

THE VOICE OF THE TIMBER INDUSTRY

# TIMBER BULLETIN

DULUTH, MINNESOTA

MARCH/APRIL 2002

VOLUME 58

## Truck Driver Workshops



# TIMBER BULLETIN

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March/April 2002  
Duluth, Minnesota

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### ON THE COVER

Greg Lind, Greg Salmi and Ray Rahkola discuss weight restrictions, load securement and vehicle inspection requirements in International Falls.

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**A** logger! Why have we chosen to become this type of a person? Was it because of the out-of-doors people we are? Were we influenced by someone when we were growing up? Was it because of the family we were born in to? Were we told it would be an easy living? Or, was it the tools of the trade that lured us into this occupation? Maybe it was the service we could render to our fellow Americans in supplying a much needed product for the building

## President's Column



of houses, barns, or paper products – just to name a few. Whatever the reason was, I sometimes wonder if in our wildest imagination we ever thought our lives would be as complex as they are today. Making a living cutting and hauling timber to the mills has caused many people to question our activity. Some of these questions, I believe, have been brought about by our mistakes in the past and others by lack of good information on their part. Each one of us has an obligation to do our part in telling the people we come in contact with about the good forest and harvesting practices that are implemented on our timber sales today. We in Minnesota can be proud of the fact that we have a sustainable forest in our state and can assure our future generation of a good supply of timber.

With spring break up here, I hope that everyone can find the time to attend LogSafe and MLEP workshops as well as truck driving workshops and any other meetings that can enhance our professionalism on the job. We all have to pull together to make the occupation of logging a better place to make a living.

Keep up the good work, take pride in what you are doing and always remember, "Safety is no accident."

## Greens Don't See Forest for the Trees

by Patrick Moore, a co-founder of Greenpeace, is president of Greenspirit, an environmental consultant to government and industry

**I**t has become a principle of the environmental movement to insist that wood and paper products be certified as originating from sustained, managed forests. Movement members even created their own organization, the Forest Stewardship Council, to make the rules and hand out the certificates.

Lord help those who don't fall in line, as big-box retailers and builders discovered when Greenpeace and the Rainforest Action Network became their judge and jury – hanging corporate reputations from the rafters with the TV cameras rolling.

Many corporations felt compelled to accept restrictive buying policies for wood and paper products to demonstrate loyalty to the cause. This appears politically correct on the surface. Yet, as with so many environmental issues, it's not that simple, and the result may damage the environment rather than improve it. The environmental movement's campaign to force industry into accepting it as the only judge of sustainable forestry is pushing consumers away from renewable forest products and toward nonrenewable, energy-intensive materials such as steel, concrete and plastic.

Anti-forestry groups such as the Sierra Club and Greenpeace make endless and unreasonable demands restricting forestry practices. This is mainly why the Forest Stewardship Council has certified less than two percent of the wood and paper produced in North America.

Meanwhile, the same environmental groups won't acknowledge that some regions – such as California – already comply with government regulations that meet or exceed guidelines imposed by the Forest Stewardship Council.

Wood is the most renewable and sustainable of the major building materials. On all measures comparing the environmental effects of common building materials, wood has the least impact on total energy use, greenhouse gases, air and water pollution and solid waste.

So why isn't the environmental

movement demanding that the steel and concrete industries submit to an audit for "sustainability?" Where's the green steel, concrete and plastic? These materials are nonrenewable, require vast amounts of energy to manufacture and recycle and are contributors to greenhouse gas emissions.

Why shouldn't steel and concrete manufacturers be required to reduce energy consumption and greenhouse gas emissions or face boycotts, demonstrations and restrictions? Why does the environmental movement stand silent in the face of promotional campaigns by steel and concrete interests that leverage mythical environmental claims against wood for their own commercial benefit?

Because emotive images of forests sell memberships.

The environmental movement has unfortunately led the public into believing that when people use wood, they cause the loss of forests. This widespread guilt is misplaced. North America's forests are not disappearing. In fact, there is about the same amount of forest cover today as there was 100 years ago, even though we consume more wood per capita than any other region in the world. Isn't this proof positive that forests are renewable and sustainable?

When we buy wood, we are sending a signal to plant more trees to satisfy demand. If there were no demand for wood, landowners would clear away the forest and grow something else instead.

We have powerful tools at our disposal to reduce carbon dioxide emissions and the threat of climate change. Grow more trees, and then use more wood as a substitute for materials like steel and concrete that are responsible for excessive emissions in the first place.

If the environmental movement would recognize this one fact, it would turn its anti-forestry policy on its head and redirect membership dollars to where they are most needed – promoting sound environmental choices.

*Reprinted from the Los Angeles Times (Internal Content), Mar. 26, 2002.*

We're very excited to have Rachel Benishek on board as our new field representative. After an extensive search and interviewing a number of candidates, we offered the position to Rachel and were very pleased that she accepted. Another article in this issue of the *Timber Bulletin* introduces her. Since starting on April 8, Rachel has participated in our Log Truck Driver Workshops along with meetings of our transportation, nominating and executive committees. She has also met some of our members and spent a little time in the office. Rachel will have primary responsibility for staffing our transportation and safety

Executive Vice President's  
**Column**



committees along with many other duties. We're confident she will do an outstanding job in adding to the strength and vigor of TPA.

Another new addition to the forest products industry in Minnesota is SAPPI which is acquiring Potlatch's Minnesota Pulp and Paper Division along with the Cloquet pulp and paper operations. I have spent some time with senior officials from SAPPI and had conversations with their forestry and procurement people. They are very excited about coming to Minnesota and have a strong reputation as the world's largest manufacturer of coated freesheet papers. It will probably take a period of time for relationships in the woods to get nailed down, but the Cloquet operation will remain a large wood user for the future.

With Potlatch's announced sale of assets to SAPPI, some questions have been raised about what it means for their presence in Minnesota. As everyone knows, Potlatch will continue to have three OSB plants, a lumbermill and significant land holdings. These

operations will continue to be the largest market for wood in our state.

While the ownership of facilities in Minnesota has been shuffled, so have legislative and congressional district boundaries. The Minnesota Supreme Court announced the new lines in March with the expected impacts for rural Minnesota. Prior to the court's announcement, long time Senator Doug Johnson announced his retirement. Senator Johnson has been a "go-to" guy on many of our issues for years and his departure will be a significant loss in influence for our issues. Rep. Tom Bakk has announced that he will be running for the Senate in what was Senator Johnson's district. This is great news for us because Rep. Bakk has been one of our most tireless and effective advocates. Bakk is a person who builds support for issues across party, ideological and geographic lines. He's carried a lot of bills for us and done an outstanding job on each one.

What started out as a fast paced legislative session has now turned into gridlock as of the writing of this column. No session-ending deals, few negotiations and they're not even having vehement public arguments. It's all a bit strange and gives you the feeling that this session will probably drag into May. One issue that has gotten

quite a bit of attention is the use of off-road vehicles and ATVs in state forests. We were successful in getting language inserted into the ATV bill that protects the ability to use off-road vehicles and ATVs for forestry activities. A complete report on the session will be provided in the next issue of the *Timber Bulletin*, provided the legislature has adjourned by then.

Winter finally came at the end of the season. After a close call on road restrictions in mid-February, during which TPA was in almost daily contact with the DOT, things settled in. I hesitate to think what kind of shape we would be in if we hadn't gotten winter. I know many of our members were very concerned and a lot of summer type wood was being cut. In the end, winter came and it probably saved a lot of operations.

With spring comes the LogSafe sessions and a time for everyone to rest, repair equipment and plan their operations. As part of that planning, we urge all of our members to include safety into the planning of their daily activities. As you're planning which sales to cut, which products to produce and which timber sales to attend, put the safety meetings you're going to have on your schedule, too. You won't regret it.

**Mark your calendars  
for the 2002  
North Star Expo  
August 9 & 10  
Itasca County Fairgrounds  
Grand Rapids, Minnesota**

## Rachel Benishek

Spring is arriving with its attendant changes in the weather and logging activities. The weather is not the only thing changing that affects our industry. With all the changes in the wind, TPA has joined the crowd and is introducing a new addition to our staff.

Rachel Benishek started as the new field representative on April 8, just in time to dive headfirst into committee meetings and truck workshops. A native of Wisconsin, Rachel holds a degree in forest management from the University of Wisconsin, Stevens Point, but



more importantly an understanding and love of the

natural resources so abundant in the lake states.

She started her professional career as an intern with Consolidated Papers, Inc. and graduated to a position with the Chip Quality and Fiber Utilization group of Georgia-Pacific Corp. Most recently, she held the SFI coordinator and chip quality forester title with Domtar Industries, Inc. for the mills in Nekoosa and Port Edwards, Wis. She also has experience as a leader for the Army National Guard where she drove heavy truck for six years. Through her experiences she has become a strong advocate for the forest products industry and its efforts to manage the natural resources we utilize every day.

When asked why she accepted this position with TPA she said she was looking for greater challenges and a way to impact the forest industry. Her biggest challenge? Learning about Minnesota and the people who live and work here. She will tell you, "All I knew about Minnesota was that it was bigger than Wisconsin and usually colder."

Does she think she has found her challenges? "Yes! But I am looking forward to the opportunity to meet and interact with our members. Hopefully, I will gain better insight to the ways the Minnesota timber industry works to manage our natural resources, now and for the future."

TPA President Clarence Johnson said, "We went through an extensive search and are confident we have found the right person. Rachel brings experience and enthusiasm to the job and is well thought of by TPA members she worked with in her previous job."

If you need to contact Rachel call the TPA office at 218-722-5013 or her cell phone 218-591-2696.

# Boise Cascade Announces New Name, Brand Identity



**B**oise Cascade Corporation (NYSE: BCC), a leading provider of office, building and paper solutions designed to increase customer productivity, today announced that it is changing its trade name to Boise and launching a new brand identity to more accurately reflect the full scope and focus of the company's business.

Boise contributes to the two most fundamental aspects of society – the workplace and the home. The company's new name and brand recognize its transformation over the past several years into a company focused on crafting solutions to help its customers work and build more efficiently.

George J. Harad, chairman and chief executive officer of Boise, said, "We are very pleased to introduce our new name and launch our new corporate identity. Our new brand allows us to maintain continuity with Boise Cascade's distinguished heritage, while more clearly reflecting the business transformation we have undergone over the past several years. We continue to be a reliable supplier of wood and paper, but we have also grown to be a company focused on designing innovative solutions – for both the home and office – to help our customers create strong businesses and solid homes."

Boise has also renamed its three businesses. The new name for Boise Cascade Office Products (BCOP) is Boise Office Solutions; the Paper Division is now called Boise Paper Solutions; and Timber & Wood Products and Building Materials Distribution are now known as Boise Building Solutions.

The company's stock will continue trading on the New York Stock Exchange under the symbol BCC. Boise's legal name will remain Boise Cascade Corporation. Additional information regarding the company, its businesses and its new corporate identity, including a digital version of the new company logo, can be accessed via Boise's website.

### About Boise Cascade

Boise delivers office, building, and paper solutions that help our customers manage productive offices and construct well-built homes – two of the most important activities in our society. Boise's 24,000 employees help people work

more efficiently, build more effectively, and create new ways to meet business challenges. Boise also provides constructive solutions for environmental conservation by managing natural resources for the benefit of future generations.

## Early Loggers in Minnesota

by J. C. Ryan

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**VOL. III**

**VOL. II**

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

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# Truck Driver Workshops

by Rachel Benishek

The yearly Truck Driver Workshops are complete for 2002. We are pleased to inform you that our annual workshops have trained a total of 1,084 truckers since this program began in 1989. Attendance and participation were excellent at all three of this year's workshops and participants showed interest in attending workshops in the future. The workshops were held at Cloquet on April 8, International Falls on April 9 and in Bemidji on April 10. Bruce Barker organized all three workshops and provided the legislative updates, information about the power takeoff refund and construction information for the Duluth, Bemidji and Brainerd areas. TPA's new field representative, Rachel Benishek, attended the meetings and was introduced.

The kickoff meeting in Cloquet had a total of 23 people in attendance. The discussion leaders Kevin Dahlman, Weyerhaeuser Truss, and Bob DeRoche, Stora Enso, did an excellent job of presenting safety concerns, statistics and overall industry information. Dan O'Dowd from

CATCO provided a very comprehensive presentation on pre-trip inspections, equipment adjustments and mechanical problems associated with improper shifting. Tom McCabe provided the lowboy truck for the Cloquet workshop which was used as an example for the state patrol inspectors and workshop participants. Randy Zahn and Kevin Fulton were the patrol representatives and did an exceptional job fielding questions about inspections, equipment tie-downs and state law.

The workshop held in International Falls also had a good turnout with 21 truckers participating. Dan O'Dawd from CATCO provided valuable information and handouts about pre-trip inspections, equipment maintenance and examples of mechanical problems associated with improper shifting. Bruce Drotts, Blandin Paper, and Dick Olson, Boise Cascade, provided leadership for discussions and did a great job presenting safety concerns and statistics as well as getting people to provide personal experience examples of electrical

line encounters, poor driving conditions, near misses and other experiences. Gordy Dobbs provided the lowboy truck and trailer which helped start discussions with the state patrol. Greg Lind, Greg Salmi and Ray Rahkola were the representatives present from the state patrol and provided a vast amount of information regarding inspections, scale weights, pre-trip inspection form requirements and load securement requirements. Discussion between the truckers and the inspectors was active and beneficial to everyone in attendance.

The Bemidji workshop had 24 participants. Dan O'Dawd from CATCO continued his excellent record of presenting good information and examples of equipment problems and adjustments. Kevin Dahlman, Weyerhaeuser Truss, and Dave Amundson, Lumbermans Underwriters Association, got discussion and examples rolling and kept participation high throughout the day. Paul Lundberg provided the lowboy truck with

*(continued on page 14)*



Discussing load securement requirements in Bemidji.



Dan O'Dowd , CATCO, talked about pre-trip inspections at the Bemidji workshop.



Tony Baker and Gene Kaml point out inspection concerns on the load at Bemidji.

(continued from page 12)

skidder attached as the visual aid for inspections, permits and load securement. Tony Baker and Gene Kaml of the state patrol, answered many questions regarding state law requirements for inspection and load securement. They also provided invaluable information about oversize permitting and load weight calculations. The question and answer portions of the program were lively and informative.

Overall, there was some good information and questions that were addressed at all three workshops:

1. The driver and his or her attitude are the two most critical items in keeping the vehicle and its parts operational.
2. Minnesota log truck drivers average 15 years of experience and 40,000 miles per year. Multiplied together that means more than 600,000

miles are driven by Minnesota's log truck drivers. (The 15 years of average experience is impressive, especially when combined with low accident rates.)

3. The four main factors in both inspections and in truck accidents are brakes, tires, lights and the driver.
4. How do you determine your allowable gross weight on a 7-ton road if you are using a 14-foot tridem axle?
  - A. Find your axle weight on the **Gross Weight Table** (see next page) which for our example is 46,500 lbs.
  - B. Multiply axle weight by road limit and divide by 9. Our example would be  $(46,500 \text{ lbs.} \times 7 \text{ ton}) \div 9 = 36,167 \text{ lbs.}$
  - C. Add your tandem axle and single axle weights from the **Restricted Weight Table** (see table at left). Our example would be 26,444 lbs. (tandem) and 14,000 (single).
  - D. Gross weight allowed on a 7-ton road with a 14-foot tridem would equal  $36,167 + 26,444 + 14,000$  or 76,610 lbs.

RESTRICTED WEIGHT TABLE					
POSTED AXLE LIMITS					
	9 TON	8 TON	7 TON	6 TON	5 TON
SINGLE AXLE	18,000	16,000	14,000	12,000	10,000
TANDEM (2 AXLES 8ft., or less apart)	34,000	30,222	26,444	22,667	18,889
TRIDEM (3 AXLES 8ft. or less)	*	38,222	33,444	28,007	23,889
QUAD (4 AXLES 14ft. or less)	*	45,778	40,056	34,333	28,611

NOTE: \* FOR 9 TON WEIGHT ALLOWANCES ON GROUPS OF 3 AND 4 AXLES SPACED 9 AND 14 FEET RESPECTIVELY USE GROSS WEIGHT TABLE.

NO COMBINATION OF AXLE WEIGHTS SHALL EXCEED THOSE SPECIFIED IN THE GROSS WEIGHT TABLE.

**Legislative updates and law requirement clarifications:**

1. **The Relevant Evidence Law** has been changed to say that the state patrol can pull tickets at scale shacks for only

(continued on page 16)

# GROSS WEIGHT TABLE

Minnesota Statute 169.825(10)

*Distance in Feet between Axle Centers*

*Number of Consecutive Axles*

	2	2	3	4	5	6	7
4	34000	34000					
5	34000	34000					
6	34000	34000					
7	34000	34000					
8	34000	34000					
8 plus	34000	38000					
9	35000	39000					
10	36000	40000					
11							
12							
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**Annotations:**

- These weights valid only on 10-Ton Routes:** (Points to 2-axle column for 5-10 feet spacing)
- No vehicle or combination of vehicles shall be operated upon the highways of this state where the total gross weight on any group of two or more consecutive axles exceeds that given in the Table of Weights.** (Points to 5-axle column for 11-14 feet spacing)
- These weights valid only on 10-Ton Routes.** (Points to 3-axle column for 25-32 feet spacing)
- Two consecutive tandems may carry a gross weight of 34,000 lbs. each, and a total of 68,000 lbs. together, when the centers of the first and last axle of the group are spaced 36 feet or more.** (Points to 4-axle column for 36-40 feet spacing)
- These weights valid only on 10-Ton Routes.** (Points to 4-axle column for 47-51 feet spacing)
- These weights valid only on 10-Ton Routes. Gross Vehicle Weight greater than 73,200 lbs. Allowed on 9-Ton Routes only with 6 or more axles.** (Points to 5-axle column for 41-51 feet spacing)



Kevin Dahlman, Trust Joist, and Bob DeRoche, StoraEnso, present safety alerts at Cloquet.



Even Dobbs Logging's new truck had things to look at during the workshop in International Falls.

*(continued from page 14)*

14 days prior to their visits. They will now have to visit the scale shacks twice a month to get the same 30 day information. Fines assessed by scale ticket evidence have been capped at \$10,000/14 days. However, fines can be doubled if a court decides

that a driver has knowingly and conspicuously avoided scale measurements.

2. **Load Securement**

**Requirements:** The load must be secure in all four directions (front, back and each side) to a minimum of 1/2 the weight of the load. In plain English, if you are

carrying a 50,000-pound piece of equipment it must be secured to the trailer to a minimum of 25,000 pounds in the front, 25,000 pounds in the back, 25,000 pounds on the right side and 25,000 pounds on the left side of the trailer. Also, your chains, tie-straps and binders must be marked to indicate their load carrying capacity. If they are not marked they will be measured and assigned the minimum rating for their size class. The weakest link will always be ticketed. Load securement has become very important to the patrol and we were told they will not hesitate to put a load out of service until tie-downs are corrected.

3. **Seasonal Weight**

**Restrictions:** The seasonal weight restrictions no longer have a set starting or ending date. The road commissioner decides when they will start and when they will be taken off based on a temperature and frost model which includes a freeze thaw index from information taken at different sample locations throughout the state. The Timber Producers Association will get the information to mills for posting in scale shacks as soon as we get the information. You can access the information on the DOT website as well.

The Timber Producers would like to thank all of this year's participants for the active interest they took in attending the workshop sessions. Special thanks need to be given to the discussion leaders and presenters for their continued assistance and interest in this program. Our greatest gratitude is extended to both the companies who provided equipment for examples and to the state patrol for their continued interest in education and maintaining the relationship the timber industry enjoys with them. Without all of your support these workshops would not be a success. On behalf of everyone who attended the sessions, thank you for contributing to their success!

A reader reacts ...

## Forest Service: Analysis paralysis or lack of competency?

by Jim Rathbun

I read Randal O'Toole's "Analysis Paralysis" article in the February issue of *Environment & Climate News*.

Forest Service Chief Dale Bosworth and other Forest Service officials certainly have some very real problems. However, I don't believe it is the planning processes and the laws that are the problem, as much as it is the failure of the Forest Service to comply with the regulations, processes, policies, and plans that were developed by the agency in compliance with the laws.

I believe a very real problem has been the selection of people to lead the Forest Service who were never natural resource managers and were never expected to be.

### **Planning process worked ... for a while**

The Forest Service spent three years, from 1976 to 1979, developing regulations and processes for planning for the management of the national forests in compliance with the National Environmental Policy Act and the National Forest Management Act. The planning process was implemented and it took some eight years to complete most of the forest plans.

A small number of plans were never completed, because the environmental/preservation industry could not stand to allow the effort to succeed. In fact, the plans would not have taken so long to complete had the preservation industry not sued, in the middle of the forest planning process, to make the national forest planners consider each and every potential wilderness area in the forest planning process, rather than to accept the results of the Second Roadless Area Review and Evaluation (RARE II) for planning purposes. The preservationists have recently reversed their stand on this issue.

I believe the Forest Service did a

reasonably good job, perhaps even an exceptionally good job, of planning under the regulations and policies that were in effect between 1979 and 1987. Public involvement was accomplished at the local and regional level, assuring the public was well informed and well heard. The science employed in the development of issues and their resolution was never really challenged. There were no surprises when the forest plans were approved. Everyone may not have been satisfied – obviously, the preservationists were not. But no one was really surprised; and they should not have been.

The real surprise and disappointment came when the Forest Service failed to implement the forest plans in compliance with the law. Within a couple of years following their approval, the Forest Service failed to implement the plans. The timber programs were not implemented in most national forests. And, when they weren't implemented, the Forest Service failed to revise the forest plans, as required by law.

### **Planned timber harvests not met**

As early as 1989, a number of national forests failed to meet the timber harvest volumes they committed to in their forest plans. Forest Service leadership hid behind what many of us believe is a misinterpretation of a rather obscure phrase contained in Section 13 of the National Forest Management Act:

*Limitations on Timber Removal. – (a) The Secretary of Agriculture shall limit the sale of timber from each national forest to a quantity which can be removed from such forest annually in perpetuity on a sustained-yield basis: Provided, That, in order to meet over-all multiple-use objectives, the Secretary may establish an allowable sale quantity (ASQ) for any decade which departs from the projected long-term average sale quantity that would otherwise be established; Provided further, That, any such planned departure must be consistent with the multiple-use management objectives of*

*the land management plan. Plans for variations in the ASQ must be made with public participation as required by Section 6(d) of this Act. In addition, within any decade, the Secretary may sell a quantity in excess of the ASQ established pursuant to this section in the case of any national forest so long as the average sale quantity of timber from such national forest over the decade covered by the plan do not exceed such quantity limitation.*

The Forest Service leaders, apparently under some kind of political pressure, said the decadal volumes and the ASQs established in the planning process were nothing more than upper limits that could not be exceeded. I believe they based this on the first sentence in (a) above. They reasoned that, if the forests did not meet those volumes, it was no big deal and not worthy of a plan revision.

This was an extreme disappointment to many of us who had worked with the public in the development of as many as 12 alternatives, and the selection of one, during the planning process. A number of those alternatives could have exceeded the volumes in the selected alternative, on a long-term sustained-yield basis. But they were not selected because of multiple-use concerns. We had no idea the Forest Service leadership would take this unreasonable position. We had made a commitment.

Our assurance to the public was that if we did not implement the forest plans, we would revise the forest plans and again involve the public. The following is from Section 6(f)(5) of the NFMA:

*6(f) Plans developed in accordance with this section shall – (5) be revised (A) from time to time when the secretary finds conditions in a unit have significantly changed, but at least every fifteen years, and (B) in accordance with the provisions of subsections (e) and (f) of this section and public involvement comparable to that required by subsection (d) of this section.*

(continued on page 20)

(continued from page 18)

### A voice of experience

It has been 14 years since the forest plans were approved in the Northern Region of the Forest Service. The annual timber sale volume has declined from about 1.1 billion board feet in 1987 to only 170.2 million board feet in 2001. That is on 25 million acres and 15 national forests.

On the Kootenai National Forest, the sale volume has declined from 232 million board feet of mostly

green timber in 1989 to less than 70 million board feet in 2001. Also, well over 50 percent of the transportation system has been closed or restricted in some fashion on the Kootenai. How's that for significant changes in conditions on a planning unit?

Still, the Forest Service has not found these "changes in conditions" on the Kootenai National Forest planning unit to be significant enough to warrant a plan revision. This seems rather incredible to me.

I find it interesting that Mr. O'Toole would even mention the testimony of Jack Thomas. In my opinion, he was the second-worst chief the Forest Service ever had. Dombeck, of course, is the worst.

Thomas and Dombeck are both perfect examples of the danger of placing specialists in management positions. In my opinion, Thomas demonstrated his lack of competence as a leader, and his lack of credibility as a scientist, when he led the effort to prepare the Spotted Owl Management Plan, and implemented it, in the Pacific Northwest.

The public is beginning to understand the mindset of wildlife biologists, and their commitment to agendas, rather than to science, as we uncover the exploits of the lynx, grizzly bear, and suckerfish biologists. [See "Gov't researchers caught planting false ESA evidence," *Environment & Climate News*, February 2002.] I believe it started the very day the Endangered Species Act was signed.

When I was the deputy forest supervisor in the Klamath National Forest, 1981-1983, I saw two spotted owls while in the forest. Both of them were adjacent to clearcuts that were under five years old. I assume the owls were perched adjacent to the cut areas because of the forage base provided by the opened areas.

I also participated in a spotted owl training session in the Gifford Pinchot National Forest. We accompanied two young spotted owl researchers out into the forest to locate two spotted owl electronic devices. We located both of them. Both were sitting on the bottom crown branches of second- or third-

growth Douglas fir trees about 40 feet off the ground. Not in "old growth," but in second/third growth, about 22 inches in diameter.

But still, people like Jack Thomas push the old growth myth. Talk about a change in conditions on a planning unit! How many of those national forests affected by the Spotted Owl Recovery Plan have revised their forest plans?

Two of Jack Thomas's suggestions to improve planning are ridiculous. A Land Law Review Commission, consisting most likely of politically appointed skills, would just further politicize the process. Emphasizing "collaboration" with the likes of the preservation industry would not work either. While the preservationists are at the table "collaborating in good faith," their compatriots would be in the courtrooms filing lawsuits to stop any meaningful and productive management of natural resources – the same thing they are doing today.

The administration could change the planning regulations and, perhaps, improve the planning process. But that is unlikely, considering the people they have available to do that.

I believe the best thing the Forest Service and the administration could do is to comply with the planning regulations as they are written. The key word is "comply." No planning process is any good if the agencies do not comply, and Congress allows them not to comply.

Unfortunately, the Forest Service was purged of its best people. Both Thomas and Dombeck made that happen. I believe the real problem the Forest Service has is competency. And I don't know what can be done about that.

*Jim Rathbun is the retired Forest Supervisor of the Kootenai National Forest.*

*"This article originally appeared in the Environment & Climate News, April 2002. Published by the Heartland Institute."*

# NORTH STAR EXPO

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## Moore to Lead USDA Forest Service Eastern Region

U.S. Department of Agriculture Forest Service Chief Dale Bosworth today appointed Randy Moore as Eastern regional forester. Moore will oversee 15 national forests in 20 eastern states. Moore is currently the forest supervisor on the Mark Twain National Forest in Missouri.

“Moore has demonstrated excellent leadership on the Mark Twain; first as deputy forest supervisor and then as forest supervisor. He has been a leader in dealing with a variety of regional and interregional issues, said Bosworth. The Eastern region, while not as large in national forest acreage as the western regions, is unique offering many challenges.”

Bosworth said, “Those challenges include the vast overall area, numerous urban areas and the demands of establishing and maintaining relationships with 20 governors’ offices and congressional delegations. Randy served as a legislative fellow when he worked in the Washington office, which will serve him well in the area of legislative affairs and working with elected officials in the region.”

“This is an exciting opportunity and challenge, said Moore. Chief Bosworth has set a new course for our agency and I look forward to being a part of this team. I’m looking forward to working in a different capacity and find the challenge exciting. This region has been a challenge because of its size and geographical dispersion. I look forward to continuing the progress that we’ve made with our partners.”

A 1977 graduate of Southern University with a major in agronomy and an emphasis in soil science, Moore completed an assignment in the Washington office as national deputy soil program manager prior to moving to the Mark Twain. It was during this assignment that he was selected for the legislative fellows program.

Moore will report to his new duties in early May.

# Log a Load for Kids Supports Children with Disabilities Satellite Clinics Bring Specialty Care to the Kids

Since 1997, the Minnesota Log A Load For Kids program has raised more than \$200,000 to benefit Children’s Miracle Network affiliate hospital Gillette Children’s Specialty Healthcare. The dollars raised have, in large part, been designated to help fund the Gillette Children’s North Clinics.

Gillette Children’s North Clinics bring many of Gillette’s services closer to home for patients living in northern Minnesota and western Wisconsin. Under the medical direction of Dr. Kevin Murphy, the North Clinics enable patients with a variety of disabilities to receive ongoing, specialized medical care in or near their own communities – eliminating the need for frequent trips to Gillette’s St. Paul campus. The North Clinics’ main site is in Duluth, with satellite clinics in 11 other towns.

Dr. Murphy treats children, adolescents and adults with cerebral palsy, neuromuscular



conditions, acquired brain and spinal cord injuries, sports injuries, bed-wetting and bladder-control issues, spina bifida, developmental delays, amputations, genetic conditions and chronic pain. Patients are referred to the St. Paul campus for complex medical needs such as surgeries or Motion Analysis Laboratory evaluation. During 2001, Gillette saw more than 3,100 NEW outpatients.

For more information, to obtain the community clinics schedule or to make an appointment, call Gillette Children’s North Clinics at 218-728-6160 or toll-free 800-903-7111. To learn more about Gillette Children’s Specialty Healthcare, visit [www.gillettechildrens.org](http://www.gillettechildrens.org).

For more information regarding Log A Load For Kids, call Donna Korhonen 218-263-7420. To make a donation to Gillette

Children’s Specialty Healthcare through Log A Load For Kids send donation directly to Brian Lochner, Treasurer, Georgia Pacific Corp., P.O. Box 16267, Duluth, Minn. 55816.

<b>Gillette Children’s Specialty Healthcare Gillette Clinic Locations</b>	
<b>2001 Visits by County</b>	
Aitkin .....	76
Becker .....	93
Beltrami.....	222
Carlton .....	154
Cass.....	194
Cook .....	22
Crow Wing .....	440
Douglas .....	229
Hubbard.....	115
Itasca.....	207
Kanabec.....	74
Koochiching .....	71
Lake .....	67
Lake of the Woods.....	17
Mille Lacs.....	200
Morrison .....	168
St. Louis .....	629
Todd.....	125
Wadena .....	104

# Mn/DOT Launches 2002 Construction Season

**T**he Minnesota Department of Transportation today announced that the 2002 construction season includes 246 highway construction projects statewide.

"This represents the largest road construction program in state history," said Transportation Commissioner Elwyn Tinklenberg. "Despite the enormity of this effort, we are not keeping up with the demands on our transportation system."

Since 1990, the number of vehicle miles traveled in the state has increased more than 33 percent. At the same time, because of a lack of funding, the state has added less than two percent of roadway miles.

"Clearly, demand is greatly exceeding capacity," Tinklenberg said. "Nearly 250 construction projects across the state will only add to congestion in some areas, so we are asking for extra patience from the public during construction."

## **Federal Investment Return**

The new and continued construction projects this summer are estimated to cost \$1 billion – about \$499 million in federal funds and about \$494 million in state funding.

"Minnesota is fortunate to be one of the states that receives more in federal highway construction dollars than we send to Washington," said Tinklenberg. Since 1990, Minnesota has received an average of \$1.10 from Washington for every \$1 sent. However, this is not the case for transit. For every dollar sent to the federal government for transit, Minnesota receives only an average of 76 cents back.

## **New Work Zone Law**

Under a new state law enacted last summer, a work zone is defined as a roadway construction site when workers are present. Previously, the speed limit in all work zones was a maximum of 40 mph. Under the new law, the speed limit on a divided highway is up to 15 mph lower than the posted

speed. Drivers will see new "FINES DOUBLE" signs to indicate they are approaching a work zone.

"There are an average of 2,400 crashes in work zones every year in Minnesota," said Tinklenberg. "Most are caused by two factors: speed and driver inattention." He urges drivers to slow down and stay alert when approaching a work zone.

## **Road Information Available**

Summer construction projects across the state include expanding Highway 336 east of Moorhead from two to four lanes, improvements on Interstate 35 near Northfield, reconstruction of Mesaba Avenue in Duluth and

work on the replacement of the Lexington Avenue Bridge on 35E in St. Paul. Mn/DOT urges drivers to check for possible detours and projects that might delay their trips. Drivers can get the latest information about state highway construction projects from Mn/DOT's website at <http://www.dot.state.mn.us> by clicking on "Road Conditions." By phone, call 651-284-0511 or toll-free: 800-542-0220. Travelers with wireless phone service can access information by calling Mn/DOT's new traveler information line 5-1-1. The service is currently available through wireless services except Verizon.

# 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.

## USED EQUIPMENT FOR SALE

### FOR SALE

#### CABLE SKIDDERS

1979 540B JD, overhauled  
eng., good tires .....\$18,000  
1973 C4 TF.....6,500  
1973 C5 TF.....POR

#### GRAPPLE SKIDDERS

1993 518C Cat, new trans.....49,000  
1987 666 Clark, flotation  
tires, new Cummins.....33,000  
1989 170XL Franklin, 6 cyl.

Cummins, new tires.....27,000

1991 450B TJ, Cummins eng...22,000

1997 460C TJ, dual function .....POR

1990 548D JD.....34,000

1979 540B JD, 28Lx26 tires .....19,000

1984 540B JD, 640 rearends,

28Lx26 tires .....25,000

1986 648D JD, dual function...29,000

1988 648D JD, dual function...33,000

1993 648E JD, dual function...52,000

1980 C6 TF, with 23.1x26

tires and chains.....10,000

#### CRAWLERS

1969 350 JD.....7,500

1995 D3CLGP, new

undercarriage, very clean...33,000

1990 650G, 6-way blade.....39,500

1990 D5H LGP, 6-way blade,

encl. cab .....39,000

1988 D4H LGP, 6-way blade...45,000

1987 D4H LGP, 6-way blade,

encl. cab .....37,000

#### KNUCKLE BOOM LOADERS

1987 210C 6-cyl. JD slasher

package.....27,000

42' Trailer w/Barko 40

center mount .....11,000

1997 Prentice F90T on

1989 Lufkin trailer.....15,500

Prentice 90 on tandem truck,

19' bed.....9,500

1987 XL 175 Husky .....15,500

#### DELIMBERS

1981 743 JD.....15,000

1993 Risley Black Magic

Lim-mit 2000.....95,000

Siuro delimber/slasher.....7,000

#### TRUCKS

1998 Peterbilt, 470 Detroit,

18 sp. ....36,000

1995 Peterbilt, 400

Cummins, 9 sp.....16,000

1978 GMC 2-ton w/hydr.

hoist, flatbed dump .....4,500

#### FELLER-BUNCHERS

#### AND SHEARS

1979 40 Drott, shearhead .....17,000

1986 490 JD w/20" Timbco

shearhead .....29,900

1993 T445 Timbco, w/22" Quadco

sawhead w/side tilt.....125,000

1992 643D JD w/18" sawhead,

new tires .....39,000

1993 Risley Black Magic,

w/Risley sawhead .....110,000

1976 544B JD, 20" shear .....21,000

1990 Super T Bell, 24" .....28,000

1988 910 Cat, 17" shearhead,

rebuilt trans.....37,000

1987 311B Hydro-Ax.....20,000

1987 411B Hydro-Ax.....20,000

1986 511B Hydro-Ax, 6 BT

Cummins.....30,000

1993 611E Hydro-Ax.....42,000

#### WHEEL LOADERS

544B JD.....15,500

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

1979 544B JD .....19,500

1981 644C.....28,000

#### MISCELLANEOUS

1979 Bobcat 731 Skidsteer

loader .....6,700

1990 Bobcat 642 Skidsteer

loader .....5,800

1997 72" circular slasher .....12,000

1990 210C JD 4x4 backhoe .....18,500

Terrain King 6300 self-propelled

sweeper.....8,000

20" Koehring sawhead to

fit 643 JD .....9,000

Hitachi EX-22 mini excavator..10,500

1989 490D JD excavator .....32,000

*We have other equipment not listed.*

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