

THE VOICE OF THE TIMBER INDUSTRY

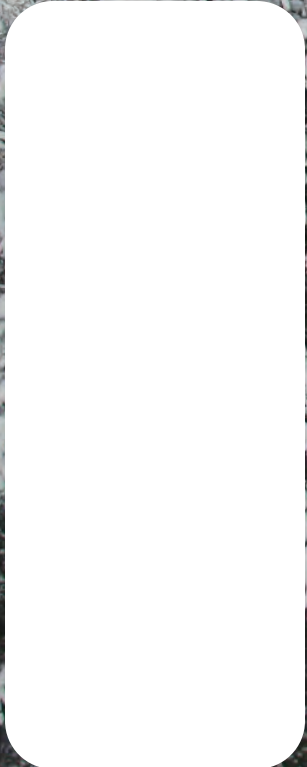
TIMBER BULLETIN

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*Happy
Holidays*



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Early season snow means a white Christmas for 2010 in Minnesota's forest.

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Biodiesel Exemption in Effect this Winter

Hello again everyone. I hope we are all looking forward to a busy winter; the early snow and lack of frost should be challenge enough for all of us. On another note, there are a lot of new faces on the political scene. I hope

President's Column



these people can make positive changes for our industry and the nation. As many of you already know, Ray has been battling a road issue and has arisen victorious.

In looking back on issues it seems to be a lot of the same ones recurring. This is why we must always be aware and be ready to take action! Thanks to the TPA staff for a good job. Have a good winter and be safe.

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The TPA office has received calls regarding the use of biodiesel this winter, indicating that some suppliers aren't aware of legislation passed in the spring exempting number 1 diesel from using biodiesel for all uses during the winter months.

The legislature acted in response to troubles a year ago with the B5 biodiesel during the cold weather. The legislation – Minnesota statute 239.77 – provides an exemption from biodiesel in number 1 for the months of October through March

for the next two winters, ending March 2012. B5 is still required during the warmer weather months of April through September.

Previously, the legislature exempted off-road logging equipment from biodiesel use. That exemption is also contained in Minnesota statute 239.77.

The appropriate statutes are available by contacting the TPA office. Please free to notify TPA staff if your fuel supplier has any questions regarding the exemptions.

Wow! The dust has finally settled on the election and you need to scorecard to keep track of all of the new players. Former Senator Mark Dayton was the victor in the Gubernatorial race. He has a long track record of supporting forestry. This goes back to when he was Economic Development Commissioner for Governor Rudy Perpich. Mark was deeply involved in the Perpich Administration's successful efforts to recruit forest products companies to invest in Minnesota. These efforts resulted in over \$4 billion in capital investments in new and expanded plants. The Perpich view, and I believe that this will be Governor Dayton's view, was that we have well managed

Executive Vice President's Column



forests in our state, professional loggers, responsible companies and by utilizing these assets can chart a stronger economic future for our state.

When he served in the U.S. Senate Mark was a strong supporter of the U.S. Forest Service timber sale program and went to bat for us many times. He even went so far as to personally file an amicus brief in support of former Senator Larry Craig's lawsuit on the old roadless rule. We look forward to working with Governor Dayton.

Both houses of our legislature changed hands with Republicans taking over. This is historic in the Senate where Republicans have not been in control since party designation was added to the ballot nearly forty years ago. No Republican Senator has served in that body's majority nor have any of them chaired a committee. Republicans had the majority in the House of Representatives as recently as four years ago so they have a number of experienced leaders.

The new Speaker of the House will be Kurt Zellers, a former staffer to Senator Rod Grams who

has a good head on his shoulders. The new Senate Majority Leader will be Amy Koch who is credited with engineering their ascension to majority status. These two new leaders have been very clear in their priorities: the economy, jobs, the state budget and anything else that makes it easier to do business in Minnesota. This should bode well for our issues.

Both bodies have reorganized and streamlined their committee structures. Most significantly the finance and policy committees have been merged. The House Environment and Natural Resources Finance and Policy Committee will be led by Representative Dennis McNamara. He ran a nursery and landscape business for many years and has supported forestry. The Senate Committee will be chaired by Bill Ingebrigtsen from Alexandria. He has been solid on forestry issues and served four terms as the Douglas County Sheriff before moving on to the Senate.

With more than seventy new members, the legislature will be an interesting place for the next two years. I won't go out on a limb and make any predictions on our issues as we work with new members and leadership.

And, don't forget that with the completion of the decennial census all of the legislative district boundaries will be redrawn and the entire House and Senate will be up for election again in two years.

After a November where we were playing golf winter hit hard mid-month. With a lot of snow on top of unfrozen ground in many areas it looks like it will be a struggle. One thing that shouldn't be a struggle is operating safely. We are closing out what looks like another strong, safe year in our LUA workers compensation program. We can struggle with weather, equipment, contracts and markets but let's not struggle to be safe. Let's make it a priority every day this winter.

Darla Lenz has been named as the new Supervisor on the

Chippewa National Forest. Ms. Lenz is currently serving as a District Ranger on the Ottawa National Forest in Ontonagon, Mich. We look forward to working with her when she assumes her new post in 2011.



A pioneer in the history of TPA left us when Donna Korhonen recently passed away. Donna was the first woman to serve on the TPA Board of Directors. She had one of the all-time great quotes when asked if she was really a logger she responded "I may not run a power saw but I run a logging business". I remember seeing Donna at a timber auction not too long after her husband Les had passed away. She showed me a list of the sales that she was interested in that day. She had all the bid increments for each of these sales laid out in charts with a prominent red line on the chart. She told me the red line marked the point at which she calculated she could not make a profit on the sale and would stop bidding. Donna was always very sharp, a credit to her family and our industry. Our sympathy goes out to her family.



As we close out another year I want to thank all of our TPA members for your support and friendship this year. You make it fun and worthwhile to come to work every day. If there's a better organization I haven't heard of it.



I want to thank our staff for the great job that they do. Jane Abel, Ray Higgins and Tim O'Hara at MFI are the best! Thank you to all of the dedicated people in the county land departments, DNR and US Forest Service. We may pick and kick, huff and snort but we appreciate what you do every day. Enjoy the holidays with family and friends. And, let's all take time to count our blessings – every day.



L-R: Carl Bleiler, Clinton Cook, and Jason Roach of Greg Cook Logging.

Turning Point

Clinton Cook and his colleagues at Greg Cook Logging faced a difficult decision and the result wound up paying off.

by Ray Higgins

It was summer 2006. Thirty-year-old Clinton Cook had been helping out with this dad's logging company since he was in the 8th grade. But a couple of months earlier, Clinton found himself in

charge of the company and facing a whale of a decision. He didn't know it at the time, but an industry downturn was right around the corner and the outcome of the decision would play a major role in whether the company survived.

"That decision," Cook says, "was a turning point. We were very lucky."

His father, Greg Cook, had started the company in the early 1970s. He'd been a hockey-playing Twin Cities kid, even playing in a

junior league and centering a line with Jack and Jeff Carlson, each of whom would become famous – Jack as an enforcer with the NHL’s Minnesota North Stars, and Jeff as one of the Hanson Brothers in the movie classic “Slapshot.”

One summer, Greg took a job working in the Bigfork area – where his grandfather had land – for logger Dick Jensen. Greg loved the work, the independence, and the opportunity to spend time in the woods. Despite the fact that a tryout with the Detroit Red Wings was in the works, he quit hockey and ultimately started Greg Cook Logging.

Greg also started a family, and when his son Clinton made it to the eighth grade, he began helping out where possible.

“I was running cable skidder and a chainsaw,” Clinton says. “We probably only had three guys.”

“We had two skidders, a Bobcat buncher, and three trucks at that time” says longtime employee Jason Roach. “There wasn’t much equipment. Very little.”

As Clinton grew older, he started hauling, making wood deliveries, most of the time to one of the Potlatch mills.

“I drove truck for four years,” he says. “I was driving truck while I was still a senior in high school after school. I guess I drove two or three loads in the afternoons. And then that summer after I graduated, I started driving truck full time.”

The business began to grow. Clinton transitioned from hauling to running a Timbco feller-buncher. And Greg began adding equipment and employees, so that by the time 2006 rolled around, the company had four crews, two with conventional equipment and two with cut-to-length.

But in early 2006 Greg decided to make a change, finding a calling to preach. So at the age of 56, he retired from logging, entered the ministry, and turned the business over to Clinton.

“When Dad retired, he was done,” Clinton says.

“He kind of turned the switch off and that was it for Greg,” says company forester Carl Bleiler.

Greg left Clinton with a successful business built on honesty and hard work.



Fred Pitzen is a 16-year employee of Greg Cook Logging and is driving the John Deere 748H skidder.

“I mean I’ve never known my dad to cheat a soul,” Clinton says. “I remember sales when we were cleaning up loads when I was a truck driver, and I was picking up two cords of balsam from one job and going to the next to pick up three loads. I’m sure there are guys who would just forget a ticket from

one sale and put the wood the other one, but not my dad. He’d insist on figuring it out for both sales.

“He always told me, what’s it worth to you to be able to sleep at night? So why rip someone off and lose sleep over it? He was all about honesty and hard work.”

By this time, Potlatch had sold its oriented strand board mills in Cook, Grand Rapids, and Bemidji to Ainsworth, and its Cloquet paper mill to Sappi. The Cooks were almost exclusively sending their wood to one of the Ainsworth mills. But the opportunity came to send some wood to Sappi.

"Clinton developed a relationship with Sappi," Bleiler said, "and it just blossomed from there."

That's when the turning point came. During that summer of 2006, Clinton was at the DNR's Hibbing area auction at Ironworld and a 2000-cord sale in several different blocks near Giants Ridge was available.

"We never looked at it," Clinton says. "The ground over there is rocky, but it was summer ground and we needed summer wood, so I bought it."

"It was a tough sale. Nothing special about it. We fought it through rough rocky terrain, and then it started raining that month," he says. "We got it done, though."

The way the summer was going with all of the wet weather, Ainsworth was eager to have the wood, but so was Sappi, so Cook had to decide where to send it.

"I remember I asked my dad and our pastor what they thought," Clinton says. "They both came back with the same answer: they said go for Sappi. From the spiritual end of it, they're kind of my advisers. I asked them and said do you think Sappi's the way to go and they both called me back and said yeah and that's when we started bringing that wood there. Even in the wet weather, we got the wood in."

What no one could know at that time was that just a few weeks later in September, Ainsworth would stop production at its three OSB mills, thanks to a global housing crisis. Ainsworth continued to buy wood for a while but the plants were ultimately shuttered.

"I don't think anyone saw it coming," Cook says.

But for Cook, the relationship with Sappi had been established and then solidified by bringing the wood from the Giants Ridge sale to Cloquet.

"Clinton shipped a lot of wood



This Komatsu PC 220 LC delimiting machine with a Lim-mit 2100 has limbed over 300,000 cords but is still going strong, thanks to good maintenance by employees like operator Jason Tower.

to Sappi when Ainsworth was still going," Roach says, "and I think that helped a lot. There were still some markets with Ainsworth and Clinton decided to go with Sappi. And that kind of sealed the deal for us, I think."

Cook's monthly contract at Sappi was gradually increased, stemming the tide as the Ainsworth mills eventually stopped accepting wood deliveries and closed permanently. Loggers who'd been Ainsworth producers had to scramble to find new markets, so having a foot in the door at Sappi helped immensely.

"We scratched and clawed for every market we could find," he says. "We were bringing wood to every small sawmill, anything you could think of. We got in with Potlatch, thinning some of their land, to keep our processors busy. It got really competitive at Sappi. They probably had a bunch of loggers to pick from. I just think it was our summer wood that attracted them. Carl worked extremely hard getting us summer wood and that paid off. Our contract at Sappi went from 100 cords to 200 a month, and then we got 500 for a month and it grew from there. We always filled our contract."

But the company wasn't out of

the woods just yet. Despite all the scrambling, markets were still incredibly tight. The housing crisis helped cause the overall economy to suffer. And although stumpage prices had dropped, so were the prices the mills were able to pay loggers for their wood.

For Cook, it meant making difficult decisions. Two of the company's four logging operations – one conventional and one cut-to-length – were parked. Employee health insurance was eliminated. And several sales that had been purchased were turned back to the DNR, meaning the forfeiture of over \$250,000 in down payments.

"I didn't know if we were going to make it through those bad years," Clinton says. "We were a long ways behind on equipment payments. We had a lot of re-negotiating with banks, refinancing, and stretching things out longer. We turned back all those sales, and then there were those sales that were in-between: they were not too expensive to turn back, but you're cutting them for almost a break even, so we went through about two years where we were just cutting for nothing. Just working. But the whole crew helped out. I mean everyone crunched down and worked that much harder."

Through all of the cutbacks, Cook gambled on actually expanding into producing biomass, purchasing a grinder during the summer of 2007.

"I had a crew laid off," he says, "and four or five semis just sitting, and this biomass talk was getting big, so I thought well, we have everything we need, we have the trucks, the skidders, the bunchers, they're just sitting. All we needed was the grinder. So a bunch of us drove down to Arkansas to the logging show and we ended up getting a grinder in Little Rock, Ark. We trucked it home and got in with Minnesota Power and Laurentian Energy and got that crew back to work, running the grinder, cleaning up our tops and buying some tamarack, dead tamarack, any kind of tamarack for winter and got that crew going for grinding."

Cook was also able to start thinning pine for Potlatch, putting a cut-to-length crew back to work, meaning layoffs were minimal.

"Most everybody kept working," Roach says. "We just found different jobs for everybody."

Another lesson learned from Clinton's father also helped the



Now that it's been harvested and delimbed, this wood waits to be slashed before it is hauled to Sappi's Cloquet mill.

company through the difficult times.

"Something that Greg emphasized on both of us when we were young, is that the most important thing is to keep your trucks rolling and hauling," Roach says. "That's what it comes down to. If your product isn't getting delivered, you're not making any money. So if something breaks

that's going to alter or affect your trucks, you'd better get going so your trucks can work tomorrow."

The hard work paid off. The higher-priced stumpage was harvested, clearing those responsibilities. Markets gradually improved, and the new markets the company scrambled to secure solidified. And creditors were understanding, allowing Cook to

catch up on payments.

"Rich Miska, at AgStar, was a huge help with our payments," Cook says. "We got that wood off the books and now I'd say last winter was actually the first winter we cut stumpage I could actually make my payments, and get caught up."

"In hindsight now I'm glad it happened that way because it forced me to learn a lot quickly, versus having it easy," he says. "But I still don't know how we made it through it to be honest with you."

Cook gives much of the credit to his employees, 27 in all across the woods crews, including the men and women who drive the 13 company owned trucks. On top of that, a dozen or so trucking owner-operators help haul the timber.

"We have good guys," Cook says. "You've got to give credit to them. Carl's great, Jason's as good as it ever gets. He works just as hard as I work. They both do. He handles the trucks on his crew pretty much. You have to have good guys."

Roach is a great example. A buddy of Clinton's dating back to their days together at Bigfork High School, he joined the company in 1992.

"The pay is good," Roach says, "but more importantly, Clinton's fair and honest. I just enjoy it."

Cook can also point to the crew that's working not too far away on this 62-degree November day on a 450-cord Cass County sale. Aside from Roach, Fred Pitzen drives skidder and has been with the company 16 years – in fact he's been working in the woods since he was 9, piece cutting by hand with a horse and dray in the Effie area – while Clinton's brother-in-law, Jason Tower, in the limber, has been here 12 years.

"This crew here, they love to work," Cook says. "For example, Fred slept in the skidder the last two nights because it was a long skid. So he sent the limber off for home and he skidded until he ran low on fuel and then he slept in the skidder. In this industry you have to like it. You have to like to work and like what you're doing. Because we've had employees

come and go, and you can't really blame them, but they're not cut out for this.

"Plus, this crew's easy on equipment," he says. "All of them. That limber looks brand new and it has 15,000 hours on it? Just that machine has limbed over 300,000 cords."

"Some don't want to put in the extra effort," Roach says. "Some nights turn into 10 or 11 o'clock at night, working on stuff, whatever's got to be done so you can function the next day. Certain guys try to get it done and that's kind of the way it goes, I guess."

"It's hard on families," Cook says. "We're not home until late. Everybody's wife deals with that. We're in hotels a lot of nights, we work away from home, some guys are gone most of the summer."

"One of the truck owner/operators who works with us, Jim Wilson, gave us a good compliment," Cook says. "During the downturn, he chose to stay trucking here as an owner/operator because he said if anyone's going get through the tough times, I pick you, because it's like 40 below at 2 in the morning, and your guys are out here working on stuff that needs to get going so trucks can haul the next day. That comes from having good people."

The company's process is such that it's rare that there are more than a couple of pieces of equipment on a site at one time, meaning the crews can be spread out over as many as a dozen logging jobs.

"We're more of a step-by-step process," Cook says. "Usually the buncher's hopefully a few jobs ahead and then the skidder and limber comes, and then someone comes in and slashes it and loads trucks. That way when one guy breaks down everyone else is still moving. We've done some hot logging when we've needed to, but when one guy breaks down then everybody's done that way."

"One time this summer we had 18 different jobs getting hauled from in the same week. Eighteen different sales had wood on them."

Keeping all of those balls in the air is difficult, but it helps that Cook's sister, Renee, and his wife, Tracy, help with the books. Plus,

Clinton used to try to run the company while running a Timbco feller buncher, but he turned those duties over to someone else over the summer.

"I haven't been bunching as much since June," he says. "I thought I was doing just fine running the Timbco and everything else, but now that I'm not in it I can't believe the difference. I did a lot of it from the Timbco with an earpiece going but I'm better off not in it."

But even with the improving business conditions, not everything has gone smoothly. One of the business' long-time slasher operators – and a long time family friend – Floyd Cole was killed in a one-car accident while on the way to work early one morning in July.

"They think he swerved to miss a deer, but nobody really knows," Clinton says. "My mom graduated high school with him and I played basketball and graduated with his son. I used to stay at his house when I was a kid. He was a great employee, worked hard every day. That's the worst experience of all of it, much worse than anything financial, losing an employee, especially one I've known all my life."

But the work continues. The birch bolts from this job will go to a sawmill in Remer, while the aspen and pulpwood is headed for Sappi and the jack pine bolts to Potlatch in Bemidji. Then the grinder will come and grind the tops and whatever doesn't make 100 inches, to be sold to the power plants or Sappi. Cook acknowledges it's stressful keeping the crews operating and the business going, but he loves the independence and flexibility the business provides. Plus, logging is in his blood.

"I guess it's just what I grew up knowing," he says. "There's not a dull moment, and a lot of credit goes to my wife for dealing with me on those nights when I'm crabby."

CSA and Forest Products Trucking

How Will Implementation of the Comprehensive Safety Analysis Program Affect Wood Supply Chain Management?

The Forest Resources Association assembled the following information about CSA (formerly known as CSA 2010), the new system for monitoring compliance with federal trucking regulations.

The Federal Motor Carrier Safety Administration introduces its new “Comprehensive Safety Analysis” Program thus:

“Since the 1970s, Federal and State enforcement agencies, in partnership with many other stakeholders, have progressively reduced the rate of commercial vehicle crashes resulting in injuries or fatalities on our Nation’s highways. As the rate of crash reduction slowed, the FMCSA has been prompted to take a fresh look at how the agency evaluates the safety of motor carriers and drivers and to explore ways to improve its monitoring, evaluation, and intervention processes. Comprehensive Safety Analysis 2010 (CSA 2010) is the result. CSA 2010 introduces a new enforcement and compliance model that allows the FMCSA and its State Partners to contact more carriers earlier in order to address safety problems before crashes occur. The ultimate goal of CSA 2010 is to establish a new nationwide system for making the roads safer for motor carriers and the public alike.”

Since the program is new, and is still in the process of implementation, there are many questions about how CSA will change the regulatory, enforcement, and administrative environment in which drivers, trucking firms, and their customers operate. FRA has developed this brief document to help clarify points about which confusion exists.

Issue: *There are hundreds of new rules and regulations under CSA.*

Fact: CSA is not a package of new



rules; it’s just a change in how the old rules are enforced. However, because CSA “removes ambiguity from existing rules,” the driver or fleet manager may find a new level of accountability is required. For example, many drivers would get a warning when a roadside inspection revealed a tire tread depth less than 2/32”. Authority to regulate tire tread depth isn’t new, but under the previous system the inspecting officer had discretion to enforce the overall intent of the law. Under CSA, although the tire tread depth regulation isn’t new, the enforcement of the regulation has changed significantly. CSA 2010 arranges each section of the applicable law into discrete categories and assigns a point value to each violation. The effect is that, although the driver still gets a warning, under CSA 2010 he will also get 25 points added to his DOT number. Once the driver accumulates more points than his or her peer group, the intervention process begins. However, FMCSA asserts that trucks and drivers that are in compliance today and pass roadside inspections without

incident today should not experience significant burdens under CSA.

Issue: *Even if I’m in compliance today, CSA will unfairly single out forest product haulers, because we’re inspected more frequently and tend to haul overweight more than businesses that don’t load in the woods.*

Fact: CSA determines a carrier’s “safety event group” to correspond to each BASIC (“Basic Analysis Safety Improvement Categories”), generally based on the **number of trucks** that operate under that carrier’s DOT number, the **mileage reported** on form MCS-150, and normalized by the **number of inspections the carrier receives**. From the CSA 2010 rule: “The safety event grouping allows CSA to handle the widely diverse motor carrier population, while ensuring that similarly situated carriers are treated with the same standards.” CSA methodology accounts for inspections that list no violations as well as inspections that reveal violations, so the more good inspections a business’s trucks get, the better the business’s CSA 2010 score will be. Although all

businesses in a given “safety event group” may not be in the same industry, they are businesses FMCSA deems to be similar in size and characteristics.

Issue: A crash/accident/speeding ticket/warning will only appear in the CSA scoring system if I am found to be at fault or it results in a conviction.

Fact: CSA gives authority to all qualified state and local law enforcement officials to conduct roadside inspections at any time. Consequently, whenever you interact with law enforcement, the officer has the option to document that interaction in the CSA system. All information in the CSA system is included as part of a fleet’s or business’s score, regardless of whether the driver (or vehicle) was at fault or a ticket was issued.

Issue: The CSA program will mean a bunch of new safety rules and paperwork requirements.

Fact: CSA tracks and enforces compliance with the existing regulations. However, because CSA removes ambiguity in rule enforcement, all the paperwork necessary to comply with existing rules will be part of any inspection. Consequently, drivers or fleet managers may find paperwork is requested that they are not accustomed to keeping up with. In states where CSA 2010 has already been implemented – including Minnesota – common deficiencies in the timber industry include providing documentation of an adequate drug testing program, documenting driver hours of service, documenting preventative maintenance, documenting driver pre- and post-trip inspections, and documenting compliance with Unified Carrier Registration requirements.

Issue: Tickets/inspections/accidents “only count against the driver” (or “only count against the carrier”).

Fact: Every violation recorded in the CSA system, during roadside inspections or traffic stops, will count against BOTH the driver and the carrier. The driver will retain his or her points for 36 months, even if the driver is employed by a different carrier during that time, and the carrier will likewise retain those points for 24 months. Points assessed to contract carriers that operate under their own DOT

number will not count against the business they contract with. However, because CSA removes ambiguity from enforcement, independent contractors will be subject to the same standards and intervention processes as larger fleets. Numerous white papers predict a reduction in independent contract carriers across the

transportation industry.

More information at:

<http://csa2010.fmcsa.dot.gov/Documents/SMSMethodology.pdf>
http://csa2010.fmcsa.dot.gov/Documents/industry_factsheet_Web_tagged.pdf

Excerpted with permission from the Forest Resources Association.

Landowner Wins Appeal Over Wetlands Road

The Carlton County Board of Adjustment unanimously overruled a decision by county staff to force a landowner to remove a wetlands road crossing built for the purpose of harvesting timber.

“The decision was the correct one and we thank the Carlton County Board of Adjustment for upholding the appeal,” said TPA Executive Vice President Wayne Brandt, who appeared before the Board of Adjustment in support of the appeal. “Requiring the road to be removed would have been contrary to state statute and would have weakened the forestry exemption for building roads across wetlands.”

The road was built in 2008 to facilitate the harvest of timber on private land. Minnesota statutes allow such roads to be built without a permit for silvicultural purposes, as long as the impact on hydrologic and biologic characteristics of the wetland is limited, the road doesn’t result in the construction of dikes, drainage ditches, tile lines or buildings and wetlands aren’t drained. The Carlton County road met all of those conditions.

However, the county zoning department issued a restoration order in July, saying the road must be removed and the wetlands restored. The restoration order stated a forest management plan hadn’t been filed with the county, and an explanation why summer harvest was necessary hadn’t been submitted in writing, neither of which is required in statute.

During subsequent site visits, county staff indicated the landing had been built within the wetland. Further soil testing showed the landing in fact wasn’t in the wetland.

Staff also felt the road was built too high and wide. But while the county representatives visited the site several times to inspect the road, those visits never included road engineers or other experts familiar with construction of wetlands crossings. During the hearing before the county board of adjustment, TPA Director of



The wetlands crossing built for logging that was at the center of a dispute in Carlton County. The county’s board of adjustment allowed the landowner to keep the road, overruling a decision by county staff.

Operations Ray Higgins pointed out that the road wasn’t overly wide for use by trucks and logging equipment, and that the higher approaches to the road provided for less erosion.

Further, Higgins pointed out that the technique used to build the road was in accordance with Minnesota’s Voluntary Site-level forest Management Guidelines published by the Forest Resources Council. Brandt is a member of the

Council and participated in establishing the guidelines.

“I applaud the landowner for calling this issue to our attention and allowing TPA to speak on his behalf,” Brandt said. “The legislature was correct in writing the silvicultural exemption in statute because it helps in not only furthering our state’s economy, but also assists us in the important work of sustainably managing Minnesota’s forests.”

Lohmeier Leaves Becker County for Hubbard County

Mark “Chip” Lohmeier, who has run Becker County’s natural resources and parks department since 1993, has been named Hubbard County land commissioner.

Lohmeier replaces Bob Hoffman, who retired earlier this year.

The Hubbard County land department manages about 137,500 acres of tax-forfeited land, of which about 128,000 acres are commercial

forestland, according to the county website.

Timber Talk

Lohmeier will also oversee timber and land sales, land exchanges, some trail

improvements, and noxious weed control.

Becker County is in the midst of a search for Lohmeier’s replacement.

Appellate Court Upholds Lower Court’s Dismissal of Sierra Club Lawsuit

The United States Court of Appeals for the Eighth Circuit has upheld a U.S. District Court ruling against all claims in a lawsuit brought by the Sierra Club, which alleged that the U.S. Forest Service had violated the National Environmental Policy Act in revising the forest plan for the Superior National Forest.

In January 2009, U.S. District Judge Patrick J. Judge Schiltz had dismissed both counts by the Sierra Club, one contending that the forest plan does not adequately consider the effects on the Boundary Waters Canoe Area Wilderness of managing the surrounding areas of the Superior National Forest, and the other contending the forest plan is based on flawed data about roads and trails within the Superior National Forest.

In its ruling filed Oct. 18, the U.S. Court of Appeals said: “The (Forest Service’s) clear intention to act with neutrality towards the (Boundary

Waters Canoe Area Wilderness), the evaluation of specific impacts to the wilderness area (including certain ‘edge effects’), and the inclusion of the BWCAW within broader environmental analyses persuade us that the Forest Service took the ‘hard look’ required of it under (the National Environmental Policy Act). We thus conclude that the Forest Service did not act arbitrarily or capriciously in its development of the (Final Environmental Impact Statement).”

Wayne Brandt, executive vice president of the Minnesota Timber Producers Association – one of the intervenor defendants in the suits – said members of Minnesota’s timber industry were not surprised by the appellate court’s decision.

“For years the Sierra Club has tried everything it could to convince people that Minnesota’s forests and the BWCAW are not being cared for, and each time the court has found the Sierra Club’s charges to be baseless,” said Brandt. “Now that the U.S. Court of Appeals has also issued the same finding, we hope the Sierra Club will finally discontinue its constant policy of making baseless claims that jeopardize the livelihood of thousands.”

Korhonen Passes Away

Madonna “Donna” M. Korhonen, of Hibbing, passed away Saturday, October 30, 2010, at home after her courageous struggle with cancer. A former teacher in Superior, Wis., and at Hibbing Community College, Donna and her husband Lester became owners of a logging company. After her husband’s death in 1992 she became the owner and president of Korhonen Timber Products, Inc. She was a member of the Hibbing Catholic Community, several bowling leagues, on the executive committee of Minnesota Timber for Humanity Foundation, had been a director of the Minnesota Timber Producers Association, and was treasurer of the local branch of

AAUW.

Donna is survived by two daughters, Kim (Steve) Oehler and Kathy (Jim) Wiitala; one son, Kelly Korhonen; and four grandchildren, Jodi and Eric Wiitala, and Travix and Shannon Korhonen, all of Hibbing,

Announcing the 2010 Outlook for Forest Biomass Availability in Minnesota

The growing interest and investment in forest biomass for energy production in Minnesota has created the need for accurate estimates of supply. This study, conducted by researchers at the Department of Forest Resources at the University of Minnesota estimates the total physical supply of residual forest biomass in Minnesota using a spreadsheet-based Forest Age Class Change Simulator (FACCS) to model changes in forest growth and productivity at different harvest target levels, biomass retention levels, forest type, ownership, and biomass attribute. The findings are presented statewide and by region for different harvest levels and forest management scenarios. Total economic and social availability are further modeled for private woodland owners to determine the probability of their willingness to sell biomass in conjunction with ongoing forest management activities. The results provide a transparent analysis of biomass availability that illuminates policy dialogue and planning regarding the incremental increases in demand for forest biomass and the level of production that is ecologically sustainable within an area.

A copy of the full report is available from the University of Minnesota, Department of Forest Resources, Staff Paper #211: <http://www.forestry.umn.edu/Publications/StaffPaperSeries/index.htm>

Forest Service to Use Dynamite to Remove Hazardous Trees in North Carolina

The following is from a U.S. Forest Service news release:

Robbinsville, NC – Forest Service personnel will be removing numerous dead and dying hemlock trees from the Joyce Kilmer National Recreation Trail corridor in November 2010. The area around the trail will be closed from approximately November 1 through November 14 to ensure operations are conducted safely with no risk to the public. All or a portion of the following trails will be closed: Joyce Kilmer National Recreation Trail, Stratton Bald Trail, Naked Ground Trail and Jenkins Meadow Trail.

The Joyce Kilmer area near Robbinsville NC has been heavily impacted over the last several years by a catastrophic infestation of the exotic insect pest, hemlock woolly adelgid. Approximately 150 large hemlock trees are dead or dying, and

must be removed to enhance the safety of the over 35,000 visitors who enjoy the area each year. Although located within the Joyce Kilmer-Slickrock Wilderness Area, the trail is managed as a highly developed trail. The Nantahala Forest Plan directs managers to “Fell all dead or dying trees within the trail corridor” on this type of trail to ensure visitor safety.

The Forest Service explored the possibility of closing the area until the trees naturally fell, but has chosen to remove the hazardous trees in order to keep the area open to the public.

An analysis was completed to determine the type of treatment approach that would create the least impact to the wilderness values of the area. The analysis determined that extensive chainsaw use would be detrimental to wilderness values, by leaving many large saw-cut surfaces on the stumps and felled material within the foreground view of the trail. Instead, agency personnel will be using external explosive charges to directionally fall the dead and dying trees. The charges will be placed at varying heights on the tree

trunks, to mimic the effects of natural events such as windstorms.

According to Deputy District Ranger Lauren Stull, “Safety of the public and our employees is my top priority in implementing this project. A closure order will be in place and the area signed, to ensure the public does not accidentally wander into the area while operations are underway. However, we also want to minimize impacts to black bear and feral hog hunting in the area, and the opening weeks of those hunting seasons have been avoided. . We hope to have the area reopened by mid-November.”

According to Brent Martin of The Wilderness Society, “The Forest Service proposal will minimize the visual impacts of the loss of these great trees and greatly increase the safety of visitors to the area. Robert Rankin, President of the Partners of Joyce Kilmer-Slickrock Wilderness states, “We realize this project is vital to ensuring the continued safety of the many visitors to the Joyce Kilmer Memorial Forest. This special place will continue to be available for both present and future generations to enjoy.”

New Book Available on the 100-Year History of Growing Forests in Minnesota

Through the years, Minnesota's forests have withstood catastrophic fires, drought and flood, threats by insects and disease, and overharvesting by zealous timber barons supplying building materials for growing cities like Minneapolis and St. Paul.

For the last 100 of those years, the Forestry Division of the Minnesota Department of Natural Resources (DNR) has overseen the protection and care of those forest resources.

To celebrate the 100-year anniversary of the Division of Forestry in June 2011, a 104-page history book, "Connected to Our Roots: 100 Years of Growing Forests in Minnesota," is now available for \$10.95 through Minnesota's Bookstore at (651) 297-3000 or (800) 657-3757, or at

www.minnesotasbookstore.com.

The book is mostly pictorial, containing nearly 200 photos (predominantly black and white) enhanced with descriptive captions. Narratives, maps, quotes, documents and firsthand accounts from early foresters describe four eras of forestry: Pre-1911, 1911-1930, 1931-1970, and 1971-present. The book also includes a timeline depicting events that molded forestry, and how the original Minnesota Forest Service evolved into what it is today.

"Connected to Our Roots: 100 Years of Growing Forests in Minnesota" captures glimpses of Minnesota life and livelihoods over the past century.

"The book would look good gracing the coffee table where it can be easily reached and paged through or as a surprise under the Christmas tree," said Meg Hanisch of the DNR Forestry Division. "Minnesotans are known for their enthusiasm for the outdoors and the high regard in which they hold their natural resources. People might

consider a purchase of this historical book so they can plunge into the past and learn how one of the state's natural resources, the forest, is as important today as it was all those years ago."

Log A Load For Kids 14th Annual Golf Tournament Nets Over \$6,000

Minnesota Log A Load For Kids, a Children's Miracle Network sponsor, held its 14th annual golf tournament at Pokegama Golf Course in Grand Rapids benefiting Gillette Children's Specialty Healthcare. Bob Cahill's staff hosted 19 teams representing the timber industry and local businesses. Pokegama Lawn and Sport sponsored a hole-in-one Arctic Cat ATV prize and their team took the tournament title with a 54 score. "It's a great cause that helps local kids and we're glad to participate," says Todd Gabrielson of Pokegama Lawn and Sport.

Following suit from last year when UPM's Dave Hensel came within two feet of winning the hole-in-one Arctic Cat ATV prize, Andrew Katrin teed off on hole 15, put the golf ball into the cup on the green, but it bounced out. So close to giving away that ATV!

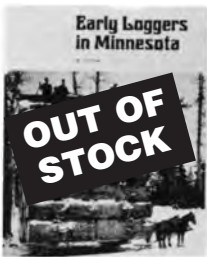
Pokegama Lawn and Sport took first place in the Veneer Flight with a score of 54. Rowan McDonnell's Northwoods Agency team came in second with 56, and Ted Kromy's team was a close third with 57. Road Machinery and Supplies and UPM's team tied for first place in the Sawlog Flight with scores of 62. DeMenge Trucking took second in the Sawlog with a 65.

The tournament netted over \$6,000 for Gillette. Last year, Gillette saw more than 22,000 patients at more than 113,000 patient visits. Patients represent nearly every county in Minnesota, as well as 42 states and 13 countries. In 2009, Gillette received 317 patient visits from Itasca county kids alone. The Minnesota chapter of Log A Load for Kids has been a supporter of Gillette and Children's Miracle Network for 14 years.

Early Loggers in Minnesota

by J. C. Ryan

VOL. I



VOL. III



VOL. II



VOL. IV



First-hand recollections by storyteller "Buzz" Ryan of the loggers, loaders, swampers, wood butchers and bull cooks who ruled the woods in the heyday of the pioneer lumberjacks—with dozens of historical photographs.

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Fire Strikes Feller Buncher During Shutdown

by Dave Amundson
Lumbermen's Underwriting Alliance

To help TPA members avoid accidents resulting in injury or damage to property, the Timber Bulletin, in association with Lumbermen's Underwriting Alliance, will publish details of actual incidents and what can be done to avoid such occurrences in the future. By sharing this information, TPA and LUA hope to make our industry as safe as possible.

Background:

The winter logging season is in full swing, which comes after a very wet summer that finally hit a

dry spell in the fall, and fall was when this fire loss occurred on a feller buncher. The following information comes from a personal interview

Lessons from Losses

with the owner, a review of the involved mobile equipment, and a discussion with the employees at the work site.

This small logging and trucking company operates conventional logging mobile equipment. This incident occurred on a remote logging site approximately 15 to 20

road miles from the nearest town. The logging site was a mixed stand of hardwoods and conifers. The equipment involved was a track feller buncher with a hot saw. All of the mobile equipment at this logging site was equipped with 10lb multi-purpose fire extinguishers.

Maintenance and housekeeping were performed daily, but the fall cleaning/power wash had not been completed. Within the last six months the batteries had been replaced, as well as the battery cables, and within the last year the starter had been replaced. No other major maintenance problems had been noted.

Incident:

This mid-week fire situation occurred at the end of the workday during the cool down, fuel, and check-over period. The operator had walked the track unit back to the landing and had left the machine idling. In the meantime, he moved the pick-up truck with the fuel tanks closer to the parking area of this machine.

As the operator was walking around the machine he smelled something hot, maybe smoke. Upon further investigating, he saw a small amount of smoke coming from the engine compartment. He immediately shut down the equipment, including the electrical master switch, grabbed the fire

extinguisher from the cab, and proceeded to open the engine side panel. As the side door opened, the fire inside the engine compartment flared up with the introduction of more oxygen.

Using the extinguisher, the operator was able to quickly knock the fire down. Even though the extinguisher appeared to be controlling the fire, he summoned the help of the skidder operator to assist. The fire was extinguished with the help of an additional fire extinguisher. After the fire, this machine was cleaned in the burnt area, and any hot areas were sprayed with the extinguisher. The work crew stayed on site reviewing and further cleaning for a considerable time after the fire situation.

Due to this fire, damage occurred to the starter, batteries (leaking battery acid), and electrical cables within the engine compartment. This area of involvement was under the manifold/turbo of the engine, next to the starter, and above the battery storage area. Proper preparation and fast response limited the amount of loss and saved this mobile equipment from a total loss.

Unsafe Act and/or Condition:

It is uncertain exactly what failed, thus igniting the fire. It is speculated that either the batteries shorted



Fire damage occurred within the lower engine compartment on this feller buncher.



The main fire was located behind the battery cover, involving the batteries and surrounding engine area.

internally and/or there was a direct short to the main battery cables leading to the starter. Housekeeping likely contributed to the fire, due to the area of this fire situation.

Please note the accompanying pictures highlighting the damaged area on the involved feller buncher. For sawmill operators, there is a picture of a recent situation of a similar nature at a sawmill involving a hydraulic unit. The possible housekeeping / maintenance breakdown involving the coupler joint between the hydraulic pump and electric motor was the hot area. Again, handheld fire protection (minimum 10lb multi-purpose fire extinguishers) were used and successfully extinguished the fire. Having an emergency action plan in place for all operations of the wood industry will make the difference in protecting your property and preventing personal injury.

PREVENTATIVE MEASURES:

1. Complete thorough self-inspections on a regular basis to maintain good housekeeping, correct maintenance problems quickly, and be sure adequate fire protection is available. Review your job site for proper equipment/supplies as well as property and personal protective items.
2. Complete emergency action training for all workers so safe, fast and reduced panic factor doesn't lead to a bad situation. Tool box safety meetings covering what to do will help preparedness. Don't overlook the sense of smell, sound of operation, and vision review with all operators.
3. Maintain a documented emergency response plan for your logging operation. The level of completeness will depend on your company size. Some points to consider, in putting this program together include:
 - Keep emergency phone numbers and communication method handy
 - Keep handy location of operations (directions to job sites)
 - Perform emergency response training for each piece of mobile equipment and/or operation
 - Utilize the onboard fire self-suppression systems if available
 - Utilize of the hand-held multi-purpose fire extinguishers
 - Hold refresher training and discussion



The batteries, electrical wiring, and starter area were damaged on this feller buncher.



This photo shows the near miss at a sawmill involving a hydraulic unit where the coupler housing was the area of concern between the electric motor and the hydraulic pump. The fire was contained inside the coupler housing.

AFF CEO Responds to LEED Vote

Washington, D.C. – Tom Martin, president and CEO of the American Forest Federation issued the following statement in response to LEED vote on forest certification benchmarks and the revisions to the certified wood credit:

“We are deeply disappointed that the LEED certified wood credit will continue to be driven by politics rather than science. If the USGBC wants to encourage sustainable forestry, they should recognize all third-party audited, internationally-endorsed sustainable forestry standards for certified wood credit. Unfortunately, this will not allow sustainably managed, family-owned woodlands to participate fully in creating a greener future.

“What’s more, this latest vote only compounds the existing problem that USGBC discriminates against wood as an energy-efficient

TPA Board Meets



TPA Transportation Committee Chair Jerry Demenge reports to TPA directors on current issues facing the industry at November’s board of directors meeting. Directors also discussed legislative priorities for the upcoming legislative session, and heard from Sid Jarvis of Duluth’s FSA office on the latest on the BCAP program.

and environmentally-friendly building material. When compared with other materials like steel and concrete, wood results in significantly lower carbon emissions, reduced energy use, and

reduced air and water pollution. Wood products also store carbon, which helps mitigate climate change.

“The American Forest Foundation voted no because the forest certification benchmarks didn’t address the unique situation of family forest owners. The benchmarks harm the ability of more than 96,000 family forest owners sustainably managing millions of acres of third-party certified forest land in America to participate in the green building market. This has consequences for families and for America’s forests. Family forest owners, who own most of America’s forests, need a strong wood products market to be able to invest in their land and keep their forests as forests.”

The American Forest Foundation (AFF), a nonprofit 501(c)(3) conservation and education organization, works nationwide and in partnership with local, state and national groups to provide hands-on support to America’s family forest owners. The American Tree Farm System (ATFS), a program of AFF, is a network of 96,000 family forest owners, sustainably managing nearly 26 million acres. For 70 years, ATFS has enhanced the quality of America’s woodlands by giving forest owners the tools they need to keep their forests healthy and productive. We are committed to stemming the loss of America’s woodlands vital to our country’s clean water and air, wildlife habitat, recreational activities and, the wood and paper products we all need.

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On the Markets

The Timber Bulletin publishes information regarding results of a sampling of recent timber sales and other market indicators, as well as other market-related news items.

Recent Timber Sales

Average prices, as reported by each agency

Agency	Regular	Intermediate
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DNR-Warroad Area

October 19th – Sealed Bid

Aspen Species (PW)	\$12.30	\$23.19
Aspen Species (WC)	\$ 9.72	\$22.07
Tamarack (PW)	\$ 1.30	\$ 3.09

16 of the 20 tracts offered were sold

Koochiching County

November 17th – Oral Auction

Aspen (PB)	\$23.56	\$28.87
Balsam (PB)	\$14.28	\$16.83
Birch (PB)	\$ 5.11	\$ 5.99
Spruce (PB)	\$14.48	\$22.61

42 of 43 tracts offered were sold

DNR-Hibbing Area

December 1st – Oral Auction

Aspen Species (WMP)	\$14.68	(NA)
Northern Hardwoods (WMP)	\$ 6.84	(NA)

Pine Species (WMP)	\$42.92	\$24.82
Black Spruce (WC)	\$25.20	(NA)
Trembling Aspen (WC)	\$15.75	\$17.57
Northern Hardwoods (WC)	(NA)	\$ 8.62

15 of the 17 tracts offered on the regular and intermediate auctions were sold.

DNR-Littlefork Area

December 2nd – Oral Auction

Aspen Species (WC)	\$26.96	\$21.92
Black Spruce (WC)	\$ 9.02	\$13.89
Pine Species (WMP)	\$18.60	\$22.17

16 of the 25 tracts offered on the regular and intermediate auctions were sold.

Itasca County

December 2nd – Oral Auction

Aspen (WC)	\$24.04
Balsam (WC)	\$23.27
Paper Birch (WC)	\$ 9.52
Black Spruce (WC)	\$27.63
Maple (WC)	\$ 8.24

Average prices provided by the county are for the combined regular and intermediate auctions. 39 of the 48 tracts offered on the regular and intermediate auctions were sold.

DNR-Blackduck Area

December 7th – Oral Auction

Aspen Species (WC)	\$26.40	\$26.72
Trembling Aspen (WC)	\$35.64	\$18.06
Tamarack (WC)	\$4.50	\$3.78

20 of the 22 tracts offered on the regular and intermediate auctions were sold.

DNR-Orr and Tower Areas

December 7th – Oral Auction

Trembling Aspen (WC)	\$29.90	\$26.59
Aspen Species (WC)	\$19.85	\$21.59
Black Spruce (WC)	\$39.19	\$13.92
Pine Species (WMP)	\$31.45	\$37.60
Balsam Fir (WC)	\$18.00	\$10.96
Northern Hardwoods (WC)	\$ 6.35	\$ 6.65

20 of the 26 tracts offered on the regular and intermediate auctions were sold.

Products:

PB= Pulp and Bolts

WMP= Woodsrun mixed Products

WC= Woodsrun cordwood

ST=Sawtimber

WST=Woodsrun Sawtimber

LOGGERS OF THE PAST . . .

"Reign of the Logging Railroads"

by J. C. Ryan

This story is reprinted from an earlier *Timber Bulletin*—one of the first of "Buzz" Ryan's ever-popular contributions to these pages. The *Bulletin* will continue to reprint selected stories from the memories he recorded for us.—*Editor*



In September of 1941, a Chicago firm started dismantling the last logging railroad in Minnesota—the Duluth and Northeastern Railroad, that ran from Cloquet to Hornby, a distance of 57 miles. (Although the Duluth and Northeastern still operates a short line from Saginaw to Cloquet, about 10 miles, this is used mainly for switching around the mills at Cloquet.)

With the removal of the rails of the Duluth and Northeastern, there vanished one of the enterprises that played a major part in the logging of our vast virgin timber stands.

Prior to 1900, most all the logging in Minnesota was carried on by draying, skidding and sleigh hauling the logs to our rivers and lakes, and then driving and rafting them to the mills.

Even under the best conditions, the sleigh hauling reached back only about 10 miles from the shores of our lakes and streams, and as this timber near the water was logged off, a new method had to be found to move the remaining timber to the mills. The answer was the logging railroad.

Some of the larger companies built railroads north into the timbered areas for the sole purpose of hauling out logs and moving in men and supplies to the lumber camps and small lumbering towns.

Railroads of this type were extended every few years to help create some new camp or community, and eventually they became railroads of considerable

length.

Some of these roads were made "common carriers"—and some of them are still in existence today, doing business as freight hauling railroads. The Minnesota and International, running from Brainerd to International Falls, is an example. Other roads were built as common carriers, but when the logging came to an end, so did the railroads.

One of the common carriers that did not last long after logging ceased was the Minneapolis and Rainy River Railroad (also known as the Gut and Liver Line) which ran from Deer River to Wirt. It was one of the longer lines in miles of main line and spurs and was as colorful as its nickname suggests.

Another common carrier was the Duluth and Northern Minnesota Railroad (also known as the Alger Line) running between Knife River and Cascade, which, with all its spur lines, probably had the greatest total miles of track.

Some of the railroads were built by logging companies and later taken over by railroad companies. In some cases the larger logging companies became heavy stockholders in the railroad companies. These lines became, more or less, the main line railroads of the logging industry.

Probably second only to the Duluth and Northern Minnesota in total miles of track was the Duluth and Northeastern and General Logging Company system, combining all the lines of the Weyerhaeuser companies operating out of

Cloquet.

The Virginia and Rainy Lake Lumber Company, operating out of headquarters at Cusson, had an extensive system of main line spurs, and during the life of the company operated nearly a thousand miles of tracks—though much only temporary spurs.

The Minnesota and Northern Wisconsin (Brooks Scanlon Line) did a flourishing business in southern St. Louis County, but had less than a hundred miles of tracks—including main line and spurs.

The Crookston Lumber Company of Bemidji, while operating many miles of spurs in the Kelliher, Mispah, Northome, Funkley, Blackduck and Hines area, never had a main line railroad.

Some of the companies and contractors that operated with logging railroads in the eastern part of the state included:

Virginia & Rainy Lake Co. and Cooke & O'Brien in the area north of Virginia to the Canadian border.

The Northern, Cloquet and Johnson Wentworth Companies, Campbell and Williamson, Brooks Scanlon Lumber Co. and Scott Graff Co. in the area south of the Range and north of Duluth and Cloquet.

The Alger Smith Co., Radcliff Lumber Co., Merrill & Ring, Nolan Brothers & Laird, and the Drummond Lumber Co. in Lake County and the area adjacent to Two Harbors and the North Shore.

Swallow and Hopkins, the Trout Lake Lumber Co., St. Croix Lumber Co. and William O'Brien in the area around Ely and Winton.

The International Lumber Co. (Backus & Brooks) in most of Koochiching County and the Red Lake Indian Reservation.

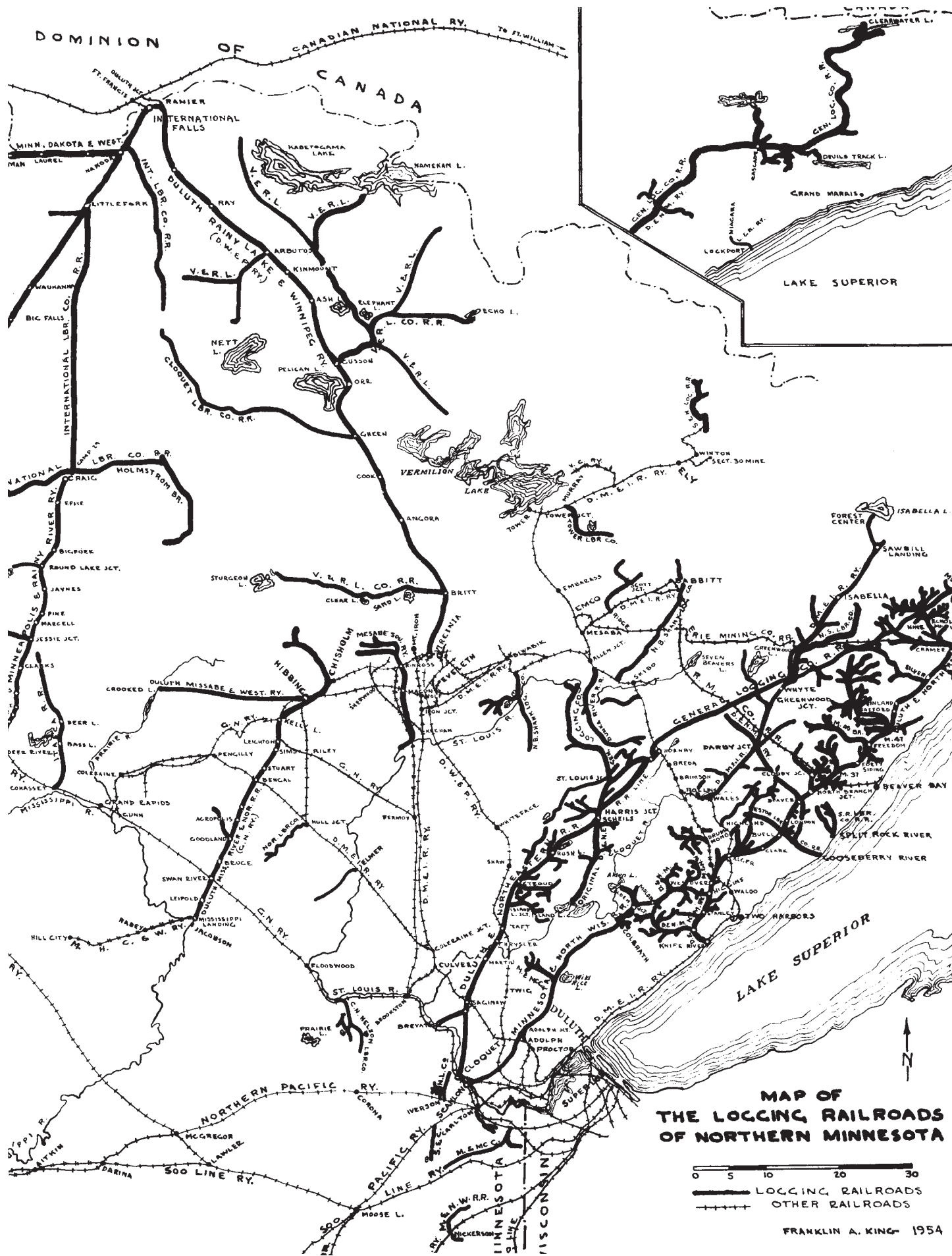
The Crookston Lumber Co., Bemidji Lumber Co., and J. Niels Lumber Co. in the Bemidji and Cass Lake area.

The Walker and Akley Co. around Walker.

The Nichols & Chisholm Co. and the Red River Lumber Co. west of Itasca Park.

The Pine Tree Lumber Co. and the Northland Pine Lumber Co. between Walker and Brainerd.

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**MAP OF
THE LOGGING RAILROADS
OF NORTHERN MINNESOTA**

0 5 10 20 30
 ——— LOGGING RAILROADS
 - - - - - OTHER RAILROADS

FRANKLIN A. KING- 1954

By no means a complete list, these names tell us the size and extent of railroad logging at its height of activity. Most of these railroads were short-lived and by the 1920s all were out of the picture.

However, one which started a little later than the rest and which continued to operate a bit longer was the Minnesota Dakota and Western (Backus Line). Just how they arrived at the name I don't know, unless it was from their only western spur—the Loman Line—that ran from Nakota on the Big Fork and International west to Loman. However, the main line of this railroad ran almost straight south from the Big Fork and International and Little Fork to Craigville, or Camp 29.

Camp B, about a quarter mile south of Little Fork, was the headquarters camp for this railroad, where trains were made

up and dispatched. Their trains moved over the Big Fork and International Railroad to International Falls, however. A spur of the Minnesota Dakota and Western, known as the Bear River Branch, ran straight west from Camp B to Bear River, and another spur ran south from Camp B for many miles and crossed quite a swampy area.

Much of the logging here was done in the area east of Northome along what is known as the Park Avenue Road, where Camp 53 was the headquarters camp, along with Camps 56, 48 and more. Most men working these camps traveled to Northome on the M.D.W. southwest spur. This spur was intended to extend into the Chippewa National Forest, but due to a misunderstanding with the people in Kinghurst Township, an injunction against the company ended this branch at the Pople River and logs were hoisted

out of Round Lake.

An eastern branch, known as the Holmstrom spur, ran south and east from Camp 29 and was the last spur to be taken up. Another spur, known as the Nett Lake Branch, ran southeast from Nakota to the Nett Lake Indian Reservation.

While the Minnesota Dakota and Western was known as the Backus Line, most of the logging was done in the name of the International Lumber Company.

Though not part of the Minnesota Dakota and Western Railroad, the International Lumber Company built a logging spur off the Minneapolis, Red Lake and Manitoba south of Redby and running west on the south side of Red Lake. Logs cut from this area were hauled south to Bemidji, then north over the Minnesota and International to International Falls for sawing.

For years all log traffic on the Minnesota and International had been south, and it was odd to see train loads of logs going north.

During the winter of 1919, my father and I were cruising Rock Island Railroad lands in Koochiching County and rode many a day over the M.D.W. We would leave International Falls at 6:00 a.m. and the conductor would drop us wherever we chose along the tracks and pick us up again on the return trip at night.

One night we were late getting back to the tracks and it got dark on us, but the train stopped, blew its whistle and waited for us. All the trainmen on these logging railroads were very good in offering whatever help they could to travelers.

As logging companies moved their camps through the woods, there were miles and miles of spurs built right in to the logging operations, and these miles of spurs greatly exceeded the miles of main lines. In most cases the spurs were well graded and graveled and used the year around.

In rough country, these spurs often wound in and out among the hills in order to make use of the minimum grade.

Other spurs were laid and used only during the winter months. These consisted of only the ties and rails laid on frozen ground and were known as "skeleton tracks."

Almost all of northern Minnesota was covered with a network of these spurs, and after they were abandoned many were used as secondary roads. Most all of our early wagon roads followed old spurs and a number are still being used. Others have been maintained as Forest Service roads. However, on many of these spurs, pine trees 15 inches in diameter are now found growing in the middle of the grades.

Railroad logging was done by a great many companies and contractors, but as a whole, the equipment used throughout the state was quite similar. Standard



Blasting up a steep grade, a Duluth and Northeastern engine moves one flat of logs at a time, as steam jammer at the end of the spur loads another car. Unballasted track and fill work in the deep cut were typical on these temporary spurs.

gauge track was used by most all companies.

Locomotives were small, ranging from 50 to 75 tons, and were mostly the “rod” type. In hilly country and over crooked, winding spurs, the “Lima” was popular. However, I know of one company that used the “Hysler” type.

While the locomotives were similar, log cars and “jammers” were different. In the hilly area of the eastern part of the state, the short, one-tier car known as the Russell car was used. It maneuvered around short bends much more easily than the longer cars that held two tiers of logs. The Russell Car was also known as the “skeleton car,” as it had no deck—only log bunks.

Prior to 1910, most log cars were equipped with chains known as “corner binds” on the outside logs near the bunks, as well as two sets of chains to hold the logs in place when the train was in motion. One was known as the “center

chain” and the other the “wrapper.” Even with these chains, great care had to be used in placing logs on the cars. The top loader—the man who worked on top of the load—had to be thoroughly experienced, and he was the highest paid man in the loading crew.

By about 1912, a new type of “stake pocket” was placed on all cars, and with stakes, only a single chain was needed across the top of the load.

This made the job of the top loader less important and lessened the danger of injuries when logs were rolled off the cars by cant hooks, because these “new patented pockets” were tripped from the side of the car opposite the side where the logs rolled off.

When logs were loaded directly from the water to cars, chain or endless chain hoists were used.

On smaller jobs, logs were loaded by horse jammers, and on larger jobs steam-powered jammers were used. The Clyde

Jammer, which could move along the track on its own power as it passed over the cars, was used almost entirely in the eastern part of Minnesota. In the western part of the state a jammer that slid along the top of the cars was used.

A loading crew consisted of two “hookers”—men who hooked the logs—two men with cant hooks rolling logs to the hookers (tailing down), a top loader and an engineer who operated the jammer.

All members of the loading crew were usually the highest paid in the operating end of railroad logging. It was always a treat to watch a well-trained loading crew at work.

Many companies had special cars for hauling pulpwood, known as “rack flats,” with stakes at each end of the cars. Cedar poles were loaded on flatcars; ties and cedar posts in boxcars. Most of the log cars were 40 feet long and some of the pulp cars only 36 feet in length.



Sometime before 1900, Mitchell & McClure's Lima engine no. 4 and a train of Russell cars.



Steam jammer pulled flatcars through as it loaded them. A good crew loaded 16 cars a day.

Mark Your Calendar

Here are some of the events in the coming months you'll want to make sure are on your calendar:

Sept. 8-10

Great Lakes Timber Professionals

Association 66th Annual Lake States Logging & Equipment Expo

Escanaba, Mich.

Visit: www.timberpa.com or Call: 715-282-5828

Sept. 16 & 17

58th North Star Expo at Itasca County Fairgrounds in Grand Rapids, Minn. Parking \$3, admission is free. For more information, call the TPA office

at 218-722-5013.

Classifieds

As a service, the Timber Bulletin offers free classified ads of up to 85 words to all MTPA members and associate members.

WANTED

Barrel stave logs – White Oak and Burr Oak butt cuts 12-inch diameter and up – random lengths
For more information call
Robert Staggemeier at
Staggemeyer Stave Co. Inc.,
Caledonia, MN 55921
Office: 507-724-3395
Cell: 608-792-7598

WANTED

Private Land Timber Sales for
Biomass
South and Southeast Minnesota
Area
TPA/MLEP member,
DNR-Certified Logger
Call John at 612-867-1282
Dakota Wood-Grinding, Inc.
Rosemount, MN

FOR SALE

60" Siiro Slasher.

Call 218-787-2264 for details

FOR SALE

84 Case 1187 Buncher, 20-inch shear.

Hahn Shortwood Processor – work ready.

\$25,000 for both.

Call 218-353-7303 or 218-353-7330

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