

THE VOICE OF THE TIMBER INDUSTRY

TIMBER BULLETIN

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VOLUME 62



David Hughes Timber
DNR Forests Certified
Truck Weights-FAQ's

TIMBER BULLETIN

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IN THIS ISSUE

Coming Events	4
David Hughes Timber.....	7
Meet the Director	10
TPA Members Help Proctor School Forest ..	12
Minnesota Forests Receive SFI Certification	19
Truck Weights–Wood Hauling Frequently Asked Questions	19
Loggers of the Past	22
Classifieds.....	26
Advertisers Index	26



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ON THE COVER

Kelliher's David Hughes of David Hughes Timber, at his job site in Southern Lake of the Woods County.

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Minnesota
Timber Producers
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Greetings!

I guess the topic everyone's talking about these days is the weather. As I write this, it is 30 degrees above zero. With January gone, my thermometer

President's Column



has been below zero three times all winter. Not nearly enough cold to do the job. This has the potential to be catastrophic for loggers and mills if it doesn't correct itself soon. Someone said, "Everyone talks about the weather, but no one does anything about it." If only we could.

Huge problems are occurring with ground stability and freezing truck haul roads. This will inevitably lead to a need for sale extensions. MTPA has been in contact with the various timber agencies about this. They are very aware of the access and timing problems with winter harvests. I would like to thank the agencies and their staff for their concern and understanding.

A word about safety: Difficult conditions may cause a rush because of delayed work. An accident will only make a bad situation worse. Please work safely!

Thanks,

Dale A. Erikson

DNR Changes Scaling Policy

January 1 saw several changes in the DNR's scaling policy, including:

A load ticket will be required for every load of wood that leaves a state timber sale permit, and for every load of state wood that leaves an alternate landing. This change applies to all SOAV (sometimes called lump sum) wood and to all wood scaled by state personnel, as well as to wood covered by a consumer scale agreement. The load ticket indicates that the timber is from state of Minnesota lands where forest management has been certified by both the Forest Stewardship Council (FSC) and the Sustainable Forestry Initiative (SFI). The change in policy is intended to do three things: help haulers avoid costly consumer scaling errors, provide more uniform accountability for state wood, and provide all mills with documentation that the wood you are delivering comes from a certified source.

Please contact your timber sale administrator or area forestry office to get sufficient load tickets for your permit, and for detailed instructions on how this "Ticket Every Load" policy will be administered.

Also, If you need an extension of your permit's expiration date, please make a written request to your timber sale administrator or area forestry office at least two weeks in advance of your permit expiration date. All timber sale extensions will be issued by our regional forestry offices. Extensions will be considered for: medical or military hardships; widespread adverse environmental conditions; salvaging timber elsewhere on state or county lands; unforeseen events (government shutdowns or delayed access permissions) beyond the permit holder's control; and, when it is in the best economic or management interests of the state.

In most cases, you must have started or have attempted to start

harvesting the permit prior to the permit's original expiration date to be considered for an extension.

Questions, please call:
1-651-259-5252 or 1-651-259-5262.

Coming Events

■ Loggers and truck drivers – mark your calendars.

Planning for MLEP workshops and conferences is well underway. A brochure detailing all the MLEP workshops and training dates will be out soon, but here is a preview. For additional information, contact MLEP at 218-722-5442.

Loggers Conference

April 11-12
Giants Ridge
Biwabik, Minn.

Loggers Conference

April 18-19
Northern Inn
Bemidji, Minn.

Truck Weight Compliance Training

April 20
Wendigo Conference Center
Grand Rapids, Minn.

Skilled Truck Driver Workshops

April 25–Bemidji
April 26–Virginia

Mark Your Calendar!

Please mark your calendar for June 8 and 9, 2006, for the TPA Golf and Fishing Outing and TPA annual meeting at Breezy Point. We're combining the two events this year and preparations are underway to make both bigger and better than ever. We'll keep you posted on our plans in the coming weeks. We look forward to seeing you at Breezy Point for this exciting event!

The weather is the number one topic on everyone's mind. None of us can do anything about it, but at least I can write about it. As I write this column, the last and only cold weather that we have had was back in December. Even then it wasn't very cold and it didn't last very long.

TPA has had discussions with the DNR and some counties about the likely need for timber sale extensions. They have had a sympathetic ear as their field people know the conditions as well as we do.

Our unfrozen winter causes a myriad of problems. Expiring

Executive Vice
President's
Column

timber sales, decreased production, decreased cash flow, summer or shoulder



season wood being harvested now, a back up in planned winter sales that could impact plans for the next two winters and less

summer work as we harvest that wood now are but a few of these problems.

I can assure every TPA member that we will continue to work to mitigate these problems as we go forward.



Monday, between noon and 3 p.m., in August, on dry pavement, with clear weather, on a state trunk or county state-aid highway, in a township or city with a population of less than 1,000 and a driver in normal physical condition between the ages of 45 and 49 – this is the profile most common to truck crashes, especially fatal ones.

This is not what you might think, but it is what the statistics from the MN Department of Public Safety, Office of Traffic Safety, show for 2004.

We saw these statistics and others at a truck safety summit sponsored by TPA, the Minnesota Trucking Association, Aggregate & Ready Mix Association of Minnesota and several agricultural groups.

Our industry was well represented at this daylong summit with

Transportation Committee chair Wayne Skoe, committee members Ron Beckman, Jerry DeMenge and Kent Jacobson, LUA representative Dave Amundson, Safeco senior claims specialist Ron Sirany, ACLT's Scott Dane, Ray Higgins and me.

It was an interesting day of learning and discussing ways to decrease truck crashes and improve safety on roads for all of us.

There's a bit more work to be done in understanding where Minnesota ranks relative to other similar states and the underlying causes of crashes. But, it's clear that when we think about safety in the woods or mills that we also need to be thinking about driving safety – both for trucks and passenger vehicles.



With the legislature not starting until March 1 this year, it feels like we have an extra couple of months in the schedule. It's giving us some time to work on a few projects that would normally get delayed.

Politically, 2006 will be a big year. All of the state constitutional offices, along with the entire Minnesota Senate and Minnesota House of Representatives, will be up for election. With Senator Mark Dayton not seeking reelection, we have a rarity with an open U.S. Senate seat.



Congratulations to the Minnesota

DNR on having their 4.9 million acres of forest lands third party certified by the Sustainable Forestry Initiative (SFI). This is a significant achievement that will help further demonstrate to the public the sound, sustainable management that is being done here in our state. It should also help the mills whose customers are seeking products made from certified wood.



I know that the lack of cold weather is very frustrating to everyone. But, don't let that frustration lead to unsafe actions this winter. Keep up our great safety record in the woods, on the road and in our mills.



David Hughes of Kelliher with his 1270 Timberjack processor at his job site in southern Lake of the Woods County. Hughes made the switch to a cut-to-length operation in 2004.



Dusty Lossing performs scheduled maintenance on the Ponsse head on Timberjack processor.

David Hughes Timber

by Ray Higgins

David Hughes shook his head. "It needs to drop," he says.

He's talking about the temperature. It's around 23 degrees, about as cold as it's been – during daylight hours, anyway – for the past two weeks.

The day is so warm and humid, Hughes doesn't feel like he's even in Northern Minnesota.

"It darn near felt like London, England, this morning. Moisture, warmth, you know?"

But this isn't London. It's Lake of the Woods County, 18 miles south of Baudette, right along Highway 72. And he's here about two months ahead of schedule, all because of the weather.

"Actually we bought this for our late March break-up sale when county roads start being posted," Hughes says looking up at the stand of aspen he's harvesting. "I mean, this is right on a 10-ton highway and we wanted to save this for the end of March, but we're forced to spend the week in here now and get it cut off just to allow our spruce swamps to freeze up."

If the weather won't change, that means plans have to. And Hughes, who lives in nearby Kelliher, is ready to be flexible once this job is complete.

"Actually we had planned to go to Fourtown," he says. "It's about

85 miles from home, and we had a big spruce sale that's almost five miles back in the swamp and we've got it all roaded, but it just won't freeze."

Fortunately, Hughes has wood to cut ten miles north of Roseau, along the Canadian border. He bought it in December at the Warroad timber sale and planned on waiting until next year to go to work. But the warm temperatures have changed that.

"There is frost there," Hughes says, "and we have the roads opened up on that, so our option is to go there now instead of Fourtown and we'll hopefully be able to work there. And there's enough work there to keep us going right into March.

"We're going to flip-flop it and try to get into that other one (Fourtown) next year."

So for now, Hughes has options. But he knows others in the logging business might not be so fortunate.

"It could be bad if it doesn't straighten out here pretty quick"

Full Circle

Hughes, 45, has seen a lot in his years as a logger. And now, his business has come full circle, in a sense.

"It's a family business," Hughes says. "My dad, Warren, ran a

logging operation for 30 years. And for the first 20 years that I worked, I trucked. And I bought him out eight or nine years ago. So my dad's retired now. He'll be 73 at the end of the month."

Since he bought it, the Hughes operation has been evolving. First, there was the decision to stop trucking his own wood, and hire truckers to do it. But after a few years, he changed his mind.

"I decided to be efficient, we needed to haul our own wood, again," Hughes says. "You have to be efficient any more to make it in this business. There's only so much of the pie."

That's not the biggest change. For the first several years, Hughes ran a conventional logging operation. But in 2004 he switched to a cut-to-length operation, purchasing a 1270 Timberjack processor with a Ponsse head and a 546 Fabtec forwarder.

"Everybody wants to know, because we're from the small town of Kelliher, and we're basically the only cut-to-length loggers," he says. "There are quite a few conventional loggers there so they always want to know how it's going and if we're making any money at it. And you know, for that first year it's such a learning curve to learn these computerized

machines, and we used to have Ponsse on the phone every day. And now, we called yesterday and ordered some parts, but haven't talked to Ponsse for six weeks."

The cut-to-length operation went so well that Hughes bought another processor last summer, this time a 450 Timbco with a Ponsse head.

"A year ago we ran one processor and one forwarder. And I found out we cut a lot of small black spruce and we really couldn't get enough done with one machine in that small timber to make it pay. That's why I bought the second machine.

"What we've found now is it's working real well because now we always have a big cushion on the forwarder and if I have to take off and put a road in or go to a timber sale or whatever, the other machine's still working, so it's so much more comfortable that way. The pressure's off."

With the cut-to-length processors, Hughes now runs all year round, because the machines allow him to work on softer ground. That's also meant he's had to hire new workers.

"I had a couple of guys that farmed all summer, and just worked in the wintertime," Hughes says. "Basically, when we went to this cut-to-length, we're more year-round now, so they couldn't keep working."

Hughes says his new guys are working out great. Dusty Lossing

runs the Timbco processor, Kendall Krogsgeng operates the forwarder, and Al Houchin and Adam Hansen drive Hughes' Kenworth trucks. It's been quite a learning process for all of them.

"We all learned on this together," Hughes says. "I've got great people that work for me, and that's what makes my business."

One constant has been his wife, Cindy. She handles the books and runs the office. But changing the business so radically hasn't been easy.

"We're in it for the long haul. We've spent a lot of money here in the last year getting this all put together and the switch to cut-to-length. And then the investment to get back into trucking again was a big deal," Hughes says.

"I haven't regretted it."

As for coming full circle, that goes back to his father's operation, and what David's business has become.

"It's kind of funny, because my dad was one of the last loggers in the area to piece cut wood," Hughes says. "He used to hire 15-20 guys in the wintertime. They used to cut basically black spruce. And he had a D-2 cat and a little short wood skidder that he built. And he hired all these guys to fell the spruce, cut it up, and pile it, and he'd come along with his little short wood skidder and pick it up and bring it to the landing. He kind of phased out of that, and

we went all mechanical, conventional equipment. And we had a hot saw Timbco, two grapple skidders, a stroke delimeter and two slashers.

"Now we have two machines that will produce twice what 20 people used to do," he says. "Basically we're back doing the same thing my dad did, only on a different scale."

The Future

As Hughes looks forward, he's optimistic. He wouldn't have made the decision to invest so heavily in new equipment if he wasn't. But he knows thriving won't be easy. It's hard work just breaking even each month. This winter's warm temperatures aren't helping. But there are bigger issues to face, like stumpage availability and price.

"The main thing," Hughes says, "is to get things back on track as far as prices. Get more stability in it, so you know where you're at. A year ago, all of a sudden you're paying \$40 a cord for aspen stumpage, and some people are paying \$100 or \$120. And there's no common sense in that.

"Costs are up," he says. "Fuel costs . . . everything's up . . . lubricants, you name it; parts. Stumpage is actually finally starting to level back down, starting to go the other way, which is great.

"That needs to happen. Things



David Hughes operates cut-to-length processor in aspen stand. The site was a blowdown last summer. "It was a road ditch," Hughes says. "A beaver had it flooded in here this summer. It's kind of a bad soil, like peat. That's all it took. It loosened it up and the winds came, so we're salvaging it."



Dusty Lossing operates Timbco 450 processor. Hughes purchased the second cut-to-length processor last summer.

have to get leveled out."

Hughes is a contract logger for Blandin, so he knows more than 50 percent of his wood will go there. He also sells on the open market to Ainsworth, Potlatch, and Boise. Some bolts go to local mills.

He's also taken an active role in the Minnesota Timber Producers Association, serving on the board of directors. TPA's partnership with LUA enables Hughes to cost-effectively insure his business. Hughes says TPA's work at the legislature - giving voice to loggers regarding truck weight limits, timber sale regulations, and other issues - is valuable, too.

"I like the organization," Hughes says. "I like what they do and I like being a part of it."

So despite temperatures that are too warm, there's wood to cut and a market for it.

"Things are rolling," Hughes says. "Everybody's working and it's going good. And we've got good steady work lined up. That's the big thing, too. We don't have to wonder where we're going next."

Forest Education Grant Applications Available

Educators, here is your chance to teach students about the importance of forestry and forest products!

Applications are now available for the Forest Education Grant program, sponsored by Minnesota Forest Industries.

All practicing K-12 educators are welcome to apply for grants of up to \$250. Grant funds may be used for expenses for classroom projects and activities, including field trips, on topics related to forestry or forest products in Minnesota.

Applications are on the way to educators throughout the state. If you need an application, Call the TPA office at 218-722-5013, and we'll send you one.

The application deadline is March 17, 2006.

Minnesota Forest Industries is an association representing the state's forest product companies. MFI encourages conservation, proper forest management and industry development.

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by J. C. Ryan

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Nortrax University in Session Company Trains Loggers on New Equipment

Some folks will tell you that all equipment companies are the same, but don't tell that to recent graduates of Nortrax University. Approximately a dozen logging contractors recently "held class" in the Grand Rapids Nortrax, Inc. store for a hands-on training session on the John Deere 2054 carrier with a Denharco Delimber.

The three-hour class featured guest speaker Yannick LaPointe, technical advisor for Denharco, Inc. LaPointe covered many topics, including operation, maintenance, safety, and trouble shooting tips for Denharco delimiters.

Customers had the opportunity to ask questions. The curriculum included both hands-on and classroom training. Quickly and efficiently moving the boom from transport position to work position was one of the more popular sessions.

"Nortrax offers these training sessions at all of our operations in the Midwest throughout the year," commented Dale Gessell, general manager of the Nortrax stores in Minnesota. "Usually, they involve something directly related to our John Deere products, but we have partnered with different companies to offer customers in-depth training on different types of machines and components."

Each participant receives a special "Nortrax University" hat, as



A Nortrax University instructor demonstrates the quick and effective movement of the boom on the John Deere 2054 carrier with a Denharco Delimber.

well as a diploma acknowledging their completion of the training. In addition, participants receive valuable information that helps save time on the job and ultimately increases their productivity. "We

even feed them a little lunch if they behave," chuckled Gessell.

For information and schedules on future Nortrax University sessions, contact the Nortrax Equipment store nearest you.

Minnesota Timber Producers Association *Meet the Director—Corey Lovdahl*

Corey Lovdahl has been in the logging for 14 years, since he was 18. Like so many loggers, he's



following in his father's footsteps. Brad Lovdahl has been in the business more than 35 years, and now they work together, out of Effie, as Lovdahl & Sons.

As a member of the TPA board, Corey feels as though he's giving

something back to the industry that has been so good to him and his family.

"It's good for the industry," Lovdahl says. "They help on a lot of issues and I want to be a part of that. It's important to help the industry."

One of the key issues facing loggers today is stumpage. Prices last year were at an all-time high, but have since started to fall. Lovdahl says TPA had a role in that.

"TPA had meetings on stumpage," he says. "I think they helped because now it's going down."

Corey and his wife, Lynette, have been married six years. They have two boys – Jared is three and Jackson is two. When he's not working, Corey likes to hunt, fish, and spend time with his family.

2006 St. Louis County Auction Dates

February 16 – Oral Auction
11:00
Cotton Townhall

May 18 – Sealed Bid
9:00 Bid Opening
Land Dept./Duluth

August 17 – Oral Auction
11:00
Cotton Townhall

November 16 – Sealed Bid
9:00 Bid Opening
Land Dept./Duluth

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TPA Members Help Proctor School Forest Stolen Lumber Replaced

by Ray Higgins

It started as a theft from school kids. In the end, it was a community coming together to help out, including the Minnesota Timber Producers and Minnesota Forest Industries.

Students at Bayview Elementary in Proctor had raised money to purchase treated lumber for a walkway through their school forest. But before the path could be built, the lumber was stolen from outside the school.

That's when the folks at TPA and MFI stepped in, offering to replace the stolen wood. TPA member Joan Pomp of Land O Lakes Wood Preserving in Tenstrike provided the lumber and had it trucked directly to the school. MFI helped pay for the wood through its school mini-grant program. And Proctor Builders Supply drove a forklift to the school to help off-load it from Land O Lakes' flatbed. It was a classic case of MFI and TPA members working together.

But the team effort wasn't over. Showing their appreciation for the support of their school forest, fifth graders from Bayview carried the lumber piece by piece into the school. The walkway now won't be built until the weather warms up, so the kids moved the wood into the school for safe keeping.

"These kids and this school have



Proctor Bayview Elementary principal (back row, left) with fifth-graders as donated wood from Minnesota Forest Industries arrives. On hand for the delivery were MFI Executive Vice President Wayne Brandt (back row, second from right), and Bayview fifth-grade teacher Brian Harker (back row, right).

been working hard to learn more about our forests," said TPA Executive Vice President Wayne Brandt. "We're proud to help them learn more about our precious resource."

Television stations from Duluth were on hand to do a story on MFI and TPA's contribution. The Duluth News Tribune has also written stories on the theft of the wood, and TPA and MFI's assistance in replacing the lumber.

Bayview Principal Jon Larson says the school forest project is important to the students and to the community. For one thing, it

brings students of all ages together, including those from Proctor High School.

"It provides a great environment for an outdoor classroom," Larson says. "We have curriculum that all kids and teachers can use that is another avenue for kids to learn. We use a lot of peer teaching where fifth-grade students work with kindergarten and first-grade kids. We have high school kids come over to work with Bayview kids. We use it for community education and after-school programs. Teachers get training on various types of curriculum and lessons to



Bayview Principal Jon Larson is interviewed when MFI's wood donation is delivered to the school. Land O Lakes Wood Preserving supplied the lumber.



Bayview fifth-graders carried the donated lumber into the school. The wood will be used in the spring to build a path through the school's forest.

bring back to the rest of the staff. Students, staff, parents and community all receive benefits from the school forest.”

While school officials knew the school forest would be educational, the theft of the lumber and the resulting support from TPA, MFI, and the community, have taught lessons no one anticipated.

“The students put a lot of work into the forest and it devastated many of them that somebody would take wood from them,” Larson says. “They made signs to return the wood and the community responded. The kids saw that even though there are some dishonest people out there, so many more came through and showed that there’s still a lot of good in most people. They wrote thank yous to all people who helped donate wood and money back to the school forest. It was a great experience for them!!!”

Schad Named Director of DNR Fish and Wildlife

Dave Schad has been named the new director of the DNR’s Fish and Wildlife Division.

Schad has been the Wildlife Management Section chief since Fisheries and Wildlife were reunited shortly after Commissioner Merriam and Deputy Commissioner Mark Holsten were appointed. Schad fills the vacancy created by the Jan. 11 retirement of former director John Guenther.



“I’m ready for the new job,” Schad said. “We have a good team in Fish and Wildlife, with positive attitudes about doing what’s best for the resource and the public we serve.”

As Wildlife Management Section chief since January 2005, Schad has been responsible for managing all aspects of field operations, acquisition and development of aquatic management areas and wildlife management areas, and the programs for big game, farmland wildlife, forest wildlife, furbearers, animal damage and wetlands.

Schad was Operations Section

chief from July 2004 to December 2004, and operations manager for the Section of Wildlife from November 2002 to June 2004. He was regional wildlife manager based in Brainerd from July 2000 to July 2002. He was the Wetland Wildlife Program leader from April 1999 to July 2000. Before that he was Forest Wildlife Program leader; area wildlife manager in Chisago,

Isanti and Mille Lacs counties; environmental review specialist in the Ecological Services Section; and wildlife management area inventory coordinator. He joined the DNR in April 1981 as a student worker who helped conduct mail surveys of hunters and trappers.

Schad graduated from Stillwater High School in 1976 and from the University of Minnesota in 1981.

Minnesota Forests Receive SFI Certification



Pictured at the Minnesota Forest Certification ceremony in the State Capitol recently are: DNR Commissioner Gene Merriam, DNR Deputy Commissioner Mark Holsten, DNR Forest Resource Manager Tom Baumann, DNR Forestry Director Dave Epperly, DNR Forest Certification Coordinator Andrew Arends, Minnesota Gov. Tim Pawlenty, and DNR Assistant Commissioner Brad Moore.

Minnesota's state forestlands have been certified as sustainable. That designation by The Minnesota Sustainable Forestry Initiative® Implementation Committee (Minnesota SIC) confirms Minnesota's status as a leader in managed acreage according to the best conservation practices required for certification.

As a result, forest products generated from these lands will enter the marketplace with a unique credential allowing conservation-minded consumers to select these products, and provide premium pricing to the producer.

"This designation of Minnesota's forests is well-deserved," said Minnesota Timber Producers Association Executive Vice President Wayne Brandt. "Our forest products industry has worked hard to be good stewards of one of our state's most precious resources. The certification shows that effort has been fruitful and our forests will continue to be strong environmentally and economically."

"Minnesotans have always taken great pride in our vast forests," Governor Tim Pawlenty said at a news conference announcing the

designation. "Today's achievement is a testament to our long-term commitment to responsible stewardship of our heritage and future."

The Sustainable Forestry Initiative (SFI) program is a comprehensive system of principles, objectives and performance measures developed by professional foresters, conservationists and scientists, among others, that combines the perpetual growing and harvesting of trees with the long-term protection of wildlife, plants, soil and water quality. There are currently more than 130 million acres of forestland in North America certified to the SFI program, making it one of the largest forest certification programs in the world.

The SFI Standard (SFIS), the document against which Minnesota's state forestlands have now been certified, spells out the strict and comprehensive requirements of compliance with the program. The SFIS is governed by the independent, non-profit Sustainable Forestry Board (SFB), two-thirds of whose members are from diverse interest groups: environmental and conservation

groups, public officials, professional and academic groups, independent logging professionals, and forest landowners.

In 2003 the Governor's Task Force on the Competitiveness of Minnesota's Forest-Based Industries recommended the state seek certification of its lands as a way to ensure that an adequate supply of certified wood fiber would be available to paper and wood products mills in Minnesota. Certification was seen as a key factor to improving the competitiveness of Minnesota's forest products industry.

"We have known for a long time the importance of good conservation practices in providing a sustainable supply of forest products for our citizens and the competitive global marketplace," Governor Pawlenty said.

"Certification is valuable as conservation-minded citizens increase the demand for certified forest products. This includes everything from building materials to the paper sought by international magazine publishers who rely on top quality printing paper made from Minnesota forest products."

In Minnesota, timber-related industries are estimated to employ more than 30,000 workers, with total wages over \$1.4 billion annually. Approximately 60 percent of forest land – 10 million acres – is owned and managed by county, state and federal governments, with the remaining 40% – seven million acres – owned privately.

"The Minnesota certification brings the total number of acres certified to the SFI standard to 136 million, 54.7 million in the United States and 81.3 in Canada."

Truck Weights – Wood Hauling Frequently Asked Questions

Q:

What is the legal weight limit for summer hauling?

A: 80,000 lbs. with a 5-axle unit and 90,000 lbs. with a 6-axle unit

Q: What is the legal weight limit for winter hauling?

A: 88,000 lbs. with a 5-axle unit and 98,000 lbs. with a 6-axle unit

Q: Do I need a permit to haul the extra 10,000 lbs. with a 6-axle unit?

A: Yes. The permits are issued by Mn/DOT. A copy of the permit must be kept in the truck at all times.

Q: If I have a 6-axle unit and a permit can I haul the extra weight allowed anywhere?

A: No. You may not haul the extra weight on interstate highways or on any roads or across any bridges that are posted for lower weight limits.

Q: What is the “Relevant Evidence” exemption?

A: The “Relevant Evidence Exemption” provides that civil penalties may not be issued based on information gathered from weight receipts at delivery sites, if the total weight of the loaded truck is within 10% of the permitted limit with a permit or legal limit without a permit. This does not apply to trucks weighed on the roadside. This does not mean that a load 10% over the limits as shown above is a legal load.

Q: Does the “Relevant Evidence” exemption mean that I can legally haul 107,800 lbs. with a 6-axle permit in the winter?

A: No. It simply means that you cannot be assessed a civil penalty based on information gathered from weight receipts at delivery sites, if the total weight of the loaded truck is within 10% of the permitted limit of 98,000 lbs.

Q: Does the “Relevant Evidence” exemption mean that I can legally haul 99,000 lbs. with a 6-axle permit in the summer?

A: No. It simply means that you cannot be assessed a civil penalty based on information gathered from weight receipts at delivery sites, if the total weight of the loaded truck is within 10% of the permitted limit of 90,000 lbs.

Q: What amount of overweight will I be assessed a civil penalty for if I am over the 10% provided in the “Relevant Evidence” exemption?

A: You will be assessed civil penalties as follows: “Summer” (non-winter weight increase/spring load restriction time period)

- If you are permitted for 90,000 lbs. and you have 6-axes, and you exceed the 90,000 lb. permit weight by more than 10% or 9,000 lbs., you will be assessed civil penalties for the amount of weight over the 90,000 lb. permitted weight limit.

- Example: If you weigh 103,000 lbs. you will be assessed penalties based on 13,000 lbs. of overweight. $103,000 - 90,000 = 13,000$.

“Winter” (winter weight increase time period)

- If you are permitted for 98,000

lbs. and you exceed the 98,000 lbs. by more than 10%, or 9,800 lbs., you will be assessed civil penalties for the amount of weight over the “permitted winter weight” of 98,000 lbs.

- Example: If you weigh 110,000 lbs. you will be assessed civil penalties based on 12,000 lbs. of overweight. $110,000 - 98,000 = 12,000$.

Q: What is the 5% Tolerance Law?

A: The “5% Tolerance Law” provides that overweight citations or civil assessments may not be issued when a truck is weighed at roadside scales if the gross weight of the truck and the gross axle weights are within 5% of the legal limits without a permit or within 5% of the permitted weights with a permit. This does not mean that a load 5% over the limits shown is a legal load.

Minnesota Logger of the Year Program Started

Nominations are being accepted for the 2006 Logger of the Year Award. The program is sponsored by the Minnesota SFI Program Implementation Committee.



The winning logger will receive a \$500 cash award and a "2006 Logger of the Year" plaque.

The award is designed to recognize outstanding independent logging contractor performance.

"We created the program to recognize loggers who are devoted to sustainably managing our forest resources," said Kirk Titus, chairman of the Minnesota SFI Program Implementation Committee. "Minnesota is blessed to have hundreds of loggers who have our region's best interest at heart. By honoring the very best each year, we hope to increase the visibility of the work they do, both within the forestry community, and throughout the state."

The application should include information on how the nominee excels in the areas of forest management, timber harvesting, business management and safety, as well as other information.

Applications are being taken through March 17, 2006. The award will be presented in April at the MLEP Logger Conferences.

All TPA members are being mailed an entry form. For additional copies, email Jane Abel in the TPA office at janeabel@mfitpa.com, or call the TPA office at 218-722-5013.

LOGGERS OF THE PAST . . .

"Days of Busy Tote Roads"

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*



Persons not familiar with the logging industry of the past often refer to the logging roads as tote roads and tell of some tote road running across some big swamp. But "tote roads" were the routes over which supplies were "toted" into the camps—and rather than running across swamps and low land, they wound around on the hills.

"Toting" is a little known part of the early logging industry, but a very important part. In a way, tote teamsters and horses were the most important part—because before a camp was constructed a way had to be found to bring in lumber, tarpaper and nails; and as soon as camp work began, supplies and food for the men and horses were needed regularly—including a good amount of "tobacco and stuff."

Whenever it was decided just what timber would be cut in the winter ahead,

the "walking boss" and "timber cruiser" would lay out the route for toting in supplies from the railroad, lake or river. Tote roads were laid out as much as possible on high land and often wound around and around on the hills to avoid swamps and wet areas.

Some lumber for new camps was usually hauled in on the snow the winter or spring before. Much of the toting was done in early fall before the ground froze or the first snow fell. Some swampy and wet places had to be corduroyed with timber cut from the sides of the road before horses could cross.

In heavy clay of Koochiching County the problem was how to get through the mud that always developed during the rainy season of the fall. I have seen the wheels of wagons ball up with clay so that they could not be hauled with six horses—and the empty wagons had to be

abandoned until the weather dried out. Some of the worst of these mud roads were in the area around Northome and Wirt.

The whole of St. Louis County had its rocky tote roads, with the Thompson Rapids tote road east of Shields and the Britton Rapids tote road along the Cloquet River being the very worst.

"Tote wagons" were heavy wagons, built to carry heavy loads and to stand the bouncing from rock to rock on north-eastern Minnesota roads—and to survive the mud and sand of the western part of the state.

Usually four horses were used to haul these wagons, but it was not uncommon to see six horses hitched to a single wagon. In the fall when camps were just getting started, several six horse teams were used—one following the other. Tote

Tote team and wagon depart camp, near Alden Lake Dam, early on a spring morning in 1918.



(continued on page 24)

(continued from page 22)

teams were different than the heavy sleigh horses—they had to be fast and able to cross swampy areas if necessary.

Tote teamsters were also a special breed of lumberjack and got top pay in the industry. They were all great men in handling horses and usually had their pick of the best horses available, as the companies recognized how important it was to have supplies reach the camps on time.

These teamsters had to know how to get the teams and supplies over the bad roads. Bunk houses were filled with stories about which tote teamster was the best and which company had the best tote teams.

In my opinion, the greatest of all of these was Frank McMinn—a quiet Scotsman who drove for the Cloquet Northern Lumber Companies. His four horses—Baldy, Pete, Nig and Rowdy—were known by all the lumberjacks. And when the camp clerk told them that the camp supply of snuff and tobacco was running short or all gone until the tote team arrived, they would all feel relieved if they knew Frank McMinn and his trusty four horses were on the tote wagon.

In his later years, Frank worked on the Cloquet Fire Patrol for me and told me of his many days as a tote teamster. He lived to be over 80—a great tote teamster and gentleman and was found frozen to death in his cabin on Pequaywam Lake.

Most all camps had from one to two trips a week for the tote team when

camps were in operation. Supplies were brought in by railroad to some siding where the tote teamster picked them up. Often the companies had a man stationed at the railroad siding to bring perishable supplies inside so they would not freeze while awaiting the arrival of the tote team. Weekly supplies were mostly food for the men and horses and plenty of snuff and tobacco. Hay, as a rule, was hauled in over the ice logging roads during the winter months—usually on Sundays when logs were not being moved. In the earlier months, hay came over the tote roads.

Most toting was usually from six to 12 miles, but there were places where toting was done up to 75 miles, and there were places where supplies had to be toled to a lake or river, loaded onto a boat and hauled across, and then loaded again onto a tote wagon for the trip into camp. This was true for some of the very early camps, such as those operating along the Littlefork River, where supplies came in from Tower across Lake Vermilion and were then toled to the camps to the west.

Considerable toting was done out of Duluth for the logging camps that operated within 25 miles of town, and at one time there were 10 tote teamsters working out of the old Palmer House Hotel on First Street.

Most tote teamsters worked the year around, making their two or three trips a week with supplies during the winter, supplying the wigwags during the drives, and hauling lumber and building supplies

to new camp locations during the summer.

They often left camp before daylight and returned after dark. On longer roads, they left camp before daylight, stayed the night at the railroad or source of supply, and returned to camp the next night.

Some tote roads were so long and so tough that they had to change teams half way to give the horses a chance to rest up. Toting was no doubt the hardest work for both men and horses that the logging industry had to contend with.

As a rule men were not allowed to ride on the tote wagons on their way to and from camp, but they could put their "turkey" or packback on the wagon and walk behind. This was often easier than riding the wagon as it bounded from rock to rock to rock.

Many of the Forest Service roads of today follow the routes of the old logging camp tote roads. But most of these old tote roads are now grown over with alder brush in the low spots and have trees 18 inches in diameter growing in their centers where they cross the high lands. But on the crest of almost every ridge of high land, one can find evidence of where men and horses struggled in their efforts to keep supply wagons coming and lumber rolling in the lumber camps of the 1890s and early 1900s.

When zooming down these forest trails on your snowmobile this winter, try to reflect on the hardships to man and beast as they worked over these tote roads in the early days of logging.

Heavy tote sleighs moved supplies into camps during winter time.



Classifieds

As a service, the Timber Bulletin offers free classified ads of up to 85 words to all MTPA members and associate members.

USED EQUIPMENT FOR SALE

FOR SALE

CABLE SKIDDERS

1991 JD 640E, new tires35,500
 1970 JD 440A10,500
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 TJ 350P.O.R.

GRAPPLE SKIDDERS

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ADVERTISERS INDEX

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Fryberger, Buchanan, Smith & Frederick, P.A.....	25
Great Lakes Trailers.....	18
Greater Insurance Service.....	6
Hedstrom Lumber Co.....	20
Industrial Lubricant	21
Itasca Greenhouse.....	5
LM Products.....	23
Lumbermen's Underwriting Alliance.....	25
Northern Engine & Supply	20
Northern Timberline Equipment	18
Nortrax.....	27
Otis-Magie Insurance Agency	26
Pomp's Tire.....	23
Rapids Hydraulic.....	25
Rice Blacksmith Saw & Machine.....	2
Road Machinery & Supplies.....	28
Rotochopper.....	14-15
Rux Strapping	6
Schaefer Enterprises.....	19
Wausau Sales Corp.....	16