

LOGGERS WORLD

VOLUME 52 NUMBER 5

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MAY 2017

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Finley's Rigging Shack "Classic"



**Originally Printed in
December 1979**

MORE ABOUT WASTE WOOD:

One of the best bits of news I've had injected into me in many a moon is the conviction that we have enough waste woods to generate our needed power and heat.

The advantages of cleaning up the woods and chipping the wood for pulp, chip board, and energy are many and evident. One thing is that it is the biggest and most positive step this industry can take to answer many of the pointed questions which are poked at us by the general public. There is no doubt about it; we do leave a lot of wood behind.

There has been no market nor use for this wood in the past. Let us work and labor to see that we have a market for it in the future. If we can keep the government and its swarm of politicians and government representatives out of the picture we can move ahead in a positive and dramatic manner.

I believe we have the knowledge and the machinery and the wood waste to get started right now. The simplest and best place to start is for us in this industry to start using waste wood for industrial heat and electricity.

Electrical juice is raising in price faster than smoke goes up so it seems a fine time to cut those outside wires loose and do some generating of electricity with what is now wasted.

I know of a sawmill, a small one that is only a handful of miles from my house, that runs on waste wood. This mill has a steam generating boiler and activated by the steam engines. The sawdust and the planer shavings go into the boiler to make more steam. Handy and efficient and remarkably low priced to operate. Everything in this mill was available for usage in the 1920's. By borrowing some of these concepts and machinery a modern sawmill can be set up so that it runs on the power generated by the waste wood of the mill --- and have electricity to sell.

So you see in many cases we don't have to wait for technology and government subsidies --- we can start almost immediately. Some people started this many years back.

In this issue of Loggers World is some information researched and sought out by Sam Churchill concerning a method of converting sawdust and bark wastes into a fuel pellet called 'Woodex'. I have been told that this is a remarkable clean and efficient boiler fuel. This is not new, this

Woodex, but has been proven time and time again by doing what it was created to do.

The thing that is surprising and gratifying is that thru out our Industry there is a lot of waste wood being used for heating and for generating electricity. Private industry is going ahead with development, research, building and changing over. Generating electricity for industry from wood waste is here now, it is practical and it is both cheap and efficient. In the face of rising costs of buying electricity it is smart to generate our own and have some left over to sell.

Lovely picture isn't it?

When you run into resistance to this idea remember that this generating of electrical power has been going on in Eugene, Oregon since the forties. Nothing new about it at all.

There have been many good talented people over the years who have tried to come up with some ways to use what we waste in the woods. Up until lately the efforts have mostly been in vain. Now the future for the wasted woods look bright. In addition to generating electricity there is the manufacture of by products. One man told me that he and his partner have a machine that will make a propane type gas from waste woods. Do it cheaply and do it efficiently. By next month we may have an article on this machine.

There are big things afoot --- that should be of benefit to mankind. And since I'm part of mankind I'm excited about it!

SALVAGE LOGGING

One big problem that goes along with leaving unmer-



FINLEY HAYS

chantable wood material in the woods is that problem of leaving merchantable trees and logs in the woods to rot and go to waste. If it is a crime for our public servants to waste our resources --- well I won't make a judgment on that. There is no doubt in the mind of anyone

who gets out in the woods at all that there is a large amount of trees and logs that are going to waste. There is no argument about that-it is a fact and easily proveable to anyone's satisfaction. Too many trees that are dead, blown over or dying are never going to be of any benefit to anyone. They will die and they will rot and that is the end of it for many trees.

There is no way that I know of that we can expect to harvest 100 percent of these dead and down trees. Many of them can't be got to and often times they are scattered out and far apart from one another. Two thirds or three quarters of them could be salvaged and we have the people ready and able to salvage them and to pay for the timber they salvage. In the face of this, why can't we be more efficient in this area?

One thing is the vast amount of red tape and paper work that is necessary for a government agency to legally and officially put up some of this salvage timber for sale. That really is not an excuse now because some agencies have taken up with better and faster methods and can put up a timber sale in a couple of days. So that excuse has no valid-

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ON THE FRONT: Adam's Timber Service's Skagit Yarder operator Leroy Miller brings up another turn with the Eaglet Carriage. Joe Inman operates the CAT with a Keto processor. In the Doosan is Jason Lee (owner Adam's brother).

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"Classic" From December 1979 by Finley Hays

4. LIVING THE DREAM

ADAM'S TIMBER SERVICE - LONGVIEW, WASH. by Brandon Hansen

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23. SUMMARY JUDGEMENT

OBAMA'S WYOMING LAND GRAB KILLED BY APPEALS COURT

by William Perry Pendley

24. BLAST FROM THE PAST

BY QUINN J. MURK FOR LOGGERS WORLD

26. IRON MART

22, 29, 30. SHOW AND SELL

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BUILT TO WORK

LIVING THE DREAM

Adam Lee always wanted to be a logger and now he manages two sides out of Longview, Washington



ON THE LANDING

Adams Timber Service's CAT 325D operated by Dave McGee loads a 1993 Kenworth log truck owned by PackWest Forestry on a sunny afternoon

Photos by Kevin Core
Story by Brandon Hansen
For Loggers World

Adam Lee is a busy guy as the owner of Adam's Timber Service.

When he's not tending to his three-year old daughter and five-year old son, a tall task even the most grizzled timber vets would shake a little in their boots at, Lee manages two sides out of Longview, Washington.

The company handles private jobs and also works out logging contracts with area saw mills and works on DNR timber sales. As the boss, Adam puts out fires running to different sides getting done what needs to get done while also keeping work in front of his guys.

"Most days, I'll leave the house going one direction and end up going another," Lee said.

Unlike most loggers that get into the industry at a young age, Lee wasn't from a logging family. His dad worked in construction and his mother worked at a hospital. Growing up in Longview, however, meant that Lee saw plenty of loggers and was



ADAM LEE

Adam Lee stands in front of some of the bigger logs on the landing. Lee began logging out of high school and bought a skidder that liked to smoke to begin his own business.

around the industry.

"I always liked logging and all the old timers around logging," Lee said. "I went right into the woods out of high school and bought my first skidder and did private jobs for family and friends."

The skidder, a Clark 666 cable skidder, was properly named. When Lee tried to

drive the skidder home it began to show its true colors.

"Well it caught on fire when we were driving it home after buying it," Lee said. "That should have told me something right

(Continued on Page 7)
See "Adams"

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CAT 330LL Log Loader	\$37,500
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DOOSAN DX300LL Log Loader, 2012, low hrs	\$185,000
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JOHN DEERE 2454LL, 2015, low hours	\$219,500
JOHN DEERE 2554LL, 15,000 hrs, excel cond	\$125,000
JOHN DEERE 2954LL, 2014, low hours	\$210,000
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MORBARK 2348 Flail Chiparvestor, Top Load	\$110,000
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OLATHE 867TG 10' Tub Grinder, recent work	\$49,500
PETERSON 5900E Disc Chipper, Cat 760HP, low hr	POR
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TRUCKS

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REPORTING IN FROM...

ADAM'S TIMBER SERVICE

Adam Lee grew up in Longview wanting to log and he's done just that. Lee has expanded to two sides and has **six pieces of machinery** out in the woods. Adam's Timber Service operates in **Southwestern Washington and Northwester Oregon**. Lee also has **12 employees to work** for him. "I have a really good group of guys that have been with the company ranging from four years to a couple months," Lee said.

Adam's Timber Service

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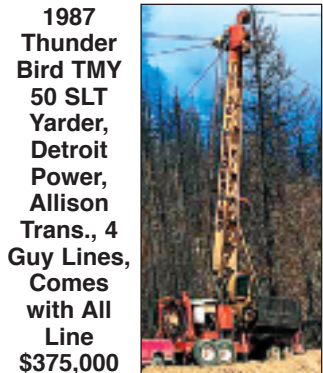
2005 Linkbelt 240 LX with Waratah 622B Processor. Good U/C 75%, New crate Isuzu motor done at 11,300 hours. Main valve and main pump rebuilt at 15,870 hours. Total Frame Hours 17,300. Well taken care of. NEW PRICE!.....\$85,000



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Adams

(Continued from Page 4)

there, but I had it for a year before it finally was done."

Lee cut his teeth working for Columbia Helicopter and went out on his own as a cutter. In the spring of 2005, he bought his first shovel and in 2010 got married to wife Breanna. Doing private jobs, Lee was in the rare position where the economy was slowing down but he was getting enough work to keep growing.

After getting his first shovel, Lee then purchased a processor and then a tow-er.

"We were just into private work and it was just one side at that time," Lee said.

After going to two sides two years ago, Lee now has six pieces of machinery and 12 employees.

In terms of shovels, he has a 2016 3800 Madill, a 2014 CAT, a 2014 300

(Continued on Page 13)

See "Adams"

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Bud Waddell

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KOBELCO

ED150; SK290LC6; SK200LC IV;
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600CLC; 624G; 644H; 644G;
648GII; 690E; 710D; 750B-C; 744H;
753GL; 772BH; 850J; 992D-ELC

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SE 350LC2

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475D; 475EXL

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KOMATSU

PC120-6; PC130-6; PC138US-2;
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

608; 628; 1210B; 2628; 1270B

HITACHI

ZX27U; ZX120; EX150; EX160;
ZX200LL; EX200-5; EX60;
EX200LC3; EX220-3; ZX330
ZX350LC; EX330LC5; EX400LC3;
ZX450LC; EX550LC5; EX700;
EX750-5

VALMET

EX10; 500T; 860; 892

VOLVO

A25C 6x6 Rock Truck; L330C;
L120E; L180C; L220E

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AT THE CONTROLS
(RIGHT) Jason Lee operates a Doosan DC 300 log loader. Lee is the brother of Adam and owns his own log truck, helping out where help is needed. (LEFT) Joe Inman, with co-pilot Dexter, poses for this photo for Loggers World while operating a processor for Adams Timber Service.



2015 JD 848L, dual-function boom, grapple, winch, good 30.5x32 tires, 265 hp, Tier 4, good clean unit, approx 11' wide, 50,000 lbs, 2,530 hours, just arrived in our yard.....\$242,500



2015 CAT 525D, dual-function boom grapple, winch, cab, air, 30.5 tires, just arrived in yard, 203 hp, approx 10'11" wide, 45,000 lbs, 1,770 hours.....\$190,000



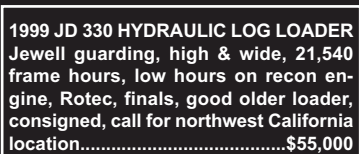
1997 CAT 527, Esco swing grapple, bunching grapple, 6-way dozer, tri-rails, near-new V-Trac rails/sprockets, 15,075 hours on meter.....\$152,000



1993 CAT 518C, grapple, NO winch, good 23.1 tires, 18,000+ hours.....\$35,000



MIGHTY MITE 4A BAND SAW, Wisconsin gas engine, trailer mounted, all controls, owner estimates it was used 6 times, like new, consigned.....\$21,500



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



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

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



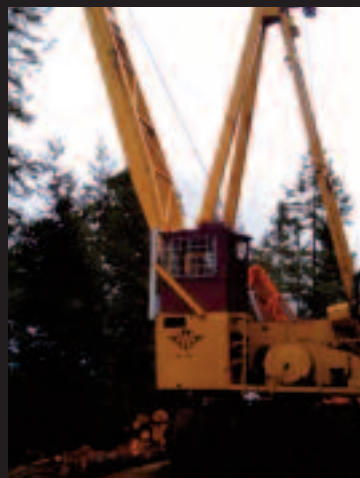
2002 PRECISION HUSKY 66-23, Husky XL-175 loader, CAT 3412, 700/750 hp, Tier I, joy sticks, twin-disc clutch, feed table w/feed chain, cab, 12 new tires, good brakes, fresh oil, new paint, recent injectors, one owner, was working daily, 11,141 hours.....\$99,500



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



2007 BANDIT 3590 CHIPPER, 37" drum, CAT C18@700 hp, feed chains, remote, super singles, consigned, call...\$109,000

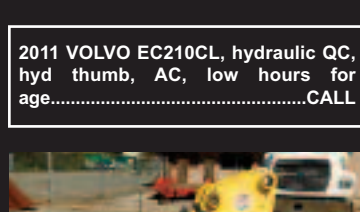


WASHINGTON 188 YARDER, Detroit 8V92T power, 4-axle carrier, standing skyline. This is a good, clean unit that was working as of 06/10/16. Consigned, call for location.....\$250,000

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



2012 KOMATSU PC200LC-8, JRB QC, link hydraulic thumb, 36" bucket, 3,432 hours, rental machine.....\$92,000



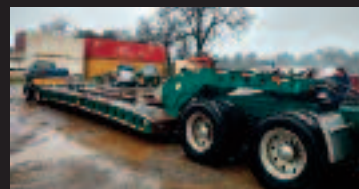
2011 VOLVO EC210CL, hydraulic QC, hyd thumb, AC, low hours for age.....CALL



2013 PROMAC 34 CFH III horizontal brush cutter, 34" wide, pinned for a CAT 315CL and others, very good.....\$24,000



1995 COZAD BABY 9-AXLE 2+2 LOWBED, 9' wide x 26' deck, drop sides, power tower in jeep w/20 hp Honda, 4 pin settings. Following items are NEW: all wheel studs, all 11R22.5 tires, all drums, all brakes, all bearings, all slacks, all S-cams, all lights, all wiring, all air lines, all air valves, all apitong deck, all oil caps, all seals, all air bags, all paint + more.....\$135,000



2006 COZAD, 16-wheel, 60-ton, expando w/new Hydra neck in 2010, disc brakes, good 17.5 tires, 22'6" x 8'6" deck, consigned, in our yard.....\$70,000



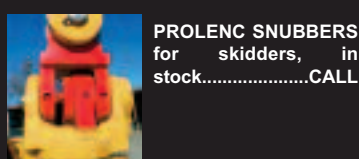
2013 CAT 930K, QC, bucket, 2,495 hours, prior rental machine, very nice condition, just arrived.....\$120,000



2005 CAT 972G II, Medford log forks, new 26.5R25 tires, command steering, 16,604 hours, tight & dry, very good for age and hours.....\$99,500



2004 CAT 966G II, CAT QC, good 26.5x25 tires, cab, AC, 13,112 hours, good runner.....\$77,500



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



2007 JD 672D, 6x6, 14' board, push block, rear ripper, NEW 17.5x25 tires, cab, AC, 9,595 hours, former county unit, will have new paint.....CALL



2011 VOLVO G940, 14' board, rear ripper, push block, 14:00 x 25 tires, 11 sp trans, cab, former county unit, good condition, 4,412 hours.....\$79,500



2009 CAT 140M VHP, Tier III, 14' board, rear ripper, push block, 14:00x24 radials, AC, heat, 3,836 hours.....\$140,000



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



2006 JD 772D, new 14Rx24 radials, 6-wheel drive, 14' board, rear ripper, push block, cab, AC, 9,368 hours, snow wing & front lift group available.....\$85,000



SIDE-BY-SIDE
Adam Lee and chaser Jimmy Milhiser talk about repairs being done on a Boman carriage. After growing to two sides two years ago, Lee now has six pieces of machinery and 12 employees. He owns a 90' Skagit tower to keep the logs coming.

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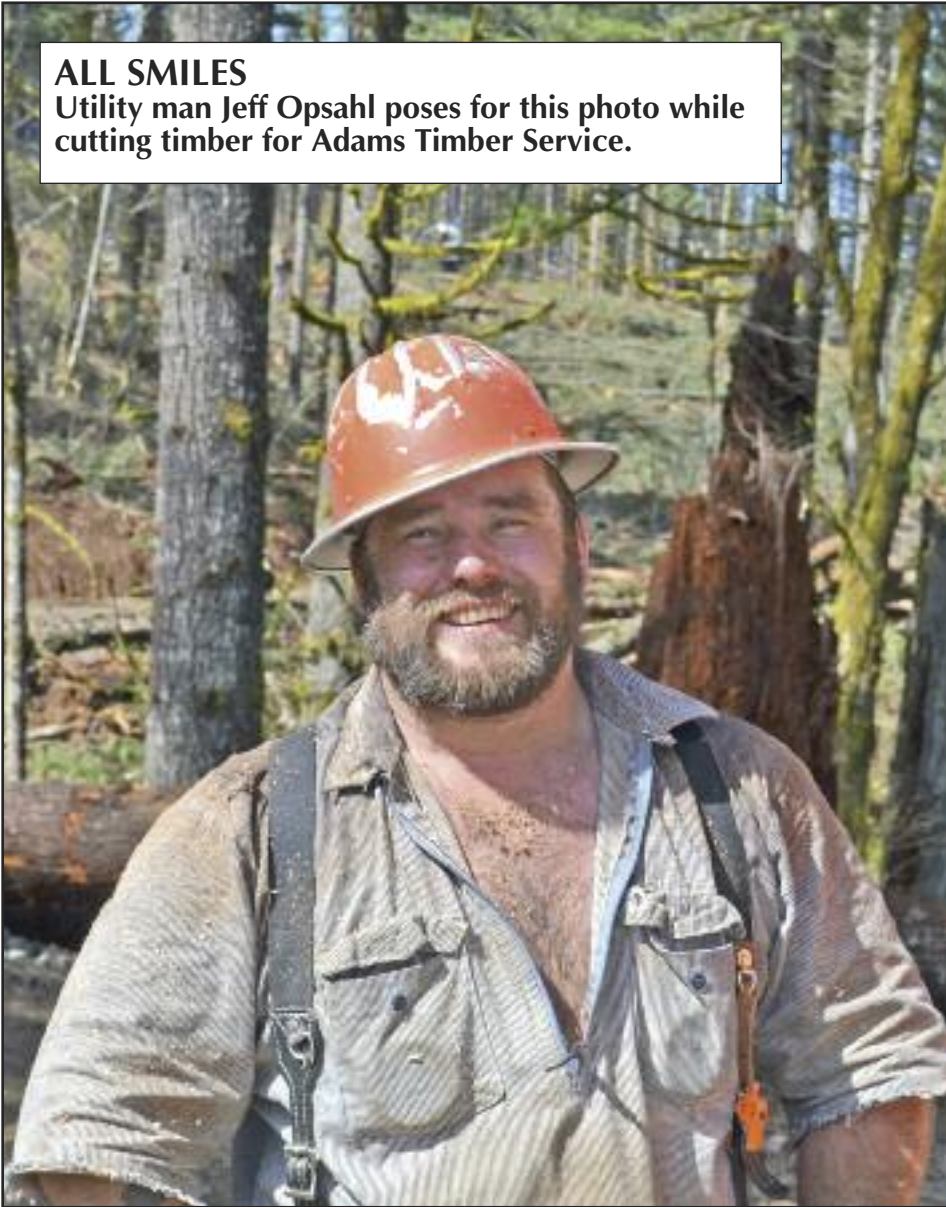
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ALL SMILES

Utility man Jeff Opsahl poses for this photo while cutting timber for Adams Timber Service.



RUNNING THE CAT

Dave McGee operates a CAT 325 for Adam's Timber Service.



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2012 Cat 568

S/N YJX00113

4,547 hrs., super nice unit with forestry cab, fixed cab riser, hydraulic pin grabber and P-link thumb, aux hydraulics, serviced and ready to work

\$198,100



2007 Hitachi ZX370F-3

S/N 370002

12,018 hrs., tilting riser, heel rack and grapple unit, well maintained and ready to hit the woods

\$477,000



2014 Cat 325D FM

Log Max Extreme Processor with Continuous Rotation
S/N C8L01609

4,608 hrs., high wide, heel rack and grapple, continuous rotation processor, both machine and head are serviced and eager to start cutting

\$170,000



2006 Cat 330D FM

S/N H3K00226

12,913 hrs., very nice 330DFM with heel rack and grapple, 48" tilting riser., serviced and ready to go to work

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Dexter

ON THE LANDING

Joe Inman processes logs with the Keto processor for Adams Timber Service. Dexter rides along in the cab with Inman during the work day.



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one tire size. Chain tightener is
recommended for heavy chains.



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13mm-1/2", 16mm-5/8",
19mm-3/4" SMT and SMT Combo.

(Continued from Page 7)

Doosan shovel, a Doosan 300 processor and a 330 CAT processor from the middle 90s. He also has a 95 Skagit tower.

Lee goes with Cascade Trader to get the Doosans. He began getting newer equipment to keep the downtime low and the production high.

"I got tired of being a mechanic more than being a log-

ger," Lee said. "Doosans are the best ones out there for the price and you can't beat them."

Hauling-wise, Adam's Timber Service, contracts about 20 trucks which haul from jobs that can produce anywhere between 20 to thousands of loads. Adam's brother Jason, who owns a log truck, also helps out when Adam is short-handed and needs an extra hand.

"For the small private jobs I

do a lot of that work myself," Lee said. "It's more hands-on with the landowners and it's pretty nice getting to know people and not just be another contract."

For cutting, Lee either does it himself or contracts out Wild Wood Timber.

When he's not doing that he's running between two jobsites, he's keeping work coming down the pipeline. He admits he

doesn't run too much machinery anymore but that's the name of the game for a boss.

"I do like that we can offer family-supporting wages in this area," Lee said.

Adam's Timber Service works in Southwest Washington and Northwest Oregon. With a wide range in job sizes, the company is versatile and Lee says he has a good group of guys.

"One of the biggest hurdles this days along with changing rules is finding good employees," Le said. "And I have a really good group of guys that have been with the company ranging from four years to a couple months."

Usually they work within three hours of Longview as the nice central location of the Washington port city pays off for logging companies.

His wife Breanne does the bookkeeping for the company to keep things in order, and the two go camping often with their two children.

"The hardest part with logging is always dealing with everyday events, there's always something different being thrown at you," Lee said.

But this is what Lee wanted to do and continues to do.

"I've been in the woods since I was five years old and I wanted to log," Lee said. "It's very rare for people to do what they love, but I'm lucky enough to do that."



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Chaser Jimmy Milhiser and owner Adam Lee run in to unhook chokers.



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2009 Tigercat LX830C Feller Buncher with ST5702 saw, 8,099 hours, Portland # 020724

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2008 Link-Belt 290LXTLFC, forestry cab, GCCV-anti drift, catwalk step, Pierce TC52 grapple, 13,579 hours, Portland # 021080 .

.....Call for Pricing

2006 Valmet EX10 Harvester with Valmet 370-2 harvesting head, 9,550 hours # 019195....\$145,200

2005 Link-Belt 240LXDHP 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 hotsaw, new under carriage in 2012, 17,850 hours, #020000.....\$144,500

2003 Link-Belt 240LXDL with Pierce 3348 delimber, 17,762 hours, Prineville # 021123..Call for Pricing

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THE CUTTERS

Wildwood Timber Inc. cutters Dalton Bond and Brady Milo (LEFT) check in with Adam Lee. On the yarder side, Skagit operator Leroy Miller waves for the camera before pulling up another turn.



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LOG LOADERS

2013 Cat 324DFM, w/Cat grapple, 9,900 hrs, auto greaser, good u/c, xlent cond\$180,000
2013 Cat 568, w/Cat grapple, 8,200 hrs, xlent loader	.....\$265,000
2006 Cat 330DFM, w/Pierce grapple, 12,000 hrs, forestry cab, new hyd pump, c/w 12000 Logmax	.....\$220,000
2013 Cat 320DFM, w/Cat grapple, 5,500 hrs, new u/c, xlent cond	.....\$190,000
1995 Cat 325, w/Pierce grapple, 23,500 hrs, good u/c, Young front	.....\$47,500
2015 Doosan DX300LL, w/Jewell grapple, 3,300 hrs, like new cond	.....\$205,000
2013 Doosan DX300LL, w/Jewell grapple, 5,700, w/added grapple, pump	.....\$190,000
2007 Hitachi 250LL, w/Jewell grapple, recent motor & pump, u/c 70%	.....\$85,000
2014 JD 2954D, w/Jewell grapple, 3,500 hrs, like new cond	.....\$265,000
2006 JD 2454, w/Pierce grapple, 8,000 hrs, forestry cab, new motor, good u/c	.....\$115,000
2006 JD 2054 LL, w/Tong thrower package and Jewell grapple, recent u/c, 15,700 hrs	.....\$117,500
1997 T-Bird 1238 LL, w/grapple, good nice old log loader	.....\$35,000
2013 Link-Belt 290X2, w/Pierce grapple, 6,800 hrs, good u/c	.....\$240,000
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

2006 Hitachi ZX200, w/O6 Waratah 622B, 16,800 hrs, very nice processor	.....\$85,000
2006 Cat 330DFM, w/Logmax 12,000, c/w heel & grapple, 12,000 hrs	.....\$220,000
2006 Cat 320C, w/O6 Waratah 622B, 14,000 hrs, road builder front, 80% u/c	.....\$95,000
2013 Link-Belt 290X2, w/2013 Waratah 623, full rotation, 6000 hrs, very good cond	.....\$390,000
2006 Link-Belt 240LX LL, w/O6 Waratah 622B, new drive motors & bushing in head, rblt motor, 18,500 hrs	.....\$135,000
2004 Komatsu PC300, w/O4 Waratah 624 Super, 19,000hrs, good u/c, 2000 hrs, rblt motor, recent pump	.....\$130,000
2016 Doosan 225, w/Pierce GP, low 950 hrs on carrier, like new cond, 3000 hrs on GP head	.....\$305,000
2008 Doosan 225, w/Waratah HTH 620, recent Axis, complete rebuild on head	.....\$135,000
2003 Neuson 182 MHT, w/Logmax 5000, tilting carrier, work 60% slope, boom 32' reach, w/blade	.....\$132,500
2012 Waratah 623C, w/comp & controls, 2,800 hrs	.....\$85,000
2007 Waratah 622B, w/comp & controls, recent bushings, good cond, drive motors	.....\$45,000
2004 Waratah 624 Super, w/comp & controls, recent drive motor and bushings, good cond	.....\$45,000
2002 Cat 325C, w/O2 Waratah 622	.....\$40,000
1999 Cat 322B, w/2004 624 Waratah, auto greaser on carrier and head, extended frame	.....\$145,000
2012 JD 2454, w/Pierce PMD 3348, 8,000 hrs	.....\$195,000
2001 Cat 320B, w/DT 4400, recent repairs & spare parts, 14,000 hrs	.....\$70,000
1998 T-Bird 1236, w/DM 3500, good running limber	.....\$35,000

ROAD BUILDERS

2014 Cat 568, digging & clean out bucket & thumb, pin grabber, 7,500 hrs, very good cond	.....\$275,000
2005 JD 330C, w/digging bucket & thumb, 5,300 hrs	.....\$95,000
2013 Cat 325DFM, w/digging & clean out bucket, 2800 hrs	.....\$290,000

BUNCHERS

2014 Tigercat LX830C, Tigercat 5702, 350 rotation saw, 5,300 hrs, u/c 80%, xlent cond	.....\$392,500
2013 Tigercat LX830C, w/Quadco 2900, 360 rotation, saw 29", very nice cond., 5,200 hrs, good u/c	.....\$325,000
2016 Tigercat L870C, Tigercat 5702, 350 rotation saw, 1,100 hrs, like new cond	.....\$520,000
2007 Tigercat LX870C, 23" Tigercat 5702 saw, new Cummins power, good u/c, 10,100 hrs, xlent cond	.....\$160,000
2007 Tigercat L870C, 23" Tigercat 360 saw, 4000 hrs, rblt motor tilt pins, rblt pump, hyd cyl & saw, good u/c	.....\$115,000

2016 Tigercat LS855D, w/5195 felling saw, summit tethering ele. Installed, only 1,500 hrs, like new cond	.....POR
2015 Tigercat LS855D, w/5195 felling saw, 3,200 hrs	.....\$375,000
2007 Madill T2250C, w/24" 350 rotation, 13,200 hrs, recent motor, pump, u/c, saw motor & disc	.....\$159,500
2011 Valmet 450 FXL, w/Quadco 22" 360 rotation head, good u/c, good pins & bushings	.....\$235,000
2004 Timbco 445EXL, w/Quadco 22" saw, 40 degree tilt, 80% u/c, 13,500 hrs	.....\$97,500
1999 Timbco 445D, w/32" bar saw, runs good, extlent u/c, recent motor & pump	.....\$65,000
Cat 2440 Hot Saw, 24" saw, 40 degree tilt, new bearing	.....\$12,500
2005 Timbco 445EXL, w/Quadco 2900-360 rotation, 11,000 hrs, recent u/c, motor & pump	.....\$132,500

SKIDDERS & DOZERS & GRADERS

2014 Tigercat 610C, front rubber 70%, new rear rubber, 3,100 hrs, very nice skidder	.....\$185,000
2006 JD 848GIII, 9000 hrs, new chains, good rubber	.....\$87,500
2010 JD 748H, bunching grapple, dual fnctn boom, rears 90%, front 30%, 1 set chains, 5200 hrs	.....\$125,000
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	.....\$80,000
1999 TJ 460, new chains, fixed boom, 40% rubber, good running skidder	.....\$65,000
1999 JD 648G, w/dual fnctn boom, grapple, w/chains, 15,000	.....\$22,500
1996 JD 648E, w/fixed boom, good rubber, w/chains, 13,000 hrs	.....\$35,000
1996 Cat D5H TSK, w/fixed boom & winch, recent trans, motor & u/c, 7 roller machine	.....\$80,000
1995 Cat D4H TSK, w/fixed boom & winch, rblt motor & new rails, sprockets & shoes, recent rolls & idlers	.....\$80,000
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/winch	.....\$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
1982 Washington 118, Major rebuild last year, new 8V92, air & hyd systems, New wheeler single lever controls	.....\$275,000
Madill 071, Detroit 8V71T, recent bearings in drum set, 4 guyline, good u/c, 1 1/8" machine	.....\$105,000
Madill 071, Detroit 8V92T, water on all drums, 4 guyline, good lines, nice yarder	.....\$110,000
Madill 071, Detroit 8V71, 3 guyline, excellent u/c, good lines	.....\$85,000
T-Bird TTY 70, good u/c, Cat power	.....\$450,000
T-Bird TMY 70, rblt Cummins power and other recent repairs, xlent cond	.....POR
T-Bird TSY 6140, very good swing yarder	.....POR
T-Bird TTY40, on hyd u/c, rblt Tier 4 Cat power, new pump & bearings in drum set, c/w radios	.....\$169,500
T-Bird TMY 50, Detroit 8V92T, good lines, nice yarder	.....\$365,000
Skylead SC40, trl mount, Cummins power, water on haulback, c/w rblt Eaglet car & rigging	.....\$115,000
T-Bird TMY 45, track mount, 2014 Super Eaglet, recent drum bearings, low hrs motor, w/radios, rigging	.....\$220,000
T-Bird TMY 45, trl mount, rblt Cummins power, c/w Eagle 2 car & rigging, M-123 GI truck avl	.....\$85,000
T-Bird TMY 45, self prop on rubber, rblt 903 Cummins & torque, good lines, radios, Eagle car avl	.....\$75,000

TRUCKS & FIRE TRUCKS

GMC, Detroit diesel power, w/500 gal. tank, live reel & fire tools	.....\$7,000
1991 International 9300, 16' Alum box, steel bottom, rblt Cat 3406B, 18 speed, Dt 402 rears & Hendrickson spring over walking beam, new clutch, c/w Sturdy Weld 3 axle, 1 lift axle, alum transfer trl	.....\$70,000
Sturdy Weld, 3 axle, 1 lift axle, Alum steel bottom pup trl	.....\$30,000

LAYING THEM DOWN

Boone Sheets falls timber with a Timbco feller bunch out on the jobsite. Adam's Timber Service works in Southwest Washington and Northwest Oregon.



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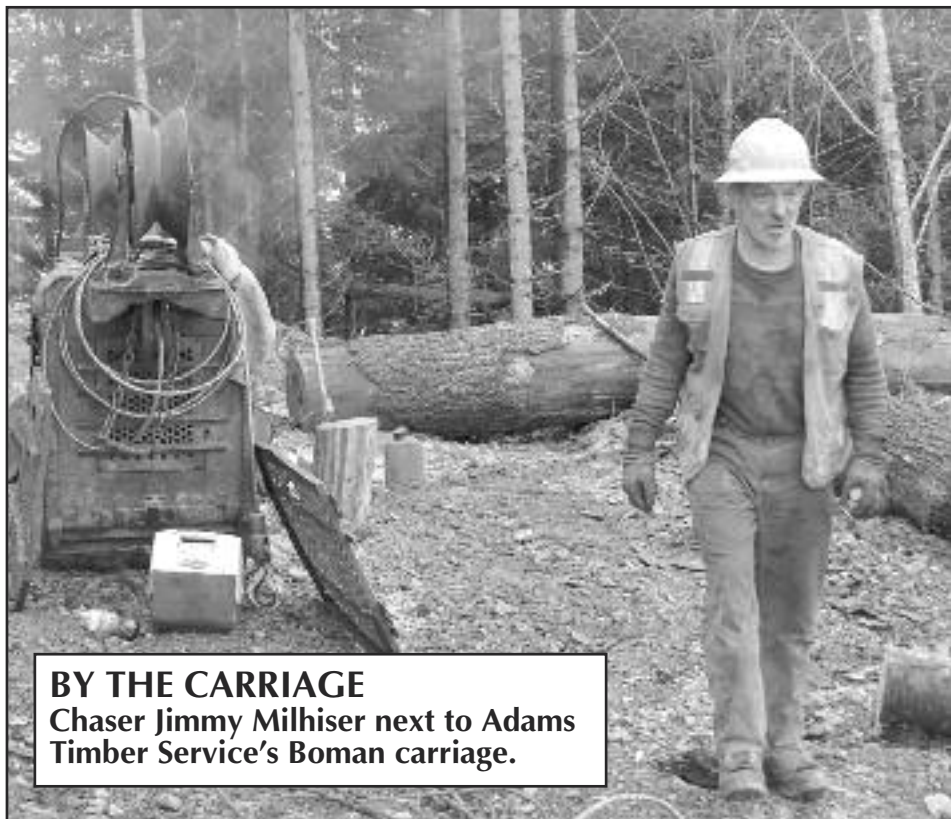
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BY THE CARRIAGE
Chaser Jimmy Milhiser next to Adams
Timber Service's Boman carriage.

Rigging Shack

(Continued from Page 2)

ity anymore.

Another thing is that we have structured many of our agencies so that the best protection for an individual in those agencies is to do nothing. You don't get into trouble for doing nothing, you get in trouble for doing something and doing something wrong. The emphasis isn't on production, or so I'm told, it is on staying out of trouble.

That is something that needs the cure of good sense.

The fact is that we are wasting millions of feet of good timber that we don't need to waste. Why do we allow it?

There are many practical reasons for developing the harvesting and using of waste wood. Not the least is that it should decrease forest fires and the cost of fire protection. Another thing to consider is that we are talking about more employment, more machinery and the creating of a new industry to harvest waste wood.

I hope to be able to visit Michigan again and to inspect and investigate a wood processing system that sounds tremen-

dous. The whole tree comes into this one place. It is bucked into logs and the high grade logs are sold. The low grade logs are cut in this sawmill. All slabs and limbs and unused parts of the tree will be chipped. The chips will be divided into 'pulp chips' and 'energy chips'. Pulp chips are high grade and the energy chips are used for fuel. Energy chips include leaves and bark. Nothing is wasted --- not even the squeal!

It is very rewarding to measure the response of our first issue of Loggers World talking about using our now wasted wood. For instance Carl Giles has been digging into the subject with enthusiasm. He wants to go with me to look over that new mill and chipping plant at Morbark in Michigan.

In all seriousness I make this statement: "I don't care what I think about the future of using wood waste, I don't care what you think about the future of using our waste woods -- no matter what we think of the program we have underestimated it."

The program is bigger, will answer more problems and do more good than we think it will.



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Photo:

Deep River Logging Co.'s
Shay No. 5 at the Deep
River log dump, 1912.





**1972
KENWORTH**
Luke LaFave
(ABOVE) and his
1972 Kenworth
he rescued from
the scrap heap.
Luke is enjoying
the log trucking
life.

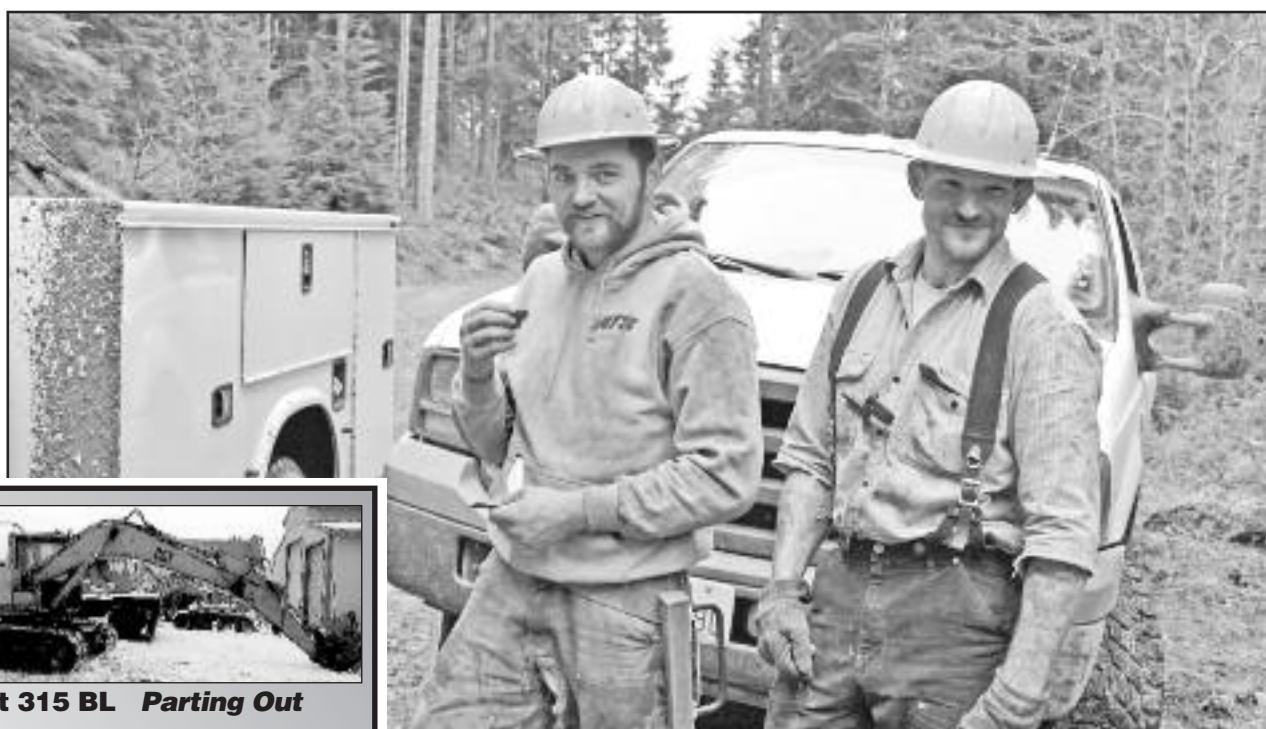
CHASING
Chaser Jimmy
Milhiser (RIGHT)
signals yarder
operator Leroy
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Hooktender Blake Anschutz and Samuel Garcia pose for this photo out in the brush.

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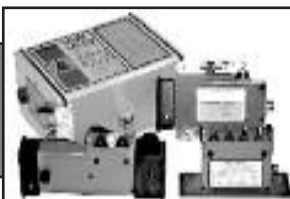
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A Crummy Education?

This piece was sent to me back in 2015. It was written by a son (Randy Larson) to be shared at his dad's funeral.

I've been thinking about how to use it ever since because I like what it says about the people in our industry. Finally, I just decided to go with it because we all had fathers or influ-

ential men in our lives and I think it helps us acknowledge the direction that we gained from them. I hope it helps all of us remember that right now, we may be having this kind of influence on some young lives. Let's remember that and be the best examples that we can be.

Written by Randy Larson

The great 1937 movie Captains Courageous is the story of a spoiled privileged boy who accidentally falls from an ocean liner and is rescued by a group of fishermen. Manuel, one of the sailors, takes the belligerent young person and over the course of the fishing season, turns the young man into a caring and co-operative crewman. Manuel had had a fisherman father who had given him a wonderful life educa-

ing a rough and tumble group. Essentially one rung on the ladder above a skid row bum. I saw a complete different side. Growing up the most secure and happy moments were riding in the crummy with my father and his crew. The children of the crew were always welcome to bring friends for fishing, hunting, fort building, fire starting, rock rolling and other adventures. In those times we learned by watch-

thought it might be a good idea if I went to a Christian college. When I showed up at a Midwest college I don't know who was more unprepared, the staff at the school or the longhaired Montana boy who had just crawled out of a crummy. I had a lot of fun for a while but then I began to doubt my religious training. Theology, apologetics, required chapels, and tons of petty rules didn't quite do it for a young man

college but when he went, he found that many of the instructors and staff didn't understand the Christian relationship as well as the loggers he worked alongside". Mr. Hayes article hit me on the street I lived on! My story indeed!

It hardly seems possible that almost 50 years have passed since riding in those old International crew cabs. Men have passed away very much missed by their



Photo by Dustin Bob Barnes

tion. Manuel's father had lost his life and throughout his, Manuel lived his life spiritually and honorably in the hopes that he could sit beside his father in another boat in heaven.

My father was not a fisherman, he was a logger. He didn't have a boat, he had a crummy or as we call it today, a crew cab. When I was growing up, loggers had a reputation for be-

ing our elders share lunches and cold spring water, find lost hunters and hikers, then pitching in at quitting time to quickly load firewood and other acts of kindness. Those remarkable men laughing, caring, sharing, while providing for their families had no idea the sphere of influence they had on the young men who ride with them.

School days turned into college days. My father

who had grown up around men who understand God's grace and forgiveness. Men who lived the life could teach me as much about Godly living as somebody in a warm classroom. Many years later I read in LOGGERS WORLD MAGAZINE upon the death of one of Finley's closest Christian friends, he stated "when his friend was young and had become a believer he was told he needed to go to Bible

children and grandchildren. Other generations have grown up riding alongside and on the laps of fathers, grandfathers, uncles, and other crew members who have always been family. Some of those little ones and young men have amazing stories. Educators, pastors, missionaries on several continents, a mission pilot, mili-

(Continued on Page 21)
See "Crummy"

Crummy

(Continued from Page 20)

tary men, one who became a U.S president's closest advisor, a classified researcher, and amazing musician, and a Montana Rail Link engineer.

The influence of those early crew cab men, Ed, Art, Duane, Tob, Dewey and my father Jasper have affected many men's lives and families. My

nephews, nieces, my children and their friends had the opportunity to ride alongside me like I did with my father and brother.

If Manuel's hope is true and his father has a boat then I hope Jasper, my father, has a crew cab in heaven.

Recently we lost a wonderful young family member who probably did the best of any of us at practicing kindness, compassion, and love for one another. I find peace in knowing he is with my father and has been introduced to all those Godly loggers I knew as a child. Why do I stay in log-

ging? Maybe because in a Midwest college in the early 1970's my friends couldn't believe my stories of the exploits and the character of the men I worked with, I also remember the shock when I told my father owned a business and went to work in blue jeans. A totally unreal world to them. The camaraderie and love for one another in the crummy would have been a total shock to

Bible says, "laugh with those who laugh and cry with those who cry". If there isn't a crummy in heaven in God's great master plan I won't be surprised. But if there is every door will be open with men greeting me someday and every day. I grow more anxious to see them and my Savior Jesus. Because of what He has done for me I trust Him with my eternity.

job, in church, and in Bible studies. We were four brothers who all had almost identical stories, trying college for a year or two, but came back to crummys and logging. We never got rich as far as money goes, but we learned to appreciate a hard day's work and the beauty that God has created. I miss my dad, Jasper and Tob, but even more, I treasure what they taught us. I hope we as

a generation have passed all we could to our children and friends that are really important. Our family has also had our bumps along the way with health problems and death, but we also have had many happy times with weddings and grandkids and the love that goes with family. I know that as long as

we put Christ as number one, He will never give us more than we can handle. Thank you Heavenly Father for the gift of eternal life through your son, Jesus.



Photo by Randy Weigel

Part II

Written by Scott Cooper

My father was Dewey, one of the early crew men in this story. We also got our first knowledge of Christ from these same men, on the

"Midwest Suits" in their competitive business office world.

A billion laughs in 50 years and 3 or 4 times of millions of tears, it's been quite a ride. This has been the toughest year for me. As the

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As We See It....

Opportunity Knocks

By Ken Martin

It is said that opportunity knocks. We have new leadership in Washington with the election of President Trump. As this new, pro-business administration moves forward putting appointments in place, we are very hopeful that many of the issues we have talked about and lobbied for, may finally be heard and acted upon.

We see the opportunity for improving the management of our forests, including setting new policy that directs timber harvest, reducing hazardous fuels, and thinning to keep our forests healthy and vigorous for those who enjoy hiking, fishing, hunting and other forms of recreation. We have seen, for far too long, the effects of not having active management of our National Forests and other Public Lands.

The result is the astronomical cost of fighting wildfires which has skyrocketed the last few years. The U.S. Forest Service is

forced to spend much needed forest management funds on fighting wildfires. It is actually pretty simple – the lack of forest management is contributing to increase in wildfires and the cost of fighting them. As President Trump's choices unfold, we are mostly encouraged by a change in philosophy from preservation and setting aside to conservation. We all want to enjoy the beauty of our vast natural resources, fully expecting that our forests be managed.

For many years we have seen how inter-connected our industry is with transportation. We now have the opportunity to address an aging and crumbling infrastructure system. We must continue to fight for funding for rural roads and bridges that are so vital to the transportation of our forest products. We need a safe, reliable highway system on the Federal, State and Local level. We need reasonable trucking

regulations as they pertain to logging transportation issues. Our interstate system as built to a higher standard to transport heavier loads for a better flow of traffic through congested areas. We need a federal standard for the transportation of forest products on our interstate system that takes out local politics. Everyone is seeking revenue. We must step up and speak of the impact that the neglect of rural roads and bridges is having on the forest products industry.

With the change in administration, opportunity will hopefully come with leadership understanding the consequences of overregulation. It has been said that government regulations are the biggest obstacle and cost to business growth and expansion. Put simply, regulations cost businesses millions of dollars each year.

Take advantage of this new opportunity to let your thoughts

be heard. America was once a world leader in technology, manufacturing, and military strength. Today we stand at the threshold of a new day with an opportunity to step forward and renew our leadership in the world. This is our chance to stand up and be heard. Opportunity has knocked. Become proactive for issues affecting our forest products industry. Do not let opportunity pass you by.

Ken Martin is the President of the American Loggers Council.

Ken, his wife Sandy and sons Brent and Brad own and operate Mar-Cal, Inc. with headquarters in Mendenhall, Mississippi.

Brent and Brad having much of the day-to-day management of the family-owned timber management/harvesting operations.

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....

Obama's Wyoming Land Grab Killed by Appeals Court

by William Perry Pendley

In the most lawless administration in history, one Obama outfit stood out. His Environmental Protection Agency (EPA) distinguished itself for hostility to the rule of law, nowhere more outrageously than with a massive land grab in Wyoming. Happily for legal precedent, rural Wyomingites, and EPA administrator Scott Pruitt, who has much to undo, a recent ruling by the U.S. Court of Appeals for the Tenth Circuit in Denver overturned the EPA edict that ignored nearly 115 years of history.

In 2013, pursuant to the Clean Air Act, the EPA granted the Northern Arapaho and Eastern Shoshone Tribes authority to regulate air quality programs as to the Wind River Indian Reservation in west-central Wyoming. Unfortunately, the EPA acceded to the Tribes' demand that their jurisdiction encompassed lands long known as outside the Reservation, including the town of Riverton (population 11,000). The EPA had help; it acknowledged "input from other federal agencies," and that its "determination is

consistent with a 2011 Opinion of the Solicitor of the U.S. Department of the Interior." Interior has been home to the Indian Bureau since 1824 and the 500-pound gorilla on these issues since 1873 when Congress transferred territorial responsibilities for the American West there from the State Department.

The Reservation was established in 1868, but, in 1904, the Tribes entered into an agreement with the United States to cede 1.48 million acres of land in exchange for per capita payments to tribal members and capital improvement projects within the Reservation. In 1905, Congress ratified the agreement, declared the lands were "ceded, granted, relinquished, and conveyed" to the United States, and referenced the new Reservation as "the diminished reserve." In 1906, the ceded lands were opened for settlement by Presidential Proclamation; the land was sold to non-Indians, including land that became Riverton. In 1939, some of the unsold ceded lands were restored to the

Reservation, but much of the land, including all land within Riverton city limits, was not.

Over the decades, Congress, the Supreme Court, and the Wyoming Supreme Court wrote of "lands formerly embraced in the [Reservation]," of the "diminished reservation," and of lands that were "ceded, granted, and relinquished." Challenges by tribal members of their convictions in state court for crimes committed in Riverton were rejected, on one occasion with amicus support for Wyoming from the United States.

Unfortunately, the Solicitor made unmitigated hash of this undisputed history. Sadly, her opinion slavishly tracked the Tribes' 2008 EPA application in which they cherry-picked bits of congressional hearings and self-serving tribal documents but ignored federal court rulings, the 1904 agreement, the 1905 Act, and their precise and binding language. Most egregious is the Solicitor's failure to address a 1998 ruling of the U.S. Supreme Court on another tribe's similar assertion. A unanimous Court, in an opinion by Justice O'Connor, held Congress set forth "the most certain statutory lan-

guage, evincing [its] intent to diminish the [Reservation] by providing for total cession and fixed compensation."

The State of Wyoming quickly sued as did the Wyoming Farm Bureau Federation—represented by Mountain States Legal Foundation—given its members' fears they would be subject to Tribal civil and criminal jurisdiction. Such fears seemed justified after Riverton Memorial Hospital—a non-Indian entity, organized under the laws of the State of Delaware—was hauled into tribal court for medical malpractice.

In a 2-1 ruling, Judge Timothy M. Tymkovich held, "This case requires us to determine whether Congress diminished the boundaries of the Wind River Reservation in Wyoming in 1905. We find that it did." In doing so, he rejected attempts to read into Congress's action:

"[O]ur task is not to divine why Congress may have chosen certain synonyms over others in this particular Act. We believe Congress's use of the word 'cede' can only mean one thing—a diminished reservation." People in rural Wyoming breathed a sigh of relief. Meanwhile, the Tribes have until May 25 to seek en banc review.

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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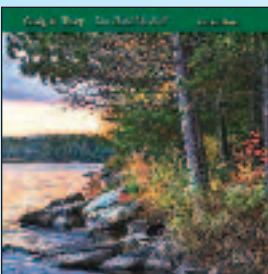
This is a nice side view of an old-time log truck and trailer. This early model is sporting wooden wheels and the trailer has no brake system. Also, a sharp eye will note that the truck is a chain drive affair. The trailer has two bunks, one with cheese blocks. The purpose of the bunks is to keep the trailer from tipping ahead during pulling and breaking the wood pole reach. Also, the reach is hooked up under the truck so that the truck's log bunk is the only one that has to swivel. This system worked a lot like fifth wheel trailers of today. With only one axle having something to call brakes, the early truck roads could not have any steep grades.

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- 2006 JOHN DEERE 2554 W/DM4550

PROCESSORS & DELIMBERS Cont.

- 2006 JOHN DEERE 2554 RB W/WARATAH 622B
- 2006 JOHN DEERE 2054 W/WARATAH 622B
- 2006 JOHN DEERE 759G W/WARATAH 470
- 2002 JOHN DEERE 230LC W/DM4400
- 2009 KOBELCO SK260 W/LOG-MAX 7000XT
- 2006 KOBELCO SK290 W/WARATAH 622B
- 2007 KOMATSU PC270LL W/WARATAH 622B
- 2015 LINKBELT 240X2 W/PIERCE 3348
- 2014 LINKBELT 240X2 LL W/WARATAH 622B
- 2010 LINKBELT 240 LL W/WARATAH 622B
- 2008 LINKBELT 290LX W/2012 PIERCE GP HEAD
- 2006 LINKBELT 240LX W/622B
- 2004 LINKBELT 240LX W/PIERCE 3348
- 2005 MADILL 2800B W/WARATAH 622B
- 2004 MADILL 1800 W/WARATAH 624
- 2003 TIMBERJACK 1270D W/762C
- 2012 TIMBERPRO TL735B W/14 LOGMAX 7000XT

FELLER BUNCHERS

- 2016 CAT 552
- 2016 JOHN DEERE 859M
- 2013 JOHN DEERE 959K
- 2012 JOHN DEERE 959K
- 2015 KOMATSU XT450L-2
- 2014 KOMATSU XT445L-2
- 2013 KOMATSU XT450L-2
- 2016 TIGERCAT L870C
- 2015 TIGERCAT L870C
- 2015 TIGERCAT LS855C W/TIGER-CAT GRAPPLE SAW
- 2014 TIGERCAT L870C
- (2) 2014 TIGERCAT LX830C
- 2013 TIGERCAT LX830C W/QUADCO 2900
- 2009 TIGERCAT LX870C
- 2005 TIGERCAT L870
- 2005 TIGERCAT LX830C
- 2006 TIMBCO T445EXL W/40° QUADCO
- 2006 TIMBCO T445EXL
- 2003 TIMBCO T445E
- 2000 TIMBCO T445D
- 2014 TIMBERPRO TL745B
- 2013 TIMBERPRO TL735B
- 2011 VALMET 450FXL

SKIDDERS / DOZERS

- 2014 CAT 535C
- 2009 CAT 527
- 2004 CAT 525B
- 2003 CAT 525B W/ESCO SWING BOOM
- 2002 CAT 527
- 2001 CAT 527
- 2000 CAT 527
- 1999 CAT 527 GRAPPLE/WINCH
- 1996 CAT D5H GRAPPLE/WINCH

SKIDDERS / DOZERS Cont.

- 1995 CAT 525 W/ESCO SWING BOOM
- 1994 CAT D5H W/ESCO SWING BOOM
- 1988 CAT 518
- 1988 CAT D4H GRAPPLE/WINCH
- 1979 CAT D7G
- 1978 CAT D6D W/GRAPPLE
- CAT D7F W/ESCO SWING BOOM
- CAT 977L
- 2010 JOHN DEERE 848H
- 2006 JOHN DEERE 848G
- 2005 JOHN DEERE 650J W/WINCH
- 1988 J D 550G W/RIPPERS
- 2013 TIGERCAT 610C
- (3) TIMBERJACK 380B'S
- 1999 TIMBERJACK 560D

CHIPPERS / GRINDERS

- MORBARK 30RXL
- YARDERS
- CHRISTY HD YARDER
- DIAMOND D210
- KOLLER K702 ON TRACKS
- (2) KOLLER K602'S
- KOHLER K501
- 1996 MADILL 172
- (2) MADILL 071
- MADILL 120
- (2) SKAGIT 739
- SKAGIT 737
- (2) THUNDERBIRD 6140
- 1989 THUNDERBIRD TMY70
- (2) THUNDERBIRD TMY50
- (2) THUNDERBIRD TMY-40
- THUNDERBIRD TSY255
- THUNDERBIRD TY90
- THUNDERBIRD TY-40
- THUNDERBIRD TTY40
- 1995 THUNDERBIRD TTY70

EXCAVATORS

- 2013 CAT 325D RB
- 2014 JOHN DEERE 2454 RB
- 2014 DEERE 2154D RB
- 2005 DEERE 3554 RB
- 2005 HITACHI ZX200 LONG REACH
- 1996 HITACHI EX270
- 2010 KOBELCO ED150-2
- 2007 KOBELCO SK350 RB
- 2003 KOBELCO SK210LC RB

MISCELLANEOUS

- 2014 CAT 966K
- 2013 CAT 966K
- 2009 CAT 950H
- 2007 CAT 140H
- CAT 977L
- EXC. HEEL/GRAPPLE
- 2016 FECON BH80
- 2007 FECON BH80HD
- FORD 9030 MOWER
- (2) KENWORTH WATER TRUCKS
- MEDFORD LOG FORKS
- PIERCE 60" GRAPPLES
- 2015 SOUTHSTAR QS500
- 2006 VALMET 890.3
- 1994 VALMET 860 FORWARDER
- 2007 WARATAH 624
- 2006 WARATAH 622B
- PARTING OUT
- LINKBELT 210LX BOOM
- THUNDERBIRD TSY-155



2002 Cat 527
8 Roller
\$175,000



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



2012 John Deere 959K
6,300 Hrs.
P.O.R.



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

www.crowleyequipment.com



2014 Tigercat L870C
2,700 Hours,
P.O.R.



2015 Tigercat LS855C
4,500 Hrs., Tigercat 5195
Felling Head, Excellent
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



1995 Cat D5H TSK
8 Roller Track Frame, ESCO
Swing Boom
\$100,000

BLAST FROM THE PAST

BY QUINN J. MURK FOR LOGGERS WORLD

RIGHT: TRACTOR TRUCK

How's this for a log hauler? A lot of wild ideas were tried out in the pioneer days of trucking. This looks like a "Fordson tractor" conversion to a truck. Henry Ford's Model T car, Model TT truck and his Fordson tractor had more after-market products, accessories, conversion kits, and body offerings than any other car, truck or tractor in the world. Henry himself even came out to Washington State to see what "Skagit" was doing with all of those tractors of his that they were buying. They were used in powering some of their products, of course. How would you like to drive this thing down the road to a mill?



CONTACT QUINN: VIA EMAIL
ktmurk@centurylink.net

Or by Mail at:
P.O. Box 319, Siletz, OR 97380



ABOVE: TIE HACKS

A tie hack takes his product to town. A tie hack was a Woodsman whose job was to cut railroad ties, and not all of them were cut in sawmills. Tie hacks would buy small stands of small trees, and after falling a tree he'd usually buck it into 9 foot lengths. Flattening two sides to a seven or eight inch thickness, he'd have a hand hewn tie. Tie hacking was hard work, but a good hack who could cut 20 to 25 ties a day usually made good money for the day. This tie hack, Ben Thomas, working in Montana in 1935 was doing okay. He's got a nice truck for himself in the dark days of the depression.

KENWORTH T800 4-AXLE CHASSIS



10 Trucks
 To Choose From
 YOUR CHOICE
\$55,000

Cummins ISX Engines, 18-speed trans. (RTLO18918B), Single speed Eaton rear-ends 4:10 or 4:11 gears w/locker, Hendrickson Haul-max walking beam susp.

#10 R087304 2005, D46-170HP rears, 252" WB, 475hp ...\$55,000

#99 R054031 2004, DSP-463P rears, 250"WB, 475hp\$55,000

#51 R892651 2002, DSP-463P rears, 251"WB, 475hp\$55,000

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LOGGERS WORLD MAY 2017



SK350 Kobelco Log Loader, New 2010, Jewel Shovel Logger Extreme, , 6000 Hours, OSHA Rear Entry Cab, 63" Jewel Grapple. New Pumps, Excellent Condition **\$175,000**
Call 541-517-2290 Y

More Show & Sell Ads on Page 22!



Bowman Mark 5, newer carriage- **\$49,000**
Butch Kovash @ kovashlogging@msn.com
or call 253-797-4184 Y



1996 JD 755B Track Loader, 20" Christopher tree shear, 3 yd bucket w/pin on brush rake, Hyster W6 power in, power out freespool winch, 3,920 original hours, Exc. Cond. **\$45,000**
406-859-3936 Y

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\$100⁰⁰

CALL

1-800-462-8283



Tiger Cat 855c with Waratah FL85 series 2 felling head, grouser ext. and tow point.
Call 253-405-3586 for more information and pricing. Y



22 inch Quadco, New tree stand, Good teeth
\$8500
541-620-4477 Y



1998 Hitachi 230 Denarco 3500, Great Shape, **\$40,000** Comes with a truck load of spare parts.
Butch Kovash @ kovashlogging@msn.com
or call 253-797-4184 Y



2001 Madill Yarder, Extra skyline break, grapple, MSP, and Super Eaglet, 3 guyline, Cummins. Call 253-405-3586 for pricing and more information Y



290 Link Belt with 23c Waratah processor, 14,000 hours. Rebuilt engine and pump.
Call 253-405-3586 for more information and pricing. Y



330/350 Link Belt with 24c 360 rotation Waratah processor. Rebuilt engine and pump. Runs great. Call 253-405-3586 for more info and pricing Y



Bowman Mark 5, older carriage **\$25,000**
Butch Kovash @ kovashlogging@msn.com
or call 253-797-4184 Y

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Stuart M3 or M4 Tank, from yarder, 90%U/C
~~\$3,000~~ \$2,500 OBO 541-659-4303 leave a clear message or I can't call you back. Y

More Show & Sell Ads on Pages 22 & 29!



2014 International Service Truck, crew cab, 13-spd, 6,000lb crane w/wireless remote, hyd driven 40cfm rotary compressor (400 hrs), Miller Bobcat 225 welder, 73,000 miles on truck, exc. cond - we are downsizing to a smaller rig \$130,000 OBO 541-315-8192 Y



240 Link-Belt Stroke Delimber, 3348 Pierce Mono Boom, New 2013, 7000 Hours. Ready To Log \$295,000 Call 541-517-2290 Y

2006 Cat 320C
with 2006 Logmax
7000 head, Only
10,000 hrs, with
aux. hydraulic oil
cooler, Many
LogMax updates,
Very nice machine
\$110,000
541-975-9494 Y



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Quadco 22g40**
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Rebuilt, Saw Motor
Bench Tested, New
Butt Plate, Good
Saw Disc, New disc
support plate, New
Teeth, Any Cracks
Repaired, New
Paint. Call Kevin
250-565-5222
www.prolenc.com Y



Jewell Grapple Rotator, Was used on a Fecon brush mower, Model ZX200, came off JD 200 Excavator, Rotator has been removed from mulcher. Fecon head not included \$2500 Dick Benson 541-787-5590 Y



Waratah HTH 20 with top saw, large feed wheels, 3/4" butt saw, approx 4,000 hrs, lots of new parts, complete with computer controls & computer \$15,000 OBO 541-659-4303 leave a clear message or I can't call you back. Y

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YOUR ITEMS IN THIS SPACE
ONLY....
\$100⁰⁰
CALL
1-800-462-8283



2007 Komatsu PC220LC-7, Equipped w/42" Bucket, Hydraulic Pin Grabber, ProLink Hydraulic Thumb, Standard Arm, Plumbed for Packer, Heat & A/C, Excellent Condition, 7,700 Hrs. \$84,500 (509) 884-7117 Y



330D Cat Log Loader, New 2009, Side Entry OSHA Cab, 9800 Hours, Recent Pumps and 60" Cat Grapple. Dual Swing Motor Machine. Great Shape, Ready To Log \$219,500.00 Call 541-517-2290 Y



2954D John Deere Log Loader, Side Entry OSHA Cab, 60" Grapple, 2150 Hours, New Condition \$287,500.00 Call 541-517-2290 Y

COMING EVENTS

MAY

19-20


MONTANA LOGGING ASSOCIATION

ANNUAL MEETING
BEST WESTERN GRANTREE HOTEL
BOZEMAN, MONTANA
FOR INFORMATION : (406) 752-3168

JUNE

10-11


DEMING LOG SHOW

DEMING LOG SHOW GROUNDS
DEMING, WASHINGTON
FOR INFORMATION : (360) 592-3051

22-24

LIBBY LOGGER DAYS

LIBBY, MONTANA
FOR INFORMATION : info@loggerdays.org

24-25


BUCKLEY LOG SHOW

BUCKLEY LOG SHOW GROUNDS
BUCKLEY, WASHINGTON
FOR INFORMATION:
www.cityofbuckley.com/logshow

JULY

4


ESTACADA TIMBER FESTIVAL

ESTACADA, OREGON
FOR INFORMATION:
http://estacadatimberfestival.com

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 June 2017 issue: MAY 10th

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