

THE VOICE OF THE TIMBER INDUSTRY

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Larson Lumber
Closes Sawmill



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In Minnesota the fall season brings on a very busy time for the logging community. Besides our normal routine of cutting timber, most everyone gets involved in hunting birds, elk or deer and in some cases, all three. Getting ready for winter at home and on the job is also a time consuming task.

President's Column



By the time you read this column the TPA board of directors meeting will be past. The various committees have been at work the past several months and we are looking forward to hearing from them. Timber availability and transportation issues are again high on the list of things to work on. As a result of the Governor's Advisory Task Force Report on the Competitiveness of Minnesota's Primary Forest Products Industry we are hoping there can be some positive changes in the truck weights for us here in Minnesota.

I would like to thank everyone for their hard work on our committees, and remember safety first on the job each day.

Coming Events

- The Minnesota LTAP Center presents a workshop on:
Minnesota's State-Wide Truck Weight Compliance Training
Fall 2003 - Spring 2004

Please see www.cce.umn.edu/truckweight for more details and online registration.

Dates and Locations

- Oct. 23, 2003—Pipestone, Minn.
- Oct. 28, 2003—Sandstone, Minn.
- Oct. 29, 2003—Duluth, Minn.
- Oct. 30, 2003—Virginia, Minn.
- Nov. 12, 2003—Marshall, Minn.
- Nov. 17, 2003—East Grand Forks, Minn.
- Nov. 19, 2003—Willmar, Minn.
- Nov. 21, 2003—Bagley, Minn.
- Dec. 2, 2003—Hutchinson, Minn.
- Dec. 3, 2003—Rochester, Minn.
- Dec. 8, 2003—St. Cloud, Minn.
- Dec. 10, 2003—Baxter, Minn.
- Dec. 15, 2003—Fairmont, Minn.
- Dec. 18, 2003—Worthington, Minn.
- Jan. 7, 2004—Mankato, Minn.
- Jan. 12, 2004—Owatonna, Minn.
- Feb. 19, 2004—Red Wing, Minn.

Registration begins at 8:30 a.m. Workshop is scheduled from 9 a.m. to 3:30 p.m.

About the Workshop

Each year, truck traffic is increasing. The number of trucks registered in Minnesota is growing. More highway improvements are being done and more routes are being paved. Do you know the legal weight of your trucks? Do you know when the legal weights change? Do you know that your weights change depending on your route? Learn about truck

weights by learning about the laws governing: gross weights, axle weights, tire weights, road-restriction weights, and seasonally increased (winter and harvest) weights.

Who Should Attend

This program is designed to educate industry freight shippers, carriers, and public agency personnel on the proper application of Minnesota Commercial Vehicle Weight Laws.

Program Sponsors

This program is funded by Mn/DOT's State Aid for Local Transportation Division and the Local Road Research Board's (LRRB) Research Implementation Committee in cooperation with Minnesota LTAP, the Minnesota Department of Public Safety, and the Northland Community and Technical College of Thief River Falls and East Grand Forks. Facilitated by the College of Continuing Education, University of Minnesota.

Information and On-Line Registration

Please visit www.cce.umn.edu/truckweight or contact Teresa Washington, 612-624-3745, twashing@cce.umn.edu

Program Contacts

Cheri Marti, Program Director
Jim Grothaus, Technology Transfer Engineer
Mindy Jones, Training Coordinator
E-mail: mnltp@umn.edu

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Our committees are starting to rev up again. The Insurance Committee has been reformed and is chaired by Tom McCabe Jr. It is providing oversight for the LUA program and is working on trucking, liability and other issues. The committee is also working to stay up to speed on health issues.

The Transportation Committee, chaired by Wayne Skoe, is doing its usual great job. It's focusing on road priorities, 10-ton route

Executive Vice President's Column



designations and tie-downs, among other issues.

The Safety Committee is chaired by Dick Walsh. It is working on improving the TPA safety contest and looking at new efforts to improve

safety within our industry.

The Public Relations Committee, chaired by Rod Bergstrom, just completed the 50th Anniversary of the North Star Expo publication and is looking at other programs.

The Mechanization Committee is chaired by Warren Johnson. It is the committee that organizes the North Star Expo. It is hard at work putting together next year's equipment show.

If we are going to be successful with these programs, the committees need your help. There is always more work to do than there are people to do the work. If you are willing to serve on a committee, please contact the chair of the committee or the office at 218-722-5013.

I can assure you that none of the committees have meetings just to talk or do nothing. Each agenda has important work that needs to be done to improve logging, sawmilling, trucking and our members' lives.



At our most recent Insurance Committee meeting we were reviewing workers' compensation rates with LUA's John Hill and Bill Dupont. For logging, we can look back to 1990 when the rate was

\$46.78; today it is \$24.00. Our sawmills were paying \$39.40 in 1993; today the rate is \$18.94. And, for our TPA group, dividends of 20 percent have been returned to members for a number of years.

There are a number of factors that have contributed to the reduction in these rates. Changes in laws, changes in the insurance industry, changes in our group and changes in equipment have all been important factors.

But, the most important factor is safety. If we don't work safely and prevent injuries, the cost of claims will cause rates to rise no matter what.

So, while we're patting ourselves on the back for the success of our program, let's not wrench our arms out of socket. Instead, we should all take a few minutes to identify two things that we can do to improve the safety of our operations and prevent injuries.



Few things have caused as big a stir lately as word that came out of the DNR indicating that off-highway vehicle trails work was to be a higher priority for the Division of Forestry than timber sales.

My telephone rang off the hook for a few days as this information spread throughout the Division of Forestry field operation.

You should know that we hopped on this issue right away and took our case all the way to the commissioner. In the end, we're very pleased that Commissioner Merriam clarified this issue. Everyone should know that the first priority for the Division of Forestry is fighting forest fires, as it always has been.

The second priority is implementing their timber sale plans. This is supposed to be done before time is allocated to other activities. Period.

If you hear any different, let us know!



Work has begun to implement the recommendations in Governor Pawlenty's assessment of the economic conditions in our industry. TPA President Clarence Johnson served on the Governor's Advisory Committee for this

project. We anticipate that there will be legislative initiatives for the 2004 session as well as administrative actions to make needed changes. We will cover this issue as it moves forward.



You can't make this up. A biologist on the Chippewa National Forest appealed a timber sale Environmental Assessment that was prepared by the forest's Blackduck district. Fortunately, the Forest Service regional office in Milwaukee denied the appeal. There is no word yet on whether the biologist intends to sue the outfit he works for.



I spoke recently on a panel organized by the Minnesota Chamber of Commerce. The chamber group included people from around the state who were participating in a leadership series where they learn about our state's economy. One of the topics that came up was foreign ownership of forest products companies. Kevin Lyden, UPM-Kymmene's North American CEO, in responding to the question said that while his company was headquartered in Helsinki, Finland, 55 percent of its stock was owned by U.S. mutual funds. This was something that I didn't know that helped give the issue a little perspective.



We're beginning to see a little buck fever in the eyes of deer hunters. Good luck to everyone during the fall hunt. Have fun and be safe.

Congressman Tours Logging Sites, Forest Industries



Congressman Gil Gutknecht during a visit to Hedstrom Lumber.

First District Congressman Gil Gutknecht got a firsthand look at the logging and forest industry during a two-day tour in Northern Minnesota. “As chairman of the House Agriculture subcommittee responsible for forestry, it is critically important to meet with the folks who are directly affected by the legislation we pass in Washington,” said the republican from Rochester.

Gutknecht first began with a visit to Hedstrom Lumber and a tour of the sawmill. He then boarded a float plane and flew over the Boundary Waters Canoe Area Wilderness blowdown area following the disastrous storm in July of 1999. The following day began with a presentation by Tim O’Hara, the vice president of forest policy for Minnesota Forest Industries. O’Hara explained in an in-depth powerpoint presentation the forest plan revision and its implications to the logging and forest industries. Following the presentation, Gutknecht embarked on a tour of Blandin, and then it was off to visit two logging sites. The first was a cut-to-length sale run by Mike Rieger logging, then a conventional sale by Clarence Johnson. Both were on Blandin land.

The day ended with an industry roundtable discussion of forestry issues. “Forests are important to



Rep. Gil Gutknecht and Howard Hedstrom of Hedstrom Lumber.

Minnesota. And it’s important Congress does whatever it can to ensure they will be healthy for generations to come,” said Gutknecht. “The issues were more serious than I thought,” he added, saying before his tour, forestry issues and the concerns of the logging industry were not on his top 10 list, but they would be now.

Gutknecht is the chairman of the House Agriculture Subcommittee on Department Operations, Oversight, Nutrition and Forestry, vice chairman of the House Science Committee, and a member of the House Budget Committee.

Gutknecht has served six terms in the House of Representatives. He has lived in Rochester for the

past 25 years where he and his wife have raised their three children.



Left to right: Ron Beckman, Lowell Pittack, Clarence Johnson, Rep. Gutknecht, Dick Walsh and Jack Rajala.

Pawlenty Appoints Nine to Forest Resource Council

Minnesota Governor Tim Pawlenty has appointed nine people to the Forest Resource Council, including Timber Producers Association Executive Director Wayne Brandt and TPA past president and member Dick Walsh. Others on the council include council chairman Alfred Sullivan, Kathryn Fernholz, Shaun Hamilton, Robert Oswald, David Parent, and Shawn Perich. Division of Forestry Director Mike Carroll is the Minnesota DNR representative on the council.

Gov. Pawlenty reappointed Brandt as the member representing the forest products industry. Walsh, who is also chairman of the

Minnesota Logging Education Program, replaces Rich Holm as the council member representing commercial logging.

The Minnesota Forest Resources Council develops recommendations for the governor and also for federal, state and local governments concerning forest

resource policies and practices that result in sustainable management, use and protection of the state's forest resources. The council consists of 17 members appointed by the governor. All members are appointed to four-year terms that expire on Jan. 1, 2007.

Larson Lumber Closes Sawmill

by Maureen Talarico

A chapter in the history of the town of Bagley is now closed....as are the doors to Larson Lumber Company's sawmill. The once-thriving sawmill that was the very heartbeat of this tiny town went on the auction block September 10. Keith Larson, who ran the family's sawmill business in recent years, says a number of factors led to the decision. "We started to get the imports in cheaper...and then the rising cost of stumpage to get the raw material, along with the rising cost of having employees, the insurance and everything that goes with that, we couldn't pass those costs along any longer. We had hoped to find some niche in the market in the meantime, but nothing seemed to fit our equipment mixes versus what things were available up here."

To understand why the sawmill's closing is such a loss to this community, a bit of history is involved, back to when Bagley was little more than a gateway to the western farming communities of Minnesota. At that time, according to family patriarch Glenn Larson, Bagley sprang up basically as a logging camp. Small sawmills were built as homesteaders arrived. One of the first was the Clearwater Lumber Co. owned by L. C. Paulson of Minneapolis. Though it changed hands several times over the years, the company remained intact and eventually Norb Borgerding took over the mill. Glenn recalls how he got in the business, "To start with I sold to Borgerding." Larson began logging in the Solway area in 1945 and started selling pulpwood and timber products to Borgerding Timber Co. He was approached by Borgerding about taking over the retail operation in the '60s. Larson renamed it the Larson Lumber Company. He also purchased the Fletcher sawmill operation when George Fletcher and his wife were killed in a snowmobile accident. Larson moved the Fletcher operation to his site in west Bagley in 1970. "We were considered in



Keith Larson

those days as the best-paying employer in town," recalls Glenn Larson. "In the early years the only thing that was in this area was either a small farm or a timber worker. And so the war came on, a lot of the fellows left and didn't come back because there were no jobs here. So therefore you could see in a way we were in the driver's seat."

For years, the sawmill thrived. In the '60s and '70s, the purchase of some heavy equipment allowed for further efficiencies says Keith Larson. "Getting a front end loader for the material out here was a big step, a big deal." The era also brought on its share of problems however, adds Keith, referring to the high inflation of the day. "You bought something and it increased in value before you could even get it out of the yard. Now, that worked two ways. We couldn't supply all of our orders so we had to buy lumber from outside and we made year-long commitments on pricing, well, we were buying lumber and other materials to fill orders and it was starting to cost us more and that changed the way we did business and the way we thought about things - just learning what inflation was."

In 1976, there was a disastrous fire at the mill. The Larsons lost the planer building, equipment, two forklifts and some lumber. Insurance allowed the family to replace its losses and continue business. In 1984, son Miles began to manage Westwood Building Center, the retail operation which sells building materials and remains open. Son Keith took over Larson Lumber. While Keith's business cut pallet lumber and





Glenn and Keith Larson of Larson Lumber.

bought pulpwood, Miles and Kevin ran the Westwood Building Center. Another fire had a strong effect on operations in 1998. "We lost some customers when that happened because we just could not, the piece of equipment we lost, we lost that kind of production. We continued what we could and rebuilt, but never regained that volume, and in the meantime all the other things began to happen too," says Keith Larson.

Looking back on the past 60 years of operations, Glenn Larson has lots of fond memories of the business. "At one time, it was a

good, good living, we did well," and he still plans on coming into the office as usual, like he always has, while Keith runs the pulpwood brokerage side of the operations. "I've got to come in and check in and then go have coffee and solve the world's problems

everyday. And find out who did what overnight."

And his years of experience offer insight into a business that has seen more than its share of struggles in recent years, but Larson remains optimistic. "I think the timber industry is still viable, I think we're going to see changes, I think we're going to see diminishing numbers of people in it... I think the small Ma and Pa operations will still have their place."

And the Larson family will always have its place in Bagley's history.



Keith and Glenn Larson of Larson Lumber.

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Task Force Finds Ways To Improve Minnesota's Forest Products Industry

A nine-member task force has come up with seven recommendations to help improve the economy of the forest products industry. At the request of Governor Tim Pawlenty, the task force, first formed in March 2003, submitted its final report to the governor this July. Its five recommendations and 10 factors of impediments to competition could help Minnesota become more competitive in the national and international markets.

The group is comprised of Department of Employment and Economic Development Commissioner Matt Kramer; DNR Commissioner Gene Merriam, St. Louis County Land Commissioner Dave Epperly; Boise Public Affairs Manager Bob Anderson; Hedstrom Lumber Company President Howard Hedstrom; Timber Producers Association President and owner of C.O. Johnson Logging Clarence Johnson; Blandin Paper Senior Vice President and General Manager Joe Maher; Ron Salisbury, Potlatch plant manager, and University of Minnesota College of Natural Resources Dean Susan Stafford.

The governor had two goals for the group: describe Minnesota's competitiveness as an industry compared to other states and countries, and identify potential changes in policies and programs to reduce barriers and constraints in the industry that impede opportunities for industry retention and expansion. The task force met four times between March and June before presenting its report to the governor.

The group identified 10 factors considered to be major impediments to competitiveness. Listed in priority order they are: Wood and fiber availability and price, permitting and environmental review, transportation, energy costs, wood and fiber quality, taxation, labor and construction costs, education and research, forest land productivity and technology.

Minnesota was then compared to

Summary of Assessment

	Wood and Fiber Availability and Price	Permitting and Environmental Review	Transportation: Vehicle Weight Limits	Energy Costs	Wood and Fiber Quality	Taxation	Labor and Construction Costs	Education*	Research	Forest Land Productivity	Technology Review
Wisconsin	W	R	W	B	W	W	W	W	R	W	
Michigan	B	R	W	B	Mixed	Mixed	W	B	R		
Alabama	D	B	B	R	W	D	W	D	B	R	
Georgia	B	D	D	U	B	B	W	B	D		
Maine	B	D	W	U	B	B	W	B	S		
Texas	R	B	S	D	Mixed	R	W	R			
Oregon	W	D	W	D	U	U	W	U	R		
Washington	W	B	W	B	U	U	W	B	R		
United States				R			W		R		
Canada	B	D		R					S	W	
Sweden		R		D	R	Tax			R	B	
Ireland		B		W	B	Systems			R	R	
Brazil	B			W	D	Differ			B		
Chile				W	U				B		

B Better than Minnesota S About the Same as Minnesota W Worse than Minnesota

other locations, including Washington, Georgia, Alabama, Wisconsin, Brazil, Sweden and Canada, on these 10 impediments. In all but education, at least one other location was ranked better than Minnesota. To address these deficiencies, the task force listed seven recommendations:

- Increase wood and fiber availability, quality, and production from public and private lands while continuing to protect the environment.
- Improve the effectiveness of environmental review processes to make Minnesota more competitive while protecting the environment and providing public trust.
- Improve the condition of Minnesota's highway, rail, and inter-modal transportation system.
- Promote voluntary, third-party certification of federal, state, county, and private forestlands in Minnesota.
- Increase investments directed at improving state, county, and private forest health and productivity.
- Create a business climate that encourages capital investment in Minnesota's forest products industry.
- Create a follow-up team to work with the governor's office to

formulate a comprehensive implementation strategy for task force recommendations.

Members of the task force state that if implemented, these recommendations will facilitate investments to capitalize on Minnesota's strengths and maintain the vitality of the industry. To increase the likelihood of implementation, the task force went a step further, by not only identifying seven recommendations, but also listing the means to see that each is achieved. Suggestions include, but are not limited to, increasing timber volumes on DNR and county lands, as well as in the Chippewa and Superior national forests, making gross vehicle weights more comparable to neighboring states, having the DNR certify all state timberlands by 2005, increasing research funding at the U of M and developing proposals for the 2004 and 2005 legislative sessions.

The next step to getting these recommendations on the books lies with follow-up teams which will take the necessary steps to see that these suggestions can be carried out. For the full text of the governor's report, you may log on to the DNR website at: <http://files.dnr.state.mn.us/publications/forestry/govforestindustryreport2003.pdf>.

New Load Securement Rules Take Effect January 1st

Some January new load securement regulations are going into effect, so it's important that every logger know the changes in the provisions. The final rule on the cargo securement standards for the Federal Motor Carrier Safety Administration (FMCSA) became effective Dec. 26, 2002, with a grace period that ends with full compliance necessary by Jan. 1, 2004. Recently, members of the Timber Producers Association and the Minnesota Logger Education Program met with Lt. Ron Silcox

and commercial vehicle inspector Randy Zahn of the Minnesota Department of Public Safety to go over the changes. In order not to be in violation, there are several important provisions to note, with new regulations listed in bold.

Components of a securement system: logs must be transported on a vehicle designed and built, or adapted, for the transportation of logs. Any such vehicle must be fitted with bunks, bolsters, stakes or standards, or other equivalent means that cradle the logs and prevent them from rolling.

Components must be designed to withstand operational forces and stakes and standards not permanently attached must be secured to prevent separation.

Tiedowns must be used in combination with bunks stakes and bolsters to secure the load.

Use of securement system: logs must be solidly packed and the outer bottom logs must be in contact with and resting solidly on the bunks, bolsters, stakes or standards. Each outside log must touch at least two stakes, bunks, bolsters or standards. If it doesn't actually touch the stake, it must

rest on other logs in a stable manner and extend beyond the stake, bunk, bolster or standard. The center of the highest outside log on each side or end must be below the top of each stake, bunk or standard. **Each log not held in place by contact with other logs or the stakes, bunks or standards must be held in place by a tiedown.** Lt. Ron Silcox says, "The chain might touch 3 or 5 logs on the top and the rest are six inches below the chains and they think that's good enough, before it really wasn't an issue. I mean, if we saw it we took care of it, but there was so much grey in the law, we wanted a fine line answer as to what we needed to do, and now it really clears it up, there is a fine line answer.... It might not be the answer the industry wants...but at this point in time it's the answer you're stuck with."

Additional tiedowns must be used when the condition of the wood results in low friction between logs.

Commercial vehicle inspector Randy Zahn says, "That becomes an issue if we see movement in the logs or it would be, of course, an issue after the fact if you make a corner at Scanlon and the logs all fall off - there's a problem. And now that's specifically written. You can't just think that moving it over is just

(continued on page 16)

(continued from page 14)

going to cover it if the condition is such that you need to add some more chains or straps to prevent that from happening.”

Securement of shortwood logs loaded crosswise: The end of a log in the lower tier cannot extend more than one third of the log’s total length beyond the nearest supporting structure of the vehicle. When only one stack of shortwood is loaded crosswise, it must be secured with at least two tiedowns. When two tiedowns are used, they must be positioned at one-third and two-thirds of the length of the logs. Trailers more than 33-feet long must be equipped with center stakes and each tiedown must secure the highest log on each side of the center stake, and must be fastened below these logs. Stakes subjected to upward force must be anchored to withstand that force.

Securement of logs loaded lengthwise: each stack must be secured by at least two tiedowns.

Securement of logs on pole trailers: the load must be secured by at least one tiedown at each bunk or by wrappers that encircle the entire load at locations along the load that provide effective securement.

Conditions of strapping: **no cuts or cracks will be allowed, and straps must be marked. If a tiedown is repaired, it must be repaired in accordance with manufacturer’s standards and standards set forth in the law.**

Lt. Silcox stressed the issue of safety while discussing the enforcement aspects of hauling logs. “The issue is: we’d rather have it done in the forest rather than sitting alongside the highway doing that. It’s more convenient for you folks, it’s safer for the public, and it’s easier for my people, too, that they don’t have to be worried about that issue.”

While the new rules regarding securement may be complex, both Inspector Zahn and Lt. Silcox encourage people with questions to contact them or contact the Commercial Vehicle office in Mendota Heights. For the full text of the regulations, you may also go to http://www.fmcsa.dot.gov/contactus/cargo/cargosecurement_old.htm You can also call the Timber Producers Assn. office at 218-722-5013 for more information.

Timber Partners Raise \$20,000 for Kids

Volunteers raised \$20,000 dollars to benefit the Gillette Children’s Specialty Healthcare program on Monday, Sept. 22. The 2003 Log-a-Load took place on Minnesota Power lands at the Boulder Lake Management Area. Minnesota Power donated a 300-acre stand of timber at BLMA. Timber Producers Association member Tom McCabe Jr. cut the trees and Jerry DeMenge, also a TPA member, hauled them to Saapi’s Cloquet mill.

The event raises awareness of the Gillette Children’s Hospital and the Children’s Miracle Network. Children, adolescents and adults with cerebral palsy, neuromuscular conditions, spinal cord and brain injuries, developmental learning delays, spina bifida, sports injuries, genetic conditions, amputations, chronic pain and juvenile arthritis are treated by Gillette. While the hospital is located in St. Paul, many patients in the northern part of the state take advantage of mobile care


units. These units can travel to clinics in rural areas and offer ongoing, specialized medical care to those who need it. Since 2000, the number of visits in St. Louis County alone has nearly doubled, from 570 in 2000, to 927 in 2002. And hospitals such as Gillette benefit from the Children’s Miracle Network which treats children regardless of their prognoses or their families’ ability to pay.

Rep. Mary Murphy attended the event, as did many school children. Guests had the chance to walk down snowmobile trails to the logging site and see the equipment in action and meet families who have benefited from the specialty care. Members of all three network affiliates in Duluth came for the event as well, broadcasting the fundraising efforts and information about Log-a-Load to hundreds of thousands of Northland viewers and raising awareness of this critically important service.

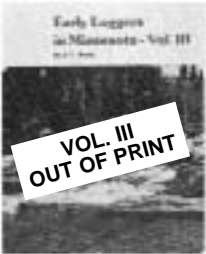
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LOGGERS OF THE PAST . . .

The Tie Makers

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*



No state in the nation contributed more cross ties for the early railroads than did Minnesota, with its vast stands of cedar and tamarack. In states further west, ties were cut from the hardwood timber adjoining the railroads, but when the rails crossed the prairie states, ties had to be transported greater distances—and Minnesota became one of the large tie-producing states. Also, when railroad logging came into the picture, a large number of ties were used in the many miles of logging spurs as well.

The camps that put in logs seldom cut ties, however, since the railroad camps did cut some ties for use in their own logging spurs and “skeleton” tracks. Where considerable tie timber was left

after pine logs were cut, companies owning the land, as a rule, would sell the standing tie timber to a company that cut only ties, cedar and pulpwood, or contract this cutting out to “jobbers,” as the small contractors were known. Some logging companies formed separate operations for the sole purpose of cutting this “small timber.” These small timber companies usually cut the remaining timber the year after the pine was out, and in this way had the advantage of the roads and improvements made by the pine loggers.

Minnesota, however, with its vast acreage of swamp lands on which tamarack and cedar grew, had many areas where tie and cedar camps operated and no pine logging was done. Some of the largest stands of tamarack were in Red Lake, Lake of the Woods and Koochiching Counties, and I remember walking for two days through a virgin

stand of tamarack about four miles north of Red Lake in 1918. Many of the tamarack stands had been hit by a larch saw fly epidemic about 1910, but there were some areas north of Red Lake that were missed.

Because cutting and logging ties did not require heavy equipment, many settlers and homesteaders cut ties from their own land and hauled them with a single team and a small sleigh either to a railroad or to a river where they could be sold. In some places, a number of settlers would get together and drive their ties down a small stream to the main stream, where a company would buy them or take over driving. This was a big part of the income of many early settlers.

Many dealers in ties and other small timber products sprung up all over the state, and most every town had its timber dealer. While many of these local dealers were small, there were many companies that operated several camps and financed

Ties cut by sections and in small wood camps are hauled into the yard about time of World War I.



small jobber camps. The Cloquet Tie and Post Co. operated up to 15 or 20 of its own camps each year. Duluth had its share of activity, with firms like Duizeth Lumber Co., Martin Timber, Duluth Western Timber Co., Curry and Whyte, Bradley Timber Co., Clouidy and Travers, P. H. Morgan, A. L. Skelton Co., Ernest Nelson, Tummy Timber Co., J. C. Campbell Co. and many others.

Companies operating in the western part of the state included American Cedar Co. of Bemidji, Clark Pile and Tie Co. of Bemidji and Kullher, the Northern Pole and Tie Co. of Blackduck, and many more.

The camps were much smaller than log camps, with 40 to 60 men as a rule, and a camp with 100 men would be considered a very large operation. In later years, as pulpwood came into the picture and was cut along with the ties and cedar, the camps became larger. Quite a few of the early tie camps were built with timber walls made of upright logs about eight inches in diameter. Cut about seven to eight feet long, the logs stood on end and were held in place with a plate on the top and bottom. Camps built like this were called "tie maker camps" by the old lumber jacks.

By 1890 and up to 1900, most ties were cut by men who worked by the month, but tie camps were the first to adopt the "piece maker" system, with a man paid so much a piece for whatever he cut. As most of our early ties were cut from tamarack with a stump diameter of 12 to 16 inches, the two-man crosscut saw was come away with and the single-man 4½-foot crosscut became the standard be saw. A few men liked a 5-foot saw, but the 4½-foot was the most popular.

Men worked singly, as a rule, and each cut timber adjacent to a skid road, known as his strip. However, there were camps in the early days where one man did the felling and another the hewing, but in most cases each man did both jobs.

Most hewing was done while the top was still on the tree, as this kept it rigid during hewing. Most men also preferred leaving the hull of the tree on the stump during the hewing operation to hold the tree up out of the snow. A spring axe, usually about five to six pounds, was first used to make scores about 12 to 16 inches apart along the sides of the tree, then each side was hewed to make it as smooth and even as possible. Broad axes for hewing varied in weights from 6 to 12 pounds, with the average axe, when new, about 8 pounds. Most men hewed while standing on top of the downed tree, although some stood on the ground and used a broad axe with an offset handle.

Ties were piled along the strips by the cutter in small piles of six to 12 and were skidded to the main road with a two-trunk drag using a single horse or a team. Logging skiffs for hauling ties on ice roads used a double rack with two tiers of



Peeling ties with a spud (above). All ties were peeled with a spud rather than peeling knives. Below: one of the smaller skiffs that moved ties on "rough" roads.



Ties were skidded on two-bunk drags drawn by one or two horses. The men below are ready to load sawrack ties.



ties piled crossways. On snow roads, a single rack usually was used. All loading was done by hand; ties were upended and pulled onto the rack with a peckham.

In the spring of the year, ties would be inspected by railroad tie inspectors and then carried on the shoulders of tie loaders up a plank onto cars. Tie loaders were a strong, rough-bried who made good money while their buddies took the punishment.

Many of the streams that were too small for driving logs were dammed up and ties and other eight-foot timber were driven down them with ease. The Cloquet Tie and Post Co., which did all the cutting of "small timber" on the combined Weyerhaeuser lands out of Cloquet, drove many of the tributaries of the Cloquet, Whiteface and St. Louis Rivers, including the Langley, Mudhen, Waterhen, Murphy, Beaver, Pine and many others. In the western part of the state, the Shatley, Cormorant and Battle Rivers were driven down to Red Lake and ties were rafted across the lake. Most every tributary of the Mississippi had ties driven down them at some time. Many creeks not over four to six feet in width became a means of transportation for ties during the spring runoff.

When ties were driven down rivers they were hoisted from the water with animal-hoist hoists. There were tie hoists at Brevador on the St. Louis River operated by the Cloquet Tie and Post Co. and at Littlefork on the Littlefork River operated by Conliffe and Schuster, and others at Laramie.

The ties from our virgin tamarack stands averaged about six or seven eight-foot ties. Cedar ties were cut in the same manner, but with other cedar products such as posts and pilings at the same time. Tamarack ties alone, as a rule, came from the tamarack stands.

There were several grades of standard ties as well as some smaller ties used on temporary spurs. Where ties were used on temporary spurs they were picked up and used again several times.

The average railroad has from 2,500 to 3,000 ties per mile of track, and a great amount of ties needed replacement each year. Untreated tamarack ties would last about eight years, an untreated cedar tie about 10. A few railroads used untreated jackpine ties that would last from three to five years. Cedar ties were used more in spurs that did not get heavy use, and most railroads prior to 1920 used tamarack ties. Treated oak ties in use today last up to 30 years.

At the turn of the century there were tie yards all through the northern part of Minnesota and tie landings along all railroads. The cross tie industry in northern Minnesota was, without doubt, one of our largest industries—second only to pine—in importance in the early development of our state.



Two of the men hold their broad axes in this small tie camp.



Ties and rails are ready to be laid on this railroad spur through the timber. Below. Temporary or "skidder" tracks are laid on the surface, with no ballast.



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

CABLE SKIDDERS

1967 225 TJ.....	\$6,500
1969 C4 TF.....	P.O.R.
1973 C5 TF.....	7,500
1975 440B JD.....	11,000
1970 440A JD.....	10,500

GRAPPLE SKIDDERS

1993 518C Cat., new trans.....	40,000
1989 170XL Franklin, 6 cyl Cummins.....	16,000

1991 450B TJ, Cummins eng...18,000
1998 460 TJ, dual function.....52,000
1978 540B TJ, 28Lx26 tires.....19,000
1986 648D JD, dual function...27,000
1993 648E JD, dual function...46,000
1980 C6 TF, with 23.1x26 tires..9,000

CRAWLERS

1993 D31P20 Komatsu crawler dozer.....	25,000
1995 D31P20 Komatsu crawler dozer.....	35,000
1995 D3CLGP, new undercarriage, very clean.....	33,000
1975 450C, 6-way blade.....	12,500
1990 650G, 6-way blade.....	32,000

1987 D4H LGP, 6-way blade, encl. cab.....	27,000
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KNUCKLE BOOM LOADERS

1987 210C 6 cyl JD slasher pkg.....	27,000
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160 Barko on tandem truck.....	11,000
Prentice 90 on tandem truck, 19' bed.....	8,500

1987 XL 175 Husky.....	14,500
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TRUCKS

1998 Peterbilt, 470 Detroit, 18 sp.....	36,000
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1978 GMC 2-ton w/hydr hoist, flatbed dump.....	4,500
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EXCAVATORS

1990 JD 490D.....	27,000
1992 Mitsubishi MXR55.....	12,000
1997 JD 690E.....	39,500

DELIMBERS

1981 743 JD.....	15,000
Siirio delimber/slasher.....	7,000

1985 125B Case w/3000 Denis.....	27,000
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1986 JD 693C w/3000 Denis...25,000	
1995 CAT 320 w/3500 DT Denharco.....	79,000

FELLER-BUNCHERS AND SHEARS

1981 1080C Bobcat.....	12,000
1979 Drott 40, shearhead.....	17,000
1978 Drott 40, JD eng.....	13,000

1993 JD 590D w/18' Roto saw.....	29,000
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1993 T445 Timbco, w/22" Quadco sawhead w/side tilt.....	125,000
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1993 Risley Black Magic w/Risley sawhead.....	95,000
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1976 544B JD, 20" shear.....	21,000
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1988 910 Cat, 17" shearhead, rebuilt trans.....	32,000
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1979 411 Hy-Ax w/Timbco bar saw.....	14,000
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1987 411B Hydro-Ax.....	20,000
1986 511B Hydro-Ax, 6 BT Cummins.....	30,000

1988 JD 643 20" Cameco shear.....	23,000
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WHEEL LOADERS

4500 Ford backhoe.....	7,000
1992 410D JD backhoe.....	27,000

544B JD.....	15,500
1979 544B JD.....	18,500
1981 644C JD.....	28,000

MISCELLANEOUS

1979 Bobcat 731 Skidsteer loader.....	6,700
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1991 Bobcat 853 Skidsteer loader.....	9,500
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CAT V80D 8,000# forklift.....	6,500
54" slasher w/power unit.....	6,500
60" slasher w/power unit.....	14,500

20" Koehring sawhead to fit 643 JD.....	9,000
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