

LOGGERS WORLD

VOLUME 52 NUMBER 9

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SEPTEMBER 2017

D&S
LOGGING
Sweet Home, Oregon



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Finley's Rigging Shack

"Classic"



*Originally Printed in
February 2006*

THE LAKE LOUISE JOB

When I was about 20 years of age, and short of good sense or worldly possessions my Dad located 2 forties of Old Growth Fir timber. He was friends of the man who owned this 'standing on end' piece of rocky real estate and made a deal with him to log that timber on shares. This land and timber was about 22 miles from Dad's home.

He also made a deal with a Bellingham firm to sell them the timber. I don't remember the log prices but do remember that number two fir sawlogs sold for \$18.00 a thousand.

Since my Dad didn't have any capital he took in two partners. One was me who was absolutely penniless and my cousin Walt who smoked Bull Durham cigarettes. That is he carried with him a sack of tobacco and brown papers.

He rolled his own smokes. We didn't have any money and very little experience. No experience at all of and about being in the logging business for ourselves.

We viewed this as the 'chance of a lifetime' and seen it as only the first step in a long line of successes.

My Dad had worked in the woods for a long time and in fact had more experience at logging than a dozen Walt Leslie's added to a double dozen of Finley Hays's.

I had absolutely no saleable skills or knowledge and Walt had worked a few years at bucking logs.

Dad had arranged for the purchase of the timber at so much a thousand. He also arranged for the sale of the logs at the mill on Lake Samish.

We figured we'd get someone to build the road, and the one bridge, for us and this would free us up to fall and buck the timer and to get a donkey rigged up for the logging. A good plan; one that contained more hope than knowledge.

A right away across a land holders ground went with the job and so we started building road up and over the first hill. This piece of ground belonged to an old but tall man. One time I came upon him grubbing out some brush up on the sidehill. He was hard at work but strangely enough was completely naked. When he heard my car pull up and stop he dropped his grub hoe and made a bee line for the house. Pretty soon he came back with his pants on and berated me

for 'sneaking up on him.' He soon settled down and shared with me that he was a 'nudist' and loved working naked.

Our business car, family car and crew truck were all the same vehicle. A 1930 Model A Ford touring car. I usually was the driver. On the trip to work Dad and I started out together and 8 miles later picked up Walton and from there journeyed to the job. If we needed to haul anything heavier and more bulky than the three of us we had a home built two wheel trailer that hooked on behind.

We started building road up the first hill and got that done. Every day that it could be done I cut a trailer load of wood and hauled it home. The days it could be done was about half of them...soon I had an abundance of fire wood; which was a valuable and needed thing to have.

After we got up that hill and down the other side, we had to bridge the part time creek. My dad had figured out a system of stacking logs up similar to a log cabin design until it was high enough to meet our standards.

In order to do this we hired a man and his gas donkey to come in and chunk out and build the bridge. Once that was done we expected to have him use that same donkey to do the yarding and loading.

This was done. I can't remember that man's name but he was a good man and a character. He was full of stories about being in the Army, in France, during World War One.

We had got started on the



FINLEY HAYS

bridge and was up about four logs high in our crib bridge and needed only one more layer of logs to finish the whole thing. We had a skyline stretched across the creek and things went well until we got to that last log. That little donkey was pulling as hard as it was able and

straining to get that log six inches higher when the main line drum came out of the donkey and went rolling and bouncing down the hill. Down came the log, mainline line was writhing and leaping all over the hill side and here stood the operator still on the sled with a shocked look on his face and the friction lever in his hand.

As soon as I could see that no one was hurt, which was a small miracle in it's own right, I went into hysteria.

I became a maniac, I had never laughed so hard in my life, that without doubt was the funniest bunch of scenes I had ever witnessed---before or since.

My laughter made everyone mad at me---and with good reason. I couldn't quit hooting and laughing. Soon, one by one, the donkey puncher, my father and a man we had hired all began smiling a little and then grinning and then they were as out of control as I was.

It was funny; and it was serious. The funny part is that this happened and no one got hurt. Another factor was that the day before at lunch this Donkey Puncher was saying this was his last job. The work was too hard

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ON THE FRONT: Marshall Arndt runs the Cat 522B Feller Buncher for D&S Logging, among other things, as needed.

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"Classic" From February 2006 by Finley Hays

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BUILT TO WORK

Logging FOR THE FUTURE

CAT 568

Larsen Arndt runs this CAT 568. Arndt calls this his favorite piece of equipment.

D&S Logging looks to the future while having plenty of experience from the past

Story by Brandon Hansen
Photos by Kevin Core
For Loggers World

When it comes to D&S Logging, there's plenty of old school in the operation but that doesn't stop them from bringing in some new blood. Originally founded in 1980 by Don Arndt and father in law Sam Tyler,

the company now has brought Arndt's two sons, Larsen and Marshall, into the fold. Larsen, 34, has been working for the company since 2001, Marshall, 26, since 2015. Brother Donny, 21, has worked for the company as well, but now has completed a diesel tech program and is working for Pape Machinery.

D&S Logging primarily

works on the Hill Timber Trust which was set up 100 years ago. Since then, it has ensured that people around Sweet Home, Oregon have a place to work in the woods. The 140,000-acre tree farm is where Don's father worked on the trust, Don still works on the trust and now his sons are making a living off the land.

Sweet Home is a town of just 9,000 people located south of Portland. The town experienced plenty of growth in the 1940s due to the demand of timber and again when the nearby construction of the Green Peter Dam occurred in 1962. Like many logging

(Continued on Page 7)
See "D&S"

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.....\$60,000



DX300LC-5 Excavator
NEW INVENTORY

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CAT 330B Log Loader	\$49,500
DOOSAN DX225LL Log Loader	POR
DOOSAN DX300LL-3 Log Loader, 6200 hrs	POR
DOOSAN DX300LL-5 Log Loader, low hrs	\$249,500
DOOSAN S300LL, recent work, nice!	POR
HYUNDAI 3220 Log Loader, 7500 hrs	\$169,500
HYUNDAI 3220 Log Loader, low hrs, clean	\$239,500
JOHN DEERE 200LC Log Loader, Forestry Cab	\$59,500
JOHN DEERE 2054LL Log Loader	\$89,500
JOHN DEERE 2154LL, 2011, 9000 hours	\$139,500
JOHN DEERE 2454LL, 2015, low hours	\$219,500
JOHN DEERE 2554LL	\$125,000
JOHN DEERE 2954LL, 2014, low hours	\$210,000
JOHN DEERE 3554LL Log Loader	POR
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KOMATSU PC300HD Log Loader	\$37,500
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REPORTING IN FROM...

D&S LOGGING

D&S Logging with dad Don and sons Larsen and Marshall primarily works on the Hill Timber Trust which was set up 100 years ago. On the machinery list they have a CAT 568 shovel, a CAT 545 skidder, a CAT 527 skid cat, a John Deere 748 skidder and a 324 CAT loader, a D7 and a D5 for road building, along with a stroker, a Pierce GP processor and a Cat 522B feller buncher.

SWEET HOME, OREGON

SWEET HOME, OREGON

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D&S

(Continued from Page 4)

communities, however, they've also seen the mill closures, the economic cycles and added regulations placed on loggers.

But D&S Logging has continued to cut along. The Arndts have some longtime employees they feel lucky to have onboard, and some new up-and-coming loggers that are showing there's still a future in the industry.

"Back years ago, you could do about 80 percent right while logging and do pretty well," Don said. "Now with the way things are in the industry you have to do 95 percent of things right to do well. You have to really watch the specifics now."

IN THE WOODS

Currently on low volume per acre jobs D&S Logging makes maximum use of their processors. On the machinery list they have a CAT 568 shovel, a CAT 545 skidder, a CAT 527 skid cat, a John Deere 748 skidder and a 324 CAT loader, a D7 and a D5 for road building, along with

(Continued on Page 9)

See "D&S"

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HAVING FUN

Larsen Arndt and firewatcher Josh Stokes. Josh's transport for the day was a nice-looking white jeep.

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2004 Deere 2554



2005 Link-Belt 370LX



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2007 Hitachi ZX350LC3



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CAT SCRAPERS

615, 621E

CASE

821; 9030B; 9040B; 9050; 9050B;
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GROVE

RT745

LINK-BELT

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

KOBELCO

ED150; SK290LC6; SK200LC IV;
SK400LC IV; SK330

JOHN DEERE

120C; 160DLC; 200DLC; 230LC;
2554; 310SE; 330CLC; 350DLC;
450DLC; 550H; 544J; 544G;
600CLC; 624G; 644H; 644G; 648GII;
710D; 750B-C; 744H; 753GL;
772BH; 844J; 850J; 992D-ELC

SAMSUNG

SE 350LC2

TIMBCO

T425B-C-D; T445B-C-D; T445EXL;
475D; 475EXL

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KOMATSU

PC120-6; PC130-6; PC138US-2;
PC220LC7; PC160LC-7; PC200LC-6;
PC220-6E; PC228USLC-3;
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TIMBERJACK

608; 628; 1210B; 2628; 1270B

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

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EX10; 500T; 860; 892

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L120E; L180C; L220E

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(Continued from Page 7)

a Pierce stroker on a Cat 324, a Madill 2800 with a Pierce GP processor and a Cat 522B feller buncher with a Quadco head.

The company can tackle the logging with the Cats, the skidders and shovels depending on terrain, weather and how far from the landing they are.

Don Arndt is the brains of the bunch, according to the two sons. He goes around doing anything that needs to be done

whether it be running equipment, running to town for parts, marking out a road and helping things run smoothly.

Marshall Arndt is the blade edge of the operation, running the CAT 522B feller buncher. Once the cutting is done, he moves into running a skidder or a shovel.

Larsen coordinates the day-to-day operations for the company, and does most of the shovel logging in the 568 Cat shovel. He also packs a saw and cuts the oversized trees

and trees too tough for the feller buncher to get to.

"Though each has their own niche, our roles are fluid," Marshall said. "We help where ever needed."

The Arndt's are able to be a family business that's adjustable and versatile. Being the one person in charge can be difficult, but when you have three heads to operate a company, that help takes the stress out of things.

"I don't think I would want to do this by myself," Larsen

said. "And it's a lifestyle. Dad said you can't log casually."

A 28-year veteran of the company, Frank Stutzman, runs the delimber for D&S Logging. "He knows logs and sorts like the back of his hand and is really the quality control center of our operation. Mills don't care how many loads you make a day. They care about the quality of the loads," Larsen said.

(Continued on Page 11)
See "D&S"



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



1997 CAT 527 24,069 Hours, fixed-boom-grapple, No winch, Prolenc snubber, recent engine work, new CAT rails, pads and idlers, 7-roller track frame, good condition for hours\$132,500



1989 CAT D6H, grapple, fixed boom, NO winch, 19,543 hours, S/U blade, differential steer, good undercarriage, consigned, call for location.....CALL

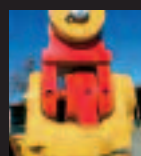


1979 CAT D7G DOZER, Esco grapple, angle dozer, runs & shifts OK.....\$33,500



1990 CAT 518, winch, grapple, 2 new/2 good 23.1 tires, one owner, shows 5,405 hrs, we believe the hour meter is correct, new seat, straight & tight.....\$32,000

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



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2010 PETERSON PACIFIC 5900EL, low hours, CAT power @ 765hp, C18, remote, 4-pocket disc, P.T. Tech hyd clutch, 3/4" chip size, end load spout, 300 gal. water tank w/pump for fire suppression IQAN screen, 2,400 hours, very good unit, consigned, west coast location.....\$265,000



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



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



2013 Link-Belt 145x3 Spin Ace, 1,181 hrs, cab, A/C, Esco bucket, Isuzu engine, pattern changer, good clean unit.....\$83,500



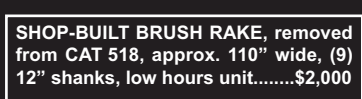
2013 CAT 930K, QC, bucket, 2,495 hours, prior rental machine, very nice condition, just arrived.....\$120,000



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



MANN BRUSH RAKE, removed from CAT 518, approx. 8' wide, 42" tall, 13 1/2" tine spacing, very good!.....\$2,500



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 120M AWD, 14' board, new ripper, 6,229 hrs, 14:00x24 tires, good, clean grader, former county unit.....\$132,500



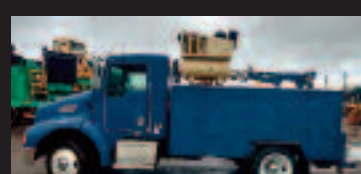
2012 VOLVO G990, Tier III, 265 hp, Volvo 11 speed transmission, 16' board, push block, rear ripper, joy stick controls w/steering wheel, 20.5 radials, super clean, prior demo rental unit, 967 hours, snow wing available.....\$150,000



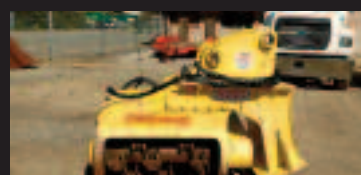
2010 JD 872GP, 6WD, 14' board, rear ripper, push block, NEW 17.5x25 radials, cab, AC, heat, radio, 8,876 hours, NEW paint, just arrived.....\$135,000



2004 KENTWORTH T300, Cummins, ISC 300, 9 spd trans, spring suspension, air brakes, AC, 264,455 miles, NEW 2017 Randco 2,000 gallon tank, 5 spray heads, hose reel.....\$42,000



1997 T300 Service Truck, Cummins, PAC brake, 10 spd, 221,049 miles, 255/70R/22 tires, Maintainer body, 6,000lb crane, gas compressor, was working daily.....\$35,000



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



DON ARNDT

Don Arndt, father of Larsen and Marshall, stands in front of the company's recently purchased CAT D5K2 XL. Don said it's really handy machine to have around. Don and Sam Tyler started D&S Logging in 1980 and were featured in the February 2006 issue of Loggers World.

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(Continued from Page 9)

Frank's dad also hauled logs for the company and his trucks still haul for D&S Logging.

Dale Zoon began working for D&S Logging in 2002 and he works primarily on the loading shovel... or any other piece of machinery he crawls into.

"When he's on the job everything just seems to go better," Larsen said. "He can run skid-

der, processor and shovel, he can do it all."

Lance Ryan is another longtime employee who had left the company nine years ago but came back last year and usually runs the dangle head processor among other things. His most important job however is making sure no one gets too serious – he keeps things entertaining.

"Your main asset is your people," Don said. "We do re-

tirement plans and health insurance. When guys need time off we try to be flexible. We also try to have a lot of fun, and we don't really have to spend a lot of time training new people."

Even in one phone call with Loggers World, the three were able to toss around a magazine-worth of jokes. Since we don't have that kind of space, we'll just let the imagination of the readers figure out how many jokes they're able to make on

the CB while working in the woods.

"We're all friends up there," Don said. "We're very serious about the work but when you know what you're doing you're able to joke around and that makes the job easier."

Don's sister-in-law Bev Hurst does all the books for the company and has been doing it for 20 years.

"Bev is the unsung hero and she does a lot of work with the details," Larsen said.

In 1982 they started working for Cascade Timber Consulting, who manage the Hill Timber Trust.

"They're great people to work for," Don Arndt said.

So how does D&S get their logs off the landing? They used to have one truck but has since gone to strictly sub-contracting out their hauls. Bob Rice has been hauling for the company since the early 80s, while Stutzman has been hauling for the company for 20 years. They typically have seven trucks on the job.

Reynold Trucking is also a long-time hauler for the company.

D&S Logging has their own lowboy to haul their equipment around, but for their bigger CAT shovel they contract with M.O. Nelson

(Continued on Page 13)
See "D&S"

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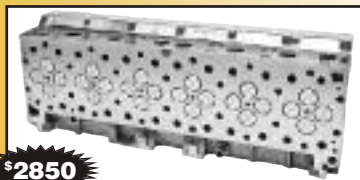
QUALITY CONTROL CENTER

Frank Stutzman runs the stroker for D&S Logging. He has been with the company for 28 years and started out on a LS 98. Frank's dad also hauled logs for D&S and his trucks still take loads.

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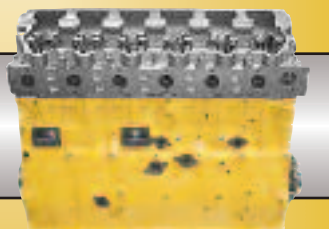
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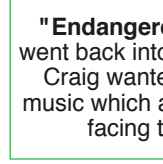
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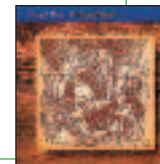
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"The Snag Fallers Ball" - A light hearted collection of original songs about logging in Oregon and Alaska, and was first released in 1988. Craig wrote nine of the eleven songs on the album and co-authored two others with Don Beck, a long time friend,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



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

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

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

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(Continued from Page 11)

from Eugene to move the machine around.

"While having a lowboy is an expense, you save money because you never just have equipment sitting out on a job waiting to be moved, you move it when you want to and need to and that saves money," Larsen said. "Sometimes the processor or loader will finish the last load and I'll be waiting for him with the lowboy ready to head to the next job. That's such a huge plus.

MACHINES

D&S Logging keeps rotating

machinery to keep newer equipment out on the landing and downtime for repairs to a minimum.

"Most of our machines don't come into the shop," Larsen said.

While they hit all the maintenance keystones to keep machines in order, they find that the best economic window is about 5-6,000 work hours before turning things over.

"That does keep the real heavy maintenance away," Larsen said. "That way it's also under warranty"

If advanced repairs are needed they call Ray Jackman of Jackman Repair.

"He keeps us going and when

things are miserable he's the guy to call," Marshall said.

D&S primarily buys machinery with Peterson Cat and Papé for John Deere machinery.

The Arndt's said they also found that operators like to run newer machinery and really nobody wants to spend more time under the cowl, covered in grease, doing repairs instead of being in the operator's seat getting production done.

DOING THEIR CUTTING

When it comes to cutting, Marshall is the "bug-eyed feller buncher operator," who gets up early to keep trees down in front of the logging operation.

"When you're looking for a

feller buncher operator, you're looking for somebody who isn't a team player and can be irritable," Don Arndt said with a joking laugh.

"Given that criteria, I'm sure Dad was a good feller buncher," Marshall said. "But he's kind of like Uncle Rico from Napoleon Dynamite, he keeps saying 'back in 1980...'"

In reality, Marshall is key to the operation. If the company had to contract out a feller buncher, that feller buncher may not know how D&S Logging likes logs laid out for their operation because the operator might be use to different loggers. With Marshall, they get consistency and productivity that keeps the job site running smoothly.

Marshall will waste little time reminding his brother Larsen that he gets up earlier.

"Larsen said he likes being a logger and seeing the sunrise from a different location all the time. He must move his bed around to see it from a different location," Marshall joked.

Larsen is a busy guy also, and tackles the larger wood as the hand faller. When he's needed elsewhere on the operation, the company might bring in other cutters to do some contract work.

"Doing the cutting ourselves is a lot nicer," Marshall said. "When it comes to feller bunching, when things get wet it is hard to tell a subcontractor to not cut because you know he's relying on the work. With ourselves doing the job, we can just to move to something different to do."

OFF THE JOBSITE

The three are self-proclaimed gun nuts, who sometimes travel to Burns, Oregon to target practice on sage rats for appreciative farmers (as does one certain Loggers World publisher named Kevin). Marshall and Larsen go elk hunting and recently both killed bulls within a few

(Continued on Page 16)
See "D&S"

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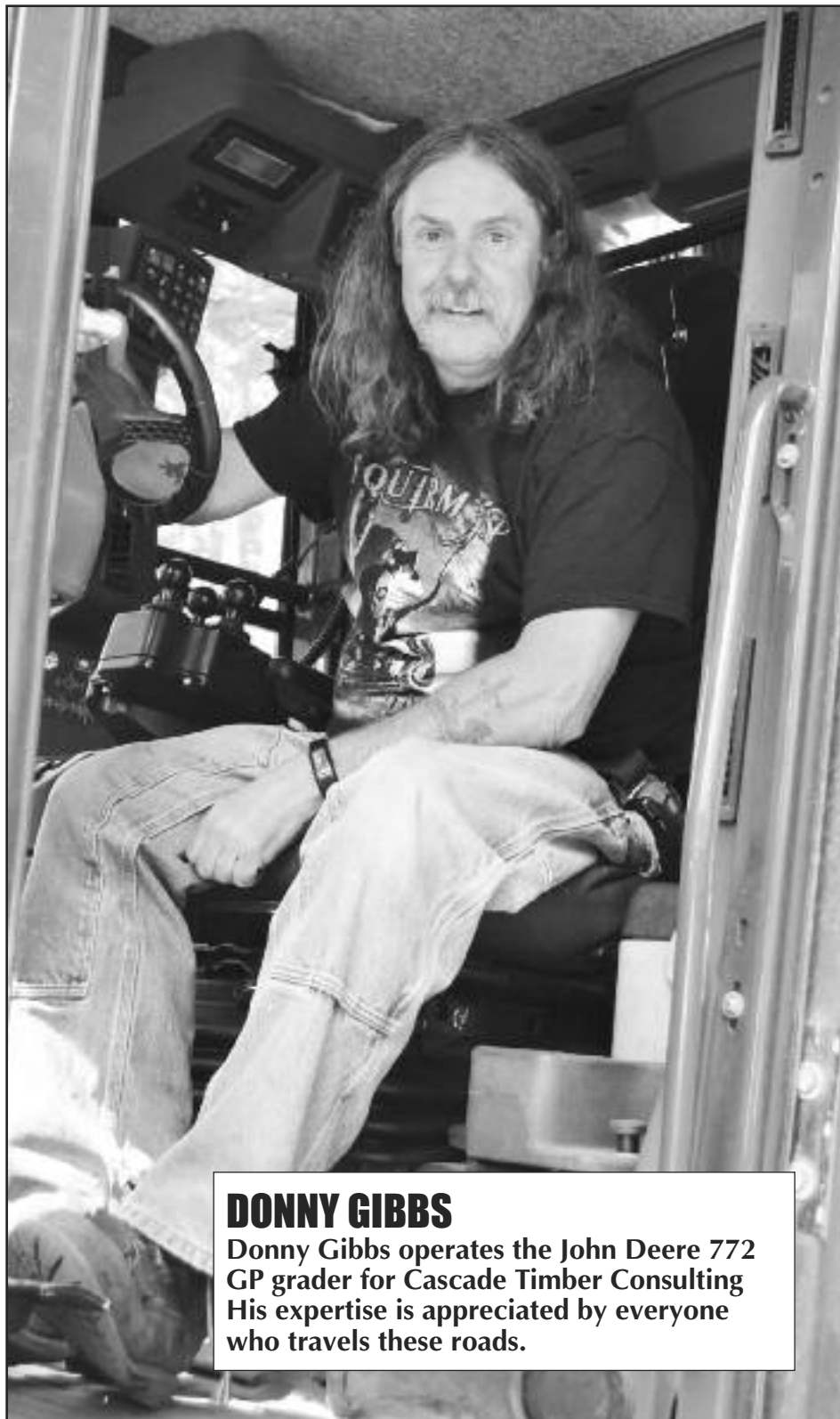
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MAKING THE CUT

Larsen Arndt makes the cut with Marshall in the back. Marshall is usually in the company's feller-buncher while Larsen uses a chainsaw for the bigger or hard to get to trees on the job.



DONNY GIBBS

Donny Gibbs operates the John Deere 772 GP grader for Cascade Timber Consulting. His expertise is appreciated by everyone who travels these roads.



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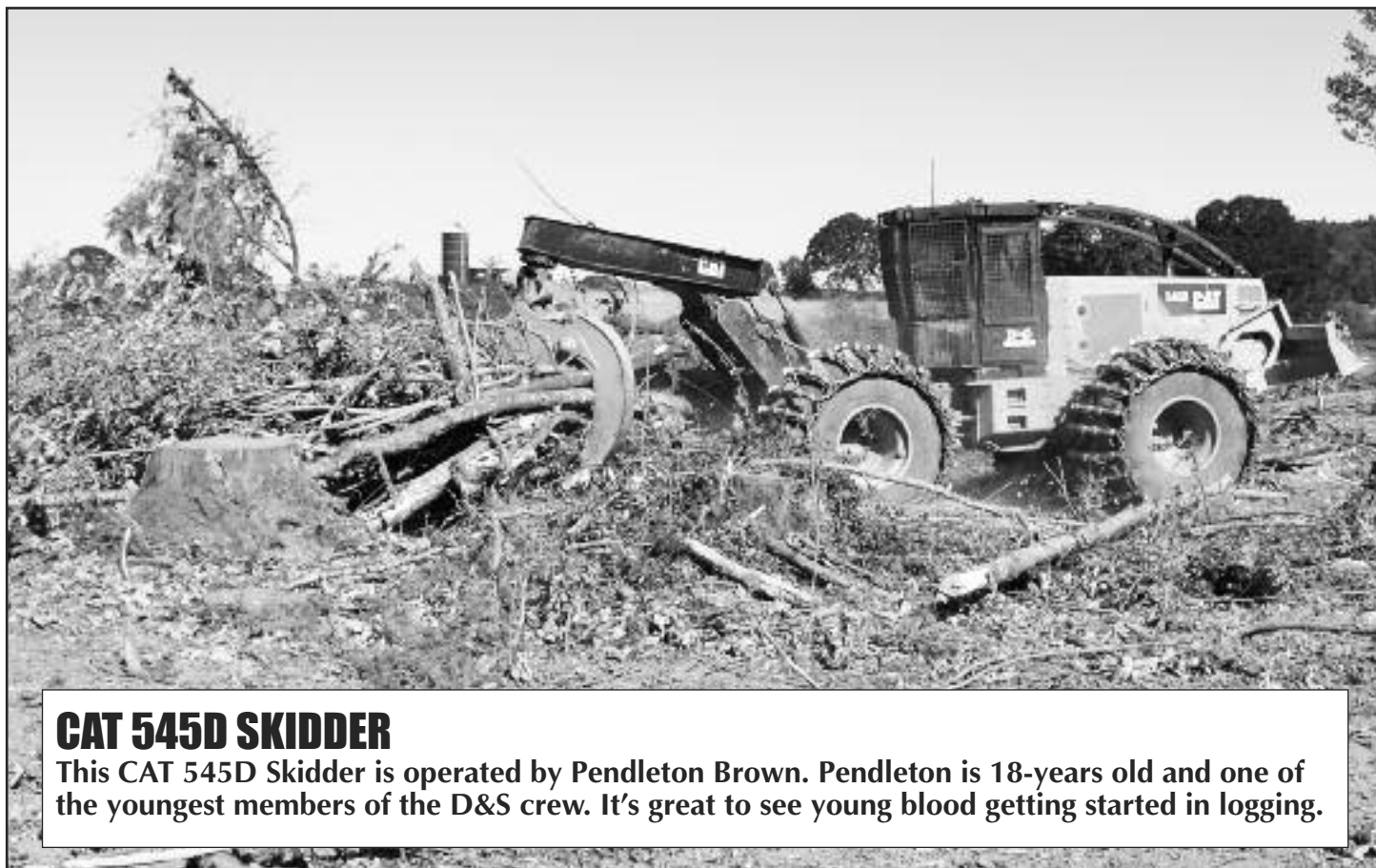
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1995 Cat 325, w/Pierce grapple, 23,500 hrs, good u/c, Young front.....	\$45,000
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1998 Cat 330, w/2 Pullmaster HL 25-4	\$140,000
2007 Link-Belt 290, w/Pierce grapple, 17,000 hrs, forestry cab, new 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
2013 Hitachi ZX210LL, w/Pierce grapple, new u/c & pump, 7,000 hrs, nice log loader	\$175,000
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
2011 JD 2554D, w/Pierce grapple, 11,500, very good cond.....	\$140,000
2007 JD 2554, w/Jewell grapple, 1,500 hrs on new motor & u/c, rebushed boom, 11,500 hrs on carrier ...	\$90,000
2005 JD 2054, w/Pierce grapple, tong tosser, rblt motor, new pump, u/c, rotex, drives and 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
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2013 Cat 324DFM LL, w/2011 Waratah 622B, 2000 hrs on head, 11,000 hrs on log loader	\$240,000
2006 Cat 320C, w/06 Waratah 622B, 14,000 hrs, road builder front, 80% u/c.....	\$75,000
2007 Madill 1800LL, w/Waratah 622B, 12,000 hrs, new drive motor and other repairs, log loader front..	\$140,000
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
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1998 TimberJack 1270B, w/TJ 762 head, good rubber, w/track chains and lots of spare parts for head	\$45,000
2011 Waratah 622B, w/TimberRite comp. controls, 2000 hrs, xlent cond, installation avl., Call for price	\$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/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
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
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.....	\$430,000

2012 Tigercat L870C, Tigercat 5702 350 rotation saw, 10,000 hrs, good cond	\$190,000
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/Robtec grapple, heel boom, only 1,024 hrs, like new cond	\$475,000
2016 Tigercat LS855D, w/5195 felling saw, grouser ext. & tether hitch, only 2,200 hrs, like new cond.....	\$500,000
1997 Madill 3200B, w/29" Rotosaw, recent complete rebuild	\$75,000
2013 Cat 522B, w/Cat 23" hot saw, good uc, tight machine, reman motor, 8,750 hrs.....	\$240,000
2011 Valmet 450 FXL, w/Quadco 22" 360 rotation head, good u/c, good pins & bushings.....	\$235,000
2001 Timbco 445D, w/32" Timbco bar saw, recent new motor, pumps & drives, good u/c	\$85,000
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

SKIDDERS & DOZERS & GRADERS

2014 Tigercat 610C, front rubber 70%, new rear rubber, 3,100 hrs, very nice skidder	\$185,000
2010 JD 748H, bunching grapple, dual frctn boom, rears 90%, front 30%, 1 set chains, 5200 hrs	\$125,000
2013 Cat 535C, dual function boom, bunching grapple, 35.5 X 32 rubber, 10,100 hrs.....	\$85,000
2005 Cat 525B, single frctn boom, bunching grapple & winch, 11K hrs, rblt trans, good rubber and chains	\$60,000
1996 JD 648E, w/fixed boom, good rubber, w/chains, 13,000 hrs	\$35,000
1994 Cat D5H TSK, w/swing boom, bunching grapple, enclosed cab, good u/c.....	\$80,000
1993 Cat D5H TSK, w/fixed boom & winch, 800 hrs on rblt motor, new u/c, nice dozer	\$80,000
1995 Cat D4H TSK, w/fixed boom & winch, rblt motor & new rails, sprockets & shoes, recent rolls & idlers....	\$70,000
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 frctn boom, w/tilt blade, good u/c, nice dozer	\$28,000
Cat D7F, w/winch.....	\$25,000

YARDERS & SWING YARDERS

Washington 78SL, 3 guyline, rblt Detroit 6V71T power, good u/c, nice cond, run all logging systems..	\$107,000
1982 Washington 118, major rebuild last year, new 8V92, air & hyd systems, new wheeler single lever controls	\$275,000
2000 Kobelco SK300, 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
Diamond D210, rblt Cummins & fuel pump, new bearings in drum set, boom & gantry, good lines	\$350,000
2003 Diamond T8000, track mount, 8 guylines, Cummins 855, Twin disc 5 speed, under 100,000 lbs total..	\$640,000
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, excl u/c, good lines	\$85,000
T-Bird TY90, T100 self propelled, 8 guylines, Cummins KTA power	\$410,000
T-Bird TTY 70, good u/c, Cat power	\$520,000
T-Bird TSY 6140, new motor & trans and drum bearings, 1 season on lines	\$400,000
T-Bird TMY 50, Detroit 8V92T, good lines, nice yarder	\$320,000
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
T-Bird TMY 45, track mount, rblt drum set, rblt motor & torque, w/radios, lots rigging or trade for buncher ..	\$150,000
T-Bird TMY 45, trl mount, rblt Cummins power, c/w Eagle 2 car & rigging, M-123 GI truck avl	\$85,000

TRUCKS & FIRE TRUCKS

GMC, Detroit diesel power, w/500 gallon tank, live reel tools	\$5,000
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

GETTING LOADED

Jeff Paetch drives this nice Kenworth W-900 with Lincoln gear for Ken Reynolds. Jeff has been driving for 32 years.



D&S

(Continued from Page 13)

seconds of each other.

"The little sucker got a bigger elk than me though," Larsen said.

All three brothers grew up going blacktail hunting with their dad, and they also like muzzleloader hunting.

But in general the three are in the people business. They like the timber industry because they like working with the people and the lifestyle it offers.

"The people are a big part of it," Marshall said.

"The hardest times we've

ever laughed were when we were working. I love the job and being in a different place every month," Larsen said.

Don was actually born in Germany, after his dad served in Europe during World War II and stayed overseas for 14 years. Don's dad and mom were both teachers - with his dad focusing on business - and that certainly meant Don didn't have the typical logging background.

After moving back to the states, Don Arndt proved to be a sharp guy, enrolling in Linn-Benton Community College in 1976 to be an engineer but saw it would be a life in a cubicle.

That enthusiasm was further dampened when he transferred to Oregon State University and then an opportunity to buy an old TD-20 popped up.

Don soon traded in the books for the logging lifestyle and hasn't looked back.

"It's also nice to have a job where you can take the kids out and they can see what you're doing," Don said.

And that's a tradition the Arndt's have passed down to their own kids, as Larsen's four kids regularly ride with him in the lowboy and the loader.

"We spend quite a few hours as kids getting goose eggs on our head bumping around in

the old D7 Cat while riding with grandpa and dad," Marshall said.

SUPPORTING YOUTH

With the average age of the Oregon logger in his late 50s, logging is becoming an older man's game. D&S are hoping to help reverse those trends and show that coming out into the woods is still an attractive career.

They have two new young guys, Pendleton Brown who is 18 years old and has jumped right in.

"You as a company have to

(Continued on Page 19)
See "D&S"

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ADAM KNIGHT

Adam Knight drives a Kenworth W900 with a General Trailer for Robert L. Rice. Adam is 33 years old and one of the new generation of log truck drivers.

Rigging Shack

(Continued from Page 3)

and the money too little and he had an urge to sell out and retire. That morning he had sold out. That is to say he no longer had anything to sell.

This man shrugged off his losses, went to Bellingham, bought himself a service station with a small repair shop and did all right for himself. Several times when I stopped in there for gas we re-lived the morning the 'donkey blew up.'

We then hired a man with a bulldozer to come in and finish the bridge and build the rest of the road. While he was doing that we, Walt, Dad and I, got out our falling and bucking tools and went to work at the only job we knew how to do--- and do right.

Dad and I did the falling and Walt bucked up behind us. Now as you can figure out these job descriptions were not rigidly adhered to. We did what needed doing.

Dad was the head faller, of course, and chopped right handed. I was the second faller and because of that had no choice, I had to chop from the opposite side. No problem---left handed was my normal way of chopping.

My Dad was good at falling, and bucking and other things connected with the general jobs of cutting down and bucking up the trees. I know that he broke me in to this work and I suspect that he did the same to and for Walton.

You see Walton was Dad's nephew, the only son of his sis-

ter Louise. Louise had married a man named Will Leslie who was a dry farmer in the hills out of Chelan, Wash. Will's twin brother Warren had a farm nearby. That area is where Walton and his sister, and his brother, were raised. After Walton finished what schooling he thought necessary he came to the west coast and Dad helped him get started as a logger.

Walton's wife was a tremendous lady named Opal and they had two sons. I think the youngest son is in Chelan and the owner of a lumber dealership there. Opal was a school teacher, she came to the hills out of Chelan to teach school. She 'boarded' with Will and Louise Leslie and married their eldest son, who was also a student at that school.

When Walton was a young man he got a disease that stiffened up his legs. This caused him a large amount of hurt and made it difficult for him to walk. In spite of this he worked a long time in the woods; always bucking logs. He started in the hand bucking saw days and finished with a chain saw. He quit the woods after a dozen or more years and worked the rest of his career in a cross arm factory in Bellingham. Upon retiring he and Opal went back the Hills out of Chelan for rest and relaxation.

At the time we went into this logging job Walton had a large load of contempt for me. He thought I was one of the worst examples of the 'younger

(Continued on Page 22)
See "Rigging Shack"



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Three years and counting..

Hard to believe that we have been running Loggers World for three years, but the September 2017 issue is our three year anniversary. I have to say that this has been the hardest I've ever worked but I've never enjoyed a job as much as this one. Most of the credit is due to you readers. You came through when I needed help to start the magazines back up and I am extremely grateful for all your help. You have been good to give us suggestions for how to improve the magazines and you've had some excellent ideas. Just a few of them are maps at the beginning of the articles showing the location of the featured loggers and truckers, our historical section "Blast from the Past", and the new feature of printing when your subscription expires on the front of the magazine.

HOW'S IT GOING, KEVIN?

I frequently get asked, "How's it going, Kevin?" My usual answer is that we are doing OK, breaking even and have our bills paid. My goal for the first year was to have the business out of the red and into the black. I'm happy to report that we had that done by the second issue we printed, mostly because of your generous help. Since then we've had some good months and some bad months but we are still hanging in there. Three years later, we are still breaking even, but we have survived, which goes against the general trend of print media declining.

When I bought the magazines, my plan was to take a portion of the responsibility for the income necessary to run the business away from advertising (advertising income had been the source for 99% of income) and shift it to income from subscription sales. Until recently, we had not been able to get the database re-organized to a point where we could send subscription notices out regularly and increase the amount of income from subscriptions.

HOW CAN I HELP?

One way you can help us do better is to let the advertisers

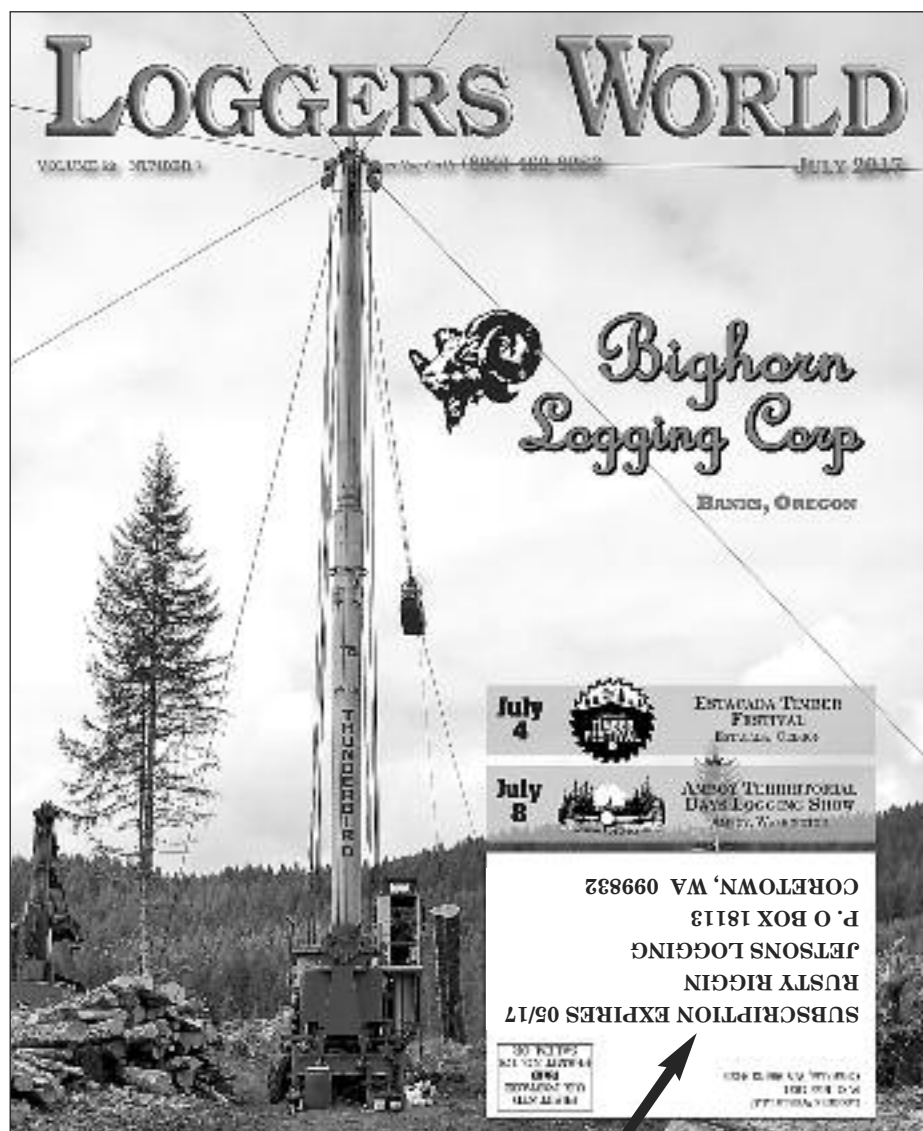
know that you see their ads and you appreciate their support of your favorite logging magazine. Even if you are just buying a hose, a part, a saw chain or fuel, it is helpful for those businesses to know their advertising is get-

ting your favorite logging magazine. They are all looking for effective ways to communicate with buyers of their products. If you speak up about what you read, they are more likely to listen to you about what you

you, the Timber Industry buyers, just aren't like the people they are listening to when they develop their opinions. You can help change that.

Another way you can help us is to renew or extend your subscription. When you do that, it allows us to focus our stories and articles more on what you want to see and less on what's necessary to keep the business running. If you haven't already seen it, you'll find your subscription expiration date printed just above your name and mailing address in the white box on the Loggers World cover. To those of you that have noticed your subscription has expired and sent your check to renew, I send heartfelt thanks. With over 25,000 subscribers, it's going to take us a while to send everyone a notice that their subscription has expired. When you send your renewal in without a separate reminder mailed out to you, you save us money that can be put to good use other places. *Please note that if your subscription expired a while ago, we aren't expecting you to pay from then until now. It's not your fault we took so long to get the database updated.* When you send your subscription payment in, the full amount will be applied to your future subscription.

As I look towards the future, it looks like advertising sales is going to contribute to less and less of our total income and subscription sales are going to be an increasingly larger part of our support. It is the only solution I can see working. The good thing about that is it lets us concentrate more on the content you are requesting. So I'd ask that you keep the suggestions and ideas coming. We are listening and looking forward to what Loggers World and Log Trucker Magazines can do in the future. We aren't going to make large changes quickly but we will be listening to you and providing what you ask for, as funds allow.



ting to their customers. Advertising isn't an $A + B = C$ equation. It can be really difficult to know that the money spent on advertising is paying off. Your positive feedback will be welcomed by them and it doesn't cost you a dime. By the same token, if you are buying something from a business that is not currently advertising, let them know that you'd appreciate them sup-



This is when your subscription expires

tion to or how they buy. You know they are basing their information on stuff most of you don't see or pay attention to, like online surveys or Facebook results. I'm not saying those things aren't important in today's market, but

value. I think the "experts" and people who claim to understand advertising in today's market don't have a clue about what Timber Industry customers pay atten-



D&S

(Continued from Page 16)

promote it and hire a young guy and bring them into the industry," Larsen said. "We're excited to see people like Pendleton who comes into the company with a good attitude, does what you ask him and does it with a grin. That's a big deal."

They also employ Josh Stokes, 21, who battled through a hip replacement to do work out in the woods as the company's fire watcher. With the summer's dry conditions, it's up to Stokes to make sure no hot spots pop up from the equipment.

Adam Knight is also a first year truck driver for Bob Rice that is another young gun that works with D&S Logging. He is a family man with 3 young sons, who loves working in the woods.

"He had no family that was in the industry and just wanted to do it," Larsen said. "He jumped right in and he's got the brains and attitude to do it."

D&S Logging also works with Peterson Cat on a program to intro-

duce logging to kids at high schools. Peterson provided a buncher simulator to Sweet Home High School to show kids there are job opportunities in the woods.

"You see the kids lined up out the door to try the simulator and you watch them do it and think 'wow they don't have any family in this industry and they could do just fine with this, they could be an operator.'" Larsen said.

CONTINUING THROUGH THE YEARS

So what has changed for D&S Logging since 1980? Don said he's getting more cantankerous, but the sons disagree. They say that perhaps his stories of logging past are getting a little more long, but he's easy to work with. One thing is for sure, the whole family seems to have fun logging and want to share it with a younger generation.

Companies like D&S Logging understand the value of employees and want to ensure when the Hill Trust needs another cutting, there will be a fresh generation of loggers ready to do the work.



DALE ZOON

Dale Zoon runs the CAT 324D log loader for D&S Logging. Here he's branding the logs on Jeff Paetch's load. Dale Zoon has been logging for 30 years.



LANCE RYAN

Lance Ryan steps out of the cab of the Madill 2800C for this picture. Ryan has been around D&S Logging for a long time. Recently returning to the company after nine years.



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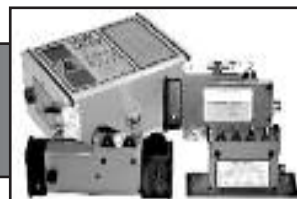


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Log trucking in the booming 1960's was not always done by the big rigs. The little gas-powered, single-axle Fords, Chevys, Studebakers, Dodges and GMCs did their fair share too. These little, low cost rigs were used all over the country, usually by smaller outfits and crews. Some pretty sizeable companies also used them. No doubt about it, these little guys moved their share of wood from stump to market.

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BLAST FROM THE PAST

BY QUINN J. MURK FOR LOGGERS WORLD



FORD MODEL "T T" TRUCK

This is an old wooden spoked Ford Model "T T" Truck. Ford Model T trucks had an extra "T" to differentiate them from a regular Model T car or pickup. This is also pneumatic tired vehicle which was rare on wooden spoke wheels. In the pine country, trucks were often taken out cross-country. It is amazing that these overloaded, over-worked trucks could take it.

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As We See It....

Closing Comments

By Ken Martin

As I write my last article as President of the American Loggers Council, I would like to say thank you for the opportunity to serve this Organization that will always have the interest of Loggers at heart. This past spring, our leaders went to Washington voicing our concerns with issues affecting our industry. We have had success with the introduction of the Future Logging Careers Act (H.R.1454), the Resilient Federal Forest Act (H.R.2936), and other issues that have been brought to the forefront in D.C. this year such as the Regulatory Accountability Act, and state maximum weight limits on the Interstates. Thanks to everyone for your efforts and keep on pressing the subjects every chance you get.

Ever notice that Politics is sort of like wrestling a pig? Each time we think we have something moving forward and making progress, the pig squeals, slips, ducks and dodges and the game starts again in unseen and undefined directions. I, like most of you,

thought with the last election that the Swamp would be drained, that our elected officials would work together for the good of our Country and the American people. It seems like all we have is another version of wrestling the pig in Government halls, and haven't even gotten to the Swamp yet.

ALC is a very diverse group of States and situations. Some of us have mill closings as others have new facilities opening. Some of us are restricted on interstate hauling while others can haul limited only by the number of axles they will or can put under their loads. To be successful today, we have to haul further, plan longer term but still be able to react to those obstacles thrown in our way whether they are weather related, mill related, or local, state or federal government related. We have much faster communications, email and text. Communication used to be personal. Today, we just hit "send". In light of all of the state of the art equipment and innovations in communication we must never forget that we must know our cost of doing busi-

ness.

Most loggers see their board of directors daily, I do. My board has expectations of living a relatively comfortable life, driving reasonable vehicles, having some disposable recreational money, and have quality time with those we choose to spend it with. Realizing all of us are different, we all have varying expectations of return on our investments, of our sweat equity in our operations. In the end, we should all have a quality of life that we can be proud of.

ALC has matured with strong leadership through the years. We, as an organization, can put our regional issues aside and look to the overall good of our industry as a whole—something I have always respected and something not seen in many associations today. Too many times we get caught up in the "what's in it for me" mindset instead of the long term good of the Industry we all have a stake in. If an issue is important in an area today, chances are, there will be a trickle effect to other regions soon. Having serious dis-

cussions on these issues up front can often lead to options developing along the way. As we move forward as leaders in our industry, we must continue to invest our time in finding solutions to these everyday obstacles affecting our businesses. Working together, ALC gives us the opportunity to move forward with a unified voice, representing the good of the whole, across our industry.

In closing, I look forward to seeing each of you in Natchez in September as we show you a little taste of southern hospitality.

"Keep on Logging"

Ken Martin

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.

Rigging Shack

(Continued from Page 17)

generation.' He labeled me as being both ignorant and lazy---which was not good things for a learning logger to be.

The upside of this was that whenever I did something half way good or did any job in a thorough manner it puzzled him more than somewhat. The fact that we three could work at all together was in itself a small miracle. Dad held it all together and although Walt had a low opinion of him he held a much lower opinion of me. Both he and I knew that Dad and his plans were our only hope of coming out of this with two dimes to rub together.

We kept on falling a bucking

these trees and the 'Cat Man' kept on building the road.

There was a lot of good fir on this 80 acres. All the ground around this place had been logged---most of it a few years before. The man who owned this piece of timber had paid taxes on it for 20 years and it stood there brave and tall. Our job was to manufacture those trees into logs and get them out and deliver them to the mill on Lake Samish.

Times were tough, good logging jobs hard to find, logs were low priced, scale was tight and good help difficult to get. A fine time to go into the logging business.

Actually we were sort of enjoying ourselves. Although we weren't making any money we

were keeping busy.

My Dad was a terrific man but that didn't keep me from arguing with him from time to time. He was a devout Christian man but despaired of me ever becoming one. One day, when we were building that ill fated bridge, we were talking about taking the next day off. The next day being Thanksgiving. At that moment Dad was standing on a tall cedar stump; I was standing on the ground and my head was about level with the top of that stump. I was behind the stump because of the possibility that the haulback would throw a bight in that direction. Dad was standing on top of the stump because he didn't think the haulback was a threat.

Here came the haulback and Dad turned and jumped. He jumped on my shoulders and fell off me to the low side. Since I had on a heavy rain coat I wasn't hurt. Dad had came down on his left leg, which bent under him. Nothing was broke but he was too lame to work anymore that day. We took Thanksgiving off plus the following long weekend.

He never did appreciate me telling this story nor me teasing him about the Lord showing us that we should not work on Thanksgiving.

This story, of our Logging Job, is too long for only one telling. So like a long running 'Soap Opera' we shall continue this yarn next month.





Summary Judgment....

Who Are the Greens Kidding? Obama Only Thought He Was King

by William Perry Pendley

President Barack Obama once acknowledged, "I actually believe my own bull-shit," which must include statements that, with him, "the rise of the oceans [will] slow and our planet [will] heal," that projects were "shovel-ready," and that he is smarter than anyone working for him. To those add his observation that his policies—such as his decrees of national monuments off limits to the American public—are set in stone. Obviously from their comments among the 1.2 million filed last month on plans by President Trump to void Obama's and Clinton's illegal decrees, the Greens believe that baloney. They are wrong.

President Obama's abuses of the Antiquities Act of 1906 are well known, including designation of a ocean monument off New England to kill fishing, an unauthorized park parading as a monument in rural Maine to killed logging and milling, and the 1.3 million acre Bear Ears in Utah to placate the Greens. Largely forgot-

ten, everywhere but in the American West, was President Clinton's designation of the 1.8 million acre Grand Staircase-Escalante National Monument. On behalf of the people of southern Utah, my organization sued Clinton. For years, a courageous federal judge resisted Clinton's lawyers' efforts to dismiss the case; however, when President Bush's lawyers defended the decree, the judge figuratively threw up his hands. Our lawsuit was over and with it any hopes of limiting future presidents.

Unencumbered by a hoped-for legal precedent, Obama abused the Act as no president in history. Along with others, I condemned his actions as outrageously illegal and, on Fox News and in the Washington Examiner, called upon President Trump to vacate them. To his credit, President Trump directed Secretary of the Interior Zinke to begin the process.

The Act allows presidents to designate as national monuments "historic land-

marks, historic and prehistoric structures, and other objects of historic or scientific interest," but requiring that the designations "shall be confined to the smallest area compatible with the proper care and management of the objects to be protected" on land "owned or controlled by the Federal government." Passed for the exclusive purpose of "provid[ing] protection to the large Indian ruins of the southwest," its lengthy legislative history demonstrates Congress was concerned singularly with "the preservation of the remains of the historic past[,] and that its objective was "small reservations reserving only so much land as may be absolutely necessary for the preservation of these interesting relics of prehistoric times." Congress "specifically rejected broader versions of the law that included protection of scenic areas within the Act."

Although no president has ever revoked a national monument designation, the power to diminish or even revoke a national monument is inherent in the powers granted by the Act; in fact, many presidents have diminished the size of national monuments established by

their predecessors. Moreover, the oft-cited, by the Greens at least, conclusion of the Attorney General of the United States in 1938 that the Act does not authorize a president to revoke a national monument completely was in error because of his misinterpretation of an Attorney General opinion issued in 1862. Nonetheless, the Attorney General did concede that "the president is free to revoke, modify, or supersede his own orders or those [of] a predecessor," to ensure the designations are limited to "the smallest area compatible" with protection of the named objects. Obviously, in some cases, including monuments designated by Clinton and Obama, because the objects allegedly sought to be protected are not covered by the Act, "the smallest area compatible" with that protection is no area at all! Finally, each branch of the federal government can undo its earlier decisions; the Executive Branch is no different. Even the U.S. Constitution is not immune from its citizens' decisions to amend it.

Notwithstanding Obama's delusions of omnipotence, just as no Congress can bind a future Congress, so can no president bind the nation in perpetuity. It is as simple as that.

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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