

LOGGERS WORLD

VOLUME 52 NUMBER 8

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AUGUST 2017

Tenakee Springs, Alaska



TENAKEE LOGGING COMPANY



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Finley's Rigging Shack

"Classic"



**Originally Printed in
February 1980**

We have a Holiday that is set aside for the prime and sole purpose of counting our blessings, that is **Thanksgiving Day**. This is followed by the hoopala and the lights and the music and the celebrations honoring the birth of Jesus Christ. That is closely followed by the end of the old year and the coming of the New Year.

This is a recent happening, or series of happenings, that we have all experienced. We all had the job of getting back to a schedule and returning to some old disciplines. Us football fans had some things to cheer about and some things to gloom about. But we eventually had to return to reality and get back at it again.

In the meantime the first of the 1980's arrived. This was a big change, the end of the seventies and the beginning of the eighties.

During these Holidays most people, I suspect, were engaged in thinking of the past happenings and guessing at the future happenings. This seems to be a parlor game that we all play and it costs nothing and it can have

some tremendous benefits. At church the minister asked us to share some of the blessings in our lives. My wife got up and said she thanked the Lord for being married to me for 32 years, since it was just past our Anniversary.

I appreciated that because that is the only lady who ever got up in public and said that it was a privilege to be married to me for thirty plus years. What a compliment that is! The person that knows you the best of all people publicly saying something like that. Tremendous! That is great and the best part is that she thinks she got the best part in our marriage agreement when I know that I did. How do you beat that?

Maybe the smartest thing I ever did was to choose Jean for my wife and the best selling job I ever did was to talk her into sharing my life and the best propaganda job I ever managed was getting her to be glad she spent 32 years with me. And looking forward to more years in double harness.

During these holidays we do look around at what is great and good and are thankful for it. I do and am sure you do. I've got a great deal to be thankful for, I've

got a great decade of the seventies to look back on with fond remembrances and I've got a great decade to look forward too.

My wife and I are the Stewards of a small business that is fun and rewarding to work in. We have over 12,000 bosses and they are great to work for. We have a great bunch of people to work with. We have creative and rewarding work to do and to get done. Life is Tremendous! Isn't it? One of the best things is that we get to meet, write about and keep company with tremendous people. People who do the work, who plan and then work the plan. These people are 'go ahead' people with an 'Upward and Outward' look. They are self confident and hard working. They are action people and they are tremendous people to learn from. I appreciate this very much, have always appreciated it and always will appreciate it.

I have always felt that I was a very fortunate person and things that have happened lately solidifies this belief. It is true, I am a 'Lucky Logger'.

RESOLUTIONS

This is the time of the year that we make plans and set goals and resolve to do better in many ways. Usually most of these resolutions don't last and for that reason we tend to think there is no value in setting resolutions. Not true! There is value there if only that we realize that we aren't doing things as well as we could be doing them.

If we soberly look at where we



FINLEY HAYS

are now and contemplate how we are living and doing that alone leads to positive thoughts of improving. If we look at ourselves and our living methods over very closely and ask the question, "If I keep going the way I am, doing what I am doing, where am I going to be 5 years from now?"

This leads us to asking ourselves more questions and this leads to seeking better answers.

No life has been lived as good as it could have been, no work has been done as well as it could be done and no business has been operated as well as it could have been operated.

Since I know this and since lots of people who know me are ready and willing to tell me where and how I can do better it is up to me to set some new resolutions. I've never seen a time or lived thru a time when I didn't need to make improvements. Someone said the biggest room in the world is the room for self improvement. In my case that is very true.

But isn't it exciting to know this and to know that improvements can be made? A resolution is usually a vow to make improvements. There isn't any point in making a resolution to make things worse.

If one resolves to do something it generally means that he or she knows something isn't as good as it should be and it can be improved. The two most pop-

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DOOSAN DX225LL Log Loader,	POR
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DOOSAN S300LL, recent work, nice!	POR
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JOHN DEERE 2554LL	POR
JOHN DEERE 2954LL, 2014, low hours	\$210,000
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FEATURED IN THIS MONTH'S ISSUE

TENAKEE LOGGING COMPANY

Gordon and Sterling Chew log in the **Tongass National Forest** as the family business, the Tenakee Logging Company, also has two mills to **produce highly sought after lumber**. The Chews have a 1973 **self-loading Kenworth** that allows them to bring loads to their mills from the national forest.



TENAKEE SPRINGS ALASKA

Tenakee Springs is a city on **Chichagof Island** - an island where the bears outnumber the people - and it has a **population of 131**.

There are 59 households and 28 families in the city, and the town is served by **Tenakee Seaplane Base** and **Alaska Marine Highway**. The town has a 106-degree sulfur hot mineral spring, several historic buildings, a newly upgraded boat harbor and **experiences cool summers along with mild winters**.

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LIVING IN PARADISE

Tenakee Springs is a town of just over 100 registered voters with seaplanes bringing in scheduled flights. The Alaska State ferry also services the town every week as well. This is where Tenakee Logging Company has set down roots and has become a mainstay in the small town next to the nation's largest national forest.

The Chews' family business has become sustainable logging in Tenakee Springs

Story by Brandon Hansen
For *Loggers World*

Owner Gordon Chew and his family are originally from the Bay Area, but after a visit to Alaska in 1995, they decided the area was something they couldn't pass up and the Chews moved to the US' northernmost state permanently.

They moved to Tenakee Springs, which sits in the Alaskan panhandle on the north part of Chichagof Island near Juneau and Sitka. It has just 131 residents. Lack of overcrowding was a big attraction for the family, along with it being

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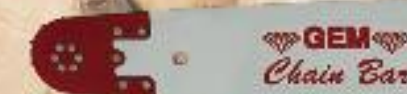
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Tenakee

(Continued from Page 5)

in a car-free environment away from gangs and serious drugs.

Tenakee Springs was certainly what they were looking for as access to the town was by regularly scheduled flights by seaplane or the Alaska State Ferry. The town has a post office and a highly-regarded mercantile shop.

Gordon, who worked as a carpenter and a shipwright began doing work in general construction but he noticed he was paying a fortune to import lumber.

"As builders, we were faced with the complicated logistics and the high cost of freight to receive supplies of lumber so we started ordering rough sawn from two mills in Hoonah and eventually lowered our costs by milling for ourselves," Gordon said.

The Chews bought a mill - a Woodmiser LT-30 - from a Tenakee resident, and got an unusual logging machine in the form of a one-ton 1988 Ford F-350 with a Holmes Wrecker for yarding logs

out of the forest.

The Chews took a big step when they were awarded their first contract in the Tongass National Forest - the largest national forest in the US - by the US Forest Service for 71,000



BATTLE OF THE BULGE

Sterling working on this burl that's headed to Norman, Oklahoma.

board feet of Sitka Spruce, Western Hemlock and Yellow Cedar.

"The agency is very complex and basically not user-friendly being so burdened, I believe, by their sheer size," Gordon said. "We have been successful on all of our contracts and have never defaulted on anything so I would hope that is noted by them. Our Timber Sale Administrator is the best, serving the American people and our effort to get established as a business."

Gordon and Sterling haul the logs to their sort yard with their 1973 Kenworth self-loader. They have also constructed a ninety-foot-long mill shed.

Gordon's daughter Meryl does the barge-building while supporting the mill and logging operations. Gordon's wife Anne Connelly manages the books and finances.

In the logging version of "Buy Local" the Chews see the Tongass National Forest as a source of jobs and economy for their town with sustainable logging practices. It's a beauty too as a trip to this forest means you could see black and brown bears, deer, moose, humpback and orca whales, along with sea otters,

(Continued on Page 9)
See "Tenakee"

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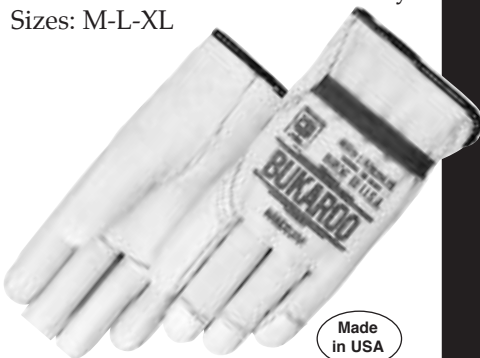
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Rigging Shack

(Continued from Page 2)

ular resolutions are to 'quit smoking' and 'lose weight'. One of my resolutions is in this weight losing area.

After the resolution has been made one needs a goal, an objective. If I am going to lose weight how much must I lose? How long should it take me to lose it? Once it is lost how am I going to keep it off? (During my lifetime I've lost about 850 pounds total. Unfortunately I've gained 865 pounds total. It is that 15 pound difference that is the problem.)

So to the Calorie chart, to the notebook, to the study of Behavior Modification, to charts and to thinking and reading and attitude building. For me it isn't difficult to lose those dratted 15 pounds. It is difficult to keep them off and gone once I've thought I lost them --- they keep coming back. This time though ----- !

OTTO OJA

Most people that read Loggers World know of Otto Oja because he has written for, taken pictures for and drawn cartoons for and yes even wrote a poem or two for Loggers World or one of our other publications.

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See "Rigging Shack"

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HANDY WORK

Nick Plancich poses for this photo after falling a tree. Southeast Alaska has slow-growing trees which means a tighter grain and stronger wood. The long growth periods mean unique patterns and shapes. The wood is sought after for kayaks, paddles, other shipbuilding needs, restoration projects of buildings and much more. Sterling Chew (below) poses in front of his handiwork as well.



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sea lions and Pacific salmon. Trees that have stood for 800 years give a true meaning to old growth.

The Chews understand this 17-million acre forest is a source of tourism and use sustainable practices to ensure they can continue to provide jobs and products for their area. Their jobs are small, but it's high quality wood that is in high demand for

special purposes, home building, cabinet-making, furniture, ship-building and even the U.S. Forest Service.

Gordon said that the sustainable aspect of the operation makes their product more expensive but the scars they leave are minimal and heal quickly.

They've won all the bids they're put in for the Tongass National Forest which can be as small as 100 trees each. They see their selective harvesting of Alaskan yellow cedar, Sitka

spruce and western hemlock as good for the local ecosystem.

"The Forest Service uses their policies to lay out the selective timber sales and the 1/3 concept is theirs," Gordon said. "We used to have to stay within 300 feet of existing logging roads using cable yarding but now with our excavator we can build corduroy roads using puncheons which allows us to go in further."

Opening up some canopy allows for the younger trees of the remaining two-thirds of the sale

to get more sunlight and the Chews hope that in many years in the future those trees can grow and continue to support Tenakee Springs' residents with work.

"A few years ago we brought a local environmental activist into the first timber sale that we had ever cut and he noted piles of deer scat every 100 square feet," Gordon said. "The brush,

(Continued on Page 10)
See "Tenakee"



2015 JD 848L, dual-function boom, grapple, winch, 2 new and 2 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, 1,901 hours.....\$190,000



1999 THUNDERBIRD 1236DL, Pierce HSD 3345 upper, good working order, just off job, recent trade, approx. 17,000 hours.....\$47,500

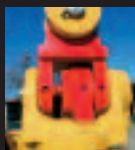


1979 CAT D7G DOZER, Esco grapple, angle dozer, runs & shifts OK.....\$33,500



CAT 518, long frame, 55U00737, Esco boom & grapple, inoperable Gearmatic winch, good 28L tires, spare tire & wheel, runs & works, good for age.....\$25,000

ESCO LOG GRAPPLE, removed from CAT 518.....\$2,500



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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, hammermill 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



2006 JD 748G III, fresh engine w/ 0 hours, meter reads 6,253, dual function boom, grapple, NO winch, good 30.5 x 32 tires, direct drive, runs & shifts well...\$77,500



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



1996 PETERSON 4400B GRINDER, CAT 3412 @ 800 hp, 3 axle w/all new tires, twin disc clutch, dual horizontal rams for feed, heavy rotor, good last clean older unit, approx 87,000 lbs w/o tractor.....\$89,500



2001 VALMET 603S FELLER BUNCHER, Cummins, saw head, AC, chains on 28C tires, runs well.....\$32,500



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



1995 COZAD BABY 9-AXLE 2+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, 4-rail expando w/new Hydra neck in 2010, disc brakes, 17.5 tires: 8 are new/near new, the other 8 are good, 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



1969 CAT 966C, 3rd valve, open ROPS, side-dump bucket, good 23.5x25 tires, runs well for age.....\$16,500

SHOP-BUILT BRUSH RAKE, removed from CAT 518, approx. 110" wide, (9) 12" shanks, low hours unit.....\$2,000

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



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



2011 VOLVO EC210CL, hydraulic QC, hyd thumb, AC, low hours for age, 3,378 hours.....\$77,500



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



2004 PROMAC 36 CMP II, 36" disc, comes from Deere 200, QC, low hour unit, stamped weight 1,188 lbs. \$15,000



LOADING UP

Sterling Chew loads up the company's 1973 Kenworth self-loader. They purchased it in 2010 to better keep up with timber sales and had to barge it to their island.

Tenakee

(Continued from Page 9)

berries and the trees all reach for the openings that we leave after the Forest Service selects no more than 1/3 of the trees."

Opening up the canopy means bigger trees in another 50 years when the next generation of loggers comes back.

Southeast Alaska has slow-growing trees which means a tighter grain and stronger wood. The long growth periods mean unique patterns and shapes. The wood is sought after for kayaks, paddles, other shipbuilding needs, restoration projects of buildings and much more. One of the mills' biggest customers is Tripp's Mount Juneau Trading Post as artists use TLC's wood to make paddles.

The Chews got a second mill, getting a special use permit with the forest service for an old sort yard in nearby Cor-

ner Bay. They set a new mill up with a Mobile Dimension model 127 and are constructing a 90-foot long mill and drying shed to house the operation. This means more local jobs and local products being produced which bring money back into the local economy.

Tenakee Logging Company's customers include the federal government as the Ranger Districts, the National Parks system both use their logs and timber. They sell yellow cedar to shipwrights in Haines, carving shops in Juneau and providing superior beveled siding products to home builders in Juneau. They've also been selling Sitka Spruce electric guitar bodies and Native American fluke blanks on Ebay.

The Chews have enjoyed a good working relationship with the federal government and

(Continued on Page 13)
See "Tenakee"

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DELIVERY

Gordon Chew's daughter Meryl makes a small order delivery as Tenakee Logging Company's product has to be barged off the island. Tenakee Logging Company's customers include the federal government as the Ranger Districts, the National Parks system both use their logs and timber. They sell yellow cedar to shipwrights in Haines, carving shops in Juneau and providing superior beveled siding products to home builders in Juneau. They've also been selling Sitka Spruce electric guitar bodies and Native American fluke blanks on Ebay.



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2007 Cat 330D FM
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2008 Cat 140M
S/N B9D00224
7,492 hrs., high front headlights, snow wing mounting, tires in good condition, looks and runs great!



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2002 Cat TK1161
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WOOD-MIZER LT40

Sterling Chew operates the Wood-Mizer LT40 at the Tenakee Logging Company mill in Tenakee Springs. One of the mills' biggest customers is Tripp's Mount Juneau Trading Post as artists use TLC's wood to make paddles. The Chews got a second mill, getting a special use permit with the forest service for an old sort yard in nearby Corner Bay.

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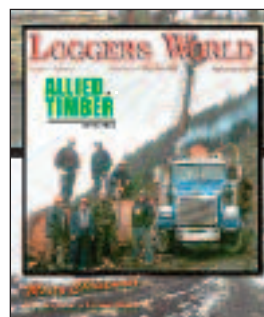
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LOGGERS WORLD

Tenakee

(Continued from Page 10)

saw a busy year in 2015 as the restoration of Tenakee's historic Snyder Mercantile Building kept them harvesting unique wood.

The business is also working on the addition of a kiln to the mill which dries wood for a variety of construction jobs - only adding to the services, products and jobs for Tenakee Logging

Company, which has grown to be the biggest employer in Tenakee Springs.

They try to use every part of log, cutting outside slabs for fire wood while sawdust is set-aside for what they hope will be used in the eventually built wood-drying kiln.

"We all love being in the forest and carrying a lot of responsibility for our personal safety, meeting the wide range of cus-

tomers needs and, of course, the hard work," Gordon said. "We perform all of the repairs on both lumber mills and all of the heavy equipment ourselves, which is a burden but is also rewarding: there are no services on the logging road system so we must source repair parts for our obsolete equipment, do our own mechanical and welding repairs - including tires) and barge in our fuels and out our products."

They're also the only local company that maintains the logging road system in the area. They help identify road, culvert, bridge and stream issues before they become problems.

"We now have the machinery to perform many tasks, like surface repairs, culvert replacement, bridge repairs and running decks and made a lot of repairs last year but have not been offered any work yet this year," Gordon said.

Family and business are like oil and water sometimes, and the Chews approach the combination with "family" being more important than the business.

"This makes many great challenges for us but it is rewarding when it all works with us pulling together," Chew said.

One challenge the family has to contend with in Alaska is bear awareness. On Chichagof Island, there are 5-6 times as many bears as people. Its no surprise that TLC sees numerous animals on their way to and from cutting units.

"We always carry weapons as you never know when you might break down and be faced with a very long walk out," Gordon said. "Temperate rain forest weather is usually challeng-

(Continued on Page 15)
See "Tenakee"



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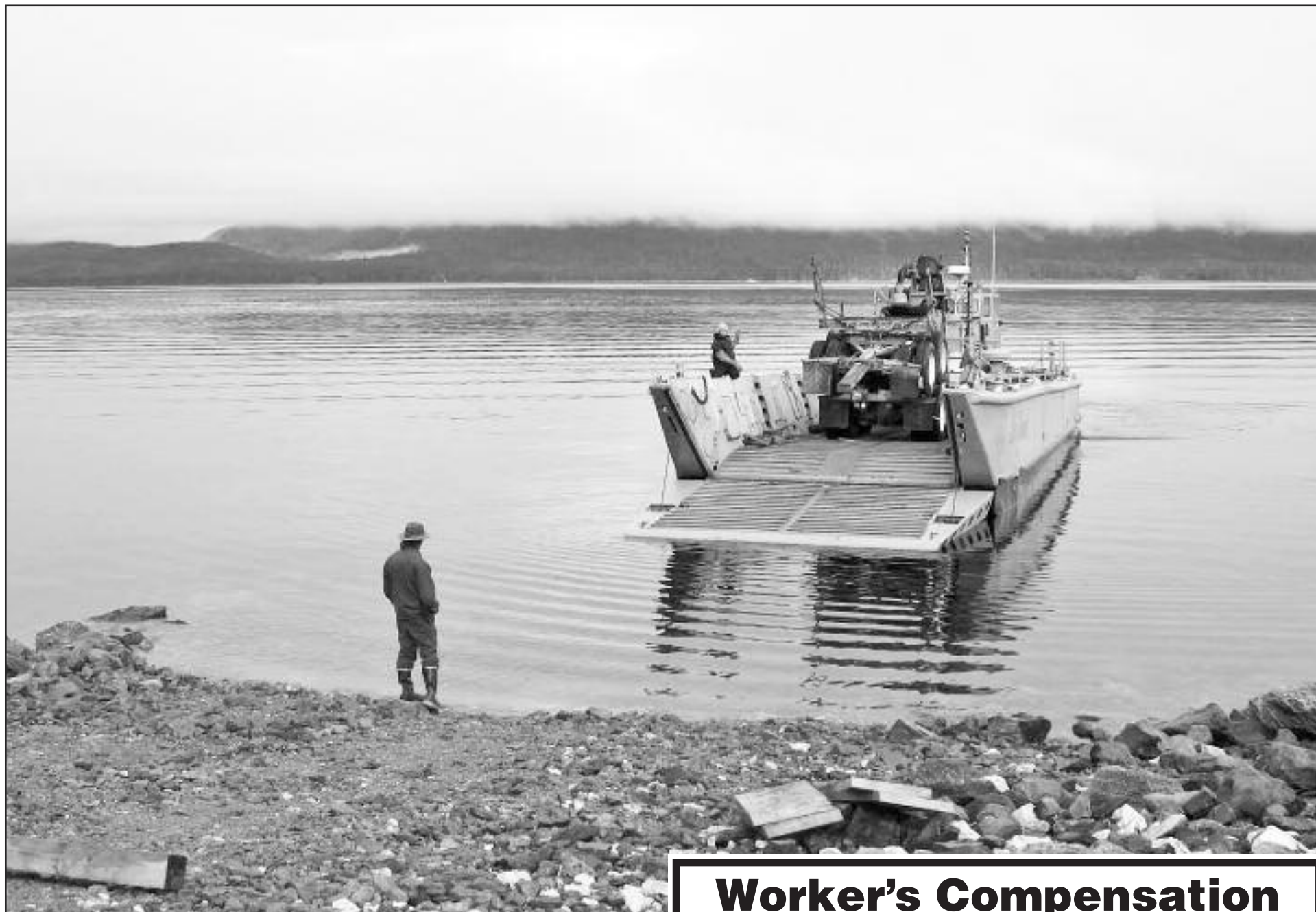
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WATERWAY

Since there was no connecting road to Tenakee Springs, the company's 1973 Kenworth self-loader had to be barged in. They purchased it in 2010 to better keep up with timber sales. A LCM8 landing craft had to be used for delivery.

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ing and it is often a toss up whether to wear rain gear or just get rained on.”

The company began hauling logs out with their F350 but couldn't keep up with the three-year timber contracts. They found a self-loading 1973 Kenworth and fitted it with a cable yarding hydraulic winch which they found in John Day, Oregon. They had to barge the truck in after they purchased it in 2010.

Living in Alaska means no shortage of breathtaking views, especially on a waterfront near the Tongass National Forest. TLC may be a small operation but they stay local and keep money flowing through their town's economy. The Chews have been happy stewards of the nearby forest for eight years and hope their impact will be felt by generations to come.



AT WORK

The Chews got into milling after they discovered construction and building in rural Alaska meant difficult logistics and high costs to get the products they wanted. They've been going strong for eight years.

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2007 Hitachi ZX350LC3



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Boats play a big part in Tenakee Logging Company's business. Their barge helps deliver product as this 14,000-pound load heads out (above). Since their product is high-quality wood, many shipbuilders are customers so they can build and repair ships like this one.

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The Chews hope to build an approved kiln that will allow them to expand their product line and use sawdust like this. "We have permission to build a kiln and have been preparing the site and milling the lumber. This will allow us to be more diverse in our product offerings and allow value to be added to the timber we produce."



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LOG LOADERS

2013 Cat 324DFM, w/Cat grapple, 11,600 hrs, auto greaser, good u/c, xlent cond	\$150,000
2012 Cat 568, w/Cat grapple, 11,000 hrs, auto greaser, nice loader	\$250,000
1995 Cat 325, w/Pierce grapple, 23,500 hrs, good u/c, Young front	\$45,000
2000 Kobelco SK 300, w/2 Pullmasters, tong tosser, Eaglet car, tree jack, grapple, new motor & pump, good uc	\$145,000
1998 Cat 330, w/2 Pullmaster HL 25-4	\$140,000
2007 Link-Belt 290, w/Pierce grapple, 17,000 hrs, forestry cab, new pump, good u/c	\$90,000
2011 Link-Belt 290x2, w/Pierce grapple, 11,500, new u/c, nice cond.	\$190,000
2013 Link-Belt 290x2, w/Pierce grapple, 6,800 hrs, good u/c, nice loader	\$240,000
2004 Hitachi 250LL, w/Jewell grapple, recent motor & rblt pump, u/c 70%	\$85,000
2015 Doosan DX300LL, w/Jewell grapple, 3,500 hrs, like new cond.	\$175,000
2005 JD 2054, w/Pierce grapple, tong tosser, major rebuild, motor, pump, u/c, rotex, drives & paint.....	\$145,000
2014 JD 3754D, w/Jewell grapple, 6,000 hrs, nice loader	\$250,000
2006 JD 2454, w/Pierce grapple, 8,000 hrs, forestry cab, new motor, good u/c	\$115,000
1997 T-Bird 1238 LL, w/grapple, good, nice old log loader	\$35,000
2004 Link Belt 240 LL, w/Pierce grapple, 20,000 hrs, recent pump	\$50,000
2006 Kobelco SK 330, w/Jewell grapple, 15,000 hrs, new u/c	\$135,000

DELIMBERS

2012 Hitachi ZX240, w/2012 Waratah 623C, w/new u/c, rebushed, new knives, 12,800 hrs, xlent cond.	\$190,000
2011 Cat 320DFM, w/2011 Waratah 622B, 16,300 hrs, good u/c, rebushed head	\$99,500
2006 Cat 320C, w/06 Waratah 622B, 14,000 hrs, road builder front, 80% u/c	\$80,000
2007 Madill 1800LL, w/Waratah 622B, 12,000 hrs, new drive motor and other repairs, log loader front	\$140,000
2007 Link-Belt 290 LL, w/2014 Waratah 623C, 7000 hrs on head, good u/c, 18,000 hrs carrier.....	\$180,000
2013 Link-Belt 290X2 LL, w/2013 Waratah 623C, 10,000 hrs, very good cond	\$275,000
2006 Link-Belt 240LX LL, w/06 Waratah 622B, rblt head, good carrier, 18,500 hrs	\$90,000
2004 Komatsu PC300, w/04 Waratah 624 Super, 19,000 hrs, 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
1998 Timber Jack 1270B, w/TJ 762 head, good rubber, w/track chains and lots of spare parts for head	\$45,000
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/02 Waratah 622	\$40,000
1999 Cat 322B, w/2004 624 Waratah, Auto greaser on carrier and head, extended frame.....	\$145,000
2004 JD 2554, w/DM 4400, good running delimber, 18,800 hrs.....	\$65,000
2005 Madill 1236, w/Pierce 3348 PMB, 15,000, new motor and boom, recent pump, lots of extra parts	\$85,000
1996 Kobelco SK220, w/DM 3500, w/butt plate, top saw	\$15,000
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	\$210,000
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, 6,000 hrs, u/c 80%, xlent cond	\$385,000
--	-----------

2016 Tigercat L870C, Tigercat 5702 350 rotation saw, 1,800 hrs, like new cond	\$455,000
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
2011 Valmet 450 FXL, w/Quadco 22" 360 rotation head, good u/c, good pins & bushings	\$235,000
1999 Timbco 445D, w/32" bar saw, runs good, excl 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 848Gill, 9000 hrs, new chains, good rubber	\$87,500
2010 JD 748H, bunching grapple, dual frnctn boom, rears 90%, front 30%, 1 set chains, 5200 hrs	\$125,000
2013 Cat 535C, dual frnctn boom, bunching grapple, 35.5 X 32 rubber, 10,100 hrs.....	\$85,000
2005 Cat 525B, single function boom, bunching grapple & winch, 11K hrs, rblt trans, good rubber and chains.....	\$60,000
1999 TJ 460, new chains, fixed boom, 40% rubber, good running skidder.....	\$60,000
1996 JD 648E, w/fixed boom, good rubber, w/chains 13,000 hrs.....	\$35,000
1998 TJ 560, w/dual frnctn boom, bunching grapple, good 32.5 rubber, w/chains.....	\$19,500
1991 TJ 480, w/fixed boom & winch, sorting grapple, needs motor work, w/chains	\$10,000
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Madill 071, Detroit 8V92T, water on all drums, 4 guyline, good lines, nice yarder	\$110,000
Madill 071, Detroit 8V71, 3 guyline, excl u/c, good lines.....	\$85,000
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Skagit 739, trl mount, Cummins KTA power, 8 guyline.....	\$200,000
Skylead SC40, trl mount, Cummins power, water on haulback, c/w rblt Eaglet car & rigging	\$115,000
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Sterling and Gordon Chew post in front of their unusual logging machine in the form of a one-ton 1988 Ford F-350 with a Holmes Wrecker for yarding trees.



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KOA THE LOG DOG

Or is that timber wolf? Koa guards the grounds and gets some shut eye as the Chew's two lumber mills continue to work on logs from the Tongass National. Along with beasts like Koa, bear awareness is also a concern for the loggers of TLC. There are 5-6 times as many bears as people on Chichagof Island and they often see numerous animals on their drives to and from the cutting units. "We always carry weapons as you never know when you might break down and be faced with a very long walk out," Gordon said.

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BLAST FROM THE PAST

BY QUINN J. MURK FOR LOGGERS WORLD



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EARLY SELF LOADER

George Stanley and Everett Keller are seen here operating an early self-loading truck. Note the cable hoist behind cab. The logs were cross hauled up the skids onto the load. The loader could be used for loading from either side of the truck. Truck is a GMV. Note the hard rubber tires and the Presto lights. This photo is from the Chewelah Historical Museum in Chewelah, Washington and the photo was taken sometime in the late 1910s or in the 1920s.

BLAST FROM THE PAST

BY QUINN J. MURK FOR LOGGERS WORLD



LOADED UP

Here is a photo of logging in the lower Cottonwood area near Chewelah in 1920. This landing was along the old Cottonwood spur that reached from the GN railroad in the Colville Valley to the old mill of the National Sash and Door Company. In this picture standing on top of the load is Austin Stanton and the driver is Bernard Tilton. The truck is an old Diamond T. This photo is from the Chewelah Historical Museum in Chewelah, Washington.



Cordwood Wagon

One time in our past, cordwood was a viable forest product that was usually cut four feet long. It was delivered curbside to American homes, where sometimes a wood buck would come along and cut to what the homeowner wanted: 8" and 10" was for kitchen stoves; 12" and 16" was for room heaters, and 2' was for fireplaces and basement heaters.

During the peak of the Comstock mining heyday in Nevada, over 3,000 men were cutting firewood in the Lake Tahoe basin alone. Whole trains of nothing but firewood would be shipped into the Virginia City area to fuel the homes and mines. Firewood was big business in those days. This picture is from the Quinn Murk Collection.



How We See It...

Profits Before Safety?

by Danny Dructor

I don't think so! This column is known as the "As WE See It" editorial published monthly from the American Loggers Council. We value the opinion of the professionals who are harvesting and hauling the wood fiber necessary to accommodate the daily needs of the general public, but sometimes we need to vent the frustrations that we run into when trying to help provide a safer working environment for the men and women in our industry.

For the past 20 (that's right, twenty) years, the members of the American Loggers Council have been seeking to allow state legal weight tolerances on the Federal Interstate Highway system for safety reasons. That include getting the trucks away from small towns and commu-

nities where stop signs, right and left turns, pedestrians, and yes, even railroad crossings become hazards that could be avoided if those trucks as well as other agricultural commodity haulers were allowed on the Interstate Highways with those already state legal loads.

There are no windfall profits expected from this move, nor will all routes to the mills include the Interstate System, and yes, on half of those miles on these short hauls the trucks are empty, and yes, data from the National Highway Transportation Safety Administration's Fatal Accident Reporting System (FARS) shows that there are fewer fatalities on the Interstate than on all other classifications of roads for log trucks; yet, the railroads continue to take a position against those trucks gaining access on

the Federal Interstate Highway System with those already state legal loads.

A recent request to meet with some of their representatives was turned down, and they are already lining up to try and prevent the proposed amendment to make exemptions that would allow these trucks to access the Federal Interstate Highway System. I hope that their reasons are not based on suppressing competition for freight to maximize their profits, and I do expect to hear from them on just how unsafe it would be to allow these trucks on the Interstate, even though they are subject to all of the DOT inspections and CSA regulations that the Federal Motor Carrier Safety Administration and Department of Transportation administer.

What is their real motive, safety or profits? You decide.



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

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

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Summary Judgment....

With the Year Half Over, Alligators Still Rule the Swamp

by William Perry Pendley

Of the many unconstitutional, illegal, and unilateral actions by President Obama and his senior officials, one stood out for me: an edict instructing all public school administrators that federal law mandates that students be disciplined so as to ensure racial equity. As someone who has spent much of my professional life litigating against race-based decision making by governments, I was outraged. Furthermore, before my wife Lis and I entered law school together, she was a public school teacher and knew—as her new book Thursday's Children reveals—that maintaining discipline in the classroom, regardless of the offending student's race, was job one. Therefore, I asked top officials in President Trump's administration to revoke the Obama ad-

ministration mandate; the response was disappointing.

On January 8, 2014, political appointees at the U.S. Department of Justice and the U.S. Department of Education sent a "Dear Colleague" letter to State and local education agencies across the country advising them about "Federal law [regarding] the administration of student discipline based on certain personal characteristics." The "Dear Colleague" letter warned the Departments will "initiate investigations" over "racial disparities in student discipline"—in some cases, even when the disparity merely reflects that minority students "are engaging" in specified misconduct "at a higher rate than students of other races.

On April 3, 2017, I wrote to Attorney General Jeff Sessions and Secretary Betsy DeVos asking that they revoke the letter with which Obama officials implemented its racial equity in school discipline policy as soon as possible. First, I advised the "guidance" violates the Administrative Procedure Act (APA). In fact, last August, a federal district court in Texas held that a similar "Dear Colleague" letter, by the same Departments, "violated the notice and comment requirements of the APA," and barred its enforcement. A similar fate awaits the racial equity policy when it is challenged.

Next, I reported that the experience of two large school districts that implemented a racial equity school discipline policy had been nothing short of disastrous. In St. Paul, Minnesota public schools, there was "violence and chaos." "[A]t many elementary schools, anarchy reigned." In New York City, use of "restorative justice" instead of suspensions made schools "more dangerous than before. Assaults are up a shocking 40 percent in one year."

Finally, I quoted experts who condemned the policy. Michael J. Petrilli, president of the Thomas B. Fordham Institute, called for ending the use of "disparate impact theory" for school discipline. Jason Riley of the Wall Street Journal, in "An

Obama Decree Continues to Make Public Schools Lawless," questioned why the letter is still official policy given that over half of the nation's 50 largest school districts have reduced suspensions "to the dismay of those on the front lines." A Chicago teacher called her school "lawless." An Oklahoma City teacher reported students could not be suspended "unless there was blood." A Buffalo, New York teacher cried, "The kids ... say, 'We can't get suspended—we don't care what you say.'" The next week, Hans Bader, a former U.S. Department of Education attorney, wrote in the Wall Street Journal that the policy violates federal law, misinterprets the Civil Rights Act, and pressures schools to violate the Equal Protection Clause.

Soon I received a letter, not from the Attorney General, nor from the Deputy Attorney General, nor from the Acting Assistant Attorney General for the Civil Rights Division, nor from the chief of the Division's Educational Opportunity Section, but instead from a Division "trial attorney" who "assured" my letter would be given "due consideration." Worse yet, she was hired by Attorney General Holder and was busy enforcing the policy I had decried!

Half way through the first year of the Trump administration, it is not just that the government is not staffed fully with political appointees and in many cases the top one or two officials are virtually alone; it is that the wrong people are answering the mail.

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



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Our First Moose Hunt



Photo by Elliot Mitchell

Some Days In The Life Of Some Loggers

By Sherm Ousdale
(written in 1995)

In the fall of 1969 I was cutting timber for Washington Loggers Corp., out of Bellingham. My crew consisted of Ralph Minaker and Brian Knutzen.

Over a weekend I had gathered information from some other loggers that some of the boys had just returned from Alberta, Canada with moose horns on top of their rig. I also found out that the "Price was Right!"

We discussed this for a couple of days and decided that we should give it a try. That evening I made a call to Mr. Ken McRann, a moose guide, that lived 13 miles east of Dawson Creek, in the province of Alberta. He informed me he had an opening but that we couldn't delay as the end of the season was coming on fast. We made the necessary arrangements.

The next morning found us on the job but our minds were not on making short ones out of long ones. Seems as though a dab of wind came up and that gave us the necessary excuse. What the heck? We were ahead on the cutting anyway.

I called Bellingham for a U-

Haul trailer and we loaded up. Having never been there before we could only include things that we had found necessary on previous Elk or Deer hunts. We would find out that hunting in Washington and Northern Alberta were two different things!

We got off to a good start and everything went fine. I had never been north of Quesnel, B.C., but by checking the maps I had hopes of making it to Prince George the first day. A lot depends on road conditions. We pulled into Prince George before midnight.

In those days Prince George was just a small town. The major timber companies were just moving in and it was destined to become one of the largest wood products towns in British Columbia. There were no motels along the highway so we went down town and looked for a hotel. We agreed on one that looked fairly good from the outside and parked our vehicle under a street light just around the corner.

Once we entered the lobby I am sure we all wondered what we were getting into. The rooms were just big enough for a bed and the bathroom was at the end of the hall. Our neighbors partied most of the night so we got very little sleep and by 5:00 AM we were ready to hit the road. Ralph went to the room down the hall and came back with a report that we

should not consider going there as some guests had made a complete mess of not only the toilet and floor, but also the walls!

We picked up what little

gear we had and went down the stairs to the lobby. The desk clerk looked like he had a bad night. Ralph informed him that he had a clean up job to do upstairs but he said that was not part of his duties! I could see this disturbed Ralph and I had learned over the years that it was not always a healthy thing to do. He was a good six foot one, and weighed in around 200. I expected a severe repercussion.

Ralph was the first to glance out the glass door and noticed that five inches of snow had been added to our hunt. He turned and looked at the desk clerk and said "I don't suppose you have anything to do with that either."

We proceeded out the door and around the corner and all of a sudden I felt like someone had dropped a load of logs on my head. With the new fallen

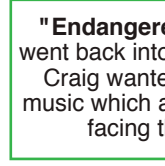
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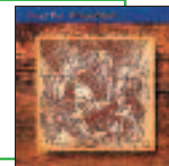
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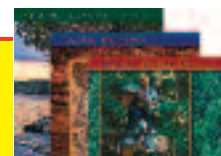


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snow everything was white except the front passenger side window of the crew bus. It had been broken and glass ended up in all parts of the vehicle. We expected the worst as we had made the mistake of leaving our guns and most of our gear untended. We lucked out as the only thing missing was a bottle of Canadian Club.

We thought, for insurance purposes, that we should report it to the local RCMP. Where is that? We drove around and finally spotted a Mountie and flagged him down. By now it's 5:30 and snowing some more. He told us how lucky we were and also informed us that Prince George was considered the sin capitol of the west. No way could we expect to get a window put in before 9:00 AM. Ralph put his raincoat in the door and slammed it shut. It made an excellent window even though you couldn't see out.

The trip from Prince George to Dawson Creek is much the same as it is today. A lot of miles with only one town in between. It's the kind of place where you should gas up if you find a station open. Especially at night.

As we contemplated our situation we came upon McLeod Lake. There standing on the ice, just a few feet from shore, was a bull moose! I think that gave us a little get up and go.

We pulled in to Dawson Creek before noon and had a look around. There was a small Chevrolet dealer. We pulled in and requested a window. At this time money was not a problem. They don't do windows! But one place in town does. The guy says yes, but it will be some time before he can get to it. No problem. I call Ken McRann and tell him the latest developments, where we are and then got instructions on how to get to his ranch. We think things are starting to go our way.

Since we had some hours on our hands we decided to look the town over. One of our good ideas was to spend some time in the beer hall at one of the hotels. That's when we found out it was election day in Dawson Creek and everything was closed! And it's snowing some more.

We spent a lot of time in the

waiting room at the glass shop. Finally the old boy got to our rig. He cut a window and put it in but we could see it was a bad fit. When he tried to roll it up it broke. It didn't seem to bother him as much as it did us. So he cut another and by using both hands he was barely able to roll it up. We told him that was just the way we liked it. We never rolled the window down for the rest of the trip.

Shortly we found ourselves at mile one of the Alaska Highway. It can be a confusing place. The road toward Spirit River goes to the east and

which had the nearest hotel to the hunting grounds. This meant a ferry ride across the Peace River at Clayhurst and us green horns wondered if we were heading in the right direction since the river was flowing north.

We passed through Bear Canyon and twenty miles beyond we came to Worsley. It consisted of a general store, a gas station and the hotel. We checked in and found the rooms just big enough for two cowboys passing through. The bathroom is down the hall. But it had a restaurant and a bar



Photo by Scott Cyr

that's what we wanted. Thirteen miles later we pull in to the Hazelbriar Ranch.

We met Ken and his wife Bula, their three boys, Blain, Ray and Mike and their daughter Trish. It was the beginning of a friendship that has lasted to this day. I had no idea at the time that this was only the first of seventeen moose hunts that I would enjoy with this family. Over the next sixteen years, seventeen other hunters, mostly loggers, would join me. Ken proved to be an excellent guide and we were able to haul home 3 moose. Using a conservative estimate of 400 pounds per moose, it means we had 1,200 pounds of meat!

After a short visit and an excellent dinner we picked up the number two guide, Bill Newman, and headed north. The plan was to stay at Worsley,

that made it plenty good for us yankee hunters. We found out you don't get Alberta guides to move in the morning until they have had something to eat so we had to wait for the restaurant to open. After a hearty breakfast we loaded up and headed for the hunting grounds. I recall to this day Brian saying "Boy oh boy, did you see how those boys can eat?" A hunt or two later they had picked up the nicknames, "the hungry one and the ugly one." I have never figured out which was which or who gave them such a handle! I do know that I got the blame for it.

We got to the hunting area known as the Clear Hills. Ken had scouted this country in previous years. It consisted of thousands of acres of white poplar, willow and wild rose bushes. In many places, oil

companies had put in trails every mile. Some of these were passable with a four wheel vehicle if they were froze solid.

We headed east, down a pipeline for a couple of miles and then south into the bush. About three miles later we came to the "Banks of the Clear River." The ice age, and the river in following years, had done a number on this piece of real estate. As we got out of the rig to have a look down toward the river we discovered that this has to be one of the coldest places on earth. It's twenty below zero this day and the wind is blowing. I have often wondered if Ken and Bill took us there the first day to check us out.

Within fifteen minutes we spotted a small bull. Bill said, "Just rest your rifle on my shoulder and shoot." That was moose number one. Since we didn't have a power saw winch, this moose would have to come out the hard way. First we had to get the hide off as it would be frozen solid in a few hours. After we finally got the animal to the crew bus, one of the guides called for a meat pole to be hung between two trees. From the back of the rig I got a ten-twenty Homelite with a thirty-six inch bar. I overheard Ken say to Bill, "Would you take a look at that? There is enough chain on that bloody saw to last us a lifetime!" I suppose he was right as I never say a tree in that country over 12 inches on the stump.

After leaving the Banks we headed north for a short way and then east to one of Ken's favorite spots. He ordered the vehicle stopped and I thought he had spotted another moose. But he only wanted to tell us a short story and wanted our undivided attention. He said, "Boys, you Yankees got the Orange Bowl and the Rose Bowl but let me tell you that you are now in the Meat Bowl, so keep your bloody eyes peeled!" We did.

Ralph shot a fat dry cow right near the trail and the next day Brian done his shooting. So we ended up with one bull and two big fat dry cows. We considered it an excellent hunt.

The next day we hooked up the U-Haul trailer, went into the bush, loaded up our meat and headed for home.

We had timber to cut! But that's another story.



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- 2004 JOHN DEERE 2054
- 1993 JOHN DEERE 690E
- 2014 HITACHI ZX350
- 2006 HITACHI ZX200
- 2011 KOBELCO SK295
- 2010 KOBELCO SK350
- 2007 KOBELCO SK210
- W/JEWELL TONG THROWER**
 - 2006 KOBELCO SK210
 - 2002 KOBELCO SK330
 - 1999 KOMATSU PC250
 - 2016 KOMATSU PC240
 - 2015 LINKBELT 290X2
 - 2007 LINKBELT 370LX
 - 2007 LINKBELT 290LX
 - 2006 LINKBELT 210LX
 - 2005 LINK-BELT 290LX
 - 2003 LINKBELT 370LX
 - 2000 LINK-BELT 3400Q
- 2000 LINKBELT 3400Q TONG THROWER
- 1996 LINKBELT 3400Q
- 1998 THUNDERBIRD 1240
- 2012 TIGERCAT LS855C
- 2011 TIGERCAT LS855C

PROCESSORS & DELIMBERS

- 2015 CAT 325D
- W/SOUTHSTAR 600**
- 2006 CAT 320C W/LOGMAX 7000XT
- 2003 CAT 322C W/PIERCE 3348
- 2001 CAT 330B LL
- W/01 WARATAH 624**
- 2015 DOOSAN DX300LL
- W/LOGMAX 10000**
- 2012 HITACHI ZX240 W/WARATAH 623C
- 2007 HITACHI 350 W/09
- WARATAH 624C**
- 2004 HITACHI ZX330 W/2010
- WARATAH 623C**
- 2013 DEERE 2954D
- W/WARATAH 623C**
- 2011 JOHN DEERE 2454D
- W/PIERCE 3348**
- 2011 JOHN DEERE 2454
- W/WARATAH 622B**
- 2008 JOHN DEERE 2954D W/2010
- WARATAH 624C**
- 2008 JOHN DEERE 2054 W/622B
- 2007 JOHN DEERE 2554
- W/PIERCE 3348**
- 2006 JOHN DEERE 2554
- W/DM4550**

PROCESSORS & DELIMBERS Cont.

- 2006 JOHN DEERE 2554 RB
- W/WARATAH 622B**
- 2006 JOHN DEERE 759G
- W/WARATAH 470**
- 2004 JOHN DEERE 2554
- W/DM4400**
- 2002 JOHN DEERE 230LC
- W/DM4400**
- 2009 KOBELCO SK260 W/LOG-
- MAX 7000XT**
- 2006 KOBELCO SK290
- W/WARATAH 622B**
- 2012 KOMATSU PC200LC-8
- W/LOGMAX 7000XT**
- 2007 KOMATSU PC270LL
- W/WARATAH 622B**
- 2015 LINKBELT 240X2 W/PIERCE
- 3348**
- 2014 LINKBELT 240X2 LL
- W/WARATAH 622B**
- 2013 LINKBELT 240X2 W/PIERCE
- 3348**
- 2006 LINKBELT 240LX W/622B
- 2004 LINKBELT 240LX
- W/PIERCE 3348**
- 2007 MADILL 1800LL
- W/WARATAH 622B**
- 2005 MADILL 2800B
- W/WARATAH 622B**
- 2003 TIMBERJACK 1270D W/762C
- 2012 TIMBERPRO TL735B W/14
- LOGMAX 7000XT**

FELLER BUNCHERS

- 2016 CAT 552
- 2015 JOHN DEERE 643L
- 2013 JOHN DEERE 959K
- 2012 JOHN DEERE 959K
- 2009 JOHN DEERE 959J
- 2015 KOMATSU XT450L-2
- 2014 KOMATSU XT445L-2
- 2013 KOMATSU XT450L-2
- 2016 TIGERCAT L870C
- 2015 TIGERCAT L870C
- 2014 TIGERCAT L870C
- 2014 TIGERCAT LX830C
- 2009 TIGERCAT LX870C
- 2006 TIGERCAT LX830C
- 2005 TIGERCAT L870
- 2005 TIGERCAT LX830C
- 2010 TIMBCO 445FXL
- 2008 TIMBCO T457EX
- 2006 TIMBCO T445EXL W/40°
- QUADCO**
- 2006 TIMBCO T445EXL
- 2006 TIMBCO T425EXL
- 2003 TIMBCO T445E
- 2002 TIMBCO T425D
- 2013 TIMBERPRO TL735B
- 2011 VALMET 450FXL
- SKIDDERS / DOZERS**
 - 2012 CAT 535C
 - 2009 CAT 527
 - 2003 CAT 527
- 2003 CAT 525B W/ESCO SWING
- BOOM**
 - 2002 CAT 527
 - 2001 CAT 527
 - 2000 CAT 527
- 1999 CAT 527 GRAPPLE/WINCH
- 1999 CAT 525

SKIDDERS / DOZERS Cont.

- 1995 CAT 518
- 1994 CAT D5H W/DUAL
- FUNCTION ARCH, GRAPPLE**
- 1978 CAT D6D W/GRAPPLE
- CAT D7F W/ESCO SWING BOOM
- CAT 977L
- 2015 JOHN DEERE 848H
- 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**
 - 2006 CAT 320C RB
 - 2003 CAT 315
 - MORBARK 30RXL
- YARDERS**
 - CHRISTY HD YARDER
 - DIAMOND D210
- 2006 DOOSAN DX300 ESCOLINER
- KOLLER K702 ON TRACKS
- (2) KOLLER K602'S
- KOHLER K501
- 1996 MADILL 172
- MADILL 171 ON HYD. U/C
- (2) MADILL 071
- (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
- 1995 THUNDERBIRD TTY70
- EXCAVATORS**
 - 2013 CAT 325D RB
 - 2014 JOHN DEERE 2454 RB
 - 2014 DEERE 2154D RB
 - 2006 CAT 320C RB
 - 2005 DEERE 3554 RB
 - 2005 HITACHI ZX200 LONG
 - REACH**
 - 2003 CAT 315
 - 1996 HITACHI EX270
 - 2003 KOBELCO SK210LC RB
 - 2006 LINKBELT 370LX RB
- MISCELLANEOUS**
 - 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
- 2008 TIMBERPRO TF840
- 2006 VALMET 890.3
- 1994 VALMET 860 FORWARDER
- 2007 WARATAH 624
- 2006 WARATAH 622B
- PARTING OUT**
 - LINKBELT 210LX BOOM
 - THUNDERBIRD TSY-155



2007 Kobelco SK210
W/Jewell Tong Thrower,
12,000 Hrs.
P.O.R.



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



2015 Cat 325D
900 Hrs.
P.O.R.



2001 Cat 527
Almost \$300,000 in
recent work orders
\$250,000

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2009 Kobelco SK260LL,
10,400 Hrs., W/2010 LogMax
7000XT 8,600 Hrs.
\$145,000



2005 John Deere 3554
8,900 Hrs., Just line bored en-
tire boom, Would make a great
base for a tethering machine,
\$100,000



2003 Cat 527
\$175,000

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2014 880 Tigercat, 6000 hours, plumbed for processor, 60" Pierce grapple Call John at 253-405-3586 for more info and pricing. B

Rigging Shack

(Continued from Page 7)

Otto is married to Zella and they live at Cathlamet, Washington. Otto is a retired Timber Faller and his hobby is carving objects out of wood with a chain saw. He is good at it and indeed is good at many things.

For instance Myron Metcalf is an excellent photographer and I'd stack him up against almost anyone for good pictures under any conditions. I've snapped the shutter once or twice myself and think I know a little bit about photography. Otto Oja does not represent himself as a photographer and hasn't studied cameras, film or any of those other things. BUT --- he went out in the last of 1978 and took a front page picture for the January-February 1979 issue of Timber Cutter showing Don Wolcott making a bucking cut on a big fir tree that is probably the best front page picture we have ever published on Timber Cutter Magazine.

Well Otto and Zella came up to spend New Year's day with Jean and I, by invitation. Otto has always had a fresh, seeking

positive attitude that tickles me. He has a way of seeing things simply and goes right to the core of things. He said to me: "They say President Carter is handling this Iran situation in an excellent manner. Yet the Hostages are still Hostages. If a hook tender handled things like that he'd get canned, and would deserve to."

That says it as simply and as directly as it can be said I think.

We talk of many things and disagree about lots of things. One of the great things about Otto is that you can disagree with him, and he with me, without harming our feelings for each other. Any month isn't as good as it could be if I don't have at least one face to face visit with Otto.

JERRY CAPPS

'Crazy Jerry' he is sometimes called. Once in a while when he types his name on paper (Gerald) he makes a mistake and it comes out 'Geriad'. Geriad is my favorite name for him. Jerry has just completed a 24 year Career in the financial business. The first of 1980 he came

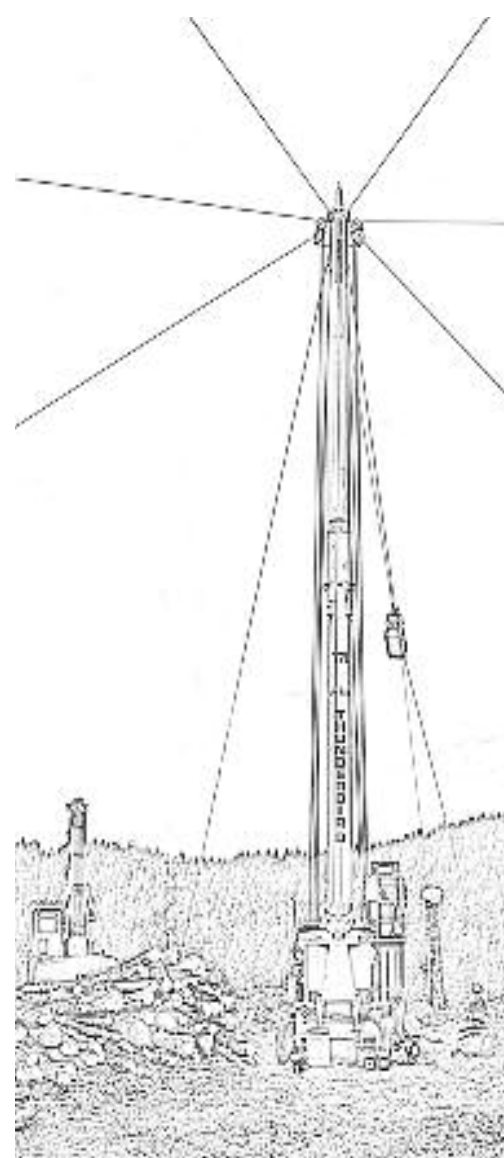
to work with us. We need someone that knows something about money --- even if it is just what money looks like.

Last summer Jerry spent a week with me while we were ramming around logging operations in Idaho. I told him that I had such a great job that I never really knew if I was working or on vacation. He said he'd like to have a job like that. I said, "Come ahead and join us. There is always room for one more." He took me seriously and literally and quit his job and is now hanging around here.

At this time I don't know what he is going to do in particular but he has so many talents and we have so many things that need the doing that I'm sure we can fit him with a set of tasks.

Jerry and Pauline (Polly is her nickname) were our neighbors when we lived in Eugene, Oregon. We lived across the road from each other and we visited back and forth many times. Great people then, great people now!

See you next month --- if not sooner.



COMING EVENTS

AUGUST

10-13



MORTON LOGGERS JUBILEE

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MORTON, WASHINGTON
FOR INFORMATION: (360) 523-4049

25-26



BROOKS TRUCK SHOW

PACIFIC NW TRUCK MUSEUM
BROOKS, OREGON
FOR INFORMATION: (503) 463-8701

SEPTEMBER

7-9



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15-17

MN TIMBER PRODUCERS ASSN. NORTH STAR EXPO

ITASCA COUNTY FAIRGROUNDS
GRAND RAPIDS, MINNESOTA
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28-30



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