

THE VOICE OF THE TIMBER INDUSTRY

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Work Ethic

Justin Salmela Logging

Biodiesel Mandate Suspended

Invasive Species and Logging

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Duluth, Minnesota

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ON THE COVER

Justin Salmela prepares to chip harvested timber on his Carlton County job site. For more, see page 8.

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Forest Management Helps Minnesota's Schools

Can you believe it is February already? It seems winter just started and as I look at the calendar I am thinking we have only a few weeks left until spring road restrictions will be going on.

President's Column



As always the TPA will be watching the D.O.T. to make sure we get as much time as possible.

February is also a busy time down in St. Paul with the legislature and

this year the budget is of main concern. The D.N.R. is expected to take a budget cut and with them already short on foresters this is of concern. Wayne has been working hard and spending a lot of time lobbying for our industry. One would think that selling timber and keeping loggers and mills working would make some sense.

February is also the time to start thinking of MLEP and Logsafe training. Everyone should have the new brochure with dates and locations of the training, so sign up early.

As always, please work safely.

Michael Rieger

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Our forests and our children. Both are renewable resources, and growing one helps the other grow as well. How? By harvesting our forests on designated school trust land, money is generated and used to benefit public education in grades K-12.

Here's how permanent school trust lands got started: Since colonial times, it has been typical that when a state joined the union the federal government has set aside lands "for the maintenance of the public schools." So when Minnesota became a state in 1858, two sections of every township were designated to be utilized for the benefit of our schools.

Over 150 years later, a total of 2.5 million acres are still permanent school trust land. These acres are located primarily in the northern Minnesota counties of Aitkin, Beltrami, Cass, Cook, Hubbard, Koochiching, Itasca, Lake, Roseau, and St. Louis.

To ensure a long-term source of funds for public education in the state, the Permanent School Fund (PSF) was established in the Minnesota Constitution. Cash for the fund is generated by timber sales, land leases, and mineral royalties from permanent school trust lands. The PSF principal is managed by the State Board of

Investment. The interest and dividend earnings from the trust are distributed to school districts across the state. As of the start of 2010, the market value of the PSF was nearly \$700 million, and last year \$27.4 million was distributed to school districts on a per pupil basis.

Management of these lands is handled by the Department of Natural Resources, with 60 percent of permanent school trust fund lands classified as commercial forest currently available for timber harvest. In 2009, more than \$10.2 million in revenue was generated for the PSF by timber sales alone.

Now, permanent school trust fund lands are an integral part of education funding in Minnesota. In fact, state statute says the goal of the PSF is to, "secure the maximum long-term economic return from the school trust lands consistent with the fiduciary responsibilities imposed by the trust relationship established in the Minnesota Constitution...."

The wood harvested on permanent school trust fund lands helps support proper forest management practices and also helps keep viable Minnesota's forest products industry, which employs thousands of people in our communities and throughout the state.

The Minnesota Legislature convened on February 4 for its annual session. The constitutional deadline for adjournment is May 17. I think that we all know that the primary issue to be dealt with this year is the state's projected budget deficit. The mood around the building has been fairly glum this year as one might expect.

It will be painful for legislators to cut their way out of the deficit but, ultimately, this is what they will likely do. It would be difficult to imagine the circumstance in which taxes would be raised in the midst of a recession or that Governor

Executive Vice President's Column



Pawlenty would go along with such a move. At the end of the day the legislature should focus on how it helps, doesn't harm or gets out of the way of job creation in our state. When people work they spend money and taxes are paid. When people are out of work this grinds to a halt.



We had to feel a little sorry for our fellow citizens on the East Coast as they dug out of the "snowmageddon" that hit them. Even so, we all had to be a bit amused by the TV coverage. A few feet of snow can mess up our area a bit let alone places like Washington, New York, Baltimore and Philadelphia that have neither the equipment or cultural disposition to deal with a real storm.

One friend of mine, a native Minnesotan, emailed after digging out that he didn't think his back and muscles had been this sore in years. I wonder how many of the east coasters even have any idea of how to safely dig themselves out?

We all know how to safely do it but do we always apply our knowledge? It's no different than safety on the job. We know what to do but do we do it? Let's make

sure that we all apply our knowledge to work safely on ourselves and make sure that our employees work safely.



I recently had the opportunity to speak to a group of natural resource managers. One of the items that I spoke about was some new data from the University of Minnesota's Department of Forest Resources that documented silvicultural practices over the past 20 years. The data is interesting as it shows changes in practices on the ground.

This got me to thinking of some of the changes we have seen in the past 20 years. In 1990, there were no cut-to-length systems and the most popular harvesting machine was probably a Drott with a hydraulic shear. Skidders had regular-width tires and modern delimiters were not to be found.

We had just implemented water quality BMPs and visual management guidelines were being discussed with the resorts. The GEIS wasn't done and the Sustainable Forest Resources Act, Forest Resources Council, Forest Resources Partnership, MN

Logger Education Program, LogSafe, MN Forest for the Future, Forest Legacy, Sustainable Forest Incentive Act and many other programs didn't exist. We didn't have forest certification, certified loggers or chain of custody certification.

Workers compensation rates were nearly \$60 per \$100 of payroll.

We've also seen the development, implementation, monitoring and revision of the integrated voluntary forest management guidelines and new research on many topics.

Twenty years ago the mills were in the midst of investing four billion dollars in our state.

Logging trucks that had five axles then now have six, which allows them to haul more weight, more safely while better protecting our roads.

These are just a few of the things that pop into my head when I think about the past 20 years.

Not bad for a bunch of loggers and an industry that is supposedly mired in the past.

Actually it is a record that we can all be very proud of – every day!

Five Percent Biodiesel Mandate in #1 Diesel Temporarily Suspended

The Minnesota Department of Commerce has temporarily waived the requirement that #1 diesel fuel be blended with five percent biodiesel (B5).

The waiver, which went into effect January 15 and will last through March 31, 2010, was issued in response to concerns that the mix of five percent biodiesel with #1 diesel fuel could lead to clogged filters in extreme cold weather. The B5 mandate still applies to #2 diesel fuel.

“Minnesota’s fuel quality policies ensure a strong renewable fuel industry,” said James Pearson, deputy commissioner at the Minnesota Department of Commerce. “Our action today is in response to concerns raised by some consumers. The waiver will relieve some of the pressure felt by suppliers and consumers while we get to the bottom of any issues.”

Samples of diesel fuel and filters have been collected from locations statewide and are being tested to help determine the cause of the



reported problems. Minnesota was the first state in the nation to mandate the use of biodiesel. In 2009, the state’s mandate required all diesel fuel be blended with five percent biodiesel, an increase from the original two percent requirement set in 2005.

The Minnesota Department of

Commerce’s Weights and Measures Division is responsible for enforcing petroleum quality laws in the state of Minnesota. The division also assures the accuracy of all commercial weighing and measuring equipment in Minnesota, from gas pumps to grain elevators to grocery scales.



Justin Salmela at his nearly completed job site just south of Wrenshall.

Work Ethic

The owner of Salmela Logging likes to stay busy. And it's a good thing.

It's a beautiful morning for logging in Northern Minnesota: the temperature is around twenty below, the sun is starting to peak over the remaining spruce trees, there isn't a cloud in the sky.

"This," Justin Salmela says, "is probably the coldest morning we've had so far this winter."

Salmela would know. As the owner of Salmela Logging, based in Kettle River in Carlton County, he's

been working nearly every day – seven days a week – since winter load limits increased. What's more, he's only taken one week off in the last year.

"It was so cold this morning, everything was slow to fire up," Salmela says. But it was no big deal. We're up and running now. It's been an average winter. I haven't had any problems, so far."

The day on this job site near

Wrenshall has already been productive this morning. A load of aspen round wood has left for the Sappi mill, as has a load of chips.

"This is the second load of chips here," Salmela says, motioning to a semi-trailer. "We'll probably get another two loads of aspen round wood in before the end of the day."

Salmela Logging isn't a high production operation. Five or six

loads per day to the mill – either Sappi, Georgia Pacific’s Superwood mill, Minnesota Power, Louisiana Pacific, or Potlatch – is the goal. Because he doesn’t have a lot of overhead, he can be profitable at that level of production.

Salmela is a relative newcomer to logging. His family wasn’t in the business growing up, and after graduating high school from Moose Lake in 1999, he was a union sheet metal worker. After a few years, he heard about a position on a logging crew in the McGregor area and because he loved the outdoors, he jumped at the chance, working there for six years, learning the ropes.

In the meantime, he married his high school sweetheart, Dana. Her father Bob Summers was a long-time logger and as a result Justin had the chance to work with him for a couple of years. When Summers retired three years ago, he sold the business to Salmela.

“I never thought I was going to end up in the family business,” Salmela says. “Growing up I thought I was going to be a guy who worked for someone else. But things are working out well.”

In fact, he admits the business is going better than he expected. Low overhead is a huge reason. He continues to use his father-in-law’s equipment, meticulously maintaining it to avoid taking on the payments new iron would require.

“I don’t have brand new everything,” Salmela says. “I don’t have to deliver 15 loads a day just to make payroll. I don’t owe a lot of money on my stuff. When my father-in-law was at the point where he was ready to move on and get out of it, sell everything, it all just kind of worked out to where I just bought everything from him.”

Now, Salmela is starting to upgrade some of the equipment. In January, he purchased a 2004 Tigercat 620C skidder with only 1000 hours of use from a small sawmill that wasn’t using it any longer. That’s to go along with two Clark Ranger skidders, a Tigercat 608 feller buncher, a Serco 170A loader with a 72 inch Siiro slasher, and a Mobark A18 chipper, all from the Summers operation.



Tops and limbs are chipped and blown into Salmela’s chip van. This load will go to Sappi, one of a handful of mills that receive chips from Salmela



Justin Salmela operates the Serco slasher.

“That chipper’s been around for a while,” Salmela says. “A lot of wood’s run through that thing. That’s the simplest thing to use, and the simplest there is as far as maintenance. It’s very easy to run.”

Of course with the advantages of older equipment, there are

challenges, too.

“The older the stuff is, the more you have to watch it,” he says, “because the metal is more fragile and there are a lot more miles on them.”

That’s why maintenance is so important. So is having a crew that can be trusted to take good care of

the equipment. Salmela has just two employees, including his father-in-law – when he’s not spending most of the winter enjoying semi-retirement in Florida. In addition, Darren Renschler skids and drives truck for the operation, and Justin’s wife Dana does the books. The small work force is another way to keep overhead down.

“I have good people working for me,” Salmela says.

There’s plenty of work to do for the small logging company. Salmela handles his own hauling, so he and Renschler both make deliveries. Plus, they have enough wood to keep them working all year, not just during the winter months. It’s a business model he inherited from Summers.

“It’s just a really good system,” Salmela says. “Everything seems to go well. We just do our five loads or so a day. If it’s three loads of chips, or three loads of round wood, we get it done. With two or three guys, that’s a long day. We don’t do 15 loads a day, so we don’t have a lot of wood to market.”

It also helps that this job – a Carlton County sale with 500 cords of aspen, ash, balsam, and maple – is so close to the mill, only 10 miles to Sappi in Cloquet. And the fact that it’s reasonably priced makes it the perfect tract for Salmela Logging.

“I buy probably 90% of my own wood, about 70% of which is private,” Salmela says. “I usually try to keep it average price. I have gotten into bidding wars but I try to avoid it. I try not to put myself in a bad spot so I don’t have to go back to the mill and ask for more money to produce it. For me I don’t see any point in doing that.”

Logging operations are nearly complete on this sale. Salmela and Renschler are cleaning up the site, chipping some of the tops and limbs, and gathering the remaining round wood to be delivered to the mill. If biomass markets pick up, he is well-positioned. Summers produced chips for Superwood for years, and now Salmela does, too.

“I don’t know how big biomass will be,” he says. “You hear so much. We just do whatever we can



Darren Renschler of Salmela Logging skids harvested timber to the landing, where it will be slashed and delivered to Sappi.

for Sappi and Superwood. There’s only so much biomass you can actually pull off every sale, but we do what we can.”

That’s important in a tough economy. At age 30, Salmela knows he has a good thing going. He’s managing to keep the small company going, and even thriving.

“I’m going to try to keep doing what I’m doing,” he says.

“Everything seems to be working well. Being your own boss, you have the freedom to do what you want. You have the freedom to work as many hours as you want to work. If I want to work seven days a week, there’s always something to do. It’s just something I like to do. I don’t mind work. I’m not really scared of it. I’m young, so I might as well do it.”



Aspen pulp is loaded onto Salmela’s truck to be delivered to Sappi.



Harvested timber waits on the ground to be skidded and then slashed at Salmela's job site.

True Ax Men

Minnesota Loggers are nothing like what is portrayed on TV

They're, "larger than life characters" and "members of logging families who go back to a time" when the region was settled. They spend their days "among the towering trees and powerful machines." They work in "relentless weather." "Working every day to retrieve the timber with which we build our country."

Those are the words used to promote the reality cable TV show "Ax Men," but could also be used to describe the loggers right here in Minnesota.

Men like David Berthiaume of Cloquet, named Logger of the Year in Minnesota and the Outstanding Logger in the Lake States Region in 2009. And yet Minnesota loggers bear little resemblance to those portrayed in the Ax Men program or in other shows like it, in which loggers regularly use foul language, appear to have little regard for the safety of their crews or equipment, and don't seem concerned with soils, water quality, wildlife or other considerations in a healthy forest.

Another former Logger of the Year, Scott Pittack of Bovey, is quick to point out that Minnesota is blessed with a wide range of good loggers. Call them the "True Ax Men."

"The operators in this state are top notch," says Pittack, who won Logger of the Year awards both in Minnesota and in the Lake States Region in 2008. "They harvest wood the right way, taking good care of the logging site, making sure they're good stewards of the land and the resource."

Nominees for the Logger of the Year awards are judged on whether safety is a major part of the individual's business practices and programs and how much the individual or company is involved in community and industry activities, as well as the company's professionalism, business management, and forest management practices.

Loggers in the state are unique in that they operate under guidelines developed by the Minnesota Forest



2009 Great Lakes Region Logger of the Year Dave Berthiaume (right) takes time to host an industry/agency tour on one of his logging sites to discuss biomass harvesting impacts and implications. Members of Minnesota's logging community routinely take the time to educate others on the importance of proper forest management and proper timber harvesting techniques.

Resource Council, established in 1995 to promote long-term sustainable management of Minnesota's forests. These timber harvesting and forest management guidelines were created to reduce the potential for negative environmental impacts resulting from forest harvesting and other forest-management activities on all forest lands in the state, and they address the management, use and protection of historic and cultural resources, riparian areas, soil productivity, water quality and wetlands, wildlife habitat, and visual quality.

Roughly 50 loggers around the state have taken this ideal of proper forest management to a higher level by earning Minnesota Master Logger Certification, which provides customers and the general public assurances that the person or company performing the logging job has the education, training, and experience to do the job correctly. Master Logger Certification is most

often pursued by logging companies that take their wood to mills whose customers demand products made from sustainably managed forests.

"These Master Loggers aren't the only companies that do excellent work," says Dave Chura of the Minnesota Logger Education Program. "There are others. But it's a testament to the logging community that so many loggers have earned this designation."

"I think we all love the woods," David Haley says. "We'd rather sit and look at the forest rather than buildings or walls. Our office changes every day."

That love of the woods is the common thread in these men and all logging businesses in Minnesota. It's thanks to these "True Ax Men" that our forests are healthy and sustainable, enabling all Minnesotans to enjoy the activities like hunting, fishing, hiking, and camping for generations to come.

Logger of the Year Nominations Being Accepted

The Minnesota Sustainable Forestry Initiative® Program Implementation Committee is now accepting nominations for our 2010 Logger of the Year Award.



The award is designed to recognize outstanding independent logging contractor performance, increase the visibility of competent professional independent logging contractors within the forestry community, encourage independent logging contractors to emulate the outstanding performance of award winners, and improve forester-logger-landowner relations by publicly recognizing outstanding logging performance as an essential element of every planned timber harvest.

Among the areas in which nominees loggers will be evaluated are safety, forest management, timber harvesting practices, and business management, as well as community involvement.

The winning logger will receive a \$500 cash award and "2010 Logger of the Year" plaque. In addition, this year's honoree will be nominated for FRA's Regional and National Logger of the Year awards. Minnesota's 2009 winner, Dave Berthiaume, was also named Regional Logger of the Year and is a national award finalist.

Nomination forms can be obtained through the MN SFI Implementation Committee office by calling 218-722-5013. Nominations are due March 12, 2010. The winner will be notified in April and the award will be presented at the MLEP Logger Conferences.

Early Loggers in Minnesota

by J. C. Ryan

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First-hand recollections by storyteller "Butz" Ryan of the loggers, loaders, swamper's, wood butchers and bull cones who ruled the woods in the hey day of the pioneer lumberjacks with dozens of historical photographs.

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McCabe Interviewed for TV Story on Logging



TPA Executive Committee member Tom McCabe was interviewed in January by KBJR-TV reporter Jeff Edmondson for a story on sustainable logging. The story aired January 20 as part of the Northland's Newscenter's weekly series entitled "Your Green Life." The segment focused on ways in which Minnesota loggers harvest trees in a sustainable manner, with an emphasis on keeping our state's forests healthy. McCabe was named Minnesota's Logger of the Year in 2008 and is a past TPA president. The segment can be seen online at www.northlandsnewscenter.com/greenlife.

TPA Board of Directors Meets



TPA Executive Committee member Scott Pittack briefs TPA's board of directors on the activities of the public relations committee over the past year. Board members met in Duluth in December, and also received reports from the transportation, audit, insurance, and expo committees, reviewed financial statements, and discussed potential legislative activities at all levels of government for the coming year. Olin Phillips and Sue Burks of the Minnesota DNR and Dave Zumeta and Rob Slesak of the Minnesota Forest Resources Council also made presentations.

TPA Annual Meeting to Feature Former CIA Chief

Former CIA agent Jim Olson will be the featured speaker at TPA's Annual Meeting Banquet on June 10.



Jim Olson

The banquet will again be held at Ruttger's Sugar Lake Lodge just south of Grand Rapids and cap a day full of events, including the TPA annual meeting and TPA golf and fishing outings.

Author of a book titled *Fair Play: The Moral Dilemmas of Spying*, Olson spent more than 25 years as a spy for the CIA in various locations around the globe. His wife Meredith was also a CIA agent.

"I had the chance to hear Mr. Olson speak at a conference I attended last year," said TPA executive Vice President Wayne Brandt. "His stories of his work as a spy were fascinating and I knew he was someone our members would love to meet and hear."

Olson received his law degree from the University of Iowa in 1969. He's currently a professor at the Bush School of Government and Public Service at Texas A&M University, where he teaches courses on intelligence, national security, and international crisis management. He served for over 25 years in the Directorate of Operations of the Central Intelligence Agency, mostly overseas in clandestine operations. In addition to several foreign assignments, he was Chief of Counterintelligence at CIA headquarters in Langley, Virginia. Professor Olson has been awarded the Intelligence Medal of Merit, the Distinguished Career Intelligence Medal, the Donovan Award, and several Distinguished Service Citations. He is the recipient of awards from the Bush School and the Association of Former Students for excellence in teaching.

Information on how to register for the TPA Annual Meeting, Golf and fishing event, and banquet will be sent in the spring.

Loggers Asked to Fight Invasives

In an effort to stop the spread of invasive species, the Minnesota DNR is asking loggers working on state lands to voluntarily comply with new management guidelines.

DNR invasive species program coordinator Sue Burks spoke to TPA's board of directors at the December meeting and answered questions about the program. She said the DNR's goal is to slow the spread of existing infestations and minimize the risk of new invasive species in the forest.

"We're not asking you to do the impractical," Burks said in response to concerns that loggers will be spending too much time scrubbing and power-washing their equipment in order to comply with the guidelines. "You don't have to have a toothbrush. Just walk around your equipment, knock the big stuff off, and be on your way."

The DNR is asking loggers to review the invasive species guidelines with all workers and subcontractors prior to starting

logging operations, and to make sure all equipment is free of mud and plant parts before entering the site the first time. From then on, loggers are asked to remove debris from their equipment before leaving or re-entering the site, as well as work with the DNR forester to address any problems that are uncovered.

Currently, the invasive species guidelines are voluntary, but later this year the DNR will begin writing them into timber sale contracts. However, any requirements beyond the basic steps like knocking clumps of dirt off the equipment will be site specific, require a specific reason as to why greater measures are needed, and will be written into the bid documents so purchasers will be aware of all requirements before bidding on a tract.

Burks acknowledged that different foresters will interpret the guidelines differently, but that the DNR will work to have uniform implementation.

Burks was also asked why loggers are being asked to address this issue while other forest users, including those who travel greater distances around the state, aren't being

approached. She said they are being approached, just in a different way. There isn't an effective way to regulate other uses such as ATVs or private firewood use, like there is with timber harvesting or other commercial operations. For example, a logger can't begin harvesting on state lands without the DNR knowing about it, while an ATV user can travel the state without letting anyone know where he/she is going.

"If ATVs had single entry points, like boat landings, that were under our control, maybe things would be different – we could regulate them," Burks wrote in an email. "But they can enter from just about anywhere. So our only real tool in working with private recreationists is education, which we are doing, and will do more of in the future."

Still, the main focus of the discussion at the board meeting was on whether the guidelines are reasonable, especially when the majority of harvesting takes place in the winter.

Olin Phillips, the DNR's section manager of forest management and protection, also attended the meeting and said, "we may have to adjust our expectations based on logistics."

More information can be found at the DNR's website: http://www.dnr.state.mn.us/tree_care/forest_health/logger_invasive_guidelines/index.html



Maine and Vermont Given Size and Weight Exemptions

The states of Maine and Vermont are participating in a federal pilot program to determine the effects of increased truck weights on the interstate highway system.

Senators Susan Collins (R-Maine) and Patrick Leahy (D-Vermont) requested the exemptions from the 80,000 lb. weight limit to allow loads of up to 100,000 lbs. on sections of the Interstate System in both states.

The economic argument advanced by both senators is that both Maine and Vermont are surrounded by states/jurisdictions that for one reason or another already have the weight limit exemption on their portions of the Interstate System. The exemptions are provided through a one year pilot program, and sets the stage for a more intense size and weight debate which is certain to take place as further consideration of the Transportation bill gets underway in Congress.

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Texting Banned for CMV Drivers

The U.S. Department of Transportation has banned texting by commercial motor vehicle drivers while operating a CMV. The regulation applies to all interstate drivers of CMVs currently subject to Federal Motor Carrier Safety Administration (FMCSA) safety regulations.

The FMCSA's regulatory guidance further explains that handheld or other wireless electronic devices that are brought into a CMV are considered additional equipment and accessories. The agency acknowledges the concerns of motor carriers that have invested significant resources in electronic

dispatching tools and fleet management systems and clearly states that the agency's new guidance should not be

Timber Talk

construed to prohibit the use of such technology.

The FMCSA says its new regulatory guidance should also not be construed to prohibit the use of cell phones for purposes other than text messaging.

Rail Reform Bill Committee

The Senate Commerce Committee has unanimously passed comprehensive freight railroad reform legislation designed to increase competition and improve federal regulation of railroads.

"Railroads' monopoly status has led to high costs at the expense of customer service, and federal rail regulators have been powerless to stop it. America's global competitiveness has been damaged as a result. The time is right for Congress to enact reforms that allow both the railroads and their customers to succeed, and it is our hope that Senator Rockefeller's legislation can help get that done," said American Forest and Paper Association President and CEO

Donna Harman. "This bill is a good starting point, and while there are improvements that are needed, the mere fact of its passage in committee today is encouraging given that it has been decades since meaningful rail reform was enacted."

It is estimated that 30 percent of the nation's paper, packaging and wood products manufacturing facilities are "captive shippers" that have access to only a single rail carrier. As a result of this monopoly status, railroads often impose excessive rates without the service customers need, such as the timely pick-up and delivery of rail cars from customers' facilities.

The measure ultimately will need to be passed by the full Senate and the U.S. House of Representatives and then signed by President Obama before becoming law.

Survey Shows Well-Managed Forests

Minnesota has millions of acres of forests, and a recent survey found that Minnesotans feel that forests are important to their quality of life.

Questions asked during the interviews touched on the trade-offs between managing forests for specific benefits. The results showed that a full 76 percent of those polled ranked the supplying of essential wood and paper products as extremely or very important.

"As a forestland manager the survey results are encouraging; seeing that the vast majority of Minnesotans hold forests in such high regard reinforces my resolve to provide quality forest management now and into the future," says Mark Jacobs, land commissioner for Aitkin County.

A full 85 percent of the state's electorate agreed with the statement, "With sound forest management, we can continue the current level of wood and paper production from Minnesota's forests while still protecting and improving forest health," he said.

"There is near unanimity that forests are important to Minnesotans' quality of life," says Lori Weigel of

the polling firm Public Opinion Strategies. "This consensus is held among all key sub-groups and in every region of the state."

"We have a duty to future generations to be good stewards of Minnesota's forests, and leave them in as good or even better shape than we found them," says Dave Zumeta, executive director of the Minnesota Forest Resources Council and study tour participant.

The survey was conducted Nov. 10-15 by a bipartisan research team. Phone interviews were conducted with registered voters throughout the state of Minnesota with proportional and geographic distribution and a resulting margin of sampling error of +/-4.0 percent.

"All of the forest benefits ranked high, with the top rankings being the benefits that forests provide as a place for wildlife and to help keep our air and water clean," says Weigel.

The survey was the result of collaborations between organizations interested in better understanding Minnesota's environmental values and priorities. Collaborating in the research were the Minnesota Environmental Partnership, Dovetail Partners and state leaders who had participated in the "Seeing the Forests and the Trees" Study Tour organized by the Blandin Foundation.

Lans Hamilton

A man who carried a new intensity two decades ago to forest management in Crow Wing County has died.

Long-time Crow Wing County land commissioner Lansin "Lans" Hamilton died in December at the age of 81.

Hamilton, a 1947 Crosby-Ironton High School graduate, served as the county's land commissioner from 1976-1990. Hamilton's career in forestry extended to more than 40 years.

Among his accomplishments was helping to establish the MacMillan Bloedel mill near Deerwood that became the Trus Joist plant, and most recently was operated by Weyerhaeuser.

Mike Burns Returns to Wallwork Truck Center

Mike Burns has returned to Wallwork Truck Center in Fargo as the new Ford Truck Sales Manager.

Burns is originally from Hawley, Minn., and attended Minnesota West Community & Technical College in Granite Falls, Minn., where he completed the Professional Sales course. He has also received certifications from Ford Motor Company, Inc. in sales, management, and customer satisfaction. Mike previously worked for Tangen Ford, Inc. in Litchfield, Minn., John Wiese Ford, Inc. in Sauk Centre, Minn., and with Wallwork in Fargo from 1991 to 1997.



Mike Burns

The Wallwork Truck Center Sales Department specializes in new and used Ford light and medium duty trucks.

Bill Spinner

Former Chippewa National Forest Supervisor Bill Spinner died in January at the age of 68 in Boyne City, Mich.

A native of LaCrosse, Wis., Spinner graduated from Iowa State University before working for the U.S. Forest Service in several states, including Minnesota, Wisconsin, Missouri, and Michigan. He retired from the USFS in 1997.



Bill Spinner

Feller Buncher Burns in Late Winter While Being Operated

by Dave Amundson
Lumbermen's Underwriting Alliance

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

Background:

This case study compiles information from personal interviews with the owner of the logging business and the operator, as well as a review of the damaged equipment. This mid to small size logging and trucking company operates one conventional logging and trucking operation on a seasonal basis.

While this loss occurred in mid to late winter, the weather was very mild for the time of year, with a temperature in the range of 40 degrees F. On a sunny and very windy day, this loss took place at a

remote spruce logging site.

Just before this fire emergency, the feller buncher had undergone the replacement of the secondary fuel pump and the o-rings in the injector pump. The secondary pump was replaced in the woods, but the machine was hauled to the shop to complete the work on the injector pump. The machine was blown down with air (but not power washed), and was returned to the woods just 3-1/2 days before this mishap.

Operator:

The operator in question was considered fully trained in the operation and maintenance of a feller buncher. This individual had operated logging equipment for over 20 years, with over 18 months with this company. He had attended Log Safe, and also works for a construction employer as an equipment operator during the summer months (off-season), where he received appropriate training.

Accident and/or Injury:

During lunch break about two hours before this fire occurred, the operator completed a general maintenance check and noted no problems, leaks, etc. (including a visual of the injector pump). All

electrical and controls were working well.

Sometime late in the afternoon, a fire broke out in the engine compartment. The operator glanced over the engine compartment and saw flames coming from the bottom rear of the engine area. The operator opened the rear engine panel and was able to knock down the blaze with a 5 lb. multi-purpose fire extinguisher. However, the fire quickly returned, and the windy conditions blew the fire (smoke, heat, etc.) further into the engine and cab compartments. It is speculated that the larger extinguisher was never used due to the excess heat and smoke. The operator attempted to use a cellular telephone to call for help, but no service was available and no other operators were in sight.

The feller buncher was a total loss. No injuries occurred and salvage value consisted of the felling head, tracks and associated equipment.

Unsafe Act and/or Condition:

It is uncertain what ignited the blaze. Due to the sudden ignition with no initial smell of smoke, this fast-moving fire ended in total loss. After the fact, it was found that the engine blow-by drain hose had

Lessons from Losses



This picture shows where daily housekeeping would improve fire and personnel safety as well as being able to uncover maintenance needs.



This picture demonstrates the need for improved daily housekeeping and a routine power wash.

leaked into the rear of the engine/hydraulic area. This was noted during the repair of the fuel problem, but no follow-up was taken. This may have been a contributing factor in the growth of the fire.

LATE IN THE WINTER IS NORMALLY A HIGH STRESS TIME IN THE LOGGING INDUSTRY AND NOT THE TIME TO LET YOUR GUARD DOWN IN COMPLETING PROPER MAINTENANCE AND GOOD HOUSEKEEPING. AS THE WEATHER WARMS INTO SPRING, DAILY HOUSEKEEPING AND FREQUENT POWER WASHING IS A MUST!!

Preventative Measures:

1. Implement an emergency response plan for all pieces of mobile equipment, and train all operators to follow these emergency procedures when operating. This includes, but is not limited to;
 - Utilizing the operators' manual for each piece of equipment.
 - Enforcing proper shutdown in

an emergency, as well as during shut down (use of the master switch).

- Understanding the use of the fire protection access port holes, which access doors to open and/or not to open, and the maintenance of quick-opening fasteners on the engine/hydraulic access doors.
 - Training in the proper use of portable multi-purpose fire extinguishers. Always maintain a minimum of either one 10 lb. or two 5 lb. extinguishers in all mobile equipment when operating. In high hazard mobile equipment, two 10 lb. extinguishers are recommended.
 - Setting-up an emergency call number list with directions to the logging site location. Practice good communication.
2. Complete a high standard of housekeeping on all mobile equipment. This includes daily cleaning during equipment checks, power washing during

maintenance times (especially when fuel, hydraulic/engine oil, etc. is leaked), and as needed throughout the year.

3. Practice good maintenance and inspect special concerns involving electrical wiring/harnesses, electrical components, possible damage to hydraulic lines and fuel lines, as well as other trouble spots. One area where excess use is the norm during the winter months is the electrical connections between the starter and the battery, where a loose connection could spark.

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

Note: On state sales, the DNR does not calculate price per cord on individual auctions. Price per cord information on these sales is done by TPA staff. This average is for "trembling aspen" and "aspen species" combined, unless otherwise noted.

Average prices are for the combined regular and intermediate auctions.

DNR – Two Harbors Area

December 10 – Oral Auction

| <u>Species</u> | <u>Avg. Price</u> |
|----------------|-------------------|
| Aspen | \$ 4.00 |

Only 3 of 22 tracts on the regular and intermediate auctions were sold.

DNR – Bemidji Area

December 10 – Sealed Bid

| <u>Species</u> | <u>Avg. Price</u> |
|----------------|-------------------|
| Aspen | \$25.69 |
| Jack Pine | \$31.66 |

11 of the 12 tracts offered on the regular and intermediate auctions were sold.

Clearwater County

December 10 – Oral Auction

| <u>Species</u> | <u>Avg. Price</u> |
|----------------|-------------------|
| Aspen | \$20.72 |
| Basswood | \$ 2.00 |
| Oak | \$ 7.16 |
| Maple | \$ 6.84 |

Itasca County

December 11 – Oral Auction

| <u>Species</u> | <u>Avg. Price</u> |
|----------------------|-------------------|
| Aspen (wdsrn) | \$26.79 |
| Balsam (wdsrn) | \$24.74 |
| Paper Birch (wdsrn) | \$12.15 |
| Black Spruce (wdsrn) | \$29.81 |

29 of the 33 tracts offered on the regular and intermediate auctions were sold.

DNR – Aitkin Area

December 14 – Oral Auction

| <u>Species</u> | <u>Avg. Price</u> |
|--------------------|-------------------|
| Aspen | \$18.55 |
| Northern Hardwoods | \$20.91 |
| Maple Species | \$ 4.56 |
| Norway Pine | \$17.39 |

28 of the 53 tracts offered on the regular and intermediate auctions were sold.

Aitkin County

December 14 – Oral Auction

| <u>Species</u> | <u>Avg. Price</u> |
|------------------|-------------------|
| Aspen P/B | \$23.04 |
| Black Spruce P/B | \$12.00 |
| Maple P/B | \$ 9.27 |
| Tamarack P/B | \$ 6.00 |
| Paper Birch P/B | \$12.45 |

DNR – Baudette Area

December 15 – Oral Auction

| <u>Species</u> | <u>Avg. Price</u> |
|----------------|-------------------|
| Aspen | \$19.69 |
| Black Spruce | \$10.93 |
| Jack Pine | \$24.25 |
| Tamarack | \$ 4.16 |
| Balsam | \$12.40 |

23 of the 28 tracts offered on the regular and intermediate auctions were sold.

DNR – Deer River Area

December 16 – Oral Auction

| <u>Species</u> | <u>Avg. Price</u> |
|----------------|-------------------|
| Aspen | \$21.74 |
| Black Spruce | \$14.24 |
| Balsam | \$12.41 |
| Tamarack | \$ 5.05 |

20 of the 24 tracts offered on the regular and intermediate auctions were sold.



DNR – Brainerd Area

January 12 – Oral Auction

| <u>Species</u> | <u>Avg. Price</u> |
|----------------|-------------------|
| Aspen | \$19.15 |
| Red Oak | \$15.71 |
| Paper Birch | \$ 8.49 |
| Maple Species | \$ 7.93 |

18 of the 19 tracts offered on the regular and intermediate auctions were sold.

Koochiching County

January 19 – Oral Auction

| <u>Species</u> | <u>Avg. Price</u> |
|----------------|-------------------|
| Aspen P/B | \$24.74 |
| Balsam P/B | \$14.01 |
| Spruce P/B | \$16.57 |

28 of the 29 tracts offered on the regular and intermediate auctions were sold.

DNR – Littlefork Area

January 2 – Oral Auction

| <u>Species</u> | <u>Avg. Price</u> |
|----------------|-------------------|
| Aspen | \$30.43 |
| Black Spruce | \$13.69 |
| Jack Pine | \$35.39 |
| Tamarack | \$ 4.92 |
| Balsam | \$20.14 |

13 of the 24 tracts offered on the regular and intermediate auctions were sold.

LOGGERS OF THE PAST . . .

"The Roads of Ice"

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*



Whenever a picture is shown of a large load of logs being hauled by a single or four-horse team, the question usually asked is: "How could those horses pull that large load of logs?"

If the questioners knew the effort that was put into laying out and maintaining the ice roads for logging and into the construction of the sleighs, it would be easier to understand.

Once it was decided that a certain stand of timber was to be cut, the first matter was the laying out of the logging road. The walking boss, or foreman, along with one of the timber cruisers, would lay out the road from the timber to the landing. The road would be planned along a creek bottom or over a swamp area when possible so as to avoid hills. Sometimes the roads had to wind around considerably in order to find a level road bed.

Next came the job of cutting the logging road—starting usually in late September or October. Right-of-way was grubbed and leveled. In grubbing through standing timber, moss and dirt was removed from around the tree roots with a grub hoe and the roots were cut off while the tree was still standing, so in falling the tree pulled the center root out and made the grubbing much easier. Sometimes dynamite had to be used in removing a large old stump or rock from the road bed. Small creeks often had to be bridged to keep the road level.

Water holes would be prepared in a creek or swamp adjoining the road by blasting with dynamite. Just as soon as freezing weather set in, the camp foreman would send out the water tanks and start preparing the road. If snow had fallen, all snow was removed so as to get the ice started right down to the soil. If good freezing weather prevailed, it would take about six weeks to get the ice road in shape for hauling.

Most foremen planned on starting hauling by Christmas, and by that time there should have been about a foot of solid ice on the road. When the ice was ready, a "rut cutter" was sent out to make ruts for the sleigh runners. The rut cutter had blades that cut parallel ruts about four inches deep. The blades could be raised or lowered, and there were little flanges back of the cutters to shove the chipped ice out of the ruts and off the road and to slope the shoulder of the road.

When the road was being built, the water tank crew worked all day and sometimes all night, but after the hauling began the tanks only worked nights when the log sleighs were off the road. After logs were being hauled, the rutter was used only now and then, depending on the weather. Water from the tanks would run to the low spots in the road and fill the ruts, so the rut cutter would have to be used to keep these ruts in shape.

Some camps had a smaller water tank that could be handled by one team and a

larger one to be used when more water was needed. These tanks were all built in camp out of heavy planks and were reinforced with iron rods on the ends. To keep them free of ice, all tanks had a stove in them, fired from the outside.

Tanks were usually filled a barrel at a time, and a large tank took about two hours to fill. A horse hauled a full barrel of water up a skid and let it dump into the tank. The barrel had a ring and a pole attached to the bottom, and as it came back down the skid the conductor used the pole to shove the barrel under the surface of the water hole for refilling.

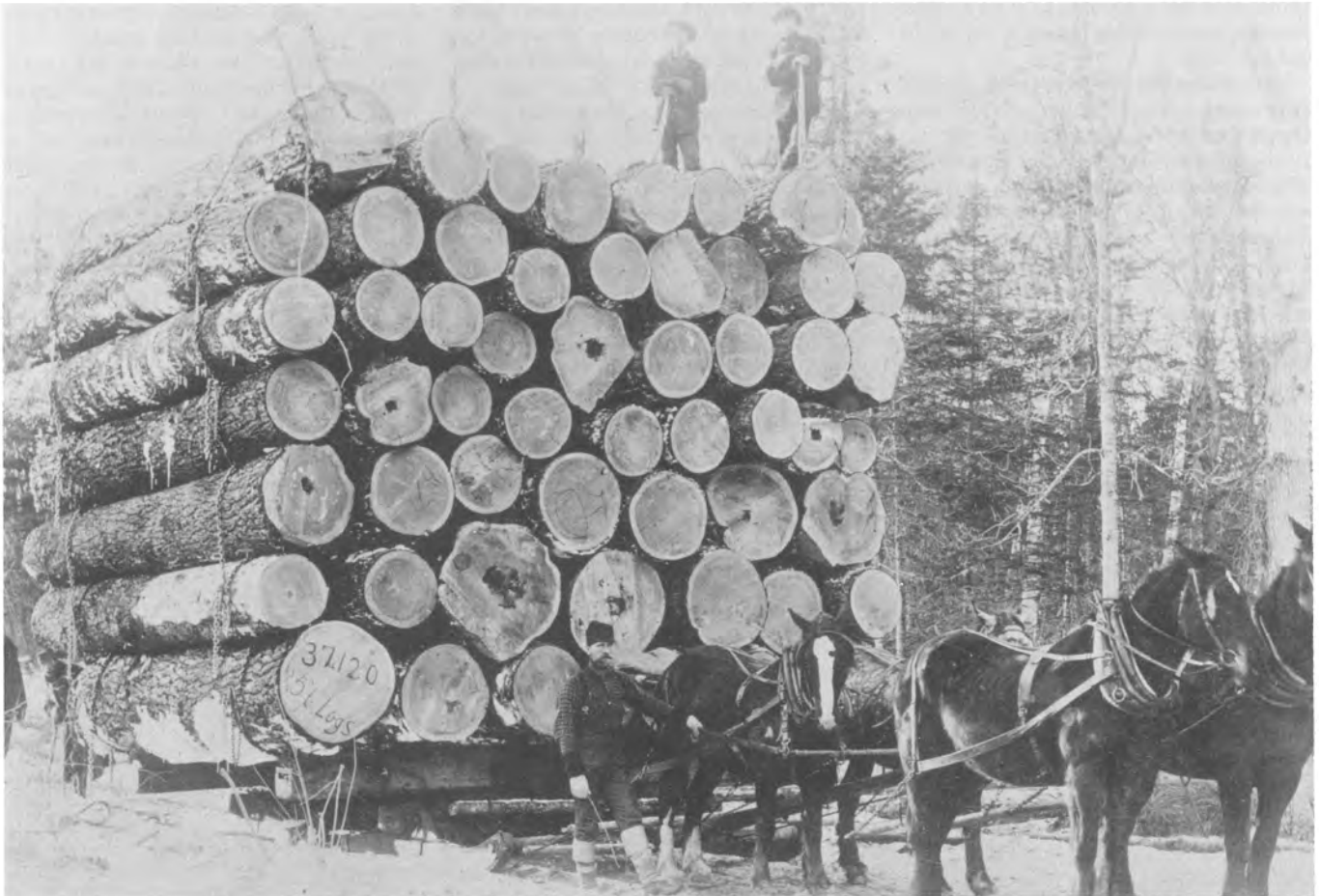
Water was put onto the roads through holes in the bottom of the tanks. The holes were plugged with poles extending to the top, and the conductor could open and close the holes to apply water as needed. Some tanks had several kerosene lanterns on the corners, while others used a torch that burned lard oil and gave more light on the ground where it was needed.

Important to the maintenance of a logging road was a man known as a "road monkey," who walked back and forth on the road with a shovel, pick and ax, shoveling all horse manure off the road and making minor repairs to ruts. Most horse manure was within a half mile of the barns, and in this area several road monkeys were often needed to keep the road in shape.

Water tanks had lard oil torches on the corners for working at night.



Right: rut cutter used in making ice roads, with top wheels to adjust cutting blades and bottom wheels to set V-plow and wings. Below: water tank with loading barrel on top. Bottom: a load of 56 picked logs—37,120 board feet.



Where loads went down hills, hay or straw had to be placed in the ruts to keep the load from going too fast. A hay hill road was always dangerous, as sometimes frost would form on the hay and the load would start moving too fast and horses would stumble and be injured.

Most horse-drawn logging sleighs were 7 feet and 4 inches between the runners. A few companies, however, tried sleighs with 8 feet between the runners, but the 8-foot sleigh was used more where hauling was done with a steam hauler. Some small jobbers used a narrow road, usually 54 inches between runners, but this was mostly for single team sleighs and for hauling pulpwood, ties and posts. While these narrow roads were iced, they did not have the ruts, but were known as "shoulder roads" or "trough roads." On these, there was an iced shoulder for the outside edge of the runner, but no ruts, because the horses would step in them. These narrow roads were harder to maintain.

Bunks on most horse-drawn log sleighs were 14 feet wide. Bunks were made up in camp, and were usually of Norway pine. Beams on sleighs were of hardwood, usually oak if it could be obtained.

Runners were also of oak, and companies usually had a lot of 4-inch-by-12-inch-by-8-foot oak planks sawed up in their mills and sent to the camps for making runners. Runners on most sleighs were seven feet long and cast iron shoes were preferred to steel shoes as they would not get so hot from the friction of the road. Runners for the water tanks were turned up at both ends, and a pole or tongue was used on each end of the tank so when the tank returned for water the team was simply moved to the other end.

The tongue or pole of a log sleigh was held up by a rod running along the top and attached to a spring pole that had been inserted into rings placed on the front side of the sleigh beam. The back half of the sleigh was attached to the front by chains from the front of the runners to a bitch link in the rear of the front beam. These chains could be shortened or lengthened as needed. A "bunting pole," about four inches in diameter, was hung between the front and back of the sleigh to keep the halves apart when empty.

A good teamster, in stopping his team for a rest, would let his sleigh come slowly to a stop and then start and stop several times before the final stop to let the runners cool off. If there was too much friction heat in the runners, they would set in the ice and make starting difficult.

When loads were spotted out for the night, they often had to have an extra team get them started, after hitting each runner with a large wooden maul made for that purpose. But once they got under way it was surprising the load a four-horse team could haul over a well constructed and maintained ice road.

Below, top: a steam hauler of the Brooks-Scanlon line on a rutted ice road about 1903. Center: a four-horse team on a good ice road could pull three sleighs loaded with logs. Bottom: a typical four-horse team and loaded sleigh ready to move on an ice road.



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.

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