

THE VOICE OF THE TIMBER INDUSTRY

# TIMBER BULLETIN

DULUTH, MINNESOTA

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VOLUME 58



# TIMBER BULLETIN

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January/February 2002  
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**Resource Harvest & Renewal**



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### ON THE COVER

Rieger Logging.

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Minnesota Timber Producers Association



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It appears that winter is almost over. I hope each of you accomplished what you had planned for the season, being we had such a short freeze-up time. We really didn't have much time to fill our contracts.

Timber availability is a major concern for all of us these days. With the projected state budget shortfall it is very likely there will be fewer dollars for putting up timber

## President's Column



sales, as well as tree planting, this coming year.

Transportation issues have also been in the forefront these past few months. I am sure there are changes that could be made that would help us get the wood from the landing to the mill more efficiently. Let's be very careful about the weight laws that are in place now so we don't jeopardize the advantage we do have.

Remember, log safely.

*C. O. Johnson*

## Opening Dates Announced for 2002 Minnesota Hunting Seasons

Opening dates for many of the 2002 Minnesota hunting seasons were announced this week by the Department of Natural Resources (DNR). The dates are being announced now for the benefit of those who must establish vacation or hunting plans well in advance. Although these dates are tentative, pending final approval in June, it is unlikely they will change.

### Small Game

- General small game, including grouse, gray partridge, rabbits and squirrels.....Sept. 14
- Pheasant.....Oct. 12
- Spring wild turkey (first season).....Apr. 17
- Fall wild turkey (first season) .....Oct. 16

### Big Game

- Bear.....to be announced
- Deer - archery.....Sept. 14
- Deer - firearms.....Nov. 9
- Deer - muzzleloader .....Nov. 30
- Moose - northeast zone.....Sept. 28

### Furbearers

- Fox, raccoon .....open continuously
- Mink, muskrat, beaver, otter (North Zone) .....Oct. 26
- Mink, muskrat, beaver, otter (South Zone).....Nov. 2
- Fisher, marten, bobcat....Nov. 30

### Migratory Birds

- Early Canada goose .....to be announced
- Youth Waterfowl Day .....to be announced

- General duck and goose .....to be announced
- Rails, snipe.....Sept. 1
- Woodcock.....Sept. 21
- Crow.....March 1-31 and July 15-Oct. 15

The black bear season opened in late August the past two years as part of an attempt to increase harvests to reduce the potential for bear nuisance and damage problems. The effects of the earlier opener will be evaluated before a decision is made about whether or not to continue it. The opening date of the 2002 bear season will be announced by March 1.

The waterfowl season opener will not be known until the U.S. Fish and Wildlife Service publishes proposed migratory bird hunting frameworks this summer. Under the previous federal framework, the Minnesota season would have been scheduled to begin on Saturday, Sept. 28. However, the U.S. Fish and Wildlife Service has indicated that expanded waterfowl season frameworks (allowing for earlier openers in the North and later closures in the South) may be offered in 2002. The opening date for the 2002 waterfowl season will be announced in August.

The DNR will be taking comments on wildlife hunting and trapping seasons and proposed season changes during February. Details on proposed season changes will be announced in late January. Additional details on season lengths, quotas and bag limits will be announced next summer, after the 2002 seasons are finalized.

Mark your calendars for the  
65th TPA Annual  
Membership Meeting.

The Membership meeting will be held on Friday, April 26, 2002.

# Coming Events

## ■ **Logsafe 2002 Dates and Locations**

March 27 - Rochester, National Guard Armory  
April 2 - North Shore, Grand Superior Lodge  
April 3 & 4 - Eveleth, Eveleth Inn  
April 9 - Baudette, Sportsman Lodge  
April 10 - International Falls, Holiday Inn  
April 11 - Cloquet, Cloquet Forestry Center  
April 16 & 17 - Grand Rapids, National Guard Armory  
April 18 - Cloquet, Cloquet Forestry Center  
April 23 & 24 - Bemidji, National Guard Armory  
April 25 - Brainerd, National Guard Armory

Please contact Ed Laffavor, Logsafe Program Coordinator at 218-362-5915; 1754 Janet Lake Rd., Hibbing, Minn., 55746 for more information.

## ■ **TPA Truck Driver Workshops**

The TPA Truck Driver Workshops have been scheduled for:

Monday, April 8 - Cloquet, Cloquet Forestry Center  
Tuesday, April 9 - International Falls, Holiday Inn  
Wednesday, April 10 - Bemidji, Northern Inn

Each workshop will start at 8 a.m. and end at 3 p.m. The cost is \$25 per driver, which includes the workshop materials and lunch.

Please contact the TPA office at 218-722-5013 for more information.

## Taking Care of the Forest is Good Business

by *Garrett Ous*, Chairman Forestry Affairs Committee, Grand Rapids Area Chamber of Commerce, January 2002

**M**innesota chambers with forest-based economies are

establishing common ground from which they can collectively promote local and state forest policies that will foster a prosperous business environment for their members. With the wide range of uses and values of the forest, there is an equally wide range of individual, organization and public opinions on how forests are best used or conserved. The best common ground chambers have is simply taking care of the forest so that we can continue meeting the diverse needs and values of landowners, society and the natural environment.

Taking care of the forest is accomplished by implementing sustainable forest management principles and practices. In Itasca County, investments are made in tree planting, thinning and other timber stand improvements. Investments made in biophysical data and information serves as a foundation for developing silvicultural prescriptions for forestland management. Biophysical inventory provides information about forest soils and

*(continued on page 8)*

(continued from page 6)

plant communities from the root systems to the treetops. That information provides professional foresters with a better understanding of the land, improved writing of management plans and better communication of forestry with the public.

From a chamber perspective, taking care of the forest is good business. The forest is a basic resource for the industries of forest products, tourism, secondary manufacturing and main street

business.

- Forest Products  
–\$1 of stumpage generates \$40 in economic activity; In Itasca County alone, county and state timber harvests valued at \$3.5 million generated over \$140 million in economic activity (1996).  
–Blandin Paper Company employs about 900 people with a \$60 million payroll.
- Recreation and Travel/Tourism – In Itasca County alone, the economic impact is estimated to

be \$90 million annually.

Main Street – One paper products job creates 2.5 jobs in other sectors.

– One wood products job creates 1.3 jobs in other sectors (1994).

- Secondary manufacturing – The Metro Area has the highest wood industry job numbers of any region in the state (over 12,000). Forestry has a major statewide economic impact.

Individual business owners need to support sustainable forest management by getting involved and commenting on county, state and federal forest planning.

Minnesota chambers need to actively support good local forest policy and advocate that important forest policy and forest management issues become a more integral part of the state legislative platform for the Minnesota Chamber of Commerce. Taking care of the forest is not only common ground for chambers but also for legislators, regardless of political party.

## Obituary

**V**ictor R. (Dick) Hufnagle, 76, of Big Falls, died Dec. 23, 2001, at his home.

Funeral services were held in the Big Falls Community Building with arrangements with Snustad Funeral Home of Blackduck.

He was born Dec. 23, 1925, in Koenig Township, northeast of Waskish to John and Ida (Kosbau) Hufnagle. He attended school in Kelliher and was a veteran of the Army. He was employed by Page and Hill, Inc. from 1947 to 1968 when he purchased the company, operating it until his health forced him to retire in 1999.

He is survived by his wife, Janet, of Big Falls; daughters, Deborah Sacks of Charleston, S.C., Tamara Mault of Ramsey, Candy Gates of Big Falls and Deanne Hufnagle of Minneapolis; sons, Richard and Rodney, both of Big Falls and Aaron of International Falls; 14 grandchildren, four great-grandchildren and a sister, Margaret Heggler of Bemidji.

In this issue of the *Timber Bulletin* we have included a number of safety alerts originally published by the Forest Resources Association (FRA), which was formerly known as the American Pulpwood Association. FRA keeps a close eye on safety issues around the country and produces these concise alerts. They're good reminders about how to avoid and prevent real life injuries. Some of them may seem a little simple at times, but even the simplest things done wrong can lead to accidents.



There has been some buzz in northeastern Minnesota about log

Executive Vice President's  
**Column**



trucking and the State Patrol. A big meeting at the Virginia DOT building in early January gave a lot of people a chance to get some things off of their chests.

Representatives Tom Bakk and Irv

Anderson held a follow-up meeting in Virginia a few weeks later that I participated in. This meeting also included St. Louis County commissioners Mike Forsman and Steve Rauker.

It seems pretty clear that communications with the State Patrol have lagged a bit over the past year. What are we doing to change this? TPA has invited, and the state patrol has agreed to again participate in our Professional Log Truck Driver Program. This highly successful program has trained over 1,000 drivers since it started. We have also invited the patrol to participate in an afternoon session at the TPA Annual Meeting, to once again be at the North Star Expo and at our next Transportation Committee meeting.

I also sat down with Captain Ken Urquhart, who is commander of the patrol's commercial vehicle section, for a lengthy conversation. We both agreed and pointed out things that our own organizations can do to improve relations,

compliance and interactions between drivers and patrol officers on the road. Captain Urquhart has a good handle on the situation at the state patrol.

We need to have a good handle on our end of things too. It seems pretty clear that we have a "creeping" weight problem. While the bad economy may increase the incentive to run heavy, it doesn't make it right. As always, the heavy runners can create the environment where the patrol and the general public may look at all log truckers the wrong way.

After timber supply, TPA through the years has probably spent more time on transportation and trucking issues than anything else. We're going to keep on doing this because trucking is the most visible part of our industry. The average citizen is much more likely to see one of the more than 400,000 truckloads of wood that go down the road each year than they are to see a harvest site or a mill.

And, at the end of the day, we drive on these same roads - and safe operations are important to everyone of us.



Ed Hommer. You may not know his name today, but you will after the Annual Meeting. Ed, a world renowned mountain climber, writer and speaker, will provide the keynote address at this year's Annual Meeting. A Duluth area resident, he has a remarkable life story. He spent four days on Alaska's Mt. McKinley after a plane crash twenty years ago. Ultimately following this ordeal he lost the lower part of both legs. From this tragedy came struggle and triumph. He successfully climbed Mt. McKinley using space age prosthetic legs and also led an expedition last fall to Mt. Everest. His inspirational story will take your breath away. Get your tickets early for this one.



The state Legislature has been in full gear from the opening bell. I've never seen them work this fast before. By the time you read this, budget balancing bills will be in conference committees and people will be talking about end-of-the-session strategies. With the state's

\$2 billion deficit, we're working hard to protect the funding for DNR management and timber sales that we won last year.



The Bush Administration has floated an interesting proposal in this year's U.S. Forest Service budget. They are asking for authority to create a limited number of "charter" forests. These areas would be led by private or nonprofit groups and would be able to operate with fewer regulations. Sounds like an interesting concept.

Maybe TPA could apply to run the Chippewa National Forest. I think we could do a pretty darn good job. Just think of it, a summer jobs program for teens and college students running the campgrounds with some retirees sprinkled in for the spring and fall. Draw up a management approach using the experiences of our members and throw in some fresh legs from recent graduates. I bet we wouldn't need 130 employees to do it and we could probably improve the health of the forest by harvesting a little more than the 45,000 cords the Chippewa sold off of their 700,000 acres last year.

Heck, we'd probably turn a profit, get along with the resorts and local landowners and get things rocking and rolling. It kind of makes you think. . . .



We won another court case. This one was on the Superior National Forest's Rocky Road Environmental Assessment. Judge Davis of Minneapolis issued a very strong decision supporting the Superior and the proposed timber sales. There was not any extra language in the decision, just the reasons why the enviros (in this case SWAN) were wrong.



Take a minute to look at the safety information I mentioned above. Talk to your crew about the issues covered and have that safety meeting you weren't able to get to last week.

*Walter D. Smith*



# News from the Forest Resources Association

*The Forest Products Assn. Inc. is a non-profit trade association concerned with the safe, efficient and sustainable harvest of forest products and their transport from woods to mill. FRA represents wood consumers, independent logging contractors, and wood dealers, as well as businesses providing products and services to the forest resource-based industries.*

## Posting Signs at Your Logging Job

Looking for an effective, affordable way to boost the local reputation of timber harvesting, while making a strong statement about your own professionalism? Posting professional-looking signs on or near your active logging job lets people in the community, or people just passing through, know that you are logging sustainably and taking responsibility for your work.

The Forest Resources Association has developed and launched a Timber Harvesting Signs program, making attractive, customized, reusable signs with positive messages available to logging contractors, foresters, and landowners at affordable prices.

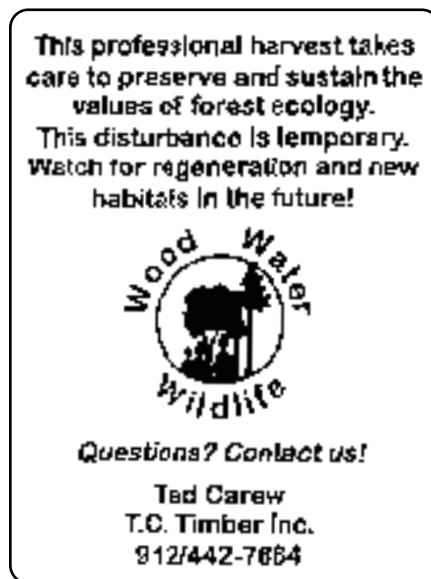
The weather-proof, stiff-plastic signs are 18 inches by 24 inches (vertical), with dark green lettering on a white background. The program offers a choice of six messages, some suitable for an access road turnout, others for posting right at the landing. Customization – your name, business, and business phone – is included in the price. A generic “caution” decal is also available for in-wood signs.

“I think the job we’re doing in the woods has come a long way in the past few years, and we should be proud of it,” says Allen Bedell of Circle B Logging in Fordyce, Ark. “I see putting up these signs as good advertising for me and my profession.”

Information on FRA’s Timber Harvesting Signs program, including a downloadable order form, is posted at [www.forestresources.org/th.s.htm](http://www.forestresources.org/th.s.htm).



Sign for a logging job's landing, customized for logger “Ted Carew.”



Sign for posting at roadside near a timber harvest, customized for logger “Ted Carew.”

It is also presented in a booklet, *Posting Signs at Your Timber Harvest*, available from FRA at \$2

for FRA members, \$4 for others. Please order the booklet from FRA, 600 Jefferson Plaza, Suite 350, Rockville, Md. 20852, enclosing full payment with order, or phone 301-838-9385 to order by credit card. (Refer to stock number 01-A-17.)

## FRA Video Addresses Spill Control

The Forest Resources Association has developed a video-based training module to help logging contractors prevent spills or leaks of hazardous chemicals on their operations and to take appropriate steps should a spill or leak occur.

“Protecting soil and groundwater is one of the most important responsibilities of today’s timber harvesting professional,” stated FRA President Richard Lewis. “This video program outlines procedures to prevent hazardous leakage and spills.”

The 13-minute video, *Hazardous Chemical Spill Prevention and Control for Logging Operations*, with an eight-page Discussion Leader’s Guide and a sample Spill Prevention and Control Plan, can support either a one-hour state Logger Training and Education workshop or a logging firm employee-orientation meeting. Its purpose is:

- to raise awareness of the need to prevent spills in the woods;
- to provide basic information to help wood suppliers develop Spill Containment/Control Plans;
- to encourage loggers to acquire and learn to use spill containment and cleanup materials.

*Hazardous Chemical Spill Prevention and Control for Logging Operations*, with Discussion Leader’s Guide, is available from the Forest Resources Assn. Inc. (600 Jefferson Plaza, Suite 350, Rockville, Md. 20852) for \$50.00 to FRA members, or \$100 to all others. Mail orders should include payment with order; credit card orders may be phoned in to 301-838-9385. Please refer to stock number 01-A-11.

# News from the American Forest & Paper Association (AF&PA)

## AF&PA Passes Illegal Logging Resolution

**W**. Henson Moore, president and CEO of AF&PA, announced that the AF&PA board of directors, on Jan. 31, approved a declaration committing AF&PA members to support efforts to stamp out illegal logging worldwide. Under the position

statement passed by the board, AF&PA members will support the conservation of forest areas designated for protection by law and will encourage governments and the private sector to work together to end all illegal logging in areas where timber harvesting is expressly prohibited. AF&PA will also support government monitoring and assessment of

forests as essential to devising appropriate and effective measures to counteract illegal logging. For further information, please contact John Mechem at 202-463-2459, [john\\_mechem@afandpa.org](mailto:john_mechem@afandpa.org).

## The Forest Service 2003 Budget

**O**n Feb. 4, President Bush sent Congress a \$2.13 trillion national budget for Fiscal Year (FY) 2003, including a \$23 million increase over the FY 2002 enacted level in funding for the National Forest. The total National Forest FY 2003 budget request is \$1.4 billion, including \$278 million for Forest Products funding, an increase of \$12 million from the FY 2002 enacted level. However, when overhead costs are taken into account, the request represents a program reduction of \$9.8 million. The total timber volumes offer level (green and salvage) is 1,999 MMBF, which is slightly below the FY 2002 level.

Also in the budget recommendations are several significant initiatives. Under the new Fireplain Easements directive, state officials would identify areas within and adjacent to National Forest System land where potential fire suppression expenditures may exceed the estimated value of the private land. The Forest Service or state would purchase perpetual easements from the landowners in order to implement fire suppression strategies, including letting fires burn. The Charter Forests initiative directs the agency to develop legislation to designate certain national forests, or portions of forests, as "Charter Forests" to be administered outside the Forest Service structure by a local nonprofit entity. Finally, the budget proposes allowing conservation and recreation groups to bid on timber sales.

For further information, please contact Lydia Quinn at 202-463-2753, [lydia\\_quinn@afandpa.org](mailto:lydia_quinn@afandpa.org) or Lauren McCray at 202-463-5177, [lauren\\_mccray@afandpa.org](mailto:lauren_mccray@afandpa.org).



# Log a Load for Kids

Log a Load Beats  
Hard Times for a  
\$2.85 Million Total

Loggers from 30 states, working in coalition with forest products businesses and forestry equipment dealers, raised over \$2.85 million for local Children's Miracle Network (CMN) hospitals during the 19-month Log A Load For Kids campaign period that concluded December 31, 2001. "These are tough times for the whole industry, and especially tough for loggers," stated Log A Load National Advisory Group Chairman Debby Blomberg. "But we know kids still need the help, and we have to do the best we can for them."

Log A Load for Kids is an annual campaign through which loggers and other forest products people donate the value of a load of logs to local non-profit Children's Miracle Network hospitals and conduct fundraisers to support them.

Log A Load campaigns now report their annual fundraising totals on a calendar-year basis, rather than by a period delimited by each year's mid-year CMN broadcast. For this transitional year, totals represent fundraising over the 19-month period that concluded December 31, 2001.

Total funds raised by 30 participating states follow. Alabama and Arkansas continued their strong support for the Log A Load For Kids program, leading all other states by raising \$500,000 and \$400,000, respectively, during 2001.

Log A Load for Kids Fundraising Totals  
June 5, 2000-Dec. 31, 2001

	Jun-Dec 2000	2001	19-month Total
Alabama	--	\$500,000	\$500,000
Arkansas	--	400,000	400,000
California	\$ 13,740	16,700	30,440
Connecticut	--	335	335
Florida	--	92,033	92,033
Georgia	98,000	72,000	170,000
Indiana	17,576	31,162	48,738
Kansas	3,800	--	3,800
Kentucky	28,531	21,771	50,302
Louisiana	52,489	92,000	144,489
Maine	39,950	28,580	68,530
Maryland	7,149	4,547	11,696
Michigan	7,380	32,212	39,592
Minnesota	47,244	57,767	105,011
Mississippi	33,600	51,790	85,390
Missouri	3,439	127	3,566
Montana	16,375	21,645	38,020
New York	8,866	11,942	20,808
North Carolina	49,738	139,965	189,703
Ohio	--	103,346	103,346
Oklahoma	850	14,245	15,095
Oregon	5,237	99,971	105,208
Pennsylvania	2,200	15,000	17,200
South Carolina	300	86,331	86,631
Tennessee	9,244	153,577	162,821
Texas	3,390	--	3,390
Virginia	4,000	49,306	53,306
Washington	14,114	46,226	60,340
West Virginia	86,105	91,461	177,566
Wisconsin	2,044	62,517	64,561
<b>National Totals</b>	<b>\$555,361</b>	<b>\$2,296,556</b>	<b>\$2,851,917</b>

The Forest Resources Association Inc. is proud to be the national sponsor of the Log A Load For Kids program. FRA is a nonprofit trade association concerned with the safe, efficient, and sustainable harvest of forest products and their transport from woods to mill. FRA represents wood consumers, independent logging contractors, and wood dealers, as well as businesses providing products and services to the forest resource-based industries.

# A Tax Incentive for Forest Landowners

by Mimi Barzen, Roots, Feb. 2002

Everybody has an interest in money, so what goes hand in hand better than a tax incentive and landowners?

Beginning this year, a new tax program called the Sustainable Forestry Incentives Act (SFIA) makes its debut. It is designed to encourage landowners to manage their property sustainably, and if done with the assistance of a professional forester, an annual incentives payment will be made based on the number of forested acres the landowner owns.

### Too good to be true?

It's not the case this time. Of course, there are other stipulations to be followed, but the basis of the law is to help landowners practice sound forest management and to be good stewards of the forest land under their care. The proverbial "icing on the cake" is a decrease in property taxes, creating a win-win situation benefiting not only the landowners, but the forest itself.

A law is a regulation and all regulations have rules. The SFIA is no exception. Although there is no maximum number of acres that can be enrolled in the program, a landowner must have at least 20 contiguous acres of which 10 must be forested. The land can be in any tax classification, but it cannot be used for agricultural or residential purposes and it must not be enrolled in a farm program such as Reinvest in Minnesota or the Conservation Reserve Enhancement Program.

To guide landowners to manage sustainably, a forest management plan written by a professional forester and updated every 10 years is required. The recommendations include in the plan, which are written with the landowner's goals in mind, must be followed. In addition to the recommendations, the plan will also include an

inventory of all the forest cover types, the age of the trees, a description of all soil types found on the property, a map of the ownership, and a recommended timetable for implementing management activities.

### Eligibility

What sets this law apart from previous tax laws is that it is offered statewide and eligibility is based not on the "forty" or parcel size. It is based on the number of forested acres enrolled and if total acreage placed in the program is less than 1,920 acres, public access is not required. The formula used for calculating payments will be standard statewide, but the payment per acre can change year to year. As with other tax programs, there is a minimum enrollment period of eight years, after which a landowner can back out of the program without penalty. Re-enrollment is possible once the land has been out of the program for three years.





A host of players, including the

departments of Revenue and Natural Resources, Minnesota Forest Resources Council, UPM-Blandin, Minnesota Forestry Association, Potlatch, Minnesota Forest Industries, University of Minnesota-Department of Forest Resources, and numerous others, spent several years refining and fine-tuning the proposal before presenting it to Minnesota legislators. The bill was passed in the 2001 session. To make the bill "user-friendly," language was created to include as many landowners as possible. How is this law different?

There are two big differences between this law and previous ones. The first is the ability of landowner to exclude acreage from the SFIA that is ineligible without having to remove an entire "forty" or parcel. The minimum exclusion is three acres. The other difference is the inclusion of lakeshore as eligible acres. This opens the door to thousands of landowners with lakeshore property and/or a cabin or other structure on the property. Landowners in the farm belt can include their forested acres as long

## Early Loggers in Minnesota

by J. C. Ryan

<p><b>VOL. I</b></p>  <p><b>VOL. III</b></p> 	<p><b>VOL. II</b></p>  <p><b>VOL. IV</b></p> 
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First hand recollections by storyteller 'Buzz' Ryer of the loggers, loaders, swampers, wood butchers, and bul-ricks who lived the woods in the hey-day of the pioneer lumberjacks—with dozens of historical photographs.

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as 20 acres of wooded land are contiguous or adjacent on one site. If a road, power line, or other obstruction is the only item dividing the land, it is still considered contiguous. After meeting the first 20 contiguous acres, other parcels can be smaller and/or noncontiguous.

#### **How does it all work?**

A landowner who wishes to enroll and has a qualifying plan for a parcel with no delinquent taxes, must file a covenant in the county recorder's office where the land is

located. This covenant states the land will be managed in a manner consistent with the SFIA and the application is in effect for at least eight years. The covenant runs with the land, not the landowner, so if the property is sold prior to the end of the eight-year agreement, the new landowner has to abide by the covenant.

Once the covenant has been filed, the landowner can apply to the Department of Revenue for submission into the SFIA. Application will be available sometime in late July at county offices and may even be available online. After the initial application is approved, landowners will receive a certification card by July 1 of each year that must be completed and returned to the Department of Revenue by August 15. Landowners signing the certificate verify they are still in the program, owe no delinquent taxes, and are following the recommendations of the forest management plan. An incentives check will be mailed to the applicant by October 1 of each year. Minimum payment is \$1.50 per acre enrolled. The Department of Revenue has estimated that the payment for the first year will be \$2.60 per acre. Since these payments are an incentive, they are considered taxable income and are subject to revenue recapture if other payments are owed to the government.

#### **Program termination**

If, after eight years, landowners want to leave the program, they can request termination. Landowners must wait three years before submitting another application for the SFIA program for the same acres. Landowners may also be removed involuntarily if it is found there are delinquent taxes, development inconsistent with the plan is occurring, or forest management guidelines are not being followed. All acres in the program will be revoked regardless of how many acres are found to be in violation. The penalty for removal is repayment of all incentives for the past four years, plus interest.

#### **In summary**

As with all new programs, there will be some bumps along the way

as everyone absorbs the details. But for landowners already managing their land with stewardship in mind and those interested in joining this growing contingent, the law is a win-win situation. With free professional assistance available, healthier forests will benefit not only the landowner, but all Minnesotans.

## **Frequently Asked Questions About the Sustainable Forest Incentives Act (SFIA) Program**

- 1. Who can apply?** Anyone who owns 20 or more contiguous acres, 50 percent of which is forested, may apply. Roadways, water, power lines, etc., may bisect contiguous parcels as long as they are otherwise adjoining. However, there can only be one claimant per parcel of land. If more than one individual or group owns the land, the group needs to decide who will receive the payment.
- 2. If I have more than one parcel of land, do I need more than one application?** No. Each claimant needs to file a "covenant" with the county recorder. The covenant includes all parcels that will be enrolled in the SFIA and states the landowner will comply with the rules consistent with sustainable forest management. A covenant may include more than one parcel whether or not the parcels are contiguous. However, the covenant only covers land in the county in which the covenant was filed. A covenant must be filed in every county where the claimant owns property to be included in the SFIA.
- 3. Are there any other requirements to join the SFIA?** Yes. There cannot be any delinquent property taxes prior to enrolling in the program, and property taxes must remain current while enrolled in the SFIA. The landowner must also agree to use the forest management guidelines created by the Minnesota Forest Resources Council. The land

must be enrolled in the SFIA for a minimum of eight years and have an active forest management plan less than 10 years old prepared by an approved plan writer.

4. **How do I know if my plan will be approved?** The departments of Revenue and Natural Resources have up-to-date lists of approved plan providers. Plan providers may include natural resource professionals who are self-employed or work for private companies, nonprofit groups, local units of government, or public agencies.
5. **What items must be included in a plan?** The plan must consist of the landowner's goals for the property, a legal description, an inventory of the forest cover types, a map of the vegetation and boundaries, the proposed future conditions, an activity timetable, and other information pertinent to the management of the forest. For ownerships larger than 1,920 acres, more than one document may be used in place of a single plan. The Department of Natural Resources will work with the claimant to determine what is acceptable.
6. **Do I have to follow the plan to be eligible for a payment?** Yes. Each plan will include a calendar of management activities. To remain eligible for reimbursement, the timetable must be followed to a reasonable degree.
7. **Can my home be included in the plan?** No. Land that is not eligible in the SFIA includes residential lands, agricultural lands, or lands enrolled in Reinvest in Minnesota or a federal conservation easement program (including the Conservation Reserve Program). In addition, land improvement such as pavement, sewer, campsites, roads, or any others not required for forest management activities cannot be included.
8. **If I have any of the items listed above, can they be excluded from the SFIA?** Yes. Any portion of a parcel of land that has improvements not

necessary for sustainable forest management must be deducted from the total acreage of the plan. The minimum deduction is three acres for each area excluded.

9. **What if I have no forested land that is not used for agriculture?** Open water, less than three acres in size, can be included as part of the forested land. Larger areas must be excluded. Marshes and other wetlands not capable of growing trees but having a significant impact on forested land because of their existence are eligible for SFIA. This also includes land that may have

been an agricultural field in the past but has recently been planted for reforestation or Christmas trees.

10. **Will anyone come out on my land to verify I am complying with the SFIA?** This program does use the honor system and self-certification. By July 1 of each year, all SFIA participants will receive a certification form with which to verify their compliance. If, however, someone is not complying with the requirements and it is brought to the attention of the Department of Revenue, the agency will take appropriate action.

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Allen Olfson on the Ponsse Bisson S15 forwarder.

## Rieger Logging

**R**ieger Logging is owned and operated by Mike Rieger and his able associate (wife) Jerelyn Rieger. She does all the bookkeeping, accounting, bill paying and other office activities that are required. “I will probably have to hire someone to take over some of Jerelyn’s responsibilities because there are more and more paper work requirements such as ISO and SFI reports for the companies and additional reporting for the Forestry Guidelines. Jerelyn and I have had two children who are presently very mobile. When they were younger we could put them in one place and they would stay there. This isn’t the case anymore,” Mike commented.

Rieger Logging has five jobs operating this winter. There are three Ponsse Harvesters, one HS16 and two HS10 and three Ponsse Bisson 515 forwarders working on a large state spruce sale in the Big Falls area. “The spruce on this sale is 169 years old with a lot of red rot. With the quality control required by the companies we are forced to leave a lot of rotten wood in the woods because there are only

limited markets for poor quality wood,” Mike added.

The job we were on was a state timber sale. There were only four blocks on this sale. They have another state sale just a mile or two down the main road, which has five blocks. “There is enough volume on each sale to harvest them with another of my Ponsse cut-to-length systems. On both sales (nine blocks) there is about 1000 cords of balsam, 400 cords of spruce and 600 cords of aspen. That is about 16 cords per acre, which is a lot lower than what we were getting five years ago from an acre. The other problem is the amount of road building required to access each block. Again, five years ago the state was selling sales that consisted of only one block which contained a lot more acres, greater volume per acre, less road building and the stumpage prices were also lower,” Mike stated. Because of the increased required roads the company has three dozers.

The fifth cut-to-length system is operating on a spruce and balsam sale in the Hibbing area. Mike smiles as he confirmed that his

operations are spread out this year. Needless to say he does not get to every job each day.

Mike has two conventional sides operating. One side consists of a Timbco feller-buncher, two John Deere skidders, a stroke delimeter and a slasher. The other side includes a John Deere 643D rubber-tired feller-buncher, two John Deere skidders (one is leased) and a slasher. These operations usually work in aspen sales or the



Jeremy Forseen, harvester operator.

sales with large wood with heavy limbs.

Rieger Logging has six log hauling trucks and two lowboys, which are busy year-round. They also have five custom haulers that they keep busy most of the year.

The company purchases a major portion of their timber. They have a full-time forester who handles most of this work.

The employees of Rieger Logging are good dependable workers. They are skilled equipment operators. They are a young crew. Except for three employees, all are under 40 years old. There has not been much of a turnover in the crew. The newest employee has been with them for four years. "Keeping good employees is always a concern. Presently there is talk of a new pipeline construction job that could last for three years. Construction jobs pay good wages and we must find a way to compete in order to keep our employees.

"Five years ago things looked pretty good. There was an opportunity to grow and increase the income of the business so I decided to grow the company. We increased the number of cut-to-length systems and added an additional conventional system. Looking at the situation now those opportunities no longer exist. Everyone that I know is doing their best to keep their head above water. The logging guidelines are generally practical and sound practices that address sustainability of forestry, wildlife, soil, water, recreation and other resources. Loggers have done most of these practices for years. With the increased interest in forest resources we now spend more time implementing and documenting these practices, which has reduced the opportunity to increase production and profitability. The types of sales being offered have less wood per acre, the sale acreages are smaller or cut up into blocks which require more roads, and the quality of the wood has gotten worse. No one is looking to get any bigger. A lot of companies are looking at shrinking their operations. This is not a good time to be in the logging business," Mike mentioned.



**Ponsse HS16 harvester.**



# Technical Releases

Technical Releases are furnished by the Forest Resources Association.

## Improving the Profitability of Trucking Wood

Trucks/Trucking: seminars

**Introduction:** Logging contractors and log haulers constantly worry about the added costs of hauling *overweight* loads on the highways (fines) and at the mill (penalties). Avoiding those expenses (and associated safety, highway damage, and public image problems) is important, but studies suggest that loggers should focus more attention on *under-loaded* trucks as a way to improve the profitability of their business.

**General Features:** Studies show that about 60% of all log trucks on the road are actually underloaded, as truckers overcompensate to minimize costly overweight tickets and other penalties. This lost production revenue might mean the difference between a profitable or unprofitable year for many logging and trucking contractors.

A few years ago, International Paper's Buck Ford worked with Bruce Alt, then FRA's South-central technical division forester, to develop a workshop "to inform loggers and log truckers about the financial benefits of improved payload weights using various

truck scales and to ensure compliance with federal and state weight laws."

**Operation:** FRA's *Improving the Profitability of Trucking Wood* workshop uses a group discussion and participation format to allow loggers to assess the benefits to their own trucking operations of hauling maximum legal payloads. The workshop begins with a "Truck Weight Estimation" exercise in which teams of four to six participants try to estimate the weight of three loaded log trucks. Participants thus discover first-hand the difficulty of visually estimating truck weights.

Workshop participants then view the video *In-Woods Weighing Systems for Southern Loggers* and discuss the advantages of each weighing system. Participants share experiences with on-board scales, platform scales, and other weighing methods. Finally, participants discuss the direct and indirect benefits of consistently operating fully loaded trucks. Typically, the following benefits emerge:

### Direct Benefits

- Improved average payload weight
- Reduced overweight fines
- Loads not stopped as often

### Indirect Benefits

- Safer trucking operation

- Reduced liability in event of accident
- Reduced truck/trailer maintenance

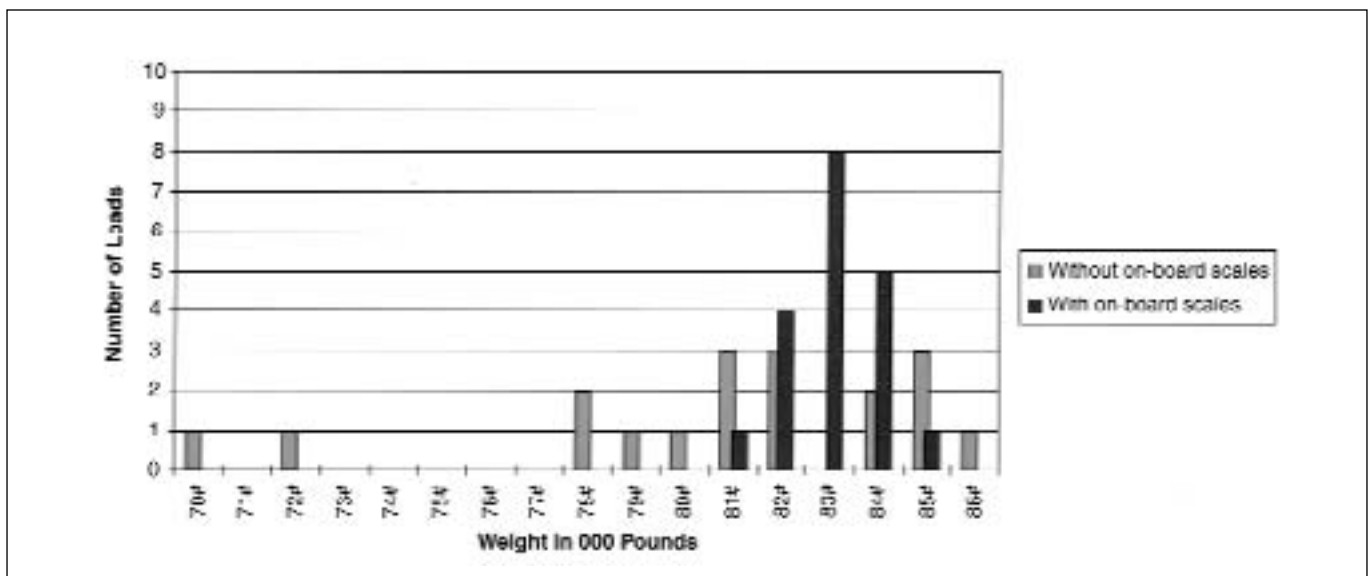
Another indirect benefit often mentioned is "better public image."

During the next section of the workshop, participants view and discuss several "Log Truck Weight Studies," including a direct comparison of loaded truck weights, using on-board scales and *not* using them during in-woods loading. *Without* on-board scales, the 18 sample loads averaged 80,841 pounds, with four loads over the maximum legal gross weight limit of 84,000 pounds. *With* on-board scales, the average weight increased to 83,151 while only one load was over-loaded.

Following this discussion, the group discussion leader reassembles the four-to-six-person teams to work through an "On-Board Scales Exercise." Working in small groups, participants learn how to analyze their own trucking operations using scale tickets and calculate the payback time required to pay for the installation of on-board scales.

Time-permitting, the workshop concludes with a discussion of ways to reduce truck tare weights for increasing payloads.

**Comment:** The 2001 FRA Directory of Continuing Education Training



Loaded weight distribution with and without on-board scales.

*Workshops and Courses (01-A-14)* contains information about 15 continuing education opportunities available from FRA. This publication is available to FRA members for \$10.00 and to non-members for \$20.00 by contacting FRA at 301-838-9385 or fra@forestresources.org. For information about scheduling an *Improving the Profitability of Trucking Wood* workshop in your area, please contact your FRA technical division forester.



## Rubber Straps Help Secure Four-Wheeler Truck Ramps

*Trucks/Trucking: work trucks*

**I**ntroduction: Foresters for International Paper in the Upper Peninsula of Michigan are employing rubber straps to secure four-wheeler loading ramps. This very simple innovation provides a valuable layer of safety for operations that often take place in remote locations.

**General Features:** Field foresters use many types of ramps to load and unload four-wheelers for use in the field. The ramps are hooked at one end and attach to the top inside edge of a pickup truck's tailgate. Although sturdily constructed, the ramps are generally unsecured and could dislodge from the tailgate if the four-wheeler were suddenly to jerk while traversing the ramp's surface. A road construction contractor for International Paper suggested

using thick rubber straps to stabilize ramps in order to reduce the risk of accidents.

**Operation:** One end of a rubber "bungee" strap is hooked to the inside back of the bed. The cord then is wrapped around the upper outside corner of the ramp and hooked to the outside edge of the pickup truck's tailgate. This procedure is repeated for both the left- and right-side ramps.

**Application:** Any forester transporting a four-wheeler to the field can employ this ramp-securing system. However, if ramps are made of solid material, some modifications may be needed so that the straps can tightly secure them; the original system was deployed with ramps made of welded aluminum tubing.

**Specifications and Cost:** Rubber securing straps are all that is needed. A hardware store can commonly supply a pair of such straps for under \$10.



## Log Pile Collapses on Truck Driver

**B**ackground: A truck driver was binding down a tractor-trailer load of hardwood logs at a timber harvesting operation on a clear, hot spring day in the southern Appalachians.

**Personal Characteristics:** The 40-year-old driver had worked as a truck driver for at least two years and was considered fully trained. He had no known physical disabilities and no history of accidents. He was wearing a hard hat.

**Unsafe Act or Condition:** His

truck was positioned alongside a hydraulic knuckleboom loader. Some yellow poplar logs had been stacked on the ground between the loader and the log trailer. The truck driver walked between the loaded trailer and the stack of yellow poplar logs to hook the load binders. The motor of the knuckleboom loader was still running.

**Accident:** The stack of logs gave way. The logs knocked the truck driver down, rolled over his back, and pinned him.

**Injury:** The logs crushed the truck driver, causing severe internal injuries. Crewmembers immediately phoned 911, and the logs were removed from the injured man as quickly as possible using the knuckleboom loader and a chain saw. Other employees attempted to administer rescue breathing to the injured truck driver. The paramedics arrived 34 minutes after the phone call. The truck driver died on the way to the hospital.

### Recommendations for Correction:

- Loaded trucks should be moved a safe distance from the loading area, or other activities at the loading area should cease, before load binders are placed and secured.
- Stacks of logs should be placed so that danger of their rolling is minimized. Stack logs on the deck in a position perpendicular to the logs on the trailer. Chocks may help to prevent log movement.
- The truck driver and the loader operator should maintain communication and be aware of each other's actions on the logging deck.



## Disk Saw Tooth Propelled Through Windshield

**Background:** A track cutter operator was clearcutting a mixed stand of hardwood and pine using a feller-buncher with a high-speed disk saw head on a hot, late summer day on rolling terrain in the Appalachians.

**Personal Characteristics:** The 22-year-old operator had worked for this employer for one year. He was working inside an enclosed cab and had operated this particular machine for only one month.

**Unsafe Act or Condition:** The operator returned to the logging deck after experiencing a noticeable vibration in the sawhead for some time.

**Accident:** There he found a sawtooth from his machine had struck and broken the windshield on a pickup truck parked over a hill, approximately 500 feet away from the cutting area. After inspecting the sawhead, he found that two teeth were missing from the saw disk.

**Injury:** There were no injuries, but it cost \$420 to replace the truck windshield.

**Recommendations for Correction:** Manufacturers of sawheads recommend the following:

Immediate shutdown and inspection if an imbalance (vibration) occurs.

Immediate shutdown and inspection after contact with rocks or foreign material.

A daily inspection before use.

Some sawheads can be retrofitted with a deflector guard that could possibly have prevented this accident. (See FRA Technical

Release 01-R-14, *Safety Deflectors for High Speed Disk Saws.*)

**Note:** The equipment owner reports no more problems with lost teeth since replacing worn bolts and dull teeth more frequently.

## Failure to Lockout Causes Finger Laceration

**Background:** On a mild winter day in the Lake States, a chipping crew was harvesting a stand of aspen. The skidder operator stopped to tell his supervisor that the oil pressure light was blinking on and off. The supervisor lifted the hood to check the oil light wire connection.

**Personal Characteristics:** The supervisor was a long-time employee who had occupied several positions with the logging company. He had no history of

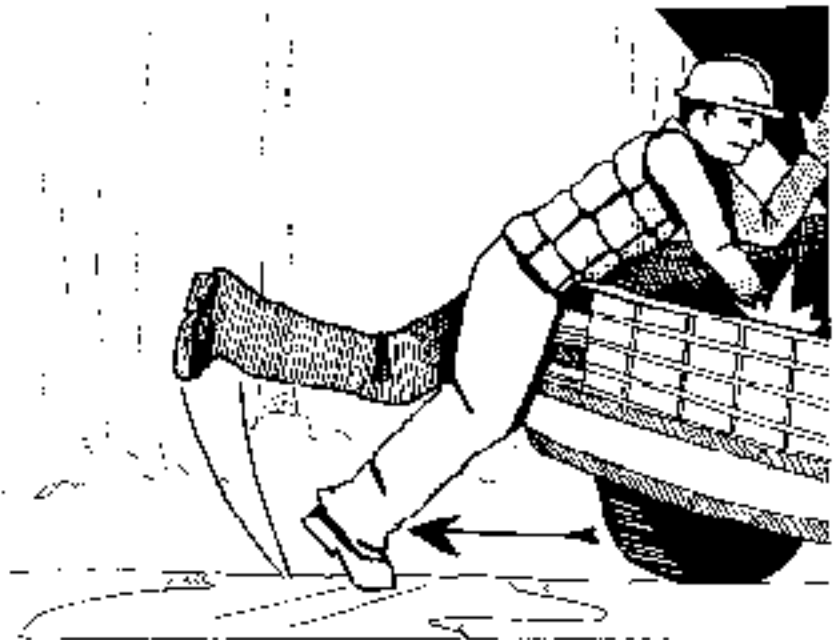
on-the-job injuries.

**Unsafe Act of Condition:** The supervisor opened the hood while the motor was still running. He leaned over the engine to observe any loose or broken wires. Eventually, he reached into the engine cavity to test the oil light wire.

**Accident:** He lost his footing on an icy patch of ground and caught his hand on the spinning fan blades.

**Injury:** He received fairly serious lacerations on his right index finger.

**Recommendations for Correction:** The supervisor should not have started to perform any engine work while the engine was running. He should have performed the appropriate shutdown-lockout procedures for the machine. It is only appropriate to initiate repairs after the machine has been properly shut down.





### Removing Skidder Tire Causes Back Strain

**Background:** A skidder operator in the Lake States was skidding hardwood logs when his tire went flat. A repairman arrived on the site to replace the deflated skidder tire.

**Personal Characteristic:** The skidder operator was 22 years old and was not trained in the handling of heavy skidder tires.

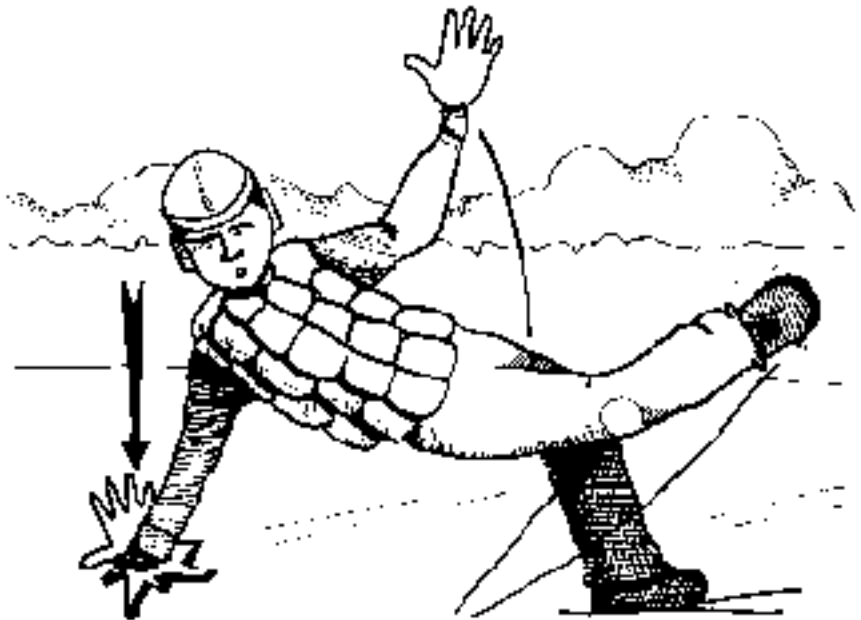
**Unsafe Act or Condition:** After removal of the lug nuts on the tire, the skidder operator tried to remove the skidder tire without the help of the repairman.

**Accident:** The skidder operator could not sustain the lift and experienced severe pain in his lower back.

**Injury:** The operator strained muscles in his back.

**Recommendation for Corrections:** This young operator was untrained

in the aspects of skidder repair. He should have worked with the repairman to remove the tire safely. Proper training and better supervision could have prevented this injury.



### Driver Slips on Ice

**Background:** A truck driver in the Lake States had dismounted from the truck cab and headed for the back of the chip trailer in order to shut the rear doors. It was winter, and the ground conditions were extremely icy.

**Personal Characteristics:** The driver was a long-term employee and was considered fully trained.

**Unsafe Act or Condition:** After dismounting, the driver quickly headed for the back of the chip trailer. He was paying attention to the ground conditions.

**Accident:** The driver slipped on the ice and fell on his outstretched right hand.

**Injury:** He broke his right wrist.

**Recommendation for Corrections:** Slips and falls are the most common cause of truck driver accidents. Truckers who work in Northern areas need to maintain constant attention to weather and ground conditions.

- Whenever possible, park trucks in areas free of ice.
- Truck drivers should wear boots with calk or lug-type soles for better traction in winter conditions.

Recognizing and anticipating potential hazards will reduce accidents and injuries.

## Wildlife Conservation Group Joins Lawsuit to Protect Aspen Habitats on National Forests

The Ruffed Grouse Society, a nonprofit wildlife conservation organization, has filed a motion to intervene in a lawsuit to support the efforts of the United States Forest Service to sustain aspen forest habitats on National Forests in the Great Lakes region. The lawsuit was recently filed against the Forest Service by the Sierra Club and calls for a halt to all aspen habitat management on National Forests in Michigan, Minnesota, and Wisconsin.

“Aspen habitats are important components of the biological diversity of our eastern forests, and these habitats are found virtually nowhere else other than the Great Lakes region,” says Dan Dessecker, senior wildlife biologist for the Ruffed Grouse Society. Aspen habitats are essential to ruffed grouse and American woodcock, two game species pursued by almost half a million sportsmen and sportswomen in the Great Lakes region each year. In addition, aspen forests provide critical habitat for many species of nongame wildlife, including the seriously imperiled golden-winged warbler, which is listed by the United States Fish & Wildlife Service as a species of “highest conservation priority,” as well as the federally endangered gray wolf and the federally threatened Canada lynx. “A halt to aspen habitat management on National Forests would seriously harm many types of forest wildlife,” says Dessecker.

The challenge to halt the conservation of existing aspen habitats is based in part on the premise that aspen forests may be more abundant today than when European settlers first arrived in the Great Lakes region. However, this perspective ignores the current role of aspen forests in the ecology, the economy, and the hunting heritage of this region. “Does it make sense to try and fit the square peg of some vision of what may have existed in the 1800s, into the round hole of 21st century reality?” asks Dessecker.

Three representatives of the forest products industry – Minnesota Forest Industries, Lake States Lumber Association, and Minnesota Timber Producers Association – have also joined this lawsuit on behalf of the Forest Service.

For more information, please contact: Dan Dessecker, senior wildlife biologist, Ruffed Grouse Society, 715-234-8302, (fax 5051) or [rgsdess@chibardun.net](mailto:rgsdess@chibardun.net).

## LOGGERS OF THE PAST . . .

# "Walkers" Ruled the Woods

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 most industry of all kinds is not lacking in supervision. There are superintendents of production, of maintenance, of costs, of personnel,—and many others.

In the old logging days supervision was at a minimum. A general manager of logging operations generally was situated in the town that was company headquarters, and he probably would make one trip a year to the woods to visit some major project. He would usually come in over a railroad spur in a special car with some of the stockholders, stopping at one of the better camps for a good feed and to give the stockholders a briefing on how efficient things were. Then the camps would not see him again for a year.

However, there was no lack of supervision in the camps and little was needed. The "walking boss" or "walker," as he was known, provided the answer to all the problems.

He kept all the foremen in line and kept a check on all phases of the camps' work. He was generally in charge of from 4 to 12 camps, or all in a certain area. In the old days, he would walk from camp to camp, then on to the next. He would check on how many logs were being cut each day, how many were skidded, the conditions of the ice road, how supplies were coming in, how the men were being fed, and advise the camp foreman on any changes that were needed.

However, there was very little "meddling" with the running of the camp or the crews. The walking boss had hired the camp foreman and gave him full charge of everything from the food the cook put out to the skidding of the logs to the landings. It was the camp foreman who ran the camp, and he had plenty of chance to show his ability. The "jacks" referred to the foreman as the "push."

In the fall of the year, the walking boss was a very busy man. He had to line up the locations of new camps and arrange for the logging of lumber and supplies to build them. He figured out the locations for logging spurs and logging roads and arranged for the distribution of horses and equipment. Once this was done and a foreman was assigned, the foreman became the boss of the camp and the opera-

tions. In the early days, there were no camp timekeepers or clerks, and the foreman handled all of the selling of snuff and tobacco to the crew in the evenings. In later years, the camp clerks handled all the timekeeping and book work, such as ordering kitchen supplies.

It was the ambition of all camp foremen to become a walking boss someday. The ability of some of these camp foremen was astonishing. You didn't have to go into detail explaining a problem; just mention it, and they took it from there and they always seemed to come up with

the right decision.

In winters, when but few camps were in operation, some walking bosses had to drop back to camp foreman for a while. In the depression of 1921, I knew several walking bosses who were doing common labor. Woods work was all they knew, and they could not turn to supervisory work in another field very easily.

However, when the CCC camps came in 1933, many of the old camp foremen got jobs as foremen in these and did very well. A few of them got to be superintendents. One of the old walking bosses was Christ Lee of the Northern Lumber Company. In talking with him after he got his CCC job, he said to me, "I didn't think I would ever get out of these high-fatulin jobs of 'supertender'—but hell, I only got out camp to look after. This is more like a camp foreman job."

Most lumber camps of 200 men had two or three "straw bosses" who worked under the foreman. Straw bosses were working foremen who were put in charge of one phase of the logging operation. There might be one in charge of the skidding crew, one in charge of the loading crew, and one in charge of the log landings. They worked along with the men and usually were the hardest workers on the crew. Some camp foremen had only one straw boss who went from crew to crew, working a while with each. He was called a "travelling straw boss."

Supervision in the earlier camps was carefully kept at a minimum, as workers resented too much supervision. Each man had his job to do and took great pride in doing it well without a foreman standing over him.

While the name "walking boss" was given the man who walked from camp to camp in the early days, by the early 1890s he usually arrived at camp with a team of fine driving horses. These walking bosses took great pride in their driving teams, which were always rigged out in nice harnesses with many spreader rings and were always kept in the best of shape. When the team arrived in camp, the "barn boss" took over their care, groomed them, fed them, and had them ready when the walking boss moved on to the

Though some rode from camp to camp, 300-pound Henry Graham, "walking boss" for National Park Co., always traveled on foot. This photo was taken about 1918 at National's Kalbar of Wisconsin at left is unknown.





next camp. These driving teams were "sharpsled" to travel over the ice roads at a good rate of speed. Most of the driving teams were trotting horses, but I know several bosses who had teams of pacers.

Horse teams were used during the winter months. In the summer, camps were mostly railroad camps and the "walker" would arrive by motor speeder or on a logging train. Companies that did not log during the summer had watchmen at the camps, and it was the duty of the "walker" to visit these camps about once a month and check on these watchmen, who usually had several head of horses and a number of pigs to care for. Pigs were raised at most camps that had watchmen, and when the camps started up again in the fall were butchered to furnish a supply of pork. Some of these camps with summer watchmen were in isolated places, and the "walker" had to walk across several miles of swamp to visit them. Supplies for the watchmen and feed for the horses and pigs—had to be hauled in during the preceding winter.

During the days when white pine was king, there was a great number of walking bosses working for the many lumber companies and logging contractors. The first one I recall was George "Bum" Bush, who worked about 1907 in the Bemidji area for the J. Nails Lumber Company and the Bemidji Lumber Company.

Others I knew well included "Bob" Muesse of the Crookston Lumber Company in the Kelliher and Northome area; "Billie" Hells, also of the Crookston Lumber Company, in the Blackduck and

Missabeau; Merdick Morrison of the Bemidji Lumber Company in the Tenstrike area; Henry Graham of the Page Hill Company and the National Polo Company in the Gemmill area; "Poker Jack" Baust of the International Lumber Company, Ben Dougan of the Decker & Brooks Company—and many more.

However, two of the best known in the early days were the Sullivan brothers—Jim and Mike. They worked for several companies—Jim mainly for the old Pine Tree Lumber Company in and around Rainier, and Mike, his younger brother, for most of the lumber companies operating from Bemidji to International Falls.

Mike Sullivan was the better known of the two, and every lumberjack from Brainerd to International Falls knew him as "Hungry Mike." He was a large man, about six-foot-two and 240 pounds, with a red mustache, a very strong voice and a tremendous appetite. Many a tale has been told and retold in all the lumber camp bunkhouses about Mike eating 12 dozen eggs for breakfast, a whole ham for lunch and 50 baking powder biscuits and 30 pounds of beef for supper. The tales are greatly exaggerated, but he certainly did eat as much as two ordinary men. Despite his large size and voice, he was a very gentle man and very kind—and was known to have taken his shirt off and given it to a man who did not have one. No lumberjack ever passed his camp hungry, and he was loved by just all who knew him.

Another great walking boss and foreman who worked in the Cloquet Valley State Forest was big Chris Lee of the

Northern Lumber Company. He was known for taking care of old-time "jacks" who were crippled or getting "pretty old" and actually had several working around his camp, sawing wood for the stoves or keeping fires in the stoves at night. He was criticized by the head men for keeping them around, but still he took care of them. I remember him for wearing six pairs of socks and oversize 10 rubbers; he never could get enough socks on to keep his feet warm.

In the Cloquet Valley State Forest area, just north of Duluth, were many others who worked for the Combined Cloquet Companies: "Big Hank" Glasgow, Ed "Pine City" Nasser, William P. Campbell, Mort Shields, "Spot" Chasola, Tom Henderson, John Shea, Pete Gibbons, John McPherson—and many others.

History has but little to say or mention about these dedicated, noble, hardworking men, who conquered our rivers, built our logging railroads and ice logging roads, and delivered our pine logs to the mills to be manufactured into lumber that built our homes and farms in all the area west of the Mississippi River. But much credit is due them, for without them our pine forest would never have been harvested.

And while the name "walking boss" will soon be a forgotten word in our American life, there are still a few old-timers around who can remember the "bull cook" sticking his head in the bunkhouse door on a frosty January morning at 5:00 a.m. and singing out, "Rull out, you sleepy heads! Time to get up! The walker is in camp!"

A tie team moved this "walker" between Duluth & Winnipeg Railroad camps.



# 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.

## USED EQUIPMENT FOR SALE

### FOR SALE

1-man Hahn Harvester 1976.  
Call after 7 p.m. 320-468-2646.

### FOR SALE

#### CABLE SKIDDERS

1979 540B JD, overhauled  
eng., good tires .....\$18,000

1973 C4 TF .....8,500

1973 C5 TF .....POR

#### GRAPPLE SKIDDERS

1993 518C Cat, new trans.....49,000

1987 666 Clark, flotation  
tires, new Cummins.....33,000

1989 170XL Franklin, 6 cyl.  
Cummins, new tires.....27,000

1991 450B TJ, Cummins eng...22,000

1992 450C TJ, dual function....35,000

1995 450C TJ, dual function,  
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