

THE VOICE OF THE TIMBER INDUSTRY

TIMBER BULLETIN

DULUTH, MINNESOTA

JANUARY/FEBRUARY 2013

VOLUME 68



**Meeting the
Challenge
Stangler Logging
DNR Modifies ERF Policy
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into Wisconsin**

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Duluth, Minnesota

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ON THE COVER

Aspen harvested by Stangler Logging waits to be hauled to the Sappi Fine Paper mill in Cloquet. For more on Stangler Logging, please see page 8.

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Here it is March already. The winter flew by again this year it seems. Maybe it just feels that way when you are putting in lots of hours and working six sometimes seven days a week trying to get six months of work done in three months' time. Our operation and some others I have talked to could use a few more weeks of cold weather to finish up sales and stockpiling before

President's Column



spring comes. The rapid rise in fuel prices has really cut into our bottom line this winter and will be a cause for concern going into the summer when prices

usually rise because of the travel season. I hope that in spite of the rising fuel prices, uncertainty with the economy, and new rules for health care that are starting to be implemented, that all of you had a profitable and safe winter.

It's a very busy time at the state capitol for Wayne and Ray. The DNR budget is again a big issue. We will have to wait and see how this will affect the logging industry.

Remember not only to say the right thing in the right place, but far more difficult still, to leave unsaid the wrong thing at the tempting moment.

Benjamin Franklin

MLEP and Log Safe training are coming next month. Be Safe and have a great spring!

Kit Hasbargen

Executive Committee

Mike Warren: 218-244-5722
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Curt Benson: 218-239-1001

TPA Staff

Ray Higgins: 218-722-5013
Wayne Brandt: 218-722-5013

Study Released on Consulting Foresters



The ranks of forestry consultants statewide have increased by 20% since 2006, despite the economic downturn of 2008-09, and consultants are writing more than 500 stewardship plans each year, covering 79,000 acres of family forest land. That's according to a study conducted on the Status of Consulting Forestry for the Minnesota Forest Resources Council.

In addition, for every two stewardship plans that are written by consultants, one timber sale is set up, according to the study, conducted by Peter Bundy of Masconomo Forestry, located in Crosby, Minn. An average of 13,100 acres of family forest land is harvested each year on lands managed by consulting foresters. Assuming that each sale averages 20 cords/acre, more than 250,000 cords of wood are put on the market each year by consultants. This represents approximately 10% of the statewide timber market.

The findings are the result of a survey of the state's consulting foresters conducted last fall. The study found that consulting foresters are playing an increasing role in the state's forest management, due in part to the reduction by the Minnesota DNR of its private forest

management activities.

The study states that with regard to harvesting, 80% of the consultants in the survey set up wood sales for private landowners, and that approximately 50% of the new plans that are written by consultants are followed up with a harvest treatment within 5 years.

Among the recommendations from the study are that efforts should be made to strengthen the 2-c and SFIA tax incentive programs. According to the findings, almost 90% of all new stewardship plans are written for landowners enrolled on either program, indicating their importance to sustainable management on private lands.

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I met recently with Ken Peterson, commissioner of the Minn. Department of Labor and Industry. Ken was also the commissioner under Governor Rudy Perpich when the Loggers Targeted Industry Fund program was passed into law.

In preparing for the meeting Lumbermen's Underwriting Alliance had prepared the list of injuries in our program for the past five years. It's interesting data. Without knowing the circumstances of each injury the categories scream out for prevention.

Lifting. Pushing/pulling. Fall/slip. Caught in or between machinery/object. Foreign body in eye.

Executive Vice President's Column



Repetitive motion. Strain/sprain. Twisting. If we are going to keep our workers' compensation rates low we need to focus on the injuries that are happening as well as where

and how they are happening. Commissioner Peterson agreed to work with us through the LogSafe program. We need to improve the training that's being done.

We also need to focus on safety on the job. The slips and falls when getting on and off of equipment can be prevented. We all know, but need to be reminded all the time, how to lift properly. And we should all know to be aware of safety all the time. But we need to be reminded. And we need to remind others.

Remind yourself. Remind your crew. You won't regret it.



The legislature is back in full swing at the Capitol. The usual rhythm is being followed with lots of overview hearings as legislators new and old learn about issues. This is then followed by more focused activity as committee deadlines approach followed by the push to finish everything by the May 20 constitutional deadline.

For us, the biggest issue is the DNR Division of Forestry budget. If they don't have the funding to put

the wood we need up for sale, we're sunk. I'll keep you posted.



Our sister organization, Minnesota Forest Industries, continues to add to its new web site for students and teachers www.TreezyDoesIt.com

Take a look at it and pass it along to any schools, teachers or students that you know. There are also short videos on careers, with more to come, including jobs in logging. And who knows, you may be asked to star in one of the videos. Or a member of your crew.



It's a real winter this year. Finally! We've had plenty of cold weather to set up the swamps, enough snow to keep the woods roads smooth, but not so much that a lot of fuel is expended plowing, and generally favorable conditions overall. Let's hope this holds on until into March.

Since we've handled the weather, I guess we should get to work on diesel prices.



Mark your calendars now for the TPA Annual Meeting June 5 and 6 at Ruttger's Sugar Lake Lodge in Grand Rapids. Make sure you note that the event is Wednesday

and Thursday this year due to a scheduling issue at the resort.

The North Star Expo will be at the Itasca County Fairgrounds on Sept. 13 and 14.



The MN DNR has published an update of the Endangered, Threatened and Special Concerns Species list. This is a formal rulemaking process and the first update in many years. We're focusing on the forested species and have testified in front of the Administrative Law Judge who has held hearings around the state. TPA is also providing written comments.



I'm going to end this column the way I started. Safety. As you make the final push this winter take the time to review safety with your crew. Remind them about the little things, lifting properly, getting on and off of equipment safely. Being aware of safety all the time. Let's have a safe end to our winter logging season and let's keep things safe in the mills all the time.

Wayne E. Smith

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Member Feature...



Stangler Logging. (L-R): Paul Stangler, Bill Stangler, Leo Stangler, Jim Stangler, and Pat Randall.

Meeting the Challenge

The Stangler family has been logging in Cass County for over 75 years, ready to take on changes in the industry.

by Ray Higgins

Paul, Bill, and Jim Stangler sit in their small shack on the landing at lunch time, eating the meals they'd packed at home. The morning's production at this 1,200-cord sale of aspen, birch, balsam, and maple southwest of Remer hasn't been optimum: the feller buncher found a rock while harvesting aspen and had all of the teeth knocked out of its saw; the cut-to-length processor the Stanglers use for delimiting needs a part and isn't running

today; one of the contract timber haulers the Stanglers use has a wheel bearing issue on his rig and isn't hauling today.

On top of that, significant purchasers of the Stanglers' timber like Weyerhaeuser and Ainsworth, have closed mills in recent years, making marketing their wood more difficult. The closing of the Verso Paper mill in Sartell last August, where the Stanglers – and many others – brought their balsam fir, eliminated yet another market.

And yet, the Stanglers aren't fazed.

"It's always something," says Paul Stangler with a smile. He's Stangler Logging's owner/operator. "That's just the way this business is."

"There are too many pieces to the puzzle not to have something fall through," says Bill Stangler, Paul's uncle.

The Stanglers should know. The roots of the business stretch back roughly 80 years.

Ted Stangler was Bill and Jim's father. Back in the 1930s the family was living in northeastern Cass County on land along the Mississippi River that Ted farmed,

but he also logged in the region, working in logging camps during the winter months. In fact, some of Bill's earliest memories revolve around those logging camps.

"The first logging that I ever remember in my life," Bill says, "was from before I was in school. My dad would have me ride his horse to babysit me. Because some of us would be in his logging camp up in northern Minnesota around the Bigfork area, and the rest of the kids were in school. So they had to stay home and then work on our small dairy farm. I can remember riding that horse. I must have been five, six years of age.

"The horse was working and I was just on his back, to the landing and back," he says. "That would have been 1945, something like that."

In all, Ted and his wife Mary had 14 children, and the family learned the value of hard work both on the farm and in the woods.

"She worked in the woods too," Paul says of his grandmother. "She was one tough lady and a wonderful woman."

Eventually Ted went to work for the state of Minnesota, plowing roads, sanding roads, and performing maintenance. But he



Jim Stangler harvests aspen with a John Deere 843H feller buncher.

always found time to cut a little bit of pulp wood during the wintertime, 20 to 30 cords over the course of a winter. And of course, the Bill and Jim, along with their brother Fred – Paul's dad – helped out.

"We were piece-cutters," Bill says. "We'd just cut it to length in the tamarack and spruce swamps and then they would dray it to landings. Fred and I would piece-cut back during high school. We'd do it during Christmas vacation and stuff like that.

"We used to peel wood in the summer and then a lot of those years my dad owned a portable sawmill and we would make railroad ties. And in the winter months we'd log cedar and he would cut cedar ties and a lot of it would go to the iron mines and stuff for cribbing and ties."

When Bill graduated from Deer River High School he headed west, settling in Salt Lake City. He met his future wife there, got married, and ended up moving back to



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northern Minnesota. Because it was hard to find a job, he started logging.

"The logging business was still trickling along because my dad never did completely quit logging," Bill says. "He always logged to some capacity. And so then he just kind of shuffled me into it. I've been doing it more or less on a full-time basis since 1970."

Bill ran the company for years with help from his brother, Jim, who worked full time after returning from Vietnam, and that's the way the business proceeded, until Paul joined the fold.

After graduating from Deer River in 1986, Paul headed to college at Moorhead State. But after three years there, he decided he needed a change of pace.

"I realized, I have to be outside to really be happy," Paul says. "You're not sticking me in a school or in an office. I could do it maybe now, but at a younger age, I wanted to be outside. Even though I complain about it once in a while, I have to be outside. I have to sweat too once in a while. I want to work. That's just me."

So he came back to Deer River and looked for work. Paul hadn't logged much while growing up, but he was looking for work, so he decided to give his uncles a hand in the woods.

"Jim suckered me into when I came home looking for something to do after college," Paul laughs. "I'd been around it, knew about it. You can't live around here, live in the Stangler family and not know about it."

He eventually became partners with his uncles in Stangler Logging. In 2001 when it was time for them to back away, at least in terms of ownership, Paul took over, continuing the family tradition.

While Stanglers have been in the woods logging in one form or another for more than 75 years, they've seen a lot of change, particularly in their markets and where they deliver their wood.

"If you go clear back to 1970 when I started to get more married to it," Bill says, "everything went through timber jockeys. They were always in the wood buying business. They made money buying wood, putting you on a job, you'd log it and they'd make money on this, that or another



Pat Randall drives a Deere 648 G2 skidder. Randall usually drives truck for Stangler Logging, but he's in the skidder on this day because cousin Matt Stangler's wife gave birth the day before.

thing. And the mills wouldn't talk to you, they went through the timber jockey. Now, most folks run their own show."

"When I started," Paul says, "we primarily went to Potlatch in Grand Rapids, which then turned to Ainsworth. And we'd send a lot to Sartell, and a lot of poles went to Bemidji back in those days. Eventually, a large percentage of our wood went to Trus Joist in Deerwood, 80 percent or more back in the early 2000s."

But the economy went sour, and the industry experienced a downturn in 2006. Ainsworth closed its Minnesota mills, and

Weyerhaeuser closed the Deerwood Trus Joist mill, too. That left a lot of loggers, including the Stanglers, scrambling for markets.

"Everyone was scrambling and then we got on with Sappi," Paul says. "Most of our wood goes there. We also send wood to Savanna Pallets, Remer Cut Stock Lumber, and Potlatch. When Blandin needs wood, they know where to come. And we sort every bolt and I send as much as I can to Hawkins Sawmill in Isle.

"We try to sort everything we can," he says. "The biggest piles don't win any more."

That's one reason the Stanglers



Paul Stangler drags aspen to the landing with a Deere 648 skidder. It's older than the company's other skidder, but Stangler says, "I'd take it to my grave. It's one fine piece of equipment."

year hauling for Stangler Logging – they might as well be.

But while everyone has a primary role in the operation, it's important for the crew to be versatile.

"Having guys like these guys that know what they're doing is huge," Paul says. "For instance, Leo's an excellent mechanic. To be successful you have to be able to do everything. And my wife, Heidi, does a great job with the books and payroll."

Even Paul's dad Fred – Bill and Jim's brother – who never got into the logging business full time, other than working in the woods here and there as a kid like his brother did, helps out a little, now that he's retired from working in the warehouse at the Blandin mill in Grand Rapids.

"When he retired from Blandin, he'd come out and run skidder for us once in a while," Paul says. "When something breaks, he can fix anything. And he'll take time out of his day right away to help me. We broke a chain last week. Dad says that isn't a big deal and comes right out and takes care of it. He's always right there whenever I need him. Then in the springtime, when we're doing a ton of maintenance, he'll



Bill Stangler works on the landing, operating the company's loader/slasher.

help out there too."

All of the Stanglers live within 2-3 miles of one another, near the spot where Ted originally settled along the Mississippi River. In fact, Jim and Matt still live on Ted's original land. They mostly buy sales from Cass County, so they aren't often working too far from home.

"It's been a good winter," Paul says. "We're as stable as we've

been. But anybody can get in a pinch. We don't spend money just to spend money. We're not afraid to invest money either, but I don't have to have the nicest pick-up, I don't have to have the nicest skidder or slashers. That's just our philosophy. That's the way our dads raised us. He always said it doesn't matter how much money you make, it's what you do with it."

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Former Verso Mill Sold

Verso Paper Corp. announced plans in January to sell its idled Sartell mill to AIM Development (USA) LLC.

Terms of the transaction were not disclosed.

AIM Development is part of American Iron & Metal Company. According to its website, American

Timber Talk

Iron & Metal, "specializes in the recovery and recycling of scrap metal by-products into valuable, reusable raw

materials." The new owners are expected to dismantle the mill and redevelop the site.

AIM CEO Herbert Black told Minnesota Public Radio there are no plans to operate the site as a paper mill.

The 37.5-acre property in Sartell hosted a paper mill since 1905, first as Watab Pulp and Paper, then as St. Regis, then Champion International, International Paper, and finally as Verso Paper. The mill hadn't been in operation since Memorial Day of 2012 when an explosion and fire killed a mill worker and injured four others, idling the plant.

LP Two Harbors Gets New Press

Louisiana Pacific's Two Harbors mill closed for four weeks to receive and install a new press.

The upgraded press costs \$6 million and will increase production by 25 percent. The Two Harbors plant makes SmartSide trim and siding.

The facility employs roughly 160 workers.



Gessell and Cramer Promoted by Nortrax

Dale Gessell has been promoted by Nortrax to the position of regional vice president for the Midwest region. Gessell replaces Tim Murphy, who was named the company's president & CEO.

Gessell had been general manager for the Nortrax branches in Duluth, Grand Rapids, and Bemidji. As a result, Chip



Dale Gessell



Chip Cramer

Cramer has been promoted.

Gessell started with Nortrax in 1991 as an inside sales manager. He'd been general manager of Minnesota's three Branch locations for 13 years. In his new position, he'll oversee Nortrax locations in Minnesota, Wisconsin, and Michigan's Upper Peninsula. Gessell will continue to be headquartered in Grand Rapids.

Cramer started with Nortrax in 2001 as a territory manager and then moved to Inside Sales, where he has spent the last 10 years.

Zelle Named MnDOT Commissioner

Charlie Zelle has been appointed commissioner of the Minnesota Department of Transportation by Gov. Mark Dayton. He succeeds Tom Sorel, who resigned December 1, 2012, to become the CEO of AAA Minneapolis.



Charlie Zelle

For more than 20 years, Zelle served as president and CEO of Jefferson Lines, a Minneapolis-based transportation company providing travel services in 13 states across the Midwest. In addition to his professional work at Jefferson Lines, Zelle has volunteered his time on transportation policy and business issues in a variety of capacities, serving as the chair of the Minneapolis Regional Chamber of Commerce, a member of the Corridors of Opportunity Policy Board, and a member of the Minnesota Chamber of Commerce Board of Directors.

"Charlie Zelle's outstanding record of innovation in the private sector will serve Minnesota well, as we build a transportation system which will serve our needs and support our future growth and prosperity," Dayton said. "I know that Mr. Zelle's very successful business career and his strong commitment to public service will make him an outstanding

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Zelle was born and raised in St. Paul, and received a BA from Bates College and a MBA from the Yale Management School.

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From Scout Land to Scout Hands ...

Pinewood Derby cars are being made from trees in Boy Scout forest in Park Rapids

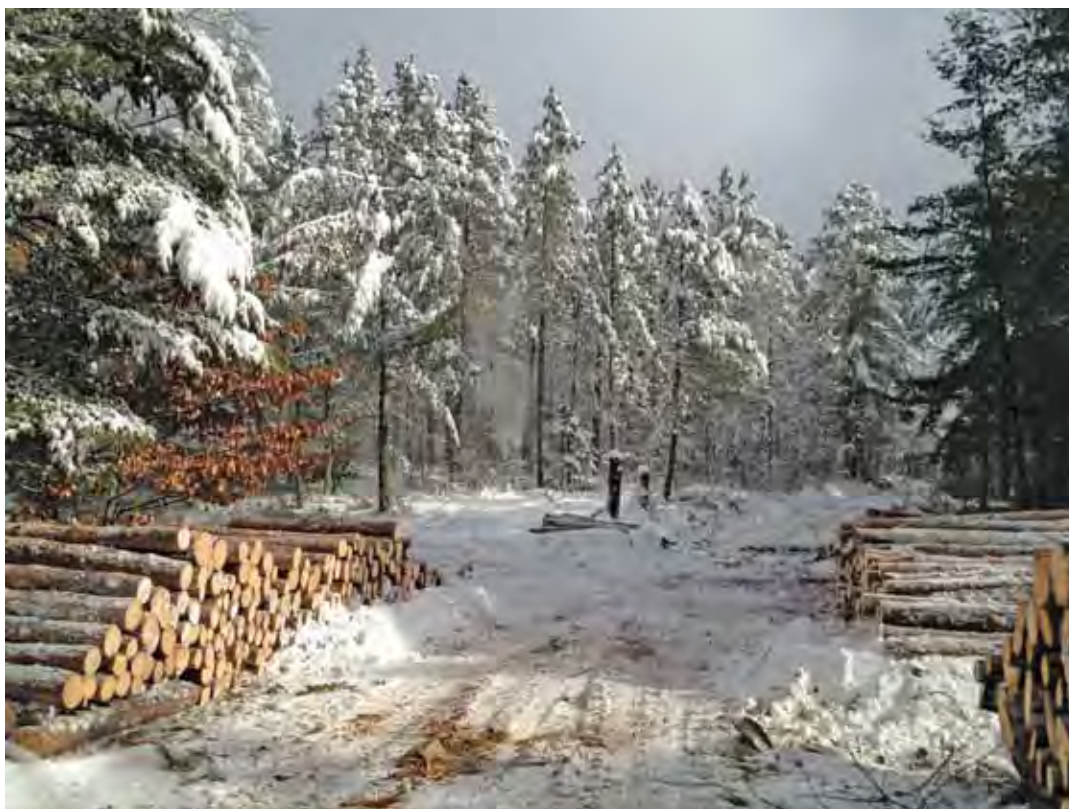
The Pinewood Derby cars built and raced by generations of Cub Scouts around the world aren't made of metal or fiberglass; they're made, naturally, of pine. And soon Cub Scouts from the Voyageurs Area and Northern Lights Councils in northern Minnesota will be racing cars made from pine harvested right in their area, thanks to the generosity of professional loggers, lumber mills, the Sustainable Forestry Initiative® (SFI, Inc.) and others.

The harvest was conducted in late January from Camp Wilderness, a Boy Scout-owned, certified tree farm near Park Rapids. That wood, certified under the SFI program, will then be made into 2,500 Pinewood Derby kits.

"The harvesting, transporting and milling of this SFI-certified wood are all being donated by Minnesota people and companies committed to helping educate Scouts about forest management activities and the types of products that can be provided by healthy forests," said Tim O'Hara, coordinator of the Minnesota SFI Implementation Committee. "This spring, Scouts will return to this area to replant seedlings, thus ensuring that another generation of Minnesotans will continue to enjoy the forest."

O'Hara said Pinewood Derby materials will be packaged into kits and labeled with the SFI label, which indicates that wood was grown and harvested in an environmentally friendly manner. He added that Cub Scouts will be encouraged to design their cars in a theme that represents responsible forest management and includes the SFI logo.

A big part of responsible forest management is the way trees are



The site in Camp Wilderness near Park Rapids where timber was harvested for Pinewood Derby cars.

harvested, said David Chura, director of the Minnesota Logger Education Program.

"Haverinen Brothers Logging is one of more than 400 logging businesses in Minnesota who have gone through extensive MLEP training related to sustainable forest management, transportation, safety and business management," said Chura. "Their commitment ensures that Camp Wilderness and Minnesota's many other forests continue to be the best managed in the United States."

Andy Kietzman, Camp Wilderness Ranger and Forester, said the harvest will yield about 500 cords.

In addition to the contributions by Camp Wilderness and Haverinen Brothers Logging, time, materials and other resources are being donated by A&C Lumber Products of Park Rapids; Norbord of Bemidji; and Wicks Wood Products, of Akeley.

"The Boy Scouts of America has a long history with the Sustainable Forestry Initiative, including printing our monthly Boys' Life magazine on SFI chain-of-custody certified paper," said

David Nolle, Voyageurs Area Council Scout executive. "This Pinewood Derby project with SFI and the MLEP is just one more example of that commitment."

The SFI Program, begun in 1994, is one of the largest forestry certification programs in the world, using measurements that include protection of water quality, biodiversity, wildlife habitat and more. There are more than 200 million acres certified to the comprehensive SFI standard across North America. In Minnesota, there are nearly 7.2 million acres of forestlands certified, making Minnesota the leader in the United States in the amount of acres enrolled in the SFI Program.

Certification of Minnesota's forests helps ensure our forests are managed responsibly while providing recreational opportunities and jobs. SFI certification also extends to the market. When consumers see the SFI label on a product, they can be confident they are buying wood or paper from certified forests or certified sourcing – whether it is reams of paper, packaging or two-by-fours.

Logger of the Year Nominations Being Accepted

The Minnesota Sustainable Forestry Initiative® Program Implementation Committee is now accepting nominations for the 2013 Logger of the Year Award.

The award is designed to recognize outstanding independent logging contractor performance, increase the visibility of competent professional independent logging contractors within the forestry community, encourage independent logging contractors to emulate the outstanding performance of award winners, and improve forester-logger-landowner relations by publicly recognizing outstanding logging performance as an essential element of every planned timber harvest.

Among the areas in which nominees loggers will be evaluated are safety, forest management, timber harvesting practices, and business management, as well as community involvement.

The winning logger will receive a \$500 cash award and "2013 Logger of the Year" plaque. In addition, this year's honoree will be nominated for

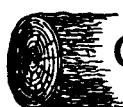
FRA's Regional and National Logger of the Year awards. Minnesota's 2012 winner, Dale Erickson of Erickson Timber in Birchdale, was also named Regional Logger of the Year. In 2009, Minnesota winner Dave Berthiaume also won the regional award and was also named National Outstanding Logger.

Previous Minnesota winners include:

2012- Erickson Timber
2011- M&R Chips

2010- Lovdahl & Sons LLC
2009- Berthiaume Logging LLC
2008- Pittack Logging, Inc.
2007- McCabe Forest Products
2006- Rieger Logging, Inc.

Nomination forms can be obtained through the MN SFI Implementation Committee office by calling 218-722-5013. Nominations are due March 11, 2013. The winner will be notified in April and the award will be presented at the MLEP Logger Conferences.



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DNR Modifies ERF Policy

After a year of review, the Minnesota DNR announced that its 1994 Extended Rotation Forestry (ERF) Guideline is no longer in effect. Instead, the agency will use an adaptive approach to monitor and manage forest age classes, including older forest, on DNR timberlands.

The changes are a result of the fact that when the policy was developed, Minnesota's annual harvest totaled 4.1 million cords. That figure has declined to roughly 2.5 million cords in 2012.

The DNR's original ERF policy had been developed in order to preserve a certain level of old growth forest types, beyond their "normal" rotation ages. Species with older forest goals under the DNR's policy included aspen, birch, jack pine, red pine, balsam, lowland black spruce, and tamarack.

TPA advocated for the change in DNR's ERF policy and is pleased with the decision.



"The DNR was right to conclude that the old ERF policy is no longer needed," TPA executive vice president Wayne Brandt said. "Our forests will continue to get older at

current harvest rates. Eliminating ERF means there will be more good wood on the market for our loggers to purchase and harvest."



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Hauling Timber into Wisconsin

With markets for harvested timber changing in Minnesota, many loggers are exploring the possibility of hauling wood across state lines to facilities and companies in Wisconsin. To do that, haulers need to know the current laws and regulations for crossing state lines and for hauling in that neighboring state. To assist TPA members with staying compliant, Sgt. Tim Weiberg of the Wisconsin State Patrol provided the following information for Minnesota haulers who wish to operate legally in the state of Wisconsin.

Included among the topics addressed are USDOT number, UCR, state registration, fuel tax, weight regulations, and FMCSA regulations.

USDOT Number

Every carrier involved in interstate commerce must register with the US Department of Transportation and display their issued USDOT number. This number is free and may be obtained either by mail or via the internet at: www.fmcsa.dot.gov. A valid credit card is required to complete the Internet registration and electronically "sign" the application. If you do not have a credit card you can print the forms available on the website and apply through the mail.

Unified Carrier Registration (UCR)

Interstate carriers must pay an annual fee under the Unified Carrier Registration System. This fee must be paid online at www.ucr.in.gov. A copy of the receipt for UCR fee payment does not have to be carried in the vehicle; officers have the ability to check for compliance online. The Unified Carrier Registration is valid from January 1 to December 31 of each year.

Registration

Wisconsin and Minnesota have entered into a reciprocity agreement regarding registration for commercial motor vehicles. Vehicles may operate interstate within 30 miles of the Wisconsin/Minnesota border without obtaining registration in Wisconsin. Vehicles transporting wholly within Wisconsin and those operating beyond 30 miles from the border must have some form of Wisconsin registration. Registration may be in



one of three forms: You may purchase a Wisconsin base registration plate for each vehicle, you may purchase a 72-hour trip-permit or you may obtain Minnesota IRP registration with Wisconsin listed on the cab card. 72-hour trip-permits are **valid for one round-trip per 72-hour permit** and can be ordered through permit service companies, or obtained online at <http://www.dot.wisconsin.gov/business/carriers/trip-permits.htm>.

Fuel Tax

Wisconsin and Minnesota have also entered into a reciprocity agreement regarding Fuel Tax licensing requirements. Vehicles may operate within 30 miles of the Wisconsin/Minnesota border without obtaining a Fuel Tax license. Carriers operating beyond 30 miles must have either a valid IFTA license from Minnesota or a 72-hour trip permit. Trip permits are **valid for one round-trip per 72-hour permit** and can be ordered through permit service companies, or obtained online at <http://www.dot.wisconsin.gov/business/carriers/trip-permits.htm>.

Weight Regulations

A "Fruits, vegetables/raw forest" permit may be purchased from the Wisconsin Department of Transportation. This permit allows vehicles to transport up to 90,000 lbs. on all Class 'A' highways in Wisconsin depending on number of axles and axle spacing. These permits are suspended each year during the spring thaw period, usually early March to early May. A Raw Forest Products Permit can be purchased

online at: <http://www.dot.wisconsin.gov/business/carriers/osow-autosys.htm>.

Vehicle combinations of six or more axles may purchase a "Raw Forest Products Permit (RS Permit)" which allows weights of 18,000 lbs. per axle, up to 98,000 lbs. gross weight. During the spring thaw period established by WisDOT, the RS Permit allows transport on any highway that is marked State or US route including those posted to limit weights seasonally in connection with thawing of frozen roads. RS permits also remain valid during spring thaw on all other public roads but are subject to all posted weight limits, including seasonal limits. A Raw Forest Products Permit can be purchased online at: <http://www.dot.wisconsin.gov/business/carriers/osow-autosys.htm>.

The applications for the above additional weight permits can also be obtained by contacting the TPA office.

During the winter months the Wisconsin Department of Transportation implements the Frozen Road Declaration. This declaration allows vehicles transporting raw forest products cut crosswise and road salt and abrasives for winter road maintenance to exceed the statutory weights on US and State highways. This declaration does not automatically apply to county or town highways, but may be adopted by the authority in charge of road maintenance. Maximum weights allowed are 23,000 lbs. for a single axle, 38,000 lbs. for tandem axles and 55,000 lbs. for 3 axles up to a maximum of 98,000 lbs. The dates of

the Frozen Road Declaration vary each year depending on the weather but it is normally implemented from mid/late December to early March. You can check the status of the frozen road law online at: <http://www.dot.wisconsin.gov/travel/truck/frozenroad.htm>. No permit is required to operate under the Frozen Road Declaration.

The weights allowed for raw forest products, vehicles operating under annual Raw Forest Products permit and the Frozen Road Declaration do not apply to the Interstate Highway System. When traveling from Duluth to Superior use the US 2 (Richard I. Bong) Bridge.

Federal Motor Carrier Safety Regulations

Wisconsin has adopted the Federal Motor Carrier Safety Regulations. Interstate carriers must comply with those regulations. Vehicle equipment must conform to the requirements in FMCSR Part 393 and 396. Loads of logs must be secured in accordance with 393.116. Drivers must meet the minimum qualifications of Part 391 and must carry a valid Certificate of Medical Examination. Drivers must also meet the Hours of Service requirements.

All drivers are required to complete a Record of Duty Status (log book), current to the last change of duty status. In addition to the current day, drivers must have in their possession copies of the previous seven days (eight days total). Those drivers who operate within a 100 air-mile radius of their normal work reporting location are exempt from completing a Record of Duty Status if **all** of the following requirements are met:

- The driver operates within a 100 air-mile radius of the normal work reporting location.
- The driver returns to the normal work reporting location and is released from duty within 12 consecutive hours.
- At least 10 consecutive hours off-duty separate each 12 hours on-duty.
- The driver does not exceed the maximum 11 hours driving time following 10 consecutive hours off-duty.
- The employing motor carrier maintains and retains for a period of six months true and accurate time records showing:
 - The time the driver reports to work each day.
 - The total number of hours the driver is on duty each day.
 - The time the driver is released from duty each day, and:
 - The total time for the preceding seven days for drivers used for the first time or intermittently.

Beginning July 1, 2013, drivers may not drive after the eighth hour following a period off-duty (or sleeper berth) of at least 30 minutes.

If you have any questions please contact State Patrol Motor Carrier Enforcement Information System (MCEIS) at (608)267-9762. Additional information and copies of the attached documents may be downloaded from the following Internet sites:

Wisconsin Division of Motor Vehicles – Motor Carrier Services Section
www.dot.wisconsin.gov/business/carriers/index.htm

Wisconsin State Patrol
www.dot.wisconsin.gov/statepatrol/index.htm

Federal Motor Carrier Safety Administration
www.fmcsa.dot.gov

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On the Markets

The *Timber Bulletin* publishes information regarding results of a sampling of recent timber sales and other market indicators, as well as other market-related news items.

Recent Timber Sales Average Prices, as reported by each agency

Agency Regular Intermediate

DNR – Backus and Deer River Areas

December 11 – Oral Auction

Agency	Regular	Intermediate
Trembling Aspen (WC)	\$27.95	\$31.79
Black Spruce (WC)	\$12.75	\$10.76
Balsam Fir (WC)	\$11.51	\$17.55
Paper Birch (WC)	\$11.80	\$13.35

14 of the 17 tracts offered on the regular and intermediate auctions were purchased.

DNR – Warroad Area

December 11 – Sealed Bid

Aspen Species (WC)	\$23.09	NA
Jack Pine (WMP)	\$33.71	NA
Jack Pine (WC)	\$33.37	NA
Tamarack (WC)	\$ 3.11	NA

8 of the tracts offered were purchased.

DNR – Warroad Area

December 12 – Oral Auction

Aspen Species (WC)	\$18.71	\$22.71
Jack Pine (WMP)	\$31.12	\$31.37
Jack Pine (WC)	\$33.59	\$31.31
Trembling Aspen (WC)	\$21.50	\$30.32

16 of the 27 tracts offered on the regular and intermediate auctions were purchased.

DNR – Bemidji Area

December 12 – Sealed Bid

Aspen Species (WC)	\$19.06	\$18.00
Pine Species (WMP)	\$28.90	\$23.40

7 of the 13 tracts offered on the regular and intermediate auctions were purchased.

Lake County

December 13 – Oral Auction

Aspen P/B	\$27.15	NA
Maple P/B	\$ 8.29	NA
Birch P/B	\$12.37	NA

6 of the tracts offered during the auction were purchased. A 7th tract was purchased over the counter after the sale's completion.

DNR – Littlefork Area

December 19 – Oral Auction

Aspen Species (WC)	\$23.81	\$30.89
Balsam Fir (WMP)	\$18.45	\$26.79
Black Spruce (WMP)	\$32.82	NA
Black Spruce (WC)	NA	\$15.88
Balsam Fir (WC)	\$17.34	\$14.28

16 of the 20 tracts offered during the regular and intermediate auctions were purchased.

Hubbard County

January 7 – Oral Auction

Aspen	\$28.33	NA
Birch Pulp	\$10.22	NA
Jack Pine Mixed	\$29.89	NA

18 of 21 tracts on the sale were purchased.

Koochiching County

January 23 – Oral Auction

Aspen pulp/ Bolts	\$23.81	\$30.48
Spruce pulp/ bolts	\$17.58	\$18.40
Balsam pulp/ bolts	\$ 7.85	\$ 6.36
Ash pulp/ bolts	\$ 2.92	\$ 3.50

26 of the 28 tracts offered on the sale were purchased.

DNR – Blackduck Area

January 29 – Sealed Bid

Aspen Species (WC)	NA	\$28.78
Balsam Fir (WC)	NA	\$10.83
Tamarack	NA	\$ 5.10

5 of the 7 tracts offered during the sale were purchased.

DNR – Backus Area

January 31 – Oral Auction

Aspen Species (WC)	\$21.95	\$18.70
Trembling Aspen (WC)	\$20.83	\$19.05
Paper Birch (WC)	\$ 8.50	\$ 8.50

Mixed Hardwoods (WC)	\$ 7.37	\$ 7.57
Oak Species (WMP)	NA	\$14.62

12 of the 15 tracts offered on the regular and intermediate auctions were purchased.

Cass County

January 31 – Oral Auction

Aspen	\$15.64	\$27.09
Birch	\$11.17	\$21.01
Red Oak	\$17.56	\$19.56

All 12 of the tracts on the sale were purchased.

DNR – Deer River and Backus Areas

Salvage

February 12 – Sealed Bid

Black Spruce (WC)	\$ 8.77	NA
Tamarack (WC)	\$ 2.09	NA
Aspen Species (WC)	\$ 7.25	NA
Trembling Aspen (WC)	\$ 6.78	NA

All 11 tracts offered were purchased.

St. Louis County

February 21 – Sealed Bid

Aspen pulpwood	\$32.65	NA
Black Spruce pulpwood	\$29.78	NA
Birch pulpwood	\$16.07	NA
Balsam Fir pulpwood	\$19.76	NA
Red Maple pulpwood	\$25.83	NA

Of the 35 tracts on the sale, 21 were purchased.

Products:

PB = Pulp and Bolts
WMP = Woodsrun mixed Products
WC = Woodsrun cordwood
ST = Sawtimber
WST = Woodsrun Sawtimber
PW = Pulpwood

Over the Counter Sales on DNR Website

On the next regular business day after a timber auction sale is held, unsold tracts may be available for over-the-counter (OTC) purchase at the appraised price for a period up to six months. These unsold tracts are listed on the DNR's website and are updated nightly,

Monday through Friday:

http://files.dnr.state.mn.us/forestry/timber_sales/Notice_of_Unsold_Timber_Sales.pdf

DNR Takes Action Regarding Balsam Fir

In response to the closure of the Verso mill in Sartell which resulted in a significant loss of the balsam fir timber market, the DNR has taken several actions, including making interest-free extensions available on permits that contain over 100 cords of balsam. In addition, eligible permits must have been purchased before September 1, 2012, and must expire prior to January 1, 2014. The permit also must not have been extended previously.

Tracts appraised for future auctions may list balsam fir as an optional species in the Marketing and Special Conditions Section. It would be an optional purchase in those circumstances where it does not affect the site's management objectives. When balsam fir is listed for purchase along with other species, it will not be a bid species unless it is a majority of the volume on the tract.

The DNR says permit holders have other options under state law, including forfeiting the permit or assigning the permit to another registered and qualified purchaser.

DNR permit holders were sent a notice with details on the policy. It can also be found on the Division of Forestry's website.

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LOGGERS OF THE PAST . . .

"Some Logs Scaled Many Times"

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, many purchasers of timber products buy by weight or utilize consumer scaling instead of the old art of scaling, which seems to be passing into history along with sleigh hauling and horse skidding.

Years ago, every camp of any size had its log scaler and some of the larger camps had two or three. Log scaling was the coldest work in the camps, and I can remember the log scaler dressed in an ankle-long, sheepskin-lined coat with up-turned collar, four-buckle felt overshoes and felt shoes, the heaviest wool pants and shirts and usually two or three pairs of mitts that he would change as his fingers became cold.

Log scaling has been done under many, many conditions—but probably the worst would be trying to scale decked logs on a skidway, 20 feet high, after sunlight hit the logs and pitch ran out of the ends. A scaler would go from side to side of the skidway, checking the butts and tops and climbing over the pitch, which stuck to his hands and scale stick. After that and the mosquitos and flies, both scaler and

his scale book were usually a mess.

Scaling was done mostly on the landing, usually at a river, on a lake or at a railroad siding where logs were loaded on cars. Sometimes logs were scaled as they were loaded on sleighs in the woods, and often on skidways in the woods if they were to be loaded on railroad cars. But as a rule, they were scaled on the landings as this was where the sleighs all unloaded in one place.

Logs were scaled as they were rolled from the sleighs onto the skidways where the scaler could examine the log for defects as it rolled along the skids. The scaler would have to walk from one end of the logs to the other in order to scale from the small end of the log.

Many companies required numbering of logs; and in this case, the scaler held a yard-long stick with a crayon at the end to mark the logs. He usually held the scale stick under his arm when it was not in use.

Some companies used a scale book, as did the State of Minnesota. Others used a card system. These cards fitted into a

frame with a handle, and that was easier to handle than the scale book. Each card was numbered and dated with the camp number or location, and each card had room for recording 100 logs.

The scaler's job was not complete even when crews finished up, because he had to work an hour or so each night figuring up his scale sheets.

In some of the larger camps, there were special shacks made for scalers; in others a special desk in the office was available for the scaler's use.

Some companies or jobbers set up a small shack on the lake, river or log landing for the scaler to warm himself while he waited for loads. But the log scaling job, at its best, was very cold work during the winter months. Summer scaling also had its drawbacks, because sand flies and mosquitos were always a problem.

Some logs were scaled several times if they were to be sold to a different company or put in by a contractor. Often, a state and company scaler worked on the landing together if logs were cut from



state lands. And nearly all mills scaled logs as they came up the “bull chain”—usually small end first.

Many logs were scaled at the sorting works on the rivers. There, logs were scaled with a caliper instead of a scale rule. Logs also were scaled as they were hoisted out of the water and loaded on cars.

Most companies had “check scalers” who came around about once in two weeks to check the scalers. A check scale

usually consisted of a double scale of 200 logs. It took many years experience to be a good log scaler.

Jobbers and contractors always figured the company scalers favored the company that bought the logs, so on many contracts where logs were bought on scale, the scaling would be done by a surveyor general scaler.

The different scale rules—the Minnesota Standard Rule, Wisconsin Decimal C and Doyle Rule were used in Minne-

sota—also brought some criticism to the scaler.



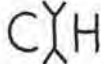




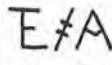




I have known many good scalers over the years, but some that stand out in my memories were Henry Phalen, M&I Railroad scaler from Bemidji; John and Ed Achenbach of Bemidji; Clyde Johnson of Big Falls; and Chris Holm, William MacGregor, Dan McCloud and Hank McGugin of Cloquet. These all were log scalers of the first degree and masters of a lost art.



Above: Thousands of cords of pulpwood await spring thaw along the Littlefork River.

Right: Log marks were as important to early loggers as brands were to western cattlemen. These are some of the marks used by major companies during early days of logging in Minnesota.

Below: A scene from Minnesota’s last big log drive in 1937 on the Littlefork River.

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Classifieds

To serve our readers better, the Timber Bulletin offers free classified ads of up to 85 words to all members and associate members of the Minnesota Timber Producers Association. All ads must be submitted in writing to the Association office. The MTPA assumes no responsibility for ad contents and accepts free ads on a first-come, first-served basis within space limitations.

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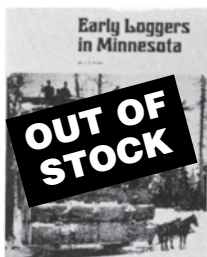
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Early Loggers in Minnesota

by J. C. Ryan

VOL. I



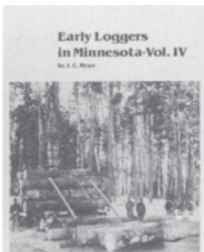
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