

THE VOICE OF THE TIMBER INDUSTRY

TIMBER BULLETIN

DULUTH, MINNESOTA

JULY/AUGUST 2004

VOLUME 60

51st Annual North Star Expo Harry Fisher



*The Minnesota Timber Producers Association
would like to thank everyone for making the
2004 North Star Expo a success!*

A special thank you to the Mechanization
Committee members, all of the vendors,
the South St. Louis County Fair Board,
and especially the companies
who helped sponsor the show:

Boise Cascade Corporation
Hedstrom Lumber Company
Minnesota Forest Industries
North Shore Forest Products
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Duluth, Minnesota

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ON THE COVER

Jason Gilbert and his son, Zach, in front of their winning Best Load entry.

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Minnesota
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Stumpage, where it all begins. With a shortage of it, competition is fierce and prices trend upward. The spring round of auctions saw lots of demand for wood. The MTPA continually looks at wood availability from all sources. Do you have any thoughts about the current systems used for offering wood?

President's Column



We would welcome your ideas, concerns or comments.

That said, I would like to thank the director of the Division of Forestry, Mike Carroll, and his staff all the way to the field level for meeting plan levels for offered wood in the last fiscal year. Good job.

Seems like every time you see a television, it has a political ad running, mostly at the national level. This election cycle is also a good time to ask your local candidates to support our issues. It is critical that we have as many strong advocates as possible at the capitals. Talk to them; make our positions known.

The new membership drive is underway. Details are elsewhere in this magazine. Win a new shotgun just in time for the fall hunt.

The 2004 North Star Expo will be over by the time you read this. I would like to thank all exhibitors and attendees for making what I'm sure was a good show.

Thank you.

Please work safe.

Don A. Erickson

State of Minnesota Enrolls State Forests in Sustainable Forestry Initiative® Program

The Minnesota Sustainable Forestry Initiative Implementation Committee (MN SIC) announced recently that the Minnesota Department of Natural Resources (DNR) has decided to enroll all of Minnesota's state forestlands, nearly 4.5 million acres, as a licensee in the Sustainable Forestry Initiative® (SFI) program, with the intention of certifying all lands to the SFI® Standard by the end of 2005.

The SFI program is a comprehensive system of principles, objectives and performance measures designed to combine the perpetual growing and harvesting of trees with the long-term protection of wildlife, plants, soil and water quality. Currently encompassing more than 150 million acres in the United States and Canada, the SFI program is among the largest sustainable forestry programs in the world.

"We are very pleased that the state of Minnesota has decided to enroll their land with the SFI program," said Kent Jacobson of the Potlatch Corporation and chairman of the Minnesota SIC. "It is a clear statement to the citizens of Minnesota that the state cares about their forests, and wants to ensure that the forests remain viable for generations to come."

By enrolling its land as a licensee in the SFI program, the Minnesota DNR agrees to manage its land in a manner consistent with the Sustainable Forestry Initiative Standard (SFIS). Developed by professional foresters, academicians, conservationists and forest scientists, the SFIS will provide state land managers a roadmap for how to best sustainably manage Minnesota's vast state forest system. The Minnesota DNR has also stated its commitment to have all state forest lands independently, is third-party certified to the SFI Standard by the end of 2005.

"In response to public desires to

balance the multiple use values of Minnesota's forest while supporting the competitiveness of Minnesota's forest products industry, we are pursuing dual certification of state forestry lands by the end of 2005, said Mike Carroll, director of the Division of Forestry for the Minnesota DNR." The SFI program is one of the key tools of independent third-party certification options that demonstrate the state's commitment to the concepts and practices of sustainable forest management."

The Minnesota SFI Implementation Committee works at the state and local level to promote the SFI Standard as a means to broaden the practice of sustainable forestry and ensure on-the-ground progress. Made up of SFI programs participants and other groups and individuals interested in promoting sustainable forestry, the Minnesota SIC is currently chaired by Mr. Kent Jacobson of the Potlatch Corporation. For more information on the SFI program visit www.aboutsfi.org.

TPA Welcomes New Members

The Minnesota Timber Producers Association would like to welcome the following new members: William & Roy Gross, Big "H" Logging, Hines, Minn. Tom Kruschek, Great Northern Logging Inc., Pierz, Minn. Gerald Smith, Gerald K. Smith, Bagley, Minn. Joe Patzoldt, Patzoldt Brother's Inc., Pine City, Minn. Chad Bartel, Bartel Logging LLP, Aitkin, Minn. Doug & Doyle Erickson, Erickson Logging, Bagley, Minn. Ken Michalicek, Michalicek Logging Inc., Blackduck, Minn. Todd Figgins, Figgins Truck and Trailer Repair, Inc., Grand Rapids, Minn. Robert Christofferson, Robert Christofferson Logging, Shevlin, Minn.

The new plans for the Superior and Chippewa national forests are hot off the press. In fact they're so new that we only have electronic copies at this point and won't be able to do a more thorough review in this issue of the *Timber Bulletin*.

The Allowable Sale Quantity (ASQ) for the Superior will be 102 million board feet per year. This is an increase from the current plan's

Executive Vice
President's
Column



level of 97 million board feet and an increase from what was

proposed in the draft plan.

The ASQ for the Chippewa will be 58 million board feet per year. This is a decrease from

the current plan's level of 79 million board feet and a small increase from what was proposed in the draft plan.

Of course the big challenge will be to actually implement these plans. Neither forest has been close to the current plan's ASQ in recent years. The Superior has been selling around 50 million board feet per year and the Chippewa has been at 20.

If you wonder what all of the effort we put into these plans meant, I'll be very surprised if you see other plans around the country with an increased ASQ like the Superior. And, Norm Wagoner seems to be making some progress with the intractable problems on the Chippewa.

You can find the plans online at www.fs.fed.us/r9/superior or www.fs.fed.us/r9/chippewa.



The Mechanization Committee did a great job on this year's North Star Expo. With the venue again at the South St. Louis County Fairgrounds, attendance was solid and the vendors really turned out with their wares. I'm certain that we had more iron on display than we've had in several years. Thank you to the vendors, committee

members and everyone who attended.



Hats off to the DNR, which offered over 850,000 cords of wood for sale in the fiscal year that ended June 30. This was a 100,000 cord increase from last fiscal year and 70,000 cords above the target in their work plan. I want to personally thank the field staff, the administrative staff and the leadership of the Division of Forestry and the entire DNR for making this happen. They all worked hard to accomplish this outcome and they deserve our thanks.



It always cracks me up when people try to rewrite history after the political bug bites them and they file to run for office. Representative David Dill's opponent, Bill Hanson, has the most recent case of this. Hanson has been busily trying to recast his role in the environmentalist's lawsuit against Boise's pulp mill project a few years back.

Hanson was a plaintiff in this lawsuit. Hanson and his co-plaintiffs took the suit all the way to the Minnesota Supreme Court, where they lost. The lawsuit, among other things, attempted to put the Pollution Control Agency in the role of regulating timber harvesting in our state through air and water permits - a truly bad idea.

We don't endorse candidates here but I can tell you that Representative Dill has been a steadfast supporter of loggers, truckers, sawmills and the entire

industry. He has been proactive in carrying legislation to improve our lot and quick to our defense when we're attacked. Hanson's record in the lawsuit and his extensive involvement in environmental organizations speaks for itself.

This race will square off in the primary election in September.



Congratulations to Bill Dupont who has been named to head up LUA's Minnesota operations. He replaces John Hill who is moving to LUA's operations on the East Coast. John was very good to work with and went to bat for the TPA program on a number of issues including the flap over "terrorism" coverage and costs after 9/11.

Bill is well-known to our members and around the woods and is well liked. He's been a strong supporter of the TPA program and we're confident that he will do an outstanding job.



I was reading through my stack of mail the other day and came across an article about a trucker who had been killed. He had a load of wood on and stopped the truck to check on a problem. He crawled underneath and got his wrenches out to fix it when the truck began going forward and crushed him. The truck was running, the emergency brake wasn't on and the wheels weren't blocked. It was a string of errors that cost this experienced worker his life.

Be careful out there.

51st Annual North Star Expo A Huge Success

by Maureen Talarico

Sunny skies graced the South St. Louis County Fairgrounds Friday, Aug. 6, as the 51st North Star Expo got underway. And the crowds that entered viewed more than \$25 million dollars in logging equipment on display in the outdoor lots, as well as the latest in technology and materials in the indoor ice hockey arena booths. The thousands of people that attend the show, vendors and TPA members help pump more than \$1.5 million dollars into the local economy.

There were many contests this year at the Expo, including a few new ones that will surely become crowd favorites at future Expos. The log loading got underway on Friday and would run all the way through until the Expo was about ready to wrap up on Saturday. In the Master Loader contest on Friday, winners were first place finisher Chuck Stock, Cannon Falls, Minn., in second, Ramon Killmer, Big Falls, Minn., and third was Ed Venhuizen, Isle, Minn. On Saturday, coming in first was Clarence Hasbargen, of Birchdale, Minn., second was Chuck Stock, of Cannon Falls, Minn., and in third place Rick Wainio, of Wakefield, Mich. Overall winners in the



The crowd enjoys great food and great weather at the barbecue.

Master Loader contest were first place Chuck Stock, with Clarence Hasbargen in second, and Rick Wainio in third. In the Loader Contest Friday's winners were, in first place Gordy Dobbs of Littlefork, Dan Lundberg of Solway in second, and in third, Tom Long of Orr. Saturday's winners were Gordy Dobbs, Tony Kowitz of McGregor in second, and Wakefield, Mich.'s Chad Miskovich in third. Overall winners in the Loader Contest were first place Gordy Dobbs, second place Tony Kowitz, and third place Tom Long. Congratulations to all the winners and thanks to everyone for

participating.

Department of Natural Resources Commissioner Gene Merriam was just one of many celebrities taking part in this year's Celebrity Log Loading Contest. Channels 10 and 13 Eyewitness News anchor Dan Shutte won first place, with a time of 1:55:83, DNR Commissioner Gene Merriam came in second with a time of 2:13:38, and KDLH Sports anchor Chris Earl was a close third, with a time of 2:15:51. Representative Mary Murphy of Hermantown took part for the first time ever and gave it a great effort with a time of 4:36:03. Senator

(continued on page 10)



Left to right: Loader Contest Overall Winners: Gordy Dobbs, first place, Tony Kowitz, second place, Tom Long, third place.



Left to right: Master Loader Contest Overall Winners: Chuck Stock, first place, Clarence Hasbargen, second place, Rick Wainio, third place.



Lindsay Machinery takes first place for its indoor display.



Northern Timberline wins for best outdoor display.

(continued from page 8)

Yvonne Prettnr Solon returned to shave some time off her score from last year's event with a time of 2:45:16. Senator Carrie Ruud of Breezy Point also took part in the contest for the first time and wowed the crowd with a great time of 2:57:40. And Proctor Journal Editor in Chief Jake Benson and Proctor Journal intern and UMD Statesmen Editor in Chief Abby Nadeau also scored great times; Jake with a time of 2:36:25 and Abby with a time of 2:23:99.

Kids loved playing on the mini-loader and getting a Polaroid of themselves at the controls. And kids of all ages had a ball in Mobile's truck simulator, the only one of its kind in North America. Some new entries and some returning favorites graced the winners of the indoor and outdoor booths and lots. Display winners in the Indoors category were: first place, Lindsay

Machinery; second, On-Call Medical; and third place, A.M. Ludwig Saw Shop. Outdoor lot winners were, in first place, Northern Timberline Equipment, second place, Allstate Peterbilt, and third place, St. Joseph Equipment.

New this year was the "Best Load of Wood" contest . . . which focused on the quality of the product rather than the truck. Of four entries, Best Load winners are listed as first place: J & A Logging, trucker - Jason Gilbert, sponsored by Potlatch Corporation; second place: Rieger Logging, trucker - Lonnie Boyer, sponsored by Potlatch Corporation; third place: Venhuizen Bros., trucker - Chris Venhuizen, sponsored by Sappi Fine Paper; fourth place: Terry Peters, trucker - Dennis Hipsher, sponsored by Sappi Fine Paper. TPA would like to thank the following companies for donating door prizes for the Best Wood contest: Jake's Quality Tire,

Duluth, Minn.; Arrowhead Equipment Co., Duluth; Lake Superior Mack & Volvo, Duluth; Maney International Trucks, Duluth; Nortrax, Grand Rapids, Minn.; Cummins North Central, Duluth; St. Joseph Equipment, Duluth; Skubic Bros. International, Virginia, Minn., Boyer Trucks of Duluth/Superior, Wis.; Allstate Peterbilt, Superior; and Rihm Kenworth, Superior.

In the Guess the Weight contest, Laurie Pitzen of Grand Rapids was the closest without going over, with a guess of 79, 161 pounds. The actual weight of the truck was 79, 320 pounds. Great guess, Laurie!

And also new this year, is the Expo Coloring Contest, in the age group 3-5: the winner is Gideon Croatt, 4 years old, from Outing, Minn.; in the age group 6-8: 6-year-old Hunter Brutlog, of Grand Rapids, Minn.; and in the 9-12 age group, the winner is Logan



The mini-loader was a huge hit with the kids.



Mike Rieger and children stand next to his second place Best Load of Wood winner.



Eyewitness News Anchor Dan Shutte takes first place in the celebrity loader contest.



DNR Commissioner Gene Merriam comes in a close second place in his first-ever try at the log loader.



Kids bring a ball coloring pictures in the coloring contest.

McCausland, age 11, from Woodbury, Minn.

Several workshops throughout Friday and Saturday educated crowds on everything from load securement changes to choosing the correct grease, even learning the real facts about lubricants.

Friday night, more than 200 people attended the barbeque at the fairgrounds, where once again, fantastic prizes were given away to the attendees. TPA would like to thank the following for donating door prizes: Air Hydraulics, American Pressure, Don Dens Sales, Great Lakes Trailers, Interstate Detroit Diesel, Lake Superior Mack & Volvo, Lumbermen's Underwriting Alliance, Minn. Ruffed Grouse

Society, Pomp's Tire Service Rice Blacksmith Saw & Machine, Road Machinery & Supply, Sappi Fine Paper, Skubic Bros. International, and Wells Fargo – Blackduck. Everyone dined on great food and enjoyed the fantastic summer night. Thanks to all that helped set up and knock down the seating area.

Saturday brought some rainy skies, but no damper to the high spirits of the vendors and crowds at the show. As the day ended and another Expo was in the history books, we were already looking forward to next year's event. TPA would like to also thank MLEP Executive Director Dave Chura for taking photos this year at the Expo. A big thanks to Ed Hedstrom for

bringing the old classic chainsaws and his model log truck to the registration display. TPA thanks Sara Mavec, Alice Brandt, Eleanor Brandt, and Grant Erickson for parking cars this year. Thanks to Cliff Shermer, Kit Hasbargen and Nathan Heibel for helping run the fork lift. TPA would like to thank the following sponsors for their support of the North Star Expo: Boise Cascade Corporation, Hedstrom Lumber Company, Minnesota Forest Industries, North Shore Forest Products, Norbord, Potlatch Corporation, UPM-Blandin, Sappi, and Trus Joist Weyerhaeuser. Also, a big thanks to everyone who took time to help make the 51st North Star Expo such a wonderful success.



The Venhuizen Brothers team next to their third place Best Load of Wood entry.



Left to right, front row: Representative Mary Murphy, Senator Yvonne Prettner-Solon, Senator Carrie Ruud, DNR Commissioner Gene Merriam. Back row: UMD Statesman Editor in Chief Abby Nadeau, Proctor Journal Editor Jake Benson, WDIO anchor Dan Shutte. Not pictured: KDLH Sports anchor Chris Earl.

Size *Really* Does Matter On the Highway

by Pam Loe

In 2001, there were 5,082 large truck fatalities in the U.S. Over 131,000 people were injured that same year in crashes involving big rigs. Truth is, when it comes to car-truck crashes, the bigger vehicle almost always wins, for size does matter.

Many factors contributed to these results. Driving conditions, road hazards, excessive speed, tailgating, driver distractions and poorly maintained vehicles all played a part in creating these staggering statistics. Both independent truckers and commercial carriers need to stress the importance of reducing these types of accidents by educating themselves, and their drivers, on how to operate their vehicles safely.

The following are some simple tips for safe driving. Whether you drive a small foreign car or a large log truck, it would benefit you to consider these driving practices each time you slide behind the wheel.

TAKE CARE OF YOURSELF: **Get plenty of rest before driving. Eat well and stay fit.** Driver fatigue and lack of attention significantly increases your risk of a crash.

MAINTAIN YOUR VEHICLE: **Inspect your vehicle before each trip, and check your brakes regularly.** Brake defects are the most frequently cited out-of-service inspection violation. Learn how to inspect your brakes, identify safety defects, and get them repaired before risking your life, and others, on the highway.

BE AWARE OF YOUR “NO-ZONE”: **Other drivers may not be aware of the size of your blind spots.** One-third of all crashes between large trucks and cars take place in the “No-Zone” areas around a truck. Adjust your mirrors and vigilantly watch out for vehicles.

SLOW DOWN IN WORK ZONES: **Watch for highway construction.** Almost one-third of work zone fatal crashes involve large trucks. Most of these crashes

occurred during the day. Take your time going through work zones, give yourself plenty of room, and expect the unexpected.

ALWAYS KEEP YOUR DISTANCE: **Leave enough space between you and the vehicle in front of you.** In rear-end collisions, regardless of the situation, if you hit someone from behind, you are considered “at-fault.” Large trucks, given their mass, have much greater stopping distances than 4-wheelers. Take advantage of your driving weight, and anticipate hard braking situations.

FASTEN YOUR SEAT BELT: **Buckle up for safety and vehicle control.** If you are in a crash, a seat belt will save your life and that of others. It will keep you in your seat and allow for you to maintain control of your truck. Increasing seat belt use is still the single most effective thing we can do to save lives and reduce injuries on our roadways.

ALWAYS DRIVE DEFENSIVELY: **Avoid aggressive drivers and maintain a safe speed.** Two-thirds of all traffic fatalities may be caused by aggressive driving behaviors. Keep your distance and maintain a safe speed. The only thing excessive speed increases is your chance for a crash.

WORK TO IMPROVE HIGHWAY SAFETY: **On the highway, and through safety promotional events, be the professional!** Help stranded motorists. Notify traffic safety agencies of crashes, unsafe drivers, unsafe roadway conditions, and other situations that can lead to crashes.

This article was reprinted with permission from the June 2004 edition of Springboard.

Smokey Turns 60

He may not look like it, but in 2004 Smokey Bear turned the ripe old age of 60. For the past six decades, it's his face and image that has continued to bring the message of responsible recreation to millions of people visiting forestlands.

To understand how Smokey Bear became associated with forest fire prevention, we must go back to World War II. In the spring of 1942, a Japanese submarine surfaced near the coast of Southern California and fired a salvo of shells that exploded on an oil field near Santa Barbara, very close to the Los Padres National Forest. Fear grew after the attack that enemy shells would explode and set off fires in the timber stands of the Pacific Coast. With experienced firefighters and other able-bodied men engaged in the armed forces, the home communities had to deal with the forest fires as best they could. Protection of these forests became a matter of national importance, and a new idea was



A sample of the forest fire prevention posters before Smokey.

born. If people could be urged to be more careful, perhaps some of the fires could be prevented. Posters and slogans were created by the War Advertising Council, including: "Forest Fires Aid the Enemy," and "Our Carelessness,

Their Secret Weapon." By using catchy phrases, colorful posters and other fire prevention messages, the Advertising Council suggested that people could prevent accidental fires and help win the war.

At first, the mascot bringing the news was none other than a white-tailed deer named Bambi. The Disney classic came out in 1944 and the Walt Disney Corporation loaned out the image for use on the forest fire prevention poster. The "Bambi" poster was a success and proved that using an animal as a fire prevention symbol would work. A fawn could not be used in subsequent campaigns because "Bambi" was on loan from Walt Disney studios for only one year; the Forest Service would need to find an animal that would belong to the Cooperative Forest Fire Prevention Campaign. It was finally decided that the Nation's number one firefighter should be a bear. On Aug. 9, 1944, the first poster of Smokey Bear was prepared. The poster depicted a bear pouring a bucket of water on a campfire. Smokey Bear soon became popular, and his image began appearing on



Pictures of the aftermath of the Captain Mountain Fire; baby Smokey being rescued and cared for.

other posters and cards.

The cartoon Smokey Bear was actually based upon a real baby black bear that was found alone, charred, and scared after a devastating wildfire burned through New Mexico. In 1950 in the Capitan Mountains of New Mexico, a major fire was rapidly growing. During one of the lulls in firefighting, a report of a lonely bear cub that had been seen wandering near the fireline was reported. The men left him alone because they thought the mother bear might come for him. The little cub had been badly burned and had taken refuge in a tree that was now nothing but a charred smoking snag. A New Mexico Department of Game and Fish ranger heard about the cub when he returned to the fire camp and drove to the rancher's home to get the bear. The cub needed veterinary aid and was flown in a small plane to Santa Fe where the burns were treated and bandaged.

The news about the little bear spread swiftly throughout New Mexico. Soon the United Press and Associated Press picked up the story and broadcast it nationwide. People wrote or called to inquire about the little bear's progress. The state game warden wrote an official letter to the chief of the Forest Service, presenting the cub to the agency with the understanding that the small bear would be dedicated to a publicity program of fire prevention and conservation. The go-ahead was given to send the bear to Washington,

D.C., where he found a home at the National Zoo, becoming the living symbol of Smokey Bear.

Smokey's popularity skyrocketed. He became so popular he had to have his own zip code because of all the mail he received. New Mexico adopted the black bear as its state animal, and Smokey even got a girlfriend, Goldie, to spend time with at the zoo. Smokey Bear died in 1976, and his remains were returned to his birthplace in the Village of Capitan, in a small park that bears his name.

Smokey Bear's legacy lives on. In 1984, the U.S. Postal Service issued a 20-cent stamp of Smokey, the first and only time in history the Postal Service honored an individual animal. Today, his image and message remain the same, "Only you can prevent forest fires."

For more information about Smokey Bear, and to view some pretty neat old images and advertisements, log on to the Forest Service website and link to Smokey at: <http://www.smokeybear.com/vault/history>.

Harry Fisher: His Thoughts on the Industry, Loggers and His Retirement

by Maureen Talarico

For the past four decades, when it came to important decisions affecting Minnesota's forest products industry, Harry Fisher was involved, either directly or behind the scenes. From his childhood in Duluth's West End, Fisher has created a multi-million dollar business and has left a lasting impression on the way logging is done in Minnesota. At the end of August, the last of Fisher's businesses will be closed and all of the wood moved out of the Cloud River wood yard in Canada. "I turned 67 in May and so I figured maybe it was time," says Fisher.

Fresh out of school with a forestry degree from the University of Minnesota in 1960, Fisher began his career working at the University of Minnesota Forest Resource Center in Cloquet. After a year there, he got a job offer from the Minnesota and Ontario Paper Company and moved to Effie. He stayed there until 1964, when Northern Wood Preservers enticed him to move once again. "I had applied for a job as an operating forester out of Grand Marais. This was put in the paper by a Canadian firm called Northern Wood Preservers. So in November, I moved the whole family to Grand Marais. Northern Wood Preservers had purchased through a third party agreement a large timber sale from the Forest Service all in the portal zone of the BWCA. It was called the East Tofte block."

Fisher didn't know it at the time, but that block of land would put him in the history books as one of the last loggers in the Boundary Waters Canoe Area Wilderness. The job was a 100,000 cord timber sale and it would change the course of Fisher's business and political life. "It was really rough country and rough terrain and it was my job to organize the company and to start logging it. I organized North Shore Forest Products and we proceeded to build roads and log in the portal



Harry Fisher enjoys a beautiful view from the deck of his Park Point home.

zone up until about 1973."

In the office of his bayside home on Park Point he has a temporary road sign from the BWCA sale – from a road his company built. "That was the sign that was on the road when we entered the Boundary Waters. And what it says is this road was built for the removal of timber and was not open for public use. We built many miles of roads in that area, north of Crescent Lake in Cook County."

In 1973, the government decided to rewrite the management plan for the Boundary Waters. Over the course of the next three years, many political fights would ensue. The Forest Service failed to honor contracts and actually kicked Fisher and others out of the woods. "Boise had sales, Potlatch had sales, there were about 5-6 sales, all big like this one." All were kicked out. "The pressure came to shut down the logging operations within the portal zone, and we were involved in that total fight. I was involved, in Washington, D.C., we did a lot of things there, but in 1976 they passed the Wilderness Act and we were kicked out."

After the lost legal battle, Fisher wasted no time. He got into the full-tree chipping business for Superwood and continued logging until 1978.

Harry Fisher also became active in the Timber Producers

Association. He took over as chairman of the mechanization committee in 1970 and led the changes that transformed the logging equipment demonstration show from a one-day program to a two-day, major event, complete with a dinner and record crowds. "A bunch of us got together and decided to go to the Buffalo House for dinner. We're all sitting around having a pretty good time and got to talking and said 'Geez, maybe we'll make a dinner part of it.' Then we said, 'Let's look at making this a two-day show with a dinner,' which we again held at the Buffalo House, then we thought, maybe we ought to move this thing and make it a two day event and move it away from Cloquet." In 1978, Fisher had to resign his post in the Timber Producers Association after accepting a job with Potlatch. But his long-term vision of moving the Expo to the DECC eventually became reality and the Expo today is the largest show of its kind in the entire state. "Here in Duluth, people saw it, you know they're out on the freeway and they'd see it and it made an impression."

The Potlatch job was great for Fisher. Potlatch had a major land base, more than 300,000 acres; Fisher was instrumental in building up the planting program to 4500 acres, and adding a new greenhouse. "Not only were we out there harvesting our lands, we were out there managing them and reforesting them, and to me, when a company did that, forestry pays. They'd always had a nursery at

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Harry and his wife, Pat.



Harry Fisher spends a lot of time working on his mammoth train display.



The 37 by 20-foot train room is loaded with history.

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Northwest Paper; they always had a good planting program, but they really got intensive, and we converted a lot of sites over to pine.”

Harry Fisher eventually became woodlands manager and stayed at that post until he was fired in 1982. “When you sit down and tell your boss that the price we pay for wood is the only price we dictate. We negotiate labor with the unions, we negotiate power with the power companies, we negotiate chemicals with the chemical companies; we dictate price to the loggers. Really what we pay is not the cost of wood, it’s just what we pay. I think that made me unpopular with some of the people above me so we parted company.”

Fisher’s blunt style may have cost him his job, but earned him respect within the logging industry. Fisher still had his old company, North Shore Forest Products, and began to buy stumpage. “One of the things I had learned at Potlatch was the stumpage was going to become a little bit tight. I started investing in timber, then I started working with other loggers who didn’t want to get involved in the environmental programs. They wanted to cut trees and so I would organize markets, I would find timber, and that’s what developed the new North Shore Forest Products Company.” Having come from a logging background, the fit was easy. Fisher’s “tell it like it is” style played well with the hardworking men in the field and soon the company was prospering. “We formed alliances and relationships.

My part of that responsibility was to have a supply of timber, winter and summer. Their responsibility was to cut, skid, and haul it. I would get the markets. You know, total logging in my book started when you bought a timber sale until when you delivered it. I would lay the timber sale out, lay out the roads, help build roads, do whatever you had to do to get the job done. It was a partnership.”

At the same time, Harry Fisher also began working with St. Louis County on redeveloping land plans and soon created the Land Investment Plan, a work program similar to the old CCC. At the time, unemployment on the Iron Range sat at about 15 percent. “People on the Range, particularly, and the miners, were really excellent workers, and they knew how to run chainsaws, and they knew how to run equipment already, and we put them to work building roads and thinning plantations.” More

than a feel-good program, though, Fisher says the work was extremely beneficial to the county and to the workers. They surveyed land corners, did a lot of work in county forestlands, and built a lot of roads. It was one of Fisher’s most rewarding experiences. “I had people tell me later on that they were able to make their house payments. I thought it was a good program. It did a lot of good.”

After finishing up the Land Plan, he started contract lobbying for St. Louis County. “When you have a county with almost a million acres of forestland, it was important. We had tons of lake shore, tons of wetlands.” Fisher had learned how to get things done at the capital, expanding St. Louis County Forest Grants to all 14 counties with land programs. He also took on an environmental nightmare: wetlands mitigation. “We went back to reduce the mitigation in Northern Minnesota to one to one. If the mining company was going to do something to the wetlands to open up a new mine, it was two acres for one. Well, we didn’t think that was necessary where we had all this wetlands pre-settlement, so one acre for one acre should be adequate. That was quite a process, involving Wayne Brandt and Archie Chelseth.”

At the same time, because the former speaker opted to golf instead of going to meetings, Irv Anderson became speaker of the House. Anderson got the issue brought up on the House side and Harry used his childhood days in West Duluth to his advantage.



Harry Fisher, 1974.



Grandson Bryce and Harry spend a lot of time together.

Growing up, he played on Willard Munger's DX Indian baseball team. "So Willard remembered me from that, and even though we were on opposite sides of the fence, I always got a hearing with Willard, and he was always fair with me." Roger Moe got the issue in on the Senate side and, sure enough, the wetlands issue passed, saving a lot of money in the mining industry.

It was one of Fisher's last fights as a lobbyist. In the early '90s, North Shore Forest Products was really growing. Fisher hired two foresters and went from a part-time office manager to a full-time position. He also increased business with his former employer, Potlatch. "I had this old rule that you never burn a bridge because you may have to back over it, and at the end, they became one of my biggest customers." Fisher's reputation as a performer was growing, as was his stumpage. "We had stumpage. We had production power. This alliance with certain producers and ourselves made us a significant part of the logging community. I know a lot of people that are dealers that sit behind desks and write out checks, we didn't. We spent a lot of time in the woods, we laid out roads; we built roads. We were on the job sites every day, checking the cuts. We did a lot of the environmental work; we did a lot of what it took to own a timber sale and that's part of the logging operation."

At the time, North Shore Forest Products was the third largest owner of stumpage in the state, behind Potlatch and Boise. When forestry management guidelines came into the picture, Fisher served on the committee that wrote the book still used today. "The

dinosaur in me says 'why do we need all this b.s. when we're already doing a good job.' The reason we needed it was to maybe head off some of the more intensive guidelines that could have passed through legislation."

It was also during that time that Fisher survived prostate cancer. He also had a bum knee, but in his words, since he survived the cancer, why not put in a titanium knee, since he'd be here for a while. He was 65 years old when he decided it was time to part with North Shore Forest Products; all he needed was the right buyer. Butch Johnson was that man. "He had much of the same philosophies I had, trying to keep a substantial force of people and the loggers. North Shore Forest Products is alive and well today. That's one of the things Butch offered that was very important. He and I came to an agreement and that was that. The interesting fact is that I sold North Shore on the 14th of March and on the 15th of March, Sappi bought the Potlatch mill. Everyone accused me of being lucky or smart; it was a combination of both."

Fisher has sharp words for the state of the industry today, which few will disagree needs improving. He says it's a case of supply and demand. "And it's not the supply that we're growing; it's the supply

that's being made available." Fisher doesn't hesitate to speak out criticizing the mills. "They blame the loggers for the high stumpage prices; the loggers are not to blame. The companies are the ones to blame, if you want to place blame, because they're the ones that convert the wood. They take a stick of pulpwood and convert it into paper, or wafer board, or a log into lumber, or whatever, but they are the producers, so they create the demand. The logger is the messenger. He cuts that tree, hauls it to the mill yard and dumps it. When the logger goes out and buys stumpage, he's buying that stumpage because the mill has got a market. They want that piece of wood. Now there's a big argument how much that piece of wood is worth. That's the whole crux right there. Enough stumpage is not being made available to supply our demands. The logger didn't create that. If we want to reduce demand then we better shut down a mill. If 10 loggers go out of business that cut 10,000 cords of wood, so 100,000 cords, that doesn't reduce the demand. If one mill shuts down and reduces the market demand by 100,000, that does reduce the demand and that's my point. The one thing I could not understand is why the mills considered their loggers



Historic memorabilia like this BWCAW sign grace the Fisher home.

adversaries, not partners. They had the same common goal of wooding the mill."

Fisher says another reason for today's economic woes is that most people have no idea the value of taconite and timber to the state. "I feel I am somewhat of a dinosaur now because some of the values I have, which are important to me, I don't see them out there anymore. I see companies selling their lands; that's a real blow. I see wood buyers working for corporations that do not have the slightest idea how to produce a cord of wood. They don't know what equipment can do, they have no feel for the equipment, and they don't spend enough time in the woods. Maybe this is the day of the computer, but to know how a tree gets to the mill, you've really got to spend some time out there."

Now ready for retirement, Fisher knows how he'll spend his time. Much of it is in his 37 by 20-foot train room in his Park Point home. The tracks not only are representative of the history of train travel in Minnesota, but also include replicas of Fisher's own businesses.

His love of travel, and trains, specifically, has taken him all over the world. Fisher traveled from Beijing to Moscow to St. Petersburg on the Trans Siberian Railroad, in a refurbished original car from the Orient Express. He's traveled through Africa and South Africa, from Cape Town to Zambia up to Victoria Falls by rail. This fall, in October, he and wife Pat will travel by train to Churchill, Manitoba, to see polar bears up close; of course, not too close - he'll be on the train. He and Pat spend much of their time at their beloved cabin on Saganaga Lake.

Fisher looks back on his 45 years in the industry with fondness. "I was lucky; things worked out well, and I made some good decisions. I made some bad decisions but everyone does when you're making decisions. And so, I guess I just made more good ones than bad ones." Don't count Fisher out just yet, despite his retirement; he still plans to keep working a little bit. He just finished an independent study for one mill and surely will never be more than a phone call away when an expert opinion is needed. That is if the train comes equipped with a phone.

Early Loggers in Minnesota

by J. C. Ryan



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

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

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

DNR Honors TPA

Recently, the Minnesota Department of Natural Resources honored the Minnesota Timber Producers Association with its "Partnership Award." The presentation took place in Grand Rapids on July 21. The

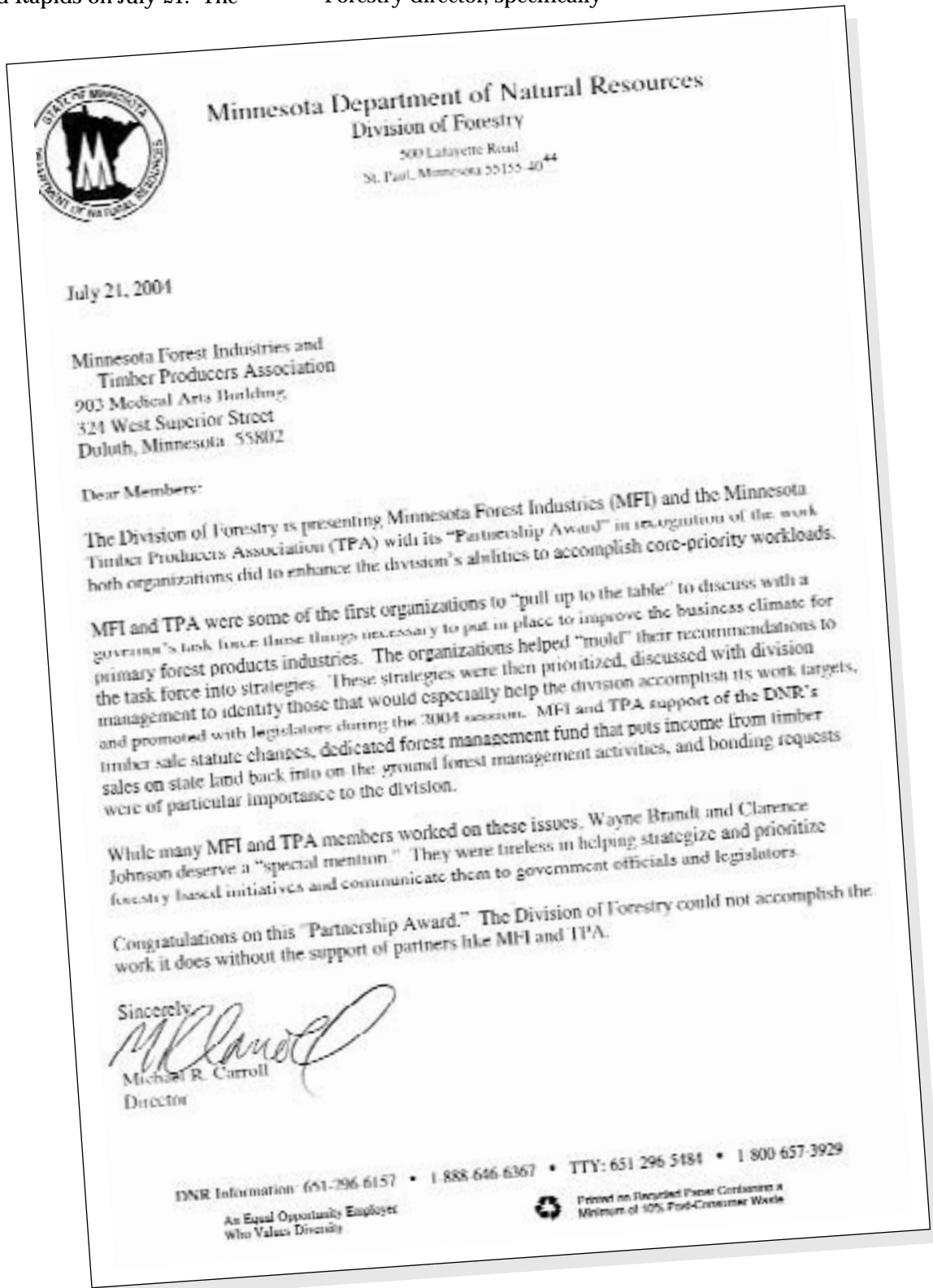
award comes following successful lobbying on the part of TPA members for the DNR.

In this past legislative session, lobbying efforts produced timber sale statute changes, forest management dedicated funds, and specific bonding requests.

Mike Carroll, Division of Forestry director, specifically

mentioned Executive Vice President Wayne Brandt and Past President Clarence Johnson for their hard work.

The DNR also presented a beautiful framed print to the TPA. The print is in the TPA office at 324 W. Superior Street if you would like to view it.



TPA MEMBERSHIP CONTEST

Announcing an exciting new way to build membership and win a fantastic prize. Best of all...it's easy!!! All you have to do is recruit a new TPA member by spreading the word about membership benefits. For each member you recruit, your name goes in a drawing to win a new shotgun! A new member's name will also be drawn for a prize.

**Benefits include: Health Insurance Savings Workers' Comp Savings
Drug and Alcohol Testing Program Timber Bulletin Subscription
North Star Expo TPA Golf Tournament Legislative Representation
Truck Driver Workshops (MLEP credit) Committee Participation**

Have a say in the future of your Industry!

Have a prospective member fill out the form below, along with your name so you get credit for the recruiting, then detach and mail to the TPA office:
324 W. Superior St., Suite 903, Duluth, MN 55802

Current TPA Member Name & Company: _____

Address & Phone: _____

New TPA Member Name & Company: _____

Address & Phone: _____

E-Mail: _____ Type of Business: _____

I would like to be part of the following committees: ___ Membership ___ Insurance
___ Safety ___ Public Relations ___ Transportation ___ Govt. Relations ___ Mechanization

Payment: \$300.00 minimum membership fee (see dues schedule on back)

I've enclosed a check Bill me

Make checks payable to Minnesota Timber Producers Association.
Send to: 324 W. Superior St., Suite 903, Duluth, MN 55802

Contest Deadline: November 1st
Winners' names will be announced in November

Golfers Brave Cold at 2004 TPA Golf Tournament

by Maureen Talarico

Brave and hearty souls turned out for the Annual TPA Golf Tournament at Wolfridge Golf Course in Angora on June 18. With the temperature hovering in the low 40s and on and off rain, teams took to the course bundled up in as many layers of clothing as possible. While the weather prevented the course from being full, Wolfridge did a very successful business selling long-sleeve sweatshirts and wind jackets to the tournament players.

After 18 holes, the winning team for 2004 is Bill Dupont, Kevin Knaeble, and Dale Erickson. In second came John Koski and Nik Rajala. And in a tie for third were Jay Eystad and Sean Petty and the team of Mike Warren and Todd Figgins.

Proximity winners included: Long Drive: Tim O'Hara; Long Putt: Wayne Brandt; Long Putt: Nik Rajala; Closest to Pin: Jay Eystad.

The Minnesota Timber Producers Association would also like to thank the following for donating generous door prizes: Potlatch; Boise; Fryberger, Buchanan, Smith, and Frederick; Lumbermen's Underwriting Alliance; Nortrax; Wells Fargo; Stora Enso; Sappi; and Wolfridge Golf Course.

TPA would also like to thank Bergstrom Wood Products and Wolfridge Golf Course for providing refreshments and snacks for the golfers.



One of many beautiful views at Wolfridge.



Fabulous door prizes, like this jacket, warmed the group.



TPA Executive Vice President Wayne Brandt, left, and TPA President Dale Erickson, chat about the day's game.



John Koski, left, and Nik Rajala, land second place.



The team of Mike Warren, left, and Todd Figgins, tie for third.



The groups warms up inside the rustic clubhouse.



First place team: Dale Erickson, left, and Bill DuPont (not pictured, Kevin Knaeble).



Misty Johnson enjoys her door prize.



Jay Eystad, left, and Sean Petty, tie for third place.



TPA Past President Clarence Johnson and wife, Carol.

Minnesota Timber Producers Association *Meet the Directors*

Mike Warren is the owner of M & R Chips, Inc. in Grand Rapids. Mike was born in Bigfork, Minn., and graduated from Bigfork High School. He attended college in Eveleth. In 1985 he began his business. Mike's wife, Tammy, is also from Bigfork. They have two children, Ryan, who will be attending Arizona State University this fall, and Justin, who will be a sophomore at Grand Rapids High School. Mike was elected to the TPA Board in 2000. His hobbies include golfing and spending



time with his family at their cabin.

New Weight Limits Go Into Effect This Summer

Beginning August 1, Minnesota's timber haulers will be able to legally carry the same weights as our neighbors in Wisconsin, providing certain measures are met. The provision allows truckers to haul 90,000 pounds in the summer, and 98,000 pounds in the winter, providing they purchase a \$300 annual permit, and add a sixth axle. Trucks carrying the heavier loads are not allowed on the interstate or on roads and bridges with lower postings.

According to the Minnesota State Patrol trucks with the additional weight must meet legal tire weights of 600 ppi of tire width on the steer axle, and 500 ppi of tire width on the remaining axles. Trucks must also meet axle weights and axle group weights, but will not have to meet interior bridge weights. The patrol says if haulers are currently operating a tandem axle trailer, then the third axle should be placed ahead of the tandem. If currently operating a split tandem, place the third axle between the two axles currently in the split. The optimum placement of the third axle should be between nine and ten feet.

The new limits will help Minnesota's logging industry by

cutting down on transportation costs and allowing the state to be more competitive with its neighboring timber producers. The measure not only saves money, but also will decrease congestion and save fuel. It's estimated that by allowing the additional weight, there will be about 40,000 less trips of wood hauled annually in the state of Minnesota. And pavement engineers say adding the sixth axle will actually do about eight percent less damage to pavement than the previous weights of 80,000/88,000.

Wisconsin Trooper Wrongly Tickets Hauler

Recently, a TPA member hauling in Wisconsin was erroneously put out of service by the Wisconsin State Patrol. The WSP was citing load securement laws that were incorrect, specifically concerning the number of tiedowns required.

The Federal Motor Carrier Safety Administration (FMCSA) revised its load securement standards in July of 2002. The new rules went into effect on Jan. 1, 2004. Those were the rules by which the trooper based his traffic stop. However, a day before the new rules went into effect, Dec. 31, the FMCSA issued a memo with several important changes, changes that showed the TPA member was following the law.

The memo states specifically that, regarding securement of logs loaded lengthwise on flatbed and frame vehicles, each stack of shortwood loaded lengthwise on a frame vehicle or on a flatbed must be secured to the vehicle by at least two tiedowns. **However, if all the logs in any stack are blocked in the front by a front-end structure strong enough to restrain the load, or another stack of logs, and blocked in the rear by another stack of logs or vehicle end**

(continued on page 28)

(continued from page 26)

structure, the stack may be secured with one tiedown. If one tiedown is used, it must be positioned about midway between the stakes. The memo also clarifies or changes several other rules regarding load securement.

When this TPA member called the TPA office inquiring about the ticket, TPA called the Wisconsin State Patrol and challenged them. The Wisconsin State Patrol says it did not know about this memo. So, if you've been ticketed in Wisconsin between January and the time you read this, you may want to contact the TPA office. Also, if you still have your Load Securement brochure produced by the TPA, MLEP and the Minnesota State Patrol, you have the correct information.

Building Solutions: New Uses for Paper Mill Waste

We know the adage is true: waste not, want not. But is there a way to make the hundreds of tons of pulp waste generated each day by the paper mill industry into a want?

Researchers at the University of Minnesota Duluth's Natural Resources Research Institute (NRRI) think they've found it. Through a new research initiative, they've developed a process for turning the wet wood fiber waste into flooring tiles, siding, and many more possibilities of durable building products yet to be explored.

This remarkable, and marketable, solution was found through hours of dedicated research, trial and error. Using the varied expertise at NRRI, the team found that with the right binding additive, the waste pulp could be formed into building materials, meeting a need for the building trades while relieving a problem that is felt by the paper industry worldwide.

"We needed to find something that would use truckload after truckload of this stuff day after day," said NRRI Forest Products researcher Pat Donahue. "We tried



NRRI researchers Pat Donahue and Matt Aro collect residue at Sappi Fine Paper in Cloquet.

many different combinations of binding materials on different products until we found a cement-based process developed at the University of Philippines Los Banos that is working very well."

Literature research led NRRI chemist Oksana Kolomitsyna to a Philippine paper mill similar to Duluth's Stora Enso, that mixes the waste by-product with cement to make cement-bonded building materials – a hot ticket in today's building trades. But instead of cement, NRRI Forest Products scientist Matt Aro applied the technology to a phosphate and magnesium oxide powder called Ceramicrete which is nonporous and can have compressive strengths higher than concrete. The U.S. Department of Energy's Argonne National Laboratory in Argonne, Ill., originally developed the concrete/ceramic-like mixture



Residue tiles.

to treat and stabilize low-level radioactive and hazardous waste. When mixed with the inorganic fiber waste from the mills, it can be cast into any shape.

Minnesota paper mills generate over 250 tons of waste per day – more than 12 truckloads a day. In Wisconsin, the problem is much bigger—with some 3,000 tons generated per day, or about 150 truckloads needing disposal. All options for getting rid of the waste cost money. The most common disposal method is to spread it on fields as a soil additive because the paper-making waste is made up of inorganic fibers and mostly clay minerals. The least expensive option is to burn the waste, but even after pressing, it still is typically 50 percent water, which means it takes a lot of energy to burn it. Land filling is the most expensive option because landfill space is getting harder to come by, especially at the volume needed by paper companies.

"The thing to remember is, a lot of energy went into this material already," explained Donahue. "It's already been extracted, mined, processed, transported. We really shouldn't just throw it away."

European paper mills have found some small-scale solutions: cost effective incineration, insulation – and some companies have made kitty litter out of it. But NRRI focused on large-scale, practical applications for the waste that would fill a real need. The building products made with paper mill waste and Ceramicrete are stronger, lighter, non-flammable and take less energy to make. More development of the properties and further research of processing is needed. NRRI is working with development partners and with Minnesota and Wisconsin paper mills to turn these tons of waste into products that consumers can buy in stores.

Funding for the research was provided the U.S. Forest Service's Rural Development through Forestry grant. NRRI is partnering with the Wisconsin Business Innovation Center, the Forest Service and the Wisconsin Department of Natural Resources.

This article was reprinted with permission from the NRRI Now.

LOG TRUCK DRIVERS

Fall Skilled Driver Workshop

New Load Securement Requirements
Hours of Service Changes
Truck/Trailer Walkaround
Catco Discussion on Hydraulics

EARN MLEP CREDIT

This workshop is \$25 per driver for TPA and MLEP members and
\$75 for non-TPA and MLEP members (cost includes lunch)
The workshop fee will be waived for drivers who register as new TPA members
Workshop will be held from
8 a.m. until 3:30 p.m. at the following location:

Tuesday, October 5, 2004 – Forest History Center, Grand Rapids, MN

Register now! Limited to 30 drivers per session!!!
To register, complete the registration form and mail or fax by Friday, September 17, 2004
TPA Services, Inc.
324 W Superior St., #903, Duluth, MN 55802

OR Fax your registration form to: 218-722-2065
For Further Information Call 218-722-5013

REGISTRATION FORM MINNESOTA LOG TRUCK DRIVER WORKSHOPS

Company _____

Street Address _____ Phone _____

City _____ State _____ Zip _____

Drivers that will be attending:

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Registration fee is \$25 per TPA/MLEP member / \$75 per nonmember/
Enclosed _____ Pay at Door _____
Please return this form, along with your registration fee, by **September 17, 2004**, to:

TPA Services, Inc.
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OR Fax your registration form to: 218-722-2065

LOGGERS OF THE PAST . . .

"The Hot Lunch Program"

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, whenever you see a group of workers going into the woods, you'll see them carrying dinner pails or bag lunches. Coffee breaks in the morning and afternoon are a part of the working schedule.

It wasn't that way in the old logging days. There was no such thing as a coffee break, and nobody carried a dinner pail. The old lumberjack demanded a hot meal at noon and he got it. As far as coffee breaks were concerned, if a man could not eat enough at breakfast to last him until the noon meal, he was considered a sissy and had no business being in a lumber camp. However, several men, even in those days, had a coffee break—like the handyman, blacksmiths and the team bosses.

The walking boss saw that all the men could return to the camp for their noon meal if they were less than a mile from the cooking area. If they were out over a mile, a hot meal would be taken to them. In camp, a spot would be selected in a central location where the

teams were working, and a temporary table of poles would be set up and logs rolled together to form seats for the teamsters, cruisers, scalers, log inspectors and walking bosses who traveled camp to camp.

In railroad camps the crews that were late would absent from the lunch table. This table was usually set up at the side of the kitchen area and near the door as the cooks did not want these men tramping over their clean floors. The men who worked in the blacksmith shop, as well as the railroad crews, usually had considerable coal dust on their feet and clothing, and it was the cook's desire to keep them as close to the door as possible.

When the crew was to be fed away from camp, the straw boss would have one of the men build a fire so it would be burned down enough to prevent smoking when the crew arrived to eat. The lunch sleigh would arrive on time with a hot meal that had left the kitchen only 20 minutes before. These

meal lunch sleighs, usually a "wing-dingle," had a box lined with blankets or padded in some way to keep the food warm. Shelves were made for pies, cakes and bottles. Special "camp kettles" were used for baked beans, boiled potatoes, gravy, roast beef and all hot dishes. This food arrived at the dinner site steaming hot. Pans had been placed in the lunch sleigh just as they came out of the oven, and often were so hot one had to wait a few minutes before eating them.

Whether in camp or out, the men formed a line with their plates and received their food much as one would do in the modern smorgasbord. Coffee and tea were the only drinking items made at the lunch site, and the man tending the fire usually had them boiling by the time the lunch sleigh arrived. Out of camp, at the dinner grounds were in a open area, a crew would cut small trees and stick them in the ground to provide shelter from the wind while the men ate. The horses were driven to an area adjoining the site and were well blanketed and given their oats in a box or pail and also a little hay.

The only time lunches were carried was during the log drives, and each man was issued what was known as a "nose bag," a little canvas bag that he slung over his shoulder. Sometimes, he took enough food to last him 24 hours. Often, a river driver would be sent downriver to watch a bend when logs were running and could not be relieved until all the logs had passed. It would often take 24 hours or more for the logs to make their journey when the river was high. Carrying a "nose bag" was expected while on the log drives.

After the color and tie camps came into being and the cutting was done by "piece makers," they started to carry their lunches to the woods individually. In some smaller camps, no noon meal was served in camp at all. However, in the old logging days, three warm meals a day were in order and "dinnering out" was the exception, not the rule. When they did have to dinner out, the meal was kept just as near the type of meal served in the camp as possible. Lumberjacks just had to have good food.



Dinnering out: Lunch time in the woods began at 11:30, usually lasted a half hour.



A cookee brought food to the woods crew in a lunch sleigh called a swing-dingle—built with runners close up in front to avoid brush and gillocks. The swing-dingle had shelves and partitions to hold food containers and gear and was lined with

blankets to keep food hot. Fires were ready, logs were laid out for seating and the crew and lunch arrived at the spot at the same time. Horses were watered, if possible, and blanketed while they were fed oats and hay.





Blandin Foundation Awards MLEP \$199,000

The Blandin Foundation recently awarded the Minnesota Loggers Education Program \$199,000 to design and deliver advanced training for logging professionals.

The training will provide logging professionals with some of the business tools needed to more successfully operate businesses and implement management plans. Professional training will be designed in three distinct subject areas: forest technology and tools, forest management and silviculture, and business management.

One of the significant challenges in providing quality logger education programming is the development of course topics and curriculum that are timely and relevant to a logging business owner and employee's specific job responsibilities. This grant will help ensure that specialized training is available – allowing owners and employees to choose the workshops that they are interested in and that are most relevant to your specific job responsibility.

The grant also provides resources to review existing logger education training in other states. The review will identify program models, successes, opportunities and gaps. Additionally, the review will identify the expectations and requirements of certification and environmental management programs within Minnesota.

The training will be marketed and offered to loggers for MLEP credit. As appropriate, courses would also be cross-marketed to other natural resource professionals. To the greatest extent possible, a mutually recognized training standard will be developed that meets the needs and expectations of loggers, industry, certification and environmental management programs and the public. This standard would define training subject categories and the training required to be considered a trained,

professional logger in Minnesota by the MLEP, and by industry and public land management agencies. A credentialing of “Advanced Logging Professionals” will also be investigated.

The Blandin Foundation's support will considerably elevate the quality of logger education in Minnesota and assist in the development of a training

curriculum that could set the standard for professional logger training nationally.

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

1969 C4 TF	P.O.R.
1973 C5 TF	\$7,500
1970 440A JD	10,500
GRAPPLE SKIDDERS	
1993 518C Cat., new trans.....	40,000
1978 666C Clark.....	11,000
1991 450B TJ, Cummins eng...18,000	
1982 JD540B w/studded chains	21,000
1987 JD548D, single arch23,000	
640 JD, single arch Young grapple, rebuilt engine and transmission.....	19,500
2000 648G III, dual func., enclosed cab w/A/C, new engine and tires.....	110,000
1988 648D JD, single function, rebuilt engine and transmission.....	24,000
1986 648D JD, dual function...27,000	
1973 C7 TF	9,000
1980 C6 TF, with 23.1x26 tires ..9,000	
CRAWLERS	
1995 D3CLGP, new undercarriage, very clean	33,000
1975 450C, 6-way blade.....	12,500
1990 650G, 6-way blade.....	35,000

1197 D6D LGP,	P.O.R.
1987 D4H LGP, 6-way blade, encl. cab	27,000

KNUCKLE BOOM LOADERS

1996 170A Serco on S.P. Carrier w/60" slasher	53,000
1987 210C 6 cyl JD slasher pkg.....	27,000
1995 1000B Morbark self-prop. carrier, pull thru delimeter, 60" circular slasher	55,000
Prentice 90 on tandem truck, 19' bed.....	8,500
1969 Brown semi trailer w/centermount loader.....	6,500
1987 XL 175 Husky, on truck..	17,500

TRUCKS

1978 GMC 2-ton w/hydr hoist, flatbed dump.....	4,500
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DELIMBERS

1981 743 JD	14,500
Siuro delimeter/slasher.....	7,000
1985 125B Case w/3000 Denis	27,000

EXCAVATORS

1990 JD 490D.....	27,000
1984 JD 690B	19,500
1992 Mitsubishi MXR55	12,000

FELLER-BUNCHERS AND SHEARS

1989 775 Barko, 20" sawhead ..35,000	
1979 Drott 40, shearhead.....	17,000
1978 Drott 40, JD eng.....	13,000
1991 JD 493D w/1996 Kato #150 2 Track 20" head, 3000 hours on head.....	40,000

1993 JD 590D w/18' Roto saw	27,000
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1998 JD 653E w/20" Cameco sawhead.....	95,000
--	--------

1996 720 Tigercat, 20" Koehring sawhead, cab & A/C	59,000
--	--------

1997 T415 Timbco, 8600 hrs., w/2001 AFM #60 3 dr. roller processor head, 3000 hrs. on head	95,000
--	--------

1993 T445 Timbco, w/22" Quadco sawhead w/side tilt.....	95,000
1993 Risley Black Magic w/Risley sawhead	65,000

1976 544B JD	17,000
1976 544 JD 20" shear.....	21,000
1988 910 Cat, 17" shearhead, rebuilt trans.....	32,000

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544B JD.....	15,500
1979 544B JD	18,500

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544B JD.....	15,500
1979 544B JD	18,500

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