CATCHING UP WITH

John Homchick

MONTESANO, WASH.

January 10-12

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

January 19-21

ANNUAL MEETING
ASSOCIATED OREGON LOGGERS
VALLEY RIVER INN, EUGENE, OREGON
FOR INFORMATION CALL: (503) 364-1330
Originally Printed in September 1979

You will find as you read deeper in this September of 1979 issue of Loggers World that it is mostly filled with information and pictures of the working loggers and contract loggers who put their trust and work into Potlatch Corporation. We partly covered that part of the Potlatch Logging Operations known as the 'Northern Units'. Our travels and our works centered upon the map. There are towns such as Bovill, Deary, Elk River, Clarkia, St. Maries and so on. Bovill was the logging headquarters that was the core of our circle of operations.

WHERE IS POTLATCH?

If you do not know where this area is I'd suggest you look it up on a map. Start with Moscow, Idaho and let your eyes and fingers travel easterly upon the map. There are places in this big sparsely populated area that you can travel down a state highway for 15 or more miles and never see a house. The people are friendly and interested. The loggers are first rate and the timbered hills and valleys cover a large area.

The towns are close to logging and many of the towns are there because of logging and timbering activity. Many, if not most, of the men in the town work in the woods. Potlatch Corporation is known to everyone because it was the men of Potlatch that opened this country, layed out some of the towns, constructed the railroads and built sawmills and logging camps. Potlatch was the leader then and hasn't lost an inch since then.

HOW DEARY, IDAHO GOT ITS NAME

Deary, Idaho is named for a General Manager of Potlatch, Bill Deary. "Deary, Idaho is the product of the Potlatch Lumber Company (now Potlatch Corporation) just like Elk River, Bovill and Potlatch." That is quoting from a book about Troy, Deary and Genese. It goes on to say, "In 1905 the engineers for Potlatch surveyed the right of way for the railroad to the Bovill area. When the settlers around Avon insisted on too high a price for their land, William Deary, Potlatch General Manager, decided to locate his station at the present site of Deary.

This isn't meant to be a description of towns and historical activities in this area but such a discussion would be most interesting if done by someone knowing more about it than I -- but is meant to be a scene laying batch of words generally get you acquainted with some of the country these logging people work, live and play on.

SPIKE CAMP

Sometimes the logging job and the home are too many miles apart, to offset this Potlatch has built a logging camp, takes care of more than 40 men, they call the 'Spike Camp' east of Clarkia. In addition to this the crick bottoms, the meadows and sometimes the old landings have trailers and campers parked on them. There are hundreds of people living this way in the back country. What a dandy place it than i --- but is meant to be a scene laying batch of words generally get you acquainted with some of the country these logging people work, live and play on.

The people driving cars and trucks in this back country of steep ground and narrow roads are tied together by two way radio. The C/B two way really comes into its own here and most logging roads have a number prominently displayed at the entrance to the road. That number is the C/B channel used on this particular road. Along almost all the roads are numbers displayed on boards. They are not always exactly a mile apart and you can hear the message, "At One heading for Two", or "At Two heading for One." Even a stranger to the country knows if you are at one heading for two and someone else is at two heading for one you have a good chance of getting acquainted with him, (or her). And it is not always 'hims' either. There are some 'her' voices mixed in. Ladies going out to cruise timber maybe, Potlatch has some lady cruisers. Ladies going out to pick huckleberries likely, many of the local ladies travel thru and over these mountains and roads looking for huckleberries.

In 1976 I first visited this country in company with Bea Davis and Tom Femreite. Bea Davis is the Editor of the 'Potlatch Times'. At that time, in
Survival of the Toughest.

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1976, Tom Femreite was the logging superintendent of the Northern Units. During that trip we went up in the mountains out of Clarkia where the crews were logging and hauling logs in and thru the deep deep snows.

This visit I had the great good fortune to get re-acquainted with Tom Femreite because I rode with him on his rounds. Tom is now the Administrative Manager and he knows this country like the back of his hand, having been raised here. Tom has been a Potlatch logger his entire working life, with the exception of the time he spent in the Army during World War number two. Tom came to be a logging superintendent by mastering all the jobs along the way and by spending the time to learn and to do. I liked Tom Femreite when I first met him and that liking and respect was strengthened by spending four days in his company as we went from here to there picturing and interviewing Potlatch loggers. Tom is a positive man with a knowledge of the company and the country and ability to explain things correctly and fully.

He and his wife Maxine raised their family in Deary and are members of the Lutheran Church there besides being boosters of the community activities. For a man who spent a lifetime working from four to six, or longer, he has helped his community much. It gives me great pleasure to publicly thank Tom for his help and friendship. I appreciate it!
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LOG LOADERS

<table>
<thead>
<tr>
<th>Model</th>
<th>Description</th>
<th>Price</th>
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</thead>
<tbody>
<tr>
<td>CAT 235C</td>
<td>Log Loader, Pierce Boom</td>
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<tr>
<td>CAT 320DM</td>
<td>Log Loader, 2012, low hrs</td>
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<tr>
<td>CAT 325L</td>
<td>Recent rebuilt engine</td>
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<tr>
<td>CAT 330 Log Loader</td>
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<tr>
<td>DOOSAN DX225L Log Loader</td>
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<td>$169,500</td>
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<tr>
<td>DOOSAN DX300LL Log Loader, 2012, low hrs</td>
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<td>$185,000</td>
</tr>
<tr>
<td>DOOSAN DX300LL-3, For Cab, 6000 hrs</td>
<td></td>
<td>$210,000</td>
</tr>
<tr>
<td>DOOSAN S300L Log Loader, recent repairs</td>
<td></td>
<td>$97,500</td>
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<tr>
<td>HITACHI 2350F Log Loader, fresh under</td>
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<td>$135,000</td>
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<tr>
<td>HYUNDAI 3220 Log Loader, 7,000 hrs</td>
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<td>$169,500</td>
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<tr>
<td>HYUNDAI 3220 Log Loader, low hrs, clean</td>
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<td>$239,500</td>
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<tr>
<td>JOHNDEERE 200CL Log Loader, Forestry Cab</td>
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<tr>
<td>JOHN DEERE 2154LL, 2011, 9000 hrs</td>
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<tr>
<td>JOHN DEERE 2454LL, 2015, low hrs</td>
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<td>JOHN DEERE 2554LL, 15,000 hrs, excl cond</td>
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<td>JOHN DEERE 2554LL, 2014, low hours</td>
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<td>KOBELCO SK210LC Log Loader</td>
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<td>KOBELCO SK290FL, For recent work</td>
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<tr>
<td>KOBELCO SK300L (2009) Log Loader</td>
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<tr>
<td>KOBELCO SK350 Log Loader, 57, For Cab</td>
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<tr>
<td>THUNDERBIRD 1238 Log Loader</td>
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<tr>
<td>TIGERCAT LS850C Leveled Shovel, Grapple</td>
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FELLER BUNCHERS, PROCESSORS

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<td>CAT 330BH Log Loader/KETO 800</td>
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<td>DOOSAN DX300LL w/hr/Log 700, 2000 hrs</td>
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<td>DOOSAN DX225LL/Logmas 7000, 2000 hrs</td>
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<tr>
<td>DOOSAN DX300LL/Warath HTH622C</td>
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<td>HAHN Harvester, HTL305, 3xile SP</td>
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<td>HITACHI EX200L/Denali/D7000 Stroker</td>
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<td>JD 2564/Warath 622B, 15,000 hrs</td>
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<td>JD 2564LL/Warath HTH-622B</td>
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<td>JD 2564LL/Warath HTH622C, 7,000 hrs</td>
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<tr>
<td>KETO 2560js Harvesting head, complete</td>
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<td>KOMATSU PC200LC-7/Warath HTH622B</td>
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<td>KOMATSU PC300LC-6</td>
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<td>KOMATSU XT445-2 QUAD</td>
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<td>LINKBELT 280LL/Warath HTH622C</td>
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<td>LINKBELT 330LX D/Warath HTH622C</td>
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<td>MADIL 2800 / DEMHARCO D3500 Stroker</td>
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<td>PRENTICE 1100T Buncher/Quardo Hotside</td>
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<tr>
<td>PRENTICE 620FB / Warath HTH-230, Clean!</td>
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<tr>
<td>TIGERCAT LS850C Leveled Shovel/FL185</td>
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<tr>
<td>TIGERCAT 850F, 3702 Disc Saw</td>
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<td>TIGERCAT LK300C FB, 5702 Disc Saw</td>
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<td>TIGERCAT LX370B FB, 5702 Disc Saw</td>
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<tr>
<td>TIMCO T-445, Bar Saw, straight</td>
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<tr>
<td>TIMBERJACK 2618, Disc Saw, excellent</td>
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<tr>
<td>VALMET 921 Harvester, 965 Head</td>
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<td>$57,500</td>
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<tr>
<td>WARATH HTH622C, NEW Inventory</td>
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TOWERS & YARDERS

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<tr>
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<tbody>
<tr>
<td>CHRISTY Yarde, Truck mounted</td>
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<tr>
<td>KOBELCO SK300LL &quot;Yoder&quot;</td>
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<tr>
<td>LANTIC 5Y205 Swing/Grapple Yarde</td>
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THUNDERBIRD 6140 Log Yarde, nice | | POR |

EXCAVATORS/DOZERS/GRADERS

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<tr>
<td>CAT D6C</td>
<td>Angle Blade/winch/anchor</td>
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<tr>
<td>CAT D10K</td>
<td>Ripper, U-Blade, recent repairs</td>
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<tr>
<td>CAT 14E Grader</td>
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<td>$14,500</td>
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<tr>
<td>CAT 312 Excavator</td>
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<td>$65,000</td>
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<tr>
<td>CAT 316 Cable Skidder, good runner</td>
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<td>$37,500</td>
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<tr>
<td>CAT 516 w/Swing Grapple</td>
<td></td>
<td>$27,500</td>
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<tr>
<td>CAT 6140B Excavator</td>
<td></td>
<td>$179,500</td>
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<tr>
<td>CAT 525B</td>
<td>Swing Grapple, nice machine</td>
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<tr>
<td>CAT 355B Grapple Skidder/new tires/chain</td>
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<td>$85,000</td>
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<tr>
<td>CAT 950 Wheel Loader</td>
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<td>$17,500</td>
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<tr>
<td>CAT 950G Wheel Loader, Rollout Bucket</td>
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<td>$39,500</td>
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<tr>
<td>DOOSAN DX225LC-3 Excavator, 4,500 hrs</td>
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<td>$107,500</td>
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<tr>
<td>DOOSAN DL350, Q/C, Track Rollout, Log Buckets</td>
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<td>$89,500</td>
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<tr>
<td>FIAT-ALLIS 8, Winch/Anchor, recent work</td>
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<tr>
<td>GARRET 21 Skidder, Cummins</td>
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<tr>
<td>JOHN DEERE 160D Excavator, New Thumb</td>
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<tr>
<td>JOHN DEERE 2000 Excavator</td>
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<td>$45,000</td>
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<tr>
<td>JOHN DEERE 444, Swing Grapple, 2010</td>
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<tr>
<td>KOBELCO SK150 &quot;Blade Runner&quot;, reduced</td>
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<tr>
<td>KOMATSU B280N-6 Excav, New Thumb</td>
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<tr>
<td>KOMATSU PC200LC-7, Bucket/Thumb</td>
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<tr>
<td>KOMATSU WA380-1 w/Log Forks or GP Bkt</td>
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<tr>
<td>LINKBELT 3400Q Excavator, Bucket/Thumb</td>
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<tr>
<td>MADIL RB600 (180 size) Excav, guards</td>
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<tr>
<td>MOUNTAIN Logger ML50 Skidder, new tires</td>
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<tr>
<td>WAGNER L90 Log Skidder</td>
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CARRIAGES & MISCELLANEOUS

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<tr>
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<tr>
<td>ACME “PHE WEE” Stacking carriage</td>
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<tr>
<td>BOWMAN MARK Y SKYCAR, 2003</td>
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<td>$44,500</td>
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<tr>
<td>CTR 314-SCD Pull Thru Dumper</td>
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<tr>
<td>EAGLE Mark V Skidpiler Carriage</td>
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<tr>
<td>KOMATSU BR280U Jaw Crusher, Track Mt.</td>
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<tr>
<td>MOXY MT21 Articulated Dump Truck, low hrs</td>
<td></td>
<td>$92,500</td>
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<tr>
<td>OALTHE BT200 10’ Tub GRinder, recent work</td>
<td></td>
<td>$54,500</td>
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<tr>
<td>WAGNER L480 Log Stacker, price reduced</td>
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<tr>
<td>WAGNER L90 Log Stacker</td>
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TRUCKS

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<tr>
<td>Freighliner 1994 Serco 160 Self Loader</td>
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<tr>
<td>Mack Dump 1995, 40HP, Drop Axel</td>
<td></td>
<td>$24,500</td>
</tr>
</tbody>
</table>

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ON THE JOB
A RCD Timber shovel works out on the Quinault Reservation in Western Washington. John Homchick runs shovel for RCD after several decades of experience.

Catching up with

JOHN

Montesano logger has seen plenty of changes in his five decades of working in the timber industry.

By Brandon Hansen
For Loggers World

John Homchick has seen a few changes in the timber industry.

And despite all the changes, he’s still heading out in the woods. The Montesano logger began as a cutter in the woods and, after owning his own company for years, is now working for RCD Timber.

His great grandfather Steven and their family fled Poland after World War I

(Continued on Page 7)
See “Homchick”
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(Continued from Page 6)

Homchick

(Continued on Page 9)

See “Homchick”

when the Russians invaded the country. They immigrated to Hoquiam and Steven began working in the local mills. Homchick’s grandfather Jake served during WWII when Berlin fell and his father served during the Korean War.

After his parents parted in the early 1960s, Homchick lived with his mother near the Washington coast and eventually graduated from Elma High School in 1977. His stepdad Bob Aust was a sheriff in Pacific County and instilled work ethic into Homchick.

John learned to love the outdoors at an early age, climbing trees from eight years on for the heck of it. He’d get up to 100 feet up in the air which probably gave him an early preview of
RCD TIMBER
Brian Dhooghe of RCD timber was shovel logging in 2014 in his 2014 Hitachi 370 on the Quinault Indian Reservation. Using more fuel efficient machines has helped stabilize costs after fluctuating prices in the 2000s hurt the bottom line on many operations.

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Homchick

(Continued from Page 7)

what it took to top a tree. When he was a teenager he would tag along with his cousin Ron Westerback who was a timber faller.

Watching that process in action made him want to go out into the woods for a career.

“It intrigued me,” he said in the May 2008 edition of Loggers World. “And ultimately that was the reason I got into the woods.”

The summer before his senior year saw John landing a job in the rigging crew for Frank Shoals Logging. After finishing high school, his graduation present from his parents was a Stihl 090 chain saw. He became a cutter for Ron Jackson and bucked behind veteran faller Vern McKay, then joined Walt Dhooghe cutting old growth.

“I just love being outdoors,” he said. “Sure there are days that aren’t fun but you get to see wildlife all the time, stuff that belongs on a postcard and you wouldn’t otherwise get to see.”

The economy slowed in the 1980s, but Mt. St. Helens presented work after it erupted in May of 1980. The volcanic ash chewed up bars and saws, but Homchick worked for Don Vicarious and Roger Halber son out of Longview for six months.

After that, Homchick cut with his cousin Westerbrook, Ed Anderson and Zepp and Carter along with weekend stints cutting right of way for Rayonier. Basically it was a seven-days-a-week workload.

In 1986, he rejoined Walt

(Continued on Page 12)

See “Homchick”
PLEN'TY
OF LINE
On one of
Homchick’s jobs
in the past, the
bluffs and vertical
drops were so
much that the
operation
employed both the
Washington 99
swing yarder and
the Washington
127 tower to get
the job done.
Homchick said his
crew could break
out line for 3,000
feet to a mile out.

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PROCESsing AND CLEARING THE CHUTE
In 2008, here is Homchick Timber’s Ron Allen operating a Timberking 732 carrier with a Waratah HTH622B processor. Homchick converted the carrier which was intended to be a fellerbuncher to run the Waratah processor since it had a lot more hydraulic pressure. This photo originally ran of Homchick’s operation in a 2008 issue of Loggers World. This photo is by Mike Crouse.
Homchick  
(Continued from Page 9)

Dhooghe and that’s who he would cut for the next six years. He still did side jobs to accumulate money to eventually strike out on his own.

“Fallers could see the fellerbunchers come in and while we realized we couldn’t keep up, the delimbers in those days couldn’t handle the bigger wood and you’d always have the steep ground or trouble spots in a piece,” John said. “So cutters still had their niche.”

(Continued on Page 13)  
See “Homchick”

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John at the Controls

In 2008, John Homchick is doing what a lot of logging operation owners do - anything that is needed on the landing. Here is John loading up a truck owned by Bill Sweatman and driven by John Anderson. This photo is by Mike Crouse.

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Logging Music recently re-released and re-mastered!

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.

The Snag Fallers Ball $15.00

“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.

Endangered Species $15.00

You Hold Me Still - In 1992 after many requests to record a gospel album they again returned to the studio and recorded eleven original songs. Two of the songs are co-written - one with Don Beck and one with Rick Barrows.

You Hold Me Still $15.00

Songs from the Siuslaw - 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.

Songs from the Siuslaw $20.00

ALL 3 CD’S Snag Fallers Ball, Endangered Species & You Hold Me Still $40.00

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Or if you prefer not to order on-line you can call them at: 541-268-6910
At age 35 in 1991, John and his wife Melanie (married for 38 years in February!) formed Homchick Timber and got his first shovel in 1992. “We had been cutting old growth but around forest service jobs there were a lot of 5-10 acre patches that loggers wouldn’t do because they were just interested in the big jobs,” Homchick said.

So John gobbled up those pieces as friend Jim Stewart lined them up for him to log. He joined forces with Gene Parks to form J&G Forestry and they began acquiring some equipment. They also got a delimer and despite having a small crew was able to get eight loads a day out. That improved to 14 loads a day and Dave Williams began running processor for them.

Through 93-95, they purchased two shovels, a Cat 325 in 94 and a second 325 in 95. With it being a profitable venture, Homchick told Loggers World he learned a lot business-wise from Gene and the two went their different directions in the logging industry - Homchick focusing on small private job.

John came to work for Olympic Resource Management in 1996 after Campbell group contract supervisor and friend Iver Matisens hired him to do shovel work. This is when he bought his first new shovel, which was a CAT 330.

The work for Olympic required tower logging and since Homchick had some rigging experience, he dove in, buying a Washington 88.

“That was a heck of a little machine,” John said.

He had to expand the company by getting a rigging crew, but he continued ahead and added a Cat crawler along the way. The turn of the century saw things slow, the Campbell group sell out and Homchick shift his operations to work for Rayonier. The work changed from thinning to clear cuts and it got very competitive in the timber industry.

“It was so competitive, you’d go to check out a job and there was a trail worn up there of people going in to check it too,” Homchick said.

He also got into log trucks around this time, and had three until about 2002.

Homchick upgraded to a Washington 127 tower from Pacific Manufacturing, after taking his crew
JOHN HOMCHICK
John Homchick knew before he graduated high school he wanted to be a logger and after five decades in the timber industry, you could say he’s done that!

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SHOVEL IN ACTION
Here is one of Homchick's new CAT 330's in action during Homchick Timber's operation. In 2009 the company grew to its biggest with 19 employees and two sides - a shovel and tower side. Now John works for RCD Timber, owned by Brian and Joey Dhooge ... who worked for John at Homchick Timber and John had worked for Dhooge's father Walt in the 1970's. It's a small world in the timber industry.

Great Buys

2009 Tigercat LX830C Feller Buncher with ST5702 saw, 8,099 hours, Portland # 020724 ..............Call for Pricing

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2005 Link-Belt 240LXHP with Waratah 622 head, 11, 345 hours, # 019405 ..............Call for Pricing

2005 Link-Belt 210LX, w/LogMax 7000, 7200 hours, Spokane, WA, #018155..........................$185,000

2004 Tigercat L870, single grousers, ST5702 hot saw, new under carriage in 2012, 17,850 hours, #020000 ..............$144,500

2003 Link-Belt 240LXD with Pierce 3348 delimber, 17,762 hours, Prineville # 021123..Call for Pricing
Domingo’s got this Washingon 127 tower in 2002 to handle bigger jobs than what his Washington 99 swing yarder could handle. It certainly got plenty of work under Domingo’s operation.
WALT DHOOGHE
(ABOVE) Walt Dhooghe, father of Joey and Brian, stands for this 2008 photo by Mike Crouse while he does some cutting around Homchick Timber’s operation.

THE DHOOGHES OF RCD TIMBER
(LEFT) Featured in the 2014 issue of Loggers World, Joey and Brian Dhooghe were born and raised in Hoquiam, Wash. Now John Homchick runs shovel for them as they operate on the Quinault Indian Reservation.
Homchick

(Continued from Page 13)

to the 2002 Oregon Logging Conference.

“We’d had a lot of beer to drink and in our feeble state, I agreed to buy it from them without consulting my wife Melanie,” John said. “When I got home I told her I’d bought the yarder.”

The 2008 edition of Loggers World said that Homchick’s wife is a very understanding lady.

He worked for Rayonier until 2009 with the tower, they’d be working in some tight spots, laying out a lot of cable and generally doing work that made them very proud. Homchick Timber got to be its biggest with 16 employees in 2008 and two sides: a shovel and tower side.

“We had a lot of line we could lay out a road in advance of the tower,” Homchick said. “We’d be out 3,000 feet to a mile on some jobs.”

They used a Boman Mark VI Magnum Skycar in 2004, added a new Cat 330 shovel logger in 2006 and two processors in 2007.

2009 brought the big crunch for the timber industry and Homchick didn’t turn a wheel for a year. In 2011 he picked up a contract for the Fruit Growers Association and they tower logged for the landowning company. That provided about two years worth of work for the company.

“They had a long range plan but in 2013 big fires in California burned up a lot of timber and they put their efforts down there for recovery,” Homchick said.

Homchick also wanted to thank Bank of Pacific, Harbor Saw and Supply and Sweatman Trucking for their support through the years.

From a timber cutter tackling old growth in the 1970s to being an operator in today’s market, Homchick has seen plenty of change. He says he’s glad to see operators and owner operators getting treated better and being valued higher by companies for their skills. Using old state rates in a changing economy had hurt the individual operator for years, he said.

He remembered in the 2000s when truckers were having walkouts for not properly getting compensated for fuel prices. Fluctuating fuel prices caused an industry that ran on people understanding operating expenses to go into flux.

“For example in one month my little operation would see the fuel bill change from $32,000 to $56,000,” he said.

(Continued on Page 20)

See “Homchick”
“You can have your morning coffee and then things are flying at you at 100 m.p.h. Or you can have a day where things run very smooth.”

JOHN HOMCHICK
HOMCHICK’S TOWER CREW
(ABOVE) Loggers World Editor Mike Crouse caught this 2008 photo of Homchick Timber’s tower crew out on the landing.

FOUR GENERATIONS OF HOMCHICKS
(From Left to Right) Son Chris Homchick, grandpa Jake Homchick, John Homchick and John Sr. Homchick posed for this photo out on the jobsite in Central Park, Washington near Aberdeen. John was doing work on the last existing drive-in theatre in Grays Harbor Washington.

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Fuel prices have stabilized however, and equipment like the Doosan 300 shovel from Cascade Trader he’s running are more fuel efficient for loggers compared to the machinery of the past. The changing philosophy of keeping newer machinery is also something of a change of Homchick but the idea makes sense as it can cut down on maintenance.

“Before, it was you bought something, rebuilt it and kept running it,” he said. “Now when the warranty is up you go and upgrade to a newer machine.”

A lot more loggers are getting off the ground and into the cab. Homchick said he still falls trees and hazard trees when needed, but sees how the no boots on the ground philosophy is also affecting logging.

“With shovel logging there are some parts where you’d want to use a tower to get to things but now they’re doing tethering with a shovel,” he said. “It’s all to make sure there isn’t a crew out there on the ground.”

The thing about logging though is still the challenge and working as a crew to overcome that.

“That’s part of it,” he said. “You can have your morning coffee and then things are flying at you at 100 m.p.h. Or you can have a day where things run very smooth.”

That’s logging for John, and he’s still doing it. Chances are if there is a challenge, he knows a thing or two to tackle it.
UNLOADING SHORT LOGS

Well, how would you like to unload your truck at the mill using this method? The driver being responsible for unloading or assisting in the job was normal at that time. Using a peavey, he simply rolls the logs off the truck. While doing this he also had to keep them in somewhat of an order on the ground. This was not a job for a slow moving man.
This old, early day hydraulic hi-wheeled arch completely hides the cat that pulled it, but the picture clearly shows what it is supposed to do: pick up the log so that it can be pulled with a small tractor, of about 30 horsepower. How would you like to be the rigging man—man-handling the chain? To make the job easier, you would have a chain hook, a slightly curved D-ringed bar with a grab hook on the other end about 3 feet long. After digging a hole under the log, placing the end of the chain in it, you would take your bar, hook the chain, and pull it under the log. A fun and labor-intensive job, as handling chain in the brush is hard work.

Evidently, Mr. Hartson knew that he was going to get his picture taken. His clothes look awfully clean. In contrast, the clothes of most donkey punchers of the day were heavy with grease and oil, as the machines required lots of lubrication. This Dabob, Washington engineer was obviously very proud of his job and the machine he ran, as this picture was probably sent to distant family members.
Unbounded Lawlessness: Obama’s War on Energy from Federal Lands

by William Perry Pendley

On energy, the Obama administration ends the way it began, with lawless placating of environmental extremists by warring against energy from federal lands. Obama’s officials’ first efforts in 2009 in northwestern Pennsylvania failed; nonetheless, in their waning days, their mischief spreads to Colorado and Montana. Whether they get away with it depends, not just on the incoming Trump administration, but on a federal district court in Washington, D.C.

Days ago, President Obama’s Secretary of the Interior Sally Jewell skittered excitedly across America doing what made his administration infamous: unilaterally plundering the rule of law. In Denver she voided twenty-five contracts—all issued by the federal government to permit private lessees to search for, discover, and develop oil and gas from Colorado’s economically depressed western slope—that had incurred the wrath of “leave it [American energy] in the ground” radical groups. The region is not a pristine wilderness, but the site of decades of drilling; it sits astride the geologically significant, energy-rich “Overthrust Belt.” Alongside the cancelled leases are twenty-four producing leases Secretary Jewell affirmed and thirteen she subjected to confiscatory rules; all are atop trillion of cubic feet of natural gas. “Imprudent,” “illogical,” and “arbitrary and capricious” spring to mind to describe Secretary Jewell’s decree, but most on point is “lawless.”

The fate that awaits the lessees, the energy they plan to produce, and the men and women of the region who yearn for high paying oil patch jobs is uncertain. Their future may turn largely on what happens to an elderly Louisiana man who, like them, fell victim to one of Secretary Jewell’s edicts. Sidney Longwell won an energy lease on federal land in Montana in 1982, and after ten years, four National Environmental Policy Act (NEPA) studies, and four National Historic Preservation Act (NHPA) reviews, obtained the right to drill on the lease (an application for permit to drill—APD). Unfortunately, the Clinton administration suspended the lease and there it sat until 2013 when he sued demanding that federal officials allow him to exercise his property rights, pursuant to his government-issued contract.

On hearing of his forlorn plight, a federal judge called it “Kafkaesque” and ordered a prompt decision. At long last, on March 17, 2016, the Obama administration ruled but instead of allowing him to do what he contracted for and was permitted to do, it cancelled his lease and voided his APD.

At the end of this year, after months of legal filings and briefings, including numerous exhibits and lengthy appendices, the matter will be ready for a ruling by the judge following as yet unscheduled arguments in Washington, D.C. To call Secretary Jewell’s decision—like so many other actions by President Obama—unprecedented is an understatement. At no time in the history of the Mineral Leasing Act of 1920—through which Congress authorized Secretaries to issue and oversee oil and gas leases, including the one held by Mr. Longwell, and which has been amended and updated over the decades—has an energy lease been cancelled, unilaterally, let alone one issued more than three decades earlier and subjected to a decade of intense, thorough, and painstaking review. Stunningly, however, Secretary Jewell concedes that her cancellation of the 33-year-old lease is not based upon any express delegation of authority from Congress. Instead, she argues she has an amorphous “inherent authority” under the Constitution’s Property Clause. The argument takes one’s breath away.

The Property Clause reads: “The Congress shall have Power to dispose of and make all needful Rules and Regulations respecting the Territory or other Property belonging to the United States....” It may be arguable, chiefly by westerners, whether that power is “without limitation,” however, one thing is clear: the power over all federal lands belongs solely to Congress. The Property Clause grants no authority, express or implied, to the Secretary.

Restoration of the rule of law, preferably by a court of law, cannot come soon enough.

Mr. Pendley, a Wyoming attorney, is President and Chief Legal Officer of Mountain States Legal Foundation and a regular columnist in Loggers World.
Election Results Bring New Opportunities, But Old Challenges Remain

By Nick Smith

Against all odds, Donald Trump was elected as our new president. Republicans also kept control of both houses of Congress. Since November 8, many stories have been written about rural America’s influence on the election. But what does it all really mean for the American Loggers Council, its members and professional timber harvesting?

There’s no doubt the new year will bring opportunities to reform federal forest management, restore the health of our federally-owned forests, and create more family-wage jobs where they’re desperately needed. For ALC, there will be new opportunities to advance key priorities such as ensuring uniform truck weight limits and passing Youth in Careers in Logging legislation. It will also be easier for ALC and its partners to stop anti-forestry measures before they can hurt the industry.

But make no mistake, getting things done in Washington DC won’t be easy. Our work isn’t done. It’s only just beginning.

When it comes to federal land management, Trump now has the chance to appoint officials who can change the culture of federal agencies, emphasizing a shift back to multiple-use management of our lands and natural resources. But the truth is the new Trump Administration will be saddled with the same counterproductive and complex web of federal laws, rules and regulations that have resulted in the neglect of our forests and the loss of thousands of jobs across the industry. It’s already clear anti-forestry groups will double-down on lawsuits that bring projects to a halt and put forest health in the hands of judges instead of foresters.

Relieving our federal agencies of obstructive litigation, “analysis paralysis,” and chronic budget shortfalls requires congressional action. Given the enormous power and influence anti-forestry groups continue to enjoy in Washington DC, it’s likely any real change will require bi-partisan support in the U.S. Senate, where Republicans lost seats. Any legislative measure would likely require 60 votes in the Senate before President Trump is able to sign it into law. Many policymakers, even those in the new administration, will need to be educated on responsible logging practices and the benefits loggers provide to the American public.

The new administration and Congress offer new opportunities, but many of the old challenges facing the industry will remain. ALC members, led by Executive Vice President Danny Dructor, are working proactively with key leaders to hit the ground running. But ALC still needs your help, even with a federal government that will be friendlier to timber harvesting. Now more than ever, it’s important for all loggers to stay informed and stay engaged to make the most of the opportunities that American voters have given us.

Stay tuned to for updates in future issues in our newsletter. And don’t forget to “like” us on Facebook!

Nick Smith is Communications Specialist for American Loggers Council and founder of Healthy Forests, Healthy Communities, a non-profit, non-partisan organization that advocates for active forest management on federal forest lands.

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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- 2011 JOHN DEERE 2454 W/WARATAH 622B
- 2008 JOHN DEERE 2954D W/WARATAH 624C
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- 2007 JOHN DEERE 2054 W/WARATAH 622B
- 2006 JOHN DEERE 2554 R/W/WARATAH 622B
- 2005 JOHN DEERE 2054 W/WARATAH 622B
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- 2006 KOBELO SK290 W/WARATAH 622B
- 2016 LINKBELT 4040 W/WARATAH 623C
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- 2008 LINKBELT 290XL W/2012 PULLMASTERS
- 2006 LINKBELT 240XL W/622B
- 2004 LINKBELT 240XL W/PULLMASTERS
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- 1990 LINKBELT 4300C2 W/PULLMASTERS
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- 2005 HITACHI ZX350 RB W/WARATAH 624
- 2004 HITACHI ZX330 W/2010 WARATAH 623C

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- 2003 TIMBCO T445E
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- 2010 TIMBERPRO TL735B W/WARATAH 622B

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- 1994 CAT D5H W/ESCO SWING BOOM
- 1978 CAT D6 W/GRAPPLE
- 1977 CAT D7G
- CAT D7F WESCO SWING BOOM
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- 2010 JOHN DEERE 848H
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- CHRISTY HD YARDER
- DIAMOND D210
- KOHLER K501
- 1996 MADILL 172
- (2) MADILL 071
- (2) SKAGIT 739
- (2) THUNDERBIRD 6140
- (2) THUNDERBIRD TMY-40
- THUNDERBIRD TY555
- THUNDERBIRD TTY45
- THUNDERBIRD TTY40
- THUNDERBIRD TYY90
- THUNDERBIRD TY-40
- EXCAVATORS
- 2014 DEERE 2154D RB
- 2005 DEERE 3554 RB
- 2005 HITACHI ZX200 LONG REACH
- 2010 KOBELO ED150-2
- MISCELLANEOUS
- 2008 BOMAN MARK 4
- CAT 977L
- EX. HEEL/GRAPPLE
- 2016 FECON BH60
- 2007 FECON BH60HD
- (2) PULLMASTER HL25-4
- WINCHES
- MEDFORD LOG FORKS
- 40" QUADCO HOTSAW
- 2006 VALMET 860 FORWARDER
- 2006 WARATAH 624
- 2006 WARATAH 622B

### PARTING OUT
- LINKBELT 210XL BOOM
- THUNDERBIRD TSX-155

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**2013 Tigercat LX830C**
3,000 Hrs. **P.O.R.**

**2016 Link-Belt 4040**
W/Waratah 623C **P.O.R.**

**2013 Deere 2954D**
w/Waratah 623C **P.O.R.**

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

**1994 Cat D5H**
ESCO Swing Boom, 8 Roller **$100,000**

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**2013 Tigercat 610C**
3,000 Hrs. **P.O.R.**

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

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**2014 Tigercat LX830C**
5,400 Hours **P.O.R.**

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**2013 Tigercat 610C**
3,000 Hrs. **P.O.R.**

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**2016 Link-Belt 4040**
W/Waratah 623C **P.O.R.**

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**2014 Tigercat LX830C**
5,400 Hours **P.O.R.**

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**1995 Thunderbird TSY255**
**Call for More Info.**

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**2000 Cat 527**
8 Roller **$175,000**

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**1990 Link-Belt 4300C2**
2 Pullmaster HL25-4 Winches, 300 Hrs on new engine, 13,000 Orig. Hrs, Excellent Shape **P.O.R.**

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**1990 Link-Belt 4300C2**
2 Pullmaster HL25-4 Winches, 300 Hrs on new engine, 13,000 Orig. Hrs, Excellent Shape **P.O.R.**

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**2014 Link-Belt 290X2**
5,500 Hours, **P.O.R.**

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**2013 Deere 2954D**
w/Waratah 623C, 7,300 hours **P.O.R.**

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

---

**1994 Cat D5H**
ESCO Swing Boom, 8 Roller **$100,000**

---

**1995 Thunderbird TSY255**
**Call for More Info.**
2003 240XL Link-Belt Log Loader, rebuilt, like new $75,000 New bottom roller, new wiring & new controller
Call Dan 541-842-0345 Financing Available

Ready to Log
Location Rochester
(SN #8-5189).
$425,000
Call Russ Smith
(360) 430-4076

For Sale: 2004 T800 xt. cab Log Truck, Drop axle, RTO18913 AT 1202, ISX 500 fresh, 3 spring trailer, 2 stage reach, Vulcan scales $65,500
Home: 360-966-5762 - Cell: 360-961-2748

2000 Caterpillar 320 BFM Excavator w/Denharco Delimber 2300 - new roller bearings on boom, good U/C, heat, A.C., stereo, work ready - $40,000 Financing Available
Call Dan 541-842-0345

1994 634 Thunderbird, 11,000 hrs., very tight & clean, new U/C, recent motor tune up, new hyd. pump & more $45,000
360-748-3320 Skip

1971 Waco Motor Grader , 777B CAB, No Rippers, Good Old Machine, Location Redding CA., Great Ranch Grader $8,500 OBO
Call Shane 530-945-1586

Washington TL-6 Swing Yarder, 3 axle carrier, Cummins engine, 3 speed Allison trans., 50’ boom, spare parts, just logged 1200 mbf. Ready to work. $27,500 OBO
Call 503-831-0044 Leave message

2006 KW, everything except trailer, Whit-Log gear on truck with v320 Vulcan, Cat , 18sp, 46k rears with locker, 8 bag KW air ride, 3.91 ratio. call for more information $59,500
509-433-1891

The Old Man is 80 and says SELL IT!!
Portable Chip Blower, Salvage Chips from wrecked or Disabled trucks puts them in another trailer. Call with questions. $12,500 OBO Or Trade ????? 541-849-3278

Cat IT 28, Rebuilt eng, 80% rubber, Cat grapples, and 2 1/2 YD bkt, runs great, will separate $35,000 call 206-947-0903

2005 Peterbilt 378, Cummins ISX 485 HP, 18 Spd. Air Trac susp. 46,000 lb rear end 4.10 Ratio with full lockers, 245 WB, Aluminum front wheels, steel rear. Call Pat 530-528-3805
**Coming Events**

**JANUARY**

10-12

**Annual Meeting**
**Associated California Loggers**
Atlantis Casino & Resort
Reno, Nevada
For Information Call: (916) 441-7940

19-21

**Annual Meeting**
**Associated Oregon Loggers**
Valley River Inn
Eugene, Oregon
For Information Call: (503) 364-1330

**FEBRUARY**

9-11

**2017 Sierra Cascade Forest Products & Construction Equipment Expo**
Shasta District Fairgrounds
Anderson, California
For Information: (530) 222-1290

23-25

**2017 Oregon Logging Conference**
Lane County Convention Center and Fairgrounds
Eugene, Oregon
For Information Call: (800) 595-9191

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. Deadline for February 2017 issue: JANUARY 11th.

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