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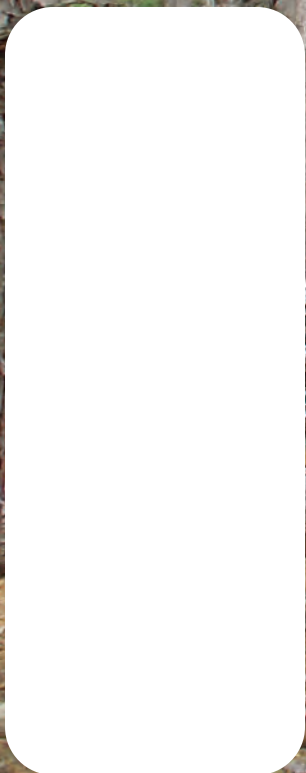
TIMBER BULLETIN

DULUTH, MINNESOTA

MAY/JUNE 2011

VOLUME 66

TPA Loggers go to Court Over Shutdown Making Progress: Kelliher Forest Products



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TIMBER BULLETIN

Volume 66
May/June 2011
Duluth, Minnesota

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ON THE COVER

Logging continued on state land during the shutdown, thanks to TPA members that went to court. For more, please see page 12.

The Timber Bulletin is published six times annually, in February, April, June, August, October and December by the Minnesota Timber Producers Association, located at 903 Medical Arts Bldg., 324 W. Superior St., Duluth, Minn. Minnesota Timber Producers Association members receive the Timber Bulletin at an annual subscription rate of \$25 which is included in their membership dues. Periodicals postage paid in Duluth, Minnesota. Advertising rates and data on request. The views expressed in the Timber Bulletin do not necessarily reflect the views or opinions of the Minnesota Timber Producers Association.

Postmaster: Please send address corrections to TIMBER BULLETIN, Minnesota Timber Producers Association, 903 Medical Arts Bldg., 324 W. Superior St., Duluth, Minnesota 55802, Phone 218-722-5013.

Issn: 10973532 – USPS: 016208



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Minnesota
Timber Producers
Association



Well summer is here, sort of. TPA's annual meeting has come and gone. It was another great day for the golf and fishing event and everyone seemed to enjoy themselves. The guest speaker at the banquet, Lou Nanne, was great – gave a very entertaining and motivating speech. At the board of directors meeting, I was also able to hear from former

President's Column



At lunch on Friday I sat with a couple of members from the advisory committee. To hear them talk about cutting 40 to 50 cord per acre aspen and buying sections of timber made me think how different things are now. As I write this column there is a potential government shutdown looming in the future. Hopefully our elected officials can come to a suitable agreement so we can continue forward. I hope everyone has a good summer and remember to be safe.

Mike Warren

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Unfinished Business at the Capitol

2011 Legislative Session ends without budget deal; DNR operations affected

Minnesota's 2011 Legislative Session ended in May without a deal to balance the state budget.



As a result, the state effectively runs out of money July 1, which would shut down all but "essential services" of state government. As of this writing of

the *Timber Bulletin*, the governor and legislative leaders had not found common ground.

With a \$5 billion budget shortfall, the Republican-controlled legislature can't agree with DFL Governor Mark Dayton on how to close the gap. Legislative leaders propose doing it without raising taxes but rather reducing spending,

while Gov. Dayton maintains that would come at the cost of important state services such as funding for health programs and education programs.

This also affects the budget for the Department of Natural Resources, specifically the Division of Forestry. The state maintains that operations on timber sales will be suspended during a state government shutdown.

That's different from the state government shutdown in 2005 when permit holders were allowed to operate on state land. That's because that year, bills funding some parts of state government, including DNR, were passed and signed into law prior to July 1. This year, no bills to fund the DNR have been passed and signed.

Tower Loggers Conference



Loggers take a break from two days of learning at the 2011 Loggers Conference in Tower in April. The conferences again provided a chance for loggers to attend MLEP and Logsafe workshops and earn credit over two days in one location. This year, the second conference was again held in Walker the following week.

This issue of the *Timber Bulletin* is late and I apologize for that. I had Ray hold the presses until we saw whether state government was going to shut down due to the budget impasse or not. Well, we're now in the midst of a shutdown.

As I write this we have just learned of our victory in District Court in International Falls. Judge Charles Le Duc has granted a Temporary Restraining Order that allows operations on open state timber sales to continue. This was a huge victory for us.

The hearing before the Judge began at about five o'clock and went for an hour or so. Judge Le Duc issued his ruling at 1:24 a.m. Nice to see a Judge who works as hard as our TPA

Executive Vice President's Column



members.

The case argued that the state did not have the authority to breach valid timber sale contracts that had already been opened. In reviewing the situation we could find nothing in the contracts or in state law that gave the state the authority to breach these contracts. And, the Judge agreed.

It's hard to say what the disposition of the case will be. It's currently scheduled for another hearing in front of Judge Le Duc on July 11. We assume that the State will try to get the case moved to a judge and courtroom in St. Paul. It's so darn inconvenient for the state's attorneys to have to come up north.

In the meantime we have urged and continue to urge everyone operating a state sale to be particularly careful about your operations. Once the government shutdown is over these sales will get a lot of extra scrutiny.



So how does the budget impasse get resolved? As I wrote in my last column – I'm not sure.



As part of the media coverage of the shutdown TPA was in the Sunday, July 3 issue of the New York Times. I don't think we've ever been in the New York Times before. Here's our part of the story from the newspaper that, as they say, publishes "All the News That's Fit to Print":

To Chop or Not to Chop

Already, the effects of the shutdown were being felt beyond the Twin Cities, and beyond state workers. Not long before the shutdown, for instance, private logging companies were informed that they could not chop down any trees in state forests, even if they had already signed contracts with the state to pay for the wood. Without forestry workers from the Department of Natural Resources there to monitor the logging, the resources agency wanted it stopped.

But after an emergency court hearing and a middle-of-the-night ruling, a judge in International Falls sided with the loggers and issued a temporary restraining order allowing the chopping, at least for now. "Our situation is fundamentally different than some of the other challenges," said Wayne Brandt, executive vice president of the Minnesota Timber Producers Association. "Other groups are seeking to compel the state to extend funds to them. But we pay the state."

In the state forests where contracts had already been reached, Mr. Brandt said, loggers, who harvest 2.7 million cords of wood in Minnesota each year, were pressing at dawn as usual. The new worry? If loggers finish their work on contracted land, no new contracts for state land can be struck.

"This is the domino effect of this whole thing," Mr. Brandt said. "If it's prolonged, we believe there are mills that will run out of wood."



As an aside to the New York Times story, the reporter called me Saturday morning at 8:00 a.m. She spent quite awhile apologizing for calling so early. I finally told her that it was ok as I'd been up for three hours. At the end of the interview I asked her how she got my cell phone number. She said she checked information and got a woman on the line who she thought was a wrong number but the woman did have my cell number and gave it to her. Good thing that I'm on good terms with my ex-wife.



The popping of firecrackers and the whizzing of bottle rockets on the Fourth of July makes everyone concerned about safety. There are obvious dangers from fireworks and it's easy to avoid them. But what about the dangers that aren't so obvious. The widow-maker hung up in the air. Your hand in the same position on the joy stick hour after hour, day after day. The wet step on the way up into the cab. Spend a little time thinking about the little things, the less obvious things and you might avoid an injury.



Enjoy the summer weather now that it's finally arrived.



Jeff and Joan Peterson of Kelliher Forest Products.

Making Progress

Jeff and Joan Peterson of Kelliher Forest Products bought the mill three years ago and like what the future holds.

by Ray Higgins

In 2008, Erickson Mills in Kelliher was at a crossroads. Co-owner Gene Erickson's health hadn't been the greatest. It came to the point at which Gene and wife Suzy were going to have to consider closing the business.

"We have loggers living in this community and coming into this

community" says Joan Peterson of the potential of the Erickson mill closing. "I mean, if this mill died, that would be horrendous."

Now three years later, Kelliher Forest Products is thriving, thanks to Jeff and Joan Peterson, sawing and marketing pallet parts as well as residues for a variety of uses. All of this while employing twenty and purchasing wood from roughly

thirty suppliers in this small northern Minnesota logging community.

Forty-eight-year-old Jeff Peterson has been a fixture in Kelliher's logging community since graduating from Blackduck High School. His father John Peterson was a logger, and Jeff naturally followed in his footsteps.

"Dad logged for Ray Simmons,

the old forester in Blackduck,” Jeff says. “Ray provided half the help. And then in later years he worked for Milo Gladen, the timber buyer in Blackduck for many years”

In the meantime, Joan had been born and raised in the Chicago suburbs, moving to Waskish, on the shore of Upper Red Lake, 16 miles north of Kelliher, because her father was getting into harvesting wild rice. She graduated from Kelliher High and learned accounting in Bemidji, returning to the area to work at a variety of businesses, including a fabric company in Blackduck.

Jeff and Joan eventually met and married on Halloween of 1987 and have been partners ever since. They both learned a great deal about the sawmill business through their association with the Frenzel Sawmill in Blackduck: Joan as an accountant and Jeff by delivering the aspen pallet cants the mill sawed.

The Frenzel mill closed five years ago, so Jeff began hauling products for Land O Lakes Wood Preserving in Tenstrike, starting a trucking business called Hi-Way One Ventures. When Gene Erickson struggled with his health, Joan was asked to help with the bookkeeping, and when it became obvious the Ericksons would need to sell, the Petersons saw opportunity.

“Being an accountant and being in the wood business before through my work with Ed Frenzel, I came in and I told Jeff and I said I don’t see any reason we can’t make this work,” Joan says.

The Petersons closed on the sale in June 2008 and changed the name to Kelliher Forest Products, sawing predominantly aspen, but also birch, ash, maple, and basswood. The resulting pallet parts are sold to roughly a dozen pallet manufacturers around the country.

“We have a ‘head saw’ sawmill, Jeff says. “It’s a big circle saw. We start by debarking the logs and then they’re sawed into cants. They’re then moved to one of two rooms that are set-up with a bandsaw and a re-saw to saw pallet parts.”

The mill runs year round, in eight hour shifts, five days a week.



The log is sawed into slabs and cants before moving on to another line to be finished.

But pallet parts aren’t the only product. A variety of by-products are marketed for a variety of uses, including sawdust to farmers for bedding, bark for boiler material, and a variety of chips for uses such

as fuel or playground material. What doesn’t make a cant or a slab ends up getting chipped.

“We’re probably the greenest business in town,” Joan says, “because everything is utilized

100%: the playground material, the sawdust, and we recycle the broken band saw blades and banding.”

There’s more. When the Petersons hauled for Land O Lakes, they grew tired of delivering loads and then dead-heading back to Tenstrike. So they found other loads to haul for other industries on the way back. Now that they’re delivering their pallet parts instead, they’re still devising ways to avoid coming home empty.

“For example, when we haul pallet parts to Iowa, we’ll bring steel back to Case in Fargo,” Joan says. “This time of year it’s really great because we have all kinds of patio block and mulch for Menards or Home Depot. We also haul sheet rock out of Fort Dodge back to Fargo or Grand Forks so there’s a number of different things. It’s not directly back here, but it’s a lot closer to home. It’s a long ways from Iowa to come home empty.”

The trucking is still managed through Hi-Way One Ventures. The company owns four trucks,



Residue is being loaded into a chip van to be hauled by Hi-Way One Ventures, the Petersons’ trucking company. The mill markets a variety of by-products, including sawdust, clean chips, and bark, for uses such as bedding, playground material, and boiler fuel.

four flatbeds, three walking floor trailers, four chip vans, and employs three drivers.

It’s Joan’s job to run the office,

handle the books, take orders, deal with customers, etc. She even makes cold calls, looking for new customers or brokering loads for



This bundle of finished pallet parts has been sawed to ½-inch by 5 ½ inches by 42 inches and is headed for a pallet maker in Brookings, South Dakota.

their backhauls. It's Jeff's job to manage the mill, order parts, perform maintenance and repair work, and on occasion, run a machine.

"I try not to," he says, "but there's nothing here I can't run. We try and do the maintenance at night and on weekends. We're busy enough here that we're almost to the point of putting two shifts on."

The Petersons' son and daughter work at the mill, as well. Tom works full time and Beth helps out part time.

Since taking over the mill three years ago, the Petersons have also made several modifications, including upgrading the electrical service, improving the wood yard with new gravel and fabric matting, and rebuilding many of the machines in the mill.

"Production was ongoing during that time," Jeff says. "We took the machines down and rebuilt them, usually at night and on weekends."

The improvements and modifications have helped keep the mill's production strong. In fact, the Petersons are considering adding a second shift and getting back into the logging business in order to cut wood to supply the mill, possibly as soon as this fall.

"We might have to," Jeff says, "because there are specialty cuts we want made and no one's willing to make them. It slows production down for the logger. For example, some of our customers want odd lengths, anywhere from 54 down to 24 inches. Standard length is 100 inches, and that affects production for most loggers. So we may want to do some logging ourselves in order to get those odd lengths."

Getting back into logging, purchasing equipment, buying stumpage, and hiring a crew will take capital and bring more challenges. But three years into this new venture, the Petersons are satisfied with the progress they've made.

"It's been a lot of work," Jeff says, "and there's more work ahead. But there's opportunity here and we're hoping to make the most of it."



L-R: Piles of ash, basswood, and birch wait to be sawed into pallet parts at Kelliher Forest Products.



This Brewer RR resaw with a cant sizer has 32 blades. The slabs were pre-sawed before going through these bandsaws that cuts the wood to length and then to the desired thickness.



Aspen logs are loaded into a de-barker before being sawed.

TPA Members Go to Court Over Shutdown;

Judge Allows Logging in State Forests During Government Shutdown

A Koochiching County District Court Judge issued a temporary restraining order on July 1 against the state of Minnesota, allowing logging to continue in state forests during the government shutdown.

Minnesota's Department of Natural Resources had tried to halt timber harvesting on state land in the event of a government shutdown, despite having valid contracts to complete the work with hundreds of loggers statewide. Three loggers – Kit Hasbargen, Keith Hasbargen, and Dale Erickson, all of Birchdale – asked the court to issue the temporary restraining order, allowing the work to continue.

The hearing and subsequent court order was one of several legal maneuvers in the case. The State Supreme Court moved the case from Koochiching County to Ramsey County District

Court, where a hearing was held in front of Judge Kathleen Gearin on July 12. Minnesota's Attorney General asked Judge Gearin to throw out the temporary restraining order. As this edition of the Timber Bulletin went to press, Judge Gearin hadn't yet ruled on the Attorney General's motion.

In granting the temporary restraining order, Koochiching County Judge Charles LeDuc held that the loggers hadn't violated or breached any existing contracts and the state had no basis for suspending logging operations. Judge LeDuc ruled loggers in the state could continue current harvesting operations on "open" permits in state forests, but that no new harvesting operations could be started.

"The judge rightly saw that these contracts are valid and the state can't keep this work from being completed," said Wayne Brandt, executive vice-president of the Minnesota Timber Producers Association. "On behalf of all loggers in our state, I thank the judge for allowing these companies to continue the work that is vital to the economic health of our state, as well as to the health of our forests."

In his argument to the court, plaintiffs' attorney Steve Shermoen said suspension of logging contracts would cause "immediate irreparable harm" to his clients' businesses. Employees would be laid-off, logging companies would struggle to keep up with their financial obligations, and mills could run out of wood, Shermoen told the Court.

"It's a sorry day," Erickson said, "when I go to court for the right to go to work."

Coverage of the case and the loggers' victory was widespread. Even the New York Times joined the Duluth and Twin Cities media in reporting on the case.



Kit Hasbargen



Dale Erickson

Mark Your Calendar

Here are some of the events in the coming months you'll want to make sure are on your calendar:

Sept. 8-10

Great Lakes Timber Professionals Association
66th Annual Lake States Logging & Equipment
Expo
Escanaba, Mich.
Visit: www.timberpa.com or
Call: (715) 282-5828

Sept. 16 & 17

58th North Star Expo at Itasca County
Fairgrounds in Grand Rapids, Minn. Parking \$3,
admission is free. For more information, call the
TPA office at 218-722-5013.

Members Gather for Informative Presentations

by Ray Higgins

TPA's annual meeting was highlighted by the Annual Report of Association Activities and by guest speakers on a variety of topics – including changes to the DNR's timber sale program that were initiated by TPA and a presentation on extended rotation forestry and its effects on the forest economy.

Annual Report of Association Activities

At the annual meeting, members heard from TPA Executive Vice President Wayne Brandt on TPA's accomplishments and activities over the previous 12 months.

Among the political issues Brandt addressed on the state and federal levels:

- Effects of the 2010 election results on current issues
- Interstate truck weights
- State budget implications of current proposed legislation
- Streamlining Environmental Review

Brandt also discussed the potential of a state government shutdown due to an impasse between DFL Governor Mark Dayton and the Republican-controlled state legislature. Brandt told members he thought a shutdown was likely and in that event the possibility exists for the DNR to suspend harvesting operations on state sales. Brandt told members TPA has been working on a variety of strategies regarding this issue and would continue to work on members' behalf to avoid having work disrupted in the event of a shutdown.

In addition, Brandt outlined a sampling of the other TPA activities of the past year, including:

- Forest Management Guideline revision process
- The ongoing forest road issue in Carlton County
- Wood Yard Safety Task Force
- Ongoing communication with



Professor Mike Kilgore of the University of Minnesota's Department of Forestry gives a presentation titled "Economic & Ecological Issues with Extended Rotation Forests" which discussed the economic importance of shorter rotations, particularly with aspen.

county, state, and federal agencies on various issues

- The North Star Expo

Featured Speakers

The 2011 membership meeting

again included several invited guests who shared information and gave members an opportunity to engage in questions and answers.

DNR Division of Forestry Director Dave Epperly spoke to the group



TPA members listen attentively to presentations at Ruttger's Sugar Lake Lodge during the TPA Annual Membership Meeting.

about changes to the agency's timber sale program as the result of input from TPA's DNR Timber Sale Task Force.

"The work done here was really the highlight of the year," Epperly told TPA members. "They did some good work and made the program better and we appreciate it."

Several of the changes to the DNR timber sale program are outlined elsewhere in this issue of the *Timber Bulletin*.

Also making a presentation was **Professor Mike Kilgore** of the University of Minnesota's Department of Forestry. Kilgore gave a powerpoint presentation on research conducted at the University titled, "Economic & Ecological Issues with Extended Rotation Forests," which outlined some of the key factors resource managers should consider when writing forest plans. Kilgore expressed frustration in how seldom economics is in the conversation when talking to county or federal forest staff about their harvest plans.

"I don't see the conversation of economics in forestry as front and center as I'd like it to be," Kilgore told the TPA membership. "I tell my students to look at the forest as a forest bank account. When it stops growing at a certain rate, it's time to harvest."

Kilgore said the conclusion of the study is that rotation age is basic to all forest management objectives, but that longer rotations aren't necessarily better. For example, shorter rotations favor economic returns and economic multiplier effects; they also may favor aggressive immigrant species. Longer rotations favor older forests and may favor tolerant species, but it's not necessarily an effective strategy for carbon sequestration and climate change. And as far as wildlife habitat, longer rotations might favor some species, but not others that benefit from shorter rotations.

TPA members also had the chance to hear from **Greg Chandler of UPM Blandin** about the state of the paper industry and from **John Rajala of Rajala Mills** on current lumber markets. Both also shared challenges in each of their sectors as well as their view of the future.



State Forester Dave Epperly provides an update on changes made to the DNR's timber sale program in response to input from TPA's Timber Sale Task Force.

Rajala talked about the need to be versatile to ensure a sawmill's long-term health, while Chandler indicated the state's paper mills have done a good job of maintaining market share, despite

the changes in the nation's advertising habits, particularly since 9/11.

"All the mills are doing a good job of keeping their assets competitive," Chandler said.

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TPA Safety Awards

Safety was again the “guest of honor” at the TPA Banquet, as the winners of the TPA Safety Contest were recognized for having no lost-time accidents from April 2010 through March of this year.

Logging Division

C. O. Johnson Logging, Inc.,
Blackduck
Dick Walsh Forest Products, LLP,
Park Rapids
Dukek Logging Inc., Bemidji
Erickson Timber Products, Inc.,
Baudette
Great Northern Logging, Inc., Pierz
Greg Cook Logging, Inc., Bigfork
Jerry Shuster, Gheen
Johnson Logging, Inc., Cannon
Falls
Killmer Bros. Inc., Big Falls
Kimball’s Logging Inc., Park
Rapids
Lundberg Forest Products, Inc.,
Solway
M & R Chips, Inc., Grand Rapids
McCabe Forest Products, Inc.,
Duluth
Northwoods Chipping Inc., Int’l
Falls
Page & Hill Forest Products, Inc.,
Big Falls
Palmer Logging, Barnum
Pittack Logging, Inc., Bovey
Root River Hardwoods, Inc.,
Preston
Third Generation Logging Co.,
Bigfork
Weijo Logging, Ely

Trucking Division

C. O. Johnson Logging, Inc.,
Blackduck
DeMenge Trucking & Forest
Products LLC, McGregor
Dick Walsh Forest Products, LLP,
Park Rapids
Dukek Trucking, Inc., Bemidji
Erickson Timber Products, Inc.,
Baudette
Greg Cook Logging, Inc., Bigfork
Johnson Logging Inc., Cannon Falls
Kelliher Forest Products, Kelliher
Kimball’s Logging Inc., Park
Rapids
Lake Nebagamon Trucking Corp.,
Lake Nebagamon, WI
Lundberg Forest Products, Inc.,
Solway
M & R Chips, Inc., Grand Rapids



Minnesota hockey legend Lou Nanne told jokes and discussed the importance of passion in addressing the TPA banquet.

McCabe Forest Products, Inc.,
Duluth
Northwoods Chipping Inc., Int’l
Falls
Page & Hill Forest Products, Inc.,
Big Falls
Palmer Logging, Barnum
Pittack Logging, Inc., Bovey

Root River Hardwoods, Inc.,
Preston
Thomas Long & Son Trucking, Orr
Two Inlets Mill, Park Rapids

Sawmill Division

Cass Forest Products, Cass Lake
Erickson Timber Products, Inc.,
Baudette

Johnson Logging Inc., Cannon Falls
Kelliher Forest Products, Kelliher
Root River Hardwoods, Inc.,
Preston
Two Inlets Mill, Park Rapids

Special recognition went to Dukek Logging of Bagley as repeat winner in the logging division since 1987. Lundberg Forest Products of Solway was also recognized as a repeat winner in trucking division since 1988.

In the drawing for cash awards from among those recognized in the safety contest, \$500 awards went to Greg Cook Logging (Bigfork), Root River Hardwoods (Preston), and Two Inlets Mill (Park Rapids). \$250 awards went to Mannco Trucking (International Falls) and Savanna Pallets (McGregor).



Jay Eystad (right) of Lumbermen's Underwriting Alliance receives a plaque from TPA Executive Vice President Wayne Brandt in appreciation for LUA's 30-year partnership with TPA. LUA sponsored this year's banquet speaker, Lou Nanne.

TPA Thanks Our Sponsors!

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Ponsse North America
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Blandin Paper
Boise Paper
Cass Forest Products
Fluid Tech
Forestry Equipment Sales
Land O Lakes Wood Preserving
Northwest Tire
Nortrax
Prairie Trailer
Ruttger's Sugar Lake Lodge
Ultima Bank
AgStar Financial Services
Bell Timber
Blandin Paper

Keynote Speaker sponsored by Lumbermen's Underwriting Alliance

The Chainsaw was donated by Minnesota Forest Industries

TPA Golfers and Anglers Dodge Raindrops

The sun shined over Sugar Lake and Sugarbrooke Golf Course, enabling TPA anglers and golfers to have a great afternoon, helping make the TPA Golf and Fishing outings another rousing success.

Fishing awards went to the angler with the longest fish and the angler with the shortest fish. Again this year, since it was a catch-and-release event, fish were measured in the boat and anglers reported their lengths at the end of the day.

The Conservation Award (smallest fish of the day) went to Ryan Newman, while the Big Walter Award (largest fish) went to John Berglund of Boise.

In golf, the Caddyshacker Award – for the team that had the most fun and the highest score – went to Erik Lunemann and Chip Cramer of Nortrax, and Kelly and Shelly Kimball of Kimball Logging.

The Foot Wedge Award – earned by the team with the best score – went to Andy Haarkula, Shawn Mitchell, Craig Kullberg, and Gary Fisher of Fluid-Tech.



(L-R) Bob Berkeland of UPM Blandin, and Jim Scheff, Charlie Strand, and Dave Scheff of Scheff Logging and Trucking go in search of fish on Sugar Lake.



L-R: Andy Haarkula, Shawn Mitchell, Craig Kullberg, and Gary Fisher of Fluid-Tech posted the best score in this year's TPA golf outing.



Bruce Meade (L) of Ultima Bank congratulates Joan Pomp of Land O Lakes Wood Preserving after she made a birdie putt, as Ken Lesmeister of Prairie Trailer looks on.



Chad Lovdahl (R) of Lovdahl and Sons Logging displays one of the fish he caught with brother Corey Lovdahl during this year's TPA fishing outing.



John Gephart of North Shore Forest Products and Jerry DeMenge of DeMenge Trucking and Forest Products have their shiners and are ready for the TPA fishing outing.

Stand Exam Lists Available for Coming Fiscal Year

The annual stand examination list for state-administered forest land, prepared by the DNR, has been posted on the agency's website. The list includes proposed stand examination locations, preliminary management prescriptions, and forest inventory information. It gives loggers an opportunity to see what tracts may be offered for sale during the coming year.

For those without Internet access or who prefer to review and discuss the annual stand examination list

Timber Talk

information directly with a forester, a second option is available. They may contact or visit their local DNR area

forestry office to discuss the stand examination list for that administrative area. Individuals should contact the local area forestry office prior to a visit to ensure that the appropriate forestry staff will be available.

Annual stand examination lists are derived from multi-year forest management plans developed for these DNR lands by interdisciplinary DNR planning teams with public input, and based on long-term forest resource management goals. DNR staff will complete field evaluations on the 57,000 acres identified on the fiscal year 2012 annual stand examination list and determine appropriate treatments, including timber harvest. It is estimated that approximately 35,000-40,000 of these acres will be suitable for timber sales, and the timber will be appraised and offered for sale in the upcoming fiscal year.

In fiscal year 2012, approximately 95 percent of the timber volume offered for sale from DNR lands will be sold through public auction sales. Auction methods for selling the timber will be approximately two-thirds offered by oral bid and one-third by sealed bid.

For statewide information, contact Jon Nelson, DNR Forestry, 500 Lafayette Road, St. Paul, MN 55155-4044; 651-259-5278; jon.nelson@state.mn.us.

During the government shutdown,

state websites are not available and agency personnel are furloughed. These resources will again be available once the shutdown is over.

MnDOT Changes

District 1 of the Minnesota Department of Transportation, headquartered in Duluth, is losing two longtime people.

District 1 engineer Mike Robinson and special assistant to the district engineer John Bray both retired at the end of June. Bray had been district public affairs coordinator from 1984 until 2000 when he assumed his role as special assistant. Both were longtime advocates for the timber industry and active in a variety of activities that kept northeastern Minnesota's roads in good shape.

MnDOT has named Amr Jabr as acting District 1 engineer. He most recently worked in MnDOT's Metro District as operations and maintenance director.

In addition, Beth Petrowske has been named the District 1 public affairs coordinator. She's been a state employee a total of 23 years, also working for the DNR and the Department of Public Safety. Petrowske's most recent role was as public affairs coordinator with the Metropolitan District of Mn/DOT in St. Paul.

Amundson Leaves LUA

Dave Amundson, the long-time loss prevention specialist for Lumbermen's Underwriting Alliance, has left the company.

Amundson was active in TPA activities, including the North Star Expo and the Golf and Fishing outing associated with the TPA Annual Meeting and Banquet. For the last several years, Amundson wrote an

article entitled "Lessons from Losses" in each issue of the Timber Bulletin that detailed actual logging incidents and offered valuable safety tips on how to avoid similar incidents in the future.



Amundson's duties in Minnesota will now be handled by Tim Goffin, another long-time loss prevention specialist with LUA.

Bud Holm

Albert W. (Bud) Holm, of Cook passed away on Tuesday, April 19, 2011. He was 89.

Bud was a longtime TPA member and past TPA President. He was born in Virginia, graduating from Virginia High School, before entering the US Army Air Corps as a B25 pilot during World War II in the South Pacific.

After the war, Bud and his brother-in-law started Vermilion Airways on Lake Vermilion. After flying for two years he sold his share of the business and started logging, owning and operating Holm Logging until his retirement in 1983.

Bud was especially interested in the economic development of Cook; he served as president and board member of both the Cook Hospital and Vermilion Fairways. He was a member of Trinity Lutheran Church, Cook; VFW Post 1757, Cook; and the Masonic Lodge 264, Virginia.

Bud is survived by his wife Barbara, two daughters, a son, two step-children, seven grandchildren and two great-grandchildren.

Richard Berthiaume

Richard "Rich" G. Berthiaume, of Cloquet, died peacefully Sunday, May 29, 2011. He was 88.

Berthiaume built the 60-year legacy that has become Berthiaume Logging, currently owned and operated by his son David. A graduate of Cloquet High School, Richard also served in the Army Air Corps during World War II and worked at Northwest Paper. He had a passion for the outdoors – including hunting and fishing – and spending time with his family. Richard also served as a trustee in his church.

Richard is survived by his wife of 67 years, Beverly; three sons, one daughter, six grandchildren and five great-grandchildren.

What is a Lombard?

by Bob Latvala

Longtime logger Bob Latvala, a former member of the TPA board of directors and current member of TPA's advisory committee, submitted the following article on one part of our industry's rich history.

A Lombard was a steam log hauler with crawler-type tracks. It was invented by a homespun mechanical genius named Alvin Orlando Lombard, the son of a back country sawmill operator. Prior to steam power, loggers could only transport logs down by river drives and small streams, or by horse drawn drags. The log hauler allowed them to haul from one valley into another, thus opening up previously inaccessible stands of timber.

The loggers used horses for hauls up to four or five miles, as longer hauls would be too hard on the horses in cold weather. When the steam hauler was invented, the distance didn't really matter as long as the fireman kept the fire going to build up steam. The Lombards were mainly used to pull loads of logs or pulp wood to yarding areas called landings, adjacent to railroads or sawmills.

The man that sat in front of the Lombard was called the Steersman. He sat in the open and steered the runners so it wouldn't jump over the iced ruts. According to Mr. Lombard, he wasn't insensitive to the dangers of going downhill without brakes. It was just a case of not inventing brakes that would work with a log hauler followed with numerous sleds full of logs. Brakes in front would cause a jackknife. This didn't cause the engineer or the firemen any great problem because they could jump clear in an emergency. The steersman however sat in front fighting a large steel wheel in a little open shed, sort of like a one-holer on the very front of the steam engine. It was too far to jump out sideways so he either steered well or got injured between the boiler and any trees that got in the way. The steersman had more problems to contend with as the Minnesota



winters got cold and going downhill with the Lombard would pick up speeds of 15 mph. The steersman's feet and face would freeze, and when he hit the flats his machine would slow down to four mph. The wood sparks and smoke coming from the smokestack would shoot out over him. The steersman really appreciated a good hay man because on downgrades he would lay hay on the iced ruts so it would slow the sleds down. Two grooves in the ice matched the steering skis on the log hauler. The hay man would scatter hay on the downside of hills, creating problems from the

deer knowing that they could get a free lunch.

The water sleighs were usually built of tongue and groove 2" planks, 16' in length. An iron stove that could take 4' wood was built on one end where they could fire the stove as to keep the water from freezing while they iced the ruts. At night the stove was completely submerged in the water, with the exception of the fire door and smoke pipe.

This information was obtained from my dad, Charles Latvala, who had a Lombard on his logging operations in the early 1900s.

DNR Changes Policies After TPA Task Force Gives Input

The DNR Division of Forestry continues to make changes in its timber sale policies as the result of meetings with TPA's Timber Sale Task Force. Among the latest changes at TPA's request are the establishment of a threshold for when additional security is required on a sale; simplification of consumer scale paperwork; and an improved process when a logger is cited for casual trespass violations.

These changes come in addition to adjustments itemized on the last issue of the *Timber Bulletin*.

"I want to thank TPA for the very professional way in which it approached these issues," said DNR Division of Forestry Director Dave Epperly.

In response to TPA's concern that additional security was being required on over-run sales even when there was still a balance on the security that had been provided, the DNR established a threshold of \$5000 for requiring additional security, and area offices are being directed not to ask for additional security until the next invoice. Estimates of overruns and underruns will be tracked throughout the harvest. When there's an underrun, refunds will be made in the same manner. Also, stockpiled wood will only be invoiced at the request of the permit holder.

Consumer scale paperwork is also being simplified. The new form is actually longer, but will be valid for all of a permit holder's permits on an annual basis. Eventually, all areas will have access to a permit holder's approved consumers. The form allows for up to ten consumers. TPA pushed for allowing more than ten, but the DNR maintains the state has roughly 60 consumers and says in the event of a missing ticket or something to investigate, the timber sale administrator needs to have the potential consumers of the wood narrowed down a bit.

Also of great concern to the TPA Task Force was the process whereby the DNR charges a purchaser with trespass and suspends their operations on all state sales (which is then adopted

by other public agencies), which didn't adequately allow the purchaser to challenge the charge in a timely manner and effectively put the purchaser in the position of being guilty until proven innocent. The DNR has agreed to develop a new set of procedures, including an improved process for trespass case review, including the appeal process. Once invoiced, a "casual" trespasser will remain eligible to bid if the trespass amount is paid within 30 days. This will also provide time for an appeal process. For "willful" trespass charges, suspending operations to secure wood in trespass will remain an option, but "willful" trespass charges will be relatively rare.

Changes previously outlined in the *Timber Bulletin* include: over-the-counter prices on no-bid sales will be the same as at auction; sale expiration dates are being adjusted to allow for full seasons of operation; and small values of "added wood" will be billed as part of the quarterly billing process,

rather than requiring an up-front check.

More is known about those previous changes as well: For "added wood," pre-payments of \$750 or less will be waived and included on the next quarterly bill. The added timber will be appraised at the permit price for that species and product as listed on the original permit. If that species isn't listed, the price used will be what's listed on the current price list for that area.

As for sale expiration dates, May 31 will be the default expiration date for all auction permits, providing three full winter seasons of operation on all permits. That means many permits will actually be for slightly more than three years.

The TPA Timber Sale Task Force, along with TPA staff, will continue to monitor these issues to ensure the solutions are suitable. In addition, the task force will continue its dialog with DNR personnel regarding other areas that might be improved upon.

Early Loggers in Minnesota

by J. C. Ryan



First-hand recollections by storyteller "Buzz" Ryan of the loggers, loaders, swampers, wood butchers and bull cooks who ruled the woods in the heyday of the pioneer lumberjacks—with dozens of historical photographs.

Enclosed is \$ _____ for

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Warren Named Minnesota Logger of the Year

Mike Warren has been named “Logger of the Year” by the Minnesota Sustainable Forestry Initiative® Implementation Committee (SIC).

The award, given April 12 in Walker during the Minnesota Logger Education Program (MLEP) Conference, honors “outstanding performance” by an independent logging contractor in Minnesota.

Warren, owner of M&R Chips of Grand Rapids, has operated his business for over 25 years, carrying on a logging tradition established by his father and father-in-law.

“Mike and his wife, Tammy, exemplify the high standards set forth by Minnesota’s logging profession and the SIC,” said Tim O’Hara, coordinator of the Duluth-based Minnesota SIC. “He combines the traditional with the contemporary – adhering to stringent safety practices, while at the same time employing 21st century technology in his application of global positioning and geographic information technology in the cabs of his harvesting equipment.”

M&R Chips adheres to Minnesota’s Forest Management Guidelines and Best Management Practices throughout its operations, including clean and aesthetic chipping sites, and enhanced utilization of the forest resources being harvested.

“Warren and the employees of M&R Chips have made a noteworthy contribution to Minnesota’s forest management and harvesting activities by setting the bar high on safety, sustainable harvesting activities, outreach to landowners and fellow professionals, and in their collective commitment to good business practices,” added Dave Chura, executive director of the MLEP. This is the sixth year SFI has named a Minnesota Logger of the Year. At the ceremony, Warren received a plaque and a \$500 award. He will now represent Minnesota at the regional Logger of the Year competition.

Independent, non-profit SFI Inc. is one of the largest forest certification programs in the world.



Mike Warren (C) of M&R Chips receives the Minnesota Logger of the Year award. Presenting the award are Jim Marshall (L) of UPM Blandin – the company that nominated Warren – and Mark Reed of the St. Louis County Land Department and the Minnesota Sustainable Forestry Initiative implementation committee.

Its forest standard is based on principles and measures promoting sustainability, including measures to protect water quality, biodiversity, wildlife habitat, species at risk and forests with exceptional conservation value.

The Minnesota SIC includes representatives from the Minnesota

Department of Natural Resources, SFI certified forest companies, the University of Minnesota, family forest owners, the Minnesota Logger Education Program, Minnesota Tree Farm Program, Society of American Foresters, Wild Turkey Federation and SFI-certified county land departments.

LOGGERS OF THE PAST . . .

"Loading the Logs"

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*



When the first log was rolled onto a dray to be hauled to a lake or stream, the problem of loading logs for transportation began. Throughout the entire logging off of our vast virgin timber stands, this remained a major problem. In a previous article, I mentioned briefly some of the different methods of log loading. However, to point out just how great a problem this was, I will go into this a little further.

In a few cases logs could be skidded onto a bank and rolled downhill to a dray or sleigh road below the hill, but this was very rare. Probably about 90 percent of all logs were loaded onto sleighs or railroad cars by what was known as the "cross haul" method. In this method, a long chain was drawn over the load and under the center of the log and back to a team of horses or oxen for power. The other end of the chain was made fast and the log was rolled up a pair of skids onto the sleigh or car. "Cant hook" men working from the ends of the log guided it so it fell onto the load in a proper place designated by the "top loader." Sometimes cable was used in place of the chain, but not too often.

Prior to 1900, all sleighs and cars were equipped with "corner binds" and wrapper chains. The corner bind was a chain about 12 feet long that went through a hole made about a foot from the end of the bunk, then around the outside log, thus holding it from rolling or moving lengthwise. These corner binds were held fast by a fid hook and a bitch link. Wrapper chains were placed over the load; sometimes two or three were needed, depending on the height of the load.

When unloading the logs, the fid hook was knocked loose with a sledge hammer and the logs rolled out from the bottom. When sleighs were being unloaded, a wedge was placed between the bunk and the beam on the opposite side to keep the sleigh from tipping as the logs were rolled off.

One of the most important things in loading a sleigh was to have the load properly balanced on the "king pin." It was the top loader's job to test the load with his weight as it was built up to see if

it was in balance and to have the logs placed to keep it so. A bunk bound load was not safe on the road as the horses could not control it and it could jump the rut and possibly turn over.

Railroad cars also had to be well loaded as to balance, but not as perfectly as sleighs. After 1900, some of the logging companies began putting the safety stake pocket on their sleighs and on the log hauling railroad cars. By 1910, most sleighs and cars were equipped with these. When these cars and sleighs were equipped with safety stakes, the loads could be tripped on the opposite side from which the logs were unloaded. On sleighs, the corner bind was replaced by a "bridle chain," and on the railroad cars, a metal link pocket. After stakes were put on railroad cars and sleighs, only one chain

was used across the top of the stakes. The job of loading thus became easier.

The horse-powered "jammer" followed the cross haul method. Horse-powered jammers of different kinds became the main means of log loading throughout Minnesota on all sleigh haul logging jobs and were replaced only by the steam jammer on railroad logging.

The woods jammers consisted of a pair of leads from 40 to 50 feet in length mounted on a large set of runners so they could be moved from skidway to skidway. Three "blocks" or "pulleys" were used, one at the top, one at the bottom and one traveling block. A divided set of chains with hooks would be fastened to the traveling block. The leads were so designed that they could be tilted or leaned over the sleigh, and with the two hooks

A typical horse-powered jammer; note the traveling block. A scaler works as the logs are loaded.





The swinging boom "jin pole" above was the type used in cedar yards. Below is a good view of woods jammer showing cross chains and the three blocks—one on top, one at bottom, and traveling block. Jammer could tilt over center of sleigh.



held at the ends of a log and with the horses furnishing the power, the log was hooked and hoisted up onto the sleigh. Ropes fastened to the hooks were held by two men called "hookers," who would pull the hooks loose from a loaded load and pull back the cable, ready for another log. When loading out of water, poles would replace the ropes.

There were many variations of jammers. Some were called an "A-frame," that worked from the end of the load, but as a whole, they worked from the side. The big disadvantage to horse-powered jammers was that in order to lower the log after it had been hoisted up, the horses had to back up. It was hard to get horses to hold a heavy load while backing up, and it took considerable training to get a good cross haul team. About 1910, a drum with a friction brake was added to jammers, and an operator could raise or lower the logs by holding the brake on the drum. The horses still furnished the power but did not have to back up to lower the log. This was called a "Forst loader" attachment on a horse-powered jammer, and loading was made much easier.

Jammers also were used for decking logs on landings. Decking of logs along logging roads in the woods was also done with a jammer, although some decking was done with a tripod, which was more or less a small three-legged jammer set up on the deck of logs. Some jammers were equipped with a swinging boom. These were used more for loading poles or pulp.

Cedar, as a rule, was loaded in the woods with a jammer, but in the cedar yards, the loading of railroad cars was done with a large "jin pole" with a swinging boom. This boom could make the complete circle around the jin pole. Cedar poles had to be turned end for end a lot in loading and were picked up with a chain around the center of the pole so this could be done.

On lakes where hoisting was to be done for several years, a large tripod would be put up with a strong D-iron in the top to hold a block. These tripods then could be used with either steam power or horse-power hoisting.

When I was a boy in Turtle River, three of these large tripods stood on the lake for years and were used by several different companies. When logs were being hoisted out of a lake or river by a jammer, men using pike poles worked the logs from the boom in between two rafts which extended about 20 to 30 feet out into the water at each end of the row of logs. The hookers, using poles attached to the hooks instead of ropes, worked on the rafts.

I would say that over the years the bulk of all logs were loaded either by the cross haul or jammer method. However, there was a more or less permanent, endless chain type of hoist that brought logs up out of the water on two conveyor-type

chains. This kind of hoist was hard to install and took considerable power to operate. Hoists of this type were used at Brevador on the Cloquet River, at Lowman on the Little Fork River and at other permanent hoisting sites.

There was a hoist on the Little Fork River near Little Fork that was used mostly for hoisting ties and cedar poles. The logs came up lengthwise onto a deck, as on a bull chain in a sawmill. The logs then were rolled off the chain with cant hooks and rolled down skids onto the cars, which were lower than the log deck.

Many different types of hoists were tried out, each to fit the particular situation, but the loading of logs for sleigh hauling was by either the cross haul or horse-powered jammer.

Loading of logs by steam jammers was confined almost 100 percent to the loading of railroad cars, although a little unloading of sleighs and decking on a railroad landing may have been done using a steam jammer. In Minnesota, there were two general types of steam jammer: the Clyde McGiffert type, that could operate along tracks on its own wheels, and the slide ass type, that slid along the top of the cars.

With the McGiffert type, the empty cars passed under the hoist, which was raised about 15 feet on a frame. The frame had a set of wheels that could be lowered so the jammer could travel from skidway to skidway on its own power. There were several different models, all a little different but with the same principle. The McGiffert jammer was used in the eastern part of the state where the "Russell car" also was popular.

The slide ass jammer was used in the western part of the state around Bemidji and on the Minnesota and International Railroad and the Backus lines. This type sat on a pair of large skids on top of the cars and moved along by running a cable out and attaching it to a car, then pulling itself along the top of the cars. This type also could move along the track from skidway to skidway by running a cable out to a tree or to the track and, having been made fast to the car it was sitting on, pull the car or several cars by winding in the cable.

Both types of jammers worked very well and a good job of loading could be done by an experienced crew. An average loading crew would load about 20 to 30 carloads of logs a day with a steam jammer, depending on the logs available and other factors. Loading with a horse jammer, five or six cars would be a good day. Loading a four-horse sleigh load of logs would take about an hour.

Today, with our modern equipment, loading of forest products still remains one of the major problems, but during the days of the harvest of vast virgin stands our old-time lumberjacks mastered it with the use of the cross haul and jammer.



Above: A good sleigh load of logs. The walking boss and his team got in on the picture.



Operating from a flat car, the steam jammer above loads small Russell cars. The slide ass jammer below was moved along the tops of the cars; this type was much used along the M. & I. Railroad by Crookston and International Lumber Co.



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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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