

# Loggers World

VOLUME 49 NUMBER 1

SEPTEMBER 2014

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## AMERICAN LOGGERS COUNCIL 20TH ANNUAL MEETING

SEPTEMBER 25, 26 & 27  
ISLAND RESORT & CASINO  
HARRIS, MICHIGAN



## PACIFIC LOGGING CONGRESS 27TH IN THE WOODS SHOW

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# Meet the new owners

Man, what a ride! In the space of 3 short months, I've gone from unemployed, to owning and running Loggers World LLC, the parent company of Loggers World and Log Trucker Magazines. I totally did not see this coming but here we are - and loving it more than ever.

I grew up in the heart of logging country, in rural Lewis County, Washington. My great, great grandparents homesteaded about 20 miles from where I live so I guess I haven't gotten very far.

I remember, as a kid, watching the logging trucks going down Highway 12 on the way to one of many nearby mills. It was normal to see large 3 log loads on the road and equipment being trucked from one place to another.

My family was, for the most part, involved in farming and raising cattle. Even though we weren't loggers our friends and neighbors were loggers and it wasn't anything out of the ordinary. Every little convenience store used to carry White Ox gloves and several brands of chew. It was what drove the economy of our little slice of paradise.

I found the love of my life while attending the local community college and got married at the ripe old age of 19. It turned out to be one of the very best things I have ever done and that was 39 years ago.

Shortly after the birth of our first child, I met someone that would change my life forever. Finley Hays showed up at our church and we hit it off immediately. We had much of the same approach to life and agreed on many, many points. I found his company both entertaining and encouraging. Many times I would get the call that said "Kevin, how about meeting me for lunch?" I had no idea how busy he was and what a privilege it was to be asked to share time with him. I just knew it was a lot of fun, and that was good for both of us.

Not too long after that, I was telling a mutual friend that I was going to start looking for a new job, as my current job involved working for a couple of unpleasant managers. The mutual friend told Finley and not too long after I got the call that would put me on the road to where I am today. "Kevin, I'd like you to stop by my office tonight," Finley's unmistakable voice said. "I'd like to talk to you about coming to work for Loggers World."

When I got there, I asked Finley what he wanted me to do for him. He told me "Loggers World needs a utility person, a person that is trained in every aspect of what we

do. This person will fill in for vacations, sick days, etc so we can keep the business running without hangups." That sounded interesting so I asked him if I could think about it for a bit. He told me to take as long as I wanted, so I went on my planned vacation thinking about what it would be like to work for Finley.

After 2 weeks, the decision was made and I started working for Loggers World. Finley made good on the training so I knew how to do everything that the business needed. What Finley didn't tell me was that

the mail and the corporation gave Mike their offer. They couldn't find common ground so the business closed.

About this time, at the urging of several advertisers, I began to consider buying and running Loggers World. It bothered me to think that Finley's dream of a magazine for the working logger was going to go away. Mike and I started talking about that and over the course of about a month, the deal to buy was put together. It took another month to get the legal details taken care of.

Many details that are critical to



**Co-Publishers Nancy & Kevin Core, and the security team of Baxter & Lulu**

he had in mind for me to replace his wife, because he wanted her to retire. Finley forgot to ask Jean how she felt about retiring. Turned out she didn't want to retire and wasn't too happy to have her replacement hanging around. I got to do some very interesting jobs until the ad salesman quit and Finley asked me to help out. I had been in sales for the previous decade so it wasn't a stretch for me. About 8 months later, Finley sold Loggers World to Michael Crouse. I worked for/with Mike for 25 years.

Fast forward 25 years to May 2014 with me. Loggers World had been having financial problems since 2008 and Mike decided it was the end of the line for Loggers World. We completed the June issue and that was supposed to be the end. As the issue was printing, a large printing/newspaper corporation approached Mike about buying the business. They convinced Mike to remove the closing notice from the June issue and re-print the June issue on their dime (without the notice and explanation) while they put together their offer. The issue hit

the business, have fallen into place so easily it's hard not to have a mental image of Finley's hand still shepherding the business from his eternal reward. I'm good with that. It makes me smile.

We came into this very unprepared financially so the first order of business was raising enough money to get started. It's very expensive to print and mail a monthly magazine. We asked a select group of readers for help with Phase 1 fund raising and the readers responded. They not only responded with financial help, but they also sent us notes of thanks and encouragement for working to save the magazines.

So that brings us to where we are now, Phase 2 fundraising to make sure the business has enough funding to stay healthy until advertising income recovers to the point of sustaining the magazine and also to help us retire some of the business debt and protect our valuable assets.

We have a real and pressing need for secure & dry storage for the 50 years worth of back issues we own.

The current building housing them leaks and water and newsprint don't do well occupying the same space.

So, that is what Phase 2 fundraising is all about. We want to make sure Loggers World and Log Trucker are around for future generations to enjoy.

## A Word from the Co-Publisher

I count it a great privilege to jump into yet another adventure with my husband, Kevin (and we've had our share in 39 years of marriage!) In some ways, this newest adventure as co-publisher of a magazine for loggers brings me full circle. I spent my first 12 years in the town of Sultan, Washington, a community nestled in the foothills of the Cascade mountains. In the 1960's, logging and related industries were very much a part of the every day life in town. I have memories of watching along Highway 2 for the trucks from the many companies that logged nearby, easily picking out the Roesler trucks that had the truck's number in the grill. This activity was good for hours of free entertainment! In those days, even if your Dad wasn't a logger, you knew several. My brother-in-law, Avery Fulcher, drove log truck - even as a child, I realized what long hours he worked! A family friend and neighbor, Johnny Van Trojen, also drove log truck. At one local parade, I was proud to be chosen to ride with Johnny in his log truck, watching his muscular arm throwing candy over the top of the truck to children on the opposite side of the street! Of course there were many other loggers that I knew, and I'm sure some of them still live in that area.

There's another way that this brings me full circle. My parents, Ward and Doris Bowden, owned the Sultan Valley News and Monroe Monitor, two weekly papers that covered happenings in the Skykomish River Valley. When I wasn't counting log trucks, I spent a lot of time in the Sultan newspaper office, always fascinated with the machines used to produce a newspaper. I'm sure I was mostly just in the way, but Dad was patient, encouraging my interest. Although the printing process has changed over the years, I'm still intrigued by it.

Over the years, I've had several rewarding jobs - church secretary, Christian school secretary, and I'm currently the Executive Director of a non-profit organization (which I'll continue to do.) Each of these jobs has provided training that will help me in my new role at Loggers World - managing the finances, working with the subscriber database, and customer service. I appreciate your patience as I work through the backlog of customer service requests. I look forward to attending logging shows and other events with Kevin, and if you see us I hope you'll come by and introduce yourself. After all, you're the reason we're doing this!



# LOGGERS WORLD

VOLUME 49 NUMBER 9

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SEPTEMBER 2014

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SEPTEMBER 25, 26 & 27  
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# Finley's Rigging Shack

"Classic"



Originally ran in August 1976

## HARD HATS

Loggers wear hard hats at their work. At least about 99% of them do. Some of them don't.

Last month in LOGGERS WORLD we showed some loggers who weren't wearing hard hats. Was told that 17 people who should of had hard hats on did not. I never counted. There were two of three or four who should have been wearing hard hats. The rest of the pictures were of loggers who were away from the logging area. Truck drivers who got out of the truck to get their picture taken - and to visit with L-W. But it don't matter - some loggers working in the operating area did not have their hard hats on.

We have caught some hell over the years from some very good people who say something like 'don't put a picture of a logging man who is not wearing a hard hat in your magazine.'

Basically our job is one of reporting what is going on in the woods. We have no control, nor do we want any, of how they do it or how they dress to do it. We just take the pictures, gather the information and try to tell it like it is happening.

My personal feeling is that anytime I'm around logging I want that hard hat solidly on my head. I'd about as soon go into the woods

barefooted as go without the helmet. I wear it when taking pictures and it is awkward working a camera with that tin pot on the dome. But I believe the unhandiness is justified. If I didn't I wouldn't wear it.

Hard hats have been in the woods for what? 20 or 25 years? Back in 1937 I borrowed a safety helmet from a coal miner friend of mine and wore it in the rigging. First day I had it on got conked by a sapling and broke the harness inside the hat. Gave me a headache but no serious injury. Without it would have drawn some blood and probably I'd of lost several days of work. So I got sold early and stayed with the protective head gear more or less steadily since then. I believe that a logger not wearing a hard hat when he should be is taking some un-necessary chances. In the logging business there are enough chances in the work without looking for more. That is my opinion and not necessarily correct - but I believe it. I think 99% is pretty good. Darned few things are perfect - and if they are they likely won't stay that way.

## MORE HARD HATS

Some years ago was doing a sto-



FINLEY HAYS

ry on an old time rig up crew. This crew had the job of moving the machinery and rigging up the wooden spar trees. Steep ground and rough country. Most of the rigged trees were raised trees. Two men were slated to hand the top guy-lines after the tree was stood up and held up with 3 buckle guys.

I wanted a different view of these men hanging the guy lines so I went up the tree first and got above the pass block and took pictures down at these men while they were working. As each man came up the tree he had his hard hat on. As he came up the tree and tipped his head back to look up his hat fell off. So neither of them had a hard hat on while hanging rigging. In the picture

caption we explained these circumstances peculiar to this special job.

## AND MORE ON HARD HATS:

One time was writing an article about some timber cutters. This was when we first started in this good business of writing about logs and loggers. One of the fallers had worked in a Navy Yard before returning

to his first love - the woods.

Soon after this article was published the Government got ahold of this fellow. Seemed they could tell from the pictures that this was a Navy Yard Hard Hat he was wearing.

They wanted

it back.

They got it back.

That is all on hard hats.

## WRITING AND STUFF:

There are all kinds of writers and all kinds of ways of looking at things and doing things. Most papers and magazines write about the unusual, the weird, the occasional happening. They look for something different because being different means it is interesting.

They look for the heroes and the crooks and the depraved and the different ones.

Well to me and to us here at LOGGERS WORLD Publications we look at it differently. Heroes - we got hundreds of them. To me anyone who gets up in the morning and gets out and does his job has got a lot on the ball. The man that does this day after day and raises his family and pays his bills - well there is no bouquets that he don't earn. He's steady and dependable and these two things take a lot of discipline and takes the measure of a man and what is inside of him.

Now we know there are many mornings that he feels like laying in the sack. Go to work or don't go to work? He's got all the excuses he needs but mostly he drags himself out of the bed and fortifies himself with coffee and is up on top of the mountain waiting for it to get daylight so he can get about the business of logging. He don't do this for himself. He don't even do it for his family. He does it because he is needed - - - other people are depending on him. If he don't do his part he ruins the production. Other people can't do their jobs. He's part of a great chain and he is sure that his link is strong and durable.

The fact that this is not unusual, not a big news item, not anything out of the ordinary makes it all the more outstanding. That is what we like to write about. The everyday logger - a superior human being.

We aren't out looking for the strange and unusual because there is so much strength and character in the ordinary and the usual.

You don't have to poison your wife and shoot your kids to get in a LOGGERS WORLD Publication. This might get you in lots of pa-

(Continued on Page 26)  
**See "Rigging Shack"**

## In This Issue...



**COVER PICTURE:** AnderSons Logging's 2 new Doosan Dx 225s make short work of anything the Thunderbird TMY 45 yarder, affectionately known as ABE's GYPSY WAGON, brings to the landing.

See **"YOUNG GUNS IN THE WOODS"**

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# LOGGERS WORLD

Published by LOGGERS WORLD LLC

Founded in 1964 by Finley Hays

Phone (360) 262-3376



Member and Supporter of the  
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PUBLISHERS.....Kevin & Nancy Core

EDITOR EMERITUS.....Finley Hays

ADVERTISING.....Kevin Core

OFFICE.....Nancy Core

POSTMASTER: Send address  
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# WHAT'S ALL THE FUSS ABOUT SAVING LOGGERS WORLD & LOG TRUCKER MAGAZINE?

**Most of you are probably wondering why you haven't received the July issue.**

The owner at that time, Mike Crouse, closed the business effective 6/1/14. The June issue was to be the last one published and Mike had noted that on the covers and in his column. The reason is that the business had been losing money since the economic crash in 2008. Mike had been investing his personal funds with the hope that the economic "recovery" would arrive soon. By May 2014, it was apparent that the recovery wasn't going to arrive and the mailing and printing costs continued to rise, so Mike made the difficult call to shut it down and make June 2014 the last issue.

**Why weren't we notified about the magazines closing?**

As the issue was being printed, Mike was approached by a large publishing corporation about buying the company. They offered to reprint the June issue for free if Mike would remove the information about closing the business. Mike allowed the magazine to be reprinted and mailed while they were putting together their offer.

Mike and the corporation could not come to a satisfactory agreement so the business closed. While this was happening, I was approached by a few advertisers that wanted to keep the magazines going. They were willing to assemble an investor group if I would run the business. I talked with Mike and we decided it would be difficult to treat all advertisers fairly with some of them as the investors, and some not.

**There's a new owner in the works**

I thought about that a couple of days and decided I would attempt to buy the business. I am Kevin Core - I've been the Advertising Manager for the last 26 years so I know what I am getting into. I was hired by Finley Hays and was his friend before I became an employee. Just for the record, I'm not a logger but I've been part of Finley's dream since 1988. I couldn't stand by and watch Finley's life's work go down the drain.

**All that RED INK**

In looking over the income vs. expenses the only option I could see to solve the red ink problem was to reduce business expenses. That won't mean a lot of changes to the actual

magazines you read other than a couple of new writers. We will still be the same magazine for the working logger and log trucker. What will change is that the business will go from 4 full-time employees to 1 full time time employee (me-wearing many hats) and a couple of part-time writers. We will no longer have a physical office for you to drop into. We won't have an office manager to answer the phone in person.

gers World/Log Trucker to buy or extend their subscription at the new rate of \$25 per year for up to 4 years. We are hopeful that will raise the money we need to finish buying the business and have enough in reserve to operate on until the business begins to break even again. Many people have already come forward and donated to get us to this point, but everything takes piles of money.

**How can I help save Loggers World and Log Trucker?**

We've already made the changes that allow you to subscribe or donate on the Loggers World website: [www.loggersworld.com](http://www.loggersworld.com). If you would rather not donate or subscribe online you can use the form at the bottom of this page. Please send your donation or subscription monies to: Loggers World LLC, PO Box 1631, Chehalis, WA 98532. Your dona-

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You will probably have to leave a message when you call but we will still take care of your questions. With those cuts, the business end of things should recover enough within 3 to 6 months to keep the magazine afloat.

**How are you going to raise the money to finish buying the business?**

The business plan to raise the money is very simple. It simply involves asking everyone that receives Log-

**Why did you raise the subscription price?**

Way back in 1988 when Finley hired me, the subscription charge was \$12 per year. Just for information gasoline cost an average of 91 cents per gallon in 1988. In 2014 gas costs almost 4 times that much, but the subscription price was still \$12 per year. In those 26 years between 1988 and 2014, paper prices, ink prices and postage prices have gone up a similar amount.

tions are welcome but they are not tax deductible.

If you have any questions or wish to help us save Loggers World and Log Trucker Magazines, you can reach us at Loggers World LLC, PO Box 1631, Chehalis, WA 98532 or by email at [logworld@aol.com](mailto:logworld@aol.com)

*Thanks for your patience & support,*  
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New Publishers & Owners  
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# YOUNG GUNS IN THE WOODS

By Brandon Hansen

It all started as an idea while talking on the family patio. But now, AnderSons Logging Company is very much a reality.

Donny Anderson, a timber manager for Pulley Logging in Sedro-Woolley, Wash. had been logging since he graduated from high school but decided to get the whole family involved. Anderson and his wife Melissa had been owners of a self-loading logging truck since 2013 and success in that realm had encouraged them to move forward with a full-blown logging operation.

**"We explained if they were willing to make the commitment, we were willing to financially and logistically support the business. It was kind of a family adventure."**

**Donny Anderson, Owner**

Anderson wanted to get his two sons, Brion and Blaine, along with nephew Josh involved in a trade that he himself had been involved in off and on for 30 years. Anderson recognized that the operation could benefit his family both financially and as a way to bring everybody back home together.

"We kind of got the boys together in a meeting of the family and asked them if they were interested in a big commitment like this," Anderson said.

"We explained if they were willing to make the commitment, we were willing to financially and logistically support the business. It was kind of like a family adventure."

While most family adventures consist of a trip to Disneyland or a photo opportunity at Yellowstone, Anderson was offering his sons and nephew - all 25 years-old - a stake in a logging company. It wasn't easy getting everyone back in one spot either. Josh Anderson flew in from Arizona. Blaine was a veteran of the U.S. Army and had served two deployments in Iraq and Afghanistan before being stationed in Alaska. Brion was in California where he self-admittedly was working a cushy job while "riding a motorcycle around and sipping coffee with hippies."

The boys were receptive to the idea and after starting off just setting chokers in someone's backyard with an excavator - the stakes generally got higher and the machinery began to grow in size and numbers.

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**See "AnderSons"**



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ALL 25 YEARS OF AGE, Brion Leber, Blaine Anderson and Josh Anderson serve as the rigging crew for AnderSons Logging. All three live in Doty, Wash. where they can stay close to their place of work in Lewis County, Wash. "You usually don't want to see the people you work with when you go home after the day is done, but we've been fine," Blaine Anderson said.



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WAYNE BROWN, of Toledo, has been logging for over 50 years, including the last 20 in a "seat job" as a yarder operator. Brown moved out to Lewis County, Wash. from North Carolina in 1949 when he was 8 years old.

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WITH CORKS AND SAFETY GEAR ON, Josh Anderson climbs a tree to set up a line high above the ground. Anderson moved from Arizona to be part of the new logging company. "We're the hardest workers in America," Josh says with a smile.







CENTRALIA'S ANDY KAECH has been logging 10 years and has made the transition from shovel to processor with AnderSons. "I've worked for Donny before and it was a pretty easy decision," he said. "Cascade Trader did us a favor getting us that machine, it's been smooth."



WITH A LOG IN ITS GRASP, The Doosan DX 225 outfitted with a Waratah HTH 622B processor and operated by Centralia's Andy Kaech gets down to business. AnderSons Logging employs two Doosan DX 225s to great effect.



THE WARATAH HTH 622B processor wastes little time in getting through some timber. The processor has a 30-inch cutting capacity and a maximum delimbing diameter of 25.5 inches and weighs 4,673 pounds.

## LOGGERS WORLD VIDEO

To see the Doosan DX 225 and Waratah HTH 622B processor in action, pull out your smartphone, make sure you download a QR Code scanner app, and scan this code to see a video. Also look for our Loggers World channel on YouTube!



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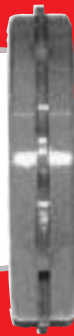


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## AnderSons

(Continued from Page 7)

"It was busy work at first like finding a crew bus and whatnot," Brion said. "But we knew it was meant for a bigger purpose. You started to get really motivated when things like the processor came in."

While Donny oversees, he stressed that the three boys and their crew are very much the guys on the ground and they're the ones that make the company. Since moving to Washington State, the three boys live in the same house in Doty, Wash. which is the most central location for them in operations around

Lewis County.

The boys also added that it's close to some pretty good fishing.

Doty is a town of around 250 people and has plenty of peace and quiet, which they have no problems with.

"I just kick back and listen to the crickets," Brion said. "Its well off the freeway so I really appreciate the peace and serenity."

"It's out of the rat race," Brion added. "We come to work together and go home together. We do the cooking, washing dishes and make runs to the store together."

All three said they're surprised how well they've gotten along together.

"You usually don't want to see the people you work with when you get home after the day is done," Blaine said. "But we've been fine."

In terms of the work, Blaine, Bryon and Josh bring a frenzied energy to the worksite. According to Donny, all three cycle through their positions as a rigging crew - getting valuable experience along the way. With young legs, these guys have little problem finding motivation to scale a tree to set up a line, hustling down to town on a quick run for parts and staying afterwards to wrap up the work site.

"I just love it," Josh said. "I don't think I'll do anything else. It's just

the work and always staying busy and having something ahead of you. It's a great opportunity what Donny and Melissa have given to us."

Brion and Josh had previous experience in the timber industry but this is Blaine's first experience in the woods. He's got plenty of experience elsewhere, however, as Blaine served six years in the U.S. Army.

Blaine served in the First Cavalry Division while being deployed in the Dakar province of Iraq in 2008 to 2009. He then served in the 125th Light Infantry Division while being

(Continued on Page 14)  
**See "AnderSons"**

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2009 CAT 140M AWD, VHP+, Tier III, 6x6, 14' MB (2' extension available), PB, rear ripper, joy stick controls, beacon, 14:00x24 tires, former county, good condition, 6,300 hours.....\$172,500



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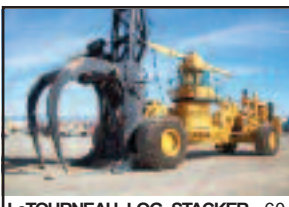
2006 DOOSAN DX300LC, Tier III, 48" bucket w/ HPF link thumb, aux hyd, 4,400 hours, clean.....\$92,500



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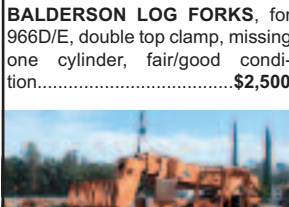
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2004 CARELIFT ZB8044-44 44' zoom boom, 4x4x4, cab (no door), Cummins, 14:00x 24 tires, 2,842 hrs.....\$34,500



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2006 JD 759G FELLER BUNCHER, saw head, good undercarriage, JD engine, tilt cab, working daily, 12,000+ hours.....\$100,000



2000 CAT 416C BACKHOE, 4X4, 4n1 ext hoe, OROPS, very clean, 2,800 original hours.....\$32,500



1987 JD 690D, 6.8liter Deere diesel @ 125 net hp, bucket w/rigid thumb, low hour engine & pumps (no paperwork).....\$16,500



2002 GENIE S125, 125' w/jib, 4x4, power to platform, 8' basket, Cummins, v.g. tires, 5,800 hrs..\$49,500



# 14 AnderSons

(Continued from Page 13)

LOGGERS WORLD SEPTEMBER 2014

deployed in 2011 to 2012.

He was no stranger to heavy machinery as Blaine was around the eight-wheeled IAV Stryker and M2 Bradleys. Blaine did a lot of convoy security during his years overseas and reached the rank of corporal.

While the boys might be young, the experienced machinery operators and Donny are able to answer any questions they might have.

It starts with yarder operator Wayne Brown from Toledo, Wash. Brown originally hails from North Carolina, but moved out to Washington State in 1949 when he was eight years-old with his father Fred Brown - who was also featured in Loggers World.

"He's just a good, good guy to have up there," Donny Anderson said. "He brings a lot of experience and the boys like to make sure that Wayne gets things the way Wayne wants them."

Donny's family also migrated from North Carolina to Washington State in the 1950s, including his father Don Henry Anderson. Don worked out in the woods all his life before passing away in 2012.

Brown has been in the timber industry for 50 years and has been an operator for the past 20.

"I fell timber for most my life un-

til I got too old then I needed a seat job," Brown said with a laugh. "I've just got to have something to do. People ask me when I'm going to retire but I tell them 'What am I going to do when I retire?'"

Brown helped his son break into the timber industry running yarder and he currently works with Pulley Logging. With Brown needing work, Donny asked him to become a part of AnderSons.

"It's a small crew but we do good work and the crew is really fast once we start working," Brown said. Brown runs a TMY Thunderbird 45 yarder from the 1980s. Donny was able to purchase the yarder from Abe Barnedt of A and C Logging out of White Salmon and despite the ownership change, Abe's legacy still lives on.

"He called it and we still call it 'Abe's Gypsy Wagon,' Donny said. "It was a handshake deal. We went down and decided on a deal and it took me a few more months to get financing and the handshake was as good as a piece of paper in Abe's mind."

Brion, Blaine and Josh also described the moment of watching the yarder being shipped down the freeway as a "we're really going to do this moment." Then Wayne affection-

(Continued on Page 15)  
See "AnderSons"



THE EAGLE CARRIAGE of the yarder sits at rest before AnderSons Logging gets started in the morning up near Randle, Wash. at the Gifford Pinchot National Forest.

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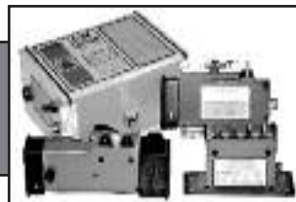
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## AnderSons

(Continued from Page 14)

ately pointed out to the three that he'll be older than all three of them combined after his next birthday.

While the Gypsy Wagon isn't the newest girl on the block, Donny Anderson was able to get two Doosan DX 225s to serve as the processor and shovel thanks to the efforts of Cascade Trader.

Anderson was impressed with Cascade Trader, a Chehalis, Wash.-based business established in 1991, and the efforts of president Rich Lennox and company.

"They understand what you're up against in the logging industry," Donny said. "Your deal is not done when the machinery is off the lot. They make a lot of effort afterwards to make sure everything is working for you."

Lennox added that the 150-horsepower Doosans featuring a 36-foot reach were a good fit for the young company.

"Their fuel consumption can be stingy and they're practically bullet-proof," he said. "Just a very dependable machine."

Andy Kaech, 35, of Centralia is one of Anderson and Son's Doosan

(Continued on Page 17)  
**See "AnderSons"**



ONALASKA'S COREY MILLER was working in the woods for 22 years before starting with AnderSons. "Donny is a good person and he's honest."

LOADING UP is a Doosan DX 225 outfitted with a shovel and operated by Onalaska's Corey Miller. "They put together a nice machine, Doosan did, and I enjoy it," Miller said. "All in all, it has to be one of my favorites."

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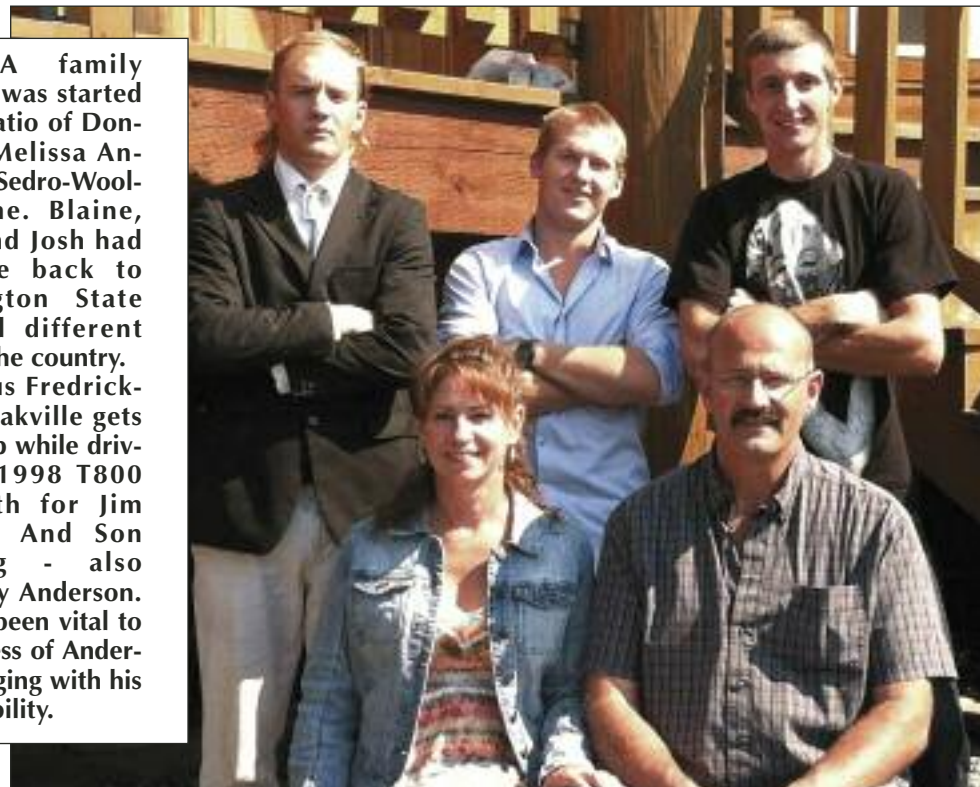
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RIGHT: A family business was started on the patio of Donny and Melissa Anderson's Sedro-Woolley home. Blaine, Brion and Josh had to come back to Washington State from all different parts of the country. LEFT: Gus Fredrickson of Oakville gets loaded up while driving his 1998 T800 Kenworth for Jim Johnson And Son Trucking - also owned by Anderson. Gus has been vital to the success of Andersons Logging with his dependability.



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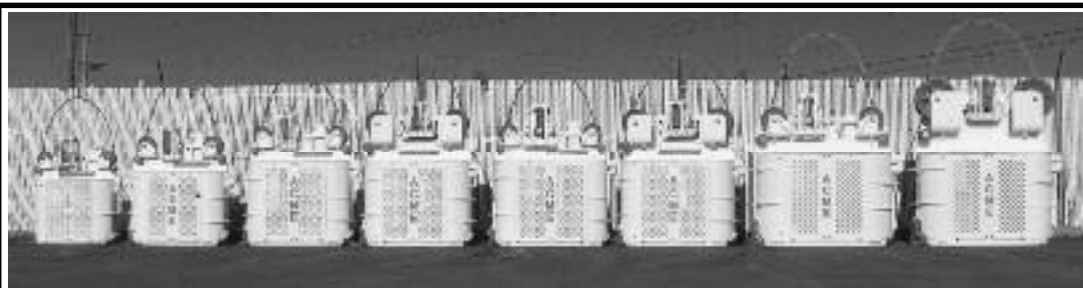
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See page 20 of this issue



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## AnderSons

(Continued from Page 15)

operators. He mainly mans the processor, although his area of expertise was in running a shovel. That didn't slow him down, and he's become adept and efficient with the new machinery.

"He's a very good processor operator already," Donny said.

For Kaech, deciding to work for Donny and his sons was a very easy decision. He had worked with Donny before in his 10-year timber career and says running the new Doosans has been smooth sailing.

"It was pretty easy making the change from shovel to processor on these machines," he said. "It's been great working great and Cascade Timber did us a good favor getting us these."

Working alongside Kaech is 22-year timber industry vet Corey Miller of Onalaska, Wash. Donny said he was exceptionally lucky getting Miller to work for his crew as he's skilled on both the shovel and

processor.

"It's a family business but we also have a lot of good support from the timber industry family," Donny said. "We have really good guys and that's the key to the whole thing. We work hard as a team. It's the guys out there that really make it happen. Good people that are safe, do a quality job and once you master those things, it all just kind of happens."

Miller mirrors the same sentiments to the owners.

"I like getting started with Donny and doing exceptional work," he said. "He's a real good guy, doesn't get too excited and is very personable."

The business idea really got started about a year and a half ago when Donny's dad, Jim Johnson (of Concrete), helped them purchase his logging truck, and helped them get Jim Johnson & Son Trucking up and rolling. It was a rough road until hiring Gus Fredrickson, of Oakville, last December, then everything started working out. Driving a 1998 T800 Kenworth, Gus has been vital to the company.

"It's been really good," Gus said. "I've hauled for Pulley Logging before and now since he has his own side, it's been really good to work with the boys."

Gus became available after Adams Logging went out of business, where he had worked for 20 years. It was just good timing.

"Gus is a great driver and takes good care of the truck," Donny said.

For 31 years Gus has been hauling.

"I just have a lot of experience and I know how to take care of the truck," Gus said. "Donny is awesome and it's a small family business. It's just more comfortable and I hope that things work well for him. I'm working my best to help that happen."

Just like the logging business, it takes the right guy in the seat to be successful.

The boys stated that Donny's wealth of experience with the industry is a big plus. Anderson began logging right out of high school, as his dad bought him a plane ticket to the

Prince of Wales logging camp in Alaska. Anderson spent ten years logging, the longest stint coming with Chuck Klingel, before getting a job with the state in 1991.

"On my days off, I would still do little logging jobs and work for Ed Rayfield owner of Alder Creek Timber," he said.

His wife Melissa also had a construction and landscaping business that Donny would help out with but the two eventually decided that he should get back into logging full-time.

"I thought it was the best job I ever had," he said.

Donny began logging again in 2008 as a timber faller and has since moved his way up to timber manager for Pulley Logging. He maintains his plan in starting AnderSons was never to make a fortune in logging, but to create a sustainable business for his family.

Currently, AnderSons Logging is

(Continued on Page 18)  
**See "AnderSons"**

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**13 AnderSons**

(Continued from Page 17)

working for McFarland Cascade cable-thinning poles 11 miles outside of Randle, Wash. in the Gifford Pinchot National Forest.

"It's been a rough road of breakdowns with the yarder but it was all expected," Donny said. "We weren't so naive that we didn't think it was going to be easy."

Donny and Melissa stress that they're more of a support staff for the hard work that their crew puts in.

They also praised the efforts of Cascade Trader, Woods Logging Super, Skagit State Bank, Greg & Katie Pulley, Tims Diesel Repair, Dave Williams, Modern machinery, Eagle Carriage and several other businesses in helping them get started.

"There's a good support system for little businesses in the logging com-


(Continued on Page 20)  
See "AnderSons"




To See AnderSons Logging in action, scan the QR Code to your left with a QR App on your Smartphone to see a video.



BEFORE ANDERSONS LOGGING, Donny Anderson bought this 1998 T800 Kenworth from his stepdad Jim Johnson, who is standing on the left. Gus Fredrickson of Oakville now drives the truck



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2013 Cat 325DFM, Cat grapple 1,000 hrs, like new cond.....	POR
2008 Cat 320DFM, Cat grapples, 7,900 hrs, new u/c xlent cond. ....	POR
2004 Cat 330CLL, Jewell grapple, recent repairs, good u/c ....	\$145,000
2004 Cat 320CFM, 17,000 hrs, good u/c, 2 available .....	\$80,000
2000 Cat 322B, recent u/c, new pump, 20,000 hrs, good cond. ....	\$85,000
2008 Komatsu PC 200, Pierce grapple, 5,500 hrs .....	\$189,00
2004 Komatsu PC 300, 17,000 hrs .....	\$87,500
2008 JD 2554, Jewell grapple, 11,200 hrs., new u/c & rebushed & pump drive .....	\$185,000
2000 Prentice 625 CRX, w/Jewell 3 axle carrier, rblt Cummins in upper, 13,000 hrs, xlent cond. ....	\$135,000
2004 Link-Belt 290LX, w/Pierce grapple .....	POR
1997 Link-Belt 3400Q, w/Pierce grapple, good u/c, 3 bar .....	\$55,000
2004 Link-Belt 240LX, w/Pierce grapple .....	\$69,500
1997 Link-Belt 2800Q, w/Pierce grapples .....	\$55,000
2005 Kobelco SK 210, 17,000 hrs, recent hyd pump, good u/c .....	\$87,500
1997 Kobelco SK 220, 15,000 hrs, recent rotex, rblt motor & finals. ....	\$49,500
1997 Kobelco SK200, rblt Cummins, good u/c, 52" grapple ....	\$35,000
Jewell Brush Rakes, to fit 63" Jewell grapple, with stand .....	\$6,500
2008 Cat 320 DFM, 1700 Hrs., new U/C, w/auto greaser .....	\$192,500

### DELIMBERS

2006 JD 2054, w/06 Waratah 622B, rebuilt head, good u/c, recent pump & rotex .....	\$145,000
2006 JD 2054, w/2006 Waratah 622B, recent motor, pump & u/c, RB front, nice cond. ....	\$85,000
2006 JD 2054, w/2006 Waratah 622B, 16,000 hrs, RB front .....	\$85,000
2003 JD 270, w/9000 Log Max rebuilt head, RB front .....	\$65,000
2011 Cat 324DFM, w/Waratah 622B, 1,800 hrs on head, 4,800 hrs on carrier .....	POR
2013 Cat 325DFM, w/2013 Waratah HTH623, 2,400 hrs, 5000 hrs warranty on L.L. ....	\$510,000
2009 Cat 320DFM, w/09 Waratah 622B, 6,200 hrs, xlent cond. ....	\$259,000
2010 Cat 320CFM, w/2010 Waratah 622B, 14,300 hrs, xlent cond., RB front .....	\$139,500
2008 Cat 320CFM, w/08 Waratah 622B, 7000 hrs on new motor, 16800 frame hrs, RB front .....	\$129,000
2000 Cat 322B, w/Waratah 622, recent motor, pump, rads, good u/c, rebushed, RB front .....	POR
2004 Cat 330B, w/2001 Waratah 624 Super, RB front .....	\$89,500
2001 Cat 330B, w/08 Waratah 624C, 7,000 hrs, Cat rblt carrier 4,000 hrs .....	\$200,000
2002 Kobelco SK 330, w/02 Waratah 624, rblt motor, RB front .....	\$92,500
1994 Link-Belt 2800, w/20" Waratah 230A, RB front .....	\$25,000
1998 TJ 608B, w/TJ 758 head, 9,000 hrs, good cond., Lots of parts .....	\$85,000
2005 Waratah 622B, w/controls, comp., color screen .....	\$60,000
2007 JD 2554 w/DM 4450, rblt motor and pump, nice limber ..	\$165,000
2002 Link-Belt 2800Q, w/DT 4400 .....	\$80,000
2003 Link-Belt 240, w/Pierce 3348, recent drive motor, 18,000 hrs ..	\$65,000
2003 Link-Belt 3400Q, w/Pierce 3345, good cond., 20,000 hrs ..	\$40,000
TimberJack 635, w/DM 3500, new rads, recent pump, boom drive motor, pins & bushings .....	\$39,500
CTR, good cond .....	\$15,000
2000 T-BIRD 1236, w/ DM 4400 .....	\$37,500

### BUNCHERS

2004 Tigercat 870L, w/ 23" hot saw, 12,500 hrs, rblt motor ....	\$120,000
1997 Madill 3200B, Rotosaw, 14,000 hrs .....	\$47,500
2005 Madill T2250B, rblt 22" Quadco 360, 12,000 hrs, new u/c & bushings, 2000 hrs on motor .....	\$169,500
2004 Madill T2200B, Quadco 22" 360 hot saw, new u/c .....	POR
2004 Timbco 445EXL, Quadco 22", good u/c, nice buncher ..	\$115,000

2005 Timbco 425EXL, Quadco 22", 9,000 hrs .....	\$115,000
2004 Timbco 425EXL, w/32" bar saw, 6,200 hrs, good u/c, hot saw available & installed if needed .....	\$115,000
2000 Timberking 723T, w/24" hot saw, recent rblt motor rads, pumps, bushings, rotex, repac cyl .....	\$79,500
1998 TJ 950, w/Koehring 24" saw, 13,400 hrs, good cond. ....	\$38,500
2006 JD 953G, 24" hot saw, 10,600 hrs .....	\$130,000

### EXCAVATORS

1997 JD 690, c/w bucket & thumb, quick change .....	\$35,000
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2011 Cat 545C, dual fnctn, 360 bunching grapple, w/ chains, 7,750 hrs ..	\$129,500
2008 Cat 525C, dual fnctn, 360 bunching grapple, 7,700 hrs, w/chains ..	\$80,000
2005 Cat 525B, dual fnctn, 360 bunching grapple, 8,700 hrs ....	\$60,000
2005 Cat 525B, bunching grapple, w/winch & new chains, 9,000 hrs ..	\$57,500
2000 Cat 525A, dual fnctn, boom w/bunching grapple, new chains ..	\$57,500
1996 JD 548G, dual fnctn, bunching grapple, w/winch, 11,000 hrs. ....	\$34,000
2005 Cat 527, swing boom. w/sorting grapple, 5,000 hrs., xlent cond. ....	\$227,500
2001 Cat 517, w/swing boom, new u/c and paint, recent motor & trans. 14,000 hrs .....	\$140,000
Cat D6D, w/grapple .....	\$30,000
Cat 518C, 95U, w/dual fnct, rblt motor, trans, torque, diffs, brakes, 2 new tires .....	\$25,500

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1995 Link-Belt 4300C-2, w/2 HL25-4 Pullmasters, 2 speeds, piston motors, Eaglet & radios .....	\$119,000
1996 Kobelco 300, w/2 Pullmaster, guylines winch, ele. chokers, recent pump, 17,000 hrs .....	\$112,500
1999 Hitachi 300, w/tong tosser & 2 Pullmaster HL 25-4 drums, w/Eaglet, nice yoder .....	\$165,000
2003 Link-Belt 370, w/2 Pullmasters .....	POR
Link-Belt LS98, w/Eaglet, Allison trans, Detroit power .....	\$55,000
Madill 172, Detroit 60 Series power, good lines .....	POR
T-Bird TMY 45, Cummins power, on tracks .....	\$69,500
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T-Bird TY 90, T100HD self prop., 7 guylines, 1 3/8", Cummins KTA1150, good cond. ....	\$399,500
T-Bird TY90, T100HD trl, 7 guylines, 1 3/8", Cummins KTA1150, ready to log ..	POR
Skagit 737, T100 trl, 7 guylines, 1 1/4", Cummins 855, Allison, water on all drums .....	\$169,500
Koller 301, w/Koller 2.5 clamping car, radios & rigging, on Ford 9000, Cummins 5.9 .....	\$47,500
Washington 137, Slackliner, T90 self prop., Cat 3408, 8 guylines, 1 3/8" yarder .....	\$160,000

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2008 Boman IV, Cummins power. w/bugs, smart box, 2,355 hrs ..	\$54,900
2001 Boman IV, Deutz power, w/bugs, 2,200 hrs .....	\$22,900
T-Bird SC15, Deutz power, recent rebuild, 250 hrs, w/ bugs ....	\$13,999
1998 Boman V, 3 bugs, good cond. ....	\$39,500

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(Continued from Page 18)

munity," Donny said.

So the idea to get the family together has worked and turned into work for everybody. For AnderSons, failure is not an option and they've got each other to rely on to ensure a quality operation.

"I think we've been blessed with how it's come together," Melissa said. "Like it was almost meant to be."

To reach Brandon Hansen, you can email him at [brandonwayne-hansen@gmail.com](mailto:brandonwayne-hansen@gmail.com). You can also follow him on Twitter at @Brandon-HansenLW

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To get more information, visit [www.appeloarchives.org](http://www.appeloarchives.org).

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## LOGGING NOSTALGA



**By Michael J. Barker**

One gets the feeling they've happened upon a very special place when they round the corner from atop small rise and get their first glimpse of the historic Hull-Oakes Sawmill nestled in a picturesque little valley on the east side of Oregon's coast range, just outside of the once booming community of Bellfountain, Oregon. This is Buzz Martins old stompin' ground folks.

Hull-Oakes is not your everyday 'run of the mill' sawmill, it is in fact, the only remaining steam powered sawmill in full time operation in these here United States.

It's founder Ralph Hull started out in sawmill business in 1934 when the country was still reeling from the Great Depression. His creation has survived fires, unstable and unpredictable markets, supply problems, and host of other timber industry related pitfalls to claim it's rightful place on the registry of National Historic Sites, as well as being recorded with the Historic American Engineering Record, and the U.S. Park Service; it's rich history is stored in the Library of Congress.

The mill's claim to fame is a 1906 Ames steam engine employing a pair of 16" diameter cylinders putting out close to 450 HP, delivered to the mill in a series of wheels and belts that compliments the ingenuity of it's creators and operators. The engine is fueled by sawdust, generated onsite and belt fed into masonry fireboxes that run at about 2,000 degree's F.

Mr. Hull passed on in 2002 and left the mill in the capable hands of

his grandson, Todd Nystrom, who does an admirable job of preserving an important part of our history, and yet keeping up with the necessary demands and changes required to keep a sawmill afloat in one of today's most complicated and controversial natural resource industries.

The logs begin their journey through the mill from the pond, which still has the old A-frame dumping device in place, though these days it's for show only. In its hay day the loaded trucks would lumber beneath the towering structure and it would pluck their loads from them and deposit the logs into the pond. Across the pond from the A-frame, the old wigwam burner stands guard over the mill like a stoic sentinel from the past, above it, near the top of the hill, is the water tank supplying the steam engine.

A boat has replaced the nimble pond men bristling with their pike poles to herd the logs to the conveyer chain that takes them up into the mill and to the ring barker, which can accommodate a 72" diameter stick of wood. From the barker it's to the head rig, where the air-operated machinery slams the log onto the carriage with such force the whole building shakes and shimmies from its labors.

Once dogged on to the rig, the wratchet setter and sawyer talk back and forth with hand signals like a pitcher and catcher; the carriage feeds the log through the double edged band saw screaming for more wood to feed its sateless appetite.

The slabs are off beared on to a series of chains and rollers, which guide

them to their ultimate demise through the edgers, trim saws, and planners, that are the inner workings of the mill. From here it's on out to the green and planner chains where they are hand pulled and stacked into units. From there, 1960's circa lumber carriers, looking a lot like a big roller skate with a radical lift kit, pick the stacked units up and shuttles them to temporary storage or the kilns before they are shipped off to market.

The mill's specialty, are custom ordered timbers, and they ship them all over the world. Their timber supply comes largely from the private sector, but on occasion they get a BLM sale in the bidding process; at this writing they had two logging sides of their own operating, and also run a few of their own trucks.

The beauty of this place and what makes it a cut above the rest is due to a number of things, first of all, it's built from wood, old growth timbers to be more precise, and they have an ambience and character that only time and wear can conjure up, it can't be imitated or copied, it's the real McCoy, there's not a plumb wall or level floor or deck on the claim, and rightly so, that along with it's sounds and odors are it's persona and charm.

The electric lines look eerily out of place amid the backdrop of steam clouds and rusting tin roofs supported by stout legs of timber. It's not just the mill itself that refuse to change with the times. The office sets the visitor up for their trip back into yesterday by its simple cheerfulness. The

steps and small deck are listing to the port side and being slowly crowded out by an ancient oak tree, gradually trying to reclaim the ground the office was built on. The pictures adorning the office wall are like a portal through the windows of time, back to a simpler, slower place, it's almost contagious.

The old water truck rumbles by on its mission to keep the dust at bay, I'm guessing it's a 1960 something, but I could be off by ten years; it can go just as fast backwards as it can forwards, narrowly missing the carrier as it hurried past and snatched up another unit of lumber bound for market, leaving a hint of anti-freeze on the air to mix in with the other olfactory delights of the old mill.

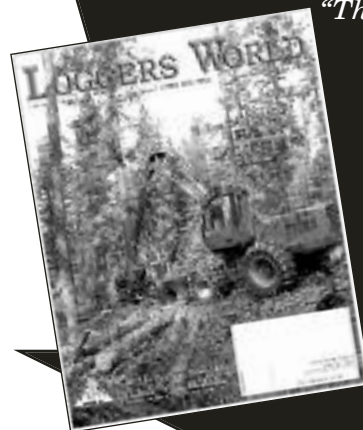
As I left the office, I saw a 20 something kid walking across the lot on his way back to the mill, talking on a cell phone, I think for a moment I almost got mad at him, he'd done nothing wrong, but it just seemed so out of place, is nothing sacred!

I wondered to myself if that kid had any idea of how lucky he is to be working where he was. It was a good life, and for a lucky few, it still is.

The management is very accommodating and offers group tours for the public, anytime spent at this special place is well spent and shouldn't be deducted from ones time here on Earth, for more information;

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As We See It....

# IT JUST MAKES SENSE

For seventeen years, members of the American Loggers Council have been making trips to Washington, DC, promoting the idea that trucks hauling state legal weight limits for agricultural commodities, including unrefined forest products, should be allowed to access the Federal Interstate Highway System, and for seventeen years, this common-sense approach to standardizing weight limits within state boundaries has gone unnoticed, until now!

On July 24, 2014, Congressman Steve Southerland from Florida introduced the Right To Haul Act of

2014, H.R. 5201, that if passed would do just that, allow these loads access to the Interstate Highway System as long as they do not exceed individual State weight limitations.

The language is simple, "...individual State weight limitations for an agricultural commodity that are applicable to State highways shall be applicable to the Interstate System within the State's borders for vehicles carrying an agricultural commodity."

An agricultural commodity in the Bill is defined as, "...any agri-

cultural commodity (including horticulture, aquaculture, and floriculture), food feed fiber, forestry products, livestock (including elk, reindeer, bison, horses, or deer), or insects and any product thereof."

What does this mean for the logging industry? Several things. First, you will now be able to transport your state legal loads on a safer and more efficient route to the mill or processing facility, avoiding the intersections in town and communities where vehicle and pedestrian accidents are more likely to occur. Second, your loads will be hauled on infrastructure that is oftentimes much better than the secondary roads found in the state and county, and third, when you travel through a weight station along the Interstate, as long as you meet the state legal requirements of the state you are hauling in, you will not be fined for an overweight load.

There are many states that already have in place weight tolerances for agricultural commodities, and allowing those loads on the Federal Interstate Highway System helps to standardize state and federal policies and improves the overall safety to the general motoring public. One key element of the Bill is that it does not require the States to change their existing regulations. This has been a deterrent of other attempts to change weight limits on the Interstate as oftentimes the States and Counties

simply do not have the available funds to bring secondary roads up to the level where they can support heavier loads. You might get a bill that allows 97,000 pounds on the Interstate, but the question remains, how do you get it there?

We thank Congressman Southerland for introducing the Right to Haul Act of 2014 and request that you seek the support of your members of Congress in seeing that H.R. 5201 is passed in both the House and the Senate. It just makes sense!



**DANNY DRUCTOR**  
Executive Vice  
President of the  
American Loggers  
Council

*Danny Ductor is the Executive Vice-President of the American Loggers Council. The American Loggers Council is a non-profit 501(c)(6) corporation representing professional timber harvesters in 30 states across the US. For more information, visit their web site at [www.americanloggers.org](http://www.americanloggers.org) or contact their office at 409-625-0206.*

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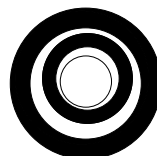
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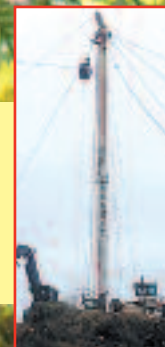
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Summary Judgment....

## Michigan Landowners **REBEL** Against Federal Rules

by William Perry Pendley

Gogebic County at the western end of Michigan's Upper Peninsula is the last place one expects to find landowners who feel a kinship with the Sagebrush Rebels in the news across the West. David and Pamela Herr do; not because the federal government is their landlord—controlling grazing and watering of their cattle, use of their ATVs, or the right to develop their energy leaseholds—but because it is their neighbor, a bad one at that. Little wonder the Herrs sued the U.S. Forest Service.

Every summer, since the 1990s, the Herrs traveled from their home in Wisconsin to Watersmeet—from whence the Ontonagon River flows north into Lake Superior, the Wisconsin River flows south into the Mississippi River, and the Paint River flows east into Lake Michigan—to a privately owned cabin at the edge of Crooked Lake in the midst of the million-acre Ottawa National Forest, with its spruce, balsam, maple, birch, and aspen. In 2010, they bought the cabin. There are other privately owned cabins on lots along the water's edge, but the largest landowning, waterfront-sharing neighbor is the

Forest Service and its Sylvania Wilderness. In fact, the wilderness area, created by the Michigan Wilderness Act of 1987, surrounds 95 percent of Crooked Lake.

As owners of lakefront property, the Herrs hold riparian water rights, that is, they own the right to use the entire surface of the lake for recreational purposes so long as their use does not interfere with the reasonable use of their neighbors. The Forest Service may be the biggest landowner, but it holds no greater rights to the surface of Crooked Lake than do the Herrs and each of their neighbors. In fact, the federal law that created the wilderness area went out of its way to protect just those rights by preserving all "valid existing rights." The Forest Service does not see it that way; instead, it argues not only that it is a neighbor with riparian rights, but also the government that makes the rules as to what is reasonable.

That might be an arguable point in need of resolution by a federal judge, except for one thing. The Michigan federal district court where the Herrs filed their lawsuit ruled already

on what riparian rights were preserved and on whether those rights may be trumped by the Forest Service. In fact, the ruling came in 1997 in a lawsuit involving three of the Herrs' neighbors, Kathy Stupak-Thrall and Bodil and Michael Gajewski. The court ruled that, because the "valid existing rights" were preserved and because such rights include riparian recreational rights, the Forest Service has no authority to restrict landowners' access.

Needless to say, in 2006, when the Forest Service issued an edict restricting the size of electric motors that may be used on Crooked Lake and further limiting "[a]ll watercraft" to "a slow no-wake speed," the Herrs believed the district court's ruling protected their rights. In June 2013, the Forest Service wrote that the district court's ruling applied only to the parties in the lawsuit and did not bind the agency when it restricts the rights of other landowners. The assertion is patently ridiculous. The district court did not just rule as to the riparian rights of the landowners; it also ruled the Forest Service had zero authority to restrict those rights.

The Forest Service is doing more than spurning the district court's on-point ruling; it is thumbing its nose at the rebuke of the Supreme Court of the United States: "[A]n agency literally has no power to act ... unless and until Congress confers power upon it.... To permit an agency to expand its power in the face of a congressional limitation on its jurisdiction would

be to grant to the agency power to override Congress." This nation was meant to be one ruled by law and not by mankind's caprice; in Michigan's Upper Peninsula, it is not.

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

### Rigging Shack

(Continued from Page 4)

pers and magazines - - but not ours. The hard fact is that the people who are NOT in the news is what makes things go -who make this country run. The people who do their jobs - - do them everyday - these are the people with the power, the people who make solid accomplishments that make it possible for the rest of us drones to live.

It seems to me this needs repeating - repeating every day - in spite of all the propaganda about who is important and who is necessary. We all know it starts with the people that get up in the morning and put in a day's work getting something worthwhile accomplished. Yet who ever gives the people that 'work a great work' any credit? There are plaques and trophies and credit lines and publicity about he who 'played a great game'. Relatively nothing is done for the people that 'work a great work'.

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