

THE VOICE OF THE TIMBER INDUSTRY

TIMBER BULLETIN

DULUTH, MINNESOTA

MAY/JUNE 2010

VOLUME 65

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2010 Legislative
Session Recap**

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TIMBER BULLETIN

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Duluth, Minnesota

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CSA 2010 is the new federal initiative regarding commercial truck safety enforcement. For more info on how it will affect business, please see page 24.

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Minnesota
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As I write this column final preparations for the annual membership meeting at Ruttger's in Grand Rapids are being made. Hopefully the rain forecasted for

President's Column



the end of the week will hold off. I also hope to see a lot of our members there. I would like to take the time, as it is my last column, to thank the TPA staff, Wayne, Ray and Jane. They have made this a great experience. They all work so hard for this organization and I thank them for this. I would also like to encourage all members to get involved. The TPA is a great organization and does so much on our behalf, but it is only as good as its members, so please get involved. I would also like to wish Mike Warren, your new president, a great two years.

With that I wish everyone a prosperous and healthy year and, as always, Be Safe out there.

Michael Rieger

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Tower and Walker Host Loggers Conferences

This year's conferences had a new format due to the reduced training hours requirement. MLEP and OSHA training was held on the first day, with CPR/First-Aid training on day two. For those that only needed four hours of MLEP and four hours of OSHA training for this year, all training could be completed on day one of the conference. Those needing four

hours of MLEP and eight hours of CPR/First-Aid training could then attend the second half of day one and all of the second day. Participants could also register for only the OSHA, MLEP or CPR/First-Aid portions of the conference.

This year, the second conference was again held in Walker the following week



TPA members (L-R) Cliff Shermer, John Rolle, and Mark Rutar take a break between workshops at this year's Loggers Conference in Tower. The conferences again provided a chance for loggers to attend MLEP and Logsafe workshops and earn credit over two days in one location.

Our loss will be a gain for an important agency. Chippewa National Forest Supervisor Rob Harper has accepted a new position in the USFS. Beginning August 1 he will be an assistant to Tom Peterson in the timber shop of the agency's Washington office.

Rob has done an outstanding job on the Chippewa! If there is a better young manager in the USFS I have not met him or her. The Chippewa, after more than a decade of wandering in the woods, got stabilized under former Supervisor Norm Wagoner. Rob and his team has been returning it to productivity.

He has led the implementation of their forest plan which, in all areas of the plan, has been ramping up every year. In the key area of timber sales, their volume has tripled under Rob's leadership.

Executive Vice President's Column



While we hate to see him go, Rob's "can do" attitude is badly needed in USFS leadership, particularly in their Washington office. Young leaders like Rob Harper give me hope for the future of the agency. Our loss will be a gain for the whole country. I wish Rob and his family the best in this new assignment.

badly needed in USFS leadership, particularly in their Washington office. Young leaders like Rob Harper give me hope for the future of the agency. Our loss will be a gain for the whole country. I wish Rob and his family the best in this new assignment.



Speaking of transitions, Captain Ken Urquhart, commander of the MN State Patrol Commercial Vehicle Enforcement unit, has been promoted to Major. In his new role he will oversee Special Operations which includes Aviation, Commercial Vehicles, Capitol Security/Executive Protection, the Swat Team, Legislation and several other programs.

We have worked with Major Urquhart on commercial vehicle issues for the past decade. He has always been a person that looked for mutual solutions first instead of just enforcement actions. Working together on issues we have found solutions that increased safety and

compliance instead of just writing citations.

Major Urquhart spoke at the TPA Annual Meeting this year. We were pleased to have him there once again and pleased that he brought his successor in the Commercial Vehicles unit, Lt. Tim Rogotzke. We look forward to an equally productive relationship with Lt. Rogotzke.



I must have transitions on my mind because the weather seems to have finally transitioned from rain and fog to sunshine. TPA had its biennial transition in leadership. Mike Rieger completed his term as president with Mike Warren becoming our new president.

I want to extend my thanks to Mike Rieger for his service as our president. Mike is a remarkable person. He balances a larger operation with three young children, one of whom has had significant health challenges, deep involvement with TPA, and an active presence in his community. He truly is one of

those people who is always busy, because he gets a lot done.



I'm way behind on getting started with summer. Finishing this column is the only thing standing between me and finally putting my boat in the water. Launching is a pretty routine thing. I've done it many times. But, if I don't look at my checklist and think through what I'm doing I end up forgetting something or making a mistake in the process. This is no different than safety on the job. Thinking through what we're doing and how we do it – whether it's the business owner or an employee; reviewing checklists or safety procedures all prevent mistakes that can lead to injuries.

So think it through. Review the checklists and be safe!

For me, I'll try to remember to put the drain plug in.

Member Feature...



Chris Nagel

Settling Down

Pillsbury Forest Hardwoods Finds Stability

by Ray Higgins

After years of change, Pillsbury Forest Hardwoods in Pillager is hitting its stride.

Chris Nagel of Pillsbury Forest Hardwoods sits in the cab of his circular sawmill, a place he's been for four and a half years.

That's a long time for a guy who's tried a variety of things in a variety of places. Over the past

twenty years, he's hand-felled timber and run a portable sawmill. He's bought stumpage and logs and sold lumber. He's lived and/or worked in Pine River, Pequot Lakes, Park Rapids, Menahga, Staples, Jenkins, even Duluth. But Nagel has finally found a home in Pillager, sawing red oak, birch, and basswood, for

pallet cants, railroad ties, grade lumber, as well as other customized timbers.

"I finally found," Nagel says, "a location that I'm comfortable staying with until I retire."

For Nagel, it's been worth the wait. And he found the right business and the right location by heeding the advice his folks gave

him growing up.

"They always told me," Nagel says, "to follow my dreams and do what I thought was best."

For Nagel it started as a youngster, first in Pine River, then in Pequot Lakes, where his family moved when he was five. His dad was a stone mason, among other things, so working in the woods doesn't run in the family. Yet he still found a home there.

"I've loved to work with wood since I was a little kid," Nagel says. "I started with a little hatchet and a bow saw out in the woods cutting down little trees at my Mom and Dad's. There's no way to explain it, it's just that I like to work with wood."

As a teenager he cut and sold quite a bit of firewood. He had a chance to take a class in forest harvesting at the tech school in Duluth and then received a job offer back in Pequot to work in a small sawmill owned by Neil Brownell.

"I came over and tried it for a day," Nagel says, "and to make a long story short, I needed money, so I quit the vo-tech and went to work for Neil."

After a couple of years, Brownell decided to move out of the area, but he offered to sell Nagel a portable sawmill. He was 20 years old.

"It was a pretty fair deal, so I bought it," Nagel says, "and basically took up where he left off, custom sawing for Ron and Ray Richards and a little bit for Carl Christensen."

Over the years he also branched off and did some log buying and lumber selling between custom saw jobs. He moved the portable sawmill around a lot, too. He even tried logging for a time, owning a skidder and hand-felling the timber, but never on a large scale. But even with all of the moves and changes, deep down, Nagel had a plan.

"I always knew what I wanted to do," he says. "I knew I was going to stay with sawmilling or logging, one or the other. I got into the sawmill deal, and it was panning out for me, so that's what I stuck with."

It all started to come together when he moved the portable mill to Pillager several years back. While



Nagel operates the Cleereman mill.

there he met his future wife, Sara. They got married and had kids, and as they moved the business around the region, they realized Pillager was where they wanted to settle. The final move came seven years ago when the Nagels moved from Pequot Lakes.

Business-wise, he'd had a permanent location in Jenkins, about 25 miles to the north. Finally late in 2005, he moved everything to the current site and started Pillsbury Forest Hardwoods from the ground up.

"I put all of the equipment in either new or rebuilt," Nagel says. "It's a Cleereman factory rebuilt carriage, so it's just like new."

The new business was helped by the fact that Nagel had been cultivating markets since he started sawing back in 1990.

"I have to thank Carl Christensen for helping me find markets," he says, "and from there it was basically putting out a good quality product. We've been dealing with the same customers since I started selling lumber, which I did on a smaller scale back in about 1995."

Business hasn't been without its challenges, especially for a guy who doesn't come from a family of sawyers or who took business classes. Nagel's parents owned a handful of small businesses over

the years, including a small newspaper, a bed and breakfast, and a stonemasonry concern, and he learned a lot from watching them. Plus, his years running the portable sawmill allowed him to learn the ins and outs of the business.

"The two years I worked for Neil Brownell, I learned a lot about the sawmill end of things. I learned about the equipment and all of that kind of stuff," Nagel says. "I learned from Ron and Ray Richards about selling lumber and buying timber and that kind of thing. I learned a lot about buying and selling from Carl Christensen. I basically learned from watching other people."

Pillsbury Forest Hardwoods gets its wood from a several sources, including two primary loggers that supply the material as well as a collection of smaller producers that will supply a load here and there.

"Our primary species is red oak," Nagel says, "followed by birch right now, and then basswood, aspen, a little bit of ash, maple, and white oak and occasionally some pine. But the bulk of it is red oak. We do buy some standing timber also. I get a contractor to cut it for me. The bulk of it is private. I do it because I enjoy it, especially private sales. I love to



A pile of red oak logs wait to be sawed while finished timbers wait to be shipped. Nagel usually doesn't have to kiln-dry his product so it's generally shipped within a week of production.

work with land owners and we have a lot of good timber right in our area."

Pallet cants, railroad ties and timbers make up about 65% of the mill's production, with grade lumber making up the rest. A small amount, usually pine, will be custom kiln-dried and then is sold retail, but the lion's share of the grade lumber Nagel produces will be dried when it gets to its destination. Plus, 90% of the sawdust goes to local farmers who use it for bedding, and occasionally a load goes down to the co-gen plant in Benson.

"Every log is different," he says, "and you just never know 100% what you're going to get out of a given run of logs. More than anything it's just

how our species mix and how our grade of logs ends up sawing out. The flip side is, when the grade markets were super low, we'd actually make more off of some of our custom timbers and our railroad ties and that kind of thing,

and absolutely, we'd push to get whatever paid more out of our logs. So I guess that percentage of grade vs. cants and ties is kind of based on how the markets are."

Making a go of it hasn't been easy. Nagel had the misfortune of starting the mill late in 2005, right before the housing crisis created the industry downturn. So the difficulties of a start-up venture were compounded when the economy tanked.

"It's been a rocky road," he says. "When we started here we built from the ground up, put the building in, bought the equipment, put it all in, and then the housing market started to tank. To be honest with you, 2009 was the worst year we've had here and it's been tough, really tough, and it's taken a lot of hard

work. Nose to the grindstone all of the time. Pushing. The mill runs 40 hours a week, but as an owner, I probably put in 60 hours a week, with maintenance, planning out what we're going to do. It doesn't always work out the way we plan, but we work at it. Making it these



Larry Huntington drives the Cat IT28F loader, delivering red oak to the deck of the mill.

last four and a half years has taken a lot of work and a lot of planning.”

But 2010 has started much better markets-wise and Nagel says the business seems to be turning a corner.

“We’re finally seeing the light at the end of the tunnel here,” he says. “We’re getting some of our equipment paid down. The bulk of this equipment will be paid off within about a year. To me that’s a big thing. I’d like to say right now I’m cautiously optimistic, because 2010 has been excellent. The prices of red oak grade lumber have gone up quite a bit. The demand has gone up a lot, but again I want to say I’m cautiously optimistic because I don’t know what the future’s going to hold. I think things are going to get better.”

It helps to have good employees. Nagel has three full-timers: Larry



Mike Ratcliff sorts the sawed material into either pallet cants, railroad ties, or customized timbers for a variety of applications.

Huntington, Mike Ratcliff and Codee Pollock are all cross-trained so they can each do any of the jobs

at the mill. Nagel himself saws in the summertime but has a relief sawyer in the winter because



Red oak waits to be sawed. Pillsbury Forest Hardwoods also saws a variety of other species: white oak, birch, basswood, aspen, and, occasionally, ash, maple and pine.

there's too much to do. On top of that, Nagel's family is fully involved in the operation.

"My wife Sara does the bookwork, and also works piling boards on the grading crew," he says. "My son Levi and nephew Tyler are now doing cleanup at the end of every day. My daughter Grace and niece Kassie help sweep the office, and my niece Alexis also works part-time on the grading and re-sawing crew."

That's allowing Nagel to start thinking about the future. He purchased a 1996 Mellott de-barker that will be rebuilt over the summer to handle that dirty, frozen wood that's hard to saw, which will help production throughout the winter months. He also is considering some type of a band re-saw with hopes of increasing production and improving yield from his logs.

"We've made some improvements along the way but it's never ending," he says. "The first twenty years I made a lot of mistakes, but I've learned a lot and I hope my next twenty years are a little bit more refined, that I make some better choices.

"It's the kind of thing where you keep tweaking and adding and borrowing money. It just never ends. It's not something where you

can get a perfect lay-out, borrow money one time and get it set-up and be done with it. It's ever changing."

But Nagel wouldn't have it any other way. Now 40, he's doing what he's always wanted to do: working with wood, owning his own business, living where he wants to live with his wife and three kids.

"If I were to mentor a younger guy," he says, "I'd tell him to follow your heart. If it's something you love to do, do it. But this isn't an industry that you jump into because you think it's a way to make money. There are some people that have made money along the way at this, but it's tough.

"I'm not in it for the money, so it's great for me. I'm doing what I enjoy."



Codee Pollock stacks grade lumber.

Lovdahl & Sons Logging Named Minnesota Logger of the Year



Lovdahl and Sons Logging receives the Minnesota Logger of the Year Award. L-R: Chad Lovdahl, SFI Implementation Committee Chair Pat Galdonik, Brad Lovdahl, and Corey Lovdahl.

The Minnesota Sustainable Forestry Initiative® Implementation Committee (SIC) named Effie's Lovdahl and Sons, LLC, as its 2010 Logger of the Year on April 6, during the Minnesota Logger Education Program conference at Fortune Bay Resort & Casino in Tower, Minn.

Lovdahl & Sons Logging, which has operated in Minnesota for three generations, is owned by Brad, Chad and Corey Lovdahl. Corey is a member of TPA's board of directors and all three have served on various TPA committees and participated in a variety of TPA projects for a number of years.

"Lovdahl & Sons Logging has developed a strong reputation for conducting harvesting in a manner

that is sensitive to environmental quality and sensitive to land owner objectives," said Tim O'Hara, coordinator of the Minnesota SIC, which is based in Duluth. "The Lovdahls are highly conscientious loggers who follow sustainable forest management practices during the harvest of timber. They actively promote good forest management by hosting outdoor field trips for elementary students in the Effie/Bigfork area. This is just one of many examples of why the Lovdahl family is such an outstanding representative of the industry, and why they are receiving this award."

"Lovdahl & Sons is committed to safe and environmentally

responsible harvesting practices. They regularly attend continuing education workshops which focus on forest management, transportation, safety and business management," said Dave Chura, executive director of the Minnesota Logger Education Program. This is the fifth year SFI has named a Minnesota Logger of the Year. At the ceremony, the Lovdahls received a plaque and a \$500 award. They will now represent Minnesota at a regional Logger of the Year competition. Minnesota's 2009 Logger of the year, Dave Berthiaume of Cloquet, was also recognized as Outstanding Logger in the Great Lakes Region and was also named National Logger of the year in March.

Among those nominating Lovdahl & Sons Logging for the award were private landowners and representatives from Boise Paper, and the Minnesota Department of Natural Resources.

"Lovdahl & Sons is a respected business in the Bigfork area and has worked with numerous private forest landowners to harvest timber while meeting their forest management and wildlife objectives," Chuck Hughes, forester for Boise Paper, wrote on his nomination form. "Lovhahl & Sons Logging follows all of Minnesota Forest Management Guidelines and goes above and beyond requirements to ensure that their logging job is superb."

"The entire operation is top-notch and professional, from road building to the harvesting and processing of trees," Jeff Sirjord, forester for MN-DNR, stated in his letter of nomination. "The entire Lovdahl crew is to be commended as a fine example of how logging, using modern equipment, can meet and exceed forest management guidelines."

Independent, nonprofit SFI Inc. is one of the largest forest certification programs in the world.

Its forest standard is based on principles and measures promoting sustainability, including measures to protect water quality, biodiversity, wildlife habitat, species at risk and forests with exceptional conservation value.

The Minnesota SIC includes representatives from the Minnesota

Department of Natural Resources, SFI-certified forest companies, the University of Minnesota, family forest owners, the Minnesota Logger Education Program, Minnesota Tree Farm Program, Society of American Foresters, Wild Turkey Federation and SFI-certified county land departments.

Biodiesel Mandate Suspended for Next Two Winters

Concerns about the mixture of 5 percent biodiesel with #1 diesel fuel has led to a suspension of Minnesota's biodiesel mandate for the next two winters.

A measure passed during the recently completed legislative session suspends the mandate during the months of October 2010 through March 2011 and from October 2011 through March 2012. B5 is still required in #2 diesel fuel, and at least 2.5% biodiesel is mandated in a 50/50 blend. There is no biodiesel content required in straight #1 diesel fuel for the six winter months.

The Minnesota Department of Commerce had issued a waiver from the B5 mandate in January amid incidents in which B5 diesel fuel clogged filters in extreme cold weather. This most recent winter was the first in which the mandated content of biodiesel had been increased from 2% to 5% biodiesel.

"There were issues that were hard to pin down," said Ralph Groschen, from the state Department of Agriculture and staff person to the State Biodiesel Task Force. "The most significant problems were in the southwestern part of the state. The legislation was in response to that, to make sure we're not causing any problems."

Samples of diesel fuel and filters were 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 5 percent biodiesel, an increase from the original 2 percent requirement set in 2005.



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2010 Legislative Session Recap

Overweight Fines Clarified, among other actions

It took a brief special session, but Minnesota's legislators finished their work in May, balancing the state budget in the face of a looming \$2.6 billion shortfall.

Of importance to TPA members were several actions taken by the Legislature, including a measure that clarifies the fines for overweight trucks. The Transportation Policy Bill clarifies that overweight fines for forest products apply to the permitted weight not the statutory weight. Prior to the new law, a logger with a forest products permit (allowing 90,000 pounds in the summer on a sixth axle) who was cited for being overweight – 95,000 pounds, for example – could be fined for the difference between 95,000 pounds and 80,000. Now, the fine will be based on the difference between the overage (95,000 pounds in this example) and the permitted weight – 90,000 pounds in this case.

The bill also indicates the first two overweight fines for a particular vehicle will be \$150 each, even with the forest products permit.

In other actions during the legislative session:

Omnibus Environment and Natural Resources Bill:

Included in this bill's provisions:

- Allows unsold timber to be re-offered below the appraised value
- Clarifies that down payments on sealed bid sales must be received or postmarked within 14 days of the bid opening.
- Changes current state law to provide that bid guarantees in addition to down payments are only required if the bid up is in excess of \$5,000.
- Increases the maximum number of employees eligible to bid in intermediate actions from 20 to 30 and directs the commissioner of Labor and Industry to



Photo courtesy of the Minnesota House of Representatives.

provide the DNR commissioner information on employee numbers when requested by the DNR commissioner or another bidder.

DNR Bonding:

The Legislature provided \$3 million dollars for reforestation, \$1 million for forest roads, and \$500,000 for forest legacy. Although the bill included no bonding money for timber stand improvement, it allows for the reforestation funds to be used for TSI.

Timber Sale Funding/ DNR Budget:

The state budget deficit resulted in virtual across-the-board budget reductions including in the DNR. While the Division of Forestry's budget saw a reduction, it still appears the division will be able to offer a similar amount of wood as it did during FY10. These reductions are in addition to the governor's un-allotments which were ratified as part of the final budget balancing legislation.

Sustainable Forest Incentive Act (SFIA):

Payments under this law were capped at \$100,000 per enrollee by the governor's un-allotments. This cap was ratified in the final budget

deal for FY '11 but was not made permanent.

Re-offering Unsold Timber:

Clarifies that the DNR can re-offer unsold timber at auction for less than the appraised price.

School Trust Lands Study:

Requires the DNR to provide information on Permanent School Trust Fund land management to the committees of jurisdiction. Information to be provided includes an accurate description of current school trust fund lands, policies and procedures designed to meet the requirements of the commissioner's fiduciary responsibility in managing school trust lands, and current financial information regarding revenues from school trust lands, as well as the potential for maximizing future revenues. The study is to be completed by Jan. 15, 2011.

Long Range Budget Analysis:

Requires the DNR to conduct a long range analysis of funding and report back to the committees of jurisdiction.

Restoration Audits:

A provision that would have given authority to the legislative auditor to perform audits of any activity that included payments for state funds and had a "restoration" component did not pass.

TPA Submits Comments on Guideline Revisions

TPA made recommendations in April to the Minnesota Forest Resources Council regarding potential revisions to the Timber Harvesting and Forest Management Guidelines. The council first published the guidelines in 1999, and is undergoing the process of revising them over the next two years.

According to the council, the focus of this revision is on riparian guidelines, but all topical and formatting suggestions for revision will be considered.

The recommendations were based on a survey of TPA members, conducted in association with the Minnesota Logger Education Program. Charlie Blinn of the University of Minnesota assisted in developing the survey. Questions focused on those guidelines that have lower compliance, according to the most recent monitoring study on guideline implementation.

A total of 225 surveys were returned, and additional input was received from two focus groups.

Among TPA's recommendations:

- Because the survey indicated that the guideline pertaining to water diversion structures, such as water-bars or slash, is the most difficult and most costly to implement, water diversion structures shouldn't be required on slopes less than 5% or on roads and trails that are low risk to depositing sediment into a body of water or wetland.
- Some agencies are overly protective regarding the guideline on rutting in crossings of non-open water wetlands, seeps and springs, seasonal ponds, and other water bodies. In fact, research on boreal forests conducted in Canada suggests that matting down/shearing the moss layer actually improves forest regeneration as it enhances contact between seeds and the available moisture and nutrients. So, TPA recommends the guidelines should recognize this



research.

- Survey respondents indicated the guideline that 6-12 leave trees per acre should be left and/or 5% of the harvest area in clumps on clearcuts can be difficult to implement and result in many merchantable trees to be left on the site. Therefore, leave trees/islands should not be required on timber harvest tracts that are less than 40 acres in size, and on those sites greater than 40 acres leave tree clumps should be favored over individual leave trees. Further, RMZs should count towards the leave tree requirement. Present guidelines treat these areas separately,

requiring an additional 5% of the area as leave trees, even though the riparian area provides the same functional benefit as leave trees.

- The guideline suggesting plan roads and landings occupy no more than 3% of the timber harvest area is very difficult to meet on smaller harvest sites. TPA recommends the site disturbance maximum be based on timber harvest unit size, that timber sale areas less than 20 acres should allow more area to be disturbed as a percentage, for example.
- Riparian Management Zones were surveyed in terms of ease

and cost of implementation. Overwhelmingly the respondents did not support placing RMZs around seasonal ponds.

Additionally, respondents felt that the current guidelines are very complex and difficult to interpret due to having different specifications for even vs. uneven age management, the different water body sizes, and trout vs. non-trout waters. Accordingly, seasonal ponds should not have RMZs. Existing filter strip guidelines provide adequate protection to these areas.

- RMZ guidelines should be simplified. Simplification of RMZs would include consideration of one or two widths as opposed to multiple RMZ widths based on stream and lake/wetland size. It was suggested that a width of 50-60 feet maintains water quality.
- The focus groups clearly did not support the retention of 75 square feet of basal area within all RMZs. These areas should be managed based on the condition of the resource and landowner objectives. In fact, management within RMZs should be encouraged. One way to approach that might be to present within the guidebook some of the negative consequences associated with not managing within these areas.
- Because a large amount of timber harvest takes place during frozen ground conditions in Minnesota, TPA recommends that the guidelines provide information regarding the benefits of summer harvest. The focus groups stressed that such a large amount of harvest taking place on frozen ground limits opportunities for site scarification and successful regeneration. It also makes it difficult for loggers to maintain active operations throughout the summer. A key component of sustainable forests has to include sustainable logging businesses. Without businesses which continue to invest in new light-on-the land equipment, are able to make year-round equipment payments, recruit and retain skilled labor, actively participate in training to learn new approaches to improve their business and harvest operations,

etc., forest resource sustainability will suffer.

TPA also urges the council to create a Quick Reference Field Guide that would be far less cumbersome than the current “gold book,” and also to make online training in the guidelines available.

The entire revision process is expected to take another two years,

ending in 2012. Now, Forest Resources Council staff is reviewing comments from TPA and other stakeholders and will suggest areas to be considered for revision. After changes are drafted by the council’s site-level committee, the public will be able to respond next year before the council makes final determinations on the revisions in 2012.

Harper to Leave Chippewa

Chippewa National Forest Supervisor Rob Harper has accepted a position as assistant director to Timber Director Tom Peterson in the USFS Washington office and will be leaving the Chippewa later this summer.

Since Harper came to the Chippewa in 2006, the forest tripled the amount of timber sales and reinvigorated all facets of the forest.

Harper is originally from

Escanaba, Mich., and his first assignments with the Forest Service were as a fire fighter and smokejumper in

Timber Talk

California and Oregon. Before joining the Chippewa he worked for the Forest Service in both Montana and Nevada.

Harper will begin in position in DC on Aug. 1.

Wallwork Receives Award

Wallwork Truck Center in Fargo has received Kenworth Truck Company's Gold Dealer Excellence Award. The Gold Award is presented for outstanding performance dealers in the U.S. and Canada. Wallwork Truck Center was one of only five dealers across the two nations to receive the award. The Gold Award is based on 541 Dealer Excellence Standards, which measure performance in terms of customer satisfaction, timed performance, management practices, trained personnel, parts, body shop and service capabilities, efficiencies, and facility quality. The Fargo Store is open 24 hours a day, Monday-Friday, and both the Fargo and Bismarck stores are open Saturdays and Sundays.

"It takes all of our people – new

and used truck sales reps, our finance people, parts, service, body shop people and support staff-working together to achieve the excellence standards, said Wallwork Truck Center Branch Manager, Mike Lausch, who was in Seattle to receive the honor. "We attribute our success to our people and the service that they provide."

Wallwork Truck Center, which recently opened a new parts store in Fergus Falls, Minn., serves North Dakota and parts of South Dakota and Minnesota.

Deere Unveils D-Series Knuckleboom Loaders

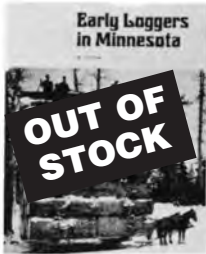
John Deere Construction & Forestry's new Knuckleboom Loaders are bulked up over their predecessors for improved durability and performance. Productivity-increasing features include the fuel-efficient John Deere 6068 Tier 2 PowerTech™ engine with a high-pressure common rail electronic fuel injection system for improved cycle times and new Pressure Compensated Load Sensing (PCLS) hydraulic pumps with a dedicated swing pump to deliver responsive, efficient hydraulic power to all functions.

Other updates to the D-Series 335D and 437D Knuckleboom Loaders include: heavy-duty swing bearing and pinion with taller gear teeth reduce the torque load on each tooth for robust performance and unsurpassed reliability; new improved hydraulic manifold; new standard display monitor delivering the same information as earlier models with the addition of engine diagnostic information; auto idle, which shifts the engine into low idle when levers haven't been operated for a few seconds, conserving fuel.


Early Loggers in Minnesota

by J. C. Ryan


VOL. I




VOL. II



VOL. III



VOL. IV



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

Enclosed is \$ _____ for _____ copies "Early Loggers in Minnesota" Vol. I at \$9.50 each.

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TPA Cosponsors Skilled Driver Workshop

Again this year, TPA is partnering with the Minnesota Logger Education Program to offer Skilled Driver Workshops, a way to offer Minnesota log truck owners and operators training in various areas of the trucking business. And because MLEP is a partner in the workshops, attendees earn MLEP credit.

This year's topic is "Brake Inspector Qualification," featuring John Alberding from CATCO who discussed a variety of topics, designed to meet Part II, A of the brake inspector qualifications minimum requirements. Among the areas covered at the workshop are clutch brake function/failure; PTO engage and operation; power divider & main locking differential operation; pre-trip inspection liabilities; ABS operation; and many others.

The first of the workshops was held in May in Cloquet. Two other sessions are scheduled for Sept. 28



John Alberding of CATCO led the Skilled Driver Workshop on Brake Inspector Qualification.

in Bemidji and Sept. 29 in Brainerd. For more information or to register,

visit <http://www.mlep.org/trainingcurrent.htm#brake>.

Forklift Accident Nearly Results in Fatality

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 (Accident Investigation), the employees, and the review of the mobile equipment. This mid-size sawmill location operates a scrag mill, a conventional sawmill, two planing operations, and a two cut-stock plants.

While this loss occurred in the warm months, the weather was somewhat normal for the time of year. This personal injury situation took place within the city limits of a small town.

Operator:

An employee with 15 years experience with the company was an occasional forklift driver when not assigned to his regular duties as a sawyer. The individual had been re-tested four months prior to this incident on OSHA forklift safety.

Accident and/or Injury:

The employee was temporarily assigned to a crew running a specialty product. As product accumulated, the employee would transport the units by forklift to a row of product outside the building.

On one of these trips, the employee got off the forklift to set dunnage for the first unit in a tier of two bundles high. The employee left the forklift running and



The space between the lumber pile and the loaded forklift was the pinch point in this situation.

believed that he set the parking brake and put the gear into neutral, then went between his load and the existing pile. As he got off the forklift, the load remained elevated.

As he stooped down to set the dunnage, the forklift crept forward, pinning the employee between the two loads. Unable to yell for help, the employee began enduring the crushing effect of the forklift moving forward. A second seasoned driver who has a commanding view in his field of vision by sitting 6 ½ feet up from ground level in his 15,000-pound capacity tractor, was coming into this storage area. This second driver noticed the unoccupied forklift but no one in sight. To this second driver's credit, he thought it to be an unusual situation and continued to look around. As he approached the forklift, he saw the driver pinned. He quickly dismounted off his tractor and reversed the forklift that was pinning the injured employee.

While the forklift driver appeared to be only shaken, he was taken to the ER for observation. The exam found a broken rib and a collapsed lung. The employee was released from the ER. The incident

and became a three-day lost time accident rather than a fatality.

Unsafe Act and/or Condition:

Maintenance personnel checked the forklift and found both the handbrake and the neutral gear to be working properly.

The test questions did not cover this specific situation of lowering the load but was included in the new testing.

As a result of this situation, all personnel that regularly or occasionally drives either forklift or tractor went through complete training as an operator. This included a two-hour video and written tests, along with observed testing.

The following suggestions may help prevent problems of this nature while operating front-end loaders and forklifts.

Preventative Measures:

1. Employee front-end loader and forklift safety training needs to include, but not be limited to:
 - a. When a forklift driver gets off his unit, the load must always be lowered to the ground, which minimizes the risk of the forklift moving.
 - b. The driver should shut down

Lessons from Losses

- the unit when getting off the forklift, regardless of the time expected off the unit.
- c. The driver must always ensure the parking brake is set before dismounting.
 - d. All employees must be aware of his or her fellow employees' situation to ensure the safety of others.
2. Lumber and log yard safety work rules need to be enforced.
 3. Refresher training and follow-up must be in place.

Minnesota Tree Farmers Win Regional Award

Robert and Ingrid Sonnenberg, Minnesota's Tree Farmers of the year, have been honored as one of four regional Tree Farmers of the Year by the American Tree Farm System. The Sonnenbergs are now finalists for the national award, to be announced in Burlington, Vermont in July.

The Sonnenbergs own a 21-acre Tree Farm located in New York Mills, Minn. Robert grew up on the Tree Farm he now currently owns and has managed for the past 50 years. In 1996, Sonnenberg sought professional forestry help to manage the less productive forestlands. A Forest Stewardship plan was created and the Sonnenbergs have been managing the land ever since. In 2002, their woodlot was recognized as a certified Tree Farm.

Since 1998, Sonnenberg has planted more than 80,000 trees on 100 acres of his woodlot. Sonnenberg is currently working with the University of Minnesota on hybrid aspen clones. He has restored a 45-acre wetland and with that given numerous geese, ducks and pheasants a new nesting ground. Along with other wildlife efforts the Sonnenbergs oversee all of the work done in their Tree Farm. In addition, Bob serves on the Minnesota Forestry Association Board of Directors.

The American Tree Farm System® is a program of the American Forest Foundation. Tree Farmer of the Year awards recognize outstanding sustainable forest management on family-owned woodlands.



Photo courtesy Kathleen Preece, Better Forests Magazine

CSA 2010 Changes the Way Truckers Operate

It's been nearly a year since the Federal Motor Carrier Safety Administration (FMSCA), MnDOT's Office of Freight and Commercial Vehicle Operations, and the Minnesota State Patrol have changed the way they track and enforce safety and regulatory compliance through the Comprehensive Safety Analysis 2010 program.

It's a change from the previous Safestat system, and even though CSA 2010 won't be rolled out nationally until next year, Minnesota became one of six states getting an early start a year ago as part of a pilot program to see how the initiative operates. So far, both law enforcement and trucking companies are still learning how CSA 2010 works and affects them.

"No one can argue that we don't want fewer accidents and fatalities out there," says Gary Johnson, vice president for sales and marketing of RAIR, one of the nation's leading motor carrier safety risk management firms. "But we need answers as to how this affects us. We're not just talking about a new scorecard, but a new culture because some of this goes against the way we've been operating as a trucking industry."

FMSCA is changing the way it gathers and uses data to improve what it saw as limitations in both how safety is measured and how unsafe behaviors, once identified, are corrected. Over time the rate of crash reduction had slowed and the agency wanted to take a fresh look at how safety of carriers and drivers is evaluated and can be improved.

Among the major changes under CSA 2010 is that the data used by FMSCA will now be used to not only monitor trucking companies, but individual drivers as well. For example, a driver's roadside inspection history will be recorded and monitored, and drivers can be penalized just like motor carriers. While roadside inspections can still



result in citations, fines, and put the driver out of service, FMSCA will also use that information to track bad drivers.

It's important to note that the regulations themselves haven't changed, just the way the data is collected and the way it is used.

Employers will also be able to access a driver's historical data to help them make a decision on whether to hire a particular person. The data will include the most recent 36 months of driver on-road performance and follows him/her even if they move to another carrier. On the other hand, data on carriers will include only the previous 24 months of data.

Law enforcement will also be able to see a driver's roadside violation and crash histories, helping troopers focus their efforts during a roadside stop and inspection.

Prior to CSA 2010, Safestat scores took into account recordable crashes and out-of-service violations. Under the new system, citations, non-out-of-service violations, and even warnings are used in addition to crashes and out-of-service violations to calculate the new safety measurement system.

Further, violations are weighted for time and severity. More recent violations are weighted higher.

What won't count are

interactions with local law enforcement. For example, overweight violations found during inspections will count against a driver and carrier, but not those found during local law enforcement weight stings or through examination of weight tickets after the fact, including relevant evidence checks of mill scale tickets.

The program is focused on seven areas called Behavioral Analysis and Safety Improvement Categories or BASICs. These are:

- Unsafe Driving
- Fatigued Driving
- Driver Fitness
- Controlled Substances and Alcohol
- Vehicle Maintenance
- Improper Loading/Cargo Securement
- Crash/Incident Experience

Another change will be that the new program ranks each trucking company against its peers based on the carrier's number of power units. This means one violation can have a major impact. For example, because there aren't many drug and alcohol violations across all carriers, a company that has a driver cited for controlled substance or alcohol use could see that one violation hugely impact the company's score under CSA 2010.

Furthermore, FMCSA is going to

declare “deficient” a finite percentage – the worst percentage – in each category. So a carrier can actually improve performance in a certain area, but if the rest of the peer group – as determined by number of power units or relevant inspections, depending on the BASIC category – also improves at a greater rate, that carrier can fall into the lowest performing percentage and become deficient.

“A company can be deficient and improve to have the best scores they’ve ever had and still be deficient,” Johnson says.

An essential tool for trucking companies will be to monitor their own safety scores online. FMCSA has developed Compass Portal to assist carriers with real-time updates. Compass Portal can be found at <http://portal.fmcsa.dot.gov>.

“It’s important for companies and drivers to educate themselves on how CSA 2010 will affect them,” Johnson says. “But when it comes down to it, this is all about saving lives. All of our families use these same roadways.”

More information can be found on the CSA 2010 website at <http://csa2010.fmcsa.dot.gov/>

FMCSA Launches Pre-Employment Screening Program

FMCSA now allows commercial motor carrier companies to electronically access driver inspection and crash records as a part of the hiring process through its Pre-Employment Screening Program (PSP), “Safety is our highest priority. The Pre-Employment Screening Program sends a strong message to commercial carriers and drivers that we are serious about having the safest drivers behind the wheel of large trucks and buses,” said Transportation Secretary Ray LaHood.

The Pre-Employment Screening Program offers access to up to five years of driver crash data and three years of inspection data regardless of the state or jurisdiction. By using driver safety information during pre-employment screening, commercial carriers will be able to better assess the potential safety risks of prospective driver-employees. PSP also gives drivers additional opportunities to verify the data in their driving history

and correct any discrepancies. A driver's records will be protected in accordance with federal privacy laws.

A carrier will pay \$10 for each requested driver history. An annual subscription fee of \$100 also applies. Carriers with fewer than 100 power units qualify for a discounted annual fee of \$25 per year. Individuals can request a personal driving history for a fee of \$10. No subscription is necessary for individual drivers. The employer or the prospective driver must also give written consent as a condition of PSP.

PSP is populated monthly by FMCSA's Motor Carrier Management Information System (MCMIS). The MCMIS is comprised of driver performance data including inspection and compliance review results, enforcement data, state-reported crashes, and motor carrier census data.

For complete details on the Pre-Employment Screening Program's fees for driver safety records and how carriers and drivers can participate, visit <http://www.psp.fmcsa.dot.gov>.

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, price per cord information on these sales is calculated 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 – Bemidji/Blackduck/ Brainerd Areas

March 25 – Sealed Bid	
<u>Species</u>	<u>Avg. Price</u>
Aspen	\$23.01

DNR – Northeast Region

March 30 – Sealed Bid	
<u>Species</u>	<u>Avg. Price</u>
Aspen	\$31.75

Beltrami County

April 7 & 8 – Oral Auction & Sealed Bid	
<u>Species</u>	<u>Avg. Price</u>
Aspen pulpwood	\$29.17
Jack Pine P/B	\$36.46

Clearwater County

April 21 – Oral Auction	
<u>Species</u>	<u>Avg. Price</u>
Aspen	\$25.56
Maple	\$10.10
Basswood	\$ 2.00
Birch	\$ 8.93

Cass County

April 29 – Oral Auction	
<u>Species</u>	<u>Avg. Price</u>
Aspen	\$24.17
Birch	\$19.75
Red Oak	\$26.66
Jack Pine	\$24.52

Hubbard County

May 4 – Oral Auction	
<u>Species</u>	<u>Avg. Price</u>
Aspen Mixed	\$27.09
Jack Pine Mixed	\$40.43
Aspen Pulp	\$27.19
Balsam Mixed	\$29.62

DNR – Brainerd Area

May 4 – Oral Auction	
<u>Species</u>	<u>Avg. Price</u>
Norway Pine	\$26.78

Koochiching County

May 5 – Oral Auction	
<u>Species</u>	<u>Avg. Price</u>
Aspen P/B	\$27.69
Spruce P/B	\$16.47
Balsam P/B	\$16.70
Balm P/B	\$20.27

DNR – Park Rapids and Brainerd Areas

May 18 – Oral Auction	
<u>Species</u>	<u>Avg. Price</u>
Aspen	\$24.96

DNR – Bemidji and Blackduck Areas

May 19 – Oral Auction	
<u>Species</u>	<u>Avg. Price</u>
Aspen	\$26.44
Norway Pine	\$27.65

DNR – Northeast Region Pine Sale

May 20 – Oral Auction	
<u>Species</u>	<u>Avg. Price</u>
Pine Species	\$51.07
Norway Pine	\$46.55
Jack Pine	\$27.21

St. Louis County

May 20 – Oral Auction	
<u>Species</u>	<u>Avg. Price</u>
Aspen pulpwood	\$28.68
Birch pulpwood	\$ 9.37
Balsam pulpwood	\$18.33
Black Spruce	\$37.79

Aitkin County

May 24 – Oral Auction	
<u>Species</u>	<u>Avg. Price</u>
Aspen P/B	\$26.11
Maple P/B	\$11.04
Paper Birch P/B	\$ 9.94
Balsam P/B	\$23.69

Cass County

May 27 – Sealed Bid	
<u>Species</u>	<u>Avg. Price</u>
Aspen	\$24.70
Birch	\$17.62
Red Oak	\$22.95
Maple	\$13.37

Itasca County

May 27 – Oral Auction	
<u>Species</u>	<u>Avg. Price</u>
Aspen	\$24.78
Red Pine	\$30.11
Paper Birch	\$11.35
Balsam	\$24.81

DNR – Hibbing Area

June 2 – Oral Auction	
<u>Species</u>	<u>Avg. Price</u>
Aspen	\$24.12
Northern Hardwoods	\$17.13
Pine Species	\$27.90
Balsam Fir	\$17.14

DNR – Orr and Tower Areas

June 3 – Oral Auction	
<u>Species</u>	<u>Avg. Price</u>
Aspen	\$23.73
Black Spruce	\$25.56
Mixed Spruce	\$19.80
Northern Hardwoods	\$ 7.60

DNR – Deer River Area

June 4 – Oral Auction	
<u>Species</u>	<u>Avg. Price</u>
Aspen	\$25.20
Tamarack	\$ 7.66
Northern Hardwoods	\$ 7.34

DNR – Baudette and Warroad Areas

June 7 – Oral Auction	
<u>Species</u>	<u>Avg. Price</u>
Aspen	\$19.22
Balsam Fir	\$11.95
Black Spruce	\$16.39
Jack Pine	\$17.90

LOGGERS OF THE PAST . . .

"Rivers Moved the Logs"

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*



There was no phase of the logging industry as colorful or as exciting as the log drives on our rivers. Transporting logs by water started in Maine—the birthplace of the logging industry in America—and it

is still done in that state to quite an extent. By the time log driving reached Wisconsin, with the many drivable rivers of that state, much had been learned about this phase of log transportation. The

border waters between Minnesota and Wisconsin became the great water transportation routes, sending logs to the mills at Stillwater, Minneapolis and Winona. Much can be written about log transportation on these great rivers.

Log driving on rivers and streams fell into two main types—on waterways with few rapids and deep water, and on those that had many rapids, small falls and shallow water in places.

The deep water rivers, as a rule, had high banks, and during the spring when the snow melted they ran bank-full for a week or two. Rivers of this type were less of a problem to drive, but there was always the problem of losing logs in high water. On rivers of this type, logs were usually landed on the ice or rolled down over a high landing so they would start to move as soon as the water rose.

If a mill or hoist was situated along the river, piling would be driven in the river and sorting pockets were set up to catch the logs to be sawed or hoisted there, and a by-pass was made to let the other logs go by.

If the water in the river rose very fast, booms sometimes would break and the logs would be lost. Of course, these streams also had some rapids, and some small dams sometimes were built on the tributaries in case water was needed. However, the main problem with this type of stream was getting the logs all moving out while the water was high and being able to hold them in the desired pockets at the sorting works.

Rivers like the Littlefork and Bigfork, which flow north, as well as some of the upper streams flowing into the Mississippi, were rivers of this type.

However, the bulk of the rivers of Minnesota were those with rapids, falls and shallow spots—requiring dams built at intervals along the main streams and on tributaries to hold water to carry the logs downstream.

These dams, as a rule, were built on all the smaller streams flowing into the main river above where logs had been landed.

Dams on the main streams were usually eight to ten feet high, with a spillway to shoot logs through. When the gates were



Above: early driving on the St. Louis River. Below: log jam on the Littlefork River, 1937.



opened, the logs would then go down stream to the next dam, where the water would be caught and again sent through this dam to the next.

On rivers of this type, the drive foreman had to know just how long it took water to get from a certain dam and what size opening was needed to carry the logs to the next dam. Each river had its own problems: there were eddies, where logs would not run downstream, but just circle around and around—and there were jams caused by logs piling up on a rock in the center of a stream or by too many logs caught in one place in the river when the water began to fall.

Sometimes piling and booms had to be put in to keep logs out of the eddies. Bad log jams were sometimes broken with dynamite, but most were broken by drivers picking the logs off with peaveys. Wing jams were the worst, and men have drowned trying to get to shore when one of these jams started to move. People talk about a key log in a jam, but you never know which the key log is until the jam starts to move.

In some places, flumes—or channels—made of logs had to be provided to shoot logs over bad rapids. At some of the main driving dams, logging companies kept watchmen year around to keep the dams in repair and control the water.

Almost every stream in northern Minnesota has had logs driven down it, and I have seen streams only four feet wide where railroad ties were being driven.

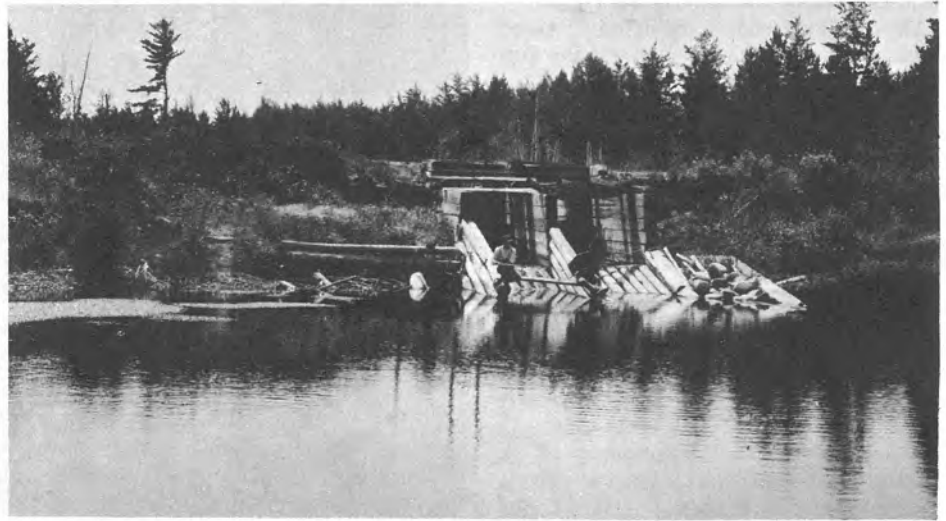
While at Turtle River last summer, I looked at the stream above Turtle River Lake with only a trickle of water, and it was hard for me to visualize when as a boy in 1906 I stood and watched pine logs three foot at the top going down that river for days.

This was true with about every stream. I remember as a boy making a trip to Crookston just when the Wild Rice drive was on and seeing the river way out on the prairie running full of logs.

The early driving in Minnesota took place on the rivers to the south, with the Rum, Kettle, Grindstone and others being the first to be driven, then the Mississippi with all its tributaries, and then later the St. Louis and its tributaries—the Cloquet, Whiteface, Paleface, Beaver, etc.

Some of the North Shore streams were driven a little, but the Pigeon on the Canadian border was the only one that was driven to any extent. The Stoney and Kawishiwi were driven some; the Littlefork and Bigfork were driven early, with logs going into Canada.

Driving companies were formed on the larger rivers to drive the logs for the loggers for so much per thousand board feet. Many a good logger who was successful in logging went broke when he started to drive logs. It was a hard game and weather conditions played a large



Top: a driving dam across the Mississippi in Itasca State Park. Above: driver moves logs through a small timber dam. Below: Fred P. Murphy rides a log through the flume over Second Falls of the Burntside River in 1907.



part in getting the logs down river.

Most driving crews consisted of three parts: the watering crew that got the logs started, the bends and rapids crew that kept them going, and the rear crew that cleaned up the river and brought all the logs that had been hung up into their start downstream. Work on the rear crews was hard, and sometimes many men were needed to move a stranded log from a sand bar to the water.

Floating wanigans were used to house the men and their cook shack during the drives. A wanigan was usually about 10 feet wide by 25 feet long and would sleep about 25 men. As a rule, there were two bunk wanigans and one cook wanigan floating behind the logs on a drive. Sometimes, if they tied up for a few days, the crew would set up a cooking and eating grounds on the bank of the river.

Drivers were a special breed of lumberjack—men who liked excitement.

Drivers always got about a third more pay than did laborers in the woods. Food was always the best, hours were long, and each man carried a little canvas sack called a "nose bag" that he filled with food each morning, as he could not leave his post on a bend until all the logs had gone by or until he was relieved—and sometimes he had to watch a bend for 16 hours straight.

All drivers wore calked boots, usually Jefferson boots, and I remember as a boy in Turtle River how we had to walk barefooted in the streets because the calked boots of the drivers had made the wood sidewalks so slivery. The drivers wore wool underwear and wool pants and shirts, as water did not feel so cold if you were wearing wool.

Cold water did not bother the drivers' feet, but if the drive carried on into late June and the water started to warm up, men would quit as their feet got sore from working in warm water. When this happened, the foreman would pass out unsalted butter or lard to the men, and they would put about a quarter of a pound into each boot in the morning and this would keep their feet from getting sore.

In northeastern Minnesota, most drives would start about April 15 and be over by June 1 each year. The last drive on the Whiteface River was in 1923, and the following year came the last log drive on the Cloquet and St. Louis Rivers.

I followed the Cloquet River part of this last drive from start to finish. Crist Lee was "walker" on that drive, with "Dangling" Jones, Fred Villard and Bill Dewar as his foremen.

Log driving was probably the most colorful of all the work in the logging industry. As I sit in a canoe slowly drifting down the Cloquet River it is hard to visualize the struggle that once took place there—bringing the white pine logs to the mills to make lumber for the homes of the Midwest.



Wanigans were floating bunkhouses and cook shacks for the driving crews—on the Bigfork (at top) and the Littlefork (above). Below: a wing jam—with the logs jammed on one side of the river—during the last drive on the Cloquet River in 1924.



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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