

THE VOICE OF THE TIMBER INDUSTRY

TIMBER BULLETIN

DULUTH, MINNESOTA

MARCH/APRIL 2015

VOLUME 70

**Coming Home -
Hall Logging**

**Northern Long-Eared Bat
Gets "Threatened" Listing**



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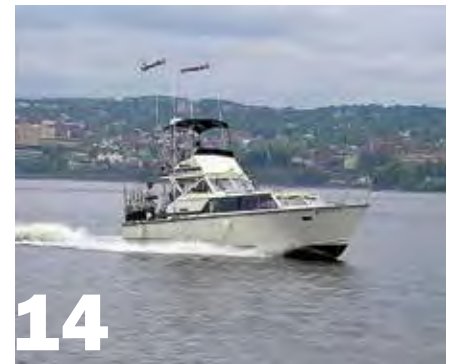
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ON THE COVER

An upward look from one of Minnesota's forests.

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Another winter has come and gone. I hope everyone had a good season. Conditions and markets seemed to be favorable. It's always nice to see spring come, a time to get reacquainted with family and get back to a somewhat normal work schedule. Many may be shifting from the woods to

President's Column



the shop. Along with this change comes new hazards. Don't forget to brush up on shop safety.

It's hard to see a 35-year-old relationship come to an end. TPA's partnership with LUA has been a real asset. The key to success of this work comp program has been strength in numbers and will continue to be, as we move forward with Northern Capital and Bitco.

Make sure to reserve Friday June 5 for the annual TPA meeting. The event will be held in Duluth instead of Ruttger's in Grand Rapids. There will be fishing on the big lake, and all of the other activities that Duluth has to offer, then capping the night off with a train ride up the shore. It should be an informative and fun event.

A big thanks to all that provided comments to the USFWS on the northern long-eared bat. It was good to see their decision was to go with a threatened listing and a temporary 4(d) rule. Much work will be needed as another comment period on the 4(d) rule will end on July 1.

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Early Loggers in Minnesota

by J. C. Ryan



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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We were pleased to announce to our members in March that TPA had entered into a new workers' compensation program with Bitco (formerly Bituminous Insurance Company). The program includes lower rates, expanded loss control and continued representation by our friends at Northern Capital

Executive Vice President's Column



Insurance – Bill Dupont and Jay Eystad. Bitco has strong financial

ratings and has written forestry accounts for many years. They are familiar with our program and have inquired about our

needs several times through the years.

This is a somewhat bittersweet change as we had been with Lumbermen's Underwriting Alliance (LUA) since 1981. No doubt this was the longest-running logging workers' compensation

program one can find. Unfortunately LUA encountered significant financial issues that the TPA Executive Committee concluded made continuing our program with them no longer in our members' best interests.

As Bill Dupont and Jay Eystad make the rounds we urge you to sign up with Bitco. And if you have your insurance elsewhere, take a look at this new program, we think you'll like it.



My columns are becoming batty for bats – Northern Long-Eared Bats that is. Chances are it will be a topic for years to come.

The U.S. Fish & Wildlife Service (USF&WS) announced April 1 that it was listing the bat as "threatened" under the Endangered Species Act (ESA). This is a much better decision for our members than the USF&WS's original proposal to list it as "endangered."

They also published an Interim 4d rule that exempts, with restrictions, certain forestry activities from the

prohibitions on "take" under the ESA. A 90-day comment period on the Interim 4d rule will also open on May 2.

The Interim 4d rule is less favorable for forestry operations in some respects than the Draft 4d rule that had previously been published. In addition to language that clearcutting was to be avoided within ¼ mile of known hibernacula and maternity roost trees during June and July, seed tree, shelterwood and other similar silvicultural prescriptions were added to the "avoid" list.

As expected, the Center for Biological Diversity filed suit against the USF&WS on April 2 claiming that they violated federal law by not conducting an EA or EIS on the Interim 4d rule under the National Environmental Policy Act.

So that's the scorecard for Round 3 of a scheduled 12, maybe 15 rounder.



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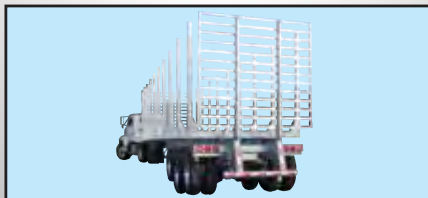


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roads. TPA had a Forest Roads Task Force that identified needs for forest road maintenance. Senator Tom Saxhaug and Representative David Dill have authored legislation to provide additional funding for maintenance on DNR forest roads. We are pleased that the Senate's bill funding the DNR includes \$1.255 million for this urgent need. That doesn't mean this funding will make it to the finish line but it does mean that we're in the game.



Governor Mark Dayton has appointed Tom McCabe to the MN Forest Resources Council representing loggers. Tom, a past TPA president, has had long involvement in council activities and committees. He will do an outstanding job representing loggers.

McCabe replaces Dale Erickson who served two terms on the council. Our thanks to Dale for his diligent service. I'm sure that Dale put on more miles attending meetings during his eight years on the council than any other member. He was one of the most respected voices in the group and an effective advocate for our members.



I was visiting with Commissioner Ken Peterson of the MN Department of Labor & Industry recently. Commissioner Peterson served in the same position under Governor Rudy Perpich. Commissioner Peterson was very complimentary about TPA and our success in controlling workers' compensation insurance rates through our members' commitment to safety.

Commissioner Peterson also recalled working with TPA during Governor Perpich's administration to pass the *Loggers Targeted Industry Fund* legislation in 1990. This legislation, which TPA wrote and passed, established the workers' compensation rebates that participating loggers receive every year and the safety training program through LogSafe.

Commissioner Peterson said it was one of the best and most innovative examples of an industry working together to solve a problem. He said it was also one of the things that he was most proud to have worked on during his service in state government.

It's also one of the things that I'm most proud of that TPA has done!



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Peter Hall

Coming Home

After spending several years living and working all over the world, Peter Hall has returned to his logging roots on the North Shore.

by Ray Higgins

Peter Hall had had enough. After a seven year hitch in the U.S. Army – including stints in Oklahoma, North Carolina, Germany, and Iraq – and then spending the better part of the last 15 years bouncing between working in the coal mines of West Virginia or as a mechanic in North Carolina, he decided he wanted to come home

and follow his passion.

For Hall, home is Lutsen, where he grew up and graduated from Cook County High School. But more accurately, home is the woods of Minnesota's North Shore. And his passion is logging.

"That's what I've always been," Halls says. "I've always been a logger."

So in August he left the coal mines for good, where he'd served as an underground and surface electrician, and also as a resident mechanic in the coal mines, and came back to Minnesota's north woods.

On this day, Hall is working at the end of the Sawbill Trail, north of Tofte in the Pat Bayle State Forest.



Hall loads processes the raw timber with a Can-Car processor, the predecessor to the Hahn Harvester. Only 38 of these machines were initially made. This one is number 19.

He's halfway done with a 400-cord harvest that's less than a quarter-mile from the Boundary Waters.

"I'm cutting on each side of the Sawbill," Hall says, "and I'm virtually removing the aspen – which is 100 years old, the black spruce, some white spruce, and then I'm thinning a few of the white pine. We're trying to re-gen in some more white pine in here again. Any of the white pine I take are just blister rust or really bad, so we're leaving anything that's healthy and trying to clean it up. As you look down the road you really can't tell it's harvested on each side. Most people that drive by in a car, they see trees lining the road yet, and there are young trees and there are old trees, and they don't pay attention. They see what's next to the road, they don't see what's in a little bit. Hopefully when I'm done they'll be able to look in and see something young and something coming in again."

But it isn't like Hall left all those years ago and is now home for the first time. He's been returning from

time to time since graduating from Cook County in 1986, logging for a week or two here or there all the while. In fact one time he stayed for seven years. But this time he's

home for good.

Hall got his start in logging like so many others did in Minnesota: His father logged these forests, and Peter tagged along with his father



The model number on Hall's Can-Car processor.

Jim as a child.

"Our family homesteaded in Lutsen in the 1890s," he says. "We still own the original homestead. Dad started logging when he was going to college at UMD. He needed to make some money to pay for his schooling, so he started logging. He just started with a cross-cut saw and a horse, and then moved up to a little Cat and a dray, up through all the equipment. He put his way through college and decided he loved logging and just stayed with it. He just loved the woods. It's a passion. And I feel the same way about it.

"So as a kid," Hall says, "on Sundays after church, we would a lot of times load up a picnic and Dad would go up and he'd maintain equipment, and as a kid I'd run around and just learn it. I guess I was 2 or 3 years old. I just grew up doing it."

He was 17 when he graduated high school and immediately enlisted and went to Army basic training, where he turned 18. He served for seven years a mechanic, including during Operation Desert Storm.

"I got to see a lot of things and go places I didn't want to be," Hall



Aspen from Hall's harvest site is ready to be hauled to the mill.

says, "but that's part of what the life is."

By 1993, it was time to get out. With his wife, who he'd met while in the military, the Halls came back to Lutsen, where Peter logged for seven years. But his wife's family was back in West Virginia, so they eventually picked up stakes and moved there.

Hall's skills as a mechanic,

first learned growing up with his dad in the woods, and honed in the military, made it easy to find work in the coal mines. The only trouble was, like the taconite mines of his home state, Peter found that coal mining in West Virginia followed the same boom-and-bust cycle.

"Coal markets are like timber markets," he says. "They're great



Hall uses a Bell buncher to harvest timber.



Hall utilizes a 1997 Cat 525 skidder to bring harvested timber to the landing for processing.

one minute and the bottom falls out the next, so then you're rushing to find work. And so I'd always end up coming back to the woods."

Layoffs weren't uncommon, and when that would happen, Peter would come back home, put some wood on the landing, and wait to be called back to work. Even during vacations, he'd come back to Lutsen, find a logging job, and harvest some trees, using equipment he'd keep on the family property in Lutsen. Fortunately, the Hall name is well known around the logging business along the Shore and in Minnesota. Jim Hall is a longtime TPA member, serving on the organization's board of directors, executive committee, and even a stint as TPA president. He also served on the Cook County Board. Peter has known the folks at Hedstrom Lumber in Grand Marais, at the Louisiana Pacific mill in Two Harbors, and at the Verso Paper Mill in Duluth – formerly NewPage – for years. So every couple of years when he'd cut a little wood,

he's never had a problem marketing it.

"I've known Howard Hedstrom forever," he says. "LP, they've always been good to me. And I deal with (forester) Paul Agurkis at Verso. That family is originally from Hovland up the shore, so we've known the Agurkis family for years. Futurewood in Hayward has also been a great market. I have nothing but admiration for those guys."

When Hall was fed up with the job market in West Virginia, he found work in North Carolina as a mechanic in a quarry. But as time passed he eventually realized where his heart was: back in Lutsen.

Finally in August, Hall came back, and isn't leaving.

"Coal markets are bad again now, but I'm done in the coal anyhow. This is where I want to be and this is what I want to do."

At 47 years old, Hall's back where he's comfortable, and he's making a go of it on his own, without employees, using equipment that is unique, to say the least: his feller

buncher is a 1993 Bell Super T, made in South Africa; a 1997 Caterpillar 525 skidder; and he uses a Can-Car processor for slashing and delimiting that was built in 1969. Can-Car was a Canadian company known more for building buses, rail cars, and aircraft for the Royal Air Force during World War II, but also dabbled in logging equipment for a short time, thanks to a North Shore legend.

"Can-Car was in Thunder Bay, back when it was called Fort William," Hall says. "The machine was designed by Ray Hahn, he and Can-Car. It's all Ray's design, pretty much. There were 38 models that were made. Some went to New Zealand and the rest ended up here in the Lake States. They're all numbered. This one's number 19.

"Ray worked for Can-Car for a couple of years and then he came back down the shore and started the shop in Schroeder, building the Hahn Harvester."

The processor was originally designed to delimit, but using his skills as a mechanic, Hall modified



The view down the Sawbill Trail as it runs through Hall's logging job, on which he was able to maintain the visual quality of the site.

it to suit his needs.

"I've had Hahns, too," he says. "That's where my loader on this one came from, because I like to high-speed delimb with it, especially in softwoods. I got rid of the shear and just put a saw on it. Gary at Hahn in Two Harbors sold me old parts so I could rig it across and do what I needed to do. So they've been a real help. Hahn is from this area originally and they're just real good people."

The fact that the machine has survived for nearly 50 years is a testament to its quality, as well as to Hall's ability as a mechanic and his diligence when it comes to maintaining his equipment.

"Every two years I roll the engine out and rebuild it," he says. "I've actually had two others ones, too. It's a great machine."

The Bell buncher is also unique. It has three wheels, two in the front that provide the power, and one in the back that simply stabilizes it.

"I bought it a few years ago," Hall says. "I'd park it on the property in Lutsen. When I've been back and forth, I'd use it, or I'd go and fall for somebody when I had time. Like

when I'd be on vacation, I'd come back, see my folks, and I'd fall for somebody.

"It's a good little machine. It's got a good chair, like sitting in a cockpit. It's like riding a bull all day. It takes you six months to get used to it, and then another six months to get good at it. The very first one that I bought, I flipped it off the trailer when I backed it off. The tire fell down in a hole, I spun on the deck, and flipped it off the trailer. First day.

"I've only flipped them twice," Hall says, chuckling. "The first day, and then I was up in the Greenwood area, cutting white pine with it on a side hill, and I didn't let go of it in time, and it was just slow motion. And as I'm going with it, I just reached over and shut the engine off and held on for the ride. That was 1998, I think. I haven't flipped one since, knock on wood. I don't want to do that again. Not that it's hard. They flip right back over again.

"I've had swing boom feller bunchers before, too. But what I have here is so economical to run," he says. "In a nice aspen stand, you

can fall 100 cords in a ten-hour day, and I burned eleven gallons of fuel, only about four pounds per square inch of ground pressure, so I'm light on the ground."

The Bell still runs so well at least partially because he treats it the same way he treats all his machines, by rebuilding the engine every couple of years.

"While I was gone, Dad would start it once in a while," Hall says. "The engine in this one, I think I'm getting close to two years on this engine, so it's almost time to roll it out and rebuild it. I have other engines at the house. I just go two years, roll it out and put another one in. That way I don't have the downtime, especially in the winter. I just have to do the normal maintenance."

Being in the woods on his own, he'll typically use the Bell and fall trees for an entire day, then he'll spend several days skidding and processing until he's done before jumping back in the Bell. Jerry and Leslie Donek handle the trucking, hauling a load or two to the mill each day. Hall's been in this spot for three weeks and figures it'll take

two more to finish the job. Hiring folks to help him would certainly help him cut more wood faster, but he'll gladly sacrifice the production for his independence.

"I like the way things are going," Hall says. "If I were to change, I would probably go to the cut-to-length side, and if I did that, then I'd have the production and still be one person. I like that independence of not worrying about somebody else. If I decide I want to take a week off, I can take a week off. If I want to go fishing in Montana, I'll load up and go to Montana and go fishing for a week.

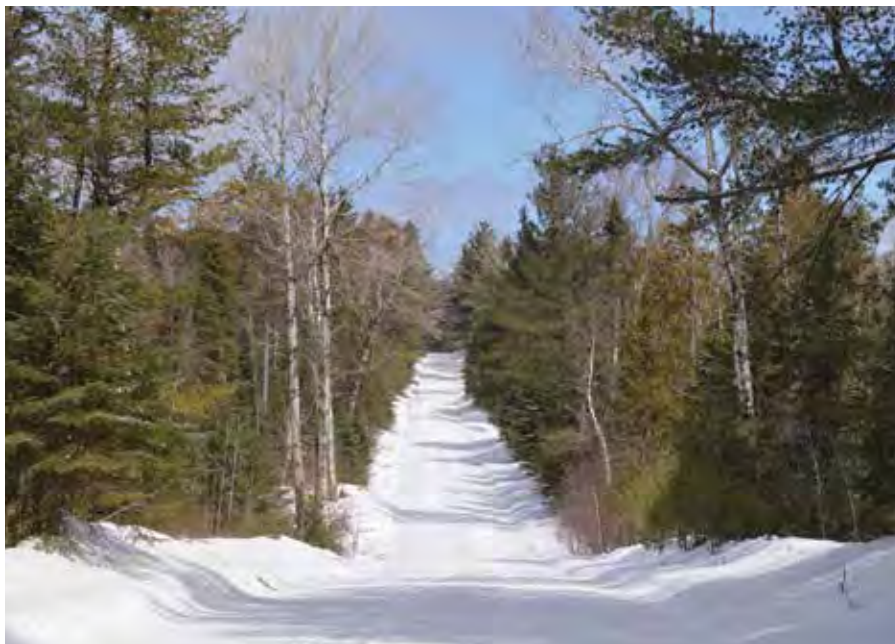
"With this equipment," he says, "I work all week and I burn 200 gallons of fuel, at \$4 a gallon for diesel. I don't have to produce a vast amount of wood to cover my costs.

"I'll go right back to where my dad was at one time. My dad had a dozen shackers in the woods at one time, all strip cutting and everything else. He made more money then with those dozen strip cutters because they were paid by the piece, than he did at any other time. Then when he went mechanized, with the employees, the work comp, all of the overhead that you had to carry, he didn't make nearly as much money as if he worked by himself. Yeah, I pay for my own health insurance, I set myself up for retirement, and all that. If I get a steak once in a while instead of beans every night, what else is there? I'll probably do this until I'm dead anyhow!

"It's not about getting rich, it's about making a living. If you're logging, yeah there are some people that make it real well, but I'm happy with what I do. I've got my little niche, and I've cut quite a few private landowners' land and they absolutely love what I've done."

Peter's dad has obviously been a huge influence. Now 82, Jim still stops by the logging site regularly. He'll jump in the Cat to plow snow when necessary, but mostly comes by to see how things are going.

"I love it, and he loves to get out here and do it," Peter says. "Dad taught me to be easy on the land. I've logged areas my dad has logged, and you get that from



The view down the Sawbill Trail as it runs through Hall's logging job, on which he was able to maintain the visual quality of the site.

sound forestry. That's what we want. Some day if my kids decide to do this, they can. It'll be here for them.

"I consider myself the biggest environmentalist out here. Because if I don't do it right, there's no future for my kids, or for future generations that may want to do this. I'm part of the forest. I love it. I enjoy the forest. Sometimes I like to cut the forest to actually see the forest. You can't see the forest because of the trees, sometimes. I mean when you're done you're

able to actually see the forest underneath it. You're leaving some beautiful trees to look at, trying to get some re-gen to come back. You're bettering the land. It looks good. And I'm leaving some beautiful trees. That's what I like to see. That's part of the environmentalist part of me. I want a healthy, vibrant forest, not one that's full of blister rust and dying and diseased trees. Granted, that's all part of the life cycle, but I like to look at the forest, at something well-done.

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TPA Annual Meeting Moves to Duluth

Lake Superior Fishing and Train Ride Highlight Events

TPA members will take to the waters of Lake Superior for the first time as part of the events surrounding the association's Annual Membership Meeting.

The meeting will be Friday morning, June 5, at the Inn on Lake Superior, followed by an afternoon of fishing with charter fishing captains. The day will be capped by a train ride on the North Shore Scenic Railroad in the evening.

"We're looking forward to the festivities," said TPA PR committee chair Scott Pittack. "The annual meeting will contain valuable information for all of our businesses in the morning, as usual. And we've long talked about having a charter fishing event on "The Big Lake," so we're happy to finally have that opportunity. The train ride in the evening will be a fitting end to a great day.

The 2015 Annual Meeting will be the first since 2007 not held in Grand Rapids. For the past eight years, the event had been held at Ruttger's Sugar Lake Lodge in



Grand Rapids in conjunction with a golf and fishing outing there.

"Ruttger's did a great job with our events over the past several years and we hope to be back there some day," Pittack said. "But this opportunity presented itself and we wanted to give it a try. These events will again be a great way to network with other loggers and those throughout the timber industry in our state."

The Annual Meeting will include the 2015 Report on

Association Activities, as well as guest speakers on a variety of topics important to the loggers that will assist members in making informed business decisions during the coming year.

Information on how to register has been sent to TPA members. Charter fishing with a Lake Superior captain is \$100 per person. Space is limited. Reservations must be made by May 15. The North Shore Scenic Railroad train ride will include "heavy hors d'oeuvres" and is \$35 per person.

For more information or to register, call the TPA office at 218-722-5013 or email anntodd@timberproducers.com.

In addition, a room block is open at the Inn on Lake Superior through May 5. Contact the Inn at (218) 726-1111 for room reservations.

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TPA Endorses New Carrier for Workers' Compensation Program



BITCO INSURANCE COMPANIES

We are pleased to announce that TPA has endorsed BITCO (formerly Bituminous Insurance Company) as the carrier for our workers compensation program. BITCO will be offering competitive rates for all of the various workers' comp classifications for our industry. BITCO will also offer loss control services.

As previously communicated to TPA members, Lumbermen's Underwriting Alliance was experiencing significant difficulties and had begun sending non-renewal notices to TPA members. This meant that TPA needed to move quickly to a new carrier so

that members would not be left without insurance.

The TPA Executive Committee, working closely with Northern Capital Insurance and TPA staff, explored the available options before the endorsement of BITCO.

The TPA workers' compensation program has provided market power to our members for many decades. Our relationship with LUA was in its 35th year when their problems necessitated this change. TPA members have benefited from strength in numbers as workers' compensation markets have swung significantly through the years.

TPA thanks LUA for the many

years of our partnership and looks forward to a long and productive relationship with BITCO for our members.

We strongly encourage all TPA members to move their coverage to Bitco so that we can continue as a vibrant group with a substantial premium base.

BITCO not only provides quality insurance services to the forest products industry, but also to other special industries like construction and water and gas. Primarily, BITCO is known for workers' compensation, general liability, commercial automobile, and commercial property insurance lines.

If you have any questions please do not hesitate to contact the TPA office at 218-722-5013, or Northern Capital Insurance representatives Bill Dupont (952-913-6950) or Jay Eystad (218-255-0446).

BITCO has been serving the forest products industry for more than 70 years and is proud to partner with Northern Capital Insurance Group to serve the needs of TPA members.



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For more information contact Northern Capital at 1-800-676-8818 or info@northerncapital-mn.com

Minnesota Biodiesel Mandate Faces Court Challenge

A coalition of vehicle and fuel industry trade associations has filed suit in U.S. District Court, challenging Minnesota's biodiesel mandate.

The coalition includes the Minnesota Trucking Association, Minnesota Automobile Dealers

Timber Talk

Association, Alliance of Automobile Manufacturers, the American Petroleum Institute, and the

American Fuel and Petrochemical Manufacturers.

According to the complaint, Minnesota's biodiesel mandate, "causes significant harm to consumers and a broad range of businesses." It cites as an example that most diesel-fueled



passenger cars were not designed to run on greater than B5, and aren't warrantied to do so. "As a result," according to the complaint,

"diesel car owners face increased maintenance costs and possible engine failures because the Minnesota Mandate effectively

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forces them to fuel their vehicles with B10.”

The plaintiffs allege car dealers and manufacturers will incur great costs due to increased warranty claims, as well as an erosion of brand loyalty.

Listed as defendants in the suit are Minnesota’s commissioners of Commerce and Agriculture – both cabinet level positions – as well as the head of the state Pollution Control Agency and the director of the state Office of Weights and Measures.

In the court filing, the plaintiffs allege the federal Clean Air Act, which prohibits states from enacting emissions control measures, rendering Minnesota’s mandate illegal. In addition, the suit says the U.S. Environmental Protection Agency has concluded that B10 – Minnesota’s current mandated biodiesel level – isn’t compatible with most existing diesel engines.

The state’s biodiesel mandate has been in effect since 2009. It started with B2 – meaning diesel contains a 2 percent blend of biodiesel. Since then the ratio has increased to 5 percent, and then to 10 percent, although the ratio remains at B5 during the cold weather months from October to March. In addition, logging equipment is exempt from the state’s biodiesel mandate.

DNR Begins Using New Fire Planes

The Minnesota Department of Natural Resources (DNR) has begun using a new firefighting aircraft, the FireBoss, during the 2015 fire season. The state fire program recently transitioned from CL-215 planes to the new FireBoss in order to keep pace with changing technology and efficiencies. The DNR has four FireBoss planes on contract at airports around the state.

The FireBoss is a single engine air tanker with floats. It’s manufactured in combination by a Minnesota company, FireBoss, LLC of South St. Paul, and Texas-based Air Tractor, Inc. They are operated by Aero Spray of Appleton, Minn.

The agency’s CL-215s were sold earlier this year. They had been built in the late 1970s and became part of the state’s air fleet in 2001.



DNR’s new FireBoss firefighting aircraft

Rice Lake Road Bridge Posting

A bridge on St. Louis County Highway 4 (Rice Lake Road) has a new weight posting, but county staff has confirmed that the posting doesn’t pertain to logging trucks.

According to St. Louis County Bridge Engineer Matt Hemmila, the posting for the bridge that crosses Island Lake just south of the Island Lake Inn is intended for straight trucks with several axles that carry heavier loads, capping them at 80,000 pounds. The posting is not intended for 6-axle tractor-trailer combinations with the raw timber products permit. These

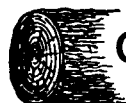
combinations can continue to carry 90,000 pounds across the bridge, and 99,000 pounds during the winter load increase period.

Wayne Paakkonen: 1916-2015

Former TPA President Wayne Paakkonen passed away in February at the age of 98.

Along with his wife Ellen, Paakkonen started Paakkonen Mill and Lumber in Nashwauk in 1952. Wayne served on TPA’s board of directors and was TPA president from 1974-1976.

Most recently, Paakkonen lived in Bloomington, where he passed away.



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Greg Cook Logging Named Minnesota SFI Logger of the Year

The Minnesota Sustainable Forestry Initiative® Implementation Committee (SIC) named Greg Cook Logging as the 2015 Logger of the Year. The award was presented during the Minnesota Logger Education Program Conference held in Tower in April.

Being selected to receive the Logger of the Year Award in Minnesota may occur only once. However, operating as the Logger of the Year is a full-time job and a lifetime commitment. Greg Cook Logging has accomplished both.

"Greg Cook Logging exemplifies the significant and unique contribution the state's timber harvesters provide Minnesota's economy, wildlife and healthy forests" said Tim O'Hara, coordinator of the Duluth-based Minnesota SIC and vice president of forest policy with Minnesota Forest Industries.

Greg Cook started the logging

business in the 1970s in the Bigfork area. In 2006, Greg's son, Clinton, purchased the business from his father. Minnesota's woods and timber harvesting were not unfamiliar ground to Clinton; he had worked alongside his dad since he was in the eighth grade.

The company has grown with Clinton; both the company and Clinton are known for being hard-working, honest, and motivated to continually improve. Clinton is the first to admit that behind a great logging company is an outstanding crew. His wife, Tracy, manages the office operations along with forester Carl Bleiler and the company's long-time equipment operators: Jason Roach, Fred Pitzen, and Jason Tower to name just a few.

"The Minnesota SFI Logger of the Year Award should be defined by the characteristics of honesty, hard-work and motivation to continually improve," Damon Polus, procurement forester with Sappi

Fine Paper wrote on his nomination form. "Greg Cook Logging fits that definition perfectly."

The company's professionalism does not begin and end in the woods. Greg Cook Logging has been a member of the Minnesota Logger Education Program since the program's beginnings in 1997. Showing its commitment to safety and high standards, 25 to 30 of the company's employees annually attend training both to ensure safety on the job and high-quality woods work. The company has achieved recognition as Minnesota Master Loggers.

Nominations for the 2015 honor came from not only the logging community, but from private landowners and professional consulting foresters, proving that Greg Cook Logging has conducted its operations "over and above" the expectations and standards of peers in the profession. A Zim, Minn., private landowner lauded

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the company on its sensitivity to the recreational goals he had for his woodland.

Minnesota consulting forester Steven Ludwig noted Greg Cook Logging's special acknowledgment of potential erosion issues and the aesthetics of the harvest areas he works in. Ludwig also noted the company's special attention to the myriad of markets available for the variety of forest products harvested from a private woodland located south of Akeley. These markets included soft- and hardwood sawmills, pallet and paper mills, posts, and firewood. Over 10 different locations received wood from the harvest.

Greg Cook Logging's commitment to sustainable forestry and high ethics does not end in the woods. Clinton has served on the board of directors of the Minnesota Timber Producers Association, as well as on its Transportation and Membership committees.

"Greg Cook Logging represents perfectly the commitment to responsible forestry that is required to achieve logger of the year. The team's significant contributions to a sustainable community, conservation, logger training and market access are what make them leaders," said Kathy Abusow, SFI president and CEO of SFI Inc.

The Logger of the Year Award was presented to Cook by Molpus Timberlands forester Roger Johnson, chair of the Minnesota SIC.

As Minnesota's 2015 Logger of the Year award winner, Greg Cook Logging will now be considered for Lake States Regional Logger of the



Clinton Cook (L) of Greg Cook Logging receives the 2015 SFI Logger of the Year award from selection committee chair Roger Johnson at the MLEP Loggers Conference in Tower.

Year award by the Forest Resources Association later this year.

The Minnesota SIC includes representatives from the Minnesota Department of Natural Resources, forest companies, the University of Minnesota, family forest owners,

the Minnesota Logger Education Program, the Minnesota Timber Producers Association, the Minnesota Tree Farm Program, the National Wild Turkey Federation, and county land departments certified to the SFI Standard.

Minnesota Loggers of the Year

- 2015 Greg Cook Logging
- 2014 Scheff Logging
- 2013 Rolle Logging
- 2012 Erickson Timber
- 2011 M&R Chips
- 2010 Lovdahl & Sons LLC
- 2009 Berthiaume Logging LLC
- 2008 Pittack Logging, Inc.
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Northern Long-Eared Bat Gets “Threatened” Listing

The U.S. Fish and Wildlife Service ended months of speculation by listing the northern long-eared bat (NLEB) as a “threatened” species under the Endangered Species Act.

NLEB populations are down due to a fungus known as white-nose syndrome which is killing bats in portions of the species’ 38-state range.

In addition, an interim special rule, known as a “4(d) rule,” was issued that exempts “take” (the killing of bats) due to forest management practices. However, the rule limits clearcuts within a quarter-mile of known occupied roost trees and known hibernation sites during the months of June and July. Depending on a variety of factors, including how “clearcut” is defined, this could severely limit the ability to harvest timber during these summer months.

In an interview with the Minneapolis Star Tribune, TPA Executive Vice President Wayne Brandt said, “Our frustration with all of this is, no matter what restrictions you put on forest management, it’s not going to make any difference for the bats. They are dying because of white-nose syndrome.”

The listing goes into effect on May 4. The USFWS is also opening a 90-day comment period on the interim rule. It is the fourth time comments have been taken on the topic. TPA has submitted detailed comments during the three previous periods and will again this time.

The initial proposal from the USFWS on the NLEB issued in October 2013 proposed listing the bat as “endangered,” meaning it was on the brink of extinction. That proposal also would have restricted timber harvests for seven months, between April and October. In selecting the threatened listing with the 4(d) rule, the USFWS acknowledged the arguments made in TPA’s comments and others that the 7-month restriction was



unnecessary. In fact, forestry and right-of-way clearing are the only industries given relief in the 4(d) rule. Still, there’s deep concern the threatened listing will be harmful to the forest products industry in Minnesota and across the country.

“The announcement does nothing to address the reality that these bats are in deep trouble only because of white-nose syndrome,” Brandt said. “They are not in any way threatened by ongoing forest management activities in Minnesota or anywhere else.”

“While we appreciate that the Service chose a “threatened” listing instead of an “endangered” listing, and that they published an Interim 4(d) Rule that temporarily limits the impact on forest management activities, the threat to Minnesota’s forest-based economy remains real and significant. In fact, the Interim 4(d) Rule appears to have more restrictions on forest management activities than the Draft 4(d) Rule the Service had previously published.

“That is why during the new 90-day comment period we will continue to encourage the Service to focus on a solution that will either stop the spread of white-nose syndrome or find its cure.”

In a statement, the USFWS agrees

the primary factor threatening the NLEB is white-nose syndrome. The agency says that because populations of the bat are depressed by the disease, human activities that were not significant before may be so now.

The USFWS is conducting research to the cause and cure for white-nose syndrome. Research is also being conducted in Minnesota by the Minnesota DNR, Duluth’s Natural Resource Research Institute, and the U.S. Forest Service others into conducting research into the NLEB, its population in Minnesota, and where the species roosts.

The “threatened” determination is already facing litigation. A day after the decision was announced, the Center for Biological Diversity challenged in U.S. District Court, saying the USFWS didn’t follow the mandates of the National Environmental Policy Act (NEPA), and that according to court documents, “facing political backlash generated primarily by the timber and energy industries, in January 2015, the Service backtracked, and proposed to list the bat as a threatened species, rather than an endangered species, under the ESA – a lower form of protection.”

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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

St. Louis County

February 19 – Sealed Bid

Aspen		
Pulpwood	\$44.50	NA
Black Spruce		
Pulpwood	\$26.86	NA
Birch		
Pulpwood	\$ 9.86	NA
Norway Pine		
Pulpwood	\$25.65	NA

23 of the 26 tracts offered during the sale were purchased.

Cass County

February 26 – Sealed Bid

Aspen	\$38.54	\$32.31
Basswood	\$16.80	NA
Red Pine Pulp	NA	\$ 8.16

5 of the 6 tracts offered during the sale were purchased.

Cass County

March 26 – Sealed Bid

Aspen	\$25.37	\$23.01
Red Oak	\$21.36	\$36.01
Ash	\$16.66	\$17.81

7 of the 9 tracts offered during the sale were purchased.

Crow Wing County

April 3 – Oral Auction

Aspen	\$35.30	NA
Oak	\$19.52	NA
Birch	\$15.93	NA
Maple	\$10.96	NA

All 15 tracts offered during the sale were purchased.

Hubbard County

April 6 – Oral Auction

Aspen Mixed	NA	\$51.31
Norway Pine		
Pulp	NA	\$31.24
Birch Pulp	NA	\$17.37

All 22 tracts offered during the sale were purchased.

Beltrami County

April 14 – Sealed Bid

Aspen Pulp	\$57.51	NA
Ash	\$12.61	NA
Jack pine P&B	\$37.13	NA

All 11 tracts offered during the sale were purchased.

Beltrami County

April 16 – Oral Auction

Aspen Pulp	\$45.87	NA
Red Pine P&B	\$96.84	NA
Basswood Pulp	\$22.74	NA
Birch Pulp	\$16.18	NA

All 11 of the tracts offered during the sale were purchased.





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LOGGERS OF THE PAST . . .

"Log Loaders were Aristocrats of the Camps"

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*



Today, we see all types of loaders and hoists mounted on many types of trucks that are used to handle the many timber products taken from our northwoods. These products include logs, ties, poles, piling, posts and pulpwood, both in 100-inch and tree lengths. Today, as in the early days, the loading of logs requires some of the greatest skill of the industry.

In the old days, loading logs was an art. The men who loaded logs were the best paid men in the lumber camps and were considered the aristocrats of the crews.

Prior to 1900, most of the logs were loaded on sleighs and railroad cars by what was known as the "cross-haul method." Here, two skids were laid on the ground next to the sleigh or the car, and a chain known as a "loading line" was wrapped under and around the log to be loaded and across the load to the team of horses, or oxen, which furnished the power. The log then rolled up the skids to the top of the load where the "top loader" rolled it in place with a cant-hook.

It took much experience to cut the log so it would roll to the top of the load and land in the right place. Sleighs and railroad cars at that time did not have stakes and the logs had to be put in proper places and held by a chain — "corner bind" — with wrapper chains and top chains across the load.

There were usually four men besides the cross-haul teamster in a loading crew, two "tailing down on a skidway" and two "sending up" and a top loader. These men had to be very quick and handy with a cant-hook in order to do a good job. They were really artists at their work, and to watch a well-trained cross-haul crew work was something to see.

Soon after the turn of the century, the "jammer" came into existence and along with it the staked sleigh and railroad car. With a jammer, logs were hoisted from the ground skids and then lowered onto the load. Horses again were used to power the hoist in all sleigh-haul logging, and steam jammers were used for railroad car loading. With the coming of the "jammer," the job of top loader lost much of its importance, as most anyone with a few weeks'

experience could be a top loader with stake sleighs and cars.

The title of "sender-upper" was changed to "hooker," and the logs were hooked in the ends to load. One bad thing about horse-powered jammers was that the cross-haul team had to back up to lower the logs to the load, and the team had to travel back over the cross-haul in order to again hook up to the cable to hoist another log.

When the logs were loaded from lakes

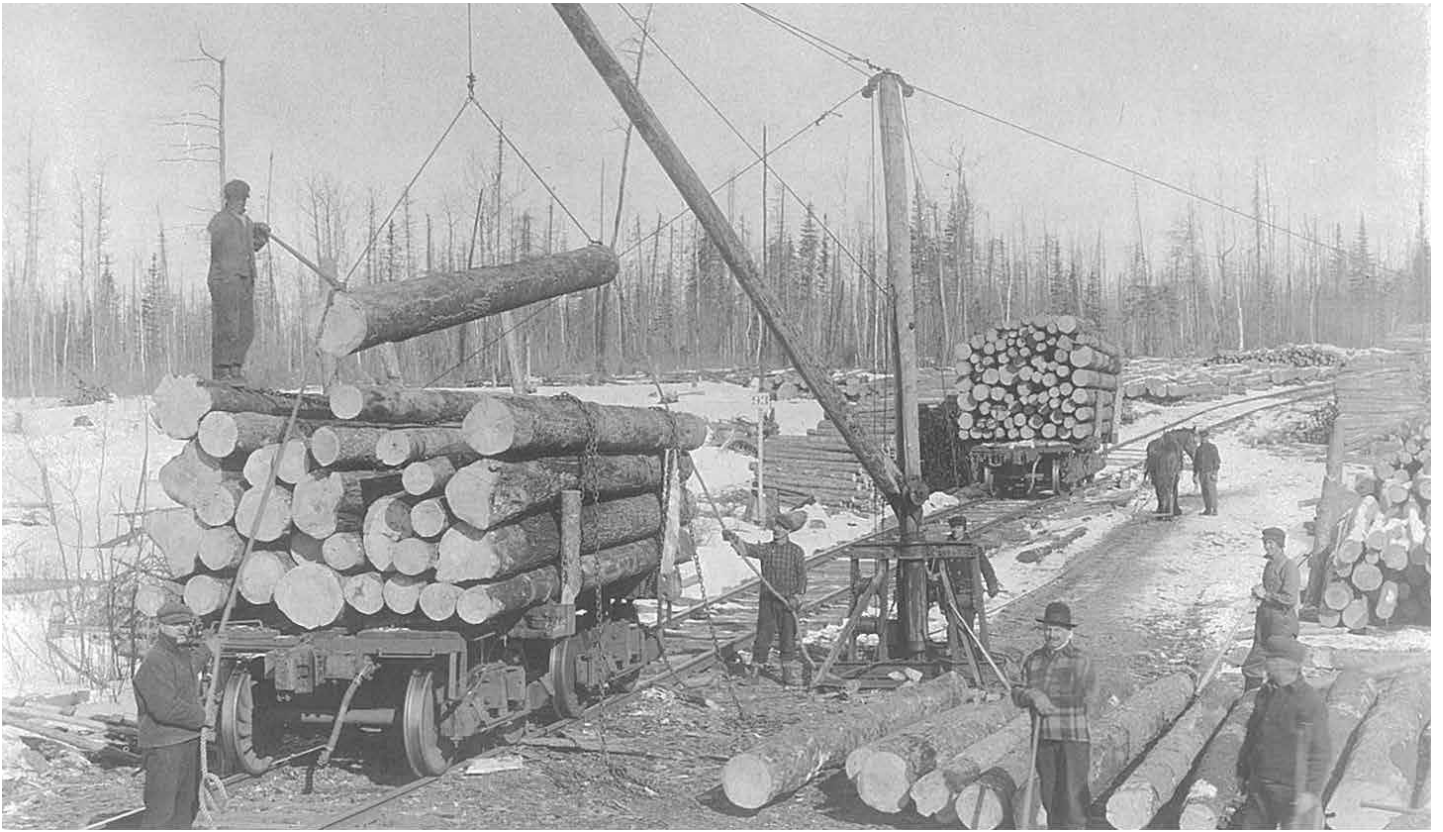
each year, endless chain hoists were installed where the logs went up on chains similar to the "green chains" of a saw mill.

However, the bulk of logs loaded on sleighs were either loaded by the cross-haul method or with a horse jammer.

One could always tell the members of the loading crews by the clothing they wore. Topless lumbermen's rubbers, short jacket, short staged pants and much of the time, even in 30 below zero weather, a



This load of logs on 16-foot-long sleigh bunks was hauled Feb. 26, 1893 to an exhibit at the World's Fair in Chicago. It consisted of 144 tons of 18-foot-long white pine, scaling 36,055 feet and was the largest load of logs ever hauled by one team. The haul to the river was three miles over an ice road. The height of the load was 33 feet, 3 inches. Nine flat cars were required to convey the logs to Chicago.



A Forest Loader uses a horse jammer with a Russell car. The Forest Loader is a gin pole with a swinging boom. Two men are shown tailing down, one man is top loader, one man on brake with one horse on the cross furnishing power.



This is a steam-powered Clyde jammer. Empty cars – single-bunk Russells – are pulled under the jammer and then loaded. The picture shows two men on the left tailing down, two men are hookers and there's a top loader.



Cross haul loading was common in the early days. Horses furnished power to the cable which can be seen around the log half-way up on the skids. The man with cant hook was called a "sender-upper." He had to be skilled to make sure the log was "cut" at the right moment to land properly on the load. This was necessary where one end was bigger and thus traveled faster.

round Stetson hat, with the top part of some ladies' hose pulled over their ears. Their clothing was all lightweight so they could move fast. And they kept warm by working. In the summertime caulked boots replaced the rubbers. Loaders were the aristocrats of the lumber camps.

About 1912, a single-boom jammer with a swinging boom was invented. It was called the "Forest Loader." This had a clutch and lever operated by the loader; and while horses still were used for power, they could work both ways in the cross-haul and could load several logs in one round. Also, the logs could be lowered to the loads by using the clutches as a break. In some cases, horses were trained to work on these without a driver.

While steam-powered jammers were used for most railroad logging, some of the smaller loggers still used the horse-powered jammer for loading cars.

Steam jammers had been used since 1870 for loading railroad cars where railroad spurs were built into the woods and for hoisting logs from rivers and lakes. When logs were hoisted from lakes, a "tripod" was put up; and the steam engines were placed under the tripods. This was in places where hoisting was done over a considerable period of time.

Jammers were movable and could be used to load logs from skidways or decked

logs along a spur.

In the eastern part of the pine range, the Clyde jammer was popular. With this, the hoisting engine was set up high; and the railroad cars would run under the jammer to be loaded. Also, Clyde jammers could move along the rails on their own power from skidway to skidway.

In the western half of the pine range, the slider type of jammer that slid along the bunks of the railroad cars was used. With this type, a locomotive had to be used to move the cars, but they were fast and more cars of logs could be loaded with these than with the Clyde.

The slider type was used around Bemidji, Blackduck, Northome, Kelliher and along the M. & I. Railroad.

From five to eight railroad cars could be loaded a day with a horse jammer, while the steam jammers could load up to 20 cars daily.

The Crookston Lumber Company of Bemidji has a hoist crew known as the "pick-up crew," which moved up and down the M. & I. Railroad picking up small landings of logs that had been put in by jobbers. This crew was mostly made up of Frenchmen headed by a big good-natured French Canadian named Dick Green, and he was as loud as he was big. When the crew moved in to a small town, the local people all turned out to see the crew load,

a real show from the very best. They always had their daily allotment of cars loaded by noon and spent the rest of the day walking up and down the streets in their caulked shoes. They told of their achievements, while waiting for the trains to switch in another group of cars to be loaded.

In a small town, one could not sleep after 5 a.m., as residents could hear these Frenchmen hollering out "Up," "Down," or "Ahoy" as they signaled to the hoisting engineer. They seemed to take great pleasure in making all the noise they could, but their work was something to see.

During the first World's Fair in Chicago, the timber industries of Minnesota, Michigan and Wisconsin put on a log-loading demonstration daily. A number of the larger operators sent their best loading crews along with some picked logs to be loaded. Bark would come off the logs from being loaded after a few days, so new logs and new crews were sent down weekly.

The Crookston Lumber Company of Bemidji was one of the companies from Minnesota that sent a loading crew to the fair.

And for many years after the fair, the bunk houses would be full of tales about which company had the best loading crew at the fair, and who could load the fastest.

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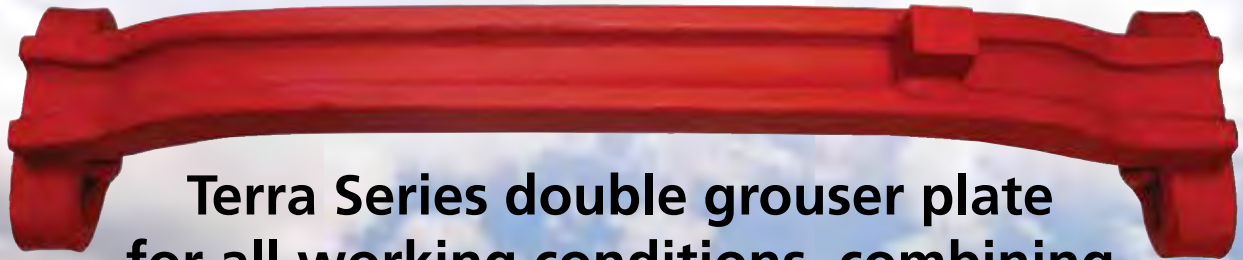
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To serve our readers better, the Timber Bulletin offers free classified ads of up to 85 words to all members and associate members of the Minnesota Timber Producers Association. All ads must be submitted in writing to the Association office. The MTPA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

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