

# Washington

## Weed develops resistance, impacts pulse, wheat crops

Seed control is key, expert says

By **MATTHEW WEAVER**  
Capital Press

Pacific Northwest wheat and pulse growers are turning to new strategies to control mayweed chamomile, a weed that is developing resistance to Group 2 herbicides.

"It worked too well, and when things work well, people tend to overuse them," said Drew Lyon, weed science professor at Washington State University. "If you use a particular mechanism of action over and over again, you eventually shift the population to those individuals that are resistant."



Oregon State University  
Populations of mayweed chamomile have developed resistance to Group 2 herbicides, researchers say.

Group 2 herbicides such as Imidazolinones block the function of an enzyme essential to protein synthesis in the weed.

WSU, Oregon State University and the University of Idaho recently released an extension publication about managing

**Online**

<http://cru.cahe.wsu.edu/CEPublications/PNW695/PNW695.pdf>

the weed, also known as dog fennel.

The weed is more of a problem in pulse crops, particularly in lentils, so Lyon expects more problems as farmers turn to pulses in response to low wheat prices.

Winter wheat can lose 5-10 percent of its yield to the weed, but if mayweed chamomile goes to seed, the seed can survive in the soil.

Spring wheat tends to come up at the same time, so mayweed chamomile can mean a loss of up to 25 per-

cent of the crop.

"The real key to controlling this is trying not to let it produce seed," Lyon said. "Once that seed bank's filled up, you have a problem for quite some time."

Early moisture this year delayed most pulse planting, helping to reduce the weed in those crops. But "a fair bit" still can be found in winter wheat, Lyon said.

The weed tends to be more of a problem in higher rainfall zones. Tillage can be effective. Lyon recommends putting the seed down deep and then not plowing again for eight to 10 years.

No-till farmers can switch to herbicides using different modes of action, stop raising

pulses or switch to more competitive pulses. Peas are more competitive against the weed than chickpeas, which fare better than lentils.

"If you're going to grow a pulse crop, you grow a pulse crop that's as competitive as possible, and that would be peas," Lyon said. "Of course, chickpeas and lentils have probably the better price, so there's some incentive to go ahead and plant those."

Some different chemistries have proven successful, but Lyons cautions that reports of resistance to other herbicides are already starting to come in.

"Growers need to be careful about their use and try to rotate crops and herbicide chemistries," he said.

## Quincy-to-Seattle ag rail shipments discussed

By **DAN WHEAT**  
Capital Press

QUINCY, Wash. — The Port of Quincy Intermodal Terminal may become a testing ground for rail shipments of Eastern Washington agricultural commodities to the ports of Seattle and Tacoma.

The Northwest Seaport Alliance, the marine cargo operating partnership of the ports of Seattle and Tacoma, is interested in reducing truck traffic and congestion into the ports by having agricultural goods arrive by rail. Currently, none do. It would require intermodal terminals in Eastern Washington to load containers from trucks onto rail cars.

"We're ready to go. We could start shipping tomorrow once we had a train schedule," said Curt Morris, a Port of Quincy commissioner.

The Quincy terminal has 8,000 feet of siding track with 5,000 feet suitable for loading and unloading, and that can be doubled, Morris said. There is space for thousands of 20-foot and 40-foot containers, a facility to clean them and equipment to move them, he said.

The Port of Benton in Richland is considering an intermodal terminal for rail transport westbound through the Columbia Gorge and north on the Interstate 5 corridor to the ports of Tacoma and Seattle, said Pat Boss, Port of Quincy spokesman. The Port of Walla Walla is thinking about a terminal for eastbound goods, he said.

Those ideas and use of the Port of Quincy were discussed at the May meeting of the Washington Public Ports Association in Cle Elum, he said.

"The whole idea is we can't keep jamming more and more trucks over Snoqualmie Pass especially when it's shut down in snowstorms, so people are looking at inland ports," Boss said. "The idea is dry goods so far but frozen could be next."

Northwest Seaport Alliance

and the Port of Quincy are talking with shippers of wheat, dry corn, dry beans, hay, legumes and other grains but a lot of frozen french fries are trucked from Quincy and other places to the ports of Tacoma and Seattle, Morris said.

Discussions are underway with BNSF Railway, he said. Generally, railroads are not eager to stop for short-haul business within 300 to 500 miles of ports, Morris said. While Quincy is just 150 miles east of Seattle and Tacoma, the congestion of those areas and uncertainty of winter travel through Snoqualmie Pass make it viable, he said.

BNSF runs from Quincy through Wenatchee and through the Cascade Tunnel at Stevens Pass, which is more dependable than Snoqualmie Pass, Morris said.

Time trucks sit in traffic jams in the Seattle-Tacoma area is part of the equation and talks are ongoing with Ellensburg hay exporters about the cost effectiveness of trucking hay eastward 50 miles from Ellensburg to Quincy for shipment by rail west to Seattle, Morris said.

Railroad rates and a list of shippers are needed to get a test going, he said.

Such services previously operated out of Quincy.

In the early 2000s, export containers of refrigerated agricultural products went from Quincy to Tacoma and Seattle. But the service took longer than trucking, causing apple shippers to quit using it, Boss said.

From April 2010 to August 2014, Cold Train grew to about 700 refrigerated containers per month of apples, produce and frozen goods from Quincy and Portland heading east. Service ended when BNSF reduced service. Cold Train's owner, Rail Logistics, Overland Park, Kan., sued BNSF for \$41 million for breach of contract and reached an out-of-court settlement in 2016.

## Inslee tours farmland under flood threat

Too early to back dam, governor says

By **DON JENKINS**  
Capital Press

CHEHALIS, Wash. — Climate change makes flood-control projects more urgent, Gov. Jay Inslee said Thursday, though he said it was premature to endorse building a dam to protect southwest Washington farms swamped a decade ago.

Inslee stopped briefly at a Lewis County dairy where 258 cows drowned in a 2007 flood. The governor cut short a tour of the Chehalis River Basin to confer with other governors about President Donald Trump's decision to withdraw the U.S. from the Paris climate change agreement.

Before leaving, Inslee predicted climate change will make extreme weather events more common. "The work we knew was vital 20 years ago will be more vital 50 years from now," he said.



Don Jenkins/Capital Press

Lewis County dairy farmer John Brunoff, right, and Washington Gov. Jay Inslee talk June 1 at Brunoff's dairy, which lost more than 200 cows in a December 2007 flood in the Chehalis River Basin. Nearly a decade later, studies continue on ways to prevent another catastrophic flood.

The 2007 flood damaged dozens of farms, flooded thousands of homes and commercial buildings, and closed Interstate 5 for four days. Since then, some farms have received aid to build "critter pads," high ground to herd livestock if the land floods

again. The state, however, has yet to settle on a plan to prevent another catastrophic flood.

Lawmakers are likely to appropriate money to continue studying whether to build a dam on the Chehalis River. Tribes and environmental

groups have raised concerns about a dam's effect on fish.

Washington State Dairy Federation policy director Jay Gordon, who's on a board advising the state, said he expects the debate over a dam to intensify over the next two years.

## USDA triticale crop insurance program coming

By **MATTHEW WEAVER**  
Capital Press

Lind, Wash., farmer James Wahl recently decided to grow triticale instead of wheat, so he's interested in a federal crop insurance program for the crop, which is a cross between durum wheat and rye.

"It would take some of the stress of the risk out of it for us," Wahl said.

The USDA Risk Management Agency will offer a pilot crop insurance program in several counties in Idaho, Oregon and Washington. The program will be publicly released in the next month. The sales closing date will be Sept. 30.

The program will cover yield for both fall-planted and spring-planted triticale grown for grain, not for forage or a



Matthew Weaver/Capital Press

Lind, Wash., triticale farmer James Wahl says an affordable federal crop insurance program could help farmers in low to moderate rainfall areas to raise the crop.

cover crop, said Ben Thiel, director of the agency's Spokane regional office.

Interested growers will need to contact their crop in-

urance agent, Thiel said.

"Certain select growers have been trying (triticale) out and I think have found favorable results," he said. "It seems to be well-adapted for this area, and has good rotational purposes. (A crop insurance program) has been asked about and desired for some time."

Some private insurance programs are also available, said Howard Nelson, manager of member and special services with Central Washington Grain Growers in Wilbur, Wash. The company doubled its acreage this year.

CWG prices triticale at \$105 per ton. The cost of production is close to the cost of production for wheat, Nelson said.

"It's hard to gauge what growers are thinking in to-

day's price environment," he said. "They're looking for the crop that will return a profit. It just depends on what they feel is the best crop for a particular field."

Nelson advises farmers to make sure they have storage and marketing set up for triticale.

"It's an easy crop to grow," he said. "Really the last piece of getting triticale re-established as a crop was the crop insurance piece. From this point on, it's just another cropping option for growers in the area."

Wahl said affordable crop insurance would give him peace of mind raising triticale.

It could open the door for farmers working with banks that don't allow them to raise a crop without insurance, he said.

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