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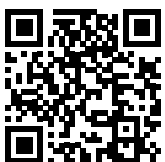
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# Finley's Rigging Shack "Classic"



## Originally Published in May 1977...

As I travel around meeting with and talking to loggers it solidifies some of my previous held opinions. The big one is that Loggers can be and should be doggoned proud of what they are doing. The tasks connected with logging are always demanding, though usually tough and are seldom easy. That are those jobs that go with the difficult problems of getting logs off the mountains and down to where they can be processed into usable, and needed, products.

There is no one in this world that doesn't use or benefit from that finest of raw materials - - the tree. Everyone uses trees. For shelter, for warmth and for any one or more of the thousands of products made from trees.

The place that trees grow, the nature of trees to defy all efforts to harvest them and the weather that makes this job more difficult all demand the best a man has to give in order to fall and buck the trees and bring them to market.

The tasks of logging can be catalogued, inventoried and described. The tasks are seldom described by the people that do the jobs. Thus the descriptions are incomplete because they don't take into consideration any factors but those that can be observed by a bystander.

Some of the most important and critical things needed by a logger are not included in job descriptions - - and I don't know if they can be.

Working hurt for instance. There are very few days most rigging men, or fallers or buckers or so forth, are ever completely free from the places

that hurt. Rigging men, many of them haven't enjoyed three days running when they had all the bark on their shins. A logger is usually a tough man because the job demands it. If he goes in because he has been stuck or barked, he'll not work many days a year.

The weather as another for instance. Most observers are out observing on the best of days. If the weather is really kicking up a mess they can find something more comfortable to do or observe. An observer cannot measure the increased difficulties of doing the work while wet to the bone, while wading in mud, by the complications of wearing another 5 pounds of rain clothes, by the fact that the gloves are wet and

full of mud. The weather makes it more difficult, causes slower movement and this results in less production.

Working short-handed is another thing the observer can't correctly visualize during his observations. Most logging jobs are figured out so there are



FINLEY HAYS

(Continued on Page 5)  
**See "Rigging Shack"**

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## Rigging Shack

(Continued from Page 4)

enough men to do the work but no one extra. There are many two man rigging crews. If one man can't make it to the chokers, there is a 50% reduction in the labor force at that place during that day.

As an observer I should be a good one because I've done a lot of the jobs of logging. But memory is not accurate and one tends to forget some of the unimportant but also very important things. A few little unimportant items add up to some important sums. A short time ago I worked an hour or so on the landing. Unhooking chokers, limbing, branding and such things as that. I had forgotten how many awkward positions a man must hold and oper-

ate a chain saw when limbing logs. Or how much in a hurry he must be. The grapples are waiting to pick up that log and here comes another turn that will cover it up. Get in and get out - - - do it right and do it right now. That doesn't get into many job classifications does it?

I keep hearing that the woods are safer and safer all the time. I don't really agree with this 100%. Yarding and small landings have increased the danger in many places for the rigging crew.

It has always been interesting and dangerous to work on a steep sidehill below the landing. Things get loose on the landing and slide or roll back down toward the rigging crew. Turns going to the landing kick loose rocks and chunks and root wads.

So along come the experts and engineer postage size landings. These landings are inefficient and dangerous. Dangerous because more logs and chunks are going to get loose from a small landing and come down to run the rigging men around the side hill.

But Wait - - - a small landing by itself is dangerous. I don't think anyone will argue with that. Especially anyone clinging to the steep sidehill working below that landing. Now we add another interesting little item. Yard the unmerchantable material and stack it on that landing. It is the law you must do it. Now what have you done for that rigging crew working on that steep sidehill below that landing? You sure as hell have raised their insurance premiums - - - .

You have made their jobs more

interesting, as if it wasn't interesting enough before. You have decreased production and wrecked hell out of efficiency and logging plans.

And what is the result? On some sidehills you have increased the chance for erosion. You have stacks of ugly chunks all along the roads and stacked on the landings. You have removed the material that rots and builds up the soils.

My point here is that in its natural state, logging has built-in problems that need no complicating. When you increase the restrictions, toughen the specifications and add to the natural problems of logging you are decreasing production, increasing danger and adding to the price of the finished product of the trees we are harvesting.

There are many things I cannot understand. One thing we should all be able to agree upon is that many government agencies make their way by selling timber to the timber industry. Now I know a little bit about selling. If I can increase my service and same my customer some money, I'm going to get more business and make more money. That is an economic law. My customers must be my friends because they are making my living. If I couldn't like them and work with them in a way that is of benefit to both of us I'd better do something else.

How did it come to pass that the government agencies that sell timber got into the game of 'screwing the customer'? How did it come to pass that they will deliberately and with much forethought write unimportant hampering restrictive rules and regulations that decreases the value of their product? Why do they set up rules that in effect sell huge blocks of timber to the 'lowest bidder'?

I had always thought the object of selling timber was to get the most money for it, taking into consideration the rules of good logging practices and timber management.

These low price, single logging plan, sales are hard on the people in that locality. If the timber sales money is taken away, their taxes must be raised to compensate for this. If less timber is sold, the same result.

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



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# Handle with care

PICKED FOR THEIR STRAIGHTNESS AND QUALITY, these poles are loaded onto Willie Brown's 1999 Freightliner on the jobsite near Banks, Ore by Gwin and Sons' Joe Poetter in his new CAT 320D. Poetter runs both the shovel and processor on his one-man landing. "It doesn't get old," Poetter said. "Just when you think you got this, a whole new challenge opens up every day on how to bring a pole to the road."

## GWIN AND SONS KEEPS PRODUCTION UP IN THE METHODICAL WORLD OF POLE MANUFACTURING

By Brandon Hansen

A pole will get handled and shipped almost too many times to count before it finds its home in the ground somewhere around the globe. After getting selected for straightness and acceptable base/top widths, delicately fallen and hauled out of the woods, then moved to the chemical treatment plants for weather-proofing, the

ending price tag for such a product can be quite hefty.

Bell Lumber and Pole Company should know all too well about this since they've been in the pole business since 1909. When trying to get good, quality poles out of a sale they have to be sure their product doesn't hit a roadblock before it even gets to the log

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**See "Gwin & Sons"**

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"We've been in poles since the 1960s and began hauling them with one guy sitting on the trailer steering the load all the way to the mill."

RICK GWIN

## Gwin & Sons

(Continued from Page 6)

truck. They want a certain percentage of poles to come out of their sales, and if they don't get the right guy to get those poles - the bottom line could suffer. Poles have to be handled with care, since any damage means it's going on the scrap heap.

So Bell Pole needs a special kind of logger, and they've found them in Vernonia, Oregon.

Gwin and Sons Logging Company has been in the logging business since Dick Gwin began the company in 1958.

"My grandad Earnest and dad Homer worked on the old

(Continued on Page 15)  
See "Gwin & Sons"

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# FEATURED IN THIS MONTH'S ISSUE

## Gwin and Sons Logging

Gwin and Sons has been logging poles since the 1960s and now has four sides - including two pole manufacturing sides - and 18 pieces of equipment. They work on poles for Bell Pole Company, McFarland Cascade and McCormick Lumber.

## Gwin and Sons Logging

Vernonia is a town of 2,151 people in Columbia County on the eastern side of the Northern Oregon Coast Range. It was first settled in 1874 and the Oregon-American Lumber Company opened up a mill there in 1924 which supported a railroad line.

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### Parting Out



1988 Cat D5H TSK

### Parting Out



2006 Valmet EX10

### Parting Out



2004 Deere 544J



### Parting Out

1998 Cat 950G

### Parting Out



2005 Deere 330CLC

### Parting Out



2003 Komatsu PC228USLC3

### Parting Out



2010 Komatsu 445FXL

### Parting Out



2007 Deere 350DLC

### Parting Out



1995 Cat D250E

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320LL; 320BL; 320C; 322CL; 325L;  
330BL; 345BL; 350L

### CAT TRUCKS

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### CAT SKIDDERS

D5H; D4H; 515; 525; 525C

### CAT SCRAPPERS

615,621E

### CASE

821; 9030B; 9040B; 9050; 9050B;  
9060B

### GROVE

RT745

### LINK-BELT

210LX; 240LX; 3400 CII-Q; 4300 CII;  
4300 CII-Q; 5800 CII-Q; 6000Q

### KOBELCO

ED150; SK290LC6; SK200LC IV;  
SK400LC IV; SK330

### JOHN DEERE

120C; 160DLC; 590D; 200DLC;  
230LC; 2554; 310SE; 330CLC;  
450LC; 550H; 544J; 544G; 624G;  
644H; 644G; 648GII; 690E; 710D;  
750B-C; 744H; 753GL; 772BH;  
850-850BLT; 992D-ELC

### SAMSUNG

SE 350LC2

### TIMBCO

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

### TIMBERKING

TK722; TK1162

### KOMATSU

PC120-6; PC130-6; PC138US-2;  
PC150-5; PC160LC-7; PC200LC-6;  
PC220LC-5; PC220-6E; PC300LC-5;  
PC300HD-5; D155AX5; D355A;  
D65E-6; WA 200-1; WA180-1; WA400-  
1; WA320-1; WA180-3; WA250-3;  
WA500-1

### TIMBERJACK

608; 628; 1210B; 2628; 1270B

### HITACHI

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

### VALMET

500T; 860; 892

### VOLVO

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

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is Willie Brown in his  
1999 Freightliner.  
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**2006 KOBELCO SK250 LOG LOADER**, Jewell Shovel Logger Buildup, Jewell grapple, high & wide, 24" tracks, forestry cab, rock guards, good undercarriage, runs well, consigned, located in our yard, 12,624 hrs.....\$95,000



**LaTOURNEAU LOG STACKER**, 60-ton, cab, 4x4, 12.7 liter Detroit Series 60, excellent tires, very clean, good history, from major pipeline job, 3 available.....CALL



**2010 CAT 160M VHP Plus**, Tier III, 14' MB w/ new cutting edges, rear ripper, PB, differential lock, accumulators, joy sticks, 5,705 hours.....\$155,000



**2013 Hyundai HL757TH-9**, Tier III Cummins, 3.6 yd bucket, hyd QC, good 20.5x25 tires, cab, AC, 2,604 hrs, good loader.....\$99,500



**2011 VOLVO DD118HF**, 78.7" drums, 148 hp QSB 4.5 Cummins, 1,692 hours, good unit.....\$65,000

**YOUNG HEEL RACK** for LB 4300, good condition.....\$2,500

**CAT 966C LOG FORKS**, pin on, missing one cylinder, fair condition.....\$2,500

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**2012 KOMATSU PC360LC-10**, Tier 4, 30" dig bkt, 10'6" stick, 33 1/2" pads, lube system, cab guard, rear camera, AC, 2,182 hrs, priced to sell!!!!.....\$195,000



**2012 CAT 329EL**, CAT QC bucket, hydraulic thumb, rear camera, 10'6" stick, 3,700 hrs.....\$185,000



**2007 CAT 328D LCR**, smooth-edge clean up bucket, hydraulic QC, auxiliary hydraulics, 10'6" stick, very good condition, 6,148 hours.....\$140,000



**2004 IHC 4200SBA WATER TRUCK**, 200 hp diesel, 5 speed, NEW 2015 Randco 2,000 gallon tank, front, rear & side sprays, 233,200 miles.....\$36,000



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**2008 IHC 8600SBA WATER TRUCK**, 3 axle, Cummins @ 410 hp, 10 speed, air ride, NEW 2015 Randco 4,000 gallon water tank, front, side & rear sprays, hose reel, 8 new drive tires, 489,555 miles.....\$57,500



**2010 IHC 4300 WATER TRUCK**, 210 hp, CARB compliant, NEW 2015 Randco water system, hyd fill, front, side & rear sprays, auto trans, oil brakes, clean unit, 197,917 miles.....\$45,000





LOADING NEAR LEBANON, ORE., Cody Gwin uses his CAT 320D to delicately put poles on a trailer. Poles can't be damaged and Gwin and Sons must pay particular attention to the condition of the sapwood.

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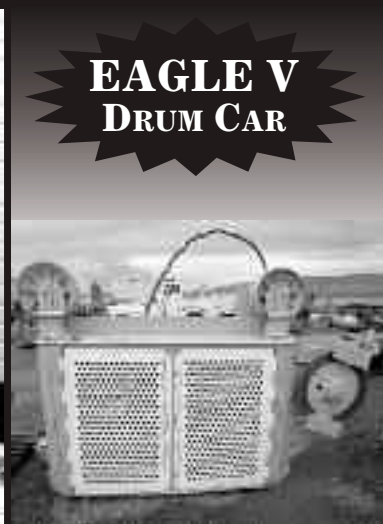
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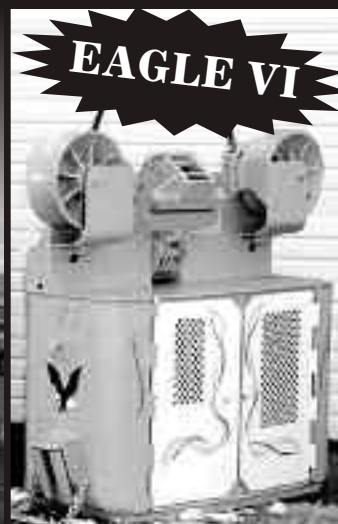
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**THREE GENERATIONS** of Gwin Loggers out on the jobsite near Lebanon, Ore. Cody Gwin (left) is the youngest and son of Rick Gwin, who is in turn the son of Dick Gwin (right) whose father and grandfather also logged.



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**2005 Timbco 475EXL**  
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**1999 Cat 330B LL**  
S/N 6DR03454  
Grapple, third straight travel pedal, forestry cab with 48" riser, 27,183 hrs., good condition

**\$64,000**



**1989 Cat 235C**  
S/N 3WG00129  
Auto engine speed control, high ambient temperature, N C H/D underhouse guard, 9,862 hrs., good condition

**\$37,500**



**John Deere 2054D**  
S/N 200510  
Jewell 54" grapple, 16,135 hrs., good condition

**\$106,900**

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LONG TRUCKS AND SMALL LANDINGS make for some tight spots for Joe Poetter in his CAT 320D but with 19 years of experience, he does just fine.



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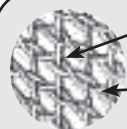


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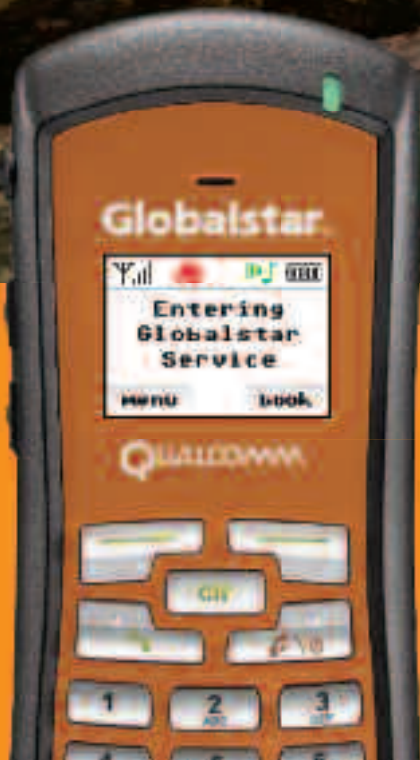
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USING A WARATAH 623 PROCESSOR, Cody Gwin uses his CAT 320D to get poles ready for hauling to one of Bell Pole's mills.



## Great Buys

**2011 John Deere 2454 Delimber** with Pierce 3348 upper, 4,430 hours, #019955 .....**\$368,000**

**2010 John Deere 2454D**, with Pierce 3348 delimber, heavy duty forestry guarding, rock guards, travel motor covers, swivel guard, Portland, #019818 .....**Call for Price**

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

**2005 Link-Belt 240LXDHP**, 7,704 hours, #020069 .....**\$179,000**

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

**2003 Timbco T475E**, w/20,400 hrs, runs, as-is, Tacoma, WA, #019056.. .....**\$85,000**

**2008 Hitachi ZX250LL**, 2-bar grousers, HD guarding package, arm and hoist cylinder guards, 11,279 hours, #020071 .....**\$199,500**

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**IS THIS LONG ENOUGH?**  
Dave Forfar's 2005 Peterbilt 378 hauls off a 125-foot pole load near Lebanon Ore. Pilot cars are needed to guide the truck since loads like this have considerable tail-sweep.

### Gwin & Sons

(Continued from 7)

steam donkeys," said Dick.

His sons, Rick and Darrell, joined the company in the late 70's while Rick's son Cody, an integral part of the current business, and began working for them in 2007 when he graduated from high school.

The business has four sides, 18 pieces of equipment and has over 20 employees. Two of those sides are strictly for poles as the Gwins take special pride in making sure they get production with quality on poles up to 135-feet long. Along with Bell Pole, Gwin and Sons

also manufacture poles for McFarland Cascade and McCormick Lumber.

"We've been in poles since the 1960s and began hauling them with one guy sitting on the trailer steering the load all the way to the mill,"

(Continued on Page 16)





**LEFT:** Rick Gwin refills the auto-greaser on the CAT 320D loader on the Lebanon jobsite.

**RIGHT:** Russ Lende shovel logs out on the jobsite near Lebanon, Oregon. All of Gwin and Son's machines are CAT 320D because of their durability out in the woods.



## Gwin & Sons

(Continued from Page 15)

Rick said.

The sight of a fully-loaded pole truck taking logging road corners that were in no way intended to handle the extra length is something to behold. Gwin and Sons is one of the best pole companies out there, and their skill allows Bell Pole to get more poles

from a sale than a logging outfit that is accustomed to logging regular length logs.

"The quality control is the toughest part," one-man show Joe Poetter said. "If you do anything to these poles you have to cull them out."

Poetter has been working for Gwin and Sons for 11 years and has been in the woods for 19

years. He began out in the woods at age 14 doing road work and has really "done everything" when it comes to logging and it shows.

To put a job description on Poetter - who when interviewed for this article was working outside of Banks - would be a tough task since he's the only guy on one pole side. Poetter runs both the

shovel and the processor - both Cat 320s since that is Rick's machine of choice - and is one of the best pole manufacturers out there.

It's not easy, as you not only have to avoid banging up a fallen pole while getting it to the road, you also have to get these ex-

(Continued on Page 18)



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THESE POLES leave the landing on Willie Brown's 1999 Freightliner on the jobsite near Banks, Oregon.



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#### LOG LOADERS

2006 Cat 330DFM, Pierce grapple, 16,700 hrs, recent u/c and other repairs .....	POR
2006 Cat 325DFM, Pierce grapple, 17,000 hrs, good u/c, nice cond. ....	POR
2006 Cat 324DFM, Pierce grapple, 11,000 hrs, 80% u/c, very good cond. ....	\$135,000
2008 Cat 320DFM, Cat grapple, 7,900 hrs, new u/c, auto lube system .....	\$194,500
2004 Cat 320CFM, 23,000 hrs, good u/c, 2 available .....	\$80,000
2004 Cat 322C, w/Pierce grapple, forestry cab, rblt motor, 15,400 hrs .....	\$120,000
2013 Doosan DX300LL, 3,400 hrs, xlent cond., w/Pierce grapple .....	\$227,000
2006 Kobelco SK 210, new u/c, 6,700 hrs .....	\$110,000
2004 Komatsu PC 300, 17,000 hrs .....	\$87,500
1998 T-Bird 634, Pierce grapple, nice loader, works every day .....	\$47,500
2008 JD 2554, Jewell grapple, 11,200 hrs., new u/c & rebushed & pump drive	\$185,000
2004 JD 2054, Pierce grapple, forestry cab .....	POR
2008 Kobelco SK 350, w/Jewell grapple, 11,500 hrs .....	\$170,000
1999 Kobelco SK 300, w/ grapple, 15,000 hrs, recent pump .....	\$27,500

#### DELIMBERS

2011 JD 2154, w/2011 Waratah 622B, 8,700 hrs, xlent cond. ....	\$220,000
2006 JD 2054, w/06 Waratah 622B, rblt head, good u/c, recent pump, swing group, RB front ....	\$120,000
2005 JD 2054LL, w/05 Waratah 622B, only 7,000 hrs on unit, new pump & rblt head, logger front ...	\$130,000
2006 JD 2554, w/06 Waratah 624, 10,700 hrs, new motor & pump, good u/c, RB front .....	\$195,000
2005 JD 2054, w/05 Waratah 622B, 6000 hrs on pump and motor, recent drive motors on 622...	\$62,500
2000 JD 230 LC, w/Pierce PTH 20 head, standard carrier, RB front .....	\$75,000
2010 Komatsu PC270, w/Pierce GP, 3000 hrs on head & 7000 on carrier, xlent cond. ....	\$359,500
2002 Cat 325C, w/2002 Waratah 622 .....	\$60,000
2001 Cat 330B, w/06 Waratah 624, rebuilt carrier, new pump, motor & u/c .....	\$205,000
2001 Cat 330B, w/08 Waratah 624C, 9,000 hrs, Cat rblt carrier, 9,000 hrs .....	\$179,500
2005 Kobelco SK290LL, w/05 Waratah 624, 14,500 hrs, recent pump, good u/c, nice clean log loader	\$135,000
2001 Waratah 622, w/ comp., controls, we can install on your machine .....	\$37,500
1998 TJ 608B, w/TJ 758 head, 9,000 hrs, good cond., Lots of parts .....	\$85,000
1999 L-B 3400Q, w/DM 3500, recent boom & bushings .....	\$45,000
2004 Doosan 300, w/Pierce 3348, 18,000 hrs, nice limber .....	\$69,500
1997 Cat 320, w/DT 4400, will make logs .....	\$25,000
2004 Cat 320CFM, w/DT 4400, new boom, 14,000 hrs, very good cond., butt saw on head...	\$90,000
2001 Cat 320B, w/DT 4400, recent repairs, nice limber .....	\$80,000
2009 JD 2554, w/DM 4550, xlent cond, 12,400 hrs .....	\$197,500
2007 JD 2554, w/DM 4450, rblt motor and pump, nice limber .....	\$145,000

#### BUNCHERS

2010 Timber Pro PL735, c/w Quadco 2900 intermittent saw, 6,000 hrs, very good cond. .	\$265,000
2005 Madill T2250B, rblt 22" Quadco 360°, 2000 on motor, 1000 on u/c, all bushing, pins, 12,000 hrs..	\$169,500
2005 Timbco 445EXL, w/Quadco 2900- 360° rotation rblt., 14,000 hrs, recent u/c, motor & pumps ...	\$170,000
1999 Timbco 445D, 32" bar saw, good u/c .....	\$65,000
1999 Quadco 6032, brush mulcher & shredder head .....	\$19,500

#### WHEEL LOADERS

1984 Cat 966D, c/w log forks and bucket, excellent cond., good rubber .....	\$70,000
Komatsu WA 600, c/w log forks, recent motor, good cond. ....	POR

#### SKIDDERS & DOZERS & GRADERS

2010 JD 848H, dual fnctn 360 bunching grapple, 6,800 hrs, 500 hrs on new motor, good rubber	\$135,000
2010 JD 748H, bunching grapple, dual fnctn, rears 90%, front 30%, 1 set chains, 5,200 hrs, nice.	POR
1999 TJ 460, dual function w/ bunching grapple, good rubber, w/ chains .....	\$40,000
2010 Cat 527, swing boom, 8 roller, only 3,600 hrs, xlent cond. ....	\$365,000
2001 Cat 517, w/swing boom, good u/c, recent paint, motor & trans have been rblt, 13,200 hrs..	\$132,500
D6C, w/ free spool winch, angle blade, low hrs .....	\$18,000
D6C, w/winch and log arch, good u/c .....	\$25,000

#### YARDERS & SWING YARDERS

Madill 6240, w/Acme 15 car, xlent cond, good lines .....	\$425,000
Diamond D425, Cummins power, new lines and paint, low hrs., xlent cond.....	\$725,000
Pacific 1188, Cat 425, rblt trans, torque & drum set w/ shafts, hyd u/c, run all logging systems ...	\$235,000
Washington 188, Cat power, rblt trans, good lines, tank mount, good u/c .....	\$190,000
Link- Belt LS98, Cummins 855 power .....	\$60,000
1996 Kobelco 300, w/2 Pullmaster, guyline, 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 youder .....	\$145,000
Skylead SC40, mounted on TJ 460, all Cummins, Eaglet car, water on haulback	POR
T-Bird TY90, T100HD trl, 8 guylines 1 3/8", Cummins KTA 1150, new paint, xlent cond.....	\$450,000
T-Bird TY90, T100HD trl, 7 guylines 1 3/8", Cummins KTA1150, ready to log .....	POR
T-Bird TMY45, self prop on rubber, rblt 903 Cummins & torque, good lines, ready to log .....	POR
Skagit 737, T100 trl, 7 guyline 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 guyline 1"3/8 yarder	\$160,000

#### MOTORIZED CARRIAGES

2008 Boman IV, Cummins power, w/ bugs, smart box, 2,355 hrs .....	\$54,900
2001 Boman IV, Deutz power, w/bugs, 2,200 hrs, rblt car .....	POR
2005 Eagle 5, rebuilt, new motor and other recent repairs .....	\$30,000

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1985 Ford 9000, Cummins 400, 15 speed, 40 rears, hendrickson spring, HD rails, 14' box, 185,000K..	\$14,500
--	----------



YOU'LL NOTICE THE LOAD rubbing against the bank here on a sharp turn. Gwin and Sons, along with Ken Montgomery Trucking takes very special care of these poles and move through tight spots all the time.



## Gwin & Sons

(Continued from Page 16)

tremely long items to a cramped landing, sorted, processed and ready to be loaded on long pole trucks.

"It doesn't get old," Poetter said. "Just when you think you got this, a whole new challenge opens up. I could probably do this until I retire and have a new challenge every day on how to bring a pole to the road."

Since poles require more care, the production process is slower, allowing Poetter to do everything out on the site but that doesn't stop him from getting results. Despite handling poles that are regularly over

100 feet, and can't have more than a superficial scratch on them, he can get three loads out on a good day.

"I don't stay in one spot very long," Poetter said. "I think the record is five weeks."

Poetter and the Gwins are the first ones to point out that the whole process begins and rests on the skill of their fantastic pole cutters Mark Travis and Terry Sandstrom. The two work back and forth on each pole side. Since the poles would easily break or have damage to their sapwood if they were fallen into open space - which would be troublesome since the

(Continued on Page 19)

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## Gwin & Sons

(Continued from Page 18)

sapwood has to remain untouched for roughly an inch around the heartwood - Travis and Sandstrom have to fall the poles back into the trees to cushion the blow.

The work they do is something to see, says Cody Gwin, who at the time of this article on the other pole side with Russ

Lende near Lebanon, Oregon.

The two make a quality team. Lende has been logging for 34 years and runs the shovel and helps load when needed.

"Nothing is worse than gouging a good pole," he said. "You've got to make sure your grapple is grabbing under them and not in to their sides. We take a lot more time with them than logs."

Lende started logging when he was in high school and a

friend of his had a logging company he joined and hasn't left the woods since.

Depending on timber type, Gwin and Lende are ranging anywhere from 3 to 6 pole loads a day and typically 10 loads total. With processing at least four loads of poles and a half dozen loads of logs each day, along with getting 10 loads out takes ample planning to keep things moving smooth and efficient.

"I either wanted to be a commercial fisherman or a logger," Lende said.

The art of pole logging is akin to fishing in you're looking for the biggest and the best. And you don't want it to drop off your hook.

"It starts by getting them on the ground," Cody said. "The way they meticulously take down

(Continued on Page 20)

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(Continued from Page 19)

each tree to prevent breakage, they leave us with only 1 percent fall down, a skill not all timber fallers have.”

On Gwin and Lende’s side, 1.6 million board feet, equivalent to approximately 330 pole loads have made it to the mill in the last 5 months.

Gwin and Sons are so methodical with their work, it has caught the attention of Oregon Department of Forestry Operations Forester Kyle Kaupp, who says the operation really compliments the ODF’s mission.

“From my perspective, Gwin has done an excellent job,” Kaupp said. “They’re very careful and they pick their days to work with the weather.”

Rick is the first one to say that they don’t haul poles in the snow or if things get too dicey road condition-wise. Luckily this year, the winter has been lacking.

“We’ve had a dry winter and that has helped us out here,” Kaupp said. “Gwin does it the right way, they get a lot of loads out while taking care of the resources. They’ve done a perfect job.”

Bell Pole also notices and appreciates the hard work that Gwin and Sons puts in. They try to keep the company busy on their various sales through the Northwest. While Rick tries to keep his guys close to home, there can be some travel involved. Working far from home is not unheard of for Gwin and Sons but once the commute gets to be several hours, the crew stays near the job.

“Gwin knows how to pick poles,” Bell Pole’s Frank Gribble said. “That saves us a lot of time because then we don’t have to go out and mark them.”

While Gwin and Sons is one of Bell Pole’s main operations to get poles, they’ll have other logging outfits work for them but it might take more work to mark poles and make sure the poles on the ground are up to specs. Since Gwin and Sons has so much experience and specifically works for poles - their process and production is much smoother.

“There is way, way more expertise that goes into this and

they have a real knack for it,” Bell Pole Timber manager Bob Halderman said. “It takes a while for a guy to get experienced in poles but they’ve earned our trust.”

Gwin and Sons will make logs out of any damaged poles as well, but what perhaps separates them from other outfits is they’re specifically trying to get as many poles out as possible.

“You’ve just got to be slow and methodical,” Rick said.

Cody Gwin is the latest in the line of his long family lineage of logging. He said he’s had the best mentors when it comes to this type of logging and added that Bell Pole is a great company to work with and takes care of their loggers.

He added that he also realizes being the boss’ son means added expectations. He said he tries to set an example of hard work and production. In the almost precision-like world of poles, that’s a good philosophy.

“With processing at least four pole loads and a half dozen other loads, along with getting those 10 loads out, it takes ample planning between the two of us to keep things moving smooth and efficient. Russ and I make a great team. While Russ does mostly shovel logging, he often helps load to keep trucks moving and production maximized.”

Rick Gwin tries to keep all his equipment standardized as CAT 320Ds with rollover protection. He’s also gone with auto-greasers on all of the machines for added efficiency and tries to keep all his equipment on the newer side. He also has four Wartah processors in the company stables.

“They’ll go forever,” Cody said of the CATs. “That’s all my dad has been buying for the past 30 years. If there is a breakdown, we rely on Peterson CAT to be there to support the equipment wherever we are.”

CAT has been a part of the Rick Gwin’s company for a long time and so have his employees. The Oregon logger tries to keep his crew happy, well-equipped and well-paid. Gwin & Sons also has two clear cut crews working for other land owners. Gwin and Sons will also try and keep their clear cut crews working for other companies whenever the work comes up.

Lende said they take care of the crew and that he can’t imagine working for anyone else.

“I’ve got a really good crew and there’s not much turnover,” Rick said. “I’ll go around to the different sides to help them out as needed at the moment. They all know what they’re doing.”

So when you trace that utility pole in the ground, back to all the mill yards, treatment plants and pole trucks used to ship them, you’ll find a good number of them coming off jobs by Gwin and Sons. While specialization is their game, they also try to keep production going smoothly in an expensive and

time-consuming field. And they’ll continue to be one of the go-to guys when it comes to poles.



Scan this QR code with your smart phone app to see Gwin & Sons in action.



UP IN THE AIR, is a pole that Cody Gwin gets ready to load out on the jobsite near Lebanon, Oregon.

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A ONE-MAN SHOW, Joe Poetter of Banks, Oregon operates an entire landing and gets plenty of production out of it. He's been logging for 19 years and has been with Gwin for 11.



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# BLAST FROM THE PAST

BY QUINN J. MURK FOR LOGGERS WORLD



This photo shows two vessels at a Bellingham, Washington dock loading lumber. What's unusual about the photo is the ship in the foreground. It is a five-masted sailing ship, and the other a steel-hulled steam ship. For many, many years steam and sail would dock side by side, and two very different working groups of mariners would haul our lumber output all over the world. This went on until well after World War I.

This photo is from the Quinn J. Murk collection.



This photo shows a man pulling a peeled pil-ing with a "Doodlebug" in a log yard. Unfortunately, this is not the best quality photo, but it shows something that is not commonly seen. A "Doodlebug" is a home or shop built tractor made from old car or truck parts or, in this case, both. The engine and cowl look to be from a car or pickup while the steering axle and drive axle are of the old 5 or 6 hole truck-type axles. During the 1930's depression, there was not a lot of money around, and old cars or trucks were everywhere and cheap. Building your own for less than a hundred dollars was a lot more attractive than buying new. This photo is from the Quinn J. Murk collection.

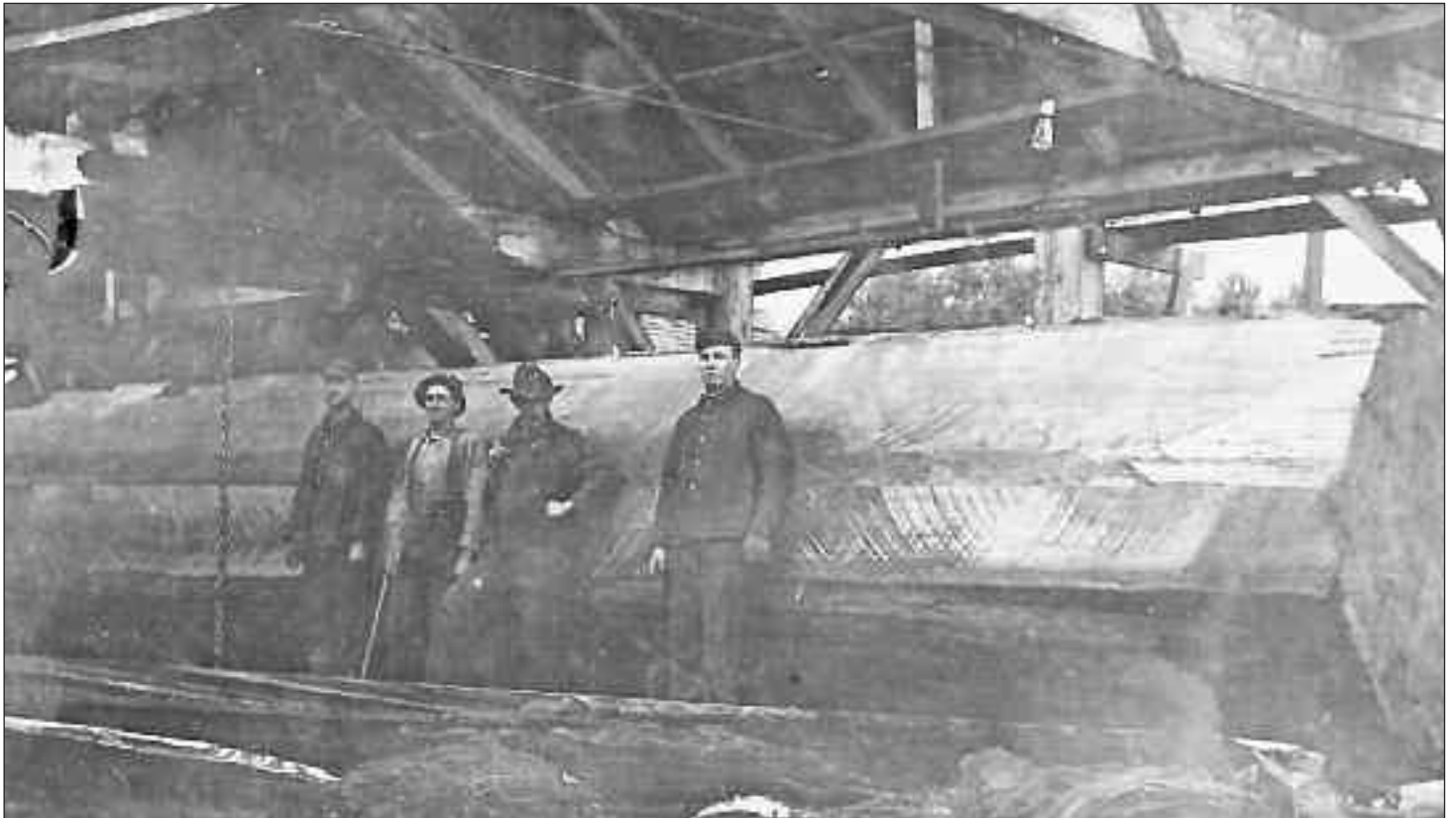
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Back in the good old days, Fortson, Washington had a small sawmill and big logs. Some of them too big. To solve that problem, if the mill could handle the log, it was side-cut until it was too big to go through the saw. Then, instead of a quarter-turn on the carriage, an eighth-turn would be made, and the log sawn until too big, and turned again. The log would be turned and sawn down until reaching the size to be conveniently sawn into lumber. This process was call "gun barreling" because the log would take the shape of flat sided rifle barrels. Not many pictures of this process were ever taken.

This photo is from the Quinn J. Murk collection.



Logging in the snow, oh boy such fun, especially if it was cold, windy and wet. A yarding crew in an unknown location poses with their nice 2-speed Humboldt yarder. Not sporting a roof, the donkey puncher and firemen get to work in the snow all day. With the brakes wet and ice on the bottom of the donkey puncher's feet, it had to be real fun for the rigging crew to work under the rigging. This picture makes that old yarder cab with the broken window look pretty good, doesn't it?

This photo is from the Quinn J. Murk collection.



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## Response to Letter to the Editor: from Merv Johnson - Logging Historian

*From the Editor:* If you put more than one professional in a room, you usually end up with more than one opinion. Logging history is no different, and in this case the history is only about 100 years old. Merv Johnson and Quinn Murk are both highly respected historians that have probably forgotten more than most of us will ever remember. In this case, they have slightly different opinions while

agreeing on most points. One believes the donkey was a "sledge hammer" and the other says it's probably a "direct geared" donkey - a minor but historically significant difference. We want to see history preserved as accurately as possible, so we are bringing you both sides. The letter below is Merv's response to Quinn. Feel free to jump in if you have any additional information.

"When I got home I looked again at the top photo on page 22 of March 2013 Loggers World. That donkey has a steam friction head on the main shaft, and as you said, it is a Willamette. However, it is not a sledge hammer two-speed. A sledge hammer has no power shift. The sledge hammers were shifted with the gears stopped. A bar and/or a sledge hammer is used to slide the gear over. They were not shifted often.

The machine pictured is probably a "direct geared" two-speed, i.e:

with one friction "jam" on one side of the main drum e.g: low gear, and another jam on the other end as high gear. With practice, they could be shifted on the fly. With a machine that small, it would be highly unusual to be equipped with a two-speed unit. Maybe the two-speed unit was a later modification? I notice also, that there appears to be another drum ahead of the original frame on the right side. If so, that definitely means it was modified or special built.

Willamette sold five donkeys to

Cherry Valley dated 1912, 1913, 1914. All five were Humboldt [internal geared] type. There is a sixth donkey listed, but appears to be a special model and no serial number listed, which means it could be a modification of one of the above. On the other hand, the one pictured appears to have spur gears [external teeth] which muddies the water.

I am a little surprised that this donkey would be used as a yarder because of the small size. It is possible that it could have been a two-speed loader, but doubtful. It appears to be

a ground lead machine. Willamette's first two-speed was a two-drum "hoisting machine." The actual two-speed yarders were not built by Willamette until 1916. At that time, the two-speed units were quite primitive and actually referred to as "convertible." [Called "sledge hammer" by the loggers.] They built five types of two-speeds partially because of developmental changes. Also no donkeys were built until 1901 by Willamette, which means the date of 1890 could be the original date of incorporation of Cherry Valley Co."

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  - 2004 JOHN DEERE 2054
  - 2003 JOHN DEERE 270
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  - 2008 KOMATSU PC220
  - 1998 THUNDERBIRD 1240
  - 2012 LINK-BELT 350X2
  - 2008 LINKBELT 240LX
  - 2007 LINKBELT 290LX
  - 2005 LINKBELT 290LX
  - 2004 LINK-BELT 240LX
  - 2003 LINKBELT 290LX
  - 2000 LINK-BELT 3400Q
  - 1985 LINK-BELT 3400 ON RUBBER

- PROCESSORS & DELIMBERS**
- 2006 CAT 325C W/2010 WARATAH 624C
  - 1998 CAT 322B W/PIERCE 3345
  - 1998 CASE 9040B W/PIERCE 3345
  - 2012 JOHN DEERE 2454D W/WARATAH 623C
  - 2009 JOHN DEERE 2954D W/2010 WARATAH 623C
  - 2009 JOHN DEERE 2154 W/WARATAH 622B
  - 2008 JOHN DEERE 2954D W/2010 WARATAH 624C
  - 2007 JOHN DEERE 2054 W/WARATAH 622BW/DM4550
  - 2007 JOHN DEERE 759J W/WARATAH 470
  - 2006 JOHN DEERE 2054 W/WARATAH 622B
  - 2006 HITACHI ZX250LL W/WARATAH 622B
  - 2005 KOBELCO SK250 W/WARATAH 622B
  - 2008 KOMATSU PC270 W/2013 PIERCE GP HEAD

- PROCESSORS & DELIMBERS Cont.**
- 2011 LINK-BELT 290X2 W/WARATAH 623C
  - 2010 LINK-BELT 240LX W/PIERCE 3348
  - 2005 LINK-BELT 240LX W/WARATAH 622B
  - 2003 LINK-BELT 290LX W/WARATAH 622B
  - 2000 LINK-BELT 3400Q W/PIERCE 3345
  - 2004 MADILL 1800 W/WARATAH 624
  - 2005 MADILL 2800B W/WARATAH 622B
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  - 2011 JOHN DEERE 959K
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  - 2006 TIMBCO T445EXL W/40° QUADCO
  - 2002 TIMBCO T-445E
  - 2002 TIMBCO T475E
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  - 2005 TIGERCAT L870
  - 2001 TIMBERKING 1162

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  - 2004 CAT 535B
  - 2002 CAT 525B W/ESCO SWING BOOM
  - 2001 CAT 527
  - 1987 CAT D5H
  - CAT D6C
  - CAT D8K
  - CAT D7E W/WINCH
  - CAT D7F W/ESCO SWING BOOM
  - CAT D7G ARCH/WINCH
  - CAT 977L
  - 1986 FIAT ALLIS 14C W/ARCH, WINCH
  - 2010 JOHN DEERE 848H
  - 2010 JOHN DEERE 748G3
  - 2005 JOHN DEERE 748G3
  - MADILL 071 W/HYD. U/C

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  - SKAGIT 737
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  - WASHINGTON 188
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- 2005 HITACHI ZX350RB
- MISCELLANEOUS**
- ATLAS COPCO 185CFM AIR COMPRESSOR
  - CAT 977L
  - 1979 FIAT ALLIS FRONT END LOADER
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As We See It....

# THE BACKBONE OF THE INDUSTRY

**I have some breaking news!** The much anticipated logger shortage is here! ...at least during times of peak production. It is hitting our industry in a couple of different ways.

Across the country, the "surge capacity" in our industry has all but disappeared. That part of our industry used to be made up of many small operators who often only logged part of the year but could always be called upon to help out during times of peak production. Since the "Great Recession," most of these companies have gone out of business, moved on to more profitable ventures, or become full-time loggers. With that surge capacity gone, we are all feeling tremendous pressure to meet our customers' demands.

As employers, we are in the midst of a crisis trying to attract and retain qualified employees. This fact was driven home recently by a logger friend whose son had been working for his company. Last year, his son took a job with a construction company, making considerably more money than he had been making working as a logger. His son felt badly about leaving but, as my logger friend told me, "he's now making the kind of money that he could never make in logging." When you think about it, what a sad statement about logging. If we can't even afford to pay our own children enough to stay in logging, how can we expect to keep any qualified employees? When I was young, someone could buy a house and raise a family on a logger's wage. Now, even with a working spouse, most employees struggle just to get by. It is not at all unusual for the spouse of a logger to be the bigger breadwinner with better benefits and retirement package. It is demoralizing, considering the high level of skill required to perform most logging jobs.

We have a serious problem: fewer loggers in the business and fewer individuals becoming loggers.

In order to stay in business, loggers have had to become better, more professional businessmen. We have learned how to succeed in an increasingly regulated and volatile industry. During the same time, virtually every cost has skyrocketed (equipment and financing, commercial and health insurance, workman's comp, fuel, regulatory fees and taxes) and we have had to absorb those astronomical cost increases. The only items that haven't risen at the same pace are the prices we are paid by our customers, what we logging operators earn in profit at the end of the year, and what our employees take home on their paychecks. Yes, we have managed to stay in business but it has been at great cost to our people. Ultimately, if we cannot increase our profits, we cannot increase pay to a level that more realistically reflects the value and skills of our people to our logging operations, a level that is competitive with other industries that require workers with similar skills.

A retired forester recently told me that "loggers would soon be in the driver's seat" with regards to setting logging prices. The question is, just how accurate will that statement turn out to be? I do know that this is definitely not a place loggers are accustomed to being. Typically when there is a shortage of something (loggers), its price will go up. Unfortunately, the pressure to increase logging that we've felt from our customers hasn't resulted in increased prices for our services. While we would love to be able to charge whatever prices we want, the reality is that wood products are commodities. Producers of wood products

are not only competing against one another; they compete against other materials. If wood products become too expensive, they will be replaced by other materials and will ultimately lose market share. So where does this leave us?

If we don't quickly improve logger compensation, the logger shortage will certainly continue getting worse. As the shortage gets worse, even fewer operators will be available to meet the increasing demands of the market. Less product availability translates into higher market prices. Higher market prices will result in lower market share. This death spiral has a simple solution- pay loggers more money for the work that they do. Without strong and more-profitable loggers, the future of the entire wood products industry is in serious trouble.

We loggers are the backbone of this industry. We owe it to ourselves, our employees and the entire timber industry to make reasonable profits. To do anything less will jeopardize us all and result in what timber owners probably fear the most- out of control logging costs.

Mark Turner is the current President of the Associated Oregon Loggers and serves as an officer for the American



Loggers Council. He and his brother Greg operate Turner Logging located in Buxton, Oregon. For more information, please contact the American Loggers Council at 409-625-0206.

## Rigging Shack

(Continued from Page 5)

In some parts of the country this is a real hardship. Less timber being sold and that being sold at a lower price because the sale calls for logging by Helicopter only.

It seems that maybe we are heading in the wrong direction here.

It is funny that I'm hollering about this because I've got no personal stake in it. I'm not having to spend 35% of my time and my crew's time to log unmerchantable material to make ugly piles along the road. I'm no longer working below those piles and those small landings and being run across the hill and hiding below stumps.

But it makes me boil. I thought that we were making some progress in this logging business - - - and in many areas we have gone backward three steps to every one we've gone ahead. I remember watching Cliff Wilson do some logging out of Reed-sport. He had a slackline yarder that was reaching out 2200 feet and flying logs to the landing. At that landing another slackline yarder flew the logs another 1000 or so feet to where they were loaded on the trucks.

Cliff said: "We learned better logging methods than this 50 years ago and here I am doing it again."

We are getting damned impractical. We are forced into it by rules and specs that have nothing to do with the end result. That is because impractical people make and enforce these rules.

That tree we all depend upon, and the practical people that harvest that tree, can only stand so much of this sort of thing. Can only carry so many non-producing people. There comes a time when the load is heavier than the wheel bearings will stand.

Maybe a little more grease will increase the life of those wheel bearings but methinks we are getting that grease in the wrong place.

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Summary Judgment....



## Will the EPA Set a Killer Free?

by William Perry Pendley

President Obama's Environmental Protection Agency (EPA) has earned a reputation as the most lawless agency in an administration infamous for its abuses of the Constitution and the rule of law. The EPA, for example, implemented a "cap and trade" regime Congress rejected, brought criminal actions against citizens for "wetland" violations as it sought power over more landowners, and declared a "war on coal" that will put thousands out of work, drive up the price of electricity, and render its delivery unreliable. Now, the EPA may set a convicted killer free.

In late 2013, the EPA declared over a million acres in west-central Wyoming, including the town of Riverton (pop. 10,000), as part of the Wind River Indian Reservation, that is, "Indian country." Purportedly, the EPA's action is required by a Clean Air Act provision allowing tribes to obtain the authority avail-

able to States to regulate their air quality programs but, in doing so, the EPA subjected land—long known to be outside the Reservation—to the tribal jurisdiction of the Northern Arapaho and Eastern Shoshone.

The Reservation was established in 1868, but in 1904, the Tribes agreed with the United States to cede 1.48 million acres of land in exchange for per capita payments to tribal members and capital improvement projects. In 1905, Congress ratified the agreement, declared the lands were "ceded, granted, relinquished, and conveyed" to the United States, and referenced the new Reservation as "the diminished reserve." In 1906, the ceded lands were opened for settlement by Presidential Proclamation; the land was sold to non-Indians, including land that became Riverton. In 1939, some unsold ceded lands were restored to the Reservation, but no

lands inside the Riverton city limits were ceded.

Over the decades, Congress, the Supreme Court, and the Wyoming Supreme Court wrote of "lands formerly embraced in the [Reservation]," of a "diminished reservation," and of lands "ceded, granted, and relinquished." Challenges by tribal members of their convictions in state court for crimes committed in Riverton—putative "Indian country"—were all rejected, on one occasion with amicus support for Wyoming from the United States. In 1998, a unanimous Supreme Court rejected a tribal attempt to void a similar grant.

Westerners, elected officials, and commentators nationwide heaped abuse on the EPA, but there is plenty of blame to go around; the EPA's "determination is consistent with a 2011 Opinion of the Solicitor of the U.S. Department of the Interior." Alas, the Solicitor, President Obama's top lawyer at the Interior Department, made utter hash of unquestionable history. Worse yet, her opinion slavishly tracks the Tribes' 2008 application to the EPA in which they cherry-picked bits of congressional hearings and self-serving tribal documents but ignored court rulings, the 1904 agreement, the 1905 Act, and their binding language.

In early 2014, Wyoming and the Wyoming Farm Bureau Federation

sued the EPA. In early 2015, the lawsuit drew an amicus curiae brief from ten States arguing the EPA is "owed no deference with respect to its application of federal common law principles to historical facts [and that] Wyoming's and the other parties' views on the diminishment issue accordingly have as much weight as the [EPA's]."

Meanwhile, there is much fear and uncertainty in Wyoming. Citizens of Riverton and ranchers and farmers throughout the 1.48 million acres that the EPA says is now "Indian country," are in a panic. Housing prices have plummeted. Non-Indians fear they will fall under the legal jurisdiction of the Tribes—both civilly and criminally.

There is an unintended but not unexpected outcome of the EPA's pursuit of its brand of "environmental justice;" a convicted murderer says he must go free! Andrew Yellowbear—a Northern Arapahoe tribal member who lived in Riverton—was convicted in a Wyoming court of killing his young daughter. Arguing the crime occurred in "Indian country," he challenged his conviction up to the Supreme Court, but lost. Now, it appears the EPA agrees with him.

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

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