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VOLUME 50 NUMBER 9

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A large red and black Waratah HTH625C harvesting head is shown in the process of cutting a tree trunk in a forest. The head is suspended by a black cable and is positioned horizontally, with a large log being cut. The background is a dense forest of tall, thin trees, with sunlight filtering through the canopy on the left side. The Waratah logo is visible on the black cable.

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Finley's Rigging Shack "Classic"



Originally Published in September 1978

Last month we talked about the value of work. We said that perhaps, just perhaps, the biggest secret of success there is comes down to working. Work smart and work hard. Plan where you want to go and how you want to get there and then go into action.

One man told me he cut that page out of Loggers World and showed it around and pointed it out to his children. This work concept is not popular and it may never be. If you want something you'd better be able to earn it. There is nothing easy about it because in a way every person is in competition with every other person. To get farther ahead than most you do more and do it better than most.

"Every job is a self portrait of the person who did it." I don't know who said that. It is a statement that is usually true. A sloppy person will autograph his work with evidence of his sloppy habits. A person who does good work will not only show this in his work but he will show it to everyone in all ways, usually. A person who lies usually lies to everyone. A person who is crooked doesn't confine his crookedness to just a few. He usually cheats everyone he has a chance to.

We change now and then but

the deep habits usually stay with us a long long time and are hard to root out. Laziness is hard to cure --- and don't I know that!

There are many many rules for achievement. They all take Action. Action is usually work. If you don't enjoy your work then things can be pretty darned dismal for you.

This is a big problem area for many people and it has been for me. I not only did not enjoy my work but was certain sure your work was more enjoyable and better than mine. I was sure that if I had your job then I'd be better and feel better.



FINLEY HAYS

I guess the best way to get a better job is to do the one you have now so good that it can't hold you. You usually have to work on thru the bad areas. Like your circumstances or not, like the conditions you are now in or not, I say like it or not those are the circumstances and the conditions you must use to change things with. You have to start with what you got

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See "Rigging Shack"

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IN THIS ISSUE



ON THE FRONT: This isn't a circus tent, it's the Skagit BU99 tower, operated by Riley Lemons, on Wayne Stone Logging's jobsite near Mt. Hood, Ore. It's got it's work cut out for it, with lines reaching out as far as 4,000 feet on a difficult unit.

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"Classic" From Sept. 1978 by Finley Hays

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Rigging Shack

(Continued from Page 4)

and from where you are at.

GOALS OBJECTIVES TARGETS

You can call them anything you want to call them. Generally they are something you want, something you want to become, something you want to have.

To get this thing means making changes. Changes inside and changes outside. In this country most things we want we can get and then pay for them on the installment plan. Want a new car? There is an outfit in North Bend advertising any new car on their lot for something like \$49 down.

So you see you can get and have this new car before you pay for it. Of course it will likely be worn out and not running long before the payments are completed.

But in many things, success might be included in this, you pay for it before you get it. Eleven years of higher education, perhaps, to become a doctor. That is paying way way ahead of time. Many things like that.

Things that are really solid, really good, usually have to be paid for before you get them. Thankfully enough the paying for them can be fun and be worthwhile and be an accomplishment in itself.

If you set goals, and goal setting is one of the best ways of motivating a person yet discovered,

you should set several of them. Paul Meyer says to set goals in six areas of your life. Family—Financial—Mental—Physical—Social and Spiritual. The reason he thinks this is smart is so that two of your goals won't cancel each other out. Won't be in conflict. For instance if you have a goal to spend more time with your family, take them on trips, to games and so forth then it'll cause trouble with your goal to make more money, start a part time business and work more hours.

This goal setting is a subject worthy of much pondering, studying, thinking and reviewing. It is more complicated than it appears when one delves right down into

it. Takes a pile of time, but saves three times as much time as it takes, or more.

The importance of goal setting and the planning that goes with it can't ever be over emphasized I'd guess. No one hardly ever accomplished anything great by accident. Most things take place in the mind, then they are planned and then they are worked for.

If you want to make some dramatic changes in your life you can do so very simply. First we borrow Arnold Bennet's 20/10 power formula. Pick out something worthwhile to read, something that will educate you in the field you want to be educated in. Then read this for 20 minutes every day. Then read aloud to yourself, or others, for 10 minutes every day. Do it everyday. For a year.

That by itself will change things more than either of us believe.

Next thing is to set some short range goals. Say for 5 days. Write the goal down. Put down what you need to do to accomplish this goal right now. Then write down the other things that you need to do to accomplish this goal in decreasing order of importance.

At the end of every day take 2 minutes to read this goal and go over it again. Take another 2 minutes to correct your progress and write down other things you thought of.

If you do this three or four times you'll be sold forever more on goal setting.

Paul Meyer says that a goal should be challenging, it should be hard. There is no satisfaction doing easy things.

If a goal doesn't make you exert yourself then forget it. It isn't worth anything if it doesn't cost anything.

When all of these things are done, the goals set, the procedures outlined, the plans made and you read over the plans and you inspect your goals and you set your scheme of values and list your order of priorities --- what is next? Get to work!



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WAYNE STONE LOGGING - SANDY, ORE.

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REACHING OUT



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WAYNE STONE LOGGING TACKLES A CHALLENGING UNIT NEAR MT. HOOD, AND THE RESULTS ARE STUNNING

By Brandon Hansen

It's a shame — and a beauty — that Wayne Stone Logging Inc.'s jobsite is tucked west of Mt. Hood on steep and treacherous ground.

Only a select group of his highly-skilled employees, representatives from Columbia Vista, Oregon foresters and the occasional winded journalist from *Loggers World* will get to see

(Continued on Page 7)
See "Stone"



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Stone

(Continued from Page 6)

the spectacle of the company's Skagit BU99 bring logs over two ridges and down a 1,500-foot cliff onto the landing.

"We thought it was going to be a helicopter job," Columbia Vista log buyer Ed Martin said. "It turns out we were the only bidder on this site because some people looked at it and said 'no way.'"

Columbia Vista talked to their go-to guy when it comes to cable logging, Stone, and after taking a look, he had the gumption and the knowledge to say he could tower log it.

The unit Columbia Vista was talking about had no real road access and steep ridges to contend with and - to add to the challenge - there weren't enough properly-sized support trees in the front of the unit. That meant Wayne and company - who had to pack tons of cable and equipment in before they even could get started - would have to stand up trees to serve as intermediate supports.

"This was definitely the most challenging job we've done," Stone said. "It's got so

(Continued on Page 13)

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REPORTING IN FROM...



SANDY, ORE.

Named after the nearby **Sandy River**, Sandy is a town of 9,570 roughly **25 miles east of Portland**. Sandy serves as the western **gateway to Mt. Hood**. It's home to the annual Sandy Mountain Festival, the Sandy Oktoberfest and the yearly Home-town Holiday Festival and Parade.

WAYNE STONE LOGGING

Wayne Stone Logging has **two tower sides** and a mechanical side. Wayne Stone of **Sandy, Ore.** began the company in 1982 after years of log and rock trucking. Stone also owns **ten log trucks**

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WA180-1; WA400-1; WA320-1;
WA180-3; WA250-3; WA500-1

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608; 628; 1210B; 2628; 1270B

HITACHI

ZX27U; ZX120; EX150; EX160;
ZX200LL; EX200-5; EX60;
EX200LC3; EX220-3; ZX330
ZX350LC; EX330LC5; EX400LC3;
ZX450LC; EX550LC5; EX700;
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L120E; L180C; L220E

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PERHAPS THE BUSIEST GUY ON THE LANDING, chaser Jerry Warren takes his saw out constantly on logs that have to take a 1,500-foot drop from the final intermediate support on Wayne Stone Logging's jobsite near Mt. Hood.



2004 TIMBERKING TK732 FELLER-BUNCHER, CAT C9 @ 284 peak hp, 325C swing drive, CAT UC w/27" grousers, leveling cab, Timberking 221 24" hot saw, tilt, AC, heat, cold weather hydraulic heater, appr. 77,000 lbs., 3,642, clean unit!, consigned, call for location.....\$160,000



1998 THUNDERBIRD 1234L LOG LOADER 210-size machine, grapple, high & wide, Cummins, joystick, good undercarriage w/recent rails.....\$45,000



PRENTICE CRX 625, approx. 88,000 lbs., Cummins, joystick controls, just arrived, new on market.....\$35,000



2002 HITACHI EX230LC-5 w/PIERCE PMD3348 DELIMBER, recent bottom rollers, good UC, clean for age, 15,105 hours.....\$60,000



1994 CTR 314SCD, pull-thru delimeter, JD power, measuring table, one saw, radio control.....\$18,500

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1997 CAT 527, Esco swing grapple, bunching grapple, 6-way dozer, tri-rails, near-new V-Trac rails/sprockets, 15,075 hours on meter.....\$158,000



2000 JD 648G II, dual-function boom, grapple, winch, direct-drive transmission, front glass & screens, (2) new 24.5 tires.....\$42,500

BOOM & GRAPPLE FOR JD 648G II, dual-function.....\$5,500



1999 CAT 525 SKIDDER, D/F boom, bunching grapple, NO winch, 24.5x32 tires, 3304DIT @ 175 hp, powershift, runs/shifts well, 17,448 hrs.....\$39,500



1990 or 1988 CAT 518 SKIDDER, Esco grapple, NO winch, 3304 @ 130hp, runs & shifts well, 23.1 tires: 2 very good, 2 @ 10-15%. We have 2 new tires @ \$2,500 each, your choice of skidder.....\$25,000 or \$30,000 with 2 new tires



1994 MORBARK 1200, 12' tub, CAT 3408, approx. 650 hp, Morlift 350 boom w/grapple, cab, 3-axle carrier...\$60,000



HYUNDAI/ROBEX 290LC DELIMBER, w/Pierce 3345 upper, working daily through last season, estimated 90,000 lbs., consigned, call for location.....\$38,000



LeTOURNEAU 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



2007 NEW HOLLAND TV145, bi-directional tractor, w/Brown Bear PA35D aerator/composter, 145 hp, diesel, front-mount water tank, very good 18.4x34 tires, former government unit, very clean, low 1,831 hours.....\$92,500
CAT 966C LOG FORKS, pin on, missing one cylinder, fair condition....\$2,500



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!!!!.....\$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



2012 KOBELCO SK260-9, 48" bucket, standard stick, aux hyd, IT Tier 4 @ 176 hp, very clean, 2,201 hrs...\$105,000



2011 JD 450J LGP, 6-way blade, JD winch, cab, canopy, AC, heat, good undercarriage, 2,695 hours.....\$78,500



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



2012 JD 300D Series II, very good 23.5Rx25 tires, 4,655 hours, good machine!!!!.....\$235,000



2013 CASE 621F, 3rd valve, JRB QC, 3.5 yard bucket, new 20.5x25 26-ply tires, AC, heat, 2,943 hours, lease return, clean.....\$112,000



2001 KOMATSU D155AX-5A, sweeps, 4-barrel ripper, S-U dozer, good undercarriage, AC, approx. 9,300 hours, we own it, call for location.....\$89,500



2013 Hyundai HL757TH-9, Tier III Cummins, 3.6 yd bucket, hyd QC, good 20.5x25 tires, cab, AC, 2,604 hrs, good loader.....\$89,500



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MANN BRUSH RAKE FOR CAT D4H/D5H, approx. 91" wide, 53" tall pin to tip, 7 tines.....\$3,000

PIERCE HEEL RACK, removed from CAT 229 log loader, good condition, approx. 99" long, 3" main pin.....\$2,500



THESE GUYS KEEP THE LOGS FLOW-ING, as rigging slinger Andrew Sloan (left) and setter Chance Manard get ready for another turn. These guys have quite the commute up and over a ridge on a ATV on a liberally-labeled road that is closer to a trail than a four-lane free-way. The view of Mt. Hood, however, is a nice perk working on the rough terrain.





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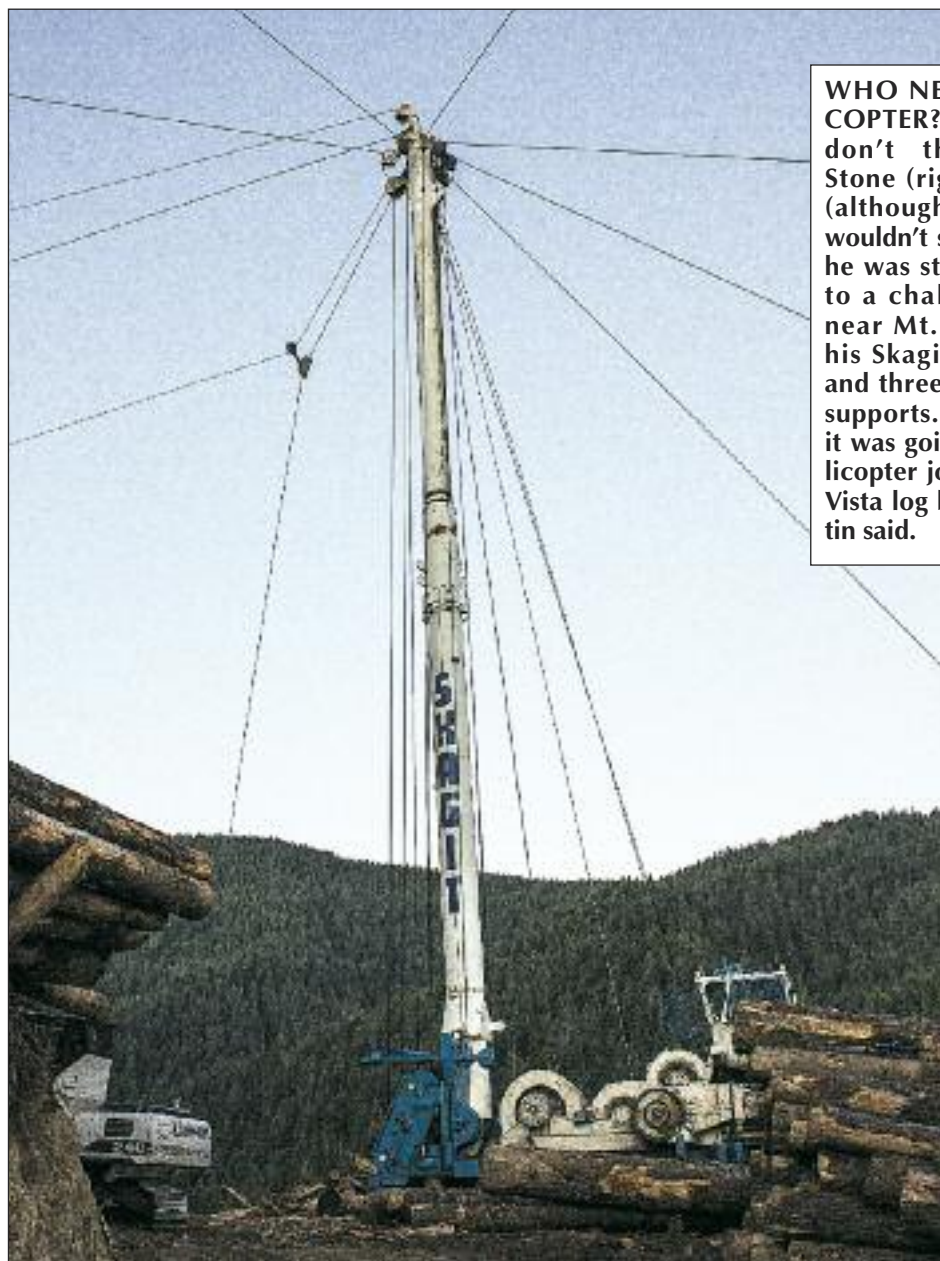
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WHO NEEDS A HELICOPTER? Although we don't think Wayne Stone (right) is a pilot (although if he was, it wouldn't surprise us) but he was still able to get to a challenging unit near Mt. Hood, using his Skagit BU99 (left) and three intermediate supports. "We thought it was going to be a helicopter job," Columbia Vista log buyer Ed Martin said.



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1995 Kobelco/Kobe Steel SK200LC
S/N YQU2129
Ketco processor head, runs

\$34,900



1999 Cat 330B LL
S/N 6DR03454
Jewel grapple, 27,186 hrs.,
good condition

\$60,800



2012 Cat 532
S/N 05320501
Waratah 632, factory warranty,
3,500 hrs., ready to work

\$397,000



2003 Timberjack 1270D
S/N 00073
Koehring Waterhouse 762C
processing head, chains all
around, 12,000 hrs., good condition,
ready to work

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THE LANDING IS FULL OF ACTIVITY AS Jerry Warren (above) works on the saw and Ray Gamble operates the Link Belt 240 log loader. Turns come at such a pace that they can still hand buck logs on the landing, as opposed to having a processor on site.



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(Continued from Page 7)

many mid-supports and the length of it while coming down hill is tough. And when you come over the hill you have to be careful keeping the haulback off the ground. We already wore one out."

What hasn't worn out is the rigging crew. Slinger Andrew Sloan, choker setter Chance Marnard and slinger and setter Ben Norgren keep the Powerflex 1-3/8"

skyline producing logs, taking the trek from back in the unit, over one ridge and then another to then plunge 1,500-feet below to the landing.

There, chaser Jerry Warren is waiting — and helpfully handing out earplugs to journalists who think going deaf is an okay thing — to unhook the logs for loader operator Ray Gamble. After Gamble moves them to a more appropriate spot, Warren pulls out his saw and bucks them.

Running the all-important Skagit tower is Riley Lemons. And it's not an easy gig, as he can't even see the logs or the 7900 Bowman carriage until they reach the second ridge.

"He watches the wraps on the drums on the yarder and he can tell," Stone said. "They help him on the radio too."

Lemons has to lower the turn from after reaching each support tree for clearance reasons of the custom jack and rigging setup.

Once Lemons gets it to where he can see the turn, it's a Mission-Impossible trek off the final middle supports, down a cliff that kicks up plenty of dirt and onto the landing.

"Riley is really good yarder engineer," Warren said. "It's a long ways out there."

Turns have been brought in from as far as 4,000 feet away on the job.

Nate Ives of Colton was also getting dusty out in the brush, warning pesky photographers that standing under custom rigging wasn't the smartest of ideas and helping Stone winch his Cat up the hill. While the crew had to just hike in to the unit to begin with, the company used a month to make a passable enough road — passable by a four-person ATV that knocks you around on a roller-coaster ride up the side of a hill and over a ridge. Nate was responsible for a lot of the tree rigging and layout, doing an excellent job of lining up trees and configurations.

The guy ahead of the action cutting independently for Stone is Chandler Burke, a 23-year timber vet who's also versed in yarder logging.

"It's pretty much my favorite thing," Burke said. "It's such an exciting job. You can say 'yeah it was a long walk but it well worth the walk.'"

Also cutting on the job was Ivan and Al Schroeder — both from Molalla, Ore.

STARTING IN SANDY

Wayne Stone was the oldest of four siblings, growing up in Sandy, Oregon east of Portland. Stone's father Ralph was a man of many trades — farming, logging and contracting.

"When I was out of high school, I worked with him a little while... so did my brother, Mike. He (Stone, Sr.) did excavating too, and switched back and forth between [logging and excavation]," Stone said in an earlier issue of Logger's World.

During this time, Wayne discovered that he really enjoyed logging, which would eventually go on to become his life's work. Stone graduated from high school and went on to pitch for the baseball team at Clackamas Junior College.

(Continued on Page 16)



MS 661
Model Shown
(shown with
optional bar)

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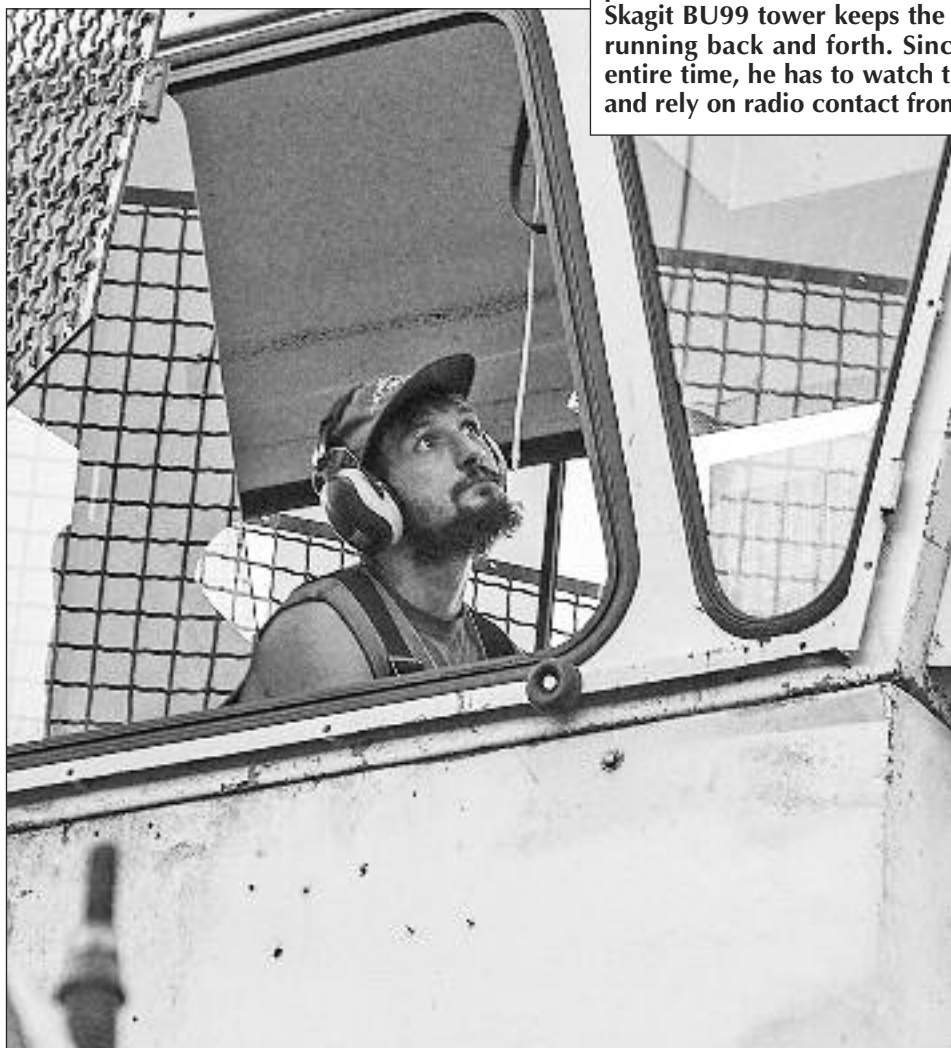
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ON THE LANDING, Ray Gamble (above left) had been working for Wayne Stone Logging for exactly a year to the day when this photo was taken. The fine-handling of Riley Lemons (below) on the Skagit BU99 tower keeps the 7900 Bowman carriage (above right) running back and forth. Since Lemons can't see the carriage the entire time, he has to watch the wraps on the drums on the yarder and rely on radio contact from the rigging crew far above him.



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 hot saw, 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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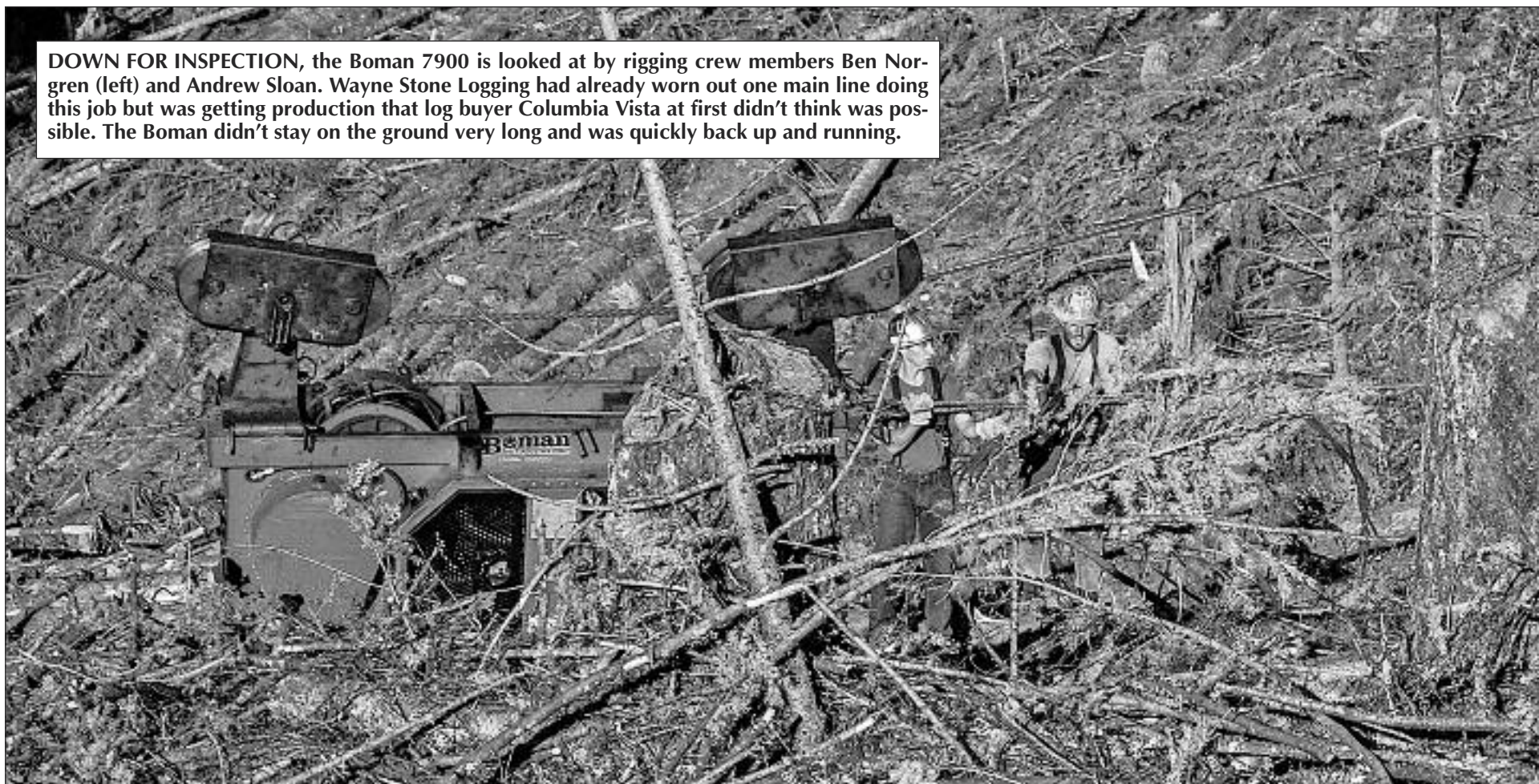
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DOWN FOR INSPECTION, the Boman 7900 is looked at by rigging crew members Ben Norgren (left) and Andrew Sloan. Wayne Stone Logging had already worn out one main line doing this job but was getting production that log buyer Columbia Vista at first didn't think was possible. The Boman didn't stay on the ground very long and was quickly back up and running.



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2013 Cat 325DFM, Cat grapples, like new cond., 2,500 hrs.....	\$315,000
2006 Cat 324DFM, Pierce grapple, 11,000 hrs, 80%u/c, very good cond	\$115,000
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	\$72,500
2004 Cat 322C, w/Pierce grapple, forestry cab, rblt motor, 15,400 hrs	\$120,000
2003 Cat 325C, w/Pierce grapple, good u/c	\$70,000
2013 Hitachi ZX-370, w/Jewell grapple, 5,000 hrs, good cond.	\$339,500
2006 Link-Belt LX370, w/Jewell grapple, recent motor, good u/c, forestry cab, good cond.	POR
2014 Link-Belt 290LL, 1,000 hrs, like new cond.....	\$345,000
2013 Doosan DX300LL, 3,400 hrs, xlent cond., w/Pierce grapple.....	\$207,500
1999 Kobelco 300 Yoder, w/tong tosser w/-4 drums, two speeds, recent motor and u/c, 13,000 hrs.....	\$140,000
1996 Prentice 410D, on 68 KW, all cyl. repacked, very good loader and truck..	\$57,500
2008 JD 2554, Jewell grapple, 11,200 hrs. , new u/c & rebushed & pump drive ..	\$185,000
2008 Kobelco SK 350, w/Jewell grapple, 11,500 hrs.....	\$170,000

DELIMBERS

2011 JD 2154, w/ 2011 Waratah 622B, 8,700 hrs, xlent cond.	\$220,000
2008 JD 2054, w/08 Waratah 622B, RB front, recent repairs, good cond	\$75,000
2006 JD 2054, w/06 Waratah 622B, rblt head, good u/c, recent pump, swing group, RB front.....	\$120,000
2000 JD 230 LC, w/ Pierce PTH 20 head, standard carrier, RB front.....	\$75,000
2007 Hitachi ZX350LL, w/05 Waratah 624, 14,500 hrs, recent pump, good cond ..	\$140,000
2005 JD 350, w/05 Waratah 624, complete rebuild on head, good carrier	\$170,000
2013 Link-Belt 350LL, w/2013 Waratah 624C, full rotation, c/w rubber & steel wheels, 3000 hrs.....	\$545,000
2010 Komatsu PC270, w/ Pierce GP 4000, hrs on head & 9000 on carrier, xlent cond	\$249,500
2002 Cat 325C, w/2002 Waratah 622	\$60,000
2001 Waratah 622, w/comp., controls, we can install on your machine	\$37,500
2003 Daewoo 300, w/ DM 4400, 15,000 hrs, recent pump, good u/c, 3/4 chain on top & butt saw.....	\$80,000
2003 Daewoo 300, w/Pierce 3348, 18,000 hrs, nice limber	\$69,500
2004 Cat 322C, w/Pierce 3348, 17,000 rblt motor recent pump, boom & bushings, xlent cond.....	\$80,000
2004 Cat 322C, w/Pierce 3348, 18,000 hrs, very good u/c, new pump, nice cond.....	\$90,000
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
2005 T-Bird 1236B, w/DM 4400, extra new boom, 9,000 hrs.....	\$85,000
2007 JD 2554, w/DM 4450, rblt motor and pump, nice limber	\$145,000

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 function, rears 90%, front 30%, 1 set chains, 5,200 hrs, nice	POR
1994 Cat 518C, 5,600 hrs on Complete rebuild, sorting grapple w/ winch, 80% rubber & chains ..	\$42,000
2010 Cat 517, swing boom, only 2,800 hrs, like new cond.	POR

BUNCHERS

2005 Madill T2250B, rblt 22" Quadco 360, 2000 on motor, 1000 on u/c, all bushing, pins, 12,000 hrs.....	\$159,500
2005 Timbco 445EXL, w/Quadco 2900- 360 rotation, rblt. 11,000 hrs, recent u/c, motor & pumps.....	\$170,000
2004 Timbco 445EXL, w/Quadco 22" hot saw, 12,000 hrs, good cond	\$135,000
1997 Timbco 445C, w/32" bar saw, good u/c, 12,000 hrs, recent motor & pumps, good cond	POR
1995 Timbco 445, 32" bar saw, good u/c	\$40,000
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
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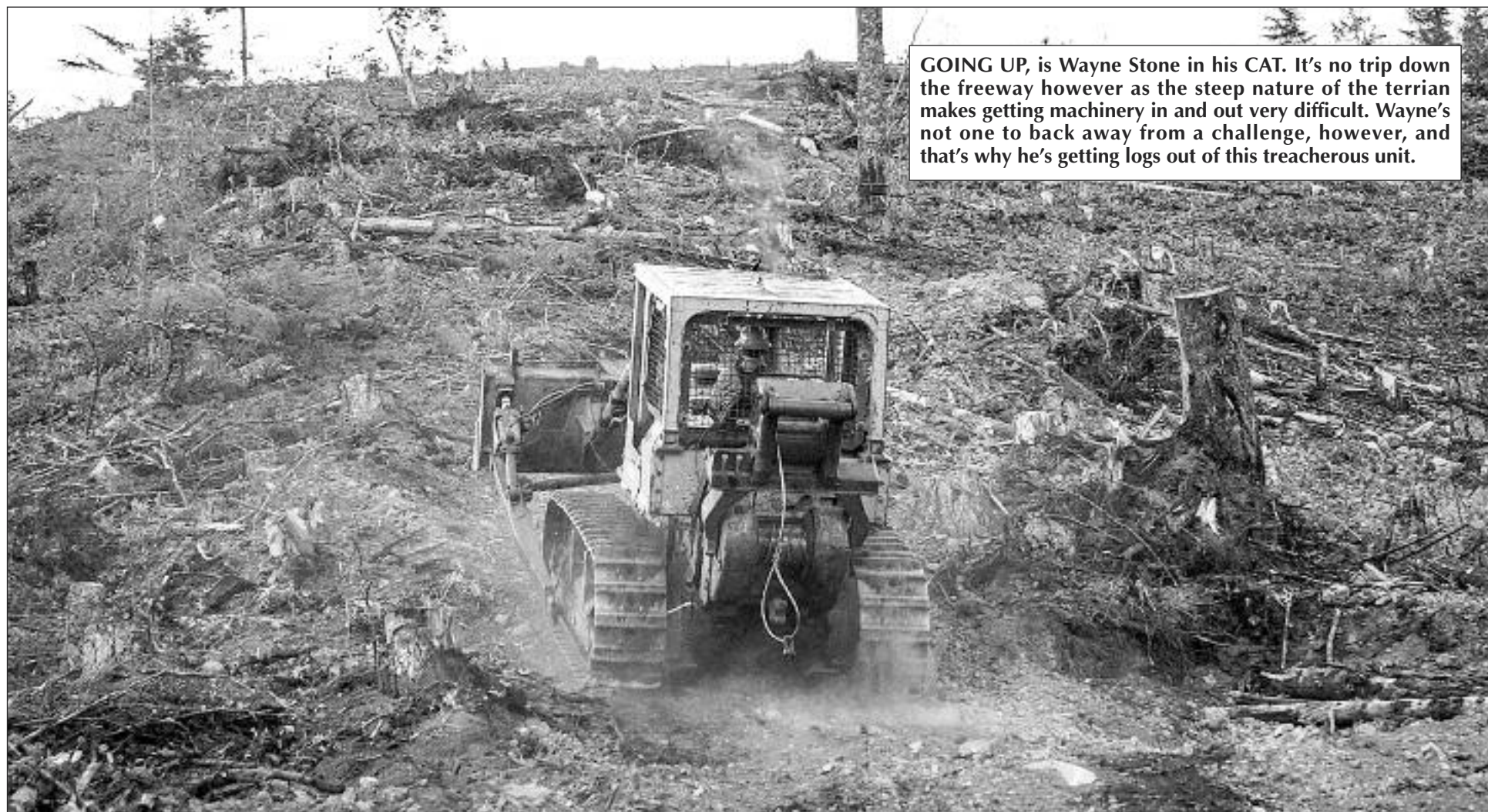
Madill 6240, w/ Acme 15 car, excellent cond., good lines	\$425,000
T-Bird TSY 255, Cat power, good lines, excellent cond, c/w Bowman M5, radios, good lines.....	\$625,000
Diamond D425, Cummins power, new lines and paint, low hrs., excellent cond	\$725,000
Pacific 1188, Cat 425, rblt trans, torque & drum 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	\$50,000
1999 Kobelco 300, yoder w/ tong tosser, two speeds, w/-4 drums, new u/c and motor, 13,000 hrs.....	\$140,000
Pull Master complete tong tosser package, drum, trays, shives, line spitter, controls	POR
Skylead SC 40, Cummins, Allison trans, water on drums, TJ 450 carrier, good lines, xlent cond.	POR
Madill 071, rblt Detroit 8V92T silver, new Cat 325 hyd u/c, new 70' telescoping tower, five guylines, rblt Allison 750 trans, new tilt cab	POR
Madill 071, Two speed trans, 4 guyline, water on sky, rblt Detroit 8V71T, new torque, good u/c, can reman w/70' telescoping tube, 5 guyline, tilt cab and hyd u/c.....	\$165,000
1986 TMY50, w/Eagle 6, line truck, rblt motor, trans., Torque, oil cooler, drum bearings	\$495,000
TY40, Cat power, rigging and car avail, good lines	\$165,000
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 ..	\$350,000
T-Bird TMY45, self prop on rubber, rblt 903 Cummins & torque, good lines, ready to log.....	POR
Skagit 737, T100HD trl, 7 guyline 1 3/8, Cummins KTA 1150, water on all drums, good lines.....	\$125,000
Skagit 737, T100 trl, 7 guyline 1 1/4", Cummins 855, Allison, water on all drums....	\$169,500
Washington 137 Slackliner, T90 self prop., Cat 3408, 8 guyline 1"3/8 yarder.....	\$160,000

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2001 Boman IV, Deutz power, w/bugs , 2,200 hrs, rblt car	\$37,500
2014 Boman M5, like new cond., Low low hrs, w/radios	\$77,500
2010 Boman M5, good cond., w/radios	\$50,000
2013 Boman 7900, 1,900 hrs, excellent cond	\$72,500

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GOING UP, is Wayne Stone in his CAT. It's no trip down the freeway however as the steep nature of the terrain makes getting machinery in and out very difficult. Wayne's not one to back away from a challenge, however, and that's why he's getting logs out of this treacherous unit.

Stone

(Continued from Page 13)

Around this same time, Stone began selling firewood and soon worked full-time as a cutter for Kenny Valentine. He worked for Valentine for two years in old growth timber.

Stone went on his own in 1977, at age 22, and decided to get into log trucking.

"I figured if other guys could make it, and I wasn't even that familiar with log trucking at the

time, I figured I could make it too," Stone said. "I learned as I went."

Wayne Stone Trucking began and his first truck was a 1967 "R" Model Mack. Stone made sure he kept money in reserves for breakdowns, kept up-to-date with all his bills and most importantly: kept running.

In 1979, Stone upgraded to a 1975 Kenworth with a 400 engine in it but in the 1980s there was a recession that put a cramp on the log trucking industry.

"There were no logs to haul," Stone said.

Both Stone and his wife Debbie went to work for E.W. Eldridge. Debbie worked in the office while Stone used his Kenworth to pull a end dump trailer hauling rock.

"There were hardly any jobs to be had for a while logging, around here at least," Stone said.

THE BEGINNING OF WAYNE STONE LOGGING

By 1982, Stone said he was

tired of hauling and wanted to log on his own. He sold his truck, bought fire equipment, had an old flatbed truck and bought an SJ4 RT from his dad's old logging partner.

It was just Stone and another logger to begin with since startup companies can usually be pretty shoestring. But this was the beginning of Wayne Stone Logging.

"There were lots of days when

(Continued on Page 19)

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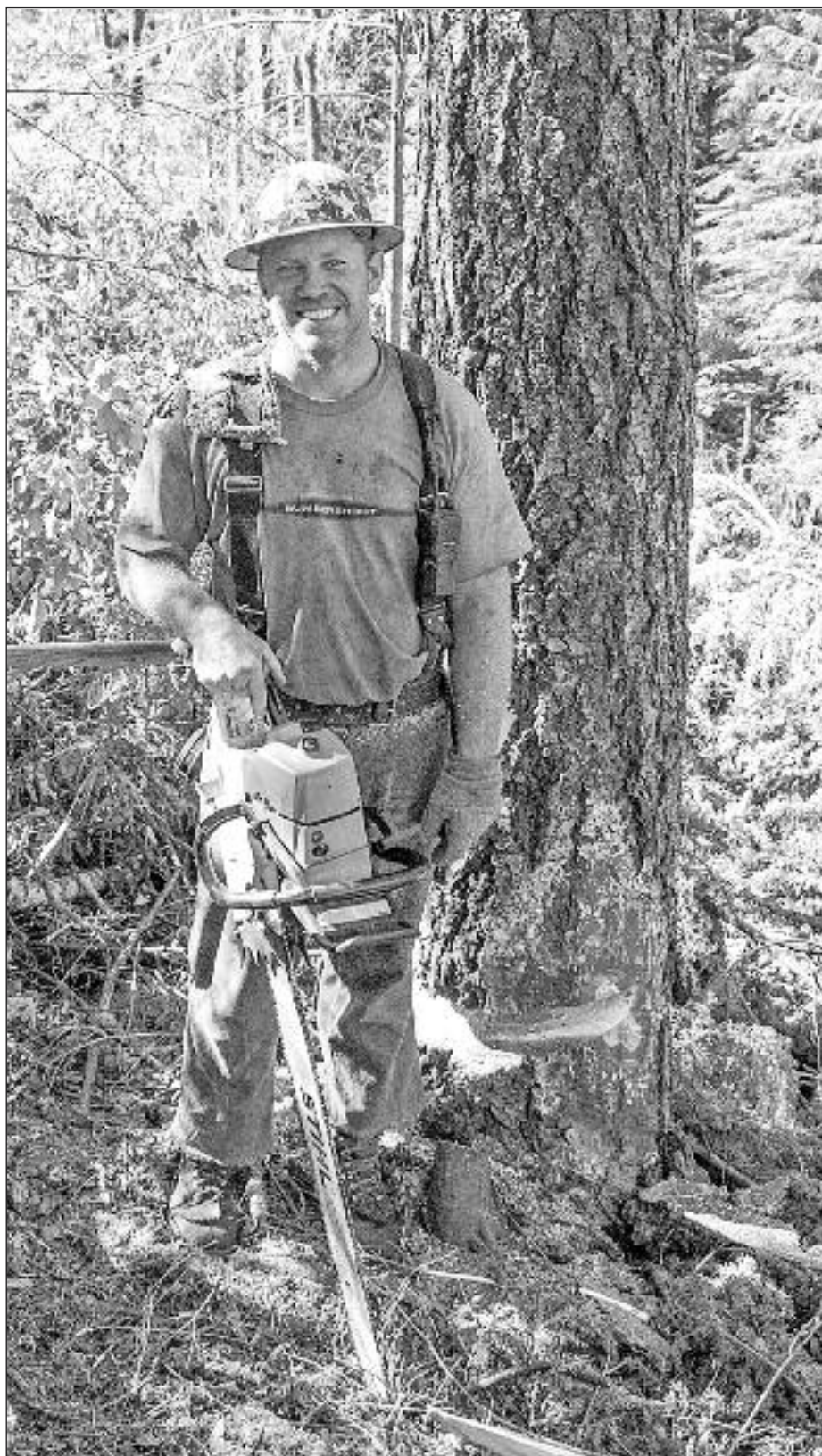
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CHANDLER BURKE, of Rhododendron stopped cutting for a bit to pose for this photo (left). The 23-year timber vet has also been in the yarder and said being out in the woods is pretty much his favorite thing to do. Wayne Stone Logging has a good, skilled crew and Riley Lemons (above) is an exceptional tower operator. Here he checks out his machine with help from chaser Jerry Warren.

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THUNDERBIRD TTY 70, 5 Guyline, Drum set, Transmission approx 200 hours since gone thru, 855 Cummins 2500 hours, 70 ft Tower, VERY CLEAN, LIKE NEW.

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THUNDERBIRD TSY 6355, Full Interlock, Swing Yarder, 60 ft Live Boom 3406 Cat, 6 speed Allison, Lines, MSP, See it Operate, VERY CLEAN.

THUNDERBIRD TMY 70, Rubber Mount, 5 Guylines 8V92 Detroit, 5 Speed Transmission.

PSY 200 Swing Yarder, Track Mount, 12V71 Detroit, 5 Speed Transmission, Double Bands on Haulback, Skyline or MSP, Travels Good, Ready to go to work

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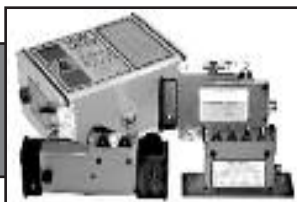
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HOOK TENDER NATE IVES of Colton is a helpful guy, giving boss Wayne Stone a hand with the winch in an effort to get a CAT up a steep hill. Ives is also helpful at informing clueless photographers not to completely trust all the moving machinery above. Ives has been out in the timber for 10 years. He's one of the guys that keeps the carriage rolling down to the landing from the 1,500-foot cliff on the final intermediate support.



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LOGGERS WORLD VIDEO

To see video of Wayne Stone Logging in action, use your smartphone, download a QR Code Scanner and scan this code.

Stone

(Continued from Page 16)

I worked by myself," Stone said. "My dad had always preached not to do that, but I did what was needed."

In 1985, Stone bought a Madill 071 and that's when his crew sizes began to grow.

"[With the SJ4s] it was all high lead, it wasn't all skyline," Stone said. "With Madill we ran shotgun logging. It was different. You had to know what you were doing."

Stone continued to work down in the brush, learning as he went. It was here where he said he grew an appreciation of getting direct experience and realized just how important having a quality rigging crew was to getting high production.

At this point, Wayne Stone Logging could either log via skidder or tower but not both at the same time.

"The tower and skylining was what got us the better jobs," Stone said. "Which was what I thought when I first started."

Stone became a full-time hook tender in 1992 and by that time the company had grown to seven men on average, working year round. Upgrading equipment throughout the years, Stone went from a Husky loader to a 366 Bantam to a John Deere 892 and then a Kobelco 220 with a Jewell front end and grapple in 1996. He also purchased a John Deere 648D in 1994.

He got back into the log trucking game in 1993, buying a 1981 Peterbilt to move equipment. He put a 1992 Aspen lowboy trailer on it but eventually the truck also began hauling logs.

"We were moving to a lot of little jobs," Stone said. "It made better sense to move it ourselves than hiring someone to haul it."

In 1996, Stone bought a Thunderbird TY90 at an auction and now had two towers but continued to work just one side.

"If you had the volume and the size of wood, you can really move the volume with the TY90," he said.

EXPANDING

Wayne Stone Logging went to work for Hampton in the fall

of 1998, buying a Cat 517 with an Esco swing grapple. Stone continued to pile up the work, purchasing a second Kobelco and backhoe/loader combination and a Franklin fixed grapple skidder.

And that's when Wayne Stone Logging moved to two sides. In 2000, they added a Madill 172 tower and updated their Madill 071. At that time, the operation had expanded to the two towers, two Kobelco 220 loaders, six other pieces of machinery and Stone's truck and lowboy to move equipment.

He's held off on a processor on the Mt. Hood jobsite, still using a chainsaw to get the logs ready on the landings. Stone added that on particularly challenging jobs like that, the wood coming out comes at such a pace that a buckner is just fine.

When he was featured in the 2001 March edition of *Loggers World*, Stone correctly predicted that a recession would hit.

"That was hard," Stone said of 2008. "We were lucky enough that we had a fair amount of work lined up when the recession hit. We had bought three sales at that time and we were able to work through it."

FAR-REACHING

Wayne Stone Logging continues to roll on today, with two tower sides and a mechanized side. Along with the jobsite near Mt. Hood, Stone also had his other tower side and mechanized side up by Fish Creek near the Clackamas River. Stone says the jobs continue to be challenging but with the big towers, they're able to tackle it.

Stone increased his truck fleet to as many as 13 trucks after finding independent log truckers became hard to find, but has since cut that down to 10 trucks, mostly Kenworth in make.

The most cable he's ever ran on a job is 7,000-feet while the actual turns probably traveled about a mile in distance. The current job near Mt. Hood, however is perhaps the most technically demanding the company has tackled.

"Wayne's spent a lot of time out here and we've got a lot of confidence with him," Ed Martin said. "We're thankful to have his experience. Wayne was gung-ho with this job, said 'I can figure this out,' and he's proven it."



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A LOOK AT WAYNE STONE LOGGING

PUBLISHER'S NOTE: Because Wayne Stone Logging's layout is so unusual and technical, we wanted to make sure we didn't miss any of the creative, complex or downright unusual parts of what he's designed for this challenging setup.

We brought in Senior Instructor at Oregon State University, Jeff Wimer to comment on this setup. Jeff was a logger at Wimer Logging Co. previous to teaching so he is doubly qualified to share his observations with us.

On the following 3 pages, Jeff has highlighted some of the things that caught his eye as he and his students visited Stone's job. Jeff notes that you don't see many loggers raising trees for intermediate supports and even more rare is using a leaning support tree.

Be sure to check out the video of this job by scanning the QR code with your smart phone or by going to the Loggers World channel on YouTube. The video is pretty dramatic!

Loggers World would like to take this opportunity to thank Jeff for contributing his experience and expertise to this article.



JEFF WIMER
OREGON STATE UNIV.

By Jeff Wimer

I was fortunate when I first went to work in the woods. I went to work for our families logging operation. We ran four sides with three of the sides using big Washington 208 Yarders with 110' tubes. With these big towers came some big jobs and more often than not some pretty rough ground. We were fortunate to have some of the best rigging crews in the industry.

I thought that I had seen it all that is until I went up and visited Wayne Stones' job up west of Mt. Hood. This show that Wayne and his crew have taken on is one of the most challenging jobs I have seen in my 37 years of logging. (See Photo 1)

Clackamas County originally investigated helicopter logging this unit, but found that it would be expensive. They also explored punching in a road up on the top end of the unit, but would have to cross the BLM which would be subjected to the NEPA review

process and would have delayed the harvest for several years.

Enter Wayne Stone and Columbia Vista, the purchaser of the sale. Armed with only an aerial photo, Wayne had to determine if it was even possible to reach all of the corners of this downhill show. Wayne was up for the challenge.

Unfortunately photo's don't do justice to show just how steep and nasty this ground is. What was apparent was that there was wood on top of and over that front ridge that had to come down the hill. This is not your typical downhill show, in that this unit required to bring the wood from the back end, up and over two ridges and then 1500' down to the landing. Some of the roads total over 4000'. (See Figure 1) This show required some big iron and a rigging crew that was up for the challenge. Wayne brought in his freshly refurbished Skagit BU99. (See Photo 2).

This show requires rig-

(Continued on Page 21)



PHOTO 1

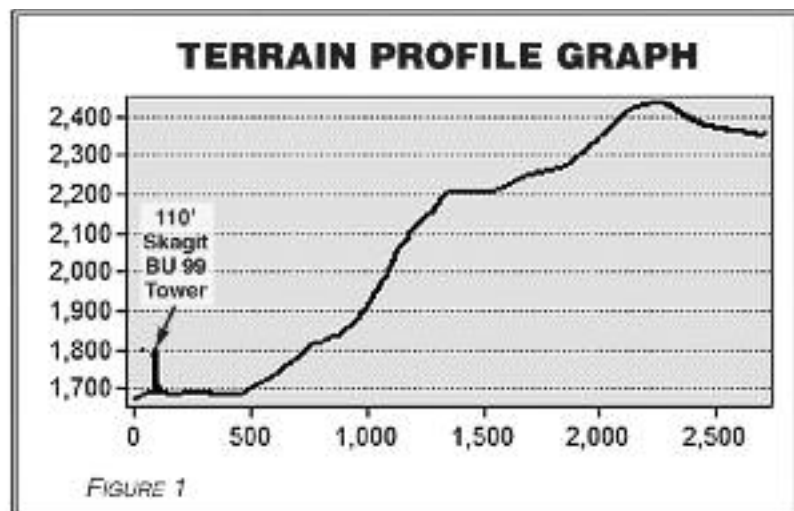




PHOTO 2



PHOTO 4



PHOTO 3

(Continued from Page 20)

ging up to three intermediate support trees per road and large enough to support the rigging including a 1-3/8" Powerflex skyline. Unfortunately on the first of nearly a dozen skyline roads, the trees were way too small for proper sized support trees. Wayne's solution was to stand the trees up where you needed them. (See Photo 3). If you have spent any amount of time working with intermediate trees one of the most challenging aspects it to line all of the trees up so that you keep the skyline as straight as possible. Lining up two trees is hard enough, but to line up three, took some skill.

But before you can start raising trees, you need to hand pack tons and tons of gear up to the top. The crew worked for weeks before it would dry out enough that they could get their 4 wheel Polaris Ranger to the top.

Raising trees is becoming a lost art. I am sure there are readers out there who could describe the process in great detail; much greater than I have space for here. (See Photo 4). First you need to create a Dummy tree next to where you want to raise your lift tree. You need to then lay your lift tree next to the Dummy tree with the butt at the base. You then need to secure the butt of the lift tree to prevent it from moving when you begin to lift the tree. Before you lift the tree it is easiest to attach all of your guylines, including buckle guys. When you first start to lift the tree

there is a tremendous amount of weight that needs to be overcome so you need to rig a block purchase from the Dummy tree to the lift tree. As you lift your lift tree, you need to be careful it does not swing side to side. Wayne's crew also dug a hole for the butt of the lift tree to sit in once it was raised. Once in the air, the guylines are secured to hold the tree in the air.

Big rigging requires some ingenuity to keep you logging. All of the lift trees not only had 3/4" guylines but were also rigged with 3/4" buckle guys. When one of your lift trees is 120' tall, buckle guys are extremely impor-

(Continued on Page 22)

PHOTO 6



PHOTO 5



(Continued from Page 21)

tant. (See photo 5). On this job, they had to make up over 100 - 3/4" x 100' guylines. Custom jacks and custom rigging on the carriages had to be special built. The jacks had to be secured by 1-1/2" chokers to the tree. A jackline in this case would have been totally impractical. By hanging the jack with a choker creates a unique problem in that there is not enough clearance for the carriage and the turn to pass by the tree. Consequently all of the trees had to be rigged with a lean to allow the turn to get by. For an added measure of safety all of the turns had to be lowered before running the carriage across the jack.

Once the crew got off of the first few roads the trees started to become larger and useable as lift trees. The big problem is that the trees needed lean to pass the carriage. Their solution was to create a leaning tree support. (See photos 6, 7 and 8). I have seen leaning trees in photos, but I have never seen one in person until now. Nate Ives (Hooktender) describes creating the leaning tree as a very controlled process. Briefly: It is a matter of first attaching all of your guylines and your dozer winch line near the top of the tree. Lightly secure your guylines and dozer line. Put in a face cut in the direction of



PHOTO 7

(Continued on Page 23)



PHOTO 8



PHOTO 9

(Continued from Page 22)

lean. Insert backcut and wedges and slowly lower the tree into position. Extreme care needs to be taken to ensure that the hinge does not get too thin.

When you run jacks plan to have some mishaps. Unfortunately their Bowman jumped off the jack. (See Photos 9 and 10). The big problem here is how to get the carriage back onto the skyline to get logging again. Those 30" wheels and carriage are not light. They had a mini-excavator up on the hill, but those sheaves were more than it could lift. The other big problem is that the skyline was stranded when the carriage came down.

I want to commend Nate and his crew on a job well done. Like I said earlier this was one of the most extreme jobs I have seen and Nate, Ben, Andrew, Chance, Jerry, Allen, Riley (the cat), and Ray are all doing a professional job. Nate wanted me to mention that he could not get this job done without his crew and wanted to make sure that they were all mentioned. Thank-you to Wayne for allowing me and my crew to come up and see this job.



PHOTO 10



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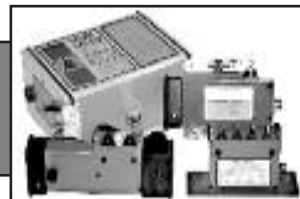
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Summary Judgment....

When Feds Seize Land, May They Make The Rules To Be Sued?

by William Perry Pendley

One of the best known constitutional guarantees, certainly among landowners, is the right to "just compensation" when the federal government seizes "private property" for "public use." What is not well known is that, despite explicit constitutional assurances, victims of a "taking" may not sue in federal courts established by the Constitution nor are they allowed a jury tri-

al to determine the amount of their recompense. Fortunately, a brave band from Michigan challenges the constitutionality of decades-old federal laws that deny those rights.

Muskegon (from the Ottawa tribe's "Masquigon" for "marshy river or swamp")—a city of 38,000 on the Muskegon River where it empties into Muskegon Lake in Muskegon County, Michigan—is

the largest city on Lake Michigan's eastern edge; 172,000 live in its metropolitan area. Grand Rapids, the largest city in western Michigan (a million metro area residents) is 50 miles to the southeast. In historical times, Muskegon was home to bands of American Indian tribes, then fur trappers and traders, and finally loggers. Today, its economy is advanced manufac-

turing, including aerospace, armor, and bearings.

One Muskegon business typical of every American town is Fredricks Construction Company, a family owned and run outfit specializing in roofing applications, siding, windows, and insulation for residential projects. Founded in 1969 by Gar Fredricks, he has operated it since 1979 at its current location in a mixed light industrial and residential area. Along the property's southern boundary runs a railroad right-of-way, established in 1886 by the Grand Rapids & Indiana Railroad with a Fredricks' predecessor. The line was acquired by the Pennsylvania Railroad, then the Grand Trunk & Western Rail-

(Continued on Page 28)

See "Summary Judgement"

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As We See It....

WHY ARE WE LOGGERS?

By Miles Anderson

As my presidency of the American Loggers Council comes to a close I wanted to sum up the many issues I have spoken to over the past year. While loggers may relate to this specifically, all facets of the wood products industry should be cognizant of what is happening around them.

I often ask myself, "why am I a logger?" Maybe a better question is why does anyone decide they want to be a logger? After doing it for a while, why do we continue and not go down another career path?

Many people we went to school with and many of our associates believe an eight hour a day, five days a week job is grueling. In our business, we're lucky if we get away with an occasional twelve hour day. When you do get home before dark; in the back of our minds we wonder what did we forget to do that resulted in this unexpected luxury.

We all remember the night that the yarder or the loader broke down and we worked late into the evening to get it ready for the next day. We come home later than normal, filthy dirty, only to meet our wives at the back door with that look on their face and the infamous comment "you could have called me". If it isn't concern for our safety, it is the amazement that we would choose to fix a piece of broken down iron

over going to a child's sporting event or recital. Logging is a hard business; most wives would agree being married to a logger is nearly impossible.

For those of us that don't mind working long hours and are lucky enough to have a wife that is understanding, we still face a few more challenges. While most of our neighbors live in wood houses they have a serious problem with cutting down trees. It seems we are forever explaining the resilience of the forest and the need to manage it. I like to explain that if we don't manage the land Mother Nature will and the current fires in the Pacific Northwest are a good example of that type of management.

When our neighbors don't approve of cutting down trees, the regulators jump on the bandwagon with good intentions, but the cumulative impact of these regulations is never really considered. This is another challenge for the loggers, and in the state of California, the system has all but ground to a stop by regulation.

A discussion of the challenges faced by loggers is not complete without talking about the people we log for. We all have worked for some of the finest people there are; fair, respectful and honest. We as the logging industry must remember to thank them every chance we have and do all we can

to help them survive in a tough industry. We have also all worked for other landowners that seem to stay awake at night trying to come up with ways to make our lives miserable. When a landowner acts unethically it is not done in a vacuum, the environmental community, regulators and all their neighbors know it and any hard earned trust that may have been achieved is out the window. As we all know in our industry, trust is important, hard to achieve, and easy to lose.

So back to my original question, why are we loggers? I believe it is because we enjoy the challenge, we do something that many can criticize but few can actually do. We enjoy actually accomplishing something every day and associating with people that have a strong work ethic. In a world where so many people sit in offices answering a phone or some other equally boring job, our job is never boring, it may be hard, dirty and dangerous, but not boring.

Another question that must be asked is why we see so few people coming into this industry. While there are many simple reasons, I believe it also has to do with the attitude and expectations of the new breed of large forest landowners. Our timberland historically was owned by people that respected the land and had a

long term vision of management. More often than not, now timberland is considered a commodity and managed by accountants. In some instances the owning entity has little or no connection to the ground, shows no respect for the people that do the work on it and don't seem to understand or chose to ignore how their management decisions impact the land and the communities that depend on it.

Issues like these keep a logging business owner from staying optimistic about the future which in turn trickles down to the employees. The trend of loggers being nothing more than a line item on the profit and loss sheet will exacerbate this shortage of logging infrastructure into the future.

Loggers face issues every day from safety, productivity, transportation, and finding revenue generating work to name a few, but in the end those that call themselves loggers always find a way to get the job done. This can do spirit is not found in every occupation and in most cases cannot be taught. I feel very fortunate to have grown up with and continue to work side by side with loggers, both in my home state and across the nation. While some may call me crazy, I believe that managing a renewable resource regardless of its challenges is the right thing to do and it is just another reason why I am proud that I chose to become a logger.

Myles Anderson is the current President of the American Loggers Council and he and his father Mike own and operate Anderson Logging, Inc. based out of Fort Bragg, CA.

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NOVEMBER

8-10


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Summary Judgement

(Continued from Page 24)

road, which became the Central Michigan Railroad, and then Rail-Tex, Inc., which formed the Michigan Shore Railroad that was subsequently RailAmerica, Inc., and finally the Mid-Michigan Railroad, Inc. (MMRR).

In 2008, the MMRR ended railroad activity, which by operation of the contract with successor-in-interest Fredricks and pursuant to Michigan law, caused the land to revert to Fredricks. The federal Rails-to-Trails Act of 1983, however, required the MMRR to file its request to abandon with the federal Surface Transportation Board (STB). In 2009, the STB issued or-

ders authorizing the MMRR to negotiate with a trail operator to convert the right-of-way into a public trail and created two new easements on Fredricks' property: one for the trail and one that holds the land in perpetuity for future railroad use. Neither Fredricks nor the 19 other individuals, families, and small businesses in this predominantly African-American section of Muskegon whose land was taken unconstitutionally were notified.

Faced with a clear violation of their Fifth Amendment rights, the landowners sought relief before a court established under the Constitution. After all, in 1990 the Supreme Court of the United States held unanimously that the Rails-to-Trails Act "gives rise to a

taking...." Furthermore, the Seventh Amendment guarantees the right to trial by jury.

Unfortunately, two laws passed in 1887 require any takings claim of \$10,000 or more be brought, not in a constitutional (Article III) court such as the Michigan federal district court in nearby Grand Rapids, but in the U.S. Court of Federal Claims in Washington, D.C.—an executive branch tribunal or legislative court created by Congress in that long ago statute. Worst yet, the claims court does not provide trial by jury.

To protect their rights, the landowners, represented by Mark F. (Thor) Hearne, II of Arent Fox who has fought this battle for decades, sued in the claims court in

Washington in July of 2014. Then, in January of 2015, they sued in Michigan federal district court seeking their "just compensation," demanding a trial by jury, and challenging the constitutionality of the federal laws that deny them all of this. Days ago, the claims court rejected the federal government's motion to dismiss their lawsuit. Final briefs are being filed before the argument and ruling that could set them on course for a landmark decision from the Supreme Court.

For more information: Brott v. United States of America

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