

THE VOICE OF THE TIMBER INDUSTRY

# TIMBER BULLETIN

DULUTH, MINNESOTA

JULY/AUGUST 2023

VOLUME 78

**Outstanding in His Field**  
**Hennen Enterprises**  
**North Star Expo Preview**  
**Forest Health and Logging**

69<sup>th</sup> Annual  
North Star Expo:  
September 15-16  
at Itasca Co.  
Fairgrounds





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# TIMBER BULLETIN

Volume 78  
July/August 2023  
Duluth, Minnesota

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### ON THE COVER

Tom Shandonnet harvests red oak for Hennen Enterprises with a Komatsu 931 harvester. For more on Hennen Enterprises, please see page 8.

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# President's Column

**W**ow!

Summer is almost over. I hope everyone had a wonderful one with your friends and family.

We've all been watching the UPM strike closely. I'm thankful they have come to an agreement, as this has had a large affect on our loggers and community. As you all know, it's hard to lose a market for even a short amount of time.

Don't forget to make sure your MLEP credits are up to date as fall is soon approaching.

The 69th annual North Star Expo will be held September 15th and 16th at the fairgrounds in Grand Rapids, MN. I would like to put out a big thank you to our Expo committee along with Ray and Tina for all their efforts in making the Expo a success year after year. I look forward to seeing you and your families there. In the meantime, make sure to get out and enjoy our Minnesota forests as the crisp air and smell of fall are sure hard to beat!



Corey Lovdahl

Remember to always be safe in the woods.

Corey Lovdahl



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I want to share an update on the northern long-eared bat regulations: I told you previously that when TPA President Corey Lovdahl and I visited Congressman Pete Stauber in his Washington, DC office back in March, he informed us and our colleagues from Minnesota that earlier that day he'd introduced a resolution to remove the endangered listing for the northern long-eared bat. In late July, the House of Representatives voted in favor of Rep. Stauber's

## Executive Vice President's Column



Ray Higgins

Let's be honest: the odds of the President signing the resolution are very low, and will probably have done so by the time you read this. Previous to this, Biden has only vetoed one measure since becoming president two years ago.

We know that habitat has nothing to do with the bat's demise, so any endangered listing will give it little if any help. Congressman Stauber deserves a ton of credit for introducing the House resolution and fighting to remove these ineffective restrictions, and Sen. Klobuchar deserves credit for being one of the few democrats in the Senate to support it. The good news is TPA and others (including the Minnesota DNR and MFI) have been working nearly a decade on finding a way for our state's loggers to continue doing our important forest management work with little restriction due to

the bat.

It's good to know that we have representatives in Congress fighting on our behalf. Thank you Congressman Stauber and Senator Klobuchar.

\* \* \* \* \*

On August 1st, many of the laws passed during this year's Minnesota legislative session went into effect, including the provision allowing extra width for those hauling timber on rail trailers to mills like Jake's Sawmill, PotlatchDeltic, and Savanna Pallets.

Also taking effect on August 1st was the law legalizing marijuana in Minnesota. Without getting into the pros and cons of this issue, there's no doubt it makes the task of hiring qualified truck drivers more difficult. Regardless of state law, CDL holders are still subject to federal regulations requiring testing for drug and alcohol use, both pre-employment testing and then random testing while employed. Minnesota will see higher rates of marijuana use, just as other states have where cannabis is now legal. The fear is the already limited pool of professional drivers with CDLs will become even smaller due to the inability to pass the still-required drug test. That wouldn't be good.

Be vigilant with your drivers. Make sure your company is enrolled in a drug and alcohol testing program (TPA sponsors one if you need help with this). Please do what you can to keep our jobsites and our region's roads and highways as safe as possible.

Along those lines: It's been a particularly deadly summer on Minnesota roads. As of early August, we'd had 111 deaths since Memorial Day, which is the highest in a decade. That's roughly 1.6 deaths per day on Minnesota roads. Tragic.

It's crazy to think about. Cars, pickups, and SUVs are so much safer these days with air bags, mandatory seatbelt use, sensors for when other vehicles are around us, better visibility, and they're engineered to better absorb

impact, helping to minimize serious injury. And yet, deaths are still climbing.

The experts say it's the way folks have been driving since the pandemic: faster and more recklessly. What other explanation can there be for the increase in deaths? And now we're adding potential marijuana use to the mix. Uff da.

So many of our members are professional drivers, and the ones who aren't CDL holders are still outstanding. The data from our friends in the insurance industry proves that. But we're not the only ones on the roads. Please drive defensively and remind your employees—particularly your truck drivers—to drive defensively as well. Minimize distractions. Maintain a safe speed. Get home safely to your families tonight and every night.

\* \* \* \* \*

Speaking of finding qualified drivers, TPA's CDL training program through Team Safe Trucking is going well. There are drivers hauling wood every day who have been trained and earned their CDLs as a result of our program. Others are currently going through the training and preparing to take the CDL test soon. It's another way TPA works to help logging and trucking companies in our state. If you're interested in this important and useful program, call me in the TPA office.

\* \* \* \* \*

Unfortunately, I have some terribly sad news to share: lobbyist Eric Hyland has passed away unexpectedly, far too young at the age of 60.

Eric often attended our North Star Expo in recent years, but he was most at home at the Capitol in St. Paul. He advised Wayne Brandt as a contract lobbyist for several years, and continued advocating on your behalf through TPA's transition, until his death. Eric was instrumental in everything we've accomplished at the Capitol, including this year's truck width

provision. This wouldn't have happened without Eric's help.

Most importantly, Eric was a great guy and good friend, fun to be around. He was well-respected wherever he went. I'll miss hearing his wise counsel, sharing a laugh, and look forward to seeing him further on up the road.

\*\*\*\*\*

As you know, loggers always have to be ready for the unexpected. Around here, that usually comes in the form of crazy weather, but can also be due to economic forces beyond our control. Put the strike at UPM Blandin in that column.

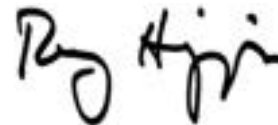
Talk about unexpected disruptions in the marketplace! As I write this in mid-August, while the strike has settled, the mill still hasn't operated since mid-July, including no wood deliveries as of yet. And the strike didn't just affect those who deliver wood to Blandin; it has tightened markets throughout the state as loggers understandably look elsewhere. The ripple effect could last for months. Thankfully an agreement has been reached and we look forward to wood moving toward Grand Rapids—and throughout the state—in a more predictable manner.

\*\*\*\*\*

Finally, as we head to September, it means it's time for another North Star Expo. Our 69th Annual

Expo returns to the Itasca County Fairgrounds in Grand Rapids on Friday and Saturday September 15th and 16th. Along with all the vendors, their goods and services, contests, and good food, the best part of the Expo is all the folks from around the state—loggers, truckers, foresters, lawmakers, decision makers, vendors, and more—who travel to Grand Rapids to get together and share stories and information about our business and celebrate the great

traditions and heritage of our industry. It's the biggest event of the year for loggers and I can't wait to see you there!



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## Member Feature...



Hennen Enterprises (L-R): Lucas Hennen, Matthew Hennen, Wanda Hennen, Kevin Hennen, Tom Shandonnet, and Kevin Roeschlein.

# Outstanding in his field

**K**evin Hennen's current logging job south of Staples isn't typical of most Minnesota harvest sites. Instead of being in the middle of Minnesota's lush healthy forests, this site is surrounded by something else. Corn. And soybeans.

"This is private land," Hennen says. "The landowner rents out a lot of his land to a farmer who grows the corn and soybeans. But he also has a lot of red oak. He hunts deer, so we're doing a shelterwood cut. We're essentially leaving about fifty

percent of the oak stands so we have a nice cover, and we have plenty of acorns and such. The deer love the acorns. Hopefully, the nicer oak trees that are getting left behind will live a long time yet, and we can maybe harvest it at a later date."

Hennen is right at home working on a logging job in the midst of farmland. He grew up on a farm fifty miles from here, in Pierz. Kevin's father and uncle grew corn and grain and tended to around one hundred head of dairy cows on

about a thousand acres. It looked like Kevin was on a collision course with a career as a farmer.

"I grew up as a farm boy. There was no question what I was going to do," Hennen says. "I was staying on the farm. Nobody ever questioned that. That was just the way it was. But my dad and uncle both passed away when I was a teenager. I knew I'd have to get a job."

When Hennen graduated from Pierz High School in 1988, he went to work for a fertilizer company and got his sprayer's license and started spraying. After six years he started his own spraying business called Hennen Enterprises, and also partnered with nearby farmer/logger Bill Madsen. When Kevin wasn't spraying, he was hauling hay and straw with Bill. When things got slow in the wintertime, the partners decided to purchase a couple of cut-to-length machines and cut wood.



Growing up on a farm, Hennen had to learn the forestry/silviculture parts of logging, but his up-bringing helped in many ways.

“There weren’t a lot of trees where I grew up,” Hennen says. “When I was a kid I could watch my dog run away for two days, it was so flat. I had to learn the species as I went. MLEP was a big help. And with my experience from agronomy, from the farming side of things, I could apply what I knew to the woods too. Essentially it’s farming in fifty-year intervals instead of farming in one-year intervals. I learn a lot of things from applying the knowledge I have from being on a farm my whole life. It’s the same idea.”

With three different aspects to the business—spraying, hauling, and logging—things went well. When markets would soften in one area—like when Verso’s Sartell mill had its fire and closed in 2012—the other sectors would pick up the slack.

“We were cutting a lot of pine that went to Potlatch in Bemidji at that time,” Hennen says. “When the Sartell Paper Mill closed it affected us more than we expected. We

didn’t haul a lot of wood there, but we’d use a lot of trucks that brought wood there to back haul our pine to Bemidji. That was working really well for a while, but then all of a sudden it didn’t work so well any more. We still cut a lot of pine, but not as consistently as we did at that time.”

Roughly ten years ago, things started to change for Hennen’s and Madsen’s business. For one thing, the haying business was in the midst of transition.

“We specialized in the smaller sixty-pound bales of hay,” Hennen says. “Then people started wanting those huge eight-hundred-pound squares, and our business started to go away.”

At the same time, Hennen was growing tired of the spraying business. Not letting his logging equipment sit idle for eight months and utilizing it year-round made more sense. Plus, he simply finds logging more fun. By 2017, Hennen Enterprises was all-in on logging.

“There’s more pressure in farm work,” Hennen says. “It’s 24 hours a day, seven days a week of pressure.

It’s just the way it is. The ground is always changing, and that means there are certain ways when it’s perfect for planting, and when it is, you’ve got to go right now. If it rains, you might not get in there for two weeks, and so you lose your window. You might get just a small window to put the crops in. Sometimes in the summertime I was spraying in my sleep. It was just all-consuming. In logging, it isn’t necessarily easier to make money, but these trees have been standing for years and years. If they stand another day, it’s not the end of the world. They have been standing there for years and years.

“Plus, to keep full-time help around we started logging year-round. I needed to keep my guys working full time because I’ve got the best guys,” he says.

Hennen’s crew includes Tom Shandonnet running a Komatsu 931 cut-to-length harvester and Kevin Roeschlein operating a 2010 CAT forwarder. Hennen and 23-year-old son Luke handle the hauling, while his other son Matthew—a recent Pierz high school graduate—



Tom Shandonnet operates a Komatsu 931 harvester for Hennen Enterprises.





Kevin Roeschlein loads harvested oak with a CAT 564 forwarder.

is working on getting his CDL. Kevin's wife Wanda takes care of the payroll, bookkeeping, and other paperwork.

"I like being in the truck," Kevin says. "I think it's important as an owner to be in a truck, because then I see the woods and I see the markets. So it gets me around all the places.

"My operators are seasoned professionals and they're really good at what they do, Hennen says. "Foresters tell me that all the time. That's what makes my company, these guys doing a really good job. They always consider the forest first."

The current job site received about a half-inch of rain overnight, but because it's been incredibly dry, the ground had little problem soaking it up. At mid-morning the temperature had already hit 81, and it's shaping up to be an afternoon with a predicted high of 96 degrees. Hennen will end up cutting roughly seven hundred cords from this forty acre harvest area. Along with the red oak there's also basswood, aspen, maple, and ash that will be hauled to various hardwood sawmills in the area to saw boards and pallet material.

"Anything we can, we sort: logs, bolts, and pulp," Hennen says. "Pulpwood goes to the various pulp mills, like everybody else. Firewood goes to firewood customers, both some guys that reprocess and a lot of homeowners. And then the

bolts, a lot of that goes for pallet material, and a lot of the saw logs go obviously for grade lumber. Basically we're sorting everything about three times. It's a lot of sorting, but it's about the money, not about how many cords of wood we put in as our goal. We try to watch the dollars, not the cords."

Hennen says roughly half of his yearly volume is on private land, and often works with private foresters, including Stan Musielewicz on this site. Other times he'll work with consulting foresters Bob Perleberg, Paul

Dickson, or Stan Grossman on private sales to complete jobs to the landowner's liking.

"In the summertime we do a lot of private wood," Hennen says. "We have a lot of oak in this area, and in the summertime we try to cut that when we can. A lot of it we can't cut until late July because of oak wilt. It's a real small window of when we can cut this type of wood and sell it, because the mills start to get full the closer you get into August and September. At that point they're looking for higher quality wood again, and they don't want this type. There's just a couple of mills that are a little low on wood right now where we're able to capitalize on those markets. But it's not a lot, it's small volumes."

It's not all logging, all the time, for the Hennens. Kevin still spreads poultry litter and lime for a couple of months in the spring and another month or two in the fall. That's a seven-day-a-week chore, with Luke and Matthew helping out. It amounts to around twenty percent of Hennen Enterprises' business. They also plant around twenty acres of corn back home, on a corner of his son's property near Pierz. But logging and forestry continues to be their main focus. Once the current job is done, they'll move to another private job—actually referred by his old buddy Bill Madsen—where they'll harvest burr oak.



Harvested red oak from the Hennen job site waits to be delivered to a nearby hardwood sawmill.





Kevin Hennen drives past an adjacent corn field with a load of harvested red oak to a nearby hardwood sawmill.

It's the land that draws Hennen. More precisely, the variety of land he gets to live and work on, that might be the most satisfying part of living on the farm he grew up on, but spending most of his working life in the woods.

"I really love this area," he says. "If you don't like what's under your feet and drive four miles, it'll change, from blow sand to prairie to woods. We have it all. I really love the area because of the diversity we have. You get out over by Lake Mille Lacs, it's all forest and you get over by Pierz and we're on a prairie. In fact, I live west of town out in the irrigators and it's flat as a pancake out there. You don't have to drive very far to change the landscape a lot, so that's always nice."

## Antique Roadshow



Kevin Hennen drives a John Deere 435 tractor his father purchased in 1960.

It's a hobby that's a byproduct of Kevin Hennen's upbringing on a farm near Pierz: A love of

antique tractors. The older, the better.

The Hennens figure they have around a dozen tractors they've

picked up over the years. In fact, they recently returned from a 650-mile trip to Alpena, Michigan to pick up another tractor for their collection.

"Most of them run," Matthew says. "It depends on the day."

The prize piece in the collection is a tractor that's not only rare, but it also has sentimental value.

"I actually have one that my dad bought brand new in 1960," Kevin says. "It's a John Deere 435 with a Detroit diesel engine. It was his number one tractor at the time, and it was the only tractor between him and my uncle that he ever bought brand, brand new. And he bought it himself when he went to work after high school. So then actually when everything went to an auction and that tractor got pulled out of the auction and I just kept it. We still play with it. In fact, Matthew drove it to 'Drive Your Tractor To School Day' this year at Pierz High School. He was graduating this year and he'd driven other tractors other years, but since it was his last year, he took that one. So it means a lot to have it, and someday my boys will have it."



# 69th Annual Expo Returns to Grand Rapids!

**T**he North Star Expo is returning to the Itasca County Fairgrounds in Grand Rapids. Minnesota's largest logging equipment show is in its 69th year and will be held Friday and Saturday, September 15th and 16th. As always, there will be lots to see and do, including the latest and greatest in logging equipment from all of the region's top vendors.

Continuing the Expo tradition of great food, networking, and conversation, two "must-attend" events highlight this year's Expo:

- A Friday night reception for all vendors and attendees at the TimberLake Lodge in Grand Rapids. The reception will feature FREE hors d'oeuvres and a cash bar, as well as door prizes. The reception runs from 5:30PM to 7:30PM on Friday night September 15th.
- McCoy Construction and

Forestry will again provide a free pancake breakfast on Saturday morning from 7AM to 9AM.

"The Expo highlight of the year," said TPA Expo Committee chair Chad Lovdahl. "As usual, our Expo Committee and the TPA staff have been working hard to make sure this another great event. I'm looking forward to it."

Also, the *Future Forest Stewards* program returns, for high school students from around the region to learn about our industry. The event is again sponsored by the Grand Rapids Chamber of Commerce, the regional economic development organization APEX, Itasca Economic Development Corporation, the Northeast Minnesota Office of Job Training, and the Applied Learning Institute, which strives to enhance technical education in northeastern Minnesota.

Like at any Expo, there will be plenty of competitions:

- The Best Load Competition: Only the wood will be judged, not the truck it is hauled on. Monetary prizes are awarded to the top finishers.
- The Loader Contest will also be held again this year, as well as the Master Loader contest. Winners will receive cash prizes!
- In the Coloring Contest, kids in three age groups will show their artistic ability. This issue of the Timber Bulletin has a pull-out poster for the little ones to enter. Just have them color the poster and either bring it to the Expo or mail it to the TPA office. Entries will be posted at the Expo for all to enjoy.



High schoolers from around the region get to watch a live harvest as part of the Future Forest Stewards program at the North Star Expo.



**Again this year:** The south grassy area to the left of the main entrance will be used for parking. There will be no parking to the right of the entrance near the campground. Vendor displays previously located in the grassy area have been moved elsewhere on the Fairgrounds, including to the north, past the racetrack area. Parking will also be available in the west parking lot as usual.

### **Expo Workshop for Private Landowners**

At this year's North Star Expo, the Minnesota Forestry Association is offering a workshop to inform landowners about healthy forests, how and where to find opportunities and incentives to create a healthy forest on their property. Incentives include discussions about cost share opportunities for tree planting, timber stand improvement projects, timber harvest, and wildlife projects.

Landowners will learn how and when to remove trees, if needed, to meet their management objective. If interested in more information, MFA will arrange a free visit to

their woodlot with a forester to answer any specific questions.

This free workshop will be offered in concert with the North Star Expo at 2:00 p.m. Friday September 15 and Saturday September 16th at 10:00 a.m. in the log building located at the Itasca County Fairgrounds.

### **The Beginnings of the North Star Expo**

With the advent of mechanization in the logging industry, TPA held its first "Field Day" August 27, 1953, at the Tomahawk Timber Company offices at Forest Center near Lake Isabella. The event included sawing contests for participants using a four-foot crosscut saw or bow saw, chopping contests, and two-man crosscut saw demonstrations. Visitors were treated to a tour of Tomahawk's new Swedish-type gang mill, followed by outdoor demos of safe logging practices.

In 1954, TPA moved the show to the U of M's Cloquet Forestry Center and renamed the event "The Logging and Forest Management Show." Equipment dealers from throughout the region had exhibits, and some 225 TPA

members showed up to see the latest in machinery. The day also included a tour of the University's experimental plantings on the site. The show remained at that site for many years.

In 1967, TPA began sponsoring a logging equipment show at the Minnesota State Fair called the "Space Age Forestry Show," winning a blue ribbon for outstanding achievement. At the 1968 Fair, the demonstration played to nearly 9000 people at its three shows each day.

In 1974, the site was changed to the Buffalo House off I-35 south of Duluth, and in 1978 the Expo was held in Grand Rapids, establishing a practice of moving around to various cities in northern Minnesota, including Bemidji, Proctor, Duluth, and elsewhere.

Now called "The North Star Expo," the event continues to this day, located for the past several years at the picturesque Itasca County Fairgrounds in Grand Rapids.

We'll have fun for the whole family. See you September 16th and 17th in Grand Rapids!



Logging fans of all ages love the North Star Expo.



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## **2023 SCHEDULE OF EVENTS**

### **Friday, September 15**

- 9:00 am – 5:00 pm** Equipment Displays Open  
9:00 am – 3:00 pm Future Forest Stewards  
11:30 am – 12:30 pm Celebrity/Media Loader Contest  
12:30 pm – 3:00 pm Loader Contest (sign up at site)  
5:00 pm Equipment displays close  
**5:30 pm** Cash Bar & Social Hour begins @Timberlake Lodge in the Oak Room with heavy hors d'oeuvres & door Prizes

### **Saturday, September 16**

- 7:00 am – 9:00 am Free Pancake Breakfast (Sponsored by McCoy Construction & Forestry)  
**9:00 am – 1:00 pm** Equipment displays open





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# Understanding the Connection between Forest Health and Logging

**M**ore and more, government agencies, media outlets, even environmental groups that have historically opposed logging, are understanding the value of forest management and harvesting in reducing the threat of wildfire and improving forest health.

An Associated Press article published in June in newspapers throughout the country outlined efforts by the US Forest Service, and the need for management and logging was explained in detail. The AP obtained data from the USFS, other public records, and utilized Congressional testimony in its reporting.

According to the AP article, logging is gaining acceptance to solve forest health issues, “as the growing toll from wildfires softens longstanding opposition from some environmental groups and ecologists.”

“Gone are the days when things

were black and white and either good or bad,” Melinda Booth, former director of California’s South Yuba River Citizens League, told the AP. “We need targeted treatment, targeted thinning, which does include logging.”

Most of these efforts have been in the western US, where the fire danger has been the highest, and the lack of management has been most prevalent, due to the loss of timber markets over the past several decades.

Wildfire isn’t the only culprit. Disease, infestations, and blowdown can also be reduced by logging and management.

According to the AP article: “the enormity of the task is evident in an aerial view of California’s Tahoe National Forest, where mountainsides are colored brown and gray with the vast number of trees killed by insects and drought. After work on the Tahoe was delayed last year, Forest Service crews and

contractors recently started taking down trees across thousands of acres.”

“The forests as we know them in California and across the west, they’re dying,” Tahoe National Forest Supervisor Eli Ilano told the AP. “They’re being destroyed through fire. They’re dying from drought, disease and insects. They’re dying at a pace that we’re having trouble keeping up with.”

Much of the effort attempts to identify populated areas that are most threatened by the potential of wildfire. Unfortunately, federal funding for efforts to mitigate the fire danger is lagging.

The article says the Forest Service is hindered by workforce shortages, as well as by litigation which often seeks to slow down logging. And, logging isn’t allowed in federally designated wilderness areas, which includes the BWCAW.





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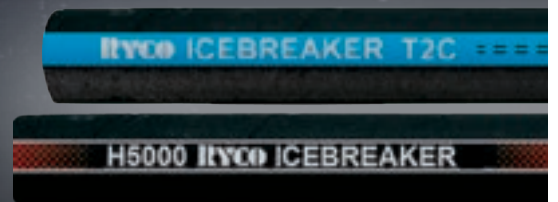
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# Safety Pays: Be Visible!

By John Saccoman, Loss Control Consultant, Choice Insurance  
ORR, MN

**T**here's an old saying amongst safety folks that 'if you're not seen, you're not safe.'

And that certainly rings true for those in the woods who are in and around the large equipment used to harvest the trees headed for the mills.

High-visibility vests play a critical part in ensuring loggers distinguish themselves from their surroundings and help them stay visible.

This is especially true in low-light environments. The high-visibility vests are just that: highly reflective. The human eye is naturally attracted to the fluorescent yellow-green and orange colors.

Other colors in the visible spectrum tend to blend together and even bend toward gray when light is scarce in the morning or starts to fade in the evening.

Nick Lake, co-owner of Northland Logging & Trucking, Inc., out of Orr, MN, said his crew wears the high-visibility wear religiously. Lake and his co-owner, Ryan Sololoski, have owned the business for the past two years. Lake said he worked for John Rolle Logging, Chisholm, MN, for 11 years before that.

"You gotta be seen...especially in the woods," Lake said. "Especially the limber operators because they go out to the stump. If they break down and they walk in and you're out there skidding, it's hard to see them."

Obviously the yellow-green fluorescent and orange vests are the most popular. For the most part, if worn, it's easy to spot as an operator, Lake said. He said there is another color that may top them all in terms of being the best to wear.

"When the sun is lower on the trees, you get a lot of green reflections in your window in the machines," Lake said. "Actually the best color to wear in the woods is pink, but most guys don't want to do that. It's a non-natural color to the woods. You spot it really fast." For that reason, Lake said he only buys pink ribbon as his marking tool.

Loggers are continually building roads and pushing the earth all the time and are subject to state statutes.

In Minnesota, according to Minnesota State Rule **5207.1000 OPERATION OF MOBILE EARTH-MOVING EQUIPMENT**, high-visibility vests must be worn around all earth-moving equipment. That includes: mobile earth-moving equipment used for earth moving, building, or road construction or demolition, including, but not limited to, bulldozers, motor graders, scrapers, loaders, skid-steer loaders, compaction equipment, backhoes, end dumps, side dumps, and dump trucks.

Each employee working on the ground who is exposed to mobile earth-moving equipment shall be provided with and required to wear a high visibility warning vest or other high visibility garments. A high visibility garment is defined as being a Performance Class 2 garment or greater as specified by ANSI/ISEA Standard 107-2004.

In addition, most of the mills that process the loads being delivered by logging companies require the reflective strips included on any Class II garment. It's not as big of a deal in the summer, but with the short days of winter and darker days, the reflective strips become more necessary.

According to Minnesota's Forest History Center, Lumbermen entered Minnesota in the 1830s (then part of Wisconsin Territory) along the St. Croix River to harvest pines along the riverbanks. The tree of choice was the white pine. High-visibility vests weren't around yet.

So where did the concept come from?

According to the University of California-Berkeley Chemistry website, it wasn't for another 100 years until highly-reflective material was born.

A young man named Bob Switzer and his brother Joe (a chemistry student at UC-Berkeley) were experimenting and combined Murine Eye Wash with rubbing alcohol. They noticed that under

UV light the chemical soup began to glow with a fluorescent hue that they'd never seen before.

Intrigued by their discovery, Bob and Joe decided to combine the concoction with white shellac to thicken it, in turn creating a paint-like substance that could absorb the UV black light and reemit it as a glowing pigment. With that, the precursor to DayGlo and its neon empire was born.

But it wasn't until World War II that their impressive creation really started to grow in popularity and realize the full impact it can have on public safety, according to the Traffic Safety Store Safety Resource Center.

The Switzer brother's invention was adopted by the U.S. military as fabric panels were dipped in the reflective paint. Soldiers with these unique pieces of fabric could signal to airplanes far above them to signal to pass crews of their presence.

Aircraft crews also started to wear high visibility safety vests and pants as they directed planes on landing strips and air bases.

The reflective material even found a place out on the open oceans, as the Navy used buoys with the reflective strips to signal that a body of water was for ships to pass.

While the technology behind high-visibility PPE has changed, the primary purpose behind this safety gear remains similar to the original products. High-Vis PPE is meant to improve safety for individual workers while reducing the likelihood of injury while on the job.

"I notice people right away," Lake said about his employees wearing high-visibility wear. "Just have something on. It doesn't always have to be the Class II vest in the woods. But we wear something so we can see people."



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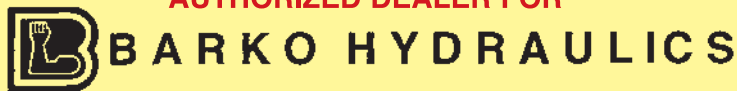
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# On the Markets

**T**he *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
<b>DNR—Central Region</b>		
<i>June 6th—Sealed Bid</i>		
Aspen Species (PW)	\$35.27	
Norway Pine (PB)	\$34.71	
Norway Pine (ST)	\$88.83	
6 of the 9 tracts offered during the sale were purchased.		

<b>DNR—Northwest Region</b>		
<i>June 7th—Sealed Bid</i>		
Aspen Species (PW)	\$36.78	\$29.63
Norway Pine (WST)	\$78.95	\$60.52
White Spruce (PB)	\$39.13	\$35.32
Basswood (PB)	\$16.49	\$22.27
40 of the 45 tracts offered during the sale were purchased.		

<b>DNR—Northeast Region</b>		
<i>June 13th—Sealed Bid</i>		
Aspen Species (PW)	\$27.25	\$37.05
Mixed Spruce (PB)	\$35.91	\$ 8.76
Norway Pine (ST)	\$89.60	\$70.81
29 of the 48 tracts offered during the sale were purchased.		

<b>DNR—Good Neighbor Authority</b>		
<i>June 13th—Sealed Bid</i>		
Aspen Species (PW)	\$37.81	
Norway Pine (PB)	\$39.18	
Mixed Spruce (PB)	\$19.63	
Ash (PB)	\$20.19	
Norway Pine (ST)	\$90.31	
11 of the 13 tracts offered during the sale were purchased.		

<b>Clearwater County</b>		
<i>June 14th—Oral Auction</i>		
Aspen Pulp		\$43.95
Birch Pulp		\$17.95
Oak Pulp		\$18.05
All 6 tracts offered during the sale were purchased.		

<b>Hubbard County</b>		
<i>July 10th—Oral Auction</i>		
Aspen Pulp		\$40.30
Birch Pulp		\$13.99
Norway Pine Bolts		\$66.82
11 of the 12 tracts offered during the sale were purchased.		

<b>DNR—Warroad Area</b>		
<i>July 24th—Oral Auction</i>		
Aspen Species (PW)	\$31.34	\$15.81
Norway Pine (PB)	\$33.12	\$38.78
Mixed Spruce (PB)	\$20.42	\$19.95
Jack Pine (PB)	\$14.04	\$26.29
13 of the 19 tracts offered during the sale were purchased.		

<b>Cass County</b>		
<i>July 27th—Oral Auction</i>		
Aspen	\$43.10	\$39.44
Red Oak	\$45.58	\$43.49
Birch	\$21.57	\$20.40
Maple	\$19.05	\$20.28
All 17 tracts offered during the sale were purchased.		

<b>Beltrami County</b>		
<i>August 1st—Sealed Bid</i>		
Aspen Pulp	\$47.04	
Red Pine Bolts	\$122.00	
All 4 tracts offered during the sale were purchased.		

<b>Koochiching County</b>		
<i>August 3rd—Oral Auction</i>		
Aspen P&B	\$40.50	\$37.17
Norway Pine P&B	\$65.13	\$29.70
Spruce P&B	\$24.38	\$29.55
Jack Pine P&B	\$58.58	\$29.70
Balsam P&B	\$ 8.35	\$10.16
All 19 tracts offered during the sale were purchased.		

<b>Beltrami County</b>		
<i>August 3rd—Oral Auction</i>		
Aspen Pulp	\$35.59	
Red Pine P&B	\$82.65	
Red Pine Pulp	\$15.07	
Basswood P&B	\$12.05	
All 10 tracts offered during the sale were purchased.		

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## Extra Width Provision Now in Affect

Legislation enacted in May and signed by the Governor now adds the ability to haul up to 9'6" to your Raw Forest Products Permit.

The changes to the permit took affect August 1st. All permit holders

## Timber Talk

received updated permits from MnDOT.

According to the legislation, the new

permissible maximum width has been increased to 9'6" wide. A vehicle transporting a load that exceeds 9 feet wide must display red or orange flags, 18 inches square, as markers at the front and rear and both sides of the load. Such a load may not be carried in the seven-county Twin Cities Metro area.

In addition, federal regulations require flagging when the load extends MORE THAN four inches beyond the overall width of the vehicle. In all cases, lights are required in lieu of flags at night or in otherwise low-light situations.

Permit holders were instructed to print the new version of the permit and keep a copy in its vehicle, as normal.

## FMG Training Podcast

A podcast to help loggers learn about the forest management guidelines has been created. This podcast is intended as a quick refresher for loggers and foresters on the basics of the Minnesota forest management guidelines prior to attending in-person field training.

This project is a collaboration between University of Minnesota Extension, the Minnesota Forest Resources Council, the Minnesota Logger Education Program, and UMN Sustainable Forests Education Cooperative. The Minnesota Forest Management Guidelines are a product of the Minnesota Forest Resources Council.

The twelve episodes range in length from five to ten minutes. Among the topics covered include:

- Planning
- Roads, landings, and skid trails
- Water diversion and erosion control
- Stream and wetland crossings
- RMZs and filter strips
- Leave trees and wildlife
- Biomass harvesting
- Sale closure
- Spills and emergencies

To find the podcast, visit <https://mnforestmanagementguidelines.transistor.fm/>



## Blandin Foundation Head asks for Huber Review

In a letter to Minnesota Governor Tim Walz, Blandin Foundation President and CEO Tuleah Palmer is asking for an "after-action review" of the failed Huber Project in Cohasset.

"I respectfully request your administration commission an independent after-action review of the Huber project in Cohasset, Minnesota, to inform and prepare the state for its continued energy transition," Palmer wrote. "Those participating in the review must represent a broad cross section of the impacted interests to ensure a fair and comprehensive analysis. The objective of the review team should be to support sustainable energy models and resilient workforce structures."

Huber announced the OSB-mill plan for Cohasset in June of 2021. Earlier this year, Huber cancelled those plans, citing "delays that jeopardize our ability to meet product demand deadlines." The company subsequently announced plans to instead build a new mill in Mississippi.

## UFWWS Announces Draft Endangered Species Rules, Challenges Likely

The U.S. Fish & Wildlife Service rolled out a draft set of Endangered Species Act (ESA) regulations in June. Among other things, the rules would apply the Act's blanket prohibition on "taking" (killing or injuring) to threatened species, treating them the same as species listed as endangered. They also would guide critical habitat designations, shape how federal agencies conduct ESA consultations and prohibit consideration of economic factors in making ESA listing determinations.

The move to issue new ESA regulations is part of the Biden Administration's efforts to reverse regulatory reforms adopted during the Trump Administration, that critics say loosened key protections for listed species. Others believe the relatively modest Trump Administration regulations brought ESA practice into line with the text of the statute and with recent Supreme Court rulings. The proposed rules also seem to be intended to circumvent (or ignore) a recent Supreme Court ruling by allowing what the FWS called a "clear and logical approach for identifying unoccupied critical habitat." The Supreme Court found that "critical habitat" must actually be habitat in a 2018 case.

"The Endangered Species Act has a mixed record when it comes to species recovery," said Bill Imbergamo, Executive Director of the Federal Forest Resource Coalition, of which TPA is a member. "When you look at which species have seen population increases, it's either large predators, who seem to do well once we abandon large scale programs intended to reduce their populations, or bird species which require managed forests to thrive. Active management, including timber harvest, has helped restore species like the Red Cockaded Woodpecker and the Kirtland's Warbler."

LOGGERS OF THE PAST . . .

# Days of Real Horsepower

by J. C. Ryan

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



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

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

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

In Minnesota, oxen were used mostly along the Rum, St. Croix and Mississippi Rivers, around Lake Mille Lacs and the southern edge of the pine forests. They were used but very little in northeastern Minnesota, where there was considerable

rock and rock out-crop. Horses were the main source of power and transportation.

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

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

The moving of horses to and back from camps was quite a job, and I remember

complete train loads of horses coming south on the Canadian Northern and M & I Railroads when camps were breaking up in the spring. As a boy in the Bemidji area, I have sat all day by the road and watched horses being driven south from the camps. Two or three men would bring a long string of horses, each in harness with the halter rope tied to the horse ahead.

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

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

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

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

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





But good care of horses was always a rule, and very few were ever sick in camps. There was an occasional case of colic, but because the teamsters knew how to feed, this was rare.

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

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

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

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

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

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

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

A teamster knew his horses and just how much they could pull – and he could get every ounce of pull out of them just by talking to them. I have seen horses get down and pull until they pulled their shoes right off – with the nails breaking loose

from the hoofs. Teamsters were always on the watch for sore shoulders or necks and watched that a rivet on the harness did not rub or make a sore.

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

Horses for toting were picked for their

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

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



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



The teamster stood on a platform built across front runners.

# Classifieds

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

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