

THE VOICE OF THE TIMBER INDUSTRY

TIMBER BULLETIN

DULUTH, MINNESOTA

SEPTEMBER/OCTOBER 2002

VOLUME 58

This professional harvest takes care to preserve and sustain the values of forest ecology.

This disturbance is temporary. Watch for regeneration and new habitats in the future!

Petty & Sons,
A Family
Company



Questions? Contact us!

Petty & Sons
Timber Products, Inc.
(320) 495-3474

TIMBER BULLETIN

Volume 58
September/October 2002
Duluth, Minnesota

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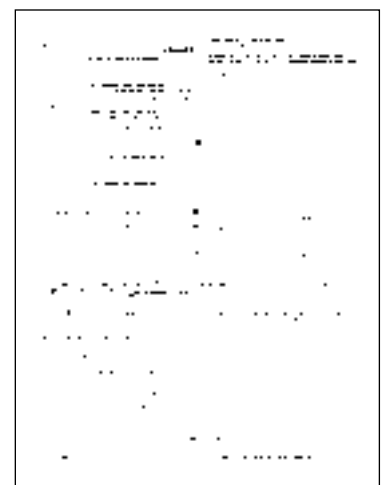
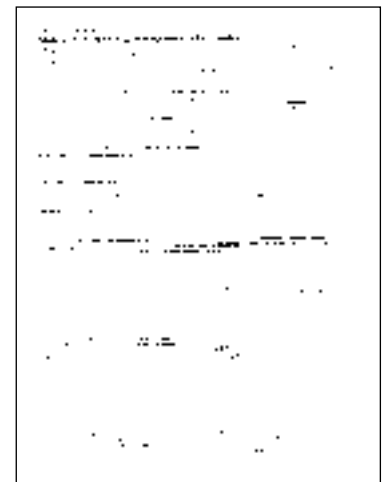
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ON THE COVER

Petty & Sons has utilized Forest Resources Association's Timber Harvesting Signage Program to promote public awareness.

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With fall almost gone I am sure we are all wondering how the time slipped away so fast. In the last two months there have been numerous transportation meetings concerning nine ton routes in Aitkin, Cass, Crow Wing and Hubbard counties. Through these efforts I don't see many short-term solutions, but hopefully in times to come there will be some changes. This is a

President's Column



very important subject in getting our timber to the mill as economically as possible and the transportation committee will continue to work on this issue.

On September 26 the two Bemidji Potlatch mills became the eighth and ninth worksites in Minnesota to achieve Minnesota Star status, which is a very prestigious award for their safety record. As I witnessed the presenting of the award, the thought came to me how important safety is in every aspect of the wood industry. Congratulations Potlatch for a job well done!

With our MLEP fall field training sessions over, I'm sure we were all informed that our executive director, Mike Turner, will be leaving his position in November. As we recall, Mike was instrumental in getting the Minnesota Logger Education Program started for us seven years ago. Mike, I would like to thank you for all your efforts in getting this program going in Minnesota and I wish you the best in your new position.

As we all know, elections are coming up this fall. Please stay informed to learn who is on our side so we can make the right choices.

Remember, log safely.

Coming Events

■ Minnesota DOT Northern Zone Spring Restrictions Meetings

When the new weight law passed last session the legislature added the requirement that MnDOT complete a study of the Spring Load Restriction Northern Zone. In response to the legislative requirement, the Minnesota Department of Transportation has requested TPA's input during their study. They have created a committee to review the information about the current zones and make recommendations about possibly changing the zoning structure (adding an additional zone, redesigning the current boundaries, etc.) There will be three meetings through the end of the year. The actual committee is so far comprised of MNDOT personnel, the State Patrol, some county personnel, a Minnesota Trucking Association representative and myself. However, Glenn Engstrom with MNDOT has asked for our input on where they will draw the boundaries, and would greatly appreciate your attendance at as many of the meetings as you can make. The meetings are scheduled as follows:

Oct. 23, 2003 – 9 a.m.-3 p.m. in Grand Rapids at the Itasca County Courthouse. Discuss draft report. Review potential zone boundary options. Select and prioritize options stating pros and cons for each.

Nov. 20, 2002 – 9 a.m.-3 p.m. at MnROAD. Discuss final draft report. Review final recommendations for zone boundaries.

Member attendance at these meetings is important for future zone boundaries. *If you want to make comments or present concerns, but can't attend the meetings please call Rachel at the TPA office 218-722-5013 and make certain your concerns are presented to the group.*

■ Annual Timber Producers Association and Minnesota Department of Transportation Joint Meeting

On Oct. 29, 2002, the

Minnesota Timber Producers Association and MnDOT will meet to discuss transportation issues throughout Minnesota. The meeting is scheduled in Grand Rapids at the Sawmill Inn from 9:30-noon. There will be representatives from MnDOT districts, Minn. State Patrol, counties, and the Minn. TPA present for this round table discussion. Issues to be discussed include: TPA Road Priorities Project, MnDOT District reports, MnDOT Weight Education Project and a variety of legislative issues. This has historically been a very productive and informative meeting. *Anyone interested is welcome to attend, please RSVP your attendance to the TPA office 218-722-5013.*

■ St. Louis County Logger's Forum – The Independent Logger's Role in Today's Forest Marketplace

Thurs., Nov. 7, 2002, from 1-4 p.m. St. Louis County has announced that they will hold a meeting to be used as a follow-up to the April 23, 2002, Logger's Forum that was held in Floodwood. This meeting will be held at the Floodwood Village Hall (across from Bridgeman-Embers). The forum is free of charge, however they are asking that you confirm your attendance by either calling Terri/Joanne at the Pike Lake Area Office at 218-625-3700 or by email to landpike@co.st-louis.mn.us by Oct. 31, 2002. The program will include a report on the status of issues identified on April 24, comments from Land Commissioner Dave Epperly and DNR representatives Doug Ford, Dan Grindy and Doug Tillma, as well as a report on the USFS Plan from LaCroix District Ranger Constance Chaney. There will be time for input from the logging community and they encourage and anticipate active participation.

When you receive this issue of the Bulletin, you ought to be about ready to go vote in the general election. No excuses this year, deer season doesn't open until the weekend after this year's Nov. 5 election.

Congratulations are in order for Representative Tom Bakk who won the primary contest to succeed Doug Johnson in the Minnesota Senate by a 2-1 margin. Bakk will be an outstanding senator and will continue his strong advocacy for forest management, logging and all natural resource issues.

Congratulations also go out to David Dill who prevailed in a tough four-way primary in his campaign to win Tom Bakk's seat in the

Executive Vice President's Column



Minnesota House of Representatives. Dill ran the most aggressive campaign and was rewarded for his efforts.

The big statewide races for governor and senator remain too close to call. Polls in both races show the differences in support are slight and within the margins of error. This makes every vote even more important. There are lots of elections where the winner would have been different if even a handful more votes had been cast for one candidate or the other. Most recently we can look at the last presidential election vote in Florida.

Your vote does make a difference and will be even more important this year. Make sure you vote.



Duane Kick, timber sales leader on the Superior National Forest, has been named acting supervisor for the Chippewa National Forest. The Chippewa's former supervisor, Logan Lee, has been appointed supervisor of the Midewin National Tallgrass Prairie in Illinois.

Kick, a veteran Forest Service leader and former Tofte district ranger, is expected to fill the acting

role into the first quarter of 2003 when a new supervisor will be named. Sources in the Forest Service indicate that recent searches for new forest supervisors have attracted many good applicants. This was not always the case in recent years.

We wish Logan Lee well in her new position. While we had significant differences with the Chippewa, Ms. Lee was open with us and worked hard in her service to the USFS. I'm sure that she will do a good job in her new position.



I've had the chance to speak to a few groups recently including the Association of Minnesota Counties, Duluth Izaak Walton League and the Engineers Club of Northern Minnesota. There seems to be increased interest in forestry right now, particularly as it relates to the economy in Minnesota.

At the Duluth Izaak Walton League, TPA member Bob Owens and Superior National Forest Supervisor Jim Sanders also spoke. Mr. Sanders and I both used the same prop: the recent Holmes/Chipmunk Timber Sale EIS. This document is the size of the Minneapolis telephone book and cost about \$200,000 to produce. It makes a great example of the need to reform the environmental review process for U.S. Forest Service decisions.

Most people, including Forest Service employees, will agree that the Superior National Forest could adequately review the issues for the Holmes/Chipmunk Timber Sale for a quarter of the cost and either save the difference or do something positive for the resources on the forest.



The Wood Fiber Employees Joint Legislative Council had their fall meeting in Grand Rapids this year. This group is made up of the unions and management at organized mills. It works on timber supply and other issues that impact their members jobs.

The council went on a woods tour set up Itasca County Land Commissioner Garrett Ous and his staff. It was one of the best woods

tours I've ever been on and gave us a chance to see the great job that is being done by Garrett and his staff in Itasca County.



Chancellor James McCormick of the Minnesota State Colleges and Universities (MNSCU) came to the TPA office for a visit in October. He brought along Dr. Kathleen Nelson who is president of Lake Superior College, Michael Murphy, associate vice chancellor for strategic partnerships and workforce development and former State Senator Jerry Janezich, who does government relations work for MNSCU.

I had met Chancellor McCormick at the State Fair, where he'd expressed interest in learning more about our industry. After giving him my card, I didn't really expect to hear from him. I was pleased when he called to set up this meeting.

My purpose for the meeting was to inform him and his staff about our industry. He started the meeting by stating that MNSCU was a public, taxpayer funded institution whose job was to serve the taxpaying citizens of the state and the industries that provide them jobs. And, by the way, what can MNSCU do that might help us.

Pretty refreshing. We had a great discussion. I'm not sure where it will lead, but it's nice to have someone legitimately reach out and seek to find out what our needs may be and how they can help. And it was nice that the meeting didn't have to be in the Twin Cities.



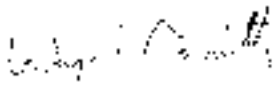
I'm sure you've all heard about

DNR budget problems from the news or your area office. It doesn't seem to make much sense to reduce funding for one of the few profit centers in state government – timber sales – in order to save money. This and other budget issues will no doubt occupy most of the 2003 legislative session.



With most logging operations shutting down for awhile during deer season, it's a good time to review safety. Get your crew together, whether you're a logger, sawmiller or trucker, and review safety issues with them.

Also, remind them to have a safe hunt this fall.



Search Complete, Banzhaf Named SFB President

The Sustainable Forestry Board, Inc. (SFB) announced that William H. Banzhaf has been named as the organization's new president. In this role, Mr. Banzhaf will serve as the chief executive officer and spokesman for the SFB.

In noting Mr. Banzhaf's appointment, Colin Moseley, chairman of the SFB said, "Bill brings a breadth of experience from a distinguished career in forestry to his new role. His strong relationship with organizations and individuals involved in forestry and certification issues will

support our mission of continual improvement of SFI. We believe his knowledge, energy and leadership will keep us on our current track as one of the world's most widely used and respected forest certification systems."

Mr. Banzhaf is currently executive vice president of the Society of American Foresters (SAF) a position he has held for 14 years. Prior to his service with SAF, Mr. Banzhaf was president of George Banzhaf & Company, a forestry consulting practice in operation since 1934. He holds a BA degree from the University of Colorado (1964) and a BSF in forestry from the University of Michigan (1967).

Mr. Banzhaf's selection is the culmination of a national search process started by the SFB in May of 2002. He will assume his new role effective Jan. 1, 2003. The SFB's principal offices will be relocated from South Carolina to the Washington, D.C., area.

Maintenance and Replacement of Equipment Windows

Introduction

The cabs on heavy equipment have been designed to protect the operators in a variety of ways. Enclosed cabs often have "windows" made of polycarbonate material. This material requires special care and may not protect the operator as the machine ages. It is important to know how to maintain this material, and when it has lost its protective properties.

General Features

Windows and skylights on equipment are often called plexiglass. Often the equipment has no additional window bars or other steel structure to protect the operator. This plexiglass is often a General Electric product called Lexan, which is a safety glazing material. This material deteriorates with age and loses some of its strength due to the effects of sunlight. Working conditions, cleaning methods and impacts from rocks, branches or debris can also

affect its integrity over time.

Operation

Lexan window and skylight material must be replaced when:

- 1) it is four years old, regardless of appearance
- 2) becomes yellow or hazed
- 3) is scratched on either side with scratches that can be felt with the fingernail (.003" or greater)
- 4) has cracks coming from the edges or mounting holes, or fine cracks in the surface area
- 5) has contacted any fluids that have caused cloudiness

Any of these conditions can cause Lexan to lose enough strength that it will not protect the operator as designed.

Maintenance of Lexan

Weakened conditions can result from cleaning with inappropriate cleaning solvents. Normal window cleaning fluids, especially those containing ammonia, fuel or brake cleaner or ether may damage Lexan.

Pre-rinse glazing with water to remove gritty substances.

Wash glazing with a mild solution of household liquid detergent and warm water. Lemon Pledge is recommended for Lexan or Marguard. (It provides a waxy protective cover.)

Apply cleaner with sponge or soft cloth. Rinse well with water and dry with a clean chamois cloth or soft rubber squeegee.

Do not use abrasive or highly alkaline cleaners.

Impacts from branches and stems, as well as overtightening of the frame hardware can cause cracks.

Do not operate windshield wipers on a dry surface.

Do not clean with metal blades or scrapers.

The original equipment manufacturer, as well as your local dealer and a local glass retailer, can provide you with the proper maintenance information regarding your window glazing.

Prepared for FRA-NETD by Dan Phillips, The Oliver Stores, Bangor, Maine. Reviewed by Patrick Hackley, NETD forester.



Sean Petty demonstrates what the Fabtec processor can do.

Petty and Sons, a Family Company

by Rachel Benishek

Paul Petty started Petty and Sons Timber Products, Inc. and his career as a professional logger in 1970 with \$300 he borrowed from the bank to buy his first chainsaw. Since that time he and his company have seen many changes. Paul recalls his beginning with that chainsaw and paying 25 cents per cord for stumpage while sitting across the table from one of his foresters, Eric, and his daughter, Sara Nutt. This scene is an eloquent example of the changes Paul mentioned. Sara laughs when she says her title in the company is chief executive officer and teases her father about not making a big enough salary for that position, but Petty and Sons has come a long way from being a one-chainsaw operation. And whether or not Sara's title is completely accurate means little when one understands that the operation is diverse enough to need one person handling all the financial matters on a daily basis.

Paul only gave me a brief overview of the company's history. And though he has been disabled since January he explained that one

thing hasn't changed: his children have stayed in the logging business because they "Like to log, it is a way of life and we enjoy what we do." What Paul, and his wife, Susan, started with a chainsaw has evolved into a highly mechanized operation. The change from chainsaw to processor didn't happen overnight. Paul's first step toward mechanization started with leasing a C4 Tree Farmer which moved what he cut with the chainsaw. A few years later he got a truck as well. About four years after he started in the woods he bought a sawmill for sawing logs he generated on the logging end of the business. He ran the sawmill for 10-12 years and even went to school in order to do his own lumber grading, although he claims he "never got very fast with it." The sawmill cut primarily grade lumber, but business started to slow down after the tie mill in Brainerd shut down, so Paul decided to close the sawmill and return full time to the logging operation which had continued to become more mechanized. At this point the logging operation consisted of two conventional crews. Each crew included slasher/loader, hotsaw, skidders

and a delimer. The logging business has always been the heart and soul of the Petty operation; Paul made it clear that the sawmill was a side diversion that he did for a few years, but the logging was always there. They have slowly become more and more mechanized because the equipment is safer, less labor intensive and it helped to get rid of the trimmers. The last round of mechanization moved them from two large conventional crews and 12 people to two cut-to-length systems that can be run with four people in the woods. They contract all their hauling with trucking companies.

The current Petty and Sons operation is pretty high tech. They run two Fabtec cut-to-length processors and two Fabtec forwarders. The new equipment can work nearly all year round because of technical advances with tires and weight ratios. The forwarders can haul about 5-1/2 cords of wood out of the woods in one trip. The processors can cut between five and 10 cords of wood an hour depending on wood type and quality as well as the operator and the harvest conditions. The processor automatically measures the sticks of wood with either the rollers or the measurement roller in the center top of the head. With the cut-to-length equipment and forwarders, Petty and Sons hauls about 10-14 truckloads of wood a day. Their operation also includes two foresters and a part-time truck driver who drives the lowboy to move equipment; he also runs the center-mount when they yard wood.

(continued on page 10)



Sara Nutt, Paul's daughter, is the CEO of Petty and Sons Timber Products, Inc. She handles all of the finance, insurance and payment requirements for the company.



Sean Petty, right, and Jon Nutt (Sara's husband) in front of the cut-to-length processor. Sean runs this one and Jon runs an nearly identical one for the second crew.



Donny Petty, left, and Gerald (Spud) Hayes standing in front of Donny's forwarder. Gerald runs an identical one for the second crew.

(continued from page 8)

Petty and Sons is also very much a family business. Sara handles everything on the financial end, and Paul's sons, Donny and Sean, are in the woods. Donny runs the forwarder and Sean (also the COO of the company) the processor on one of the crews. Sara's husband, Jon Nutt, runs the processor on the other crew. Jon also holds the title vice president. The forwarder working with Jon is run by Gerald Hayes who has been with Petty and Sons since 1996. Jon and Sean also double as truck drivers as the need arises. Luke is the youngest son and whenever he is not in high school during the summer and vacations he is helping out in the woods running forwarder, dozer or working in the shop.

Although neither of the foresters

are related to the family, they seem to be treated as such and it is very obvious that they play an integral part in the Petty and Sons operation. Steven Kingsley is the senior forester and has been with Petty and Sons since 1997. Steven followed in his father's and grandfather's footsteps and has been in the timber business for 50+ years. When Steven is not being a forester he is running the dozer. Eric Olson is the newest addition to the operation. Eric graduated from Southern Illinois University - Carbondale in 2000 where he majored in forest resource management. He moved to Minnesota for the timber, the recreation and personal reasons. He hired on with Petty and Sons in February and is pretty much done with his learning curve according to Paul. Eric said he really enjoys

working for Petty and Sons and only wishes that Steven was going to be around for a lot longer so he could learn from Steven's experience.

Paul said his philosophy for the business is pretty straightforward, "It is important to do the right things for the site because my kids are taking over." He goes back to look at jobs he cut 30 years ago, which are almost big enough to cut, and knows that what they do today will affect the business in the future. He is honest and open with the landowners they contract with, often saying that they cut the woods as if it were their own property. With this philosophy the foresters play a big role. The foresters go to the site and walk it with the landowner to see what the site needs and what the landowner



Donny loads up the processor with popple.



The crews take a lunch break.



Paul and his wife, Susan, at the house and office in Wakon.



The two crews, and Eric, pictured in front of the Fabtec processor. In the background is a forwarder.

wants done. They try to mesh the landowners objectives with doing what is best for the site. The foresters make sure the crews are familiar with the site and the contract by walking through the site and using aerial photos.

Petty and Sons has markets for everything they cut, although they do cut primarily aspen. Sara makes certain that the landowners get paid on a weekly basis, so the foresters keep her informed. His philosophy also has made Paul buy signs that they put up on their jobs to claim what they do. They are proud of the way they work and want to make sure people know that they do a great job for the landowner and for the sites they

harvest. Many of the landowners they have worked for hold Petty and Sons in very high regard. They have letters of appreciation from the landowners they have worked for in the past which highlight the work they do and how impressed landowners are with the harvests on their property. One landowner, Mary West, wrote a great letter to Potlatch that first highlighted how reluctant she and her family were to do harvesting on their property after bad experiences in the past. However, she writes, "Needless to say our feelings have changed dramatically due to the hardworking professionals that you have working for you. We would like to thank

them...we would like to thank Paul Petty and his crew who actually did the cutting. We have never come in contact with such professional loggers. Mr. Petty and his crew worked with us on every aspect of the harvest – treating our property as if it was their own. Their procurement forester, Steve Kingsley, spent many hours walking our woods, making sure that Petty and Sons knew exactly what our wishes were. He also made many professional suggestions when needed. Our view of 'loggers' has changed completely due to our wonderful experience with Petty and Sons.... We still can't believe how wonderfully this has turned out. You can bet all of our neighbors will know how happy we are..." Petty and Sons have been good advocates for



Eric Olson, forester, stands next to one of the signs Petty and Sons use to claim their work. The regeneration behind him is the result of salvage after the tornado that went through the Brainerd area.



Sean Petty explains the processor head. The roller that they use to measure sticks is the vertical silver piece in the middle of the processor head, just about level with Sean's head.

sustainable forest management and doing what is best for the land.

Petty and Sons is not involved solely on the harvest side of things. Paul stays involved with everything related to logging, including being a volunteer for the BMP audits, and going to meetings that ask for input on public land management. Petty and Sons has also been involved with Habitat for Humanity harvests and is known to be actively involved in their community and the forest products industry to promote good forest management. They are currently looking forward to working with the Log-a-Load for Kids program in the near future. They are also anticipating an addition to the family when Sara has her baby in about one month.

Petty and Sons is just one example of a successful family-owned business. The best thing about this family-run business is that the family is staying active and remaining in the logging business in a time when it is tough to be in the timber business.

(Luke Petty and Steven Kingsley were unavailable for pictures.)

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Note: Existing subscriptions will continue at their current rate until they expire.

IRS Proposes Tax on Mobile Machinery – Comments Needed

The Internal Revenue Service (IRS) has proposed imposing federal excise and highway use taxes on taxing mobile machinery, which could cost logging businesses thousands of dollars annually. Currently, off-road logging equipment (including truck- and trailer-mounted log loaders, whole tree chippers and stroke delimiters) is exempt from these taxes because these machines are not considered to be highway vehicles.

On June 6, 2002, the IRS proposed a rule that would terminate the exemption for any non-farm equipment that could be used on roads, whether or not its primary use is off-road. The proposed rule would subject this equipment to the new vehicle excise tax (currently 12 percent of purchase price), motor fuel user fees (18.4 cents/gallon for gas, 24.4 cents/gallon for diesel), annual heavy vehicle tax (up to

\$550/year), and excise taxes on heavy-duty tires.

Comment Period Extended:

Thanks to the efforts of Senator Bond of Missouri, the ranking Republican on the Senate Small Business Committee, the Sept. 4 deadline to submit comments has been extended to Dec. 4, 2002. Comments can be submitted electronically at www.irs.gov/regs, scroll down the list of regulations until you come to "Definition of Highway Vehicle," or go directly to the comments site with this address: <http://www.irs.gov/app/scripts/ct.jsp?regTitle=Definition%20of%20Highway%20Vehicle>. You may also mail your comments to: CC: ITA: RU (REG-103829-99), Room 5226, Internal Revenue Service, P.O. Box 7604, Ben Franklin Station, Washington, D.C. 20044.

If you did not submit comments during the original comment period we request that you do so now.

Points to Make:

- Stress that under the current rule that equipment primarily used in off-road situations is exempt, and that there is no Congressional mandate to proceed with this proposed change in the treatment of exempt vehicles.
- Note that trucks and trailers mounted with log loaders only use public roads occasionally as they are transported from jobsite to jobsite (please estimate days on the road vs. days on the jobsite, miles traveled on public roads during calendar year, etc.). If you operate a whole tree chipper, stroke delimeter, etc., please document how these proposed rules will adversely impact your business as well.
- Explain that if these proposed rules are adopted, your business will have an additional tax burden* of: fuel tax on gasoline (18.4/gallon), diesel fuel (24.4/gallon), tire excise tax on heavy-duty tires, truck & trailer

excise tax (12 percent tax on purchase price), and annual heavy-duty vehicle tax (up to \$550/year). Please submit cost estimates to the IRS.

*Please note that if there is a separate fuel tank for the non-truck element of the equipment, then that fuel will still be tax exempt.

- Note that farm equipment is still exempt and that timber is considered an agricultural crop therefore logging equipment should be tax exempt.
- Include remarks that state that during these tough economic times, this action to increase excise taxes will extend the recessionary times facing the forest products industry.

For More Information:

The proposed rules, published on June 6, 2002, can be found in the Federal Register in Vol. 67, No. 109, on pages 38913-38915. Please contact Ted Margopoulos of the IRS at 202-622-4082 with questions about the proposed rules.

Editors Note: The information in this article was taken from an action alert distributed by the Forest Resources Association, formerly the American Pulpwood Association. TPA thanks them for their fine work on this issue.

Sustainable Forestry Its Growing in California

by David A. Bischel

California is a big state for many reasons. First and foremost is its 100-million-acre land base. Second is the sheer volume of people sharing all that land. And third is the number of legislators representing approximately 34 million people statewide.

Despite the diversity of settings in which people live – ranging from urban cities to rural towns – all Californians want to ensure that California's forests remain forested forever. More than one-third of the state's land base is forested – approximately 40 million acres. National forests cover 17.8 million acres, which is about 45 percent of the total forestland in California.

Other public forestlands cover five million acres, other private forestlands cover 12.3 million acres, and forest industry lands comprise just 4.5 million acres. California's forests provide economic, consumer, environmental and aesthetic benefits indispensable to our quality of life. While we require wood products to support our daily living needs, we also demand that our forests be conserved for use by future generations. Sustaining our forest resources, according to the most powerful forestry laws and regulations in the world, is a top priority for the California Forestry Association. As a result, we feature programs and legislation focused on sustainable forestry in this issue.

Forestry Provides Protections

Forest Foundation President Donn Zea leads our editorial line-up this quarter with a story on how public attitudes about forestry are changing. Recent polling by his organization shows that a whopping 92 percent of Californians believe managed forests can protect the environment and adequately provide wood products at the same time. In addition, in the name of sustainable forestry, we have a story about the Meridian Institute comparative study of the U.S.-based certification programs by the Forest Stewardship Council (FSC-US) and the Sustainable Forestry Initiative (SFI) of the American Forest & Paper Association (AF&PA).

Certification Programs Growing

Following the comparative study, we have stories from AF&PA and

FSC-US telling us about their respective certification programs. To date more than 40 companies have completed the SFI third-party certification, with the total area now certified at 60 million acres and growing. Its 15-member board has balanced membership from three sectors – conservation organizations, forestry professionals and academics, plus SFI-participants. By comparison, the FSC, founded in 1993, is comprised of more than 500 individual, corporate and institutional members from more than 50 countries. FSC's membership adds up to about 1.1 million acres in California, consisting of many companies that are CFA members. We also get to hear from the oldest and largest sustainable forestry system in the United States – the American Tree Farm System. Nationwide, the system has expanded to nearly 65,000 certified tree farms, covering 26 million acres of non-industrial private forestlands in 48 states. It has been described as the greatest voluntary forest-conservation movement in our country's history. And finally, but most importantly, we offer guest editorials from state Assembly Majority Floor Leader Marco Firebaugh (D-Cudahy) and Western Caucus Congressional Member Organization Chairman Richard Pombo (R-Stockton), who offer their positions on sustainable forestry both for California and for our country.

We hope you enjoy reading this issue of *California Forests*.

Reprinted with permission from the California Forests magazine, April/June 2002 issue.

Highway 65 Bridge Posting Alert!!

The Highway 65 bridge over the Little Fork River, approximately 7 miles north of the south Koochiching County Line, is now weight posted for the following:

- 22 TONS – 3 Axle single unit Vehicle
- 40 TONS – 5 Axle Semi tractor/trailer
- 40 TONS – 6 Axle Combination Vehicle

In addition, the 10% over-weights are no longer allowed on this bridge!

Please pass the word to everyone who hauls wood on Highway 65. This is already in effect.



Minnesota Department of Natural Resources
Division of Forestry

500 Lafayette Road
St. Paul, Minnesota 55155-4044



John Nelson displays the print that was included with his award.

July 18, 2002

Mr. Jon Nelson
DNR Forestry
500 Lafayette Road
St. Paul, Minnesota 55155-4044

Dear Jon:

The Division of Forestry is presenting you with its "Award of Excellence" in recognition of the long hours and exhaustive preparation you put into representing the department's interests in the court case concerning the Boise plant expansion.

As the Division of Forestry's representative on the department's interdisciplinary environmental review team, you became part of the legal unit working with the Attorney General's Office as the appeals process wound its way to the Supreme Court. Your work ensured that the findings of the Generic Environmental Impact Statement on Timber Harvesting and Forest Management and the impacts of the Boise plant expansion project were accurately considered in the environmental review process and legal proceedings.

The positive legal outcome you helped achieve in this appeals case concerning the Boise plant was important to Minnesota's forestry community. If the case had been lost, the state's voluntary approach to sustainable forest management would have been compromised.

Congratulations on your "Award of Excellence." It is well deserved!

Sincerely,

Michael R. Carroll
Director

DNR Information: 651-296-6157 • 1-888-646-6367 • TTY: 651-296-5484 • 1-800-637-3929

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NEWsworthy FACES:

Meet Ralph Simcoe and Ron Habisch of Simcoe and Habisch Logging:

I caught up with the Simcoe & Habisch operation west of Ogilvie, Minn., on a beautiful day for being in the woods. The mud was a bit deep because of a couple recent rainstorms, but they were willing to stop and chat with me so I could introduce them to you.

Ralph Simcoe has been in the logging business for 23 years. His son-in-law, Ron Habisch, has been his partner in the woods for the last 19 years. Ralph, Ron and their driver, Ricky, run an operation with a good reputation for responsible woods work. The operation consists of a slasher, delimeter, hot saw, skidder and a truck. Ralph runs the slasher and delimeter, while Ron switches between the hot saw and skidder. Based in McGrath, they go wherever they



Ron Habisch, left, and Ralph Simcoe, right, on the job.

have dry ground, which has been difficult to find this year! Ralph and Ron cut “a little bit of everything,” including pine, balsam, and hardwood, but popple is their primary product.

You are most likely to see Ricky and the truck headed toward SAPPI in Cloquet, although they do cut good quality hardwood

sawlogs from time to time. The Simcoe & Habisch operation wouldn't be complete without Ralph's wife, Caroline (aka The Bookkeeper), or Ron's wife, Debbie, and their two sons, ages 15 and 18.

Welcome to the Minnesota Timber Producers Association Simcoe & Habisch!



TPA Member Becomes a TV Star

If you saw some of the commercials during the Twins home games you may have seen Connie Johnson and his sawmill. How does a TPA member and a sawmill get commercial air time during baseball season? The answer is being featured as a business in the Minnesota Timberwolves "We Go To Work" advertising campaign.

How does this work? According to Liz Hogenson, the advertising and promotions manager for the Timberwolves, it's all about the relationship between players and fans – fans and players as a "team" instead of separate groups. The Timberwolves advertising campaign, "We Go To Work," means the Timberwolves players are helping their season ticket holders at work – literally. In return, the ticket holders/fans go to the Target Center to cheer on the Timberwolves as they go to work. To promote their advertising, the Timberwolves marketing team sought out interested businesses and workplaces owned by season ticket holders. Rod Johnson, Connie's son, is the Wolves public address announcer. He suggested Johnson Logging and Sawmill. That's how Connie Johnson of Johnson Logging became one of the Timberwolves featured season ticket holders and a TV "star."

The Timberwolves campaign brought Rasha Nesterovic, number

8, to work in the Johnson Sawmill for the afternoon. TV cameras followed him around the sawmill for the filming of the TV advertising commercial. Nesterovic performed various tasks at the mill including stacking boards, debarking logs and driving a skidloader. The commercial is being used in print ads, radio

commercials and, of course, television commercials. The ad is slated to run from Oct. 7-30 on a number of different TV stations.

So, the Timberwolves have an interesting advertising campaign and the Timber Producers have a famous TV star included in their membership! Congratulations Connie!

Early Loggers in Minnesota

by J. C. Ryan

VOL. I



VOL. III



VOL. II



VOL. IV



First hand recollections by storyteller 'Buzz' Ryer of the loggers, loaders, sawyers, wood bulchers and bulchers who lived the woods in the hey-day of the pioneer lumberjacks—with dozens of historical photographs.

Finished at \$ _____ for _____

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

_____ copies "Early Loggers in Minnesota" Vol. II at \$9.50 each.

_____ copies "Early Loggers in Minnesota" Vol. III at \$9.50 each.

_____ copies "Early Loggers in Minnesota" Vol. IV at \$9.50 each.

Prices include sales taxes, postage and handling.

Please make check or money order payable to "TPA Services"

Name _____

Address _____

City _____

State _____

Zip _____

Mail to: Minnesota Timber Producers Assn.

900 Medical Arts Bldg., 224 W. Superior St., Duluth, MN 55802

Hedstrom Lumber Earns Governor's Safety Award

The Minnesota Safety Council is pleased to announce that Hedstrom Lumber Company was awarded a Governor's Safety Award for excellence in workplace safety and health.

Hedstrom Lumber was one of 192 employers recognized at the Governor's Safety Awards luncheon at the Minneapolis Convention Center on May 3.

"Workplace injuries and illnesses are a substantial public health issue in Minnesota," said Carol Bufton, president of the Minnesota Safety Council. "Through its commitment to keeping workers safe, Hedstrom Lumber is making a significant contribution to the quality of life in Cook County."

"We have worked hard at our safety program and are pleased to receive the award. We are especially proud of this performance by our employees," said Howard Hedstrom, president of the company. "In such a tough business year the accident-free safety performance of our employees has been a highlight of the year and important to our long-term survival."

Since 1934, the annual Governor's Safety Awards have spotlighted Minnesota employers with above average safety records. Participants submit injury information that is compared with state and national data, as well as the entrant's past performance.

Winners are recognized at three levels:

Meritorious Achievement: Better than average performance in incident rates, dependent on type of industry.

Outstanding Achievement: Continuing improvement and/or a continuing outstanding record.

Award of Honor: Exceptional accomplishment in reduction of injuries and illnesses in the workplace.

Hedstrom Lumber received a Meritorious Achievement award.

The Governor's Safety Awards luncheon was part of the 68th Minnesota Safety and Health Conference, coordinated by the Minnesota Safety Council. The conference is the oldest and largest gathering of workplace safety and health professionals in the region. The Minnesota Safety Council, founded in 1928, is a non-governmental, not-for-profit organization dedicated to improving the quality of life in Minnesota by preventing unintentional injuries ("accidents"). Hedstrom Lumber has been a member of the Minnesota Safety Council since 1997.

More than 450 Minnesota workers are injured or become ill from job-related causes each day, with annual workers' compensation costs of \$1 billion.

Reprinted with permission from the Cook County Star, Sept. 9, 2002.

Sustainable Forestry Initiative Program Recognized for Contribution to Sustainable Development

SFI® awarded ICC-UNEP World Summit Business Award for Sustainable Development Partnerships

The International Chamber of Commerce and the United Nations Environmental Programme announced that the Sustainable Forestry Initiative® program has been awarded a 2002 World Summit Business Award for Sustainable Development Partnerships in recognition of its contribution to sustainable development.

Over 120 nominations were received from 37 countries – involving

businesses, industry sector associations, labor, non-governmental organizations, governments and international agencies and institutions.

The SFI program is a partnership between forest products manufacturers, conservation organizations, public agencies, foundations, and academic institutions that has established a rigorous system of environmental and conservation practices for wildlife and water quality protection,

biodiversity conservation, harvesting practices and a wide range of other conservation goals. The program is mandatory for members of the American Forest & Paper Association and failure to uphold its standard has resulted in the expulsion of 17 member companies.

“We are honored to have been recognized for this award,” said W. Henson Moore, president and CEO of the American Forest & Paper Association, the organization that developed the SFI program in 1994.

“There were many exceptional partnerships submitted from around the world, showing that sustainability is not just a theory but an idea that is being practiced in partnerships across the globe. That the SFI program was recognized is a great tribute to every one of our program participants and partners, and I am pleased to accept this recognition on their behalf.”

With more than 113 million acres of land enrolled in the U.S. and Canada, the SFI program has protected hundreds of special sites, conserved the wildlife habitats of thousands of species and has been a major catalyst for the education and training of more than 67,000 loggers and foresters. By the close of 2002, nearly 100 million acres in the United States and Canada will have undergone SFI third-party certification.

Other SFI awards and recognition: National Wild Turkey Federation Land Stewardship Award; 2001 Renew America/ President’s Council for Sustainable Development; National Award for Sustainability in Forests and Rangeland, 1999; Business Conservation Leadership Award from National Association of Conservation Districts, 1997; recognized as a significant development in private sector efforts to improve the environment by President Clinton’s Council on Sustainable Development, 1996.

All news reports are copy-righted by the respective papers.

University of Minnesota to Offer CWD Testing for Deer

More than 150 veterinarians at 98 clinics have agreed to collect brain stem samples for Chronic Wasting Disease testing from deer harvested during this fall's firearms season.

Samples will be sent to the University of Minnesota's Veterinary Diagnostic Laboratory in St. Paul for testing. Hunters will be notified of results through the mail. The test will be available to any

hunter who wants a deer tested, for a fee determined by local veterinarians and the diagnostic lab.

The Minnesota Department of Natural Resources plans to test between 5,000 and 6,000 hunter-harvested deer during the firearms deer season as part of its ongoing surveillance program. The demand for tests is expected to be much higher, however, according to Ed Boggess, assistant director of the

DNR Wildlife Division.

"We're very happy that we've been able to work with the University of Minnesota to help provide this service to Minnesota hunters who would like to get their deer tested," Boggess said. "We know this will give some hunters reassurance. However, based on the best scientific information available, both state and federal health officials continue to believe CWD is not transmittable to people through eating venison, or by any other means."

The University of Minnesota's Diagnostic Laboratory will test only samples submitted by approved veterinarians. Samples sent by individual hunters will not be accepted. The list of approved veterinarians is available on the DNR website at www.dnr.state.mn.us. Hunters are responsible for taking their deer to the veterinarians for sample collection.

If the University of Minnesota lab finds CWD, the Minnesota DNR will be immediately notified in order to investigate and respond. Information on deer that do not test positive will also be available to the DNR through an electronic database. Hunters who wish to have their deer tested through the University of Minnesota should be sure to register their deer before bringing it to the veterinarian for sampling. The test may require the head of the deer to be removed. State law requires hunters to obtain a possession tag at a registration station before the head is removed. Hunters need to be sure to keep the possession tag with the carcass, not leave it with the veterinarian.

The test detects prions – an abnormal protein that scientists believe causes CWD. Because CWD incubates slowly, the tests cannot be used to tell whether an animal has been recently infected.

"If an animal tests positive, we know with certainty that it has CWD," Boggess said. "However, just because a deer tests negative doesn't mean that it hasn't been recently infected."

So far CWD has been detected in
(continued on page 25)

(continued from page 22)

one captive elk in Minnesota. The disease has not been detected in the state's wild deer herd. In a separate effort, DNR officials plan to sample between 5,000 and 6,000 hunter-harvested deer at select registration stations throughout the state to help determine if the disease is in the wild herd.

Federal and state health officials recommend that hunters follow the following steps with deer processed for consumption:

- do not consume meat from any deer that looks or acts ill
- do not eat the brain, spinal cord, eyes, spleen, tonsils or lymph nodes of any deer
- remove meat from bones rather than sawing through bones
- field dress the animal properly
- minimize handling of brain or spinal tissues, wear sturdy rubber or latex gloves when field dressing, and wash hands and instruments after field dressing is complete.

Animals infected with CWD typically show one or more of the following clinical signs, which may be readily apparent:

- starvation and dehydration
- excessive salivation
- stumbling, weakness, loss of coordination or tremors
- drooping head or ears
- excessively rough or dull coat
- loss of fear of humans.

Hunters who notice a deer that is showing any of the above signs

should not shoot the deer. Instead, they should report the sighting to their local DNR wildlife office. DNR personnel will attempt to locate the animal and have it tested for CWD.

'Logging' Covers Cutting, Trimming, Chipping, Moving, More

In 1994, OSHA implemented a new standard for logging (29 CFR 1910.266), replacing the old pulpwood logging standard. The standard now is called the Logging Operations Standard. The standard defines logging operations as "operations associated with felling and moving trees and logs from the stump to the point of delivery, such as, but not limited to, marking danger trees and trees/logs to be cut to length, felling, limbing, bucking, debarking, chipping, yarding, loading, unloading, storing, and transporting machines, equipment and personnel to, from and between logging sites" (29 CFR 1910.266 (c)). The standard also establishes safety practices, means, methods and operations for all types of logging, **regardless of the end use of the wood** (29 CFR 1910.266 (b)(1)).

There are many types of operations involved in logging. They include, but are not limited to: cutting down trees, cutting

branches off trees and logs, cutting trees into logs, chipping branches and moving felled trees and logs. The hazards the Logging Operations Standard is intended to address are present in all of these operations. The hazards include the massive weights of branches and trees, especially with the irrepressible momentum of falling, moving or rolling trees and branches.

The tools and equipment employees use to perform these operations, such as chainsaws, axes and chippers, also pose hazards wherever they are used in the industry.

The hazards are even more acute when dangerous environmental conditions, such as severe rain, lightning, strong winds, snow, ice, extreme cold, rough terrain and remote or isolated work sites, are factored in. The preamble to the final Logging Operations Standard (59 Federal Register 51672, 51673, Oct. 12, 1994) concludes: "the combination of these hazards presents a significant risk to employees."

Employees performing work for public works departments, parks and recreation departments, the Minnesota Department of Natural Resources (DNR) or public utilities, as well as those who are involved with pre-construction site preparation, can be exposed to the same tools, equipment, environmental conditions and hazards. Other employees who are not conducting traditional logging can also be exposed to the same hazards. Usually when one of these employees is directed to take down a tree, the tree has been damaged by a storm or poses another hazard to the public. With these hazards present, the employee is at a greater risk than a traditional logger, because this is not their daily work assignment.

Some of the provisions of the Logging Operations Standard are:

- **Training** – Employers must maintain that employees are properly trained in their assigned duties, including hazard recognition and the safe use, operation and maintenance of tools, machines and vehicles.
- **Personal protective equipment (PPE)** – Depending on the specific hazards an employee is exposed to, this can include hand, foot, head,

eye and/or face protection. Minnesota Statutes § 182.655 subd. 10a states suitable PPE must be made available to employees by and at the cost of the employer.

- **Leg protection** – Employees using chainsaws must wear cut-resistant material, such as ballistic nylon, that covers the full length of the thigh to the top of the boot on each leg.

- **Chainsaw cut-resistant footwear** – Employees using chainsaws must also wear cut-resistant footwear that protects them from contact with the running chainsaw.

- **First-aid and CPR training** – All employees on the worksite shall be certified.

- **Manual felling techniques** – Requirements include a clear retreat path for the feller; evaluation of hazards such as ice and snow accumulation, wind, tree lean, dead limbs and other trees; undercutting and backcutting. Employees should remain at least two tree-lengths away from the tree being felled until it is safe to approach.

- **Working near overhead power lines** – Logging operations near overhead power lines must comply with 1910.333(c)(3), Selection and Use of Work Practices: Working on or near Exposed Energized Parts – Overhead Lines. Line-clearance tree-trimming operations must comply with 1910.269, the Electric Power Generation, Transmission, and Distribution Standard.

OSHA's intention in promulgating the Logging Operations Standard was to address hazards associated with cutting trees, wherever those hazards are found. All employers that have employees conducting logging activities need to be familiar with the provisions of the standard. Information can be found by visiting the federal OSHA Web site at <http://www.osha.gov> or by calling Minnesota OSHA Workplace Safety Consultation at 1-888-234-1217.

Ed LaFavor

LogSafe Program Coordinator

TPA Committee Highlights!

T*ransportation Committee:*

The Transportation Committee has been involved with the Northern Zone Road Restrictions Boundary discussions with MnDOT. Members of the committee have set up meetings with various county engineers to discuss road priorities within each county. Weight limits, hauling on county roads to state roads and the new federal tie-down regulations are current hot topics for discussion. **The annual TPA/MnDOT meeting is scheduled for Oct. 29, 2002 at the**

Sawmill Inn in Grand Rapids. The meeting will start at 9:30 a.m.; anyone interested in joining the discussions is welcome to attend!

Mechanization Committee:

The Mechanization Committee is currently evaluating sites for the 2003 NorthStar Expo. 2003 is the 50th anniversary of the NorthStar Expo. Anyone interested in helping with the 50th year of the Expo is welcome! Please call the TPA office at 218-722-5013 if you are interested in being involved with this important milestone.

Public Relations Committee:

The PR Committee is currently looking at various alternatives to promote the 50th anniversary of the NorthStar Expo. If you have any historic pictures, video or stories about the history of logging in Minnesota, please contact the TPA office at 218-722-5013. If you are interested in becoming involved with the advertising and educational efforts you are welcome to attend the PR committee meetings. Call the TPA office for details.

Safety Committee:

The Safety Committee has just finished compiling recommendations for the LogSafe Program for next year's training. The committee will be evaluating the TPA safety award program in an effort to improve the program and increase recognition of safe operations. The committee is also considering options to increase safety awareness among our members. If you have questions or suggestions please contact the TPA office at 218-722-5013.

Membership Committee:

The Membership Committee is looking for members! Literally, looking for new TPA members and looking for people who will serve on the committee itself. The chairperson and field representative are currently developing a membership plan and have sent out mailings to MLEP members who are not currently TPA members to promote TPA membership. To date, we have gained five new members from the mailing. Welcome! If you are interested in promoting TPA and increasing our membership please contact the TPA office at 218-722-5013.

Seventy Percent of Americans Support Thinning and Harvesting Trees to Reduce the Threat of Wildfire

A nationwide poll has confirmed that an overwhelming majority of Americans are concerned about the threat of wildfires and support action to protect our national forests. Eighty-three percent of voters polled express concern about the threat of wildfires to our nation's forests and rangelands. And 70 percent agree that thinning and harvesting trees helps to reduce the risk of wildfire and that forests need to be managed to minimize the impacts. Moore Information, Inc., an independent, public opinion research company based in Portland, Ore., polled 800 registered voters across the nation in a telephone survey. The poll was conducted for the Forest Products Industry National Labor Management Committee (LMC), a coalition of labor unions and management associations chaired by the United Brotherhood of Carpenters and Joiners of America

(UBC). "After a summer of the worst wildfire catastrophes in history, Americans realize that thinning and harvesting are key to stopping future disasters," said Mike Draper, vice president of the UBC's Western Region. "If we don't take action, we won't have forests to manage." Already this year, nearly 3,000 fires have destroyed over six million acres. "We deserve a solution that removes the imminent danger. It's time for our government leaders to loosen the bureaucratic grip and for warring political factions to reach consensus and let the land managers do their jobs to remove hazardous fuels from our nation's forests," Draper stated. Draper also noted that materials removed with no commercial value can be utilized as biomass to generate electricity. In addition, materials with commercial value can be sold to help pay for the cost of removing the rest. "If jobs come out of it, so much the better. If wood supplies

come out of it for Americans to use, so much the better. A better forest policy is not only better for our forests, it's better for our economy, producing more jobs and opportunities," Draper concluded.

Methodology: Moore Information conducted 800 telephone interviews among likely voters nationwide. All interviews took place Sept. 18-19, 2002. The overall margin of error is +/- three percent at the 95 percent confidence level.

About the Labor Management Committee: The Forest Products Industry National Labor Management Committee is a nonprofit trust headquartered in Washington, D.C., formed to pursue the common public policy interests of organized labor and management in the forest products industry and operating within the confines of the Taft-Hartley Act. Established in 1989, the LMC represents more than two million workers, including employees in the wood and paper industries and the U.S. Forest Service.

LOGGERS OF THE PAST . . .

Days of Real Horsepower

by J. C. Ryan

This story is reprinted from an earlier *Timber Bulletin*—one of the first of “Buzz” Ryan’s ever-popular contributions to these pages. The *Bulletin* will continue to reprint selected stories from the memories he recorded for us.—Editor



Today, when a new skidder tractor or other power unit is purchased to serve the logging industry, we ask, “What horsepower is it?” meaning the S.A.E. rating of developed horsepower units.

In the old logging days, “horsepower” meant just what it said: How many head of horses needed to do the job.

In early days of logging in Maine, Pennsylvania, Michigan and Wisconsin, oxen were used extensively. This was when timber was cut near the rivers and lakes, and skidding was done over only about a quarter of a mile to the shore. The ox was good for skidding, but when sleigh hauls over ice roads came into the picture, the ox was out. Oxen were tough, needed little housing and care, and worked every day on hay with little grain. But oxen were slow, and it took eight head of oxen to handle a load that four good horses would haul.

In Minnesota, oxen were used mostly along the Rum, St. Croix and Mississippi Rivers, around Lake Miller Lake and the southern edge of the pine forests. They were used but very little in northeastern Minnesota, where there was considerable rock and rock outcrop. Horses were the main source of power and transportation.

Along the St. Croix River and in

Wisconsin, horses were brought in from the farms of Illinois, southern Wisconsin and Iowa as soon as freezing weather started in the fall. Several farmers would pool their horses and hire them out together to a logging company for the winter. The horses were shipped north by barge, boat or railroad as far as possible and walked the rest of the way into the camps. They returned the same way in the spring.

In northern Minnesota, many of the horses came from the farms of the southern part of the state and the Dakotas. There were several horse companies in the Twin Cities and in Duluth that brought these horses in from the farmers and hired them out in groups to the logging companies. Other companies owned horses and hired them out as a group. Tom Smead of Bemidji was one of these operators and had beautiful horses that went into the woods as a group every winter.

The moving of horses to and back from camps was quite a job, and I remember complete trainloads of horses moving south on the Canadian Northern and M & I Railroads when camps were breaking up in the spring. As a boy in the Bemidji area, I have sat all day by the road and

watched horses being driven south from the camps. Two or three men would bring a long string of horses, each in harness with the halter rope tied to the horse ahead.

Besides the many horses hired each year, most logging companies had horses of their own. Some of the logging companies that had their own sawmills worked the horses around the mill during the summer. Other companies shipped their horses south to work on road and other construction jobs during the summer, while some, like Northern Lumber Co., had large pasture camps where the horses were kept while not working.

Cloquet Lumber Camp No. 26, in Sec. 3 55-14, was one of those summer pasture camps, as were the Virginia and Rainy Lake horse camps near Cloquet. The company horseman would meet every horse returning to pasture, with a notepad as if it were one of his family.

Buying and hiring good, big horses for the woods was always a problem, but they were always the best obtainable. Most were Percherons, weighing from 1,800 to 2,000 pounds apiece. Considerable effort and care was given to matching up the horses in color, weight and gait, and no one would allow splitting up teams once they were well matched. The larger and faster walking horses were used on the sleigh hauls, while the smaller ones were used for skidding.

Four-horse teamsters who worked year after year for the same companies wanted the same teams back each year and took great pride in keeping their horses in good shape while hauling the biggest loads. Some camps had “barn bosses” who fed and cared for the horses, but in most camps the teamsters did those jobs. Each horse was different, and a teamster learned how to feed his horses to keep them in the best condition. Most horses would do well on six quarts of oats twice a day; others needed more or less. Over feeding probably killed more horses than anything.

But good care of horses was always a rule, and very few were ever sick in

Oxen did best at skidding, but not moving the big loads.



camps. There was an occasional case of colic, but because the teamsters knew how to feed, this was rare.

Men like J. C. Campbell, Sr., who was woods superintendent for Northern for a number of years, and Ed Day, who cared for Northern horses, liked and appreciated their teams and made sure of good care. All large companies had a vet come into camp regularly and float the horses' teeth, for a horse that could not grind his grain well could not be kept in the best of shape.

Occasionally, a horse would slip into a hole in a swamp and break a leg, but this was rare. More commonly, horses "talked" themselves—stepping on their ankles with sharp shoe calks. For these injuries, the teamsters would apply turpentine or kerosene, and while the horse would prance around a bit, the cuts seemed to heal in a few days.

For hired horses, logging companies would always be responsible if an animal was hurt or killed, but not if it died of natural causes.

As horses got old they were taken off the sleigh hauls and used to skid wood around camp, haul lunch out to the woods and for other odd camp jobs. Many companies kept their old horses around the pasture camps until they died or were disabled so they had to be disposed of. To my knowledge, no lumber company ever let one of its horses that had worked for a number of years be sold for milk or fox food.

In making up teams, the lead team was usually a little smaller than the pole team. The lead team wore a long tug harness without a breeching, while the pole team wore a breeching harness with side straps and twin neck yokes. The whiffletrees and spreader of the lead team hung on the end of the long pole to keep them off the horses' heels when going down a grade. The pole was held up by a rod attached to the beam of the sleigh.

A small platform was built just back of the front runners of the sleigh, and the teamster stood on this platform on a sack of hay. While four horses were usual, six horses were used sometimes if there was much upgrade on the road. On short grades a snatch team was hitched in front of the four to help over the hill. When roads went downhill, hay was placed in the ruts to slow the sleigh.

The usual sleigh haul was four to five miles for a two-trip road. A six or seven mile road was considered a horse killer for two trips. A haul of eight miles was considered a one-trip road, and sometimes one team took the load halfway and was met by another team to finish the trip.

A teamster knew his horses and just how much they could pull—and he could get every ounce of pull out of them just by talking to them. I have seen horses get

down and pull until they pulled their shoes right off—with the nails breaking loose from the hoofs. Teamsters were always on the watch for sore shoulders or necks and watched that a rest on the harness did not rub or make a sore.

As a rule, a driving team was kept at camp for the foreman to use in making his rounds of the jobs or for camp jobs like hauling mail. Each camp had its tote team that hauled in hay, grain and camp supplies. Toting often started before the camp was in operation, bringing in lumber for construction. Tote roads usually followed the high land with trips up to 40 miles.

Horses for toting were picked for their ability to travel over rough, rocky roads and over the many soft spots. A well-trained tote team driver was quite an asset to a camp. Frank McMin, who tooted for Northern Lumber Co. for a number of years, was one of the very best. Every jack around Duluth and northeastern Minnesota knew his team of two black and two bayface bays.

About the only time you would see more than four horses pulling together would be on snowplowing—and I've seen as many as 20 horses pulling a snow plow. And in the old logging days, that meant 20 horsepower!



Men in the woods were always proud of horses' performance.

The teamster stood on a platform built across front runners.



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.

USED EQUIPMENT FOR SALE

FOR SALE

CABLE SKIDDERS

1979 540B JD, overhauled eng., good tires	\$18,000
1970 440A JD	8,500
1975 440B	10,500
1969 C4 TF	4,500
1973 C5 TF	7,500

GRAPPLE SKIDDERS

1997 460 TJ, dual function, very good condition	65,000
1994 450C TJ, dual function	POR
1993 518C Cat, new trans	49,000
1987 666 Clark, flotation tires	22,000
1989 170XL Franklin, 6 cyl. Cummins	27,000

1991 450B TJ Cummins eng.	22,000
1979 540B JD, 28Lx26 tires	19,000
1984 540B JD, 640 rearends, 28Lx26 tires	25,000
1986 648D JD, dual function	29,000
1988 648D JD, dual function	33,000
648E JD, dual function	52,000
1978 C6 TF	10,000
1980 C6 TF, with 23.1x26 tires and chains	10,000

CRAWLERS

1995 D3CLGP, new undercarriage, very clean	33,000
1990 650G, 6-way blade	39,500

1987 D4H LGP, 6-way blade, encl. cab	31,000
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KNUCKLE BOOM LOADERS

1989 170 Serco on tandem truck w/60" slasher	33,000
1987 210C 6-cyl. JD slasher package	27,000
330 TJ self-propelled, diesel, 5,265 hours	33,000
42' Trailer w/Barko 40 center mount	11,000
1997 Prentice F90T on 1989 Lufkin trailer	15,500
Prentice 90 on tandem truck, 19' bed	9,500
1987 XL 175 Husky	15,500

TRUCKS

1998 Peterbilt, 470 Detroit, 18 sp.	36,000
1995 Peterbilt, 400 Cummins, 9 sp.	16,000
1978 GMC 2-ton w/hydr. hoist, flatbed dump	4,500

DELIMBERS

1981 743 JD	15,000
1993 Risley Black Magic Lim-mit 2000	95,000
Siiri delimber/slasher	7,000
1990 Komatsu PC200LC w/3500 Denis	47,000
1995 Cat 320 w/3500 DT Denharco	79,000
Cat EL200 w/Limmit 2000	65,000

FELLER-BUNCHERS AND SHEARS

1979 40 Drott, shearhead	17,000
1975 450C JD crawler w/Allen shear	11,000
1986 490 JD w/20" Timbco shearhead	29,900
1993 T445 Timbco, w/22" Quadco sawhead w/side tilt	125,000
1994 JD 643D	41,000
1992 643D JD w/18" sawhead, new tires	39,000
1993 Risley Black Magic, w/Risley sawhead	110,000
1976 544B JD, 20" shear	21,000

1990 Super T Bell, 24"	28,000
1988 910 Cat, 17" shearhead, rebuilt trans.	32,000
1987 411B Hydro-Ax	20,000
1986 511B Hydro-Ax, 6 BT Cummins	30,000
1993 611E Hydro-Ax	42,000

MISCELLANEOUS

1979 Bobcat 731 Skidsteer loader	6,700
1992 Bobcat 853 Skidsteer loader	9,500
Daewoo G25S-2 LP forklift, gas, side shift, 188" lift, pneu. tires	8,000
1986 Hyster LP forklift, gas	1,700
Cat V80D, 8,000# forklift	6,500
1997 72" circular slasher	12,000
20" Koehring sawhead to fit 643 JD	9,000

We have other equipment not listed.

New and used parts, new and used tires and chains. Something you're looking for? Give us a call. We may have it or be able to locate it for you!!!

We are distributors for Aftermarket Parts, Rud Chains and Hanfab Slashers

NORTHERN TIMBERLINE EQUIPMENT, INC.

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