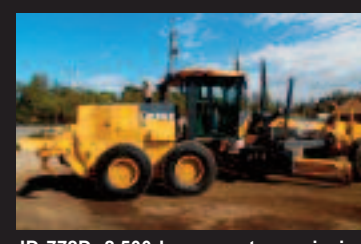
2012 VOLVO G990, Tier III, 265 hp, Volvo 11 speed transmission, 16' board, push block, rear ripper, joy stick controls w/steering wheel, 20.5 radials, super clean, prior demo rental unit, 967 hours, snow wing available.....\$150,000



2006 VOLVO G990, 16' board, tall cab, aux hyds, very good 20.5x25 radials, auto grease, plumbed for wing or rear ripper, 5,624 hours.....\$75,000



2010 JD 872GP, 6WD, 14' board, rear ripper, push block, NEW 17.5x25 radials, cab, AC, heat, radio, 8,876 hours, NEW paint, just arrived.....\$135,000



2009 JD 872G, 6WD, 14' board, rear ripper, push block, cab, AC, heat, radio, NEW 17.5x25 radials, 6,521 hours, good unit.....\$132,500



JD 772D, 2,500 hours on transmission, 6WD, 14' board, NEW 14R24 radials, rear ripper, push block, cab, AC, (snow wing and front lift group available), 9,368 hours, just in.....\$85,000





MAKING SURE THE LANDING IS TIDY AND ORGANIZED is Sterling Clinedinst, who recently was added to Jump Off Joe Enterprises. Clinedinst is operating a 1990 Hyundai Robex 200 log loader. Clinedinst can jump between the skidder and the loader, while owner Jeff Horswill has his CDL and a 1995 Volvo log truck with a 1990 40-foot Alloy log trailer to haul loads to the mill. Horswill got into hauling his own logs since he can haul at anytime and match up with their two-man operation output of log loads.



**071 MADILL**, 1980, 8V 92 Silver GMC motor, Very Good Condition  
~~\$120,000~~ **\$110,000 alone or \$155,000 \$145,000 with 2012 Acme Carriage**  
(Carriage available separately)



**GENERAL Lowboy 60 Ton**, Very Good Condition, 22ft Deck, 8ft wide with outriggers .....**\$26,000**



**HITACHI 200** Loader, 2006, 14,300 Hrs, Very Clean, Undercarriage 80%, Pumps and Rotec redone, Recent overhead on Isuzu engine, Jewel Grapples. ~~\$115,000~~ **\$107,500**



**622B WARATAH Head**, 2005, Runs Clean, Computer, New Paint, Buy with \$5,000 Warranty.....~~\$72,500~~ **\$67,500**

Pictures available soon  
at:  
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**1999 TIMBERKING 727 Feller Buncher**, Multiple repairs/overheads.....**\$105,000**

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**JUMP OFF JOE ENTERPRISES GOT INTO LOGGING IN 2003** and hasn't looked back. Jeff Horswill has a tree service and a logging operation and the two can keep him busy when one or the other isn't "in season" in the always-changing weather patterns of Eastern Washington. Horswill graduated from Central Valley High School in Spokane, and went to Spokane Community College's well-respected heavy equipment program. He spent years wrenching and still does it as he likes to find older machines and get them back into working order - including a D3 Cat that caught fire.

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**2004 John Deere 1710D**  
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WORKING ALONGSIDE ONE ANOTHER is Jump Off Joe Enterprise's Jeff Horswill in the 1994 Timbco 425B with a 5600 Ultimate head and Sterling Clinedinst in the company's 1995 Timberjack 450C skidder with a grapple. The typical job for Horswill is small - usually 20 to 40 acres for a private land owner and the work is close to residences, meaning extra challenges for the loggers as they work out in the woods. "It seems to be a bit more personable than being a big log company," Horswill said. "Everybody I've done a job for, I can call them my friends. It's the kind of business where you constantly are in communication with them." Landowners are usually close by and can see Horswill's work right out of their door. A lot of work by Horswill has been clearing out timber from houses after the worst wildfire season in Washington State history has lots of homeowners worried about extra fuel next to their residence.



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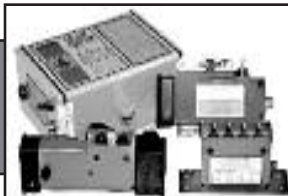
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## Jump Off Joe

(Continued from Page 9)

es.

"People want a lot of thinning," Horswill said. "After the summer we had last year, it has a lot of people scared."

The typical logging job for Horswill is around 20-40 acres, although his last job was for Hills Resort and took years on a part-time basis. The type of work Horswill

does means that he's working in close sometimes with structures and other hazards.

"We're close to houses and buildings and that definitely is a lot more difficult, more of a challenge," he said.

Jump Off Joe Enterprises tries to work closely with landowners who can watch from their kitchen window as the work goes on.

"It seems to be a bit more personable than being a big

log company," Horswill said. "Everybody I've done a job for, I can call them my friends. It's the kind of business where you constantly are in communication with them."

When it comes to maintenance, Horswill can tackle most any issue with any machine due to his mechanical background. He enjoys finding pieces of machinery on the market and turning them into working machines. He found

one machine - a 1977 D3 CAT that was buried in dirt after it was caught on fire - and restored it, repainted it and turned it into one of his jobsite machines.

Horswill typically hauls from the jobsite to Vaughens Bros. in Colville, Boise-Cascade in Kettle Falls and Arden, along with trips into Idaho. The concentration of mills in the Northeastern Washington area is one of the highest in the region. Horswill's work primarily consists of cut-to-length.

"They want a lot of 18-6s and 16-6s seem to be the hot thing right now," he said.

Things have changed out in the woods through the years. For one, diesel has gone up from 53 cents a gallon in the mid-90s and another big change is that Horswill has hired another employee, Sterling Clinedinst.

Sterling comes from central Washington and worked for a tree service in Tonasket and Okanogan.

"I wanted to get out of farming and got into the tree service side of things," he said. "I like everything about it, it feels like I learn something new everyday."

Horswill is expecting Sterling to take the reins of the tree service side, while he also helps out on logging jobs running skidder and loader.

Small operations ask for guys to do multiple things and Horswill really does it all and then some. From every job out in the woods, he also throws in commercial tree service and hospitality. The Jump Off Joe Lake logger is the rare breed of versatile businessman that isn't afraid to get out in the brush and get things done.

And most importantly, he can go fishing by just walking out his front door.

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OPERATING A 1977 D3 CAT DOZER, back from the dead after catching fire years ago, is Jump Off Joe Enterprise's Jeff Horswill. Horswill found the D3 literally buried in the ground as that's the way the owner put the fire out. Horswill dug it out and redid it - giving it new life as a secondary skidder and do-all for Horswill on the jobsite.



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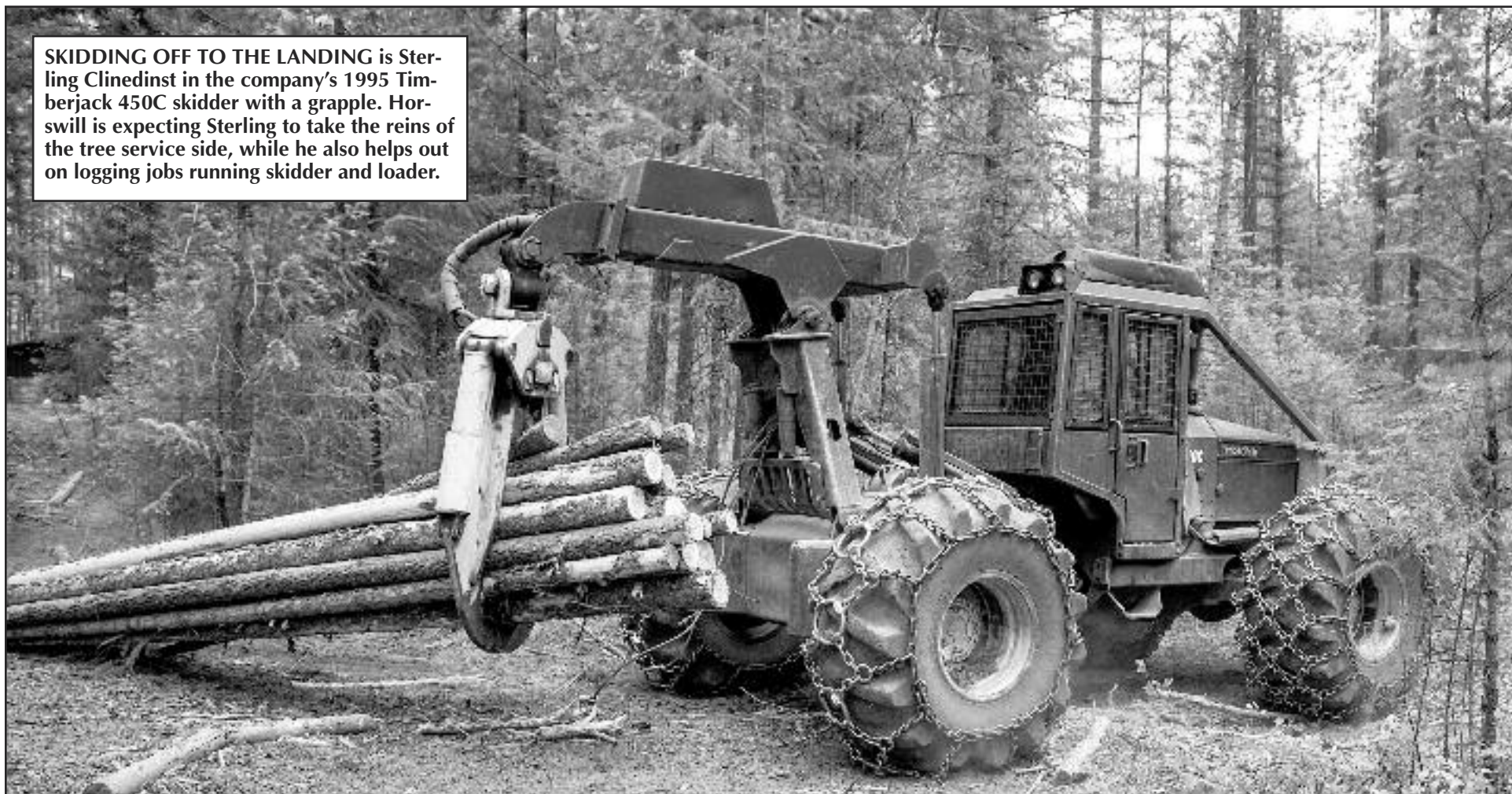
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**SKIDDING OFF TO THE LANDING** is Sterling Clinedinst in the company's 1995 Timberjack 450C skidder with a grapple. Horswill is expecting Sterling to take the reins of the tree service side, while he also helps out on logging jobs running skidder and loader.



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2012 Cat 568, w/Cat grapple, 10,000 hrs, auto greaser, xlent cond.....	\$265,000
2012 Cat 568, w/Cat grapple, 9,000 hrs, auto greaser, very nice loader .....	\$280,000
2013 Cat 325DFM, w/Cat grapple, 7,000 hrs, w/330 size u/c, auto greaser, very good cond .....	POR
2008 Cat 320DFM, w/Pierce grapple, 16,000 hrs, u/c 70%, new pump, rblt grapple, auto greaser	\$115,000
2002 Cat 330BLL, w/grapple, recent pump work, forestry cab.....	\$42,500
2015 Doosan DX300LL, w/Jewell grapple, 2,000 hrs, like new cond.....	\$232,500
2013 Doosan DX300LL, w/Jewell grapple, 5,000 w/added grapple, pump .....	\$190,000
2009 Doosan DX300LL, w/Pierce grapple, 14,000 hrs, u/c 70% .....	\$75,000
2005 Doosan 300, w/Jewell grapple, rblt motor & cyl .....	\$92,500
2009 JD 2454LL, w/Pierce grapple, 8,800 hrs, new u/c, xlent cond .....	\$150,000
2006 JD 2054LL, w/tong thrower package and Jewell grapple, recent u/c, 15,700 hrs.....	\$117,500
1999 JD 230LL, w/tong thrower package, new u/c, 3000 hrs on rblt pump & motor.....	\$55,000
2008 JD 2554LL, w/Jewell grapple, 15,000 hrs. ....	POR
2012 Hitachi ZX-290, w/Jewell grapple, 9,500 hrs.....	\$180,000
2013 Hitachi ZX-240, w/Pierce grapple, forestry cab, 6,000 hrs, new motor, xlent cond.....	\$205,000
2013 Hitachi ZX-370, w/Jewell grapple. 7,500 hrs. good cond. ....	\$335,000
2004 Link Belt 240 LL, w/Pierce grapple, 20,000 hrs, recent pump.....	\$50,000
2006 Komatsu PC 270LC, forestry cab, 60" Pierce grapple .....	\$59,500
2008 Kobelco SK 350, w/Jewell grapple, 11,500 hrs .....	\$115,000

#### DELIMBERS

2012 JD 2154, w/2012 Waratah 622B, 9,800 hrs, very nice machine.....	\$150,000
2006 JD 2054, w/06 Waratah 622B, recent new motor & rblt pump, good u/c .....	\$72,500
2005 JD 3554, w/2005 Waratah 624, complete rblt head, new pump, low hrs on motor, good u/c ..	\$147,500
2015 Doosan DX300LL, w/2015 LogMax 10000XT, 1200 hrs, QC to grapple, lots of spare parts...	\$410,000
2013 Link-Belt 290X2, w/2013 Waratah 623C, full rotation on head, 8,000 hrs, xlent cond.....	\$282,500
2006 Link-Belt 240LX LL, w/06 Waratah 622B, new drive motors & bushing in head, rblt motor, 18,500 hrs.	\$135,000
2006 Hitachi ZX200, w/06 Waratah 622B, new hyd pump, 50% u/c, 15,500 hrs, good cond.....	\$80,000
2007 Hitachi ZX350 LL, w/05 Waratah 624, 15,500 hrs, recent pump, good cond. ....	\$140,000
2004 Hitachi 330, w/2012 Waratah 623C, 8,000 hrs on head, 12,000 on carrier, road builder front ..	\$150,000
2006 Hitachi 200, w/06 Waratah, 17,000 hrs, road builder front .....	\$67,500
2011 Tigercat 855C, w/2011 624C Waratah, 9400 hrs, recent u/c, 2500 hrs on motor & main pump ..	\$224,500
2004 Waratah 624 Super, w/comp & controls, recent drive motor and bushings, good cond .....	\$50,000
2005 Waratah 622B, rebuilt head, c/w comp. & controls .....	\$60,000
2002 Cat 325C, w/02 Waratah 622 .....	\$59,500
1999 Cat 322B, w/2004 624 Waratah, Auto greaser on carrier and head, extended frame .....	\$145,000
2006 Cat 320CLL, w/06 Waratah 622B, 8,000 hrs, logger front, w/Cat grapple, very good cond...	\$175,000
2010 Cat 324DFM, w/Pierce 3348, xlent cond., 14,000 hrs.....	\$145,000
2001 Cat 320B, w/DT 4400, recent repairs & spare parts, 14,000 hrs.....	\$80,000
2013, Link-Belt 290X2, w/Denharco 4450, 8,900 hrs., xlent cond.....	\$349,500
2002 Link-Belt 240, w/Denharco DM 4400, forestry cab.....	\$52,500
1996 Hitachi 270, w/DM 3500, recent boom & boom drive, good cond. ....	\$20,000
2005 Madill 1236, w/DM 4400, good u/c, recent bushings, nice cond.....	\$85,000

#### BUNCHERS

2005 Tigercat LX830, rblt 23" saw, good u/c, recent repairs, 17,000 hrs .....	\$145,000
2007 Tigercat LX870C, 23" Tigercat 5702 saw, new Cummins power, good u/c, 10,100 hrs, xlent cond	\$175,000
2016 Tigercat LS855C, w/5195 felling saw, Summit tethering ele. Installed only, 900 hrs, like new cond....	POR
2010 Timber Pro TL35-B, w/Quadco 2900-360° rotation, 6,500 hrs, good u/c .....	\$260,000
1999 Timbco 445D, w/32' bar saw, good u/c, 12,000 hrs, recent motor, pumps & travel motors .....	\$79,000
1991 Timbco 430, w/28" bar saw, runs good, exc. u/c .....	\$39,500
2005 Timbco 445EXL, w/Quadco 2900-360° rotation, 11,000 hrs, recent u/c, motor & pump.....	\$160,000

#### SKIDDERS & DOZERS & GRADERS

2010 JD 748H, bunching grapple, dual fnctn boom, rears 90%, front 30%, 1 set chains, 5200 hrs.	\$145,000
2003 JD 748G III, dual fnctn bunching grapple, 10,000 hrs, good rubber, c/w chains	\$45,000
2006 JD 648G III, dual fnctn bunching grapple, 8,000 hrs, good cond., new rubber on back.....	\$85,000
2004 Cat 525B, swing boom, bunching grapple .....	\$85,000
Cat 518 95U, w/grapple and winch, good rubber, fresh motor and trans .....	\$34,500
2013 Tigercat 630D, dual fnctn boom, bunching grapple, very 70 % tires and chains, 3,800 hrs..	\$220,000
1994 Cat D5H TSK, swing boom, bunching grapple, good u/c .....	\$87,500
2012 Cat 517, swing boom, only 2,800 hrs, auto lube system, new rails & shoes, like new cond. ....	\$250,000
Cat D8K, w/winch, angle blade w/tilt, screen & glassed cab, sweeps, work lights .....	\$25,000

#### YARDERS & SWING YARDERS

Madill 122, just completed major rebuild, 8V92 power, 3 guyline.....	\$375,000
Washington 78SL, 3 guyline, rblt Detroit 6V71T power, good u/c, nice cond., run all logging systems	\$160,000
Diamond D425, Cummins power, 3 guyline, very good lines, xlent yarder, low hrs..	\$680,000
L-B LS98, Cat power, Allison trans, 3 gylines, hyd gantry, new circle and hocks xlent u/c .....	\$187,500
Madill 171, Cat power, hyd u/c and jacks, good lines .....	POR
Madill 071, rblt Detroit 8V92T & torque, 4 gylines, good u/c, high speed gear, w/lines.....	\$119,000
can out fit w/new Cat 325 u/c, 4 speed trans., 70' telescoping tube, 5 gylines .....	call
T-Bird TMY 40, Cat 518 mount, Cat power, rblt drum set, 4 guyline, c/w Eaglet & new radio set ....	\$165,000
Skylead SC40, skidder mount, Cummins power, w/lines.....	\$65,000
Skylead SC40, trl mount, Cummins power, c/w Acme car & rigging.....	\$120,000
Koller 500, trl mount, w/Eaglet, tree jacks & rigging .....	\$80,000
Christy 3D, trl. mount, Cummins power, Allison trans, 50' tower, w/Eaglet car .....	\$55,000
T-Bird TMY 45, trl mount, rblt Cummins power, c/w Eagle 2 car & rigging.....	POR
T-Bird TY90, T100HD trl 7 guyline 1 3/8" Cummins KTA 1150 ready to log .....	\$240,000
T-Bird TMY 90, self prop, T100HD, 7 guyline 1 3/8, recent rblt Cummins KTA, good lines.....	\$425,000
T-Bird TMY 45, self prop on rubber, rblt 903 Cummins & torque, good lines, ready to log .....	POR
Berger Mark 3, trl T90, 7 guyline, slackliner 1 1/4", lots parts, one piece move, good lines, xlent....	\$150,000
Berger Mark 3, trl T90, 7 guyline slackliner 1 1/4" machine .....	\$90,000
Berger Mark 2, trl T100, 7 guyline slackliner 1 3/8", good lines, too many parts to list, good cond ..	\$150,000
Skagit BU84C, trl mount T90, 7 guyline, Cat power .....	POR

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2013 7900, excellent cond.....	\$70,000
2010 Boman M5, good cond., w/radios .....	\$50,000

#### TRUCKS

2015 KW T800, only 14,000 miles, w/Cummins ISX 550hp, Pederson trl, w/pole reach & stinger call for info.	POR
---	-----



STERLING CLINEDINST stands next to the company's 1995 Timberjack 450C skidder with a grapple. From central Washington, Sterling spent time doing tree service work in Tonasket and Okanogan. "I wanted to get out of farming and got into the tree service side of things," he said. "I like everything about it, it feels like I learn something new everyday."



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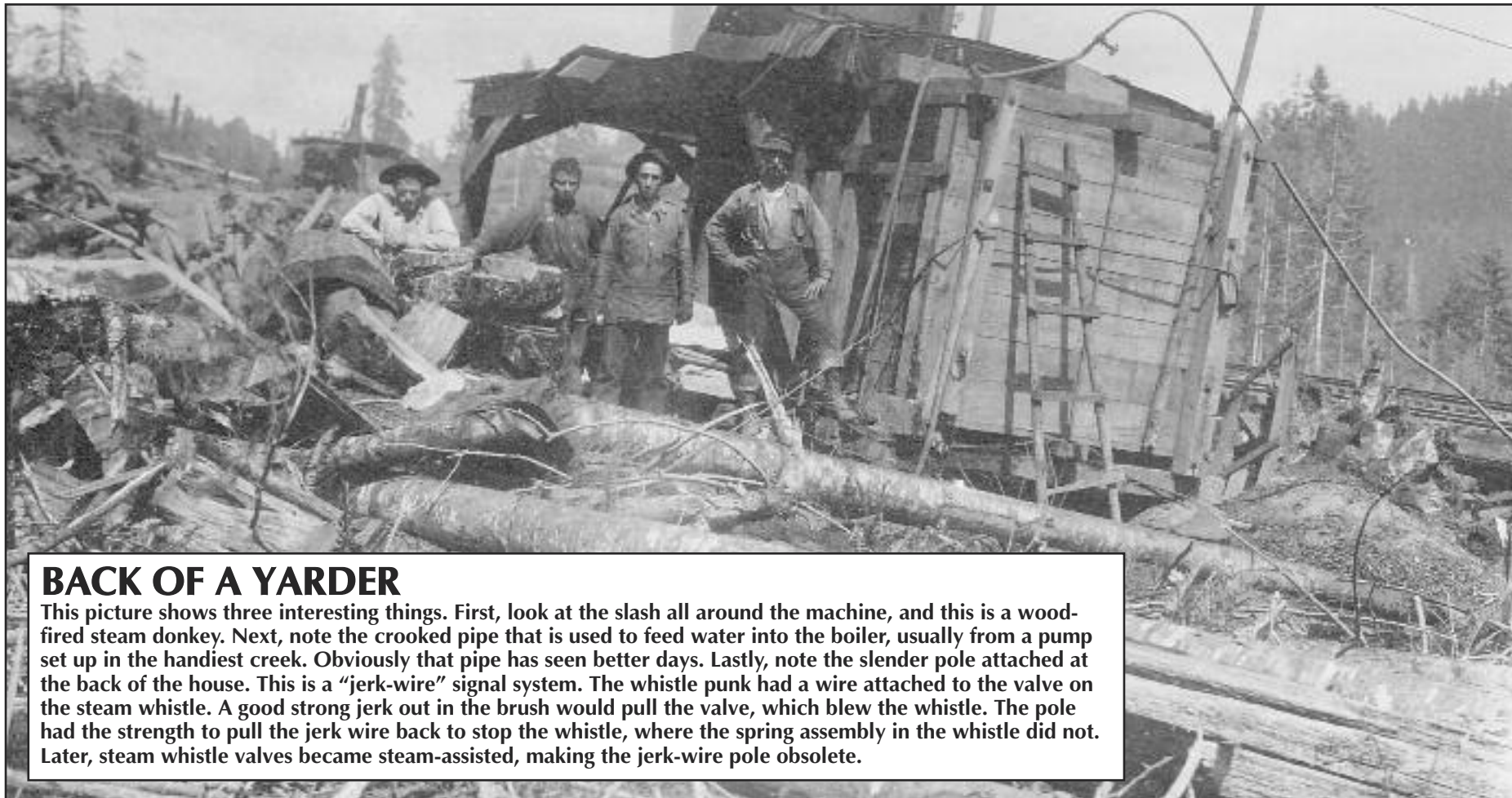
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# BLAST FROM THE PAST

BY  
QUINN J.  
MURK  
FOR  
LOGGERS  
WORLD

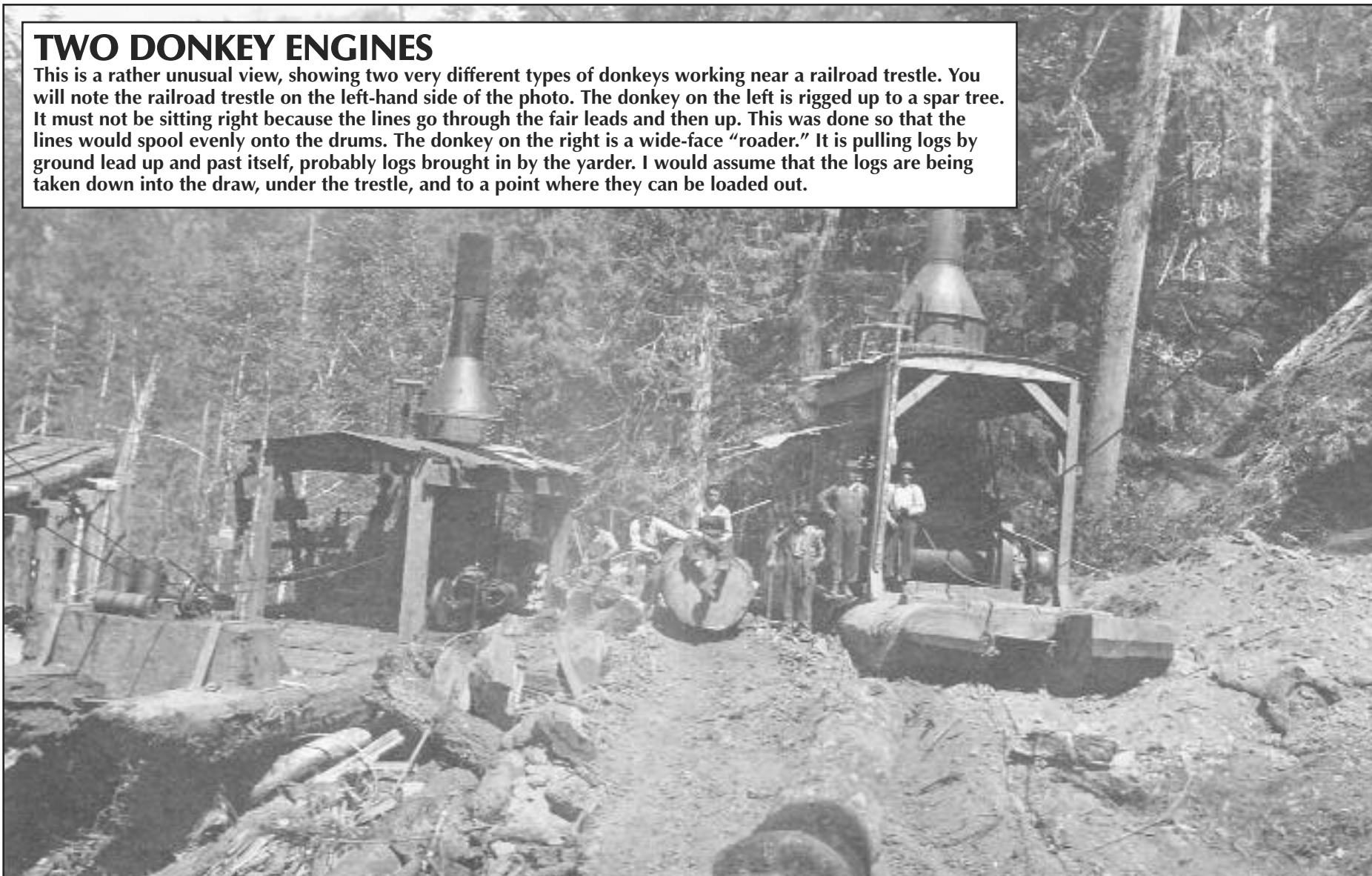


## BACK OF A YARDER

This picture shows three interesting things. First, look at the slash all around the machine, and this is a wood-fired steam donkey. Next, note the crooked pipe that is used to feed water into the boiler, usually from a pump set up in the handiest creek. Obviously that pipe has seen better days. Lastly, note the slender pole attached at the back of the house. This is a "jerk-wire" signal system. The whistle punk had a wire attached to the valve on the steam whistle. A good strong jerk out in the brush would pull the valve, which blew the whistle. The pole had the strength to pull the jerk wire back to stop the whistle, where the spring assembly in the whistle did not. Later, steam whistle valves became steam-assisted, making the jerk-wire pole obsolete.

## TWO DONKEY ENGINES

This is a rather unusual view, showing two very different types of donkeys working near a railroad trestle. You will note the railroad trestle on the left-hand side of the photo. The donkey on the left is rigged up to a spar tree. It must not be sitting right because the lines go through the fair leads and then up. This was done so that the lines would spool evenly onto the drums. The donkey on the right is a wide-face "roader." It is pulling logs by ground lead up and past itself, probably logs brought in by the yarder. I would assume that the logs are being taken down into the draw, under the trestle, and to a point where they can be loaded out.

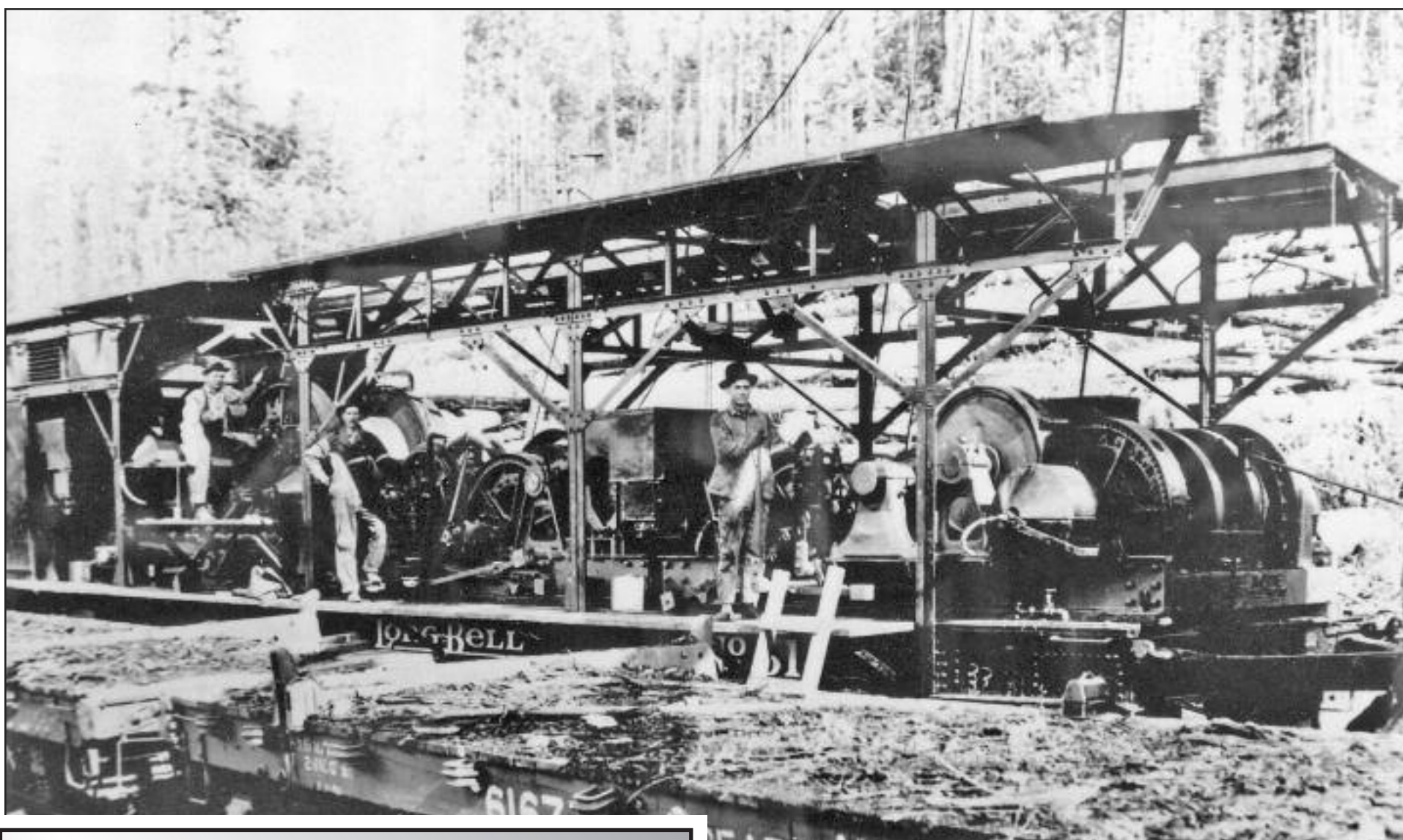




# BLAST FROM THE PAST

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FOR LOGGERS WORLD

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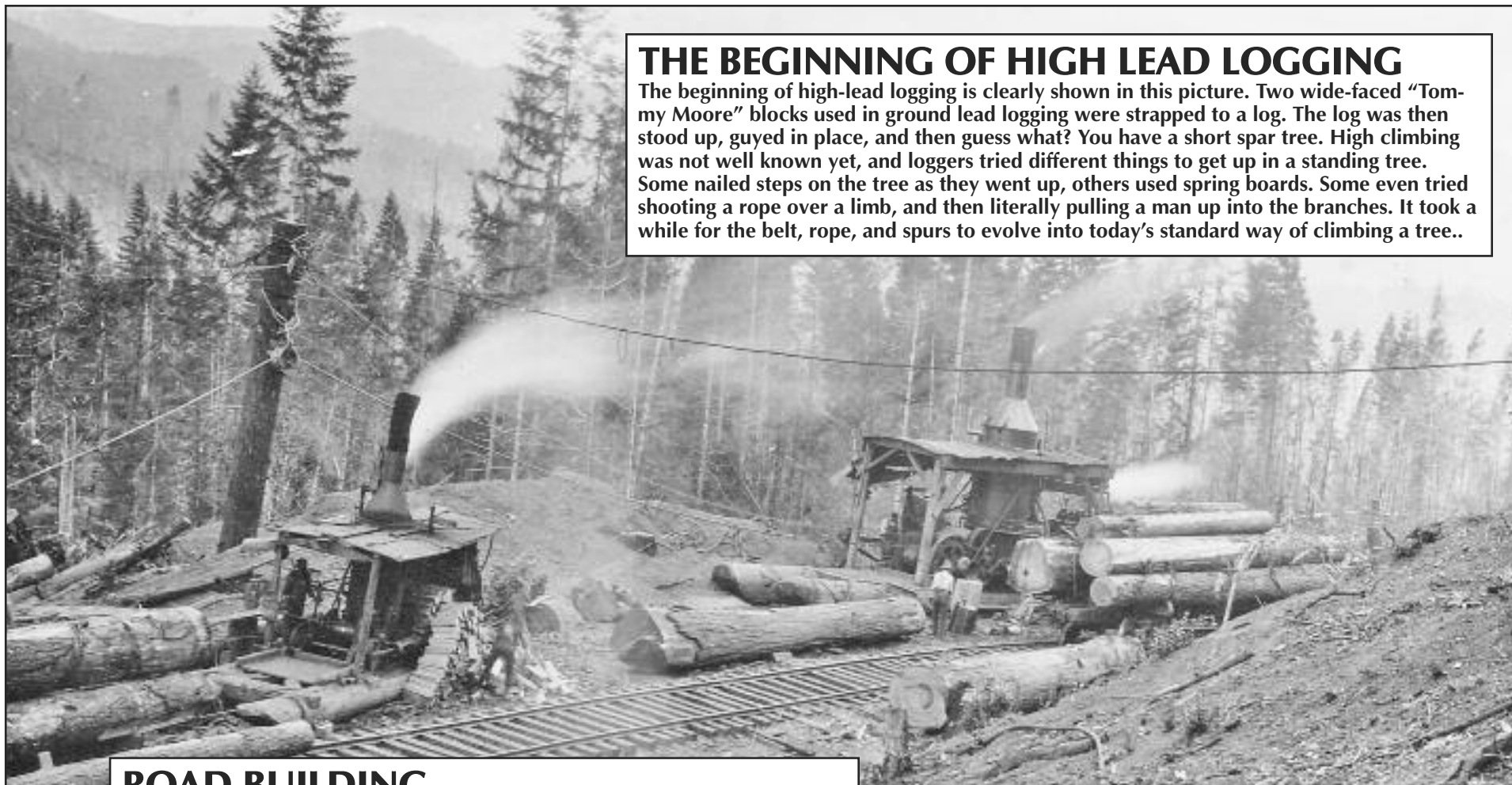


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FOR LOGGERS WORLD

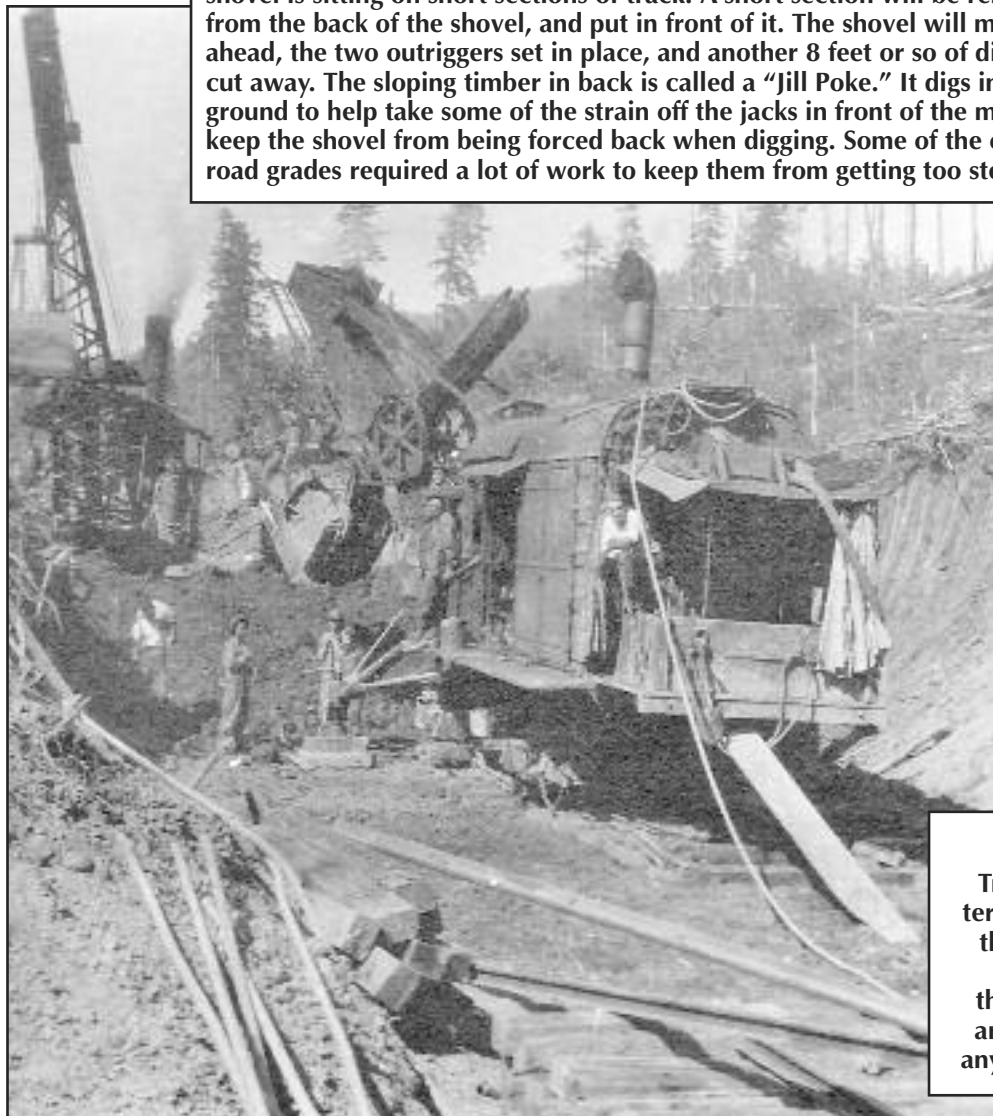
## THE BEGINNING OF HIGH LEAD LOGGING

The beginning of high-lead logging is clearly shown in this picture. Two wide-faced "Tommy Moore" blocks used in ground lead logging were strapped to a log. The log was then stood up, guyed in place, and then guess what? You have a short spar tree. High climbing was not well known yet, and loggers tried different things to get up in a standing tree. Some nailed steps on the tree as they went up, others used spring boards. Some even tried shooting a rope over a limb, and then literally pulling a man up into the branches. It took a while for the belt, rope, and spurs to evolve into today's standard way of climbing a tree..



## ROAD BUILDING

Building roads sure has changed, hasn't it? In this photo, grade is being cut, but there is no easy place to put the dirt. That's why the clamshell crane is stacking the dirt off to the side. The steam shovel is cutting to grade, and placing the dirt in a pile for the steam crane to place in another pile. The steam shovel is sitting on short sections of track. A short section will be removed from the back of the shovel, and put in front of it. The shovel will move ahead, the two outriggers set in place, and another 8 feet or so of dirt will be cut away. The sloping timber in back is called a "Jill Poke." It digs into the ground to help take some of the strain off the jacks in front of the machine to keep the shovel from being forced back when digging. Some of the old railroad grades required a lot of work to keep them from getting too steep.



## BUILDING A TRESTLE

Trestle building was an art that the railroad loggers quickly mastered. This skid rig pile driver is building a rather heavy duty trestle. Each bent has five pilings in it, when some trestles used only four. Also, the bents seem a little close together, and obviously they will have extra bracing. "Skid rig" pile driving is truly a lost art. Probably not one in a thousand pile bucks today would have any idea of what it was and how to do it, if you were to ask them.



ALL LINED UP is Jeff Horswill in his 1977 D3 Cat and Sterling Clinedinst in a Timber jack 450C skidder



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As We See It....

# Looking Ahead

By Danny Dructor

For the past 5 years, the members of the American Loggers Council have been working off of a strategic plan that was put in place in July of 2011. The goal was to initiate programs and activities that were Board approved in 2011 and then revisit that plan in July of 2016 and see how we are doing; what has worked, and what is not working so well.

By the time this editorial reaches the monthly newsletters and publications that it is intended for, the members of the American Loggers Council's Executive Committee will have concluded their work on the 2016 strategic planning session scheduled for July 9th in Dal-

las, Texas. The meeting was held as a part of a continual improvement process that the organization self imposes to make certain that we are meeting the needs of our membership and adding value to all of those that continue to support the organization.

Following the 2011 meeting, and prior to the July 2016 meeting, we are pleased to report that we have made significant improvements in many areas, including advocacy work in Washington, DC for the timber harvesting community, improving our presence on social media sites such as Facebook® and Twitter®, and building a new and better web site found at [www.amloggers.com](http://www.amloggers.com) where visitors can explore current is-

sues that we are working on as well as read the latest in "Logger News" that is having a national impact on timber harvesting operations.

We have also contracted with a consultant to help us determine what next steps are needed to better communicate with not only our peers, but the general public and policy makers in D.C.

Our Spring Fly-In to Washington, DC has grown with more loggers participating in 2016 than ever before, and making more one-on-one contacts with lawmakers and decision makers than in the history of the organization in order to educate and make them aware of the impacts that their decisions have on our industry.

While we have grown in numbers, including new states and Individual Logger members, we are still challenged with the desire to be "The National Voice for Independent Loggers" and to make certain that our positions are those of whom we represent.

In 2011, we change the title of our monthly editorial from "As I See It" to "As We See It" as a direct reflection of who we wish to represent; not one logger, but all loggers. All professional timber harvesters can be a part of the American Loggers Council, and what you think does matter to our organiza-

tion. We not only invite your input, but encourage your input into this organization.

If you have something that you would like to share with us, please feel free to do so. Our phone number is 409-625-0206, our fax number is 409-625-0207, and our e-mail address is [americanlogger@aol.com](mailto:americanlogger@aol.com). If the line is busy, we do return calls. Looking ahead, your input, ideas and recommendations are what will keep us growing strong.

Log safe!



*Danny Dructor is the Executive Vice President for the American Loggers Council with offices near Hemphill, Texas.*

*The American Loggers Council is a 501 (c)(6) not for profit trade organization representing professional timber harvesters in 32 states across the United States. If you would like to learn more about the ALC, please visit their web site at [www.amloggers.com](http://www.amloggers.com), or contact their office at 409-625-0206.*

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Summary Judgment....

## Defending the People of the Blue from the Greens

by William Perry Pendley

In 2001, a University of Massachusetts Dartmouth professor asked me to speak to his environmental class on the "War on the West" by the Clinton administration, which had ended weeks earlier. Professor Jack Stauder's invitation drew invectives from colleagues for allying himself with, "the vast right-wing conspiracy," but he countered, "that environmentalists are always the good guys saving the environment [is a] fairy tale...." The "environmental movement [is] based on a cruel and uncompromising ideology...." In *The Blue and the Green: A Cultural Ecologi-*

cal History of an Arizona Ranching Community (University of Nevada Press, 2016), he has more to say about "the greens."

Dr. Stauder was born in Colorado, grew up the son of a rancher, "learning from him the life of ranching and feeling his love for the land," and spent his high school years in Las Cruces, New Mexico. After two semesters at Harvard, he took a year off, did construction work, and enlisted in the U.S. Marine Corps Reserves, but returned to major in American History and Literature. His interest in social anthro-

pology was sparked by a summer with Mexican Indians. He graduated in 1962, won a Marshall Scholarship, and earned a Ph.D. in cultural anthropology at Cambridge University. Along the way, he became a Marxist.

His flirtation with Marxism ended after traveling to 110 countries, including Ethiopia, source of his first book, *The Majangir: Ecology and Society of a Southwest Ethiopian People* (Cambridge University Press, 1971). "I talked to everyone I met; in communist countries, they just weren't happy." Meanwhile, travel in the U.S.A. taught him about environmentalists. Each summer from his sister and her husband's pecan farm in Las Cruces, he traveled in a camper van, meeting with westerners. Soon, he focused on the beautiful Blue River Valley—"isolated and obscure, unheard of by even most Arizonans,"—on New Mexico's western border.

In a Denver talk, Dr. Stauder argues his book is not a personal polemic; instead, he insisted the men and women tell their story in their own words. He acknowledges the "ranchers and other folk on the Blue," U.S. Forest Service, U.S. Fish and Wildlife Service, and Arizona Game and Fish Department employees, "environmentalists of various persuasions," and "scientists and experts on ranching" who helped ensure he got it right.

The Blue was a "land of beauty and plenty," but it was also "a frontier beset by dangers and difficulties," specifically, it was "a traditional hunting territory of the White River and other Apache bands." Eventually, however, "[d]espite Apaches, rustlers, rough terrain, hardship, and risk, the Blue was irresistible to those who wanted land[,] land that had water! The

Blue's late settling extended the "cattle-ranching frontier into the American interior," which saw boom and bust economies, overgrazing, "ecological damage" due to "a lack of property rights"—the U.S. government owns most of the land—and fire, draught, and floods. The newly minted Forest Service, however, including young Aldo Leopold, worked with and helped the ranchers. Through it all, if they did not necessarily prosper, they survived.

That soon changed. At the end of the century, many would be running fewer livestock and some would be out of the cattle business entirely due to the anti-ranching environmental juggernaut, the Clinton administration's War on the West, the death by a thousand paper cuts from the National Environmental Policy Act, and abuses of the Endangered Species Act.

Dr. Stauder calls for "common ground environmentalism," in which environmentalists who see ranching in a positive light acknowledge ranchers' commitment to stewardship of the land and abandon the ideological obsessions of radical greens. Furthermore, he hopes Forest Service personnel of good will can circumvent the arduous "legal and institutional framework" that has caused westerners such problems. Is he too optimistic? Only time will tell.

Meanwhile, in writing about the Blue, Dr. Stauder has told the modern history of ranching across the West. All who love liberty should pay heed.

*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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- 2006 JOHN DEERE 2554
- 2004 JOHN DEERE 3554
- 2013 HITACHI ZX210
- 2006 HITACHI ZX200
- 2011 KOBELCO SK295
- 2010 KOBELCO SK350
- 2004 KOBELCO SK250
- 1999 KOBELCO SK300 W/2 WINCHES
- 2008 KOMATSU PC220
- 2014 LINKBELT 290X2
- 2012 LINKBELT 350
- 2007 LINKBELT 240LX
- 2005 LINK-BELT 290LX
- 2000 LINK-BELT 3400Q
- 2000 LINKBELT 3400Q TONG THROWER
- 1998 THUNDERBIRD 1240
- 2014 TIGERCAT 880

## PROCESSORS & DELIMBERS

- 2013 CAT 568 W/WARATAH 626
- 2013 CAT 320D W/DT4400
- 1994 CAT 320BL W/WARATAH 620
- 2014 DOOSAN 300 W/PIERCE 3348
- 2007 HITACHI 350 W/'09 WARATAH 624C
- 2006 HITACHI ZX250 W/DM4400
- 2004 HITACHI ZX330 W/2010 WARATAH 623C
- 2012 JOHN DEERE 2954 W/WARATAH623C
- 2009 JOHN DEERE 2154 W/WARATAH 622B
- 2008 JOHN DEERE 2954D W/2010 WARATAH 624C
- 2007 JOHN DEERE 2054 W/WARATAH 622B
- 2006 JOHN DEERE 2554 W/DM4550
- 2006 JOHN DEERE 2554 RB W/WARATAH 622B
- 2006 JOHN DEERE 2054 W/WARATAH 622B

## PROCESSORS & DELIMBERS *Cont.*

- 2006 JOHN DEERE 759G W/WARATAH 470
- 2009 KOBELCO SK260 W/LOGMAX 7000XT
- 2006 KOBELCO SK290 W/WARATAH 622B
- 2014 LINKBELT 290X2 W/WARATAH 623C
- 2012 LINKBELT 290X2 RB W/WARATAH 623C
- 2011 LINKBELT 240LX W/DM4550
- 2006 LINKBELT 240LX W/622B
- 2004 LINKBELT 240LX W/PIERCE 3348
- 2000 LINKBELT 2800Q W/DT4400
- 2005 MADILL 2800B W/WARATAH 622B
- 2004 MADILL 1800 W/WARATAH 624
- 2002 MADILL 2800 W/'07 WARATAH 624
- 2012 TIMBERPRO TL735B W/'14 LOGMAX 7000XT
- 2013 JOHN DEERE 959K
- 2012 JOHN DEERE 959K
- 2015 KOMATSU XT450L-2
- 2014 KOMATSU XT445L-2
- 2013 KOMATSU XT450L-2
- 2014 TIMBERPRO TL745
- 2013 TIGERCAT LX830C
- 2011 TIGERCAT LX830C
- 2009 TIGERCAT LX870C
- 2005 TIGERCAT L870
- 2005 TIGERCAT LX830C
- 2005 TIGERCAT LX830
- 2006 TIMBCO T445EXL W/40° QUADCO
- 2006 TIMBCO T445EXL
- 2003 TIMBCO T445E
- 2002 TIMBCO T445D
- 2013 TIMBERPRO TL735B
- 2011 TIMBERPRO TL735B
- 2003 VALMET 603

## SKIDDERS / DOZERS

- 2014 CAT 535C
- 2013 CAT 527
- 2010 CAT 527
- 2007 CAT 527
- 2000 CAT 527
- 1998 CAT 527
- 1998 CAT 517

## SKIDDERS / DOZERS *Cont.*

- 1996 CAT D4H
- 1995 CAT D5H W/GRAPPLE, WINCH
- 1978 CAT D6D W/GRAPPLE
- 1977 CAT D7G
- CAT D7F W/ESCO SWING BOOM
- CAT 977L
- 2012 JOHN DEERE 748H
- 2010 JOHN DEERE 848H
- **CHIPPERS / GRINDERS**
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- PETERSON 5000G
- **YARDERS**
- 1996 KOBELCO SK230 W/JEWELL TIMBERMASTER
- KOHLER K501
- LINKBELT 98
- DIAMOND D210
- MADILL 071
- SKAGIT 739
- THUNDERBIRD TMY-40
- THUNDERBIRD TSY50
- THUNDERBIRD TY90
- THUNDERBIRD TY-40
- THUNDERBIRD 6140
- **EXCAVATORS**
- 2003 CAT 320C RB
- 2006 HITACHI ZX250 ROAD BUILDER
- 2005 HITACHI ZX200 LONG REACH
- 2005 JOHN DEERE 3554 ROAD BUILDER
- 2010 KOBELCO ED150-2
- 2003 KOBELCO SK250RB
- **MISCELLANEOUS**
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- CAT 977L
- EXC. HEEL/GRAPPLE
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- 2007 FECON BH80HD
- (2) PULLMASTER HL25-4 WINCHES
- 1994 KENWORTH T800 SELF LOADER
- MEDFORD LOG FORKS
- 40° QUADCO HOTSAW
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- 1994 VALMET 860 FORWARDER
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- THUNDERBIRD TSY-155



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Log!  
**P.O.R.**





# FIRST LOGGIN' JOB

By Michael J. Barker

(My first real loggin' job is one of those things a guy just don't like talking about a whole lot.)

Being somewhat impatient in my younger days, I had decided that I would forgo the time honored tradition of working my way up the ranks and just start running equipment right from the git go. The way I saw it a skidder was just like a tractor...only different.

I'd been around, on, and underneath tractors since I was 12 years old and had a good deal of experience on them, every summer, all through my tenure at Junction City and North Eugene high schools whilst I was growin' up so a skidder shouldn't outta be that hard.

I took the plunge and started in on the help wanted section of the Register Guard looking under 'logging jobs'. There must have been 20 of them as this was in 1975, maybe 74 and it was boom time for the timber and mill industries. I'd tried the sawmills, but you had to be in the same place all day, every day, and eat lunch indoors with a bunch of meatheads every day, so that wasn't going to cut it, if ya have to eat lunch with a bunch of meatheads everyday you should at least get to do it outside in the rain.

It looked like I would have to tell a 'little white lie' or two in order to get on as a skidder operator, as all the ads were asking for experienced men only. So I did what I had to do and secured my position as 'skidder operator' over the phone. I don't think I slept at all that night, if I did it wasn't for long.

I met the crummy at 5:00 am and off to the woods we headed. I don't think any of

them saw how young I was at that time, as it was dark and they were all hung over and the crummy smelled like a cheap bar room carpet.

Eventually we arrived at the landing and the long wait was over...it was show time. I strutted over to the skidder to check the oil and water and show the crew what an old hand I was and I'd imagine I failed miserably.

I finally found myself in the cab of a vintage 'Timber Jack' skidder and something

steer or more importantly stop the damn thing!

All of the sudden I had become very popular with rest of the crew, You could say That I had their undivided attention as I side swiped the crummy, ran over every one's lunch and two chainsaws on my way to demolish the fuel cache which consisted of three 55 gallon drums of diesel. One of them ruptured right off the bat and the other two took a little roll down the hill. By this time there were tin hats flying

skidder heading straight for him!

He instantly let go of the controls and held on for dear life. Lucky for him and me too, I suppose it was a glancing blow and he just sort of slid down as opposed to being knocked right off the damn thing! The out of control machine scraped down the side of the loader and hit an out rigger and stopped it dead in its tracks, killing the engine, and none too soon. My worst nightmare was materializing right before my very eyes, I was practically frozen with terror and had a whole crew of burly po'd loggers bearing down on me fast, things weren't working out quite as I had planned!

I won't put in print a lot of the things I was called that morning; I doubt that I'll ever forget them either! After removing me from the cab of the skidder and doing a little damage control the boss man had me set chokers behind a cat for the rest of the day with no gloves or rain gear and of course no lunch, as I had run over them all!

When we finally arrived back at the crummy stop the owner reached under his pickup seat and pulled out a check book and paid me \$40, \$5 an hour and informed me he was sorry but he just couldn't afford to keep guys like me around, and I could see his point!

With my confidence shattered I headed home to face the music and the 'I told you so's' from the little woman. But being young and resilient I was back to my cocky self in no time and would later on become a very good skidder operator, cat skinner and all around logger and learned a valuable lesson in the process.....start out at the bottom and work your way up!

**“I side swiped the crummy, ran over everyone's lunch and two chainsaws on my way to demolish the fuel cache which consisted of three 55 gallon drums of diesel”**

didn't feel quite right. In due time it hit me, there was no steering wheel. I hadn't anticipated this. What in the Hell kind of a machine doesn't have a dadgum steering wheel....Lordy Lordy. Details like that would have to wait though, I had to get her started up and warmed up and collect my shattered thoughts.

I figured those small details would have to wait and I got 'er started without too much embarrassment and off she went like it was on full automatic pilot, I was just along for the ride! I found myself in a state of pure panic and not so much as a clue as to how to

around like Frisbees and every one running around yelling and screaming and more hub bub than I have ever seen or heard tell of and all for me!Wouldn't you know it, right when it looked like I was headed off in a safe direction and I could regain my 'composure' she hit a small stump and reset her course, right for the self loader that served as the loading rig with the owner up on top in the 'roost'. At this juncture he was oblivious to what had just happened to his logging outfit as he had his back to the melee while he was loading out trucks. A few seconds before impact he turned and saw the runaway



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