



LAWRENCE AND LENA PIERCE

WARRANTY DEED

L. H. Pierce Auto Service and Farm, a Partnership, consisting of Lena L. Pierce, general partner, and Lena L. Pierce, executrix of the, estate of L. H. Pierce, deceased, general partner, grantor, does hereby donate, grant, and convey to the UNITED STATES OF AMERICA and its assigns, grantee, as a gift, to be administered as a part of the National Wildlife Refuge System, the following described real property situate in the County of Skamania, State of Washington, to-wit:

All that portion of the hereafter described property which lies southerly of the south right-of-way line of the Burlington Northern Railway, formerly S.P. & S. Railway;

PARCEL A:

Beginning at a point on the east line of the Elizabeth Snooks Donation Land Claim No. 37, 600 feet south of the northeast corner of the said D.L.C.; thence north 42° 43' west to intersection with the southerly line of the state road No. 8, said road being described as the Evergreen Highway; thence in a southwesterly direction following the southerly line of the said road to a point 1,000 feet west of the east line of the said D.L.C.; thence south parallel to the east line of the said D.L.C. to intersection with the southerly line of the S.P. & S. Railway right-of-way; thence in a southwesterly direction along the southerly line of the said railroad right-of-way to intersection with the west line of the said D.L.C.; thence south along the west line of the said D.L.C. to the southwest corner of the said D.L.C.; said point being on the meander line of the Columbia River; thence north 53° 00' east 4.93 chains; thence north 1.50 chains; thence north 69° 00' east 4.95 chains; thence south 58° 00' east 3 chains; thence east 1.50 chains; thence north 76° 30' east 1.50 chains; thence east 9.50 chains; thence north 86° 15' east 14.50 chains; thence south 0.50 chains; thence ;south 85° 45' east 10.40 chains; thence east 9.00 chains; thence south 86° 45' east 6.86 chains; thence north along the east line of said D.L.C 2,733 feet to the point of beginning;

Including all shorelands of the second class situated and lying south and in front of the Elizabeth Snooks D.L.C. No. 37, in section 25, Township 2 North, Range 6 East of the Willamette Meridian;

Excepting therefrom right-of-way of the S.P. & S. Railway on, over and through the said real property.

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PARCEL B:

That portion of the E. C. Hardy Donation Land Claim No. 41, situated in section 30, Township 2 North, Range 7 East of the Willamette Meridian and of E. C. Hardy D.L.C. No. 38, situated in section 25, Township 2 North, Range 6 East of the Willamette Meridian, described as follows:

Beginning at the intersection of the west line of the S. M. Hamilton Donation Land Claim No. 40 and the north line of said section 30; thence west along said section line to the intersection with the southerly right-of-way line of the Spokane, Portland & Seattle Railway Company; thence southwesterly along said right-of-way to the west line of the said E. C. Hardy D.L.C. No. 38; thence south along said west line to the ordinary high water line of the Columbia River; thence northeasterly along said highwater line to the intersection with the highwater line Hamilton Slough; thence northeasterly along said highwater line of Hamilton Slough to the east line of said section 30; thence north along said section line to the intersection with the west line of said Hamilton Donation Land Claim; thence northwest along said D.L.C. line to the point of beginning;

Including all shorelands of the second class conveyed by the State of Washington fronting and abutting said tract;

Except therefrom the following described tract of land:

A tract of land situated in E. C. Hardy D.L.C. No.41 in the northeast quarter of section 30, Township 2 North, Range 7 East, of the Willamette Meridian, Skamania County, Washington, being more particularly described as follows:

Beginning at the northeast corner of the E. C. Hardy Donation Land Claim No. 41; thence south 89° 31' 02" west along the north line of said D.L.C, 1,643.07 feet; thence south 29° 58' 55" west, 119.59 feet; thence south 18° 27' 10" east 1,452.91 feet; thence south 67° 00' 00" east to the ordinary highwater meander line of Hamilton Slough; thence northeasterly along said meander line to the east line of the said E. C. Hardy D.L.C.; thence northwesterly along the said east line to the point of beginning;

Including within said exception all shorelands of the second class fronting and abutting upon the above described tract of land.

Together with all water, water rights, water appropriations, ditches, ditch rights-of-way and ditch rights as heretofore used and enjoyed in connection with the above described lands and all other rights and appurtenances thereunto belonging or in anywise pertaining.

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As a right appurtenant to the property conveyed herein, the Grantor does hereby grant and convey to the United States of America and its assigns, a perpetual easement and right-of-way for ingress and egress over, upon and across a 30-foot strip of land located in the northeast 1/4 of section 25, Township 2 North, Range 6 East, W.M., lying parallel with, adjacent to, and 15 feet on each side of the center line of the existing access road shown as Access Road BCV-AR-31 on the Bonneville Power Administration map of the Bonneville-Vancouver Transmission line drawing #14138 across the remainder of the L. H. Pierce and Lena L. Pierce property and between the southerly right-of-way line of Washington State Highway #14 (Evergreen Highway) and the southerly right-of-way line of the Burlington Northern Railway.

RESERVING TO THE GRANTOR, for the life of Lena L. Pierce, all rents and other receipts from the following leases or any extensions thereof:

The leasehold interest of Karl and Karen Kneedler, husband and wife, as evidenced by an unrecorded farming lease dated 1-1-83, and the month to month residential leases with Craig Tomco, Clifford Warner and Karl Kneedler.

THE GRANT OF THE PROPERTY conveyed herein is subject to:

1. An easement for electrical transmission line in favor of Northwestern Electric Co. recorded in Volume N of Deeds, page 593, and Book W of Deeds, pages 574 & 575, Skamania County Records;
2. An easement for electrical transmission lines in favor of the Bonneville Power Administration recorded in Book 31 of Deeds, page 63, Skamania County Records; and,
3. An easement for access road in favor of the Bonneville Power Administration recorded in Book 48 of Deeds, page 436, Skamania County Records.

TO HAVE AND TO HOLD the above described property to the United States of America and its assigns so long as said property is used for wildlife refuge, recreation or park purposes. When the said property or any portion thereof is no longer so used, the said property or any portion thereof shall automatically revert to the Trust created by Lawrence H. Pierce under his Will, The Bank of California, N.A., as Trustee, to be used by the trustee only for the charitable purposes designated in his Will, their successors or assigns within six months of receipt of a notice from the United States of America or its assigns that the property or portions thereof is no longer being used for wildlife refuge, recreation or park purposes. Upon request said notice given by the United States or its assigns, will be in the form of a recordable instrument. The United States or its assigns may at its election remove any salvageable structures, improvements or materials from said property within six months after the notice of

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non-use has been given to The Bank of California, N.A., its successors or assigns.

The Grantor does hereby covenant with the United States of America and its assigns that Grantor will forever warrant and defend the title to the above described lands against all lawful claims whatsoever and that the same are free and clear of all liens and encumbrances, except as herein stated.

The property is being acquired by the Department of the Interior, Fish and Wildlife Service.

Dated this 31st day of December, 1983.

L. H. Pierce and Lena L. Pierce,
Husband and Wife, d/b/a L. H.
Pierce Auto Service and Farm,
a Partnership.

Lena L. Pierce

Lena L. Pierce, general Partner

Lena L. Pierce

Lena L. Pierce, Executrix of the
Estate of Lawrence H. Pierce,
deceased, general partner.

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ACKNOWLEDGEMENT

STATE OF OREGON)
)ss
County of Multnomah)

On this 31st day of December, in the year 1983, before me personally appeared Lena L. Pierce, general Partner, and Lena L. Pierce, Executrix of the Estate of Lawrence H. Pierce, deceased, general partner, known to me to be the person described in and who executed the foregoing instrument and acknowledged to me she executed the same as her free act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate above written.

Garthe Brown

Notary Public for Oregon

My Commission expires: 2/12/1986.

THIS IS A TRUE COPY OF THE ORIGINAL

GARTHE BROWN
ATTORNEY AT LAW
SUITE 1040, 111 S.W. COLUMBIA STREET
PORTLAND, OREGON 97201-5866

AREA CODE 503-228-4331
FAX 503-273-8413

GARTHE BROWN
OF COUNSEL
TO LEE A. HANSEN

May 14, 1993

Columbia Gorge Interpretive Center
P. O. Box 396
Stevenson, Washington 98648

Gentlemen:

In resposne to a telephone request for information concerning Lawrence and Lena Pierce, I enclose:

Booklet re 50th Honor Awards Convocation. On page 60 is the Citation for Conservation Service awarded to Mrs. Pierce for contribution of the Pierce Ranch to the U.S. Departement of Interior, Fish and Wildlife Service. This is also noted on page vii.

Various pictures taken when she received the award from the Assistant Secretary of the Interior in February of 1984.

Clipping from the Portland, Oregonian of February 23, 1984.

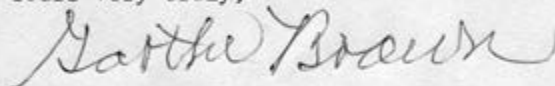
Clipping from the Columbian of February 22, 1984.

Copy of my letter dated October 5, 1983 concerning Mr. and Mrs. Pierce and their acquisition of the property which resulted in the State of Washington acknowledging that the property was owned by them as partners, and which ultimately resulted in Mrs. Pierce's conveyance to the U. S. Department of Interior for the fish and wildlife refuge.

Copy of the Warranty Deed by which the property was conveyed.

I trust these items will be of assistance to you.

Yours very truly,



GARTHE BROWN

GB:vmg
Enclosures



Assist. Secretary of the Interior Dept of the U.S. Mr. Arnett, at podium, gives praise to Lena Pierce, second from left, at dedication ceremony of the Pierce donation for a Wildlife preserve. It was held on Feb. 22, 1984.



Lena Pierce, second from left, at dedication ceremony of the Pierce donation for a Wildlife preserve. It was held on Feb. 22, 1984.



THE SECRETARY OF THE INTERIOR
WASHINGTON

**CITATION
FOR CONSERVATION SERVICE
MRS. LAWRENCE H. PIERCE**

In recognition of a generous contribution of national significance to the U. S. Fish and Wildlife Service and the Department of the Interior.

As a result of a deep commitment that both she and her late husband shared for all wildlife, particularly the Western Canada Goose, 319 acres of their 337 acre ranch was donated to the U.S. Fish and Wildlife Service in December 1983. This new acquisition is now known as the Pierce National Wildlife Refuge. Being one of the last remaining natural bottomland habitats found within the Columbia River Gorge, the property is located in the Skamania County of Washington and is considered to be a precious national treasure. Of the estimated 5,000 geese remaining in the Gorge area, up to 500 consistently feed on this valuable property. Because of the Pierces' concern, these as well as other wildlife species will continue to enjoy this peaceful refuge. Not only is the Pierces' generous donation a significant contribution to wildlife preservation and the National Wildlife Refuge System, it will conserve an important natural portion of the Columbia River Gorge for generations to come. For this exceptional contribution to the preservation of our Nation's wildlife and its habitat, Mrs. Lawrence H. Pierce is granted the Conservation Service Award of the Department of the Interior.

Donald Paul Hodel

Secretary of the Interior



Assist. Secretary of the Interior Dept of the U.S. Mr. Arnett, at podium, gives praise to Lena Pierce, second from left, at dedication ceremony of the Pierce donation for a Wildlife preserve. It was held on Feb. 22, 1984.



Assist. Secretary of the Interior Dept of the U.S. Mr. Arnett reads from certificate presented to Lena Pierce, left, at dedication ceremony of the Pierce donation for a Wildlife preserve. It was held on Feb. 22, 1984.



Assist. Secretary of the Interior Dept of the U.S. Mr. Arnett reads from certificate presented to Lena Pierce, left, at dedication ceremony of the Pierce donation for a Wildlife preserve. It was held on Feb. 22, 1984.



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Museum Musings

By
Merna DeBolt

January 2005— NOTE: no column written for November or December 2004.

All wildlife, especially the Western Canada Goose, has benefited from a generous donation of 319 acres of wetlands in the Columbia River Gorge. When Lawrence and Lena Pierce heard how the numbers of geese were being depleted as federal dams were being built upriver, they decided that their land would be an ideal spot for a wildlife refuge.

He called them “his” geese and today much of the original ranch is now the Pierce National Wildlife Refuge.

Lawrence Pierce invented and built the first articulated logging trailer. They were noted for their durability and quality light-weight construction. He credited his success to a simple philosophy: “Always build what the logger wants.”

His first logging trailer was constructed in his Portland shop on the corner of Southeast 9th and Yamhill. The year was 1933. As time went on, he built garbage truck containers, dump truck containers, flat beds, low-boys and trailers strong enough to carry concrete.

He once designed and built a crane carrier, the largest in the world. It was a rush order, so his employees built this huge truck in four months, working 24 hours a day, seven days a week. The crane carrier sold for 1.5 million dollars and was purchased by the Reynolds Electric and Engineering firm in Nevada. The crane itself was manufactured in Manitowoc, Wisconsin. It was a 350 ton revolving crane built to be attached to Pierce’ massive crane carrier.

Lawrence and Lena once owned a ranch on the Oregon side of the Columbia River near Interstate 205. Today, this land is part of the Portland International Airport.

In 1955, while traveling with friends in the Gorge, they noticed a “for sale” sign on some land near Beacon Rock. A logger and cattle rancher named Bill “Pappy” Woods wanted to sell his 300 or so acres of land located along the river.

At first Lawrence wasn’t interested. He could see the ranch needed a lot of work but Lena felt it would be good for him to get away from the pressures of his

successful manufacturing business. She promised to help him as she had in all his previous business endeavors.

So, he purchased the property and soon began to spend more and more time at the ranch. The geese he enjoyed watching numbered 15 that first year, but soon 1,000 or more had made those wetlands their home.

In 1962, Lawrence and Lena sold the Pierce Pacific Company and devoted their full time to the ranch. They bought purebred Angus cattle and soon had 300 head on the pastureland of the ranch. Lawrence was happy and rode around his ranch on a red three-wheeled Honda.

They built two new barns and a larger house. For eighteen years, he and Lena enjoyed their retirement in Skamania County.

How did it all begin? In the late 1920's, Lawrence started out to earn a living with a Model "T" Ford pickup and a hand operated tool for greasing trucks. He went down to Produce Row in Portland and offered to grease the trucks while they were being unloaded. Next, he bought a larger truck and began repairing and selling tires and selling batteries. He built a ramp out over an open pit. Trucks drove out onto the ramp to be greased and serviced. This was an entirely new concept at the time.

From the beginning, Lawrence Pierce's goal was very modest. All he wanted to achieve was to have his own garage. Fate intervened and in the end Lawrence created an international manufacturing company. As you travel the highways and see a logging truck, extended to its full length and carrying a load of logs, look for the Pierce Pacific symbol and think of a one-time Skamania County resident. His vision and ingenuity was responsible for this common sight.

Lawrence died in November of 1980 and Lena passed away September 14, 1988. This couple not only made a home for themselves in the Gorge, but left a wonderful legacy. In addition to providing permanent protection for wildlife, they dedicated funds for medical research and college education, thereby insuring an improved quality of life for many. Last, but not least, the Lawrence and Lena Pierce Trust provides protection and preservation of our local history by supporting the Columbia Gorge Interpretive Center Museum. We all thank you, Lawrence and Lena.

Jean Gardner pays visit to museum fund donor

Jean Gardner, co-chairman of the Washington State Centennial Committee, took time out from her busy schedule last week to meet with Lena Pierce and other representatives of the Skamania County Historical Society and formally endorse the projected Columbia Gorge Interpretive Center in Skamania County.

Mrs. Gardner, wife of Governor Booth Gardner, was slated to appear at a luncheon in Vancouver last Tuesday. She agreed to drive down from Olympia early enough to meet briefly with Port of Camas-Washougal officials to discuss plans for a new park in the Parker's Landing area, and to meet with the Skamania group for a quick picture-taking session.

Mrs. Gardner had already approved the Interpretive Center project but had expressed a desire to meet Mrs. Pierce and express her appreciation for the trust fund Mrs. Pierce is establishing to assure maintenance of the facility when it is completed.

Pictures of Mrs. Pierce and Mrs. Gardner were taken for use in publicizing the project, according to Roy Craft, chairman of the Interpretive Center Committee.

With Mrs. Pierce was county commissioner Ed Callahan, Skamania County Historical Museum curator Sharon Tiffany, photographer Ed McLarney and Craft.

The Interpretive Center



DISPLAYING symbol for planned Columbia Gorge Interpretive Center are, left, Lena Pierce, who has donated trust fund for maintenance, and right, Jean Gardner, wife of Washington Governor booth Garner.

project has been in the planning stages for many years. It will be located on property leased to Skamania County by the Corps of Engineers and is adjacent to the recently dedicated Fort Cascade National Historic Landmark near North Bonneville. Mrs. Pierce has already contributed \$20,000 in "seed money" to help in promoting the Interpretive Center project and recently announced plans for a major trust fund, the income from which will help pay

maintenance costs in future years.

"Mrs. Pierce's contribution illustrates the excellent community support for this historical project," said Mrs. Gardner. "The Columbia Gorge Interpretive Center will enhance economic development and educational opportunities for residents and visitors to the Columbia River Gorge and all parts of the Southwest Washington-Northwest Oregon region."

Woman honored for contribution to gorge

By LEVERETT G. RICHARDS
Special writer, The Oregonian
WASHOUGAL, Wash. -
A longtime advocate of preserving the Columbia River Gorge was honored Tuesday for donating a 300-acre ranch in the gorge to the public and giving money to maintain a gorge visitors' center.

On a tour of Clark County, Jean Gardner, wife of Washington Gov. Booth Gardner, praised Lena Pierce, 83, who has donated her ranch, near Beacon Rock, east of Washougal, as a state game preserve and who also has made a major contribution to the proposed Columbia Gorge Interpretive Center.

Pierce, wife of the late Lawrence Pierce, a Portland industrialist, gave the Skamania County Historical Society a \$1.5 million endowment to ensure perpetual maintenance and operation of the Columbia Gorge Interpretive Center, according to a report by the state Centennial Committee.

Jean Gardner, who shares the chairmanship of the state panel with Secretary of State Ralph Munro, met with Roy Craft and Sharon Tiffany of the Skamania County Centennial Committee at the Port

of Camas-Washougal and endorsed plans for the interpretive center to be completed for the centennial, which will be 1989.

For its site, Skamania County officials have leased from the U.S. Army Corps of Engineers a 5-acre plot on the Washington shore, one mile below the new second powerhouse of Bonneville Dam. The parcel was the site of Fort Cascade, the downstream terminus of the portage railway around The Dalles rapids.

It also was the site of a number of battles in which more than 30 Indians and settlers were killed. Thomas McNatt built a hotel there in 1855. He died May 9, 1861, and his grave is on the site.

July 11, the site was designated a national historic landmark and recognized as a section of the Old Oregon Trail, where it joined the Lewis and Clark Trail.

The rails of the old portage railway are intact, buried for protection from vandals until the old line can be restored. A few paths have been built and marked.

The planning committee of the society will meet at the end of September to choose an architect to



Jean Gardner, center, chats with Lena Pierce, left, Tuesday, when Pierce was honored for her contribution to the Columbia Gorge Interpretive Center. Roy Craft of the Skamania County Centennial Committee holds the centennial emblem, an Indian design.

design the interpretive center, which is expected to cost \$9.25 million, including the \$1.25 million endowment for the operating budget.

The society has applied for a \$500,000 grant from the National Endowment for the Humanities. "When we get that, we plan to contact major foundations like the Fred Meyer and Jack Murdock trusts before starting a general fund drive," said Tiffany, who also is director of the Skamania County Museum.

More than \$750,000 in cash, goods and services have been donated, Tiffany said.

Land Gift Benefits Wildlife



DONATED LAND — Lena Pierce stands on land that she has donated to the U. S. Fish and Wildlife Service.

By JOHN HARRISON
The Columbian

NORTH BONNEVILLE — Real estate developers might have paid millions for Lena Pierce's ranch on the Columbia River.

There could have been condominiums, tennis courts, people, traffic. There could have been a community of vacation homes and permanent residents on Pierce's 337 acres between Beacon Rock and North Bonneville.

But there won't be.

In the future, the only honking will be done by the hundreds of Western Canada geese — "my children," she calls them — that use the property as a resting and brooding ground.

Lena Pierce recently donated most of her ranch to the U.S. Fish and Wildlife Service. The property is now a national wildlife refuge.

Today Pierce was honored

at a ceremony in Portland, where she received the Conservation Service Award. It is the highest honor that can be bestowed on a private citizen by the U.S. Department of the Interior, which oversees the Fish and Wildlife Service.

Pierce will continue to live on 18 acres of the ranch, and a grazing lease for the property will continue in effect. But the remaining 319 acres will be given over to wildlife — particularly the geese. As many as 500 routinely feed on the property.

The riverfront land also provides important wet-and dry-land habitat for wildlife including great blue herons, wood ducks, band-tailed pigeons, black-tailed deer, beavers and, in Hardy Creek, chum salmon. The creek runs through the property.

Lena and her husband, Lawrence, who died in 1980, bought the ranch in 1955 for

"about \$300 an acre," she said recently.

"Today, I haven't had it assessed at less than \$3,000 an acre," she said, reluctantly.

She doesn't like to talk about the monetary value of the property because she said she didn't give it away to make money. But simple mathematics would tell you the land is worth at least \$1 million.

She did it as a gesture of love — both for her late husband and for the geese.

"My husband and I were always great outdoors people," she said. "We fished, camped, hunted rocks all of our lives. As the (federal) dams got built upstream, why all the geese began to come down here. My husband heard how the geese were being depleted, and he decided we should protect them here. He always called them his geese. We decided that's what we wanted to do

with the place. It will be a memorial to him.”

A slight woman with gray hair and glasses, Lena Pierce’s energy and strong voice belie her 80 years. She is proud of her independence, making regular trips to vacation homes at Newport, Ore., and Long Beach, Wash. She has a motor home purchased when she and her husband took long vacations to camp and fish, and she intends to use it again this summer. She has two vehicles for driving around her ranch: a big blue Ford Bronco and a little red three-wheeled, all-terrain vehicle.

“I like to say I have a horse — but mine is a Honda with three wheels,” she said with a laugh.

From a bank of windows at the rear of her home just south of state Highway 14, she can look out over much of her ranch. The land slopes down steeply from the highway but then becomes mostly flat all the way to the river. A tenant farmer who lives in the original Pierce home, just down the hill from the present one, runs about 200 head of beef cattle.

The Pierce ranch has always been just that — a ranch. But Lawrence Pierce made a name for himself in another line of work. Anyone familiar with logging is familiar with Pierce log truck trailers, a brand name as common in Northwest forests as Kenworth tractors and Stihl saws. Pierce built his company from scratch to an industry standard on a simple philosophy:

“My husband built what the logger wanted,” Lena said.

From its beginning in 1931, Pierce Trailer & Equipment Co. of Portland

‘My husband heard how the geese were being depleted, and he decided we should protect them here.’

—Lena Pierce

grew and grew. From logging trailers; the company expanded to build flatbeds, lowboys, trailers to carry concrete and, during World War II, bombs.

At the time, Lawrence and Lena lived on a ranch on the Oregon side of the Columbia near what is now Interstate 205 and Portland International Airport. They first saw the Skamania County ranch on a drive with friends in 1955.

Bill “Pappy” Woods, a logger and cattle rancher, had the place for sale.

“It was covered with brush and trees,” Lena recalled.

At first, Lawrence wasn’t interested. But after thought, he changed his mind. The pressures of running the big company were draining his energy, and he loved the ranch life. The Pierces went back to Skamania County for another look at Pappy’s ranch. Thirty acres had been cleared for hay. The old barns were in poor condition, but Pappy Woods managed to run 80 head of cattle. The ranch needed a lot of work.

“He said, ‘Honey, I’d like to have this place; I could do something with it,’” Lena said. “I told him, ‘Well, if it’ll give you something to do for the next ten years, let’s buy it.’ I helped him, and we ran the ranch.”

Lawrence got out of the day-to-day management of the trailer company. They moved in, eventually added two big

barns and raised registered Angus cattle. For 12 years, the herd stood at 300 head.

Along the way, they sole! The trailer company in 1962, built the larger, current home in 1965, ran the ranch and traveled when they could get away.

The couple had been married 57 years when Lawrence died.

Today, every acre of the ranch evokes fond memories for Lena. Stands of cottonwood and ash remind her of the dense growth that once stood where pastures are today. She enjoys sitting at her dining room table and watching out the big windows, sipping coffee from a red plastic vacuum bottle cup.

“My husband and I did a lot of camping, and coffee has always tasted better to me in a Thermos cup,” she said.

There is Lena Lake, a diverted creek on the east end of the property.

“My husband named it for me,” she said.

There is an area where members of the Good Sam trailer club hold summertime picnics.

“We’ve had as many as 30 trailers in here,” she said.

There is her peacock, Pete, who gave his tail feathers one year for a dining-room decoration in Lena’s home.

“I think he must be about 35 years old by now,” she said.

There were cold winters, hot summers and the typically unusual Gorge weather. She recalled a hot July day many years ago when a freak storm dumped walnut-sized hail.

“We went ahead and bailed the hay, hail and all,” she said.

And, of course, there were — and are — the geese. Over years of observation, she has learned their habits well. During a recent drive around the ranch, few geese were visible.

“They’re pairing up now,” she explained.

She said she believes it is

right and natural for her ranch to become a sanctuary for geese, and she is determined that it will not be put to any other use. However, the city of North Bonneville, her adjoining neighbor to the east, claims it was promised about half of the Pierce ranch by the U.S. Army Corps of Engineers

as part of the relocation of North Bonneville to make way for the second powerhouse at Bonneville Dam. The issue is in court at the moment.

To Lena, there is no controversy.

“I have already deeded it to wildlife. So they can’t have it.”

Animal advocate donates wildlife refuge



DONATED LAND — Lena Pierce stands on land that she has donated to the U. S. Fish and Wildlife Service as a sanctuary. She received the U. S. Department of the Interior's Conservation Service Award Wednesday, the highest the department gives to private citizens.

By **BRYAN HORI**
of **The Oregonian** staff

Shortly after her husband died in 1980, Lena Pierce received tempting offers from developers who wanted to buy her 337-acre Columbia Gorge ranch, which then had an appraised value of \$1.1 million.

But she resisted and instead carried out the couple's longtime dream of converting the Skamania County, Wash., property into a wildlife sanctuary.

"I'm an old lady and I see animals, and man wiping them off the face of the Earth," said Pierce, who is 80. "I believe — and my husband believed —



the animals have as much right to this Earth as we do."

On Wednesday, Pierce received the U.S. Department of the Interior's Conservation Service Award after donating

319 acres of her ranch, located about 40 miles east of Portland, to the U.S. Fish and Wildlife Service. The award is the highest recognition the department grants to private

citizens.

John Sayre, public affairs officer for the Interior Department's western region, said he believes the award has been granted only once before in the six-state Western region in the past 10 years.

"It was our intention that on our deaths, it would become a wildlife refuge," said Pierce, a native of Florence who lived in Portland for 33 years before moving to Skamania County in 1960. "Basically, I decided to do it now while I was still around."

She plans to retain the remaining 18 acres as her residence.

The land will be known as the Pierce National Wildlife Refuge. It is the permanent home for about 500 of the 5,000 Western Canada geese in the gorge area, said G. Ray

Arnett, assistant director of the Fish and Wildlife Service in Washington, D.C.

Jack W. Kincheloe, manager for nine federal nature refuges including the Pierce Refuge, said officials would need to study the area before deciding what improvements to make. Possible steps could include fertilizing pastures and building islands for geese to build nests, he said.

There are no plans to open the land to the public because the presence of too many people could drive the wildlife out of the area, Kincheloe said. After a few years, public viewing areas — from which the geese and other animals could be observed with the aid of binoculars — might be established, he said.

The cost of maintaining the refuge has been estimated

at \$33,000 per year. Pierce has set up a trust fund that will take effect when she dies to pay for upkeep of the refuge.

Pierce and her husband, Lawrence H, grew up spending much of their time in nature, she said. The couple moved to the ranch shortly before selling their Portland business, Pierce Trailer and Equipment, which sold logging trailers and other items.

The Pierces enjoyed hunting, fishing, collecting rocks and taking photographs and movies of wildlife, she said.

After a particularly disturbing hunting incident in Eastern Oregon around 1960, her husband never hunted for deer again, she said. The last time he shot one he cried and he cried and never shot one again," she said.

Funeral services for Lena L. Pierce of the Pierce Ranch

Funeral services will be held in Portland today, Wednesday, Sept. 14 for Lena Pierce, of the Pierce Ranch in Skamania County, who died Saturday, Sept. 10, 1988 at the age of 84.

Mrs. Pierce succumbed while undergoing surgery at St. Joseph's Hospital in Vancouver after suffering a massive heart attack at her home, according to reports.

She and her late husband Lawrence Pierce, a retired industrialist, had made their home on the cattle ranch they had developed near Beacon Rock. Following Mr. Pierce's death November 24, 1980, Mrs. Pierce presented the 300-acre ranch to the federal government as a national wildlife refuge.

In recent years Mrs. Pierce has been a major sponsor of the projected Columbia Gorge Interpretive Center at the Lower Cascades near North Bonneville.

She was born November 2, 1903 in Florence, Oregon, the daughter of William and Mamie Safley. She was married to Lawrence Pierce August 9, 1923 in Astoria, Oregon. She is survived by a cousin, Bessie Wedekind, of Florence, Oregon and a sister-in-law, Verna Barry of Portland.

Funeral services will be held at 11 a.m. today at Willamette Funeral Home at 9775 S.E. Mt. Scott Blvd. in Portland with Pastor William H. Collier officiating. Interment will follow in Lincoln Memorial Park.

A complete obituary will be carried in next week's Pioneer.



Lawrence and Lena Pierce

In Loving Memory of
LENA L. PIERCE
Born November 2, 1903
Florence, Oregon
Died September 10, 1988
Vancouver, Washington
Funeral Services
Wednesday, September 14, 1988
at 11:00 AM Lincoln Willamette
Funeral Directors
Officiating Pastor William H. Collier
Soloist Stuart Brown
Special Selection
"Beyond the Blue Horizon"
Organist
Carol Hermansen
Vault Interment
Lincoln Memorial Park



IN MEMORY OF PIERCE FOUNDER . . .

Lawrence H. Pierce, the founder of our company, died November 24, 1980. Lawrence was 79 years old and had a stroke in October.

He started this business in the late twenties, and his equipment consisted of a Model T Ford pickup and hand-operated greasing equipment. He would go down on Produce Row and grease the trucks while they were being loaded or unloaded. He later purchased a larger truck and started selling batteries and repairing and selling tires.

The next move was to build a ramp out over an open pit so they could run the trucks out onto it and get underneath them to do grease and service work. A short time later he rented a small shop on Salmon Street between Union and Grand Avenues and started doing repair work.

It didn't take long to outgrow this building and Lawrence moved to a bigger building on the corner of Southeast 9th and Yanmhill Street. I think this is when the L. H. Pierce Auto Service name was started and the shop was open 24 hours a day, seven days a week. It was here that the first logging trailer was manufactured in 1933 and a part of the building was set up for a parts department.

In 1940, Lawrence purchased property at Southeast 9th and Main and built a new building which we moved into in 1941. As time went on, we started building other equipment such as garbage bodies, dump

bodies, semi trailers and machinery trailers.

More room was needed and another piece of property was bought and another building was put up. Carriers, loadsters, jeeps and bottom dumps were then built.

By 1958, we were really getting crowded and a building was put up at our present location, and the carrier manufacturing was moved out here. Room was a constant problem and the building was added onto until it reached its present-day size.

Lawrence and his wife Lena, who worked right with him for many years, enjoyed the outdoors and bought a ranch at North Bonneville in 1955. From then on, we saw less and less of him as he devoted his time to his ranch. Lawrence and Lena both liked the coast and Eastern Oregon. They were rock hounds and in their earlier years liked to hunt and fish. When game began getting scarce they preferred hunting with a camera and practically quit fishing. They wouldn't allow any hunting on their property and started a private sanctuary for geese that numbered 15 the first year, and now in the fall, you can probably find 1,000 of them on the ranch.

Lawrence had a three-wheeled Honda that he rode around his ranch up until the day before he suffered the stroke. He is survived by his wife of 57 years and his sister Verna.

We wish to extend to them our deepest sympathy and hope they can draw on their many memories of Lawrence to help them face the future. There are many of us who knew Lawrence that will miss him and feel our lives have been richer by knowing him.

Crane Carrier Biggest in World



By **DAVE BAKER**
Of the **Tualatin Times**

TUALATIN — The Pierce-Pacific company's latest truck model is an impressive piece of machinery, but you wouldn't want to parallel-park it.

At 62 feet long and 20 feet wide, the humongous truck is believed to be the largest "crane carrier" in the world. And as far as company officials can determine, it probably is the largest rubber-tired truck of any kind anywhere.

Pierce-Pacific, a heavy equipment manufacturing firm located at 18201 SW Boones Ferry Rd., has used about a third of its 130 employees to build the gargantuan truck over the past four "months."

Because it was a rush job, company employees have worked seven days a week, 24 hours a day since March 1 to complete the project.

Workers began disassembling the truck this week in preparation to transport it to Nevada, where it will be used by the Reynolds Electric and Engineering firm. The Manitowoc Engineering company, of Manitowoc, Wis., will supply

the 350-ton, revolving crane that will attach to the massive truck. The crane carrier, which will sell for about \$1.5 million, will be moved on dollies, similar to those used to move houses. It will take about seven days to transport the truck, which must be partially disassembled in order to meet state highway weight restrictions.

Powered by a 750-horsepower Caterpillar engine, the truck weighs about 285,000 pounds. It has 14 tires, each about 6 feet in diameter. The front four axles turn with the steering wheel. The truck's muffler, which sits at the very top of the truck, is about the size of a home hot water heater.

Building the crane carrier required ingenious design work, according to Pierce-Pacific President Mike Hildebrandt, because of its size and because the customer wanted it to have more mobility than most carriers. Many of the major components needed to build the truck, such as axles and suspensions, did not exist, and therefore had to be designed and manufactured

especially for the huge vehicle, he said.

While nearly all of the company's workers helped on the carrier project, Hildebrandt named four employees who were instrumental in construction of the truck: Dick Ryan, the project engineer; Craig Leslie, vice president of marketing; Clair Ueltschi, vice president of operations; and Bob Wilson, the "lead man" in the shops.

Heavy equipment business owners and workers have come from all over the country in recent weeks just to see the unusual truck, according to Hildebrandt.

"You never thought the town of Tualatin could produce something like this," he said. "That was the problem. We had people coming from all over to see this and they couldn't even pronounce (Tualatin), let alone find it."

The company hasn't been able to come up with a nickname for the vehicle. The truck is so big, Hildebrandt said, that the workers couldn't think of a name to describe it.

INCREASE PAYLOADS 50% AND MORE WITH PIERCE HEAVY HAULING COMBINATIONS



The Pierce Loadster (right) is the secret to increasing payloads 50% to 90%. Not only does the Loadster carry a portion of the load, it also moves the loading center of gravity to approximately the center of the trailer deck. The Loadster eliminates the problem of overloads on the lowbed and underloads on the tractor and jeep. The Loadster is easily attached to a trailer by two vertical pins and is actuated by two air cylinders controlled by a system of valves which maintain constant axle loadings over irregular road surfaces. This valve system is sensitive to within plus or minus ONE pound for close axle load tolerances.



The Mark 100 (top photo) is capable of hauling in excess of a 90 ton permit payload on California highways. It is equipped with the equivalent of 64 conventional tires, 16 axles with proper bridge formula spacing and a loading deck 11 x 27 feet. A 600 h.p. supercharged diesel engine with torque converter and power shift transmission will negotiate 15% grades with the allowable 269,400 lbs. G. V. W. and will travel at 50 m.p.h. on a level road. The Mark 75 (pictured above) is capable

of hauling in excess of a 75 ton payload on California highways. It consists of a conventional tractor, a Pierce 16 wheel jeep, a 16 wheel machinery trailer and an 8 wheel Loadster. The addition of the Loadster moves the loading center of gravity to 10 feet behind the gooseneck, making it possible to load all axles to maximum permit weights. The powered, removable gooseneck enables operators to load heavy equipment onto the trailer in a matter of minutes.

PIERCE-PORTLAND CRANE CARRIER COMPANY

1306 S. E. 9th AVE. • PORTLAND, OREGON 97214 • (503) 232-3191



Volume 7, No. 5

June 1980

THE "HULK" SHOWS ITS STRENGTH . . .



Above shown Hyster being lifted off the ground as it digs into wood stack.

The new Pierce Model RHPG-145, 145" Pulpwood Grappler, affectionately known as the "Hulk," appears to be a sure winner.

IT was designed and built to be mounted on a Hyster H350, a 35,000 pound capacity lift truck.

The Special Products Engineering Department of Hyster designed the scissor-room from which it hangs. The new grapple can also hang on a conventional logging boom.

The machine package is now being marketed in the South-

eastern United States, Brazil and Canada. There is a large pulpwood industry in these areas, and Hyster is aggressively beating on doors to sell machines. The market potential is especially good in Brazil because they are determined to become the world's largest pulpwood producer.

As a recent pulpwood show in South Carolina, the machine was the hit of the show. The Hyster people anticipated four or five serious inquiries. Instead, they received 13 requests for quotes, two of them immediately, as the prospective customers had their checkbooks out ready to buy the competitor's truck.

Besides outperforming the competition, the RHPG-145 is much better looking and more substantially built.

The "Hulk" is more powerful

than a speeding locomotive! It is able to crush logs in a single bite if the operator isn't careful! With over 11,000 pounds of pinching force at the tips, it is easy to see why it doesn't grunt and groan at all to pick up and hold 2½ cords of wood.

The center section is basically the same as our other grapplers, except that it sports a 10" bore cylinder which develops nearly 200,000 pounds of force.

On a personal note, I want to extend my deep appreciation to everyone who worked on the "Hulk." We had a lot to do and not very much time to do it in. The extra time and craftsmanship that went into the show grapple should bring back many rewards in the form of more work.

Thanks a lot, guys!

—Bill Hannegan



PIERCE SPECIFICS

Volume 7, No. 6

July 1980

Final Testing Completed on Pierce T7580 10x4 . . .



In Action. The T7580 10x4 Bucyrus-Erie 90XC combination lifts 89,425 lbs. at a 25' load radius.

Well, we've done it again. Pierce has developed a carrier that is ahead of all others in its class in California.

Recently, Don Bailey delivered a T7580 10x4 Truck Crane Carrier to Cal-Tac in California where a Bucyrus-Erie (B.E.) 90xC was

mounted on it. Bob Wilson went down to help with the installation. Later, Kurt Nichels and Bill Runnells were sent down on separate occasions to work with B. E.'s engineers. They placed 120 strain gauges on the Pierce carrier and load tested it. With a few

modifications, it was possible to upgrade the carrier rating to the full B. E. 90-ton chart.

The outstanding feature of this package, however, is its ability to lift 95,000 lbs. at a 12' radius **on rubber!** Also, because the upper has a hydraulic boom and the

package can be roaded with all outriggers intact, setup time at the job site is almost nil.

We're looking forward to manufacturing more of these carriers in the near future.

Good job, Pierce!

—Kurt Nichols

