LOGGERS WORLD

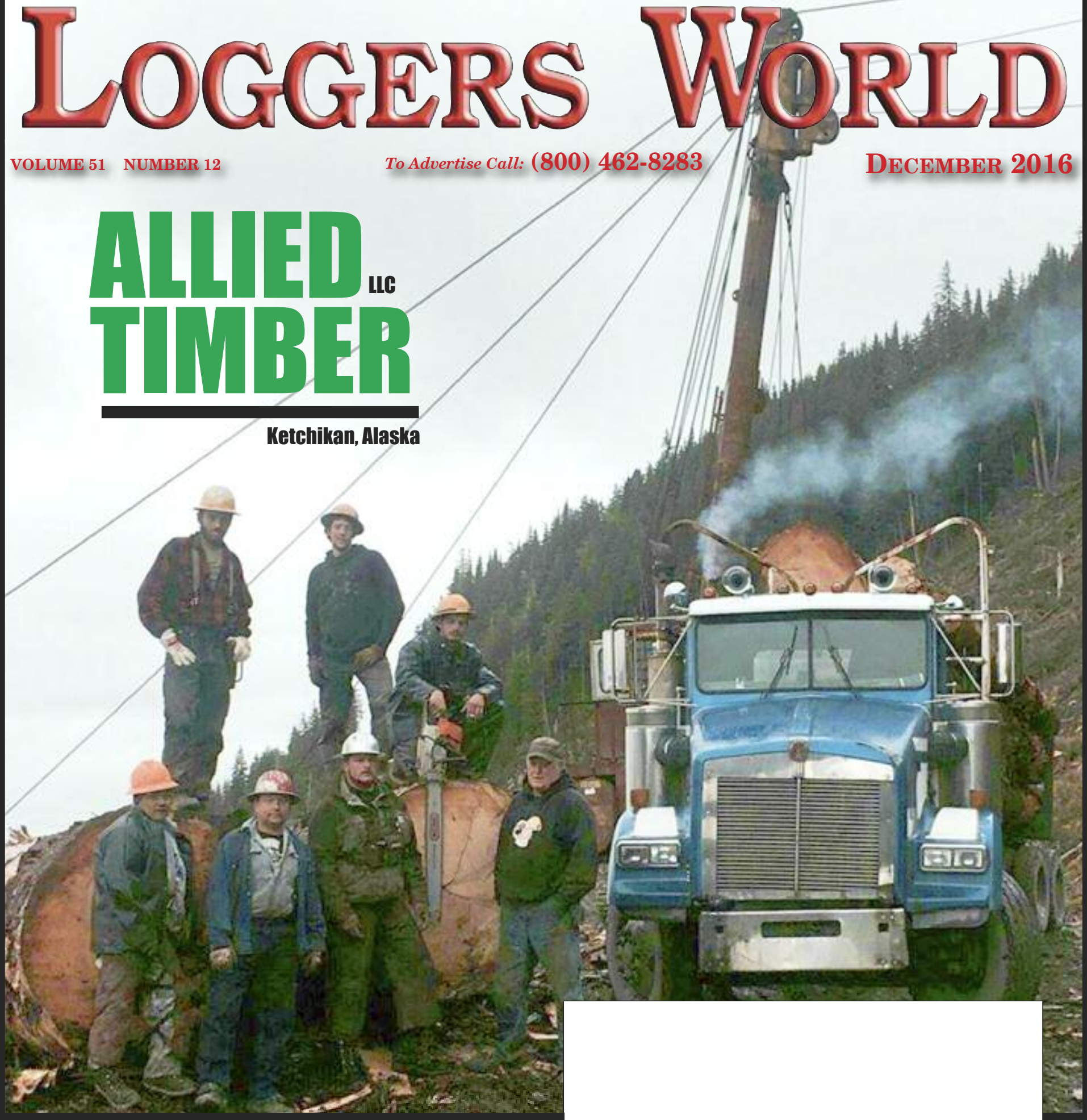
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DECEMBER 2016

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Ketchikan, Alaska



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Finley's Rigging Shack

"Classic"



Originally Printed in August 1979

"GROUND SKIDDING:"

We use this name, or this phrase, to describe logs that are brought from the woods to the landing with other method than one of the cable systems. Ground Skidding could mean horse logging, logging with a farm tractor, pulling in logs with a truck, using a Wheel Skidder on rubber tires, using a track type of skidding machine or using crawler tractors. Or many other means of pulling logs from stump to the landing that does not raise one end, or the whole log, of the log off the ground.

Ground skidding means, at least it means this to us, going out and getting a log with some method that allows the horse or machine to go to the stump and get the log.

On page two of this issue is a picture of some loggers logging in Kashmir. This picture shows a group of men, about 40 men I guess, with ropes and straps pulling a log by man power.

This picture and information is from the book "Seventy Years in the Northwest Forests", by John H. Markham of Centralia. Picture and information is found on page 166 of this fine book.

I quote: "It was here that I saw the logging operation in which logs that would scale more than 1000 board feet and weighing up to 20,000 pounds were being pulled down the narrow valley the distance of a mile by manpower. Without seeing this operation I would probably not believe it. I would say that is was impossible. The attached pictures shows the operation and the crew of about 40 men. This crew was paid about 12 cents a day for a hard ten hour work day."

Now that operation, pulling logs by manpower, is the simpliest form of Ground Skidding. Any other form is probably an improvement.

Our interest lies in more advanced methods, using machinery specially invented and constructed for skidding logs.

It wasn't too many years ago that the tract machine started replacing horses; log trucks started replacing Locomotives and bull dozers pushed the Steam Shovel road building machines to one side.

I remember working on big steam yarders when Crawler machines started coming out in the woods. One logger called them the, "Traveling Yarder with a Portable Fair Lead." This same logger also opined; "If you can hear them they are stuck and if you can't hear them they are broke down."



FINLEY HAYS

These first track machines were looked down upon with amusement by the high lead and skyline loggers of that day. One logger said, "Those machines would be alright for a small logging operation ran by a man and his wife if the wife was a good cook and the man was a good mechanic and welder who had a donkey to keep pulling the Crawler out of the mudholes."

Things have changed. They are changing. They are going to keep on changing. As so often happens while one segment of the industry is explaining why something can't be done someone else is coming along and doing it. It has always been that way and likely always will be.

Machinery is changing, loggers are changing and times don't stand still for man nor timberbeast. The old time logging boss knew little of machinery. During a breakdown he sent for the 'Donkey Doctor'. Then likely as not he stood there watching him work and pestering him with questions like, 'when you going to get this thing fixed so we can get back to work?" The modern logger knows the machinery much better than his counterpart of yesterday and is probably acquainted with wrench, cutting torch and welder stinger. He also knows which page of the part book is going to tell him what he needs to know. Over the years he has learned to order by part number and to realize that the part he wants must be ordered from the factory and he will have a three week wait.

We learn from necessity and experience. There are no more 'Donkey Doctors' and if you are going to keep your machinery running you better have someone in your outfit that can do the things to get it back into operation.

If the loggers looked with disbelief at the first track machines they were insanely, unexcited by the first rubber tired wheel skidders. "Those rigs will be stuck all the time. They won't work on the hillsides and they can't work in the swamps." Demonstrations is what sold these machines. Demonstrating what they could do and would do. They came to the woods and they worked in the woods and they sold themselves by demonstrating what they could do. Thru demonstration came conviction.

As the months went by improvements were made, good ideas were incorporated into the machines. Many of these good ides came from the loggers. The loggers took these first drafts of the machines and they tried them out and they made some improvements and suggested others and thus progress was made.

The machines we now have for ground skidding is a far cry from those early models.

As the machines were improved the logger was beset by rules and regulations that he had not anticipated. His thinking was that logging was tough enough, the quickest and most efficient

(Continued on Page 15)
See "Rigging Shack"

IN THIS ISSUE



ON THE FRONT: Allied Timber in action. Top left is Jacob Weeldreyer, top middle is Chad Eisle, top right is Curtis Looper, bottom right is yarder engineer Terry Mcnally, bottom middle is Matthew Blieven, hooktender and second loader, Allan Quillen. Carlos Velasco is also pictured.

See "Big State, Big Timber" ***starting on Page 6***

2. RIGGING SHACK
"Classic" From August 1979 *by Finley Hays*

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FEATURED IN THIS MONTH'S ISSUE



KETCHIKAN ALASKA

Ketchikan, Alaska is on the **panhandle of Alaska**, the town has a **population of over 13,400.** Known as the **"Salmon Capital of the World"** the main players in the town's economy are government services, tourism and commercial fishing. Ketchikan has the world's largest collection of standing totem poles and is a **popular stop on Alaska cruises**. It is **700 miles north of Seattle** and 235 miles south of Juneau, Alaska. Ketchikan is located on **Revillagigedo Island**, which was named in 1793 by **George Vancouver**. Ketchikan is named after **Ketchikan Creek** which flows through town and empties into the **Tongass Narrows.** It used to be home to the **Ketchikan Pulp Company** pulp mill before a reduction in national forest timber harvests. The town has four radio stations and a daily newspaper. The **Ketchikan Shipyard** has two dry-docks. The **Ketchikan International Airport** also serves as a gateway for Alaska airlines to the state with nonstop jet service to Seattle, Juneau, Sitka, Wrangell and Anchorage.

ALLIED TIMBER

A complete beach-to-landing operation based in Ketchikan, Alaska, Allied Timber uses versatility to log in tough terrain

Allied Timber is based in Ketchikan, Alaska which is the southeasternmost city of Alaska and has a population of over 13,000. Up in Alaska, there's no traffic except for the occasional wolf or bear that gets in your way. The challenging terrain can be scenic but is broken up and difficult to navigate. Allied Timber has to be self-sufficient and be able to get their wood out to market by either off-road log truck, highway log truck or barge. Loggers spend time in permanent camps which cuts down on the commute but means they're enjoying a spartan bunkhouse with coworkers. Many of Allied's loggers from out-of-state come from the Pacific Northwest, flying in to Ketchikan by jet and then either a small plane, helicopter or small boat to the camp. Allied Timber LLC has six Cats ranging from D-6 to D-8, one grader, six or seven shovels of that are Doosans, Link Belts and a new Cat 568. They also have two front-end loaders, five excavators, eight log trucks and one drill with an enclosed cab.

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Doosan DX300LL-5 Log Loader, NEW IN STOCK



DOOSAN 250 Wheel Loader ....**POR**

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CAT 320DFM Log Loader, 2012, low hours	$185,000
CAT 330 Log Loader	$30,000
CAT EL300B Log Loader	$29,500
DOOSAN DX225LL Log Loader,used in log yard	$149,500
DOOSAN DX225LL Log Loader, very good	$169,500
DOOSAN DX300LL Log Loader, 2012, low hrs	$185,000
DOOSAN DX300LL-3, For Cab, 6000 hrs	$210,000
DOOSAN S300L Log Loader, recent repairs	$97,500
HITACHI Z350F Log Loader, fresh under	$135,000
HYUNDAI 3220 Log Loader, 7500 hrs	$169,500
HYUNDAI 3220 Log Loader, low hrs, clean	$239,500
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JOHN DEERE 2154 (2011)Log Loader,9000 hrs	$139,500
JOHN DEERE 2554LL, 15,000 hrs, excel cond	$125,000
JOHN DEERE 2954LL, 7,000 hrs, excel cond	$210,000
KOBELCO SK210LC Log Loader	$59,500
KOBELCO SK290LL, For Cab, recent work	$65,000
KOBELCO 295LL (2009) Log Loader	$165,000
KOBELCO SK350 Log Loader, '07, ForCab	$99,500
THUNDERBIRD 1238 Log Loader	$39,500

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WARATAH HTH-623C, New	POR

TOWERS & YARDERS

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MADILL 071, 4-Guys, 8V71, fresh paint,nice	$110,000
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SKAGIT BU-84 Slackline, T-100HD, Trlr Mt	$149,500
SKAGIT BU-94 Drums, parts only	POR
SKAGIT BU-94 Slackline, T100HD, SP	POR
SKAGIT 739 Slackline T100HD, Trailer MT	$149,500
THUNDERBIRD 6140 Swing Yarder, Track Mt	POR
THUNDERBIRD TTY-70 Track mt., Excell	$550,000
WASHINGTON 78-40 Swing Yarder	$42,500
WASHINGTON 137W Slackline, Trl. Mt., nice!	$189,500

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KOMATSU WA380-1 w/Log Forks or GP Bkt	POR
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EAGLE Mark IV Slackpuller Carriage	$29,500
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MOXY MT31 Articulated Dump Truck, low hrs	$92,500
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WAGNER L480 Log Stacker, price reduced	$29,500
WAGNER L90 Log Stacker	$29,500

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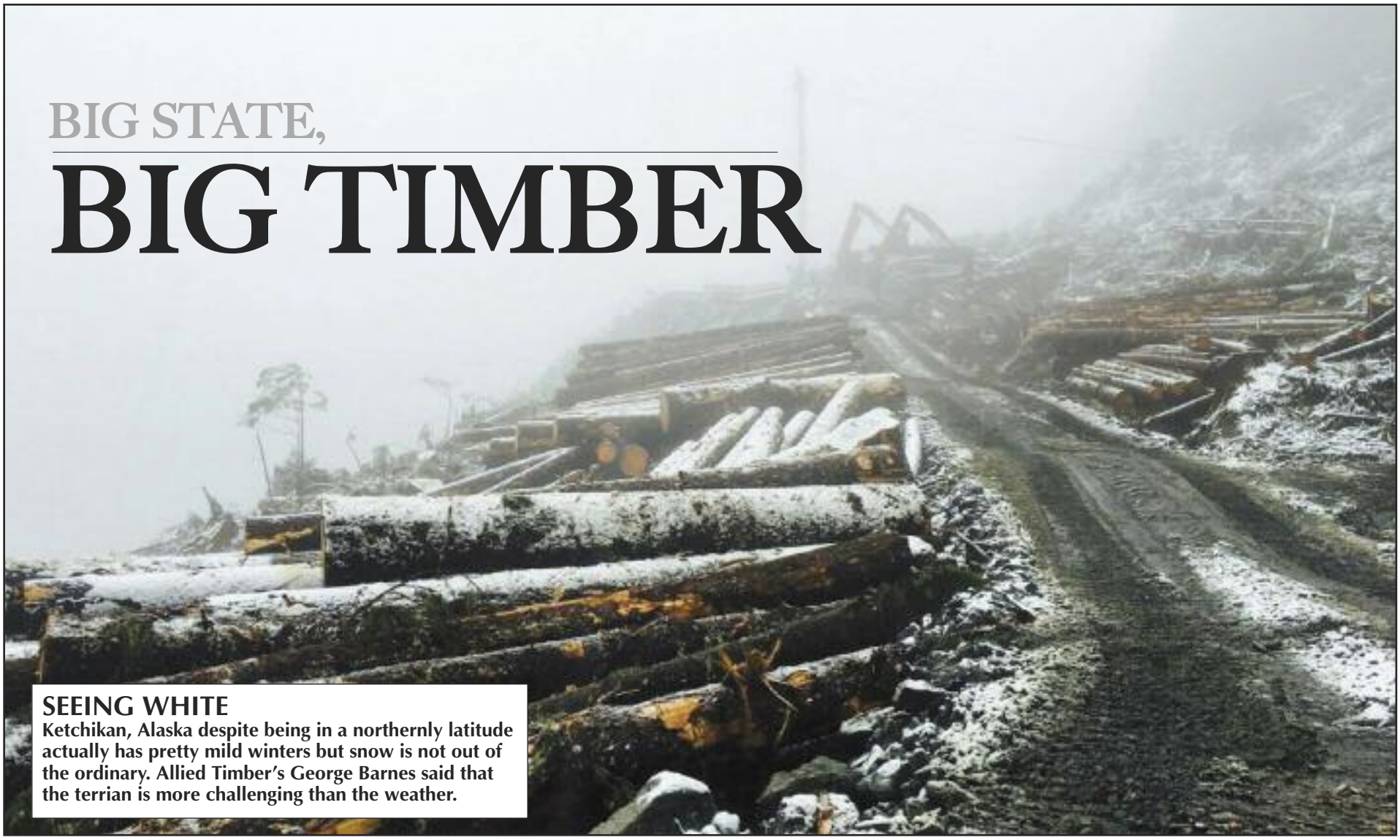
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BIG STATE,

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SEEING WHITE
Ketchikan, Alaska despite being in a northernly latitude actually has pretty mild winters but snow is not out of the ordinary. Allied Timber's George Barnes said that the terrian is more challenging than the weather.

Camp life is name of the game for Allied Timber

By Brandon Hansen
For Loggers World

Alaska is the biggest state in the US. At 663,268 square miles, it dwarfs most other states yet has just 738,432 people. Only two states have fewer people.

So you could say things are spread out a little.

This is where Allied Timber LLC - owned by Gary Clapshaw of Oregon and Ron Sharp of Alaska - and loggers like George Barnes make a living.

Allied Timber is based in Ketchikan, Alaska which is the

(Continued on Page 9)
See "Allied"

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2009 John Deere 903J Feller Buncher with John Deere hot saw, New U/C 1000 hours ago, 13,324 hours, Very clean machine, Weighs approx. 71k pounds..... .....NEW PRICE $129,000



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1992 CAT 518 95U Skidder with Grapple and Winch, New Prolenc Snubber, Brakes Recently Done and New Front Tires, Cold Weather Package with Heater, One Set of Chains, Brush Rake in Pictures not Included.....$47,500



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Rigging Shack

(Continued from Page 2)

way it could be done. These new rules were just another batch of obstacles to the logger. Some of the rules made his present machinery obsolete and forced him into buying different machinery for a different way of logging. Sometimes this popular new way became quickly unpopular with the timber sales agencies and again the logger found himself with a bunch of machinery that was obsolete and low in value. Things went on this way, are still doing so and are showing no signs of not doing so in the future.

In the forties it was seriously said that high lead logging was becoming obsolete and that the Crawler machines would replace the yarders. The prices of Yarders, on the used machinery market, went down and the Crawler machines were in demand. Soon after this someone invented 'Compaction' and 'Erosion' and the Crawler machines became unpopular and the Yarders were dug out and put back into service.

Shortly after that the Wheel Skidder came along and became an instant hit for getting logs out of a stand of timber when about 80% of the timber was to remain standing. The name for this logging method was 'Thinning'.

(Continued on Page 15)
See "Rigging Shack"

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RUNNING THE SAW

George Barnes is from Joyce, Washington, a town 16 miles for Port Angeles on the Washington peninsula in Clallam County. His grandpa was a hook tender until he was 67. Barnes grew up in the industry since his father was a cutter and he even worked alongside him. In 1978, Barnes' father was killed out in the woods. George continued cutting and worked for his brother Pete Barnes from 1977 until 1984.

BELOW: Jacob G. Weeldreyer is always doing something on the job site for Allied, using his work ethic to keep the operation running.





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Allied

(Continued from Page 6)

southeasternmost city of Alaska and has a population of over 13,000. Barnes, now a siderod started in the industry working in Washington State.

Having moved to Alaska in 1999, Barnes now works for Allied Timber LLC which employs around 50. His own family has been in the logging industry since the early 1900s and he's carrying on the tradition.

"It's just what I've always done and wanted to do," Barnes said.

Up in Alaska, there's no traffic except for the occasional wolf or bear that gets in your way. The challenging terrain can be scenic but is broken up and difficult to navigate. Allied Timber has to be self-sufficient and be able to get their wood out to market by either off-road log truck, highway log truck or barge. Loggers spend time in permanent camps which cuts down on the commute but means they're enjoying a spartan bunkhouse with coworkers.

As Barnes puts it "there's no headaches when everything is consolidated and you know where the crew is."

UP TO ALASKA

Many of Allied's loggers from out-of-state come from the Pacific Northwest, flying in to Ketchikan by jet and then either a small plane, helicopter or small boat to the camp.

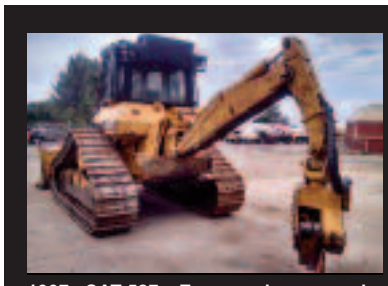
"Logging up here is the way it was in Washington in the late 70s-80s," Barnes said. "Big wood logging."

Barnes is from Joyce, Washington, a town 16 miles from Port Angeles on the Washington peninsula in Clallam County. His grandpa was a hook tender until he was 67. Barnes grew up in the industry since his father was a cutter and he even worked alongside him.

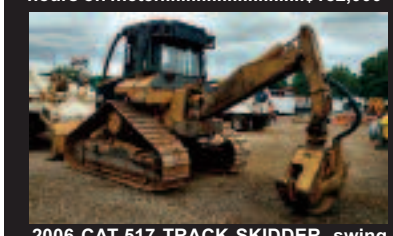
In 1978, Barnes' father was killed out in the woods. George continued cutting and worked for his brother Pete Barnes from 1977 until 1984.

(Continued on Page 15)

See "Allied"



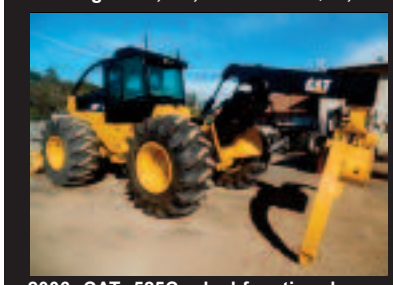
1997 CAT 527, Esco swing grapple, bunching grapple, 6-way dozer, tri-rails, near-new V-Trac rails/sprockets, 15,075 hours on meter.....$152,000



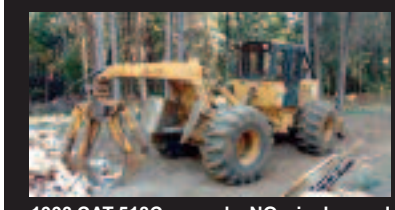
2006 CAT 517 TRACK SKIDDER, swing grapple, good UC, cab, approx. 2,400 hrs on trans & torq, 2,000 hrs on fuel pump work, etc. good unit, 11020 hrs..$150,000



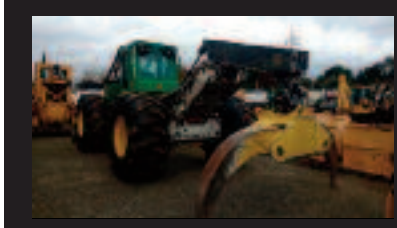
2006 JD 748G III, dual-func hyd, grapple, decking blade, AC, 30.5 tires.....$77,500



2006 CAT 525C, dual-function boom, grapple, winch, 2 NEW and 2 very good 30.5 tires, cab, AC, 8,745 hours, runs & shifts well.....$89,500



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



2010 JD 648H, dual-function boom grapple, 4 new 26-ply tires, good running machine, 7,903 hours.....$95,000

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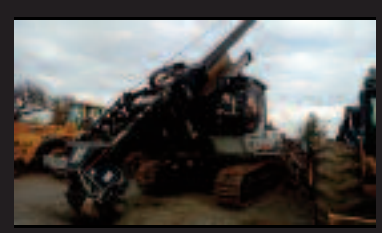
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www.mpiequipment.com



1996 CHRISTY 3DTK YARDER, 6 cyl. Cummins, 2,000' 3/4" swedge skyline, approx. 2,000' 5/8" mainline, haywire, guy lines, NO carriage, 75mhz radio system, approx. 6,500 original hours, mounted on Freightliner w/Cummins, heavy 2-speed rear ends, biscuit suspension, good clean unit, yarded logs until October 15, 2015, owner is downsizing, call for location.....$75,000

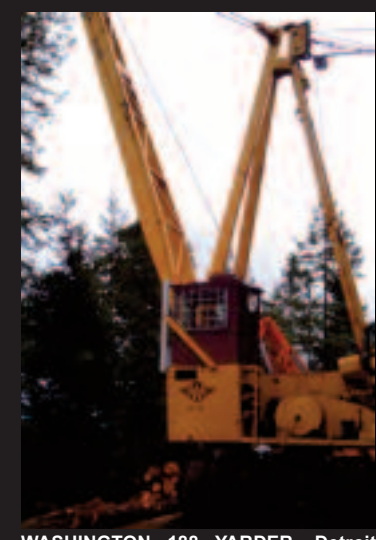


2002 PRECISION HUSKY 66-23, Husky XL-175 loader, CAT 3412, 700/750 hp, Tier I, joy sticks, twin-disc clutch, feed table w/feed chain, cab, 12 new tires, good brakes, fresh oil, new paint, recent injectors, one owner, was working daily, 11,141 hours.....$99,500



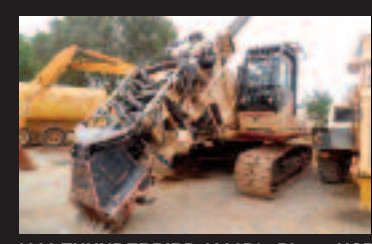
2006 LINK-BELT 240LX STROKE DELIMBER, Pierce Delimbinator upper, 16,000 hours, working until 12/2015, good for age and hours.....$62,500

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



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

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



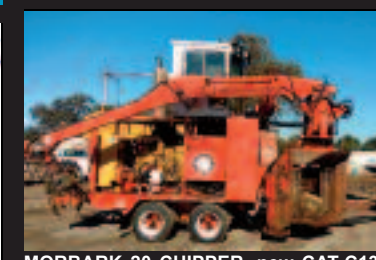
1999 THUNDERBIRD 1236DL, Pierce HSD 3345 upper, good working order, just off job, estimated 17,062 hours, consigned, call for location.....$52,500



2005 JD 759G FELLER BUNCHER, saw head, good undercarriage, JD engine, tilt cab, just off jog, 12,280 hours (325 hours since pictures were taken), consigned, call for location.....$90,000

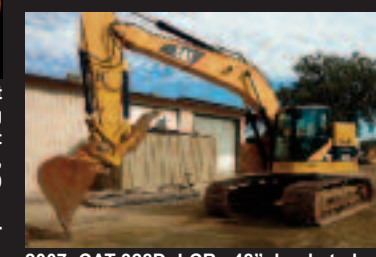


2005 ZEHR HG4000 GRINDER, early Diamond Z, 2009 CAT C27, Tier II, 1,050 hp, remote, stacking conveyor, 8 NEW tires, good brakes, twin-disc clutch, hamermill approx. 62" x 17", approx. 85,000 lbs. w/o tractor.....$129,500



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

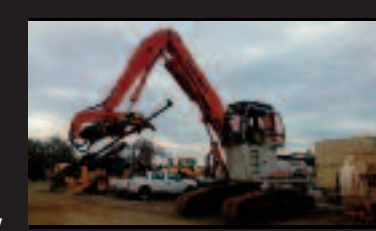
NEW HEEL RACK FOR CAT 330FM OR 568FM, unused, with some pins.....$7,500



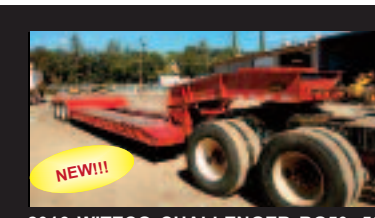
2007 CAT 328D LCR, 48" bucket, hydraulic thumb & QC, auxiliary hydraulics, 10'6" stick, very good condition, 6,148 hours.....$136,500



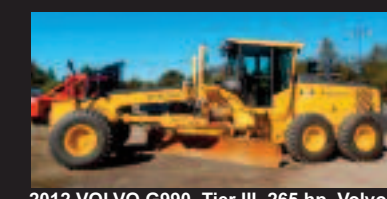
2007 CAT D6T XWVP, 6-way blade, very good undercarriage, 9,834 hours, nice unit for age and hours.....$105,000



2006 LINK-BELT 240LX LOG LOADER, Pierce boom & grapple, high & wide, working until 12/2015, good unit, 16,000 hours.....$75,000



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



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

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

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

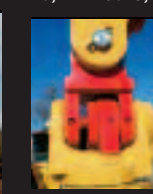
1964 CAT 12E, 12' board, shop-built push block, cab, 14:00 x 24 tires, clutch, electric start, 2 broken windows, runs well for age.....$11,000



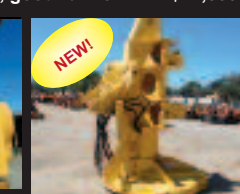
2013 CASE 621F, 3rd valve, JRB QC, 3.5 yard bucket, new 20.5x25 26-ply tires, AC, heat, 2,943 hours, lease return-clean.....$95,000



2004 CAT 966G II, CAT QC w/smooth-edge bucket, good 26.5x25 tires, cab, AC, 13,112 hours, good runner.....$77,500



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NEW JD FS24, 24" cut, 360 degree rotation, 8,380 +/-lbs, fits JD 959J + others.....$50,000



TIGHT FIT

This isn't running the yarder down the freeway on I-5 in Washington State. Nope, ground in southern Alaska can be steep, rocky and broken up. Getting a yarder up to the landing can be a tight squeeze for Allied Timber. Allied makes their own roads when needed, using drills, powder and plenty of rock to access timber around the area.



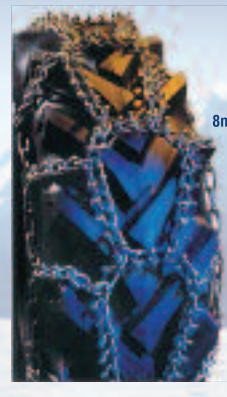
BIG TRUCK

Allied typically works for Sealaska Timber Company which was founded in 1979 and owns 362,000 acres of surface land. It has marketed more than 3.5 billion board feet since its inception. The earnings help the more than 22,000 Tlingit, Haida and Tsimishian people of southeast Alaska who are the native shareholders.

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“You’re in the wild with the bears everywhere, there’s deer and wolves, there’s fish in the creek,” Barnes said. “You take all the people out of Washington and it would be like Forks, Wash. in the 70s and 80s.”

GEORGE BARNES



ON THE WATER

Olson Marine Tug and Barge Service works during the season for Allied. Jake Sharp primarily works on a tug too but when he’s not on deck he’s helping out with whatever needs done including operating shovel. It’s a tight squeeze in southern Alaska so sometimes the best way to move logs is to barge it out from where it was logged.

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BIG LOADS
A three-log (and some change) load is somewhat normal for Allied. "We're a complete beach-to-landing operation so we have to build our own sort yards and campsites," Barnes said. Hauling on these roads are three off-highway trucks and six highway trucks for the company.

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ON THE ROAD
Barnes' daughter Candace drives log truck (above) and Dale P. Dagnon runs Allied's new CAT 568 shovel. Allied has shop trucks that drive around to locations, with semi-retired Andrej and Cory Raichl serving as the main mechanics. Barnes does a lot of maintenance himself and admits his position is basically to fill in where needed in the company.



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Allied

(Continued from Page 9)

"Pete probably shaped my future more than any one person," Barnes said. "We cut all over the peninsula."

George began coming up to Alaska for stretches to do cutting in the late 1980s. He has worked for White Stone Logging, Evergreen Logging and Ben Thomas. Now a siderod at Allied, he understands how hard it is to get guys to come up to Alaska consistently. The difficulty of terrain probably doesn't earn any admiration either from loggers.

"The biggest change through the years has been the workforce," Barnes said. "For a lot of guys, it's the camp life that gets to them. The logging is the same but with more rain and bugs, 90 percent of the guys that don't make it don't like the camplife."

For some people and Barnes, it was a good fit. Several coworkers have also been with Barnes in camp for years.

Barnes bought a house in Alaska and has been up there ever since. A very good friend died in 1999 while cutting and that caused him to take pause and make an adjustment.

IN THE DRIVER'S SEAT

"I ran equipment for Ben Thomas so I got experience in

(Continued on Page 16)
See "Allied"



Rigging Shack

(Continued from Page 7)

The bugaboo of Compaction and its companion Erosion also plagues these fleet four wheel rubber tired ground skidding machines. After that the short tower skyline machine made its entrance and this became an instant hit for 'thinning'.

Another machine made its entrance into the logging scene and that is the track machine that has a lot of track for its weight and thus exerts low pressure upon the ground. Another instant hit.

All the machines, crawlers, wheel skidders and low pressure track machines are working every day. Many logs are produced with these rigs and I predict they always will be.

The days of choosing your own logging machines that you think is best fitted for the upcoming job is probably over. But not altogether. Although the logging operator no longer has much control of the engineering or the laying out of the job he still does have some control of method of logging --- but less control every year it seems. The logger cannot choose the best machine to do his logging the quickest and cheapest --- in all cases.

We mentioned two things, Compaction and Erosion, and now there is another one coming along; 'Energy Efficiency'. It is said that all future bookkeeping will have a notation in it that measures energy efficiency. The amount of fuel required to skid a thousand feet of logs.

I have been told that the big helicopters use as much as 500 gallons of fuel per hour. Some of the smaller skidders may run all day on 30 gallons or less of fuel. Of course the fuel useage per hour must be divided into the production per hour in order to arrive at a fuel efficiency factor.

I wouldn't be surprised if the fuel efficiency of ground skidding machines is going to change some thinking in the minds of our government people.

Maybe we are on the road back to logging the most efficient way.

Do you suppose that would ever happen?



Allied

(Continued from Page 15)

running shovel and cats and just about everything else," Barnes said.

So when he wanted to make the full shift to running equipment, Barnes went to work 12 hours a day, seven days a week.

"You either sink or swim in logging so I must have picked it up, I'm still here," he said.

Allied Timber LLC has six Cats ranging from D-6 to D-8, one grader, six or seven shovels of that are Doosans, Link-Belts and a new Cat 568. They also have two front-end loaders, five excavators, eight log trucks and one drill with an enclosed cab.

Since most of the work is high lead, Allied runs two sides with one Madill 071 and a Skagit 739 yarder.

"We're a complete beach-to-landing operation so we have to build our own sort yards and campsites," Barnes said.

Pat Dagnon and Jeff Lillie run log shovels while Jerry Riddle is a hoe operator for the company. Terry McNally is the yarder engineer for the 739 and can operate them all. Tim Puett is a drill operator and handles the powder for blasting. Jeremy Taylor helps out with the drilling. Mitchell Barnes is a front end loader operator, unloading log trucks, sorting and stacking in the yard and loading the barge with loose logs.

The work is challenging but nothing that hasn't been done be-

(Continued on Page 18
See "Allied"



LOADING UP
Here is Jake Sharp in action running the loader. Allied Timber LLC has six Cats ranging from D-6 to D-8, one grader, six or seven shovels that are Doosans, Link Belts and a new Cat 568. They also have two front-end loaders, five excavators, eight log trucks and one drill with an enclosed cab.







CAMP LIFE

Truck the logging dog keeps everybody in line. (Left) Kim Darvell making homemade chicken soup at the Cleveland Peninsula camp for Allied Timber.

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LOG LOADERS

2013 Cat 324DFM, w/Cat grapple, 9,900 hrs, auto greaser, good u/c, xlent cond **$180,000**
2012 Cat 568, w/Cat grapple, 9,400 hrs, auto greaser, very nice loader **$280,000**
2013 Cat 568, w/Cat grapple, 8,200 hrs, xlent loader **$270,000**
2012 Cat 568, w/Cat grapple, 10,300 hrs, auto greaser, good cond **$265,000**
2013 Cat 320DFM, w/Cat grapple, 5,500 hrs, new u/c, xlent cond. **$190,000**
2008 Cat 320DFM, w/Cat grapple, 17,200 hrs, good u/c, new pump, auto lube system, good u/c.**$100,000**
2006 Madill 3800C, w/grapple, 17,000 hrs.....**POR**
2015 Doosan DX300LL, w/Jewell grapple, 2,000 hrs, like new cond.....**$232,500**
2013 Doosan DX300LL, w/Jewell grapple, 5,000, w/added grapple pump **$190,000**
2005 Doosan 300, w/Jewell grapple, rblt motor & cyl .....$**92,500**
2005 JD 3554, w/Jewell grapple, 16,000 hrs, recent pump, low hrs on motor, good u/c **$120,000**
2012 JD 2954LL, w/ Pierce grapple 5,400 hrs nice machine **$200,000**
2006, JD 2054LL, w/Tong thrower package and Jewell grapple, recent u/c, 15,700 hrs.....**$117,500**
2012 Hitachi ZX-290, w/Jewell grapple, 9,500 hrs.....**$180,000**
2013 Hitachi ZX-240, w/Pierce grapple, forestry cab, 7,000 hrs, new motor, xlent cond.**POR**
2004 Link Belt 240 LL, w/Pierce grapple, 20,000 hrs, recent pump.....**$50,000**
2002 Komatsu 300, w/Pierce grapple, 20,000, good u/c.....**$65,000**
2008 Kobelco SK 350, w/Jewell grapple, 11,500 hrs **$115,000**

DELIMBERS

2010 JD 2154, w/2010 Waratah 622B, 6,000 hrs on motor & pump, very good cond.....**$109,000**
2007 JD 2054, w/07 Waratah 622B, recent motor & pump, rebushed head **$69,500**
2007 JD 2054, w/07 Waratah 622B, new motor, rblt head & new u/c **$90,000**
2005 JD 3554, w/2005 Waratah 624, completely rblt head, new pump, low hrs on motor, good u/c**$147,500**
2013 JD 2954, w/2013 Waratah 624C, 8,000 hrs, very nice.....**$299,000**
2000 Cat 330B LL, w/04 Waratah 624 Super, low hrs on new motor & pump **$87,500**
2013 Link-Belt 290X2, w/2013 Waratah 623, full rotation, 6000 hrs, very good condition.....**$390,000**
2013 Link-Belt 240X2, w/2013 Waratah 622B, 3,900 hrs **$410,000**
2012 Link-Belt 290X2, w/2012 Waratah 623C, 8,000 hrs, on road builder front **$255,000**
2006 Link-Belt 240LX LL, w/06 Waratah 622B, new drive motors & bushing in head, rblt motor, 18,500 hrs**$135,000**
2007 Hitachi ZX350 LL, w/05 Waratah 624, 15,500 hrs, recent pump, good cond..**$140,000**
2004 Hitachi 330, w/2012 Waratah 623C 8,000 hrs on head 12,000 on carrier road builder front .**$150,000**
2006 Hitachi 200, w/06 Waratah, 17,000 hrs, road builder front **$67,500**
2004 Komatsu PC300, w/04 Waratah 624 Super, 19,000 hrs, good u/c, 2000 hrs rblt motor, recent pump**$130,000**
2016 Doosan 225, w/Pierce GP, low 700 hrs on carrier, like new cond, 3000 hrs on GP head **$335,000**
2003 Neuson 182 MHT, w/Logmax 5000, tilting carrier, work 60% slope, boom 32' reach, w/blade ..**$132,500**
2006 Waratah 622B, w/comp & controls, good cond.....**$45,000**
2013 Pierce GP, w/controls & comp., 2,500 hrs **$95,000**
2004 Waratah 624 Super, w/comp & controls, recent drive motor and bushings, good cond **$50,000**
2002 Cat 325C, w/02 Waratah 622.....**$59,500**
1999 Cat 322B, w/2004 624 Waratah, auto greaser on carrier and head, extended frame **$145,000**
2010 Cat 324DFM, w/Pierce 3348, xlent cond, 14,000 hrs.....**$145,000**
2001 Cat 320B, w/DT 4400, recent repairs & spare parts, 14,000 hrs.....**$80,000**
2013 Link-Belt 290X2, w/Denharco 4550, xlent cond, 8,900 hrs, new boom avl. **$297,500**
1998 T-Bird 1236, w/DM 3500, good running limber **$35,000**
2005 Madill 1236, w/DM 4400, good u/c, recent bushings, nice cond.....**$85,000**

ROAD BUILDERS

2013 Cat 325DFM, w/digging & clean out bucket, 2800 hrs.....**$290,000**
2006 Cat 325C, w/heel & grapple, digging & clean-out bucket, 7,000 hrs, xlent cond **$140,000**

BUNCHERS

2005 Tigercat LX830, rblt 23" saw, good u/c, recent repairs, 17,000 hrs **$130,000**
2007 Tigercat LX870C, 23" Tigercat 5702 saw, new Cummins power, good u/c, 10,100 hrs, xlent cond ..**$175,000**
2016 Tigercat LS855D, w/5195 felling saw, Summit tethering ele. Installed, only 900 hrs, like new cond....**POR**
2012 JD 959K, w/FR24B 360 rotation saw, new u/c, 5,000 hrs, 1,000 hrs on new motor.....**$265,000**
2007 Madill T2250C, w/24" 350 rotation, 13,200 hrs, recent motor, pump, u/c, saw motor & disc **$165,000**
2010 Timber Pro TL35-B, w/Quadco 2900-360 rotation, 6,500 hrs, good u/c.....**$260,000**
1993 Timbco 425, w/bar saw, new u/c & pumps.....**$49,000**
1999 Timbco 445D, w/32" bar saw, runs good, exlent u/c, recent motor & pump **$67,500**
Cat 2440, hot saw, 24" saw, 40 degree tilt, new bearing **$12,500**
2005 Timbco 445EXL, w/Quadco 2900-360 rotation, 11,000 hrs, receent u/c, motor & pump.....**$160,000**

SKIDDERS & DOZERS & GRADERS

2010 JD 748H, bunching grapple, dual fnctn boom, rears 90%, front 30%, 1 set chains, 5200 hrs .**$145,000**
2006 JD 648G III, dual fnctn bunching grapple, 8,000 hrs, good cond, new rubber on back **$85,000**
2004 Cat 525B, swing boom, bunching grapple **$85,000**
2012 Cat 517, swing boom, only 2,800 hrs, auto lube system, new rails & shoes, like new cond **$250,000**
Cat D4H, fixed boom w/winch, good u/c, 8000 hrs **$70,000**
Dresser TD15, w/grapple, single fnctn boom, w/tilt blade, good u/c, nice dozer **$28,000**
Cat D7F, w/multi shank ripper, w/tilt blade **$36,000**
Cat D7F, w/winch $25,000

YARDERS & SWING YARDERS

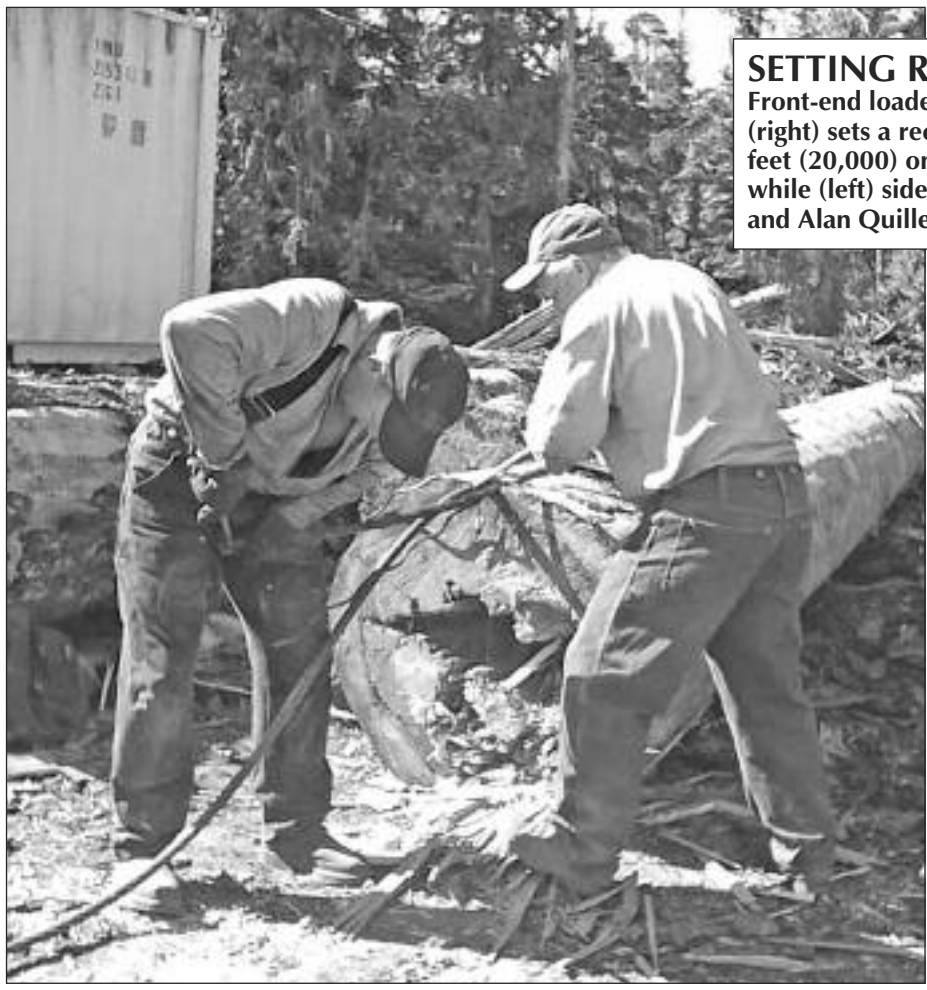
Madill 122, just completed major rebuild, 8V92 power, 3 guyline.....**$375,000**
Washington 78SL, 3 guyline, rblt Detroit 6V71T power, good u/c, nice cond, run all logging systems .**$140,000**
Diamond D425, Cummins power, 3 guyline, very good lines, xlent yarder, low hrs .**$680,000**
Madill 171, Cat power, hyd u/c and jacks, good lines.....**POR**
Madill 071, rblt Detroit 8V92T & torque, 4 guylines, good u/c, high speed gear, w/ lines.....**$119,000**
Can outfit w/new Cat 325 u/c, 4 speed trans, 70' Telescoping tube, 5 guylines
Madill 071, Detroit 8V92T Silver, 2 speed trans Eaton, water on all drums, 1 1/8" yarder.**POR**
Madill 071, Detroit 8V71, 3 guyline, exlent u/c, good lines.....**$85,000**
T-Bird TMY 40, Cat 518 mount, Cat power, rblt drum set, 4 guyline, c/w Eaglet & new radio set **$165,000**
Skylead SC40, trl mount, Cummins power, water on haulback, c/w rblt Eaglet car & rigging.....**$115,000**
Christy 3D, trl. mount, Cummins power, Allison trans, 50' tower, w/ Eaglet car .....$**55,000**
T-Bird TMY 45, trl mount, rblt Cummins power, c/w Eagle 2 car & rigging, M-123 GI truck avl.....**$85,000**
T-Bird TMY 90, self prop T100HD, 7 guyline, 1"3/8, recent rblt Cummins KTA, good lines.....**$425,000**
T-Bird TMY 45, self prop on rubber, rblt 903 Cummins & torque, good lines, ready to log.....**$85,000**
Skagit BU84C, trl mount T100, 7 guyline, Cat power.....**POR**

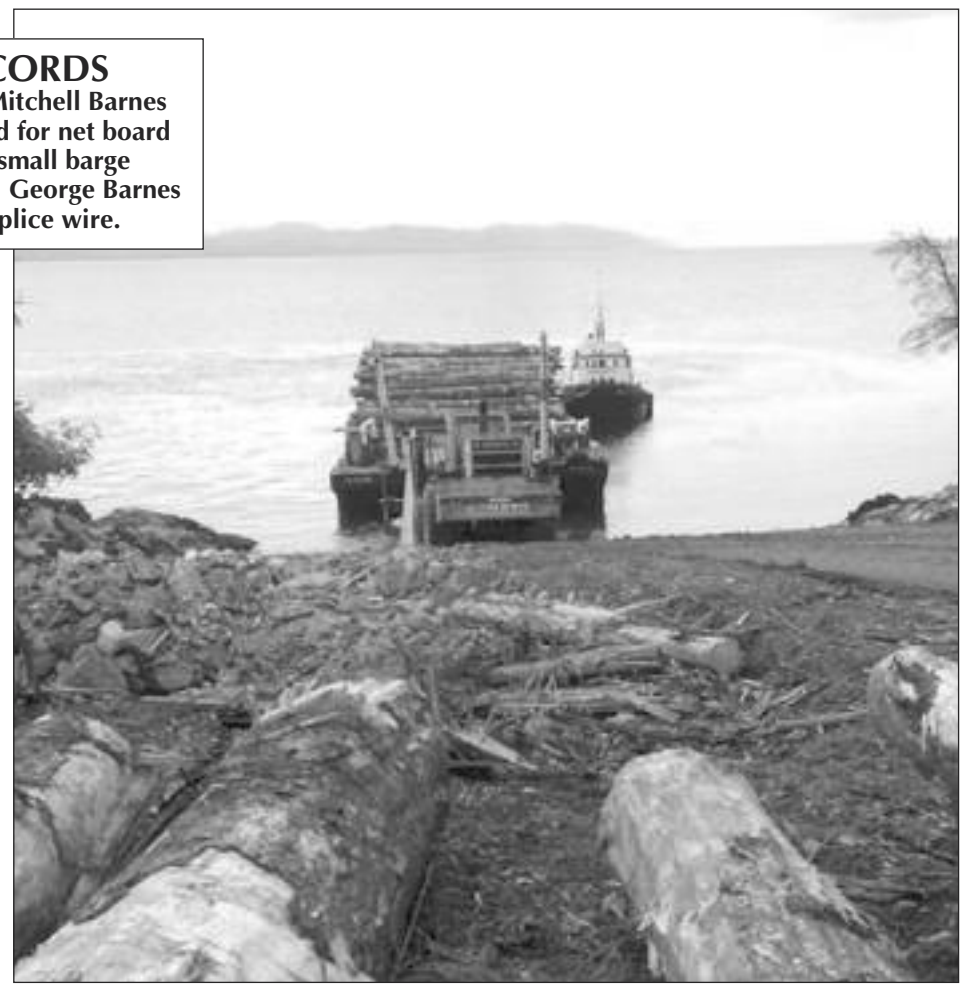
MOTORIZED CARRIAGES

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

TRUCKS & FIRE TRUCKS

2015 KW T800, 14K miles, w/Cummins ISX 550 hp, Pederson trl w/pole, reach, stinger.....**POR**
1991 International 9300, 16' Alum box, steel bottom, rblt Cat 3406B, 18 speed, Dt 402 rears & Hendrickson springover, 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**
GMC 7000, Detroit diesel power, w/500 gallon tank, live reel, tools.....**$7,000**





SETTING RECORDS
Front-end loader Mitchell Barnes (right) sets a record for net board feet (20,000) on a small barge while (left) siderod George Barnes and Alan Quillen splice wire.

Allied

(Continued from Page 16)

fore, Barnes said. The thing with Alaska is it's a combination of swampy lowlands with broken up sidehills where the trees are. This means the operation has to reach far out to get the logs. They also have to use rigging techniques that are sometimes out of the ordinary.

"Flat land is a premium," Barnes admits. "You never have a big enough landing when you need it."

Primarily operating in the Prince Wales, Ketchikan region - weather has been mild for years but can provide plenty of environmental challenges to keep you on your toes, Barnes said.

"When we were logging on the Cleveland Peninsula there was no protection from the wind coming through the straight," Barnes said. "The kicker was you had no protection from either direction so there was just nowhere to hide from that wind."

NOT A NORMAL DAY

Logging isn't normal by default. You'll hear lots of guys say they enjoy how the job challenges them from day to day. Logging for Allied Timber is no different.

Allied typically works for Sealaska Timber Company which was founded in 1979 and owns 362,000 acres of surface land. It has marketed more than 3.5 billion board feet since its inception. The earnings help the more than 22,000 Tlingit, Haida and Tsimishian people of southeast Alaska who are the native shareholders.

Camp life means that guys don't have to make long commutes. Living nearby the job means usually it's only a half hour to get to work. Camps usually consist of 8.5" by 20" buildings with a bedroom and a dry room for occupants. There's also a central dining hall with a TV and a chance to play cards or other games with coworkers after work. Camps are usually around for several years to a decade. In years past some were set up for families but this is not as common anymore.

"It's a pretty solitary life," Barnes admits.

Working in the office for Allied is Rebecca Jaggers, making sure things are running smoothly by daily office duties schedul-

(Continued on Page 20)
See "Allied"

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

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

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

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

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

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PUTTING IN A CULVERT

"Sometimes you end up with more rock than you can stand," George Barnes said. The land around Ketchikan is broken and remote so they have to build roads to get to their jobsites and they have to do that by blasting. With one drill they're able to get into rock that eventually turns into smaller rocks they can use on the roads. When they've got to go through rock, Tim Puett is a drill operator and handles the powder for blasting. Jeremy Taylor helps out with the drilling. As you can see here, even digging down to make a culvert runs into plenty of rock. "Flat land is a premium," Barnes admits. "You never have a big enough landing when you need it." Primarily operating in the Prince Wales, Ketchikan region - weather has been mild for years but can provide plenty of environmental challenges to keep you on your toes, Barnes said. Excavator operator is Jerry Riddle



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ing flights to and from camp and running parts. Rosa Clapshaw does cooking and helps maintain the bunkhouses, while Cindy Rogers does the breakfast cooking. Kim Darvell has been the backup cook and emergency call-in cook.

The land is broken and remote so they have to build roads to get to their jobsites and they have to do that by blasting. With two drills they're able to get into rock that eventually turns into smaller rocks they can use on the roads.

"Sometimes you end up with more rock than you can stand," Barnes said.

Hauling on these roads are three off-highway trucks and six highway trucks for the company.

Barnes' daughter Candace drives one log truck Chris Biar and Billy Anderson also drive truck and do wrenching. Larry Simpson is a truck driver and cat skinner for the company as well. Scott Loghry also doubles as a truckdriver and shovel operator. Olson Marine Tug and Barge Service works during the season for Allied. Jake Sharp primarily works on a tug but when he's not on deck he's helping out with whatever needs done including operating shovel.

Jason Clapshaw is on the road and drives dump truck.

Allied has shop trucks that drive around to locations, with semi-retired Andrej and Cory Raichl serving as the main mechanics. Barnes does a lot of maintenance himself and admits his position is basically to fill in where needed in the company.

"There's no normal day, you're mechanicing, you're welding, shovel logging," he said. "If something has got to get done, it's just got to get done."

KNOWING EVERYBODY

Since Alaska only has about four companies of large size in the state, Barnes said, the workforce is small and you get to know everybody in the industry real quick.

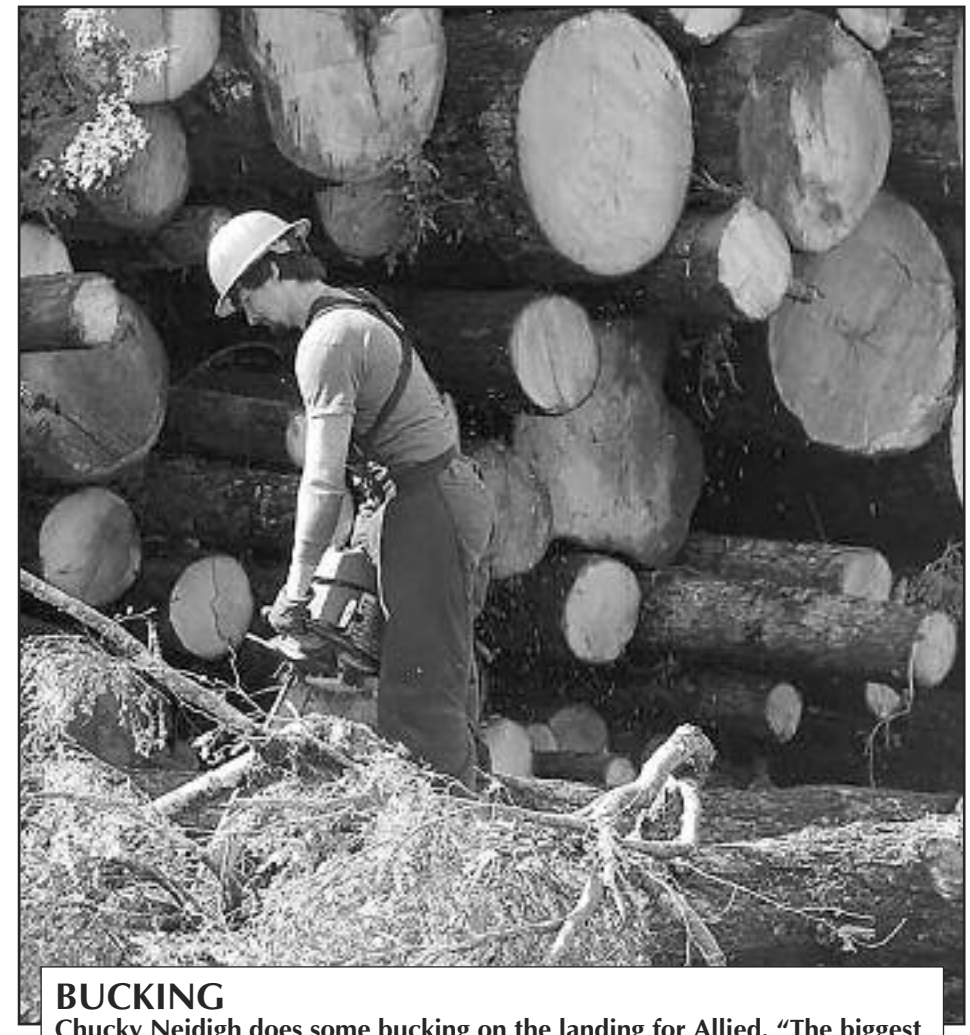
"We all trade off knowing or not," Barnes said. "Sure there are new people but you have pretty much heard of everybody or know them."

Matt Bliven tends hook for Allied, while Jake Weeldreyer pulls rigging and Jerry Wright, Alan Quillen, Chuck Nidigh are chasers. Levi Merrit also works on the rigging for the company.

Tongass Cutting, owned by Bob Byers, contracts out for the company to fall the trees.

"You're in the wild with the bears everywhere, there's deers and wolves, there's fish in the creek," Barnes said. "You take all the people out of Washington and it would be like Forks, Wash. in the 70s and 80s."

They haven't been able to take Barnes out of Alaska yet, as he's been there since 1999. It might be a tougher go up in the largest US state, but it's a way of life.



BUCKING
Chucky Neidigh does some bucking on the landing for Allied. "The biggest change through the years has been the workforce," Barnes said. "For a lot of guys, it's the camp life that gets to them. The logging is the same but with more rain and bugs, 90 percent of the guys that don't make it don't like the camplife." For some people and Barnes, it was a good fit. Several coworkers have also been with Barnes in camp for years.

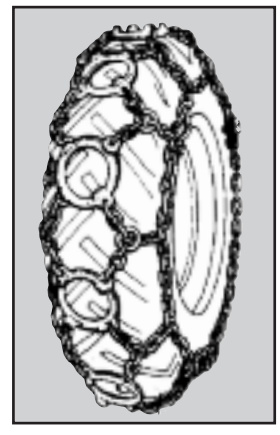
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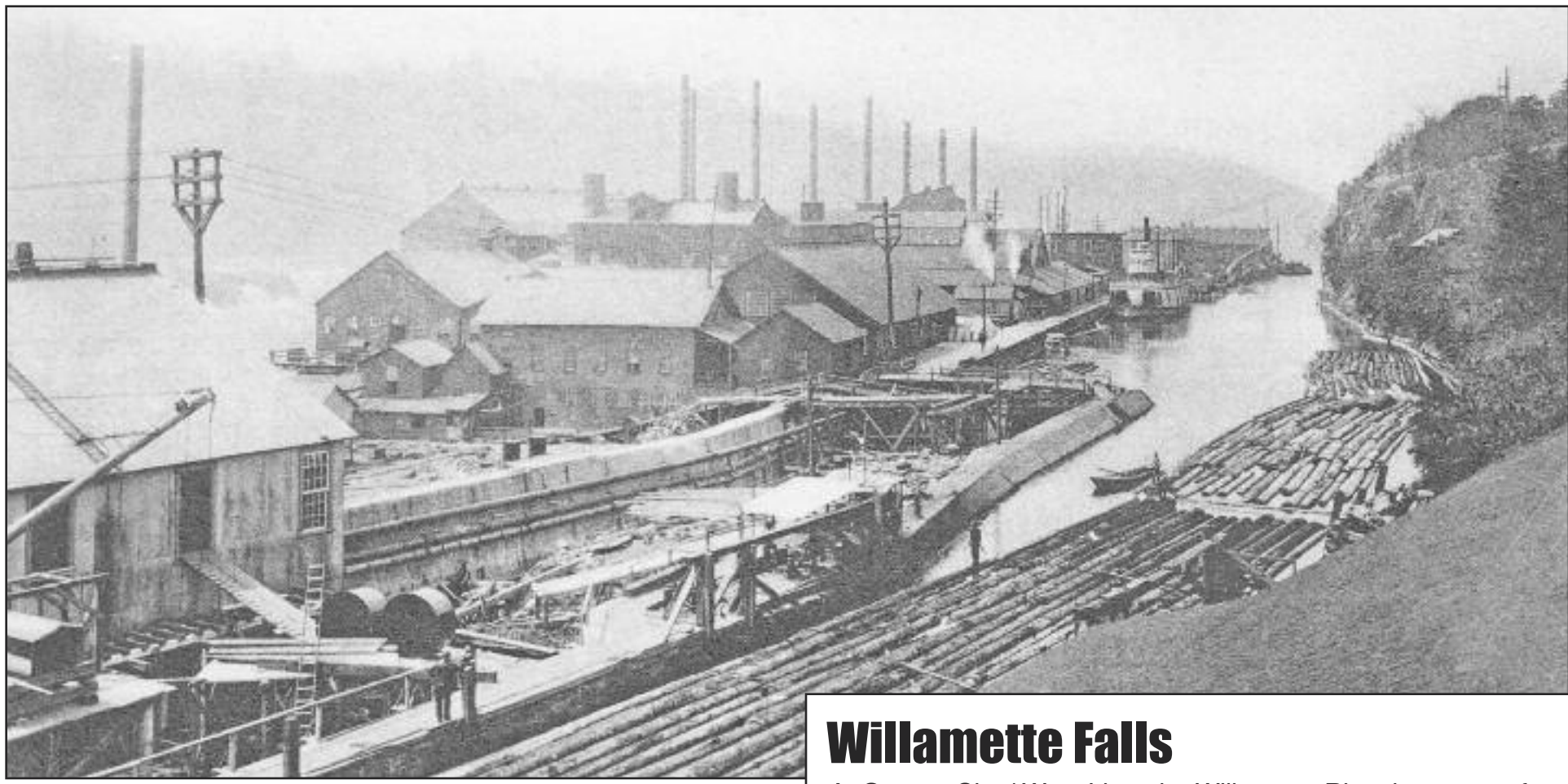
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Willamette Falls

At Oregon City / West Linn, the Willamette River has a set of falls in it. To allow boat traffic around them a canal with locks was constructed on the West Linn side of the River. This left the Crown Willamette Paper Mill out on an island, a very unusual mill site to say the least. This old picture shows log rafts going down stream past the upper end of the mill. The river's current is pushing the tail end of the raft towards the bank. The small boat usually carries a couple of men who would go out on the raft to make adjustments as necessary to keep the raft from fouling on objects in the river.



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How We See It...

Happy Holidays

by DannyRuctor

It is always difficult to try and speculate what might happen between the time that this editorial is written and then goes to print 30 to 45 days later, and this is one of those particularly difficult times when the elections have been held and yet as of this writing we do not know the outcome.

Regardless, we will have to work with whatever President and administration that is elected, and our issues will not go away simply because one political party defeated the other in the Presidential race. Let's just hope that whomever is elected will listen to the will of the people and place their values and needs over that of any party.

As you read this, the staff of the American Loggers Council has already made plans to visit DC in mid-December to get an idea of what the transition might look like from one administration to the next, and to see if there is a better opportunity to work across the aisle in completing legislation in the 215th Congress set to begin work in January.

Just because the American Loggers Council is working for you, doesn't mean that you shouldn't be involved in what's happening. Regardless of the results in the November election, we need all hands on deck with loggers engaged at the grassroots level to get the policy changes we need and ensure our industry is prosperous for the future.

We have many issues to deal with for the industry, including truck weight reform on the Federal Interstate Highway System, attracting and retaining employees to the logging and log trucking industry, working to develop and support markets for the products and services we provide, and ensuring that our Federal Timber lands are sustainably managed to support a viable timber sale program that would help the many timber dependent communities across the Nation.

While these are some of the issues, we know that there will be many more to contend with in the future as we strive to tell our story to the public where they will have a better understanding of what we do and why we do it. Here at the American Loggers Council, we will do our best to keep the public informed of your professionalism in harvesting timber and dedication to protecting the environment as you continue to provide the fiber that is consumed on a daily basis by those that do not know its true source or the people that work tirelessly to provide it.

Many of you will be able to be with family and friends this Christmas, and it is justifiably right that you, as a member of this invisible industry, come out of the woods and take the opportunity to enjoy the companionship and fellowship of those that appreciate what you do and keep you going.

God bless, and have a Safe and Merry Christmas!

Log safe!

Danny Ructor is the Executive Vice President for the American Loggers Council with offices 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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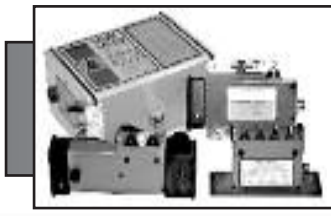
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Summary Judgment....

King Obama Is Immune from His Subjects' Equal Protection Lawsuits

by William Perry Pendley

Just when you thought the lawlessness of the most lawless administration in the history of the Republic could not get worse, the U.S. Department of Justice files another legal brief and it does. Thus it was that, in response to a class action lawsuit by as many as 3,500 ready-to-hire, air traffic controller (ATC) applicants whose names were "purged" so the Federal Aviation Administration (FAA) could hire based on race, federal lawyers asserted their clients were immune from liability for denying constitutional equal protection because of the doctrine of sovereign immunity. In other words, they are protected by the legal maxim rex non potest peccare, which means, "the king can do no wrong."

Beginning in 1991, the FAA collaborated with universities and colleges to create 36 accredited degree programs in diverse Collegiate Training Initiative (CTI) schools. Then, the FAA hired those with CTI program degrees, references from CTI administrators, and "well qualified" rankings on the challenging Air Traffic Selection and Training exam (AT-SAT)—a validated, proctored, eight-hour, computer-based test. In 2013, however, to achieve racial diversity—notwithstanding that nearly 12% of those attending CTI programs were African Americans—the FAA abandoned that program, "purged" its files of the 2,000 to 3,500 CTI graduates, and began hiring any English-speaking citizen with a high school diploma, while screening new applicants to ensure their racial "diversity."

In late December of 2015, Mountain States Legal Foundation (MSLF) responded with a class action lawsuit in Arizona federal district court on behalf of those who had satisfied the FAA's time-tested and rigorous tests for their employment as ATCs but whose names were purged after the FAA announced minority hiring plans. The lawsuit charges violation of the Equal Protection Component of the Due Process Clause of the Fifth Amendment and Title VII of the Civil Rights Act of 1964. The class is represented by Andrew J. Brigida who holds two B.S. aviation degrees from Arizona State University and scored 100 percent on the AT-SAT. MSLF filed an amended complaint in April of 2016 and a second amended complaint in August of 2016, following congressional action that did nothing to remediate the constitutional and statutory injuries suffered by its clients. That is when federal lawyers responded that their clients were like "kings."

Everyone is familiar with William Blackstone's famous aphorism, "That the king can do no wrong, is a necessary and fundamental principle of the English constitution," but what does that have to do with us on this side of the Atlantic, we who revolted against a "God-King" with the words "all men are created equal," broke free, and created a constitutional Republic? As it turns out, precious little. In 1996, Justice John Paul Stevens wrote that sovereign immunity is a judge-made doctrine that has been "thoroughly discredited" because it is founded on the notion "that a divinely ordained monarch 'can do no wrong.'" Not surprisingly, "Sovereign immunity…is a right that cannot be found in the text or the framers' intent," wrote recognized legal scholar Erwin Chemerinsky.

More importantly, whether the federal government is subject to the Constitution's guarantee of equal protection was asked and answered in 1995. In a reverse discrimination lawsuit brought by a small family business that installed guardrails on federal highway projects, federal lawyers argued that the federal government was exempt from the equal protection clause because of its responsibility to rectify racial injustice. The Supreme Court rejected that notion. Justice O'Connor wrote for the 5-4 majority, "[A]ll governmental action ['by whatever federal, state, or local governmental actor'] based on race...should be subjected to detailed judicial inquiry to ensure that the personal right to equal protection of the laws has not been infringed." Adarand v. Peña, 515 U.S. 200, 227 (1995). Concurred Justice Scalia, "In the eyes of government, we are just one race here. It is American." Id. 239.

Another day, another legal filing, and yet another unconstitutional assertion by the Obama administration.

Mr. Pendley, a Wyoming attorney, is President and Chief Legal Officer of Mountain States Legal Foundation and a regular columnist in Loggers World.



BLAST FROM THE PAST

BY QUINN J. MURK FOR LOGGERS WORLD

CONTACT QUINN: VIA EMAIL ktmurk@centurylink.net • Or by Mail at: P.O. Box 319, Siletz, OR 97380

Wheeler, OREGON

Wheeler, Oregon on the Nehalem Bay used to be a company town, owned by none other than the Wheeler Lumber Company. This picture shows the car unloader getting ready to kick off a load from a flat car. A lot of logs were hauled by flat cars in the Pacific Northwest, especially when they had to go over some mainline common carrier railroad tracks which this one did. The cars would come out of the woods, where they were switched onto the "Punk Rotten and Nasty" railroad, as it was locally called.



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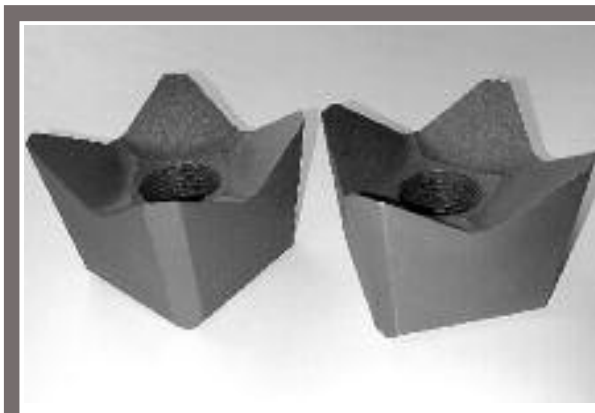


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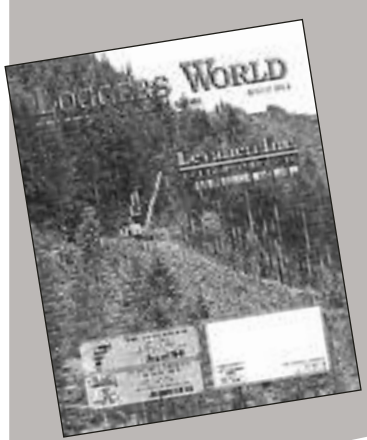
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