

THE VOICE OF THE TIMBER INDUSTRY

TIMBER BULLETIN

DULUTH, MINNESOTA

NOVEMBER/DECEMBER 2006

VOLUME 62

**Governor's Task Force
Recommendations
TPA Works with MnDOT
Hill Logging**



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TIMBER BULLETIN

Volume 61
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Duluth, Minnesota

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ON THE COVER

John Hill of Hill Logging operates the Timberjack forwarder on a logging job south of Grand Rapids.

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Good News for Timber Harvesters

by U.S. Senator Norm Coleman

A few cold nights remind us that winter will soon be here. My fuel supplier has assured me that bio-diesel will work this winter. Unfortunately, it looks as though

President's Column



it will be a slow season for logging. By the time you read this, the Governor's Task Force should have put together a list of recommendations for the DNR and the legislature that will hopefully bring some help to our industry. Several counties are also working on ideas, so talk to your land commissioner and county commissioner to let them know what you support.

Continue, also, to stay in touch with members of the MTPA Board of Directors so you can stay informed on the issues. If you have ideas or concerns, let us know. There are still plenty of other issues that need attention. Truck weights and insurance are just a couple of them.

Thankfully, at the last few timber auctions the price of stumpage has been coming down. This should help our industry's competitiveness.

Remember to work safely this winter and to continue your support of the MTPA.

Thanks!

Tom McCabe
MTPA President
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I applaud the United States Department of Agriculture's decision on Nov. 3 to extend Forest Service contracts in Minnesota for another year. This is an important step in the right direction and will help ease some of the pressure on our forest industry professionals.

While accomplishing this short-term objective is truly great news, there is certainly more work to be done. Forest products are important to our state's economy, a \$6.9 billion industry that supports over 55,000 Minnesota jobs. Even though forest growth is at a record high and current harvest levels are 15 percent of total forest growth, our region has lost a sizeable portion of the industry infrastructure that once existed because harvesting levels are well below what is authorized. This is in large part due to our forest plans being funded at only 50 percent. The result being the cost of wood has risen exponentially in Minnesota, making it the highest in the world. Additionally, Minnesota has to compete with foreign timber industries that receive generous subsidies and little or no environmental restrictions.

These market conditions were contributing factors in the September announcement that Ainsworth Lumber Co. planned to lay off 300 Minnesotans. This disappointing action shined a spotlight on the challenges to the economic health and vitality of the region's timber industry. We need to explore ways to lower costs of raw materials, whether on county, state, federal or private lands to avoid future layoffs. Additionally,

we need to continue to seek ways to streamline the contracting process and inoculate forest decisions from frivolous lawsuits.

To lower the cost of wood at home and make our forest industry more competitive on a global scale, I strongly support fully funding our forest management plans to maximize the board feet available to the large and small mills that employ the heart of our northern communities.

Increasing transportation costs are also hurting the competitiveness of our lumber companies. Many of our companies have limited access to competitive railroad rates and have to pay as much as 75 percent more than companies that can choose from multiple railroads. We have to do something about this problem and that's why I am an original co-sponsor of the Railroad Competition Act of 2005. This legislation will ensure effective competition among rail carriers at origins and destinations and maintain reasonable rates in the absence of effective competition. Our forests are a part of our unique heritage and they have consistently ranked at the top of the National Forest System for their accomplishments and efficiency. We are proud of the work that the professionals in the U.S. Forest Service are doing in our region and are pleased they have been able to update their forest plans and manage their forests in difficult circumstances. I will continue to push for the funding and necessary policy changes to ensure our forest industry is viable well into the future.

It's been a fast and furious fall as we attempt to deal with the current idling of nearly one-third of the wood demand in our state. The TPA Executive Committee has met a number of times. The TPA board of directors had a special meeting to discuss these issues and a regularly scheduled meeting where much time was also spent on these issues.

Executive Vice President's Column



The problems are multi-faceted in both the short and long term. They will take creative solutions and hard work to get through. There will be pain in the solutions which we hope will lead to a brighter future. I wish that every member, and some of TPA's detractors both inside and outside of our industry, could have listened to the discussions about the crisis and high priced timber sales that are under contract. The discussion focused on what was best for the industry as a whole – not what would benefit an individual or group. It focused on the credibility of our organization and industry. Directors discussed the short- and long-term political and operational implications of different options, the responsibilities that each business holds and the sanctity of contracts that are freely entered into along with TPA's commitment to the free enterprise system.

It was a proud day for the organization for these topics to be the dominant themes at such a difficult time.



As you read this issue of the *Timber Bulletin* you will see a summary of recent timber sales. This will be an ongoing feature. We are also working on obtaining and printing relevant public information on finished products. This was an idea that was brought up at the special meeting of the board of directors. If you have ideas on what you'd like to see in the *Timber Bulletin* let one of us at the office know. Thank you to Ray Higgins of

our staff for doing a great job on this and other projects.



It has been announced that Gene Merriam will not be returning as DNR Commissioner. While he was not our first choice to be commissioner four years ago, Gene has been a good and dedicated public servant. He worked diligently to help us through two Governor's task forces on problems in our industry and gave us a fair shake on all of our issues. With a combined public service spanning 30 years Gene has served in the state Senate, as MN Forest Resources Council chair and as DNR Commissioner. He has made significant contributions to our state's natural resources by sharing his talents and energy. We wish him the best in his future activities. Knowing Gene, we'll see him regularly in the fields, forests and on our lakes as he pursues his passions for hunting and fishing.



Congratulations to Mark Holsten on his appointment as DNR Commissioner. Mark is an outstanding selection who will do a great job. He is someone that TPA has had a productive relationship with for a long time. Mark is currently the deputy commissioner of the DNR and previously served in the legislature, including a stint as chair of the House Environment and Natural Resources Finance Committee.

Congratulations also to Brad Moore who has been named Commissioner of the Pollution Control Agency. Brad was a long time DNR employee who served most recently as assistant commissioner. Earlier this year he was named acting commissioner of the PCA. Brad is an enormously talented leader who will do a great job with this challenging position.



Most of the people I've met in the woods through the years are optimists. I guess you have to be to continue in this business. We recently lost one of our most affable optimists when former TPA Director Ron Bailey passed away. Ron was the founder of our summer golf

outing and always had a ready smile and kind word whenever I saw him. He also told some of the best and most entertaining stories during and after board meetings. I will miss Ron and extend my sympathy to his wife Char and all of his family.



With all of the issues about timber these days I thought I would check on who owns DNR wood again. In my last column I relayed some of the information about stumpage under contract with public agencies.

For the DNR, the big mills hold about 23% of the wood under contract. This hasn't changed much from the last time we published this information a couple of years ago.

We also checked some figures for St. Louis County. They had 383,488 cords on sales that had not been opened prior to October 1. Of this wood, one-third was at prices of under \$41 per cord. Of the wood that had been purchased at over \$41 per cord, 72% was owned by companies, 13% was owned by wood buyers/brokers and 15% was owned by "small independents."



I've been asked to look into my crystal ball by quite a few people lately. I always tell them that I don't have a crystal ball. There are a few things that I believe will hold true for the future.

Timber prices will not stabilize and be competitive unless the available supply is in balance with the demand. You can make any type of change to the system, but if the fundamental supply and demand equation is out of balance we will continue to have problems.

We will find a way through our current problems. Hopefully we will all be wiser for this.

Consuming mills need wood to make their products. They will not get wood if logging is not profitable over some reasonable period of time. We are in a bad stretch right now but it will get better.



As Mother Nature and markets let us ease our way back into production, let's make this another safe winter on the job. Most of the

injuries that happen are preventable by taking a little more time, being a little more careful and getting our employees to do the same.



Happy holidays to each of you and your families. May we all enjoy the richness that our friends and families bring to our lives during this holiday season.



Agencies React to Industry Downturn

In response to the downturn in the industry, several units of government have taken action, designed to give relief to logging businesses. The following is a summary of those actions taken through Dec. 12.

U.S. Forest Service

One-year extensions on timber contracts are being made available on qualifying sales; base rates are being lowered.

Minnesota DNR

Interest-free one-year extensions are available on timber sales that expire by Dec. 31, 2007; lowered base rates to 2002 levels.

St. Louis County

County Board has approved: allowing free one-year extensions on contracts, with a maximum of two extensions; forfeiture policy to limit penalty to 15% down payment for sales turned back in 2007.

Beltrami County

Allowing all existing contracts to be cancelled if requested by Dec. 11, 2006, and 1/3 of down payment will be returned; sealed bids will be used on all sales for one year; base prices set at 2003 levels.

Hubbard County

Allowed loggers to forfeit sales and receive refund of down payment where aspen was the major species by Oct. 31, 2006; granted free extensions to March 15, 2008, on timber contracts that expire in 2006 and 2007 where aspen is the major species; Approved using DNR base prices in the future.

Itasca County

Allowing extensions on existing

permits that expire through March 1, 2008; sales forfeited before May 1, 2007, will result in loss of down payment but no further penalty will be assessed; base prices reduced to spring 2005 levels.

Koochiching County

Granted one-year extensions for sales expiring by May 2008 without having to pay additional 20% of total sale value; Waived policy that

calls for 10% penalty on forfeited sales before Jan. 1, 2007. Also waived policy that bars those who forfeit contracts for the next two sales. Forfeited tracts will still result in loss of down payment.

Clearwater County

Adjusted base prices downward; granted one-year extensions on sales that expire through April 2007.

Governor's Task Force Makes Recommendations

by Ray Higgins

The Governor's Task Force on the Competitiveness of Minnesota's Primary Forest Products Industry has made its recommendations to Minnesota Governor Tim Pawlenty.

The task force met four times, with the final meeting on Dec. 7, and includes 21 members, among them TPA President Tom McCabe and past TPA President Dale Erickson.

Other task force members include managers of several Minnesota mills, out-going DNR Commissioner Gene Merriam, Division of Forestry Director Dave Epperly, and St. Louis County Land Commissioner Bob Krepps.

During its meetings, task force members discussed possible measures of boosting the timber industry, including wood and fiber availability and price, environmental issues, transportation issues, taxation, and more.

Some of the recommendations are expected to be acted upon by the DNR. Others will need to be pursued through the legislature in the 2007 session.

"I've been impressed with the work of the task force," Erickson said. "The DNR has already made some changes, and that's great. But there's a lot of work to do to address issues like quality of wood, truck weights, and environmental permitting, just to name a few. These all need to be looked at, otherwise what's happened so far is just a band-aid."

"I'm hopeful the recommendations of the task force will lead to real changes that will benefit our TPA members and our industry as a whole," McCabe said. "But that's going to depend on what happens with the recommendations, through the governor's office, the legislature and our congressional delegation. We intend to be working with all of them in the coming weeks and months to see these recommendations through."

A previous task force was established in 2003 after layoffs at the UPM Blandin mill in Grand Rapids. Recommendations from that were acted upon by the governor and by the state legislature. Gov. Pawlenty re-established the task force in October in response to high stumpage prices and lay-offs at Ainsworth mills in Bemidji, Cook, and Grand Rapids.

Task Force Recommendations

Near-Term Recommendations

Based on the information presented in this report and its deliberations over the past two months, the Governor's Task Force on Minnesota's Primary Forest Products Industry makes the following near-term recommendations³ to address the issues the task force has identified. The agency or organizations that should be assigned responsibility for the action are noted in parentheses after each recommendation. The recommendations are not ranked, and the order in which they are listed does not imply priority.

Wood and Fiber Availability and Price

Administrative Actions

1. Strongly urge the counties to offer 850,000 cords for sale (versus approximately 700,000 cords offered in 2005) on an annual basis and to sell both this year's and last year's planned sales (county boards).
2. Direct the DNR and strongly urge the counties and National Forests to re-sell timber and re-offer returned sales as quickly as possible and not count them as part of the current year's timber sale plan (DNR, county boards, USDA Forest Service).
3. Direct DNR to maintain its timber sales program at planned levels, to continue re-offering unsold wood on the market and accelerate the harvest of high-risk, low-volume stands (DNR).
4. Direct the DNR to conduct an initial analysis of

whether and how one million cords of wood may be offered for sale from DNR timberlands on an annual basis while maintaining needed reforestation on a continuous basis. Deliver results of the preliminary analysis and a plan for achieving an increased timber harvest goal to the governor by March 1, 2007, so that the information can inform and influence the agency budgeting process (DNR).

5. Strongly urge national forests to sell both this year's and last year's sales. Specifically, urge the Superior National Forest to sell its fiscal year 2007 target of 65 million board feet (mmbf) and the 23 mmbf in unsold sales from fiscal year 2006 for a total of 88 mmbf during the current fiscal year. Strongly urge the Chippewa National Forest to sell its fiscal year 2007 target of 35 mmbf and the 2.3 mmbf in unsold sales from fiscal year 2006 for a total of 37.3 mmbf during the current fiscal year. Strongly urge both national forests to aggressively move to selling the annual Allowable Sale Quantity in their Forest Plans (Superior National Forest - 102 mmbf; Chippewa National Forest - 57 mmbf) by FY 2009 (USDA Forest Service).
6. Direct DNR and encourage county and federal land managers to immediately begin offering more wood for sale at optimum economic rotation ages. This should be done to the extent that it does not preclude Extended Rotation Forestry (ERF) projections utilized as mitigations in the *Generic Environmental Impact Statement on Forest Management and Timber Harvesting* (1994) (DNR,

³Near-term recommendations include administrative and legislative actions that should be taken between December 2006 and the end of the 2007 Minnesota legislative session.

county boards, USDA Forest Service).

- a. Public forest managers should utilize rotation ages that reflect the optimum economic rotation age for their normal management activities (DNR, county boards, USDA Forest Service).
- b. The DNR should immediately set an upper limit of 30% for extended rotation prescriptions utilizing normal rotation ages within its Sustainable Forest Resource Management Plans. Counties should not allocate acres to extended rotation prescriptions (DNR, county boards).

Legislative Actions

7. Propose that \$800,000 be appropriated to the DNR and \$500,000 to the counties in the next and subsequent bienniums to fully implement continuous inventory programs on a 10-year cycle on state and county lands. Funds should be appropriated to counties based on how many acres of land are administered (DNR, county boards).
8. Propose that \$3 million be appropriated in the next and future bienniums for private forest landowner assistance and information programs administered by the Division of Forestry. These funds should be used both to encourage management actions and for cost share expenditures (DNR).
9. Propose that funds be appropriated for the Forest Research Advisory Committee (as mandated in M.S. 89A.08) to analyze ways to price wood fiber and set base prices for sales on all ownerships (Minnesota Forest Resources Council, University of Minnesota).

Note: The task force did not reach full agreement on the following two proposed actions. Members did agree, however, that these actions should be included in the report.

10. Propose legislation that would enable the DNR and encourage county boards to provide relief for non-secured contracts (DNR, county boards).
11. Propose legislation that would enable the DNR and encourage county boards to provide relief for secured contracts (DNR, county boards).

Maintenance of Working Forestland Base

Legislative Actions

1. Propose that \$1.56 million be appropriated for implementation of the Sustainable Forest Resources Act (M.S. 89A) and to eliminate the sunset on the Act (Minnesota Forest Resources Council).
2. Continue to fund the Forest Legacy program (DNR, LCCMR).
3. Propose that \$200,000 in one-time funds be appropriated for the Minnesota Forest Resources Council's study and recommendations to maintain the productive forestland base (Minnesota Forest Resources Council).

Forestland Productivity/Health

Legislative Actions

1. Propose that funds be appropriated to increase forest management and productivity investments

on private forestland (DNR).

2. Propose that \$2 million be appropriated for the coming biennium to increase forest management and productivity investments (e.g., pre-commercial thinning) on state land (DNR).

Professional Capacity

Legislative Actions

1. Propose that funds be appropriated to provide non-conventional contract opportunities for loggers to do site preparation on DNR and county lands, and encourage the USDA Forest Service to provide stewardship contract opportunities for loggers to do site preparation on federal lands (DNR, county boards, USDA Forest Service).
2. Direct and fund DNR and encourage county boards and the USDA Forest Service to fill all vacant public forester positions (DNR, county boards, USDA Forest Service).
3. Direct DEED to develop and provide funds for small business training for existing and prospective loggers (DEED).

Transportation

Legislative Action

1. Support legislation that allows trucks to haul finished forest products (paper, treated and untreated lumber, engineered wood products and barrel staves) with the same weight limits and requirements in current law (MS 169.8261) for raw and unfinished forest products (90,000 lbs. summer, 98,000 lbs. winter; six axles with brakes; MN DOT permit; not applicable on roads and bridges posted for lower weights; not applicable on Interstate Highways, etc.) (MN DOT).
2. Encourage Minnesota's Congressional delegation to support federal legislation to allow Minnesota weight provisions (MS 169.8261), as recommended to be modified in recommendation 1 above, for hauling raw and unfinished and finished forest products to apply on Interstate Highways (Governor).
3. Direct MN DOT to fund improvements in roads and bridges to expand the 10 ton route system and its bridges to facilitate the movement of raw and unfinished and finished forest products from their points of origin or manufacture to their final destination (MN DOT).
4. Encourage Minnesota's Congressional delegation to increase rail competition and decrease costs for shipping forest products and to repeal railroad immunity from federal anti-trust statutes. Work with the National Governors Association and other Governors Associations to promote this legislation. Develop and support state legislation that would support competitive rail service for the forest products industry (Governor, MN DOT).

Environmental Review and Permitting

Administrative Actions

1. Direct the Minnesota Pollution Control Agency (MPCA) to complete the environmental review and permitting benchmarking analysis (Minnesota Session Laws 2005, 1st Special Session, Chapter 1, section 2, subd. 7), and to fully

and expeditiously implement its recommendations (MPCA).

2. Direct the MPCA and DNR to expedite environmental review and permitting timelines for forest products industry project proposals (MPCA, DNR).

Taxation

Legislative Actions

1. Propose legislation to convert the current sales tax rebate for forest products industry capital equipment to a sales tax exemption and to broaden sales tax exemptions to include additional logging equipment (DEED).
2. Propose amendments to the Sustainable Forestry Incentives Act (SFIA) to encourage enrollment and foster forest productivity and timber harvesting (DNR, Department of Revenue).
3. Propose legislation to increase the sales weighting for the Corporate Franchise Tax to 100% (DEED, Department of Revenue).

Research

Legislative Actions

1. Propose that \$200,000 in one-time funds to be appropriated for the Forest Resources Research Advisory Committee (as mandated in M.S. 89A.08) to provide direction on research topics recommended by the task force (Minnesota Forest Resources Council, University of Minnesota).
 - a. Identify and recommend best practices for setting up and administering timber sales on public lands.
 - b. Study history of timber market corrections.
 - c. Conduct stumpage markets/land management economic analysis.
 - d. Conduct research on value-added manufacturing.
 - e. Conduct research to support adoption of improved logging technology.
2. Propose that \$480,000 be appropriated to fund the Forest Resources Interagency Information Cooperative as mandated in M.S. 89A.09 (University of Minnesota).
 - a. Develop common forest inventory formats, growth models for managed forest stands for harvest scheduling, a forest wildlife habitat model synthesis and an information database on Minnesota's family forest ownerships and associated management and trends.
 - b. Apply harvest scheduling and associated forest planning methodology to county forest management on a cooperative basis.
 - c. Fund an applied research position in forest productivity/silviculture to be housed at Grand Rapids or Cloquet to lead cooperative stand improvement implementation.

Public Attention/Knowledge

Administrative Actions

1. To increase public understanding about the importance, issues, needs and contributions of the forest products industry, direct and fund the DNR to design a collaborative forest industry public education program that complements existing private and public forest industry and forestry

educational programs (DNR).

Long-Term Recommendations

Because of the need to focus on immediate administrative actions and the limited time available for its deliberations, the task force could not fulfill the governor's charge to develop "long-term recommendations⁴ to retain and increase the competitiveness of Minnesota's forest industry." As a result, the task force requests that the governor consider the following additional recommendations:

- 1) 1. Request the task force to reconvene between January and May 2007 so it can identify and make long-term recommendations to address global competitiveness of the primary forest products industry. Make arrangements to provide financial and staff support for the task force (Governor).
- 2) 2. Create a follow-up team to work with the governor's office to formulate a comprehensive implementation strategy for near-term and long-term task force recommendations. The team should include high-level decision makers capable of making incisive action recommendations to the governor and Legislature (Governor).

⁴ Long-term recommendations include administrative and legislative actions that should be taken following the end of the 2007 Minnesota legislative session.

The following letter was written by Sen. Norm Coleman (R-Minnesota) and was signed by both U.S. senators from Minnesota, Wisconsin, and Michigan, showing bipartisan support for full funding for the US forest Service.

United States Senate
WASHINGTON, DC 20510

December 4, 2006

The Honorable Dirk Kempthorne
Secretary
U.S. Department of the Interior
1849 C Street, N.W.
Washington, DC 20240

Dear Secretary Kempthorne:

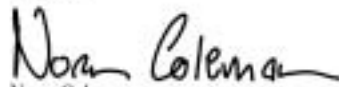
We write to ask for your assistance in meeting our region's pressing need to fully implement its new forest management plans through the fiscal year 2008 budget request for United States Forest Service. Currently, the forest plans in our region are funded at 50 percent of what is authorized.

Forest products are important to our region's economy, supporting over 201,168 jobs, 2,100 facilities, and \$38 billion in annual economic activity. Even though forest growth is at a record high and current harvest levels are 15 percent of total forest growth, our region has lost a sizeable portion of the industry infrastructure that once existed because harvesting levels are well below what is authorized. This has caused the cost of wood to rise exponentially in Minnesota, Michigan and Wisconsin making it the highest in the world. Our states have to compete with foreign timber industries that receive generous subsidies and little or no environmental restrictions. As a result, many of our smaller mills are closing or on the verge of shutdown, running at significantly less than capacity because logs are not available. Additionally, national forests in our states may be at greater risk of catastrophic wildfire and emerging insect outbreaks and infestations.

Mr. Secretary, our forests have consistently ranked at the top of the National Forest System for their accomplishments and efficiency. We are proud of the work that the professionals in the U.S. Forest Service are doing in our region and are pleased they have been able to update their forest plans and manage their forests in difficult circumstances. Acquiring the necessary funding to complete implementation of these plans will only enhance and add to their efforts.

We thank you for consideration of our request. With your assistance, our region's forest products industry, an important part of our unique heritage, can become stronger at home and around the world. We appreciate the opportunity to provide input on the fiscal year 2008 budget request for United States Forest Service and would be happy to discuss this further with you at any time.

Sincerely,



Norm Coleman
United States Senate



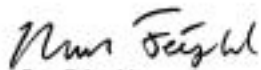
Mark Dayton
United States Senate



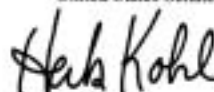
Debbie Stenehjem
United States Senate



Carl Levin
United States Senate



Russ Feingold
United States Senate



Herb Kohl
United States Senate

Cc: OMB Director Rob Portman
USDA Secretary Mike Johanns
USDA Forest Service Chief Dale Bosworth

Hill Logging: A Family Affair

by Ray Higgins

“I worked alone for years,” Hill says, standing on the landing of his logging job just south of Grand Rapids. “My brother worked with me for a couple of years, but left to work for the DNR. After that, it was just me.”

Hill was a one-man band for the next 20 years or so.

“All I had was a cable skidder and a slasher, and I did it all. It was a slow process.”

Duane’s oldest son Mike, now 33, started working with his dad when He worked part time throughout high school and diesel mechanics school. Mike has been working full time since he completed school in 1995.

Duane’s other son, John, now 29, didn’t join the business until he was 18. This didn’t keep him out of the woods, though. At the age of 15, and until he graduated from high school, he operated his own cut and split firewood business.

The three of them, plus Donna Hill – Duane’s wife and Mike and John’s mother – make up the entire work force at Hill Logging. And that’s just fine with them.

The Hills made the switch to the cut-to-length operation three years ago. Before, the three of them didn’t have enough manpower to have the feller buncher, two skidders, slasher, delimber, and two trucks operating all at once. Instead of hiring more people, they felt the cut-to-length system would be more efficient for a three-man operation.

It works, because they each have well-defined roles in the cut-to-length operation. Mike runs the Timberjack 1270D harvester, John operates the Timberjack 1010B forwarder, and Duane, now with over 40 years in the business, handles all of the trucking. Donna works as a teaching assistant at Murphy Elementary School, and also takes care of all of the bookkeeping, ordering, and picking up parts.

Hill Logging is a self-sufficient business. Each person maintains their piece of equipment, and they have their own shop where they service and repair their machines,



Left to right: John Hill, Mike Hill and Duane Hill of Hill Logging in Calumet.

with the help and assistance of Nortrax and Figgins Truck and Trailer in Grand Rapids. They also have the equipment to build and maintain their own woods roads. This keeps the small logging company running smoothly and efficiently.

And because they all like working independently, it works out just fine.

“With this kind of system,” Mike says, “we can go for days without seeing one another.”

That’s because Mike can be harvesting at one job, while John and Duane are at a previous site

forwarding and trucking.

“A lot of times,” Duane says, “Johnny and I will be at a job and be there a week and a half after Mike has moved to our next site.”

When Duane’s truck is loaded and he takes off to the mill, the three are each by themselves, which he says is key to why they get along so well.

“I think they smile when my truck heads down the road,” Duane says with a chuckle. Plus, he says, the system works because the boys are very capable and dependable

(continued on page 16)

(continued from page 14)

workers.

His truck typically heads down the road four times a day, loaded mostly with aspen balsam or spruce headed for Blandin, with some of the by-products going to Sappi, Ainsworth, and Potlatch. Hill Logging works all over from Grand Rapids to Meadowlands and Floodwood, from Splithand to Balsam and Hibbing.

"We have four trailers," Hill says, "and we always have at least three on a job. That way John can have two filled on the landing with the forwarder, and when I come back from hauling, I can drop an empty, and take another load."

Hill grew up a few miles from where he lives, just south of Calumet, starting in the business right after graduating from Greenway High School. His father worked in the iron ore mines and logged part time in the winter. Duane helped out as he got older.

"I guess I picked it up," he says.

Duane tried a variety of things, including working for the US Forest Service, Wheeler Lumber and Bridge Company in Cass Lake, Stony River Lumber Company in Isabella, and at the Mesabi ready-mix plant in Coleraine and Hibbing.

"I also spent three months in the mines," he says. "That was enough."

But Hill likes working independently and owning his own business, even with its challenges. Hard work suits him just fine.



John Hill operates the Timberjack 1010B forwarder. When he's done, he'll take the wood to the landing and load one of Duane's trailers for shipment to the mill.



The view from inside the harvester as Mike Hill works on the stand of aspen on land owned by Blandin.

"You put in probably twice the hours anybody else does," Duane says. "The day never ends. But that's just how it is."

Over the years, the biggest change in the industry has been the machinery, which has made things easier, at least in one sense.

"You work less hard," Mike says, "but you work a lot longer hours. We work easier, but we work a lot longer."

"We are able to work more days now with the cut-to-length system. Wet weather doesn't slow us down as much as before because you're always working off a brush mat. This makes it easier for us, and is low-impact on the soils in the woods."

"You have to work a lot of hours to pay for all this fancy stuff," Duane says, referring to the harvester, forwarder, and trucking equipment. "It comes with a price. But it has made logging a safer profession."

Another thing that's changed over the years is where they cut wood. As the years go by, the Hills find themselves on jobs farther and farther from Calumet.

"Before we were probably 20 miles from home," Mike says, "but now we're farther from home, because that's where the sales are."

With only the three of them, the Hills are busy cutting wood, leaving little time to work on issues important to the logging industry. That's why, for them, membership in TPA is so important, tending to

(continued on page 18)

(continued from page 16)



Mike Hill in the Timberjack 1270D harvester. Mike also handles most of the communication with the foresters on the Hills' jobs and also does most of the road-building for the operation.

the issues that matter to them and all loggers.

"I probably don't participate as much as I should," Duane says. "I'd like to be on some committees. But with three of us, we're always in the woods or in the garage doing repairs and maintaining the equipment."

So in a twist on the old adage, when it comes to the Hills, the family that works together – but separately – stays together. And thrives.

"This works just perfect," Duane says.

TPA Members Work with MnDOT and State Patrol to Find Solutions

One of TPA's main roles in helping its members is communicating issues and concerns to state agencies and helping find solutions to these problems. A recent situation involving MnDOT and the State Patrol highlight how important this role is, and how years of relationship building can pay off in helping Minnesota's logging community.

Several TPA members have purchased and operate a slasher unit and haul it behind their loaders from job to job. The problem is, the slasher sits on a separate trailer, so when it's hauled behind a tractor and a loader, one interpretation of the law would conclude that it results in an illegal triple combination.

That's when TPA stepped in. Led by transportation committee chair Wayne Skoe, and committee member Cliff Shermer, who owns such a slasher unit, the committee invited Captain Ken Urquhart, commander of the State Patrol's Commercial Vehicle Enforcement division, and Gene Halverson, Truck Size & Weight Section manager for MnDOT to a committee meeting in Grand Rapids to try to find a way to bring the slasher into compliance with state law.

"We want to find a solution," Urquhart told committee members. "It's a Minnesota logging business, using a slasher unit that's manufactured in Minnesota, sold in Minnesota, and operating in Minnesota. We should try to find a way to make this work."

Shermer explained the situation to Halverson and Urquhart, explaining that to unhook the assembly every time the slasher needed to be moved would take an additional truck – a pick-up is too small – with an additional driver. Plus, it would be time consuming to unhook the assembly and then reconnect it at the next job site. And because of all of the hoses involved, it would result in the loss of several gallons of hydraulic fluid and oil as the hoses are disconnected.

Upon hearing the scenario, Halverson and Urquhart suggested



Cliff Shermer with his slasher. Once the manufacturer retrofits brakes for the axle on the unit, and Shermer has the proper lights and reflectors on it, a permit will be issued so it can be hauled behind a tractor and loader.

one solution to transporting the slasher would be to consider it an implement of husbandry, meaning a slow-moving vehicle placard can be displayed, allowing it to be hauled down the road, albeit at 30 miles per hour or less.

"These are farm machines," Halverson said. "It's no different than a guy going out and harvesting beans. It's the same thing."

But Halverson recognized that while making the slasher/loader combination legal, it might not be the best solution possible and vowed to review Minnesota statutes once he got back to his office in St. Paul.

"Moving it down the road at 30 miles per hour, that's not the real world," Halverson said.

A few days later, after reviewing the statutes, he had the solution: If Shermer agreed to put lights on the unit, brakes on its axle, reflectors, and reflective tape, Halverson could issue a permit for the combination, making it legal to haul the slasher behind the loader up to the posted speed limit.

"Every situation is different," Halverson said. "In looking at Cliff's case, if he adds the safety equipment, it qualifies for the permit under the statute."

So, Shermer went back to the

manufacturer to work on getting the proper equipment installed, satisfied that a solution had been worked out.

"It's a good solution," Shermer said. "It's very helpful that Ken Urquhart and Gene Halverson are willing to work with us. They know it's valuable to our business to work something out. That brake solution won't be too expensive. And the manufacturer tells me that other loggers in other states face the same issue and they are going to learn from the situation here and apply it elsewhere."

"That's what our office is here for," Halverson said. "We try to find a way to make it legal to move loads. Yes, we have to protect the state's infrastructure and the state's citizens, but if you can cross those hurdles, we'll find a way to move it."

Halverson's background helps. Before going to work in MnDOT's Office of Freight and Commercial Vehicle Operations, he spent 24 years with the State Patrol, including 14 years representing the Patrol at the legislature.

"In trying to discern what the legislature intended," Halverson said, "it helps to have sat through the hearings and have listened to the testimony."

On the Markets

Beginning with this issue, the Timber Bulletin will publish information regarding results 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

Koochiching County

November 15 – Oral Auction

Species	Bid Price
Aspen	\$29.23
Balsam	\$16.50
Birch	\$10.99
Jackpine	\$28.82
Spruce	\$23.14

St. Louis County

November 16 – Sealed bids

Species	Bid Price
Aspen	\$31.38
Balsam	\$19.20
Birch	\$ 8.74
Jackpine	\$37.01
Black Spruce	\$30.83

Clearwater County

November 16 – Oral Auction

Species	Bid Price
Aspen	\$32.15
Balsam	\$18.69
Birch	\$ 8.98
Jackpine	\$31.75

Itasca County

November 21 – Oral Auction

Species	Bid Price
Aspen	\$28.13
Balsam	\$27.40
Birch	\$ 9.59
Jackpine	\$40.78
Black Spruce	\$30.67

Housing Starts Plunge to Six-Year Low

Starts of new homes plunged 14.6 percent in October to a seasonally adjusted annual rate of 1.486 million, the lowest level since July 2000, the U.S. Commerce Department estimated.

Building permits fell as well, down 6.3 percent to a seasonally adjusted annual rate of 1.535 million, the lowest in nine years. It was the largest percentage decline in permits in seven years.

"The worst in the housing sector has not yet passed," said Ray Stone, chief economist at Stone – McCarthy Research.

Housing starts are now down 27.4 percent from October 2005 levels, and building permits are down 28 percent on a year-on-year basis. So far in 2006, starts are down 11.1 percent compared with the first 10 months of 2005.

The National Association of Home Builders reported that its survey of builder sentiment rose for the second time in a row in November, on the heels of eight straight declines, and said that builders may be seeing "the light at the end of the tunnel."

According to marketwatch.com, Stephen Stanley, chief economist for RBS Greenwich Capital, saw a silver lining in the October data.

"We see this as an

unambiguously good thing," he wrote. "The faster builders address their bloated inventories and bring the pace of home construction down, the quicker the housing correction will play out and the economy can return to a more normal footing."

The government's housing data are subject to large sampling and other statistical errors. It can take five months for a new trend in housing starts to emerge from the data.

Canadian Housing Starts Rise in November

Canadian housing starts rose 0.8% in November, according to the Canada Mortgage and Housing Corporation. The seasonally adjusted annual rate was 225,000 units during the month. Through November, total actual starts in Canada were up 1.3% compared to the same period last year.

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Timber Talk

Ron Bailey Dies

Former TPA member Ron Bailey has died at the age of 77.

Ron was a logger in the Bigfork area, starting several business ventures, including MR Chips, which is still in operation today. He was a longtime member of the TPA board of directors, and was a key organizer of TPA golf outings. He is the father-in-law of current TPA executive committee member Mike Warren.

Ron was also involved in construction and window manufacturing over the years. He was also an Air Force veteran, serving in Okinawa and Japan before being honorably discharged in 1950.

Ron was well known for his outgoing personality and quick humor. As a licensed pilot, he enjoyed flying to Canada on fishing trips. He was an enthusiastic golfer and encouraged his entire family to enjoy the sport.

A memorial service will be held Dec. 30, 2006, 2 p.m., at the The Edge Arts Center in Bigfork, Minn. Internment will be in Bigfork Cemetery.

Gene Merriam Leaves DNR

Commissioner Gene Merriam is leaving the Minnesota Department of Natural Resources (DNR) when his term ends January 2.

"I would not have been willing to leave private sector employment to accept the DNR position had I not had a high regard for Governor Pawlenty and shared a common vision with him," Merriam said, adding, "It has been my pleasure to work with a governor who cares so much about natural resources and our outdoor heritage."

During Merriam's tenure, the DNR initiated a program for large-scale conservation easements that will keep private timberlands productive, protect forest habitat,

and preserve public hunting and other recreational opportunities.

Within the past year, an effort begun in 2003 culminated in the DNR achieving certification of its forestry practices by two independent auditors. The forest certifications represent objective, outside judgment that the DNR forestry management and timber harvest practices are sustainable and environmentally appropriate. With these awards, Minnesota DNR forestlands became the largest forestry certified land base in the country.

"We have accomplished quite a bit for conservation and natural resources in Minnesota during these four years as we faced daunting challenges in so many areas," said Merriam. "There is a vision and a plan being implemented. Now the DNR has a strategic Conservation Agenda that provides nearly 100 specific measures of progress, including monitoring of successes and any shortcomings."

Merriam, 62, said, "I have not yet decided on future plans, but I know it will include more opportunity for hunting, fishing, birding and other outdoor recreation."

Earle Dickinson Dies

Earle Dickinson, creator of the Buena Vista Logging Days festival and of the Lumberjack Hall of Fame, has passed away.

Dickinson spent his entire life on the family ranch in Buena Vista, 12 miles north of Bemidji. The family once raised draft horses used in logging and Dickinson was known as one of Minnesota's most skilled horsemen. His father Leonard was one of the founders of TPA.

Earle Dickinson was 78.

University Names New Dean

Professor Allen S. Levine has been named dean of the University of Minnesota's College of Food, Agricultural and Natural Resource Sciences.

The college includes the

university's Department of Forest Resources.

Levine previously was professor and head of the university's Department of Food Science and Nutrition. He has been a member of the U of M faculty since 1981, and holds joint appointments in the departments of Surgery, Psychiatry and Medicine. He is also director of the Minnesota Obesity Center and was deputy associate chief of staff for research at the Veterans Affairs Medical Center in Minneapolis for over 17 years.

New Chippewa National Forest Supervisor Named

Rob Harper is the new forest supervisor of the Chippewa National Forest, replacing Norm Wagoner who transferred in June to the Ouachita National Forest in Arkansas. Harper has been the district ranger on the Lolo National Forest in Superior, Montana for the last 4-1/2 years. He's originally from the Escanaba and Lansing Michigan areas where he also attended Lake Superior State College. He completed an M.S. in geology (emphasis in hydrology) at Indiana University before joining the National Weather Service in Washington, D.C. His first assignments with the Forest Service were as a fire fighter and smokejumper in California and Oregon and he has most recently been acting deputy forest supervisor on the Humboldt-Toiyabe National Forest in Nevada.

"I cannot begin to tell you how excited my wife and I are to be returning to the lake states - I'm really looking forward to our arrival in Minnesota and getting to know the people and communities of the Chippewa," Harper said.

Introducing: TPA Merchandise

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No Shrink Fleece Crew \$21.50
Pine color with cream TPA logo
Unisex Sizes: S- 3XL

MLEP Hosts Workshop on Markets and Finances

In response to the downturn in the industry over the past few months, the Minnesota Logger Education Program hosted a workshop entitled "Timber Market Overview and Financial Strategy Options Workshop." Over 100 attended the workshop at the Sawmill Inn in Grand Rapids in November.

The workshop was designed to provide an overview of the current timber market conditions, as well as outline financial options available to loggers.

The morning began with a presentation on the current market conditions by Keith Jacobson of the DNR. He was followed by Tim O'Hara, vice president of forest policy for Minnesota Forest Industries, who shared statistics gathered from public sources about wood currently under contract from all agencies (county, state, and federal) in Minnesota. The statistics show:

- There are currently 3.2 million cords under contract
- The value of those cords is \$135 million
- 58% of that volume is administered by the state
- 61% of the total volume under contract is aspen
- 72% of the value is aspen
- 39% of the volume is priced at greater than \$50 per cord, but represents 2/3 of the value
- 75% of the volume's contracts expire between now and 2009
- 53% of the aspen that's priced higher than \$50 per cord expires from 2009 to 2011

Jim Marshall of UPM Blandin and Kent Jacobson of Ainsworth offered the perspective from the standpoint of the paper and board mills, respectively, and what the future might hold. Marshall said the mill is continuing to pursue the proper permits for the proposed Thunderhawk expansion, but there will be no final decision on whether to pursue Thunderhawk until the permits are obtained. Jacobson outlined the difficult board markets and said it's difficult to know when Ainsworth mills in Cook and Grand Rapids will be able to re-open, but both are beginning to accept a small amount of wood.

Finally, Bill Pfingsten of AgStar



Financial Services gave a presentation about how loggers can survive financially in these difficult times. Pfingsten said every situation is different, but stressed the importance of logging business owners maintaining good accounting practices so that if it becomes necessary to talk to a

lender, an accurate picture can be presented. He also said that the ability for individual loggers to show profitability over the previous three years is important for lenders when considering whether to loan additional funds, despite whatever negative market conditions might exist.

Early Loggers in Minnesota

by J. C. Ryan



First-hand recollections by storyteller "Guzz" Ryan of the loggers, loaders, swampers, wood butchers and gull cooks who ruled the woods in the hey-day of the pioneer lumberjacks—with dozens of historical photographs

Enclosed is \$ _____ for

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3 Events in 1!

TPA Golf & Fishing Outing Annual Meeting Board of Directors Meeting

Thursday, June 7 & Friday, June 8, 2007

at

**Ruttger's Sugar Lake Lodge
Grand Rapids**



We've combined the Board of Directors meeting with the Golf & Fishing Outing and the Annual Meeting to make this a fun and informative two-day event for all TPA members, as well as vendors and other related organizations



Schedule of Events:

Thursday	9 a.m.	Board of Directors Meeting
	Noon	Golf and Fishing
	5 p.m.	Social Hour
	6:30 p.m.	Banquet Dinner
Friday	9 a.m.	Annual meeting
	10 a.m.	Presentations
	12 p.m.	Adjournment

Look for information and complete details early next year

We look forward to seeing you there!

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 communities, 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 in 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 Cassada, 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 Seaman 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 Kelliker, 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 Seaman Lumber Co. and Scott Gruff Co. in the area south of the Range and north of Duluth and Cloquet.

The Alger Smith Co., Radcliff Lumber Co., Merril & 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.

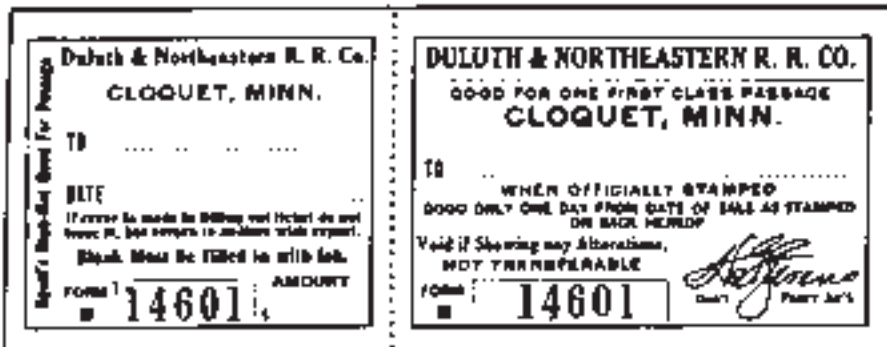
The International Lumber Co. (Barkus & Brooks) in most of Koochiching County and the Red Lake Indian Reservation.

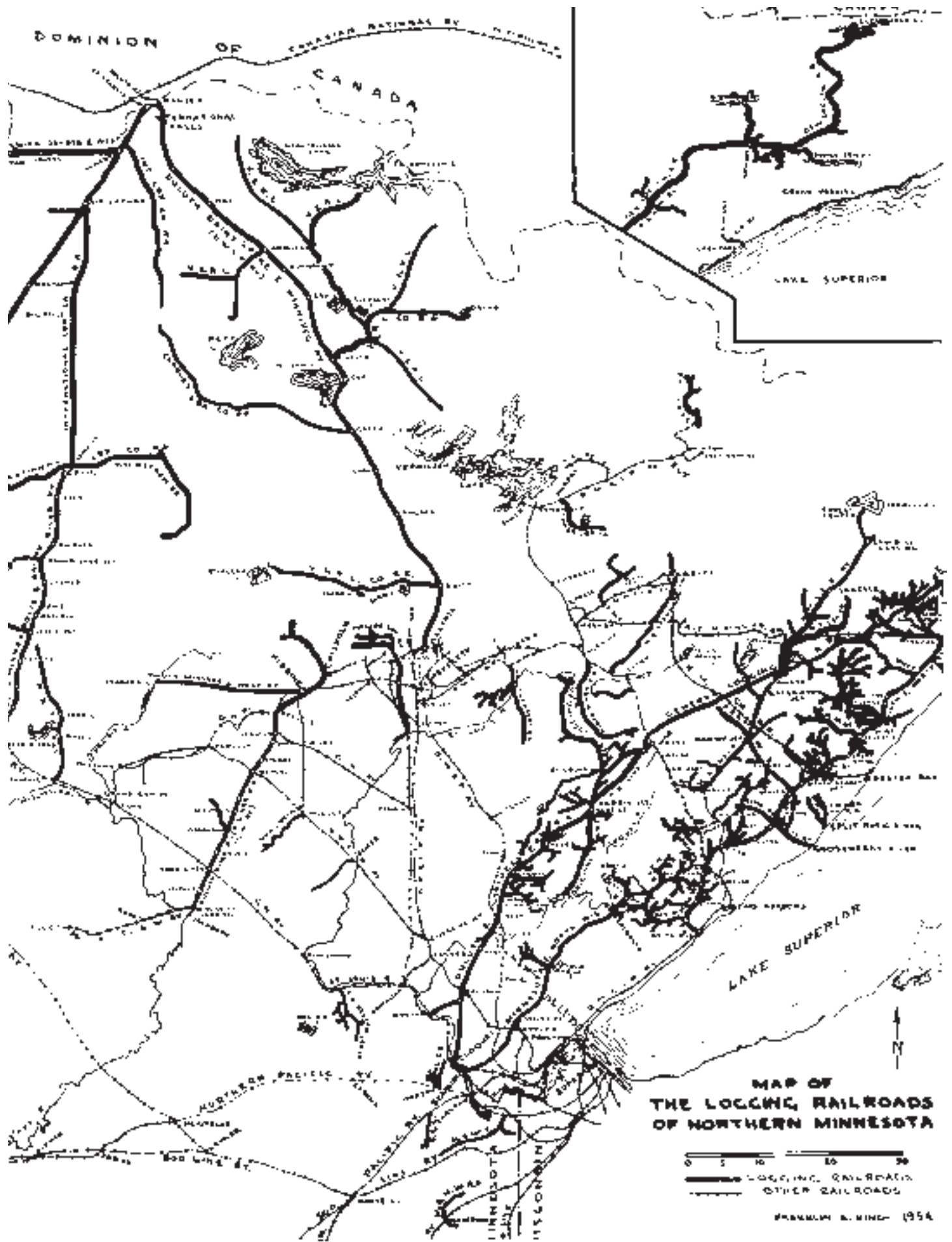
The Crookston Lumber Co., Bemidji Lumber Co., and J. Niels Lumber Co. in the Bemidji and Cass Lake area.

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.





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

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

FREDERICK S. 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 (Barkus 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 Popple River and logs were hoisted

out of Round Lake.

An eastern branch, known as the Helmstrom 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 Barkus 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 "skelton 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, in 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 60 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.

Classifieds

To serve our readers better, the Timber Bulletin offers free classified ads of up to 85 words to all members and associate members of the Minnesota Timber Producers Association. All ads must be submitted in writing to the Association office. The MTPA assumes no responsibility for ad contents and accepts free ads on a first-come, first-served basis within space limitations.

USED EQUIPMENT FOR SALE

FOR SALE

CABLE SKIDDERS

1991 JD 640E, new tires	35,500
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1969 TF C4	P.O.R.
TJ 240	P.O.R.
TJ 350	P.O.R.

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TRUCKS

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1987 411B Hydro-Ax.....	20,000
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