

LOGGERS WORLD

VOLUME 51 NUMBER 11

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Finley's Rigging Shack

"Classic"



Originally Printed in July 1979

"NEW ALASKAN"

Bob Pickrell had a dream in January of 1961. That dream was to be the publisher of his own newspaper or magazine. In June of 1965 that dream was a reality with the borning of the first issue ever of the "New Alaskan". Bob Pickrell is the general manager of this tremendous Southeast Alaskan Paper (or Magazine).

I first met Bob Pickrell in the spring of 1965. This meeting took place after we had started publishing Loggers World. Bob Pickrell is starting his 15th year of publishing. Loggers world is finishing its 15th year of publishing-----we are that close to being the same age.

Bob asked me to be a speaker at the Alaska Loggers Association annual meeting. He wrote a most interesting letter and I accepted. I did not know Bob Pickrell nor the Alaska Loggers Association. At that time Bob was Executive Secretary of the ALA.

We kept exchanging letters and he told me in one of those letters to be prepared for being

a celebrity for a week. He said that he had me booked into Ketchikan bigger than Taylor and Burton. He did and for a week I had the delightful but trying experience of being someone important. After a week of smiling and having someone else arrange my time, it was a tremendous relief to slip back into the background and just be my own dull self. Thanks to Bob Pickrell I was a small time celebrity for one week. One week was a great plenty but it was a great week.

During that week I visited with Bob and his family and he arranged for me to visit some of the S.E. Alaska logging operations. Bob and I became friends---and we have stayed friends. That in spite of not seeing each other often nor long.

I have borrowed articles from he and his staff to put in Loggers World. This is possible because the "New Alaskan" often has articles of loggers from that area. Good ones too! If they weren't good we wouldn't borrow them.

In one of the early issues of the New Alaskan Bob had his picture published. Several times in fact. Seems that he bought an island across from his home,

'just for the fun of it'. "It's not a big island—three quarters of an acre at low tide, a half acre at high tide."

The pictures he ran showed Bob at a table and on the table was a typewriter. Bareheaded Bob was sitting and typing. First picture shows the water just shoe high. Second picture his knees are almost under water. Third picture, water is getting his hind end wet. Fourth picture the water is kissing at the underside of the table. Fifth picture he has water lapping at his typewriter and a boat is coming into the picture to save our hero.

He said that when in his 'Island Office' fishing boats go by full bore in an attempt to swamp him. The island is his office away from the office to get away from phones and kids. "Wave as you go by", Bob suggests and adds, "It is the third island on your left as you head north out of Ketchikan."

Over the years Bob has done some wild and zany things. Things both entertaining and unpredictable. He is a man who loves life and tackles everything with a light hearted full bore try. He is a talented man and his casual attitudes can't hid his talents.

A couple of months ago Bob called me to say, "I heard that you are now a Born Again Christian." I quickly admitted this and he informed me that he had accepted Christ as his Savior and Master before I did.



FINLEY HAYS

Then he asked if I could come to Alaska and go with him around and about and visit some churches and do some talking and sharing. Someday I am going to do this with Bob.

It has been a great experience being a friend of Bob Pickrell's

and it is even better to be a brother of Bob Pickrell's in the family of God.

Things just keep getting better and better!!

As the "New Alaskan" is starting its 15th year of existence, Loggers World is completing the 15th year. Both of them are youngsters as time in the publishing business is reckoned.

We are looking forward to some special things to celebrate our 15th birthday with the October issue of Loggers World this fall. One thing we intend to do is re-visit and re-photograph the first logging operation to appear in our pages. That logging operation is Zee Brothers Logging Company of Bellingham.

That is going to be fun---going back through and around and about and finding out what has happened during the past 15 years.

Then probably we shall do some looking back and selecting some high points of our history to share with our readers.

It is pleasant to think about and dwell upon the people we

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LOGGERS WORLD

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Founded in 1964 by Finley Hays

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REPORTING IN FROM...



L & L INCORPORATED

Founded in 1986, by **Louis and Lori Mann**, the company is a close knit family crew. Louis began on his own before his sons Terry and Ted came to work for him. The three use Ponsse equipment, with Terry running a 2015 Scorpion King, Louis running a 2012 Buffalo Forwarder and Ted operating a self loader.

SUTHERLIN, OREGON

Sutherlin is a town of 7,810 in **Douglas County, Oregon**. After moving to Oregon in their RVs, the Manns have now settled down in Sutherlin right next to each other. Closeby features include the **Cooper Creek Reservoir, the Umpqua River**, golf courses and vineyards.

Rigging Shack

(Continued from Page 2)

have met, the loggers we have pictured, the operators we have written about during the past decade and a half. We have shown Pictures of thousands upon thousands of loggers. We have written about hundreds upon hundreds of logging operations and logging companies.

It may be that we have traveled a million miles in our search of logging operators.

We started with an idea. That idea was that loggers are interested in what other loggers are doing and interested in how they do it and interested in what they use to do it with. Loggers, logging methods and logging machinery.

It was our feeling then and it is our feeling now that the man is more important than the machine. The man is more important than the logging method, the government and almost all other things. We believe the logger is the hero and that the man that gets up in the morning and goes to work, day after day and year after year, is the greatest hero in this country.

We respect and admire the people who do the work. People who do a great work. Without these people we would not only stop any progress but we would all starve to death, if we didn't freeze to death first.

The public picture of a logger

is very wrong. Out of focus and out of time. I hope that we have acquainted some people with loggers more as they are. I started out in this business with the feeling that loggers are the cream of the crop. After 15 years in this publishing racket, I'm

convinced that I was right in the first place and every week something happens of a positive nature that bolsters this faith and this belief.

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Leap of Faith

L&L makes the move from Montana to Oregon

A SHOWER OF SAWDUST

Terry Mann operates his 2015 Ponsse Scorpion King on Seneca Jones Timber Company property near Glide, Oregon. The Manns were quick to get into Ponsse in the early 2000s.

L&L Inc. finds strong thinning market in Oregon

Photos by Kevin Core
Story by Brandon Hansen
For Loggers World

A logger is no stranger to covering large distances, as a commute can sometimes creep north of a couple hours or more. For L&L, Inc. they didn't just make a long commute but moved their entire operation and family from Philipsburg, Montana to south-

ern Oregon

It was a move necessary due to the changing economic conditions in Montana with saw mills closing down, which in turn caused work to slow.

Founded in 1986 by Louis and Lori Mann, L&L is a small operation with Louis, Terry and Ted working as a crew thinning with the cut-to-length system that their Ponsse equipment allows. Louis has been in the woods since a young age. His father died when he was nine-years-old and he would follow his older brother, who had a post and pole business. So by the time

Louis started a business, he knew a thing or two about logging.

The outfit began humbly with a grapple skidder and a D6 Cat, but it wasn't long before they were contract logging for Louisiana Pacific, Pyramid Mountain Lumber, RY Timber and Mote Lumber out of Helena, and were harvesting enough timber to keep up to a dozen busily hauling independent trucks. As his boys got older they were able to join him out in the business

"It's very nice to have family together," Louis said. "We're a

close-knit unit and we enjoy our close relationship."

Since they're all family they know more than anyone what to expect from their co-workers which is a blessing. Considering they have a sizeable amount of years working with each other, it's a logging crew that has the tightest bonds.

"It always has its challenges too since we're strong willed," Terry says with a laugh. "We've butted heads sometimes but it's always a lot different than run-

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See "L&L"

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MOVING FORWARD

Louis Mann stands in front of his Ponsse 2012 Buffalo Forwarder. While the thinning market was still strong in the state of Montana, Louis had become interested in Ponsse equipment in 2001 when a dealer friend invited him to come along to Sweden for a trade show. A few years later, L&L sold all of their tree-length logging equipment and bought two Ponsse cut-to-length machines. Louis said that the thing that stuck out to him the most about Ponsse was the Mercedes diesel engine and the dealer support. "They take really good care of you and they were the most interesting in selling me a machine," he said.



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L&L

(Continued from Page 6)

ning a job somewhere. We don't have to worry about babysitting someone. We know everybody wants to do their best."

The company has tried to get bigger before but they think their small family operation is the best way to go, as said by Terry in the 2013 story done by Loggers World.

"We really like the dynamics (of a small outfit)," Terry says. "We've tried to expand in the past, but it was a challenge keeping good help. The cut-to-length equipment is expensive, and you've got to run it efficiently everyday, and it's hard to train guys to do that. We also bounce around so much - we've been everywhere from Chehalis, Washington to all parts of Oregon, and that it's hard to keep guys interested in what we do."

Ted said that the thing that keeps everyone going is working for each other.

"We also have a lot of freedom," Ted said. "Sure we don't take much time off, that's just the nature of a small operation, but if we need to take a day for one thing or another you can do that."

(Continued on Page 17)

See "L&L"

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TED MANN

Ted Mann stands in front of his 2006 International 5900 with a Epsilon 180z self-loader. Ted loads other log trucks and makes trips to the mill in between.



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LEFT
Ted Mann poses with his co-pilot "CoCo" in the cab of his International 5900.

RIGHT
Steve Weber, Roseburg Logging Manager and Casey Roscoe, Senior VP of Public Relations for The Seneca Family of Companies pose for this Loggers World photo.



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



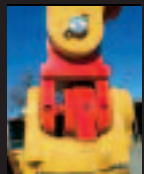
2006 JD 748G III, dual-func hyd, grapple, decking blade, AC, 30.5 tires.....\$77,500



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



1993 CAT 518C, grapple, good 23.1 tires, 18,000+ hours, arriving the first week of October.....CALL



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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



2002 PRECISION HUSKY 66-23, Husky XL-175 loader, CAT 3412, 700/750 hp, Tier I, joy sticks, twin-disc clutch, feed table w/feed chain, cab, 12 new tires, good brakes, fresh oil, new paint, recent injectors, one owner, was working daily, 11,141 hours.....\$99,500



2001 FRANKLIN 3600, hot saw, Cummins 6BT @ 152 hp, good 24.3x32 fronts, cab, spare front and rear tires/wheels, approx 18,100 lbs., clean, low-hour machine, shows 4,541 hours.....\$29,500



1999 JD 330 HYDRAULIC LOG LOADER Jewell guarding, high & wide, 21,540 frame hours, low hours on recon engine, Rotec, finals, good older loader, consigned, call for northwest California location.....\$55,000



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 ZEHHR 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



MORBARK 20 CHIPPER, new CAT C13 with 3,684 hours, 385 hp, Tier III, new tires, good brakes, lights, very good for age.....\$69,500

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



2007 CAT 328D LCR, 48" bucket, hydraulic thumb & QC, auxiliary hydraulics, 10'6" stick, very good condition, 6,148 hours.....\$136,500



1999 JD 6310 w/Diamond side boom flail mower, approx. 50" wide, 2 WD, cab, 2 owner unit, 8,816 hours.....\$29,500
Extra flail available\$5,000



2007 CAT D6T XWVP, 6-way blade, very good undercarriage, 9,834 hours, nice unit for age and hours.....\$105,000



2016 WITZCO CHALLENGER RG50, 50 ton, 3 axle, spring suspension, RGN w/pony motor, 22' deck, 8'6" wide, 22.5x70Rx225 tires, approx. 44'6" king pin to rear axle, FET paid.....\$31,000



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



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



1969 CAT 14E, 14:00 x 24 tires w/chains, recent end, runs & works very well for age.....\$13,500



1964 CAT 12E, 12' board, shop-built push block, cab, 14:00 x 24 tires, clutch, electric start, 2 broken windows, runs well for age.....\$11,000



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

**TERRY MANN**

Terry Mann poses in front of his 2015 Ponsse Scorpion King. "We really like the dynamics (of a small outfit)," Terry says. "We've tried to expand in the past, but it was a challenge keeping good help. The cut-to-length equipment is expensive, and you've got to run it efficiently everyday, and it's hard to train guys to do that. We also bounce around so much - we've been everywhere from Chehalis, Washington to all parts of Oregon, and that it's hard to keep guys interested in what we do."

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2001 Timbco 425D



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2003 Link-Belt 290LX



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2004 Deere 160CLC



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2005 Hitachi ZX330LC



Parting Out

2005 Kobelco SK330LC6



Parting Out

1992 Cat 936F



Parting Out

2007 Hitachi ZX270LC3



Parting Out

2003 Link-Belt 210LX



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2007 Hitachi ZX350LC3



Parting Out

2000 Cat 527

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CAT SKIDDERS

D5H; D4H; 525; 527; 525C

CAT SCRAPPERS

615,621E

CASE

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

GROVE

RT745

LINK-BELT

210LX; 240LX; 290LX;
4300 CII-Q; 5800 CII-Q; 6000Q

KOBELCO

ED150; SK290LC6; SK200LC IV;
SK400LC IV; SK330

JOHN DEERE

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2554; 310SE; 330CLC; 350DLC;
450DLC; 550H; 544J; 544G;
600CLC; 624G; 644H; 644G;
648GII; 690E; 710D; 750B-C; 744H;
753GL; 772BH; 850J; 992D-ELC

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TIMBERKING

TK722; TK1162

KOMATSU

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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

TIMBERJACK

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HITACHI

ZX27U; ZX120; EX150; EX160;
ZX200LL; EX200-5; EX60;
EX200LC3; EX220-3; ZX330
ZX350LC; EX330LC5; EX400LC3;
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LOADING UP

Louis Mann operates his 2012 Buffalo Forwarder on Seneca Jones Timber Company property near Glide, Oregon. The company moved from Philipsburg, Montana to Sutherlin, Ore. There's more rain now, but steady work.

"I miss the frozen ground during winter but probably not the temperatures," Louis said. "We'd work in -30 sometimes and that would become awkward. Montana also had the spring breakup and now we work pretty much year round."

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12005 Timbco 475E XL
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2002 Cat 325C
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25,559 Hrs., ready to work

\$87,600



2006 Cat 325C FM
S/N S3M01018
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Ted Mann drives the 2006 International 5900 with a Epsilon 180z self-loader "Z-crane." Ted drives the lone truck for L&L and they contract out to four or five other trucks. For long hauls, he will load up the other trucks and send them on their way. Then he'll load up his own International up and make a quick mill trip nearby before coming back to load the trucks again. "Sometimes people will stop me on the road to do self-loader work so we do odd jobs," Ted said. "We're the only self-loading short logger in Oregon so people give us a call."



LOGGERS WORLD VIDEO

Use your smartphone to download a QR Code App and scan this code to see video of L&L Incorporated.

Video taken by
Kevin Core
& edited by
Brandon Hansen.

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LAYING THEM OUT

Terry Mann uses his Scorpion King to lay the logs out for his father Louis and his forwarder



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LOG LOADERS

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 568, w/Cat grapple, 7,800 hrs, xlent loader.....	\$270,000
2013 Cat 320DFM, w/Cat grapple, 5,500 hrs, new u/c, xlent cond.	\$190,000
2008 Cat 320DFM, w/Cat grapple, 17,200 hrs, good u/c, new pump, auto lube system, good u/c.....	\$100,000
2002 Cat 330BLL, w/grapple, recent pump work, forestry cab.....	\$42,500
2006 Madill 3800C, w/grapple, 17,000 hrs.....	POR
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
2005 Doosan 300, w/Jewell grapple rblt motor & cyl	\$92,500
2005, JD 3554, w/Jewell grapple 16,000 hrs, recent pump, low hrs on motor, good u/c	\$120,000
2012 JD 2954LL, w/Pierce grapple, 5,400 hrs, nice machine	\$200,000
2006 JD 2054LL, w/tong thrower package and Jewell grapple, recent u/c, 15,700 hrs.....	\$117,500
2012 Hitachi ZX-290, w/Jewell grapple, 9,500 hrs.....	\$180,000
2013 Hitachi ZX-240, w/Pierce grapple, forestry cab, 7,000 hrs, new motor, xlent cond.....	POR
2004 Link Belt 240 LL, w/Pierce grapple, 20,000 hrs, recent pump.....	\$50,000
2008 Kobelco SK 350, w/Jewell grapple, 11,500 hrs	\$115,000

DELIMBERS

2005 JD 3554, w/2005 Waratah 624, complete rblt head, new pump, low hrs on motor, good u/c ..	\$147,500
2013 JD 2954, w/2013 Waratah 624C, 8,000 hrs, very nice.....	\$299,000
2010 JD 2154 w/ 2010 Waratah 622B rblt head very clean and dry	\$155,000
2006 JD 2054 w/ 06 Waratah 622B, 17,000 hrs, good cond	\$85,000
2000 Cat 330B LL, w/04 Waratah 624 Super, low hrs on new motor & pump	\$87,500
2013 Link-Belt 290X2, w/2013 Waratah 623, full rotation, 6000 hrs, very good condition.....	\$390,000
2013 Link-Belt 240X2, w/2013 Waratah 622C, 3,800 hrs	\$290,000
2012 Link-Belt 290X2, w/2012 Waratah 623C, 8,000 hrs on road builder front	\$255,000
2006 Link-Belt 240LX LL, w/06 Waratah 622B, new drive motors & bushing in head, rblt motor, 18,500 hrs.....	\$135,000
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
2004 Komatsu PC300, w/04 Waratah 624 Super, 19,000hrs, good u/c, 2000 hrs, rblt motor, recent pump.....	\$130,000
2003 Newson 182, w/Logmax 5000, good u/c, recent tilt bushings, 6,500 hrs	\$120,000
2013 Pierce GP, w/controls & comp., all updates done, 2,500 hrs.....	\$95,000
2004 Waratah 624 Super, w/comp & controls, recent drive motor and bushings, good cond	\$50,000
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
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 4550, xlent cond, 8,900 hrs, new boom avl.	\$297,500
1998 T-Bird 1236, w/DM 3500, good running limber.....	\$35,000
2005 Madill 1236, w/DM 4400, good u/c, recent bushings, nice cond.....	\$85,000

ROAD BUILDERS

2013 Cat 325DFM, w/digging & clean out bucket, 2800 hrs.....	\$300,000
2006 Cat 325C, w/heel & grapple, digging & clean-out bucket, 7,000 hrs, xlent cond.	\$140,000

BUNCHERS

2005 Tigercat LX830, rblt 23" saw, good u/c, recent repairs, 17,000 hrs	\$130,000
2007 Tigercat LX870C, 23" Tigercat 5702 saw, new Cummins power, good u/c, 10,100 hrs, xlent cond.....	\$175,000
2016 Tigercat LS855D, w/5195 felling saw, Summit tethering ele. Installed, only 900 hrs, like new cond.....	POR
2012 JD 959K, w/FR24B, 360 rotation saw, new u/c, 5,000 hrs, 1,000 hrs on new motor	\$265,000
2007 Madill T2250C, w/24" 350 rotation, 13,200 hrs, recent motor, pump, u/c, saw motor & disc.....	\$165,000
2010 Timber Pro TL35-B, w/Quado 2900-360 rotation, 6,500 hrs, good u/c.....	\$260,000
1993 Timbco 425, w/bar saw, new u/c & pumps.....	\$49,000
1999 Timbco 445D, w/32" bar saw, runs good, exlent u/c, recent motor & pump	\$67,500
2005 Timbco 445EXL, w/Quado 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
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
2012 Cat 517, swing boom, only 2,800 hrs, auto lube system, new rails & shoes, like new cond.	\$250,000
Dresser TD15, w/grapple, single fnctn boom, w/tilt blade, good u/c, nice dozer	\$28,000
Cat D7F, w/multi shank ripper, w/tilt blade	\$36,000
Cat D7F, w/winch	\$25,000
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.....	\$140,000
Diamond D425, Cummins power, 3 guyline, very good lines, xlent yarder, low hrs.....	\$680,000
Madill 171, Cat power, hyd u/c and jacks, good lines	POR
Madill 071, rblt Detroit 8V92T & torque, 4 guylines, good u/c, high speed gear, w/ lines.....	\$119,000
<i>can outfit w/new Cat 325 u/c, 4-speed trans, 70' telescoping tube, 5 guylines</i>	
Madill 071, Detroit 8V92T silver, 2 speed trans, Eaton, water on all drums, 1 1/8" yarder.....	POR
T-Bird TMY 40, Cat 518 mount, Cat power, rblt drum set, 4 guyline, c/w Eaglet & new radio set.....	\$165,000
Skylead SC40, trl mount, Cummins power, water on haulback, c/w rblt. Eaglet car & rigging.....	\$115,000
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, M-123 Gl truck avl.....	\$85,000
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.....	\$85,000
Pullmasters, 2 - HL25-4 2-speed winches & 1 guyline winch	\$25,000

MOTORIZED CARRIAGES

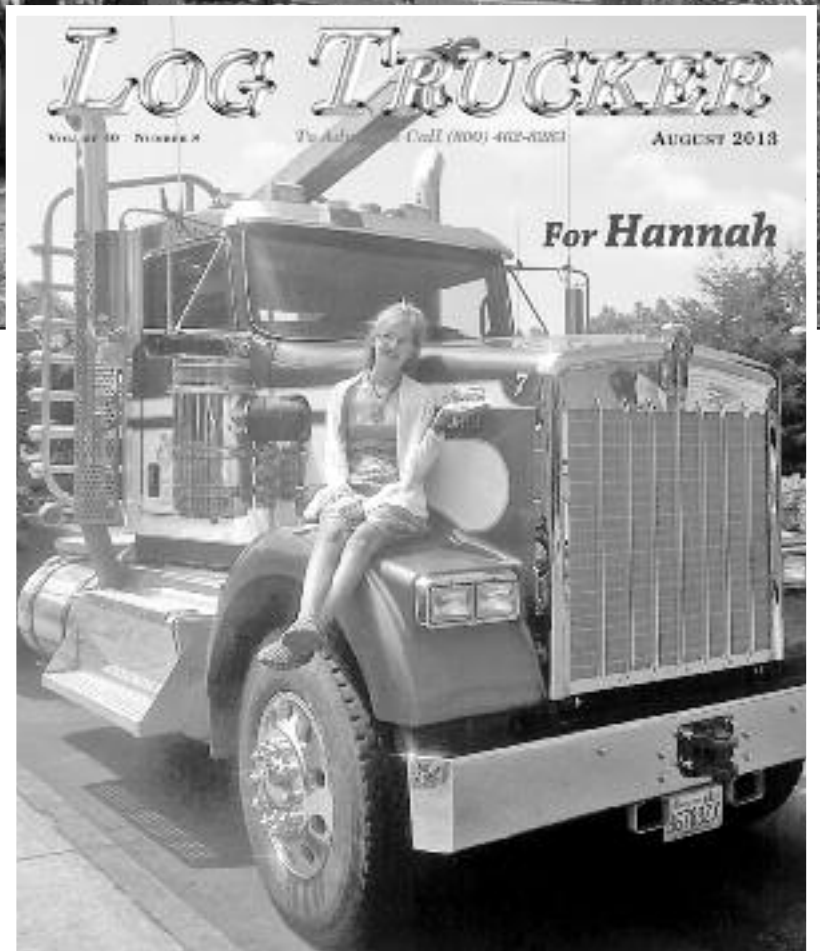
2013 7900, excellent condition	\$70,000
2010 Boman M5, good cond, w/radios	\$50,000

TRUCKS & FIRE TRUCKS

2015 KW T800, 14K miles, w/Cummins ISX 550 hp, Pederson trl, w/pole reach, stinger.....	POR
GMC 7000, Detroit diesel power, w/500 gallon tank, live reel, tools.....	\$7,000

HANNAH TRIBUTE TRUCK

The Tyler Picknell Kenworth W900 is loaded by Ted Mann. The truck is a tribute for Hannah, who was a cancer patient that passed away in 2013 at the age of 15. Hannah's stepfather Jeff Roberts is also a trucker. The truck is purple and that was Hannah's favorite color.



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GETTING INTERESTED IN PONSSE

While the thinning market was still strong in the state of Montana, Louis had become interested in Ponsse equipment in 2001 when a dealer friend invited him to come along to Sweden for a trade show. A few years later, L&L sold all of their tree-length logging equipment and

bought two Ponsse cut-to-length machines.

"When we had tree-length equipment, we had everything from Cat and Komatsu to Timberjack, but the reason we went with Ponsse is because we had a friend who was a forestry professor at Auburn State University," Terry said. "He worked with the President of Ponsse North America. He gave them great reviews, and when we saw them in action, we were very impressed with the performance - they handle bigger timber and limbs very well, and

the saw speed is fast; they're very fast and very user-friendly."

Louis said that the thing that stuck out to him the most about Ponsse was the Mercedes diesel engine and the dealer support.

"They take really good care of you and they were the most interested in selling me a machine," he said.

Cut-to-length presented a problem in that nobody in the area had a mule train for hauling, so L&L had to do their own hauling. They bought a 2006 In-

ternational 5900 as a mule train equipped with a Epsilon 180z self-loader "Z crane", and a 2005 Kenworth T800 that can quick change between a mule train and lowboy. When needed, Louis or Terry will drive the T800.

With Ted operating, the self-loader served a greater purpose for loading and unloading logs of different sorts. He's a busy and dynamic kind of guy loading the other trucks and making trips himself to the mill.

"The self-loader works really well for going from landing to landing and cleaning up decks. It's nice to just let Ted go and do the hauling, so we don't have to worry about it. When we need to hire additional contract trucks, we usually have him load those trucks as well," Terry said in 2013.

While Ted drives the lone truck for L&L they contract out to four or five other trucks. For long hauls, he will load up the trucks and then send them on their way. He'll then load his own International up and make a quick mill trip nearby and have it back on the landing for more loading. Ted does the dispatching and tries to stay a week ahead on who is coming up and where the logs are going.

"Sometimes people will stop me on the road to do self-loader work so we do odd jobs," Ted said. "We're the only self-loading short logger in Oregon so people give us a call."

MOVING OVER

In 2010, Montana's only pulp mill shut down, the cut-to-length market died, and L&L found themselves in a struggle to keep going.

"We didn't have a market anymore," Louis said. "It's not

(Continued on Page 18)
See "L&L"

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(Continued from Page 17)

like it used to be."

They were contacted by Miller Timber services out of Philomath, Oregon about doing a four-month job near Bend. They had just planned to work there to tide them over in 2010, but life had a different plan for the family company.

"It was just going to be temporary and hold us over through springtime, but they liked our work and we liked them," Terry said. "They kept us working ever since and we've decided to move to Oregon permanently."

Terry added that the Manns have a strong Christian faith and feel blessed that they were able to get out of the tough economic times in Montana. It was a leap of faith to move from Phillipsburg and, at the time, Terry's wife was six months pregnant.

"We really feel God provided us with job after job and allowed us to get square with the world again," Terry said. "We really want to praise him for that."

Since then they've logged all over in Oregon and Washington. The family company went from the freezing winters and wet spring breakups of Montana to the rains - and more rains - of western Oregon.

"I miss the frozen ground during winter but probably not the temperatures," Louis said. "We'd work in -30 sometimes and that would become awkward. Montana also had the spring breakup and now we work pretty much year round."

Ted said there's a lot more rocked roads in Oregon and trucks can usually run pretty steady despite more coastal rain. There's also a bit more traffic.

"In Montana if I saw 10 trucks that was a busy day and now I'll drive by 100 trucks," he said.

Louis added that tree growth is faster as they've logged trees 20-25 years old while in Montana that growth would take 60-70 years. L&L is also in demand since there's not a ton of loggers doing thinning in Oregon.

"It's been really good," Terry said. "We pretty much do thinning and that lends itself well to the younger trees and there's not a lot of guys around here doing it."

"It's a very small portion of the timber industry and its growing," Louis said. "It seems to be taking off better. With Cut-to-Length you can handle the tree and carry them out cleaner. The computer systems have gotten better and the logs have a better quality, which the mills love."

SETTLING IN

L&L has added a 2012 Buffalo Forwarder and in February, 2016 added a 2015 Ponsse Scorpion King to their fleet, while the International truck got a new self loader - an Epsilon 180z.

The company also settled in at home. When they moved permanently, they started by living in RVs, but have now found permanent residents in Sutherlin, Ore.

Louis bought a house and property, then built a new house and shop - while Terry bought

his first house and Ted purchased five acres across from them.

Ted runs the mule train for the company and keeps the logs flowing to the mill, while Louis runs the forwarder and drives some truck while Terry runs the Scorpion King processor.

The company does work for Seneca-Jones, Weyerhaeuser, Lonerock, Miller Timber and small private landowners.

"We've subcontracted for Miller Timber and they've been really good to us and have scheduled things and kept us busy," Terry said.

The Manns have also begun a Christian Logger Fellowship. Through their Facebook page "Fellowship of Christian Loggers" and their website christianloggers.org the family encourages Christianity among loggers - putting out weekly devotionals. Started in 2013, the fellowship has become a non-profit and they host a pancake breakfast of Christian Loggers before the Oregon Loggers Conference each year. Terry said he also hopes to begin doing bible studies for loggers.

NEARBY

Ponsse recently opened a factory store in Coberg, Oregon where before L&L had to order parts from Wisconsin. The company's new factory store and commitment to customer service has helped out.

"They've been really good to us and their company has gone above and beyond standing by their equipment," Terry said. "There's so much of a difference

in the people in that company, they're on a different level with the customer-dealer relationship.

While breaking in a new machine, Terry said they let L&L use their traded-in Ponsse to ensure there was little downtime for the company.

The managers that moved out to Oregon from Ponsse already knew the L&L crew after years of working with them and Terry said they have a great relationship. After all, L&L knew a thing or two about moving to Oregon.

The company from Montana is finding its place thanks to their tight-knit family unit, strong Christian faith and profitability of their thinning cut-to-length operation. They're making the proper adjustments in a specialized area of the industry, and showed that they made the right choice in taking a leap of faith.



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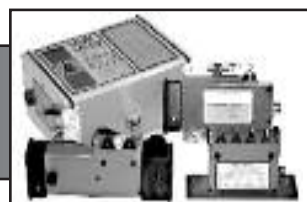


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STRIKING A POSE OUT OF THE RAIN

Louis Mann in the cab of his 2012 Ponsse Buffalo Forwarder out on the jobsite. Louis and his wife Lori Mann began L&L in 1986. The company began with a grapple skidder and a D6 Cat. Louis' sons Terry and Ted followed him out in the woods and they moved from Philipsburg, Mont. to Sutherlin, Ore. "It's very nice to have family together," Louis said. "We're a close-knit unit and we enjoy our close relationship."



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2007 Deere 644H \$47,000



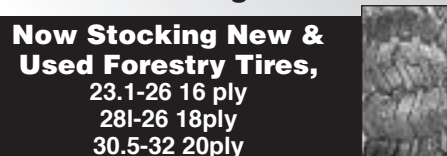
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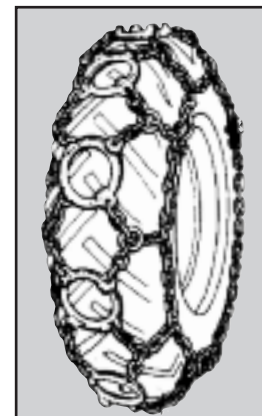
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RING STYLE

FELLOWSHIP OF CHRISTIAN LOGGERS

The Manns of L&L have a strong Christian faith, and after their move from Montana to Oregon they began the Fellowship of Christian Loggers.

"We went through a tough time and should have been out of business when the mill in Montana shut down. We took a big step of faith moving," Terry Mann said. "He had provided job after job for us and let us become square with the world again."

The Fellowship, founded in 2013 offers devotionals through their website christian-loggers.com and their Facebook page: Fellowship of Christian Loggers that they hope can inspire loggers to spread the good word.

They host a breakfast before the Oregon Loggers Conference each year and hope to begin bible studies for loggers.

To find them on Facebook, search "Fellowship of Christian Loggers."

HEADING DOWN THE ROAD

Louis Mann heads down the road in his 2012 Ponsse Buffalo Forwarder.



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"Endangered Species" - In 1989 Craig & Terry went back into the studio to record their next album. Craig wanted to share his point of view through music which addressed some of the political issues facing the logging industry at that time.



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"Songs from the Siuslaw" (pronounced SY-u-slaw) is a heartfelt tribute to the hard working men & women in the logging industry and dedicated to the many men who have lost their lives doing one of the most dangerous and unappreciated jobs in the world. This a double CD set that was recorded live in Florence, Oregon in 1999 at the Florence Events Center. The first CD is saw-shaped and will play in top-loading and tray-loading CD players ONLY. It comes with a 20-page booklet filled with humorous lyrics and old logging photos.

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"The Snag Fallers Ball" - A light hearted collection of original songs about logging in Oregon and Alaska, and was first released in 1988. Craig wrote nine of the eleven songs on the album and co-authored two others with Don Beck, a long time friend, logger and musician also from the small town of Mapleton, Oregon.



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LUMBER TRUCK

A post-war General Motors log truck is set to haul out a load of lumber. During the 1930's, 40's and 50's several loggers / sawmillers would use their log trucks to haul lumber to market or to a planing mill. Many sawmills would buy rough cut lumber from small operations, plane it, grade it, sort it, and package it – and off to the buyers it would go. You also might note that the trucker is using war surplus tires on his drive axle. Taking a log truck and setting nice 8" thick timbers on the bunks, the truck could haul a pretty good load. The process was pretty similar to setting a hay rack on today's log trucks and hauling short logs or pulp wood.

• This 1946 or 1947 photo is from the Quinn J. Murk collection

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As We See It....

A Message from the NEW PRESIDENT of the American Loggers Council

By Ken Martin

First I would like to thank **Richard Schwab** for his **Leadership of ALC during the last year and the great job he has done.** Richard is always interesting in his thought process as well as entertaining in the delivery of those thoughts. He was certainly born "Out of the Box"

As 2016 moves right along, Thanksgiving and Christmas are fast approaching. We have a lot of serious decisions to make in the coming months that will affect us, not only as individuals, but our country for years to come. I am sure most of us remember 9-11. Our country was united, as we have never seen it before, following this tragic event. Being united is what America has done for more than 200 years. We became the nation that the world looked to for Leadership, Financial Stability, and a Model Democratic Government.

Today America is as divided as most of us have ever seen in our Lifetime. We appear to have run low on leadership at every level of government. We stall meaningful legislation in Congress because we are so divided. Where is the humility that our founding fathers had when writing a document that has served us for more than 200 years? Our very presence as a Democratic Society is at stake. This may very well be the most important election of our lifetime.

When we go to the polls in November, we must elect Leaders who will bring Americans back together. Leaders that truly want to inspire and serve the people and not their own financial interests. We must elect Leadership that will pass Laws that will create an environment encouraging entrepreneurs to develop new, productive technology and equipment, to exert the U.S. in global trade, and allow American industry to once again lead the World with our ability to produce quality products at a competitive price while employing American workers. We must select Leaders that inspire us to be the very best we can be.

Make no mistake, the men and women we elect in November will set the tone in Washington, while the world evaluates our decision. The next President will most likely have the opportunity to appoint several Supreme Court Justices for life, to make appointments that shape the attitude for Clean Air and Clean Water Standards, and transform our Transportation Industry, just to name a few.

These are serious times, do not take your choice of elected official lightly. Become an informed voter before you go to vote this year and vote for candidates that will unite us and inspire us, to once again, be the best that we can be.



Ken Martin is the current President of the American Loggers Council and owns and operates MarCal, Inc. based out of Mendenhall, Mississippi.

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, or contact their office at 409-625-0206.



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Summary Judgment....

In The Face Of Obama's Edicts, We Are All Westerners Now

by William Perry Pendley

Westerners worry about President Obama's final edicts locking up vast federal acreage in park-like, no economic activity, and little recreational use national monuments, like the one by President Clinton in Utah's Garfield County, which in 2015 declared itself in, "a state of [economic] emergency." Ironically, Obama's latest monument decree came, not out West, but "downeast" in Maine where locals fear similar economic devastation.

In August, Obama designated 87,654 acres purchased for the National Park Service (NPS) as a "seed" for its 1988 plan for a 3.2 million acre park by a wealthy cosmetic magnate who bought lands she closed to hunters and snowmobiles, as the Katahdin Woods and Waters National Monument. Roxanne Quimby was born in Cambridge, Massachusetts, studied at San Francisco's Art Institute during the Hippie movement, lived without running water or electricity in rural Maine, and, in the tradition of elixir hawkers, grabbed part

(beeswax) of the "natural-is-good" fad, which she sold for a third of a billion dollars. ("I was inspired by the bees.... [W]hat good little communists they are.") As a National Park Foundation director, she wanted a park, ("a demonstration that there is something in America that I can love"), but that took local support and an act of Congress, which she never won despite her lavish media campaign.

Like Clinton, Obama flouted state and local opposition. Maine's State Legislature passed and its governor signed a resolution against federalizing the area and a recent meeting of residents among the three discontinuous tracts in East Millinocket, echoing earlier town meetings, opposed the transfer. (Trapped within those tracts, by the way—on land Quimby bragged of owning but did not—are 60 inholders who, like thousands before them, are NPS targets for removal.) Not surprisingly, 1,000-plus students, NPS employees, and bused-in NPS toadies at a University of Maine event an hour away

in Orono favored the monument. Clinton enjoyed similar support for his 1.9 million acre Utah monument when he announced it, not in the Beehive State, but at Arizona's Grand Canyon.

What is wrong with this picture?

First, the Antiquities Act was never meant for such things; it applies to items of antiquity. Congress's concern: "the preservation" of "relics of prehistoric times," "scattered throughout [America's] Southwest." Sadly, over the decades, presidents misused the statute as Congress fecklessly looked the other way, but that does not excuse Obama's actions. Finally, Obama's monument-being-managed-as, and on-its-way-to-becoming, a park violates a 1998 federal law requiring that Congress authorize all new park suitability studies.

Second, vast, let alone ever-expanding, federal land holdings were anathema to the Founders; they envisioned expeditious disposal of federal lands. A federal presence within sovereign States was the stuff of rebellion. Land over which the federal government exercised jurisdiction was to be purchased from States with their permission and the "Property Clause" granted

Congress an unconditional power of disposition, but no specific power of ownership. Moreover, because the federal government would be "administered by men over men," and not "angels," the Founders knew, at its outposts among the people, tyranny would ensue.

Third, assertions the monument will revitalize the region in a shift from logging and milling to travel and tourism is consciously and cynically false; the NPS's plan is to prevent development over millions of acres. The intent is anti-development wilderness, not a thriving economy. Moreover, the NPS is not a private landowner, not even one as unneighborly as Quimby; it is the sovereign and claims the right to make all the rules by which its neighbors are governed. Its appetite for land is insatiable: millions will be spent, not improving visitor facilities, but acquiring land and demanding a larger park, after all the NPS sees no difference between a monument and a park.

Meanwhile, Maine's misery has spread. Days later, Obama designated the Atlantic Ocean's first marine national monument to the detriment of New England fishermen, their crews, and the shore-side businesses that support them.

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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 - 2013 JOHN DEERE 2454D
 - 2009 JOHN DEERE 2954D
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 - 2006 JOHN DEERE 2554
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 - 2013 HITACHI ZX210
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 - 2007 LINKBELT 370LX
 - 2007 LINKBELT 290LX
 - 2007 LINKBELT 240LX
 - 2006 LINKBELT 210LX
 - 2005 LINK-BELT 290LX
 - 2003 LINKBELT 370LX
 - 2003 LINKBELT 290LX
 - 2000 LINK-BELT 3400Q
 - 2000 LINKBELT 3400Q TONG
THROWER
 - 1990 LINKBELT 4300C2 W/2
PULLMASTERS
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 - THUNDERBIRD 1242 W/2 PULL-
MASTERS
 - 2014 TIGERCAT 880
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 - 2003 CAT 322C W/PIERCE 3348
 - 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
 - 2011 JOHN DEERE 2454D
W/PIERCE 3348
 - 2009 JOHN DEERE 2154
W/WARATAH 622B
 - 2008 JOHN DEERE 2954D
W/2010 WARATAH 624C
 - 2007 JOHN DEERE 2554
W/PIERCE 3348
 - 2007 JOHN DEERE 2554 W/2011
WARATAH 623C
 - 2007 JOHN DEERE 2054
W/WARATAH 622B

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- 2006 JOHN DEERE 2554
W/DM4550
 - 2006 JOHN DEERE 2554 RB
W/WARATAH 622B
 - 2006 JOHN DEERE 2054
W/WARATAH 622B
 - 2006 JOHN DEERE 759G
W/WARATAH 470
 - 2009 KOBELCO SK260 W/LOG-
MAX 7000XT
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W/WARATAH 622B
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W/WARATAH 623C
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 - 2012 LINKBELT 290X2 RB
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W/DM4550
 - 2008 LINKBELT 290LX W/2012
PIERCE GP HEAD
 - 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
 - 2003 TIMBERKING 1162 W/'06
WARATAH 624
 - 2012 TIMBERPRO TL735B
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- ## FELLER BUNCHERS
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 - 2012 JOHN DEERE 959K
 - 2015 KOMATSU XT450L-2
 - 2013 KOMATSU XT450L-2
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 - 2013 TIGERCAT LX830C
W/WARATAH 623C
 - 2012 TIGERCAT LX830C
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 - 2010 CAT 527
 - 2006 CAT 525B
 - 2000 CAT 527
 - 1999 CAT 527 GRAPPLE/WINCH
 - 1998 CAT 517
 - 1996 CAT D4H
 - 1995 CAT D5H W/GRAPPLE,
WINCH
 - 1994 CAT D5H DUAL FUNC-
TION ARCH/WINCH
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 - 1996 MADILL 172
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 - 2005 HITACHI ZX200 LONG
REACH
 - 2012 JOHN DEERE 2154D
ROAD BUILDER
 - 2010 KOBELCO ED150-2
- ## MISCELLANEOUS
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 - CAT 977L
 - EXC. HEEL/GRAPPLE
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 - 2007 FECON BH80HD
 - (2) PULLMASTER HL25-4
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 - MEDFORD LOG FORKS
 - 40° QUADCO HOTSAW
 - 2006 VALMET 890.3
 - 1994 VALMET 860 FORWARDER
 - 2007 WARATAH 624
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New Engine,
Acme 28
Carriage
**Call for
More
Info.**



**2014
John
Deere
2154
Road
Builder**
781 Hrs.,
Bucket &
Rake
P.O.R.



**2011
Link-Belt
240LX
W/DM4550
Delimber**
9,700 Hours,
P.O.R.



www.crowleyequipment.com



1996 Madill 172,
Call for More Info.



**Thunder-
bird
TSY6355**
\$450,000



2005 John Deere 3554
8,900 Hrs., Just line bored en-
tire boom, Would make a great
base for a tethering machine,
\$120,000

**(2)
Thunder-
Bird
6140's**
Both Ready
To Go
**Call for
More Info.**
N.A.P.



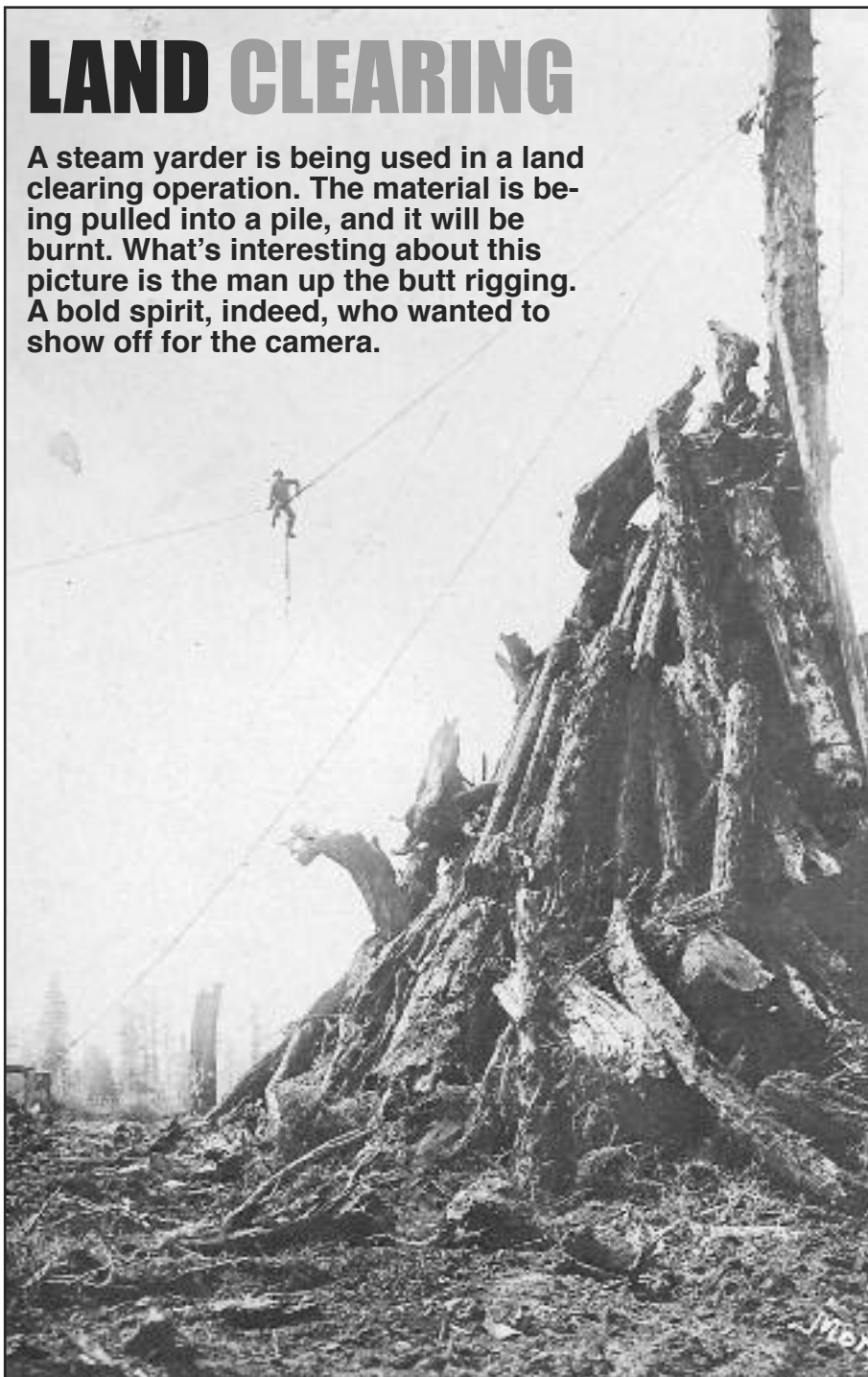
LUMBER BEING MOVED BY TRACTOR



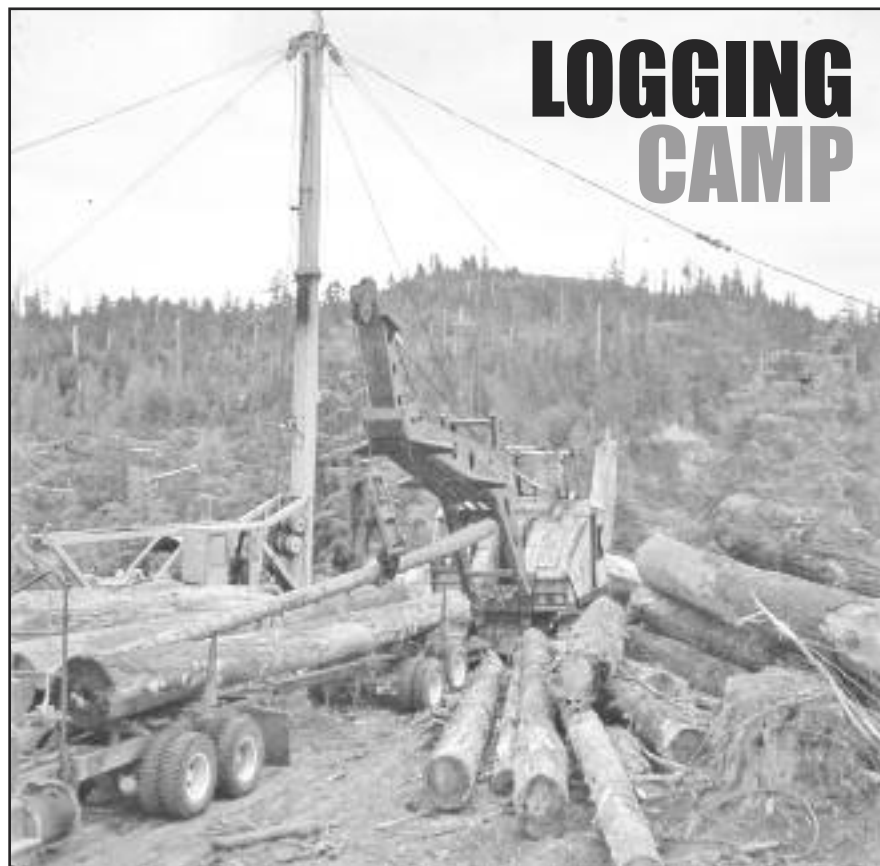
Taking lumber to market with a crawler tractor was a common occurrence back in the 1920's and 30's. Most roads being dirt or coarse rock, rattling a crawler tractor down the middle of them did not hurt much. The tractor delivered the load more reliably than a motor truck, especially if the road was soft or damp. Also, there are several truck loads in this three-wagon train. An event like this would be quite an attraction for small town America back then. A sharp eye will spot three young boys near the load, a man behind the load, and another adult near the tractor. Tractors still capture the imagination of kids today just like back then.

LAND CLEARING

A steam yarder is being used in a land clearing operation. The material is being pulled into a pile, and it will be burnt. What's interesting about this picture is the man up the butt rigging. A bold spirit, indeed, who wanted to show off for the camera.



LOGGING CAMP



Back in the 1950's and '60's re-logging was fairly common and a big segment of the logging industry. This photo shows the G & L Logging Co. of Toledo, Oregon re-logging ground cut over by the old C.D. Johnson Company. This photo shows old logs being loaded on a truck. Notice that the logs are buckskins and most don't have much if any bark. After World War II, utilization standards changed so much that landowners started logging the now merchantable material that had been left on the ground when it was logged up to 20 years earlier. Amazing amounts of material and value came off these old loggings. One drawback was that a lot of the "reprod" was destroyed, but with reforestation most of the ground that was logged has been or is now being cut over. The G&L Company was owned by the Goodell and Lundy families and even though these pictures are 50 years old, both families are still close and work together today.

SHOW AND SELL

Send your Black and White or Color photo and a description of what you are selling (try to keep it within 20 words - 1 item per ad) and we'll publish it in Show & Sell for just \$100.00. Mail (or email to logworld@aol.com) your information to Loggers World LLC, P.O. Box 1631, Chehalis, WA 98532. Deadline is 5th of the month preceeding publication.

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Washington
127**

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transmission,
new brakes,
bearings and
tires 2013.
**\$80,000 with
all rigging,
possible
financing
available.
(360) 580-
6833** R



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Stuart M3 or M4 Tank, from yarder, 90%U/C \$3,000 OBO 541-659-4303 leave a clear message or I can't call you back. R



D7F Caterpillar, runs good. Needs rollers, rails good \$27,000 eves best 775-475-0290 near Reno, NV R



John Deere 690ELC, Engine new from Deere - less than 4000 hrs, pumps replaced last fall, light burn - wiring is cooked, repacked cylinders last fall, all or parts. **Make Offer 541-659-4303** leave a clear message or I can't call you back. R

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A Heads Up Notice to our LOGGERS WORLD Family

From Co-Publisher Nancy:

Since this may affect our service to you, I want to give our readers a heads up. Our daughter in Israel will be having surgery which will require a two week hospital stay, plus recovery time. I'll be helping our son-in-law with the five grandkids for about 5 weeks, returning home at the end of November.

This means that Kevin will be doing all his regular duties as well

as many of mine. Thanks to modern technology, I'll be able to manage some tasks remotely. If you have any general inquiries or address changes, it would be helpful to email them to me directly - nancycore1001@gmail.com. Kevin will do his best to keep up with the mail and phone, but there may be some delays in depositing checks and returning phone calls. We appreciate your patience and understanding as we work through this!

Some of you have received notices regarding renewal of your subscription. Because I'll be gone, those who haven't yet renewed will receive a one-month extension to renew.

If you look just above your address on the front of your magazine, it will show when your subscription expires/expired. When we restarted the magazine, we determined that we wouldn't discontinue any expired subscriptions unless we notified people

first. It would be an understatement to say that updating the database took longer than expected, especially when I was working two jobs. I'm doing my best to catch up on this important task, but with thousands of subscribers it takes a lot of time. You can help by sending in your renewal if it has expired or will expire soon, or if you wish to discontinue receiving the magazine. Again, we appreciate your patience!

COMING EVENTS

NOVEMBER

7-9



107th ANNUAL CONVENTION
PACIFIC LOGGING CONGRESS
 MARRIOTT CORONADO ISLAND RESORT & SPA
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12



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JANUARY 2017

10-12



ANNUAL MEETING
**ASSOCIATED CALIFORNIA
 LOGGERS**
 ATLANTIS CASINO & RESORT
 RENO, NEVADA
 FOR INFORMATION CALL: (916) 441-7940

SEND EVENT NOTICES TO: Publisher, Loggers World Magazine, P. O. Box 1631, Chehalis, WA 98532-8425. Please include your event's symbol. Items used at discretion of the publisher.

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