

THE VOICE OF THE TIMBER INDUSTRY

TIMBER BULLETIN

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Ziemba and Sons
TPA Helps U of M Study
The Need for Drug
and Alcohol Testing



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ON THE COVER

Ken Wendt of Ziembra & Sons drives skidder on a logging job in Southern Koochiching County.

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It seems like weather is the topic again this winter; warm weather into January, two cold weeks in February. As I write this the

President's Column



temperature is 44 degrees and no snow. At least the swamps should be frozen.

In December a meeting with officials from the St. Louis County Highway Department and some of our members was held in the MTPA office. The discussion was primarily about posted bridges on St. Louis County roads. We also discussed the possibility of being more flexible with road restrictions if it gets cold after they are in effect. We will be following up on this.

Hopefully everyone has found some market this winter. Remember to be safe as this winter winds down and we are all trying to get that last load out.

Thomas C. Meche

TPA Board of Directors Meets



Executive Vice President Wayne Brandt delivers his report at December's TPA Board of Directors meeting at Wendigo Lodge. At the meeting, the board had a spirited and lengthy discussion regarding potential legislation for the 2007 legislative session. In addition, members heard reports from committee chairs, reviewed financial statements, and also went over the recommendations from the Governor's Task Force.

Logger of the Year Applications Being Accepted

The Minnesota Sustainable Forestry Initiative® Program Implementation Committee is now accepting nominations for the 2007 Logger of the Year Award. The winning logger will receive a \$500 cash reward and "2007 Logger of the Year" plaque.

To nominate an outstanding logger, please complete the short nomination form and in no more than two pages, describe why you think your nominee should receive the Minnesota SFI Implementation Committee Logger of the Year Award. Your nomination should include information about how the nominee excels in the areas of forest management, timber harvesting, business management, safety, and other information.

Nominations are due March 16, 2007. All nominations will be reviewed and a Logger of the Year selected by the end of March. The winner will be notified in April and the award will be presented at the MLEP Logger Conferences.

The goals of the Logger of the Year program are to recognize

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

To receive a nomination form, contact the MN SFI Implementation Committee at 218-722-5013.

So is there any good news out there? Of course there is! We're having excellent logging conditions this winter. A good spell of cold weather has let everyone access winter wood. Stumpage prices are down substantially. In most recent sales aspen prices are half or less of their previous highs.

The good is balanced by the poor and bad. Production curtailments

Executive Vice President's Column



and shutdowns continue reducing total wood usage by about a third. The drought that we are in has made it tough to operate in some areas and a little snow would help to even out the holes in woods roads and on jobs.

We will all keep working to have as much impact as we can on the negatives in order to build a more positive future for everyone in our industry.



A slimmed down version of the Governor's Task Force on the Competitiveness of the Primary Forest Products Industry has reconvened. This 12-member group will work in the coming months to develop recommendations that address long-term issues facing our industry from forest to finished product.

Nearly all of the legislative recommendations from the task force's December report are incorporated into the Governor's budget and policy legislative proposals. This puts us in the game this session as we work to move these recommendations forward.



The legislative session is in full swing. With lots of new members and new leadership in both the House and the Senate, TPA has been busy briefing legislators on our industry and issues. This is some of the basic work that is necessary to familiarize elected officials so that they can make informed decisions as they serve in

office.

We do need to be realistic about the session. We have a large number of issues that we are bringing forward this year. There are also a number of proposals that we will fight. These include efforts to significantly increase energy costs, attacks on the forestry exemptions in the Wetlands Conservation Act and the anti-harvesting crew's usual tactics to limit funding for forest management.

It's too early to predict outcomes but it looks like a long ride on a rough road this year.



I get a lot of comments about mentioning safety on the job in each of my columns. *Timber Bulletin* readers who are not TPA members sometimes ask why I do this. Many of our members thank me for doing it. Some folks just mention that they think it's interesting.

There are few things that I feel as strongly about as safety and preventing injuries. We will never eliminate all accidents, but every injury that is prevented by working safely improves the life of every owner and employee.

As an industry our progress on safety is remarkable. We need only look at our workers' compensation rates to prove this. The premiums offered through our LUA program are around a quarter of what they

were at their all-time highs. This is an important economic savings to our members.

More important it represents hundreds of injuries that have not occurred through the years. These are injuries that could have happened to your crew, your neighbor or to a family member or even you.

Everyone tends to put their heads down and go during the winter. Let's keep our heads up to prevent accidents. And, let's hold our heads high and be proud of our record. It's a testament to everyone in our industry.



No matter how tough times are there are always things that we enjoy. For me one of these things is this time of the year. It's time to start the baseball season again. Pitchers, catchers and the other players are heading south for spring training. I can almost smell the leather of the gloves and hear the crack of the bats. I'm sure that every reader of the *Timber Bulletin* has similar things that they enjoy. As we race to the end of the winter logging season facing difficult markets, take a few minutes at the end of the day to do or think about the things that you enjoy.

Master Loggers Named



Minnesota Governor Tim Pawlenty hosted a reception for the 25 logging businesses that have earned the distinction “Minnesota Certified Master Loggers” at the State Capitol in St. Paul. Loggers who become certified are able to provide certified wood to the market place. This means loggers and mills in Minnesota will be in a strong position to provide certified wood from family forestlands to customers that demand it.

Minnesota is a leader in the United States with its third-party certifications of state, county and industrial forests. However, efforts to certify family forests have been less successful. The relatively large number of those landowners and the associated turnover rate of family forest lands, combined with their low level of interest in certification, make them a complicated target for certification efforts. More than 50% of the timber harvested annually in Minnesota comes from family forestland. This presents a significant challenge to the forest products industry as demand for certified content and products continues to increase.

“Minnesota Master Logger Certification (MMLC) is a means to certify timber from private forest landowners who are not likely to otherwise certify their forests,” stated Dave Chura, MMLC’s program administrator. “This certification provides customers and the general public assurances that the person or company performing the job has the education, training, and experience to do the job correctly and that appropriate practices are being

implemented.” Overall, Minnesota Master Logger Certification helps “raise the bar” of logging in terms of safety and the on-the-ground application of best management practices.

The MMLC program promotes sustainable forestry and provides an independent, third-party audit of a logging business’s harvest, safety and business practices. The program is administered by the Minnesota Logger Education Program and was developed transparently by a working group which included representatives from the broad forestry community.

TPA members who have received Master Logger Status

C.O. Johnson Logging, Inc. – Clarence & Wayne Johnson, Blackduck
 D. Hill Logging – Duane, Michael & John Hill, Bovey
 Dean & Bob Walsh Logging – Dean & Bob Walsh, Park Rapids
 Dick Walsh Forest Products – Richard, Robin & Steve Walsh, Park Rapids

Douglas Hustad Logging – Douglas Hustad, Gilbert
 Filipiak Logging LLC – Richard, Anthony & William Filipiak, Cohasset
 Greg Cook Logging, Inc. – Gregory Cook, Bigfork
 Haley Logging Co. – Hubert, Dean, David & Jeff Haley, Bigfork
 Hughes Timber, Inc. – David Hughes, Kelliher
 Johnson Logging – John Johnson, Floodwood
 John Nylund & Sons – John Nylund Jr., Marcell
 Kimball’s Logging, Inc. – Kelly Kimball, Park Rapids
 M & R Chips, Inc. – Mike Warren, Grand Rapids
 McCabe Forest Products – Thomas McCabe Jr., Duluth
 Pittack Logging, Inc. – Scott Pittack, Bovey
 Richard Dukek Logging, Inc. – Brett & Stuart Dukek, Bagley
 Rieger Logging, Inc. – Michael Rieger, Northome
 Ron Beckman Timber Harvesting, – Ron Beckman Jr. & Sr., Grand Rapids



Q. Why should I become a Minnesota Certified Master Logger?

My company has a great reputation and my customers are extremely satisfied.

A. Although you may have an outstanding operation, the global marketplace is demanding specific assurances of local professionalism. In order to maintain access to the marketplace, it is important to remain competitive worldwide.

People who do a great job as a logging professional are the people who should be recognized by industry, regulatory agencies, and the general public. This professional recognition is paramount to ensure public confidence and meet customer expectations. To apply or for more information, contact us at:

Minnesota Master Logger Certification

301 W. 1st Street, Suite 510 • Duluth, MN 55802
 (218) 722-5442 • www.mlep.org/mmlc.htm • dchura@mlep.org

On the Markets

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

Recent Timber Sales

Average prices, as reported by each agency

St. Louis County

February 15 – Oral Auction

<u>Species</u>	<u>Bid Price</u>
Aspen	\$26.87
Birch	\$ 7.47
Black Spruce	\$30.42
Balsam	\$16.12
Jack Pine	\$28.57

DNR – Hibbing

February 8 – Oral Auction

(Unofficial averages,
calculated by TPA staff)

<u>Species</u>	<u>Avg. Price</u>
Aspen	\$24.67
Black Spruce	\$23.78

DNR – Sandstone

February 7 – Oral Auction

(Unofficial averages,
calculated by TPA staff)

<u>Species</u>	<u>Bid Price</u>
Trembling Aspen	\$24.04
Red Maple Pulpwood	\$ 4.27

Note: 17 of 21 total tracts in the regular and intermediate auctions sold at the appraised price with no bid-up. All four tracts that were bidup were in the regular auction.

Beltrami County

January – Sealed Bids

<u>Species</u>	<u>Bid Price</u>
Aspen	\$34.28
Balsam	\$29.10
Balm	\$26.42
Hardwood Pulp	\$16.88

Koochiching County

January 17 – Oral Auction

<u>Species</u>	<u>Bid Price</u>
Aspen	\$31.91
Balsam	\$17.56
Spruce	\$25.81
Balm	\$29.74
Birch	\$11.77

Note: Nine of the 39 tracts on this sale were re-offers of forfeited sales.

All saw significant reductions of the bid-up. For example, one 410 cord aspen sale was bid up to 110% over appraised when offered the first time, paying \$58.80 per cord. At this auction, the same logger re-purchased the tract with a bid-up of only 30%, paying \$32.95 per cord. When the forfeited downpayment is figured in, this

resulted in a savings of more than \$11,000. Not all re-offered tracts were re-purchased by the same logger who purchased it originally. In all, loggers saved a total of \$98,261.95 when figuring the difference between the original purchase price and the re-offered purchase price, including forfeited downpayments.

(continued on page 20)

TPA Meets with St. Louis County Engineers



ton routes and how this process can be more logger-friendly.

As a result of the meeting, County Highway 133 was posted as a 10-ton route. County staff said the road had been determined adequate for 10-ton traffic, but hadn't yet been posted. When staff was told it was an important route between the woods and Highway 53, engineers expedited the posting of the road.

TPA is also acquiring data from the County land department and from the DNR regarding all sales under contract over the next 2-3 years to help county engineers prioritize what bridges and/or roads need to be upgraded to 10-ton status.

Engineers also want to remind loggers that in St. Louis County, **if county road isn't posted, it's 9-ton, except during spring road restrictions.** During that time, **all unposted county roads are 5-ton.**

Engineers also pointed out that the higher the speed, the greater the stress a truck places on roads and bridges and asked loggers to slow down when traveling at or near the road's posted limit.

TPA President Tom McCabe, along with Executive Vice President Wayne Brandt and Field Representative Ray Higgins met with St. Louis County Engineer Marcus Hall and his staff to learn how the county determines which roads and bridges are posted as 10-

Ziembra and Sons

by Ray Higgins

It's three and a half miles from the main road, a remote tract of land in southern Koochiching County. The temperature is in the single digits below zero. A skidder and delimeter are moving about the site as trucks come and go, hauling the many cords of spruce and balsam that are piled around the landing. Ken Ziembra is in his element. They are just finishing up here. Most of the equipment has been moved to other sales.

"I like my job," Ziembra says. "You're pretty much your own boss. It's nice being out here."

He likes every part of it. Being outdoors, especially in the cold weather like today, the equipment, the trucks, everything. Which he says is the reason he's been in it for the past 39 years.

"This logging business, you really have to like it and you have to be out here all the time during the winter season," Ziembra says.

It started for him in 1968. His father was a logger in the Littlefork area, so it was natural that after trying some other lines of work after high school, he eventually went into logging.

"When I got out of high school," Ziembra says, "I drove truck a little bit and strip cut spruce on weekends. Then I got the chance



Left to right: Shane Ziembra, Bernie Ziembra and Ken Ziembra of Ziembra and Sons.

to get a pulp contract at Boise in 1968. I bought a little John Deere skidder from Elmer Hendrickson at Hendrickson Equipment. At that time it was all hand falling and cutting up with a power saw. Times have changed, you could never do that now."

Ken's dad logged for Boise, but he never worked with him much, other than some custom hauling. That first contract with Boise was critical for Ken and once he got it he never looked back. And when the Lake Superior Paper Industries'

mill (Now Stora Enso) opened in 1986, Ziembra ramped up production so he could send wood to that mill as well.

So over the years, Ziembra and Sons has grown.

"My wife Gin and I own the business," Ziembra says, "and she, my brother Bernie and son Shane are key members of the company. Gin takes care of the office work and helps me whenever I need an extra hand."

Ken depends on Shane and Bernie to make day-to-day



Curtis Street operates the John Deere 200LCL limber with a 2000B Lim-mit for Ziembra and Sons.



Ken Ziembra loads tree-length spruce onto a truck with a Barko 200D loader.

decisions in the woods. "They know what needs to be done and they just do it," Ziemba says.

There's another son, too. Mike is a civil engineer in Hibbing.

The sale they are working on has been particularly troublesome. Ziemba bought the 2200 cords from the DNR four years ago, but the weather over the past few winters has made it difficult to cut.

"We've spent two years just trying to get here," he says. "Last year it was so wet that the water never quit moving. It's three and a half miles in here off the main road and we kept trying to get the snow tramped but it just wouldn't freeze. This year, though, we were in here with bombardiers in November and we kept at it every week so we were able to get it frozen.

"It's been a common problem, not only here, but at other jobs throughout the region.

"This year, even the swamps are so dry, that there's nothing to freeze them down with," Ziemba says. "We have tamarack sales that we won't be able to get to because the holes are so deep and there's no snow to fill them, so they'll have to stay there until next year."

Fortunately, Ziemba has a lot of iron to get around some of the problems that pop up. "There were 20 acres of stagnant spruce," he says, "and the ground was so soft that we had to park one skidder and use one of the 648s with the balloon tires."

The fleet of equipment is impressive. Ziemba has four John Deere skidders (a 748G3 and three 648s) three John Deere delimiters (a 690ELC with a 2000 Lim-mit, a 200LCL with a 2000B Lim-mit, and a 2054 with a 2100 Lim-mit), two feller bunchers (a 425D Timbco and a 425EXL Timbco), eight loaders (three Barko 160Ds and one 200D with slashers, a Serco 170A, a Serco 200E, a tree-length Serco 290 and a Barko 495 track loader. He is particularly proud of his 495 loader.

"We bought the track loader," he says, "because you can sit in the ditch and it'll go in soft ground along a spruce swamp road. You don't have to low-cut stumps, and in the wood yard it's excellent because it's high, you've got good



Ken Wendt needed to switch to this John Deere 648G skidder equipped with balloon tires because of soft ground conditions.

visibility. We're really impressed with it."

Plus, there are 12 trucks (eight Sterlings and four 9000 Fords). And because Ziemba does road building and other construction work in the summertime, he also has a wide variety of trailers, more than 25 in all, from bunk trailers to bellydumps, to flatbeds, pole tailers and side dumps.

On top of that, he also has seven

Caterpillar and John Deere dozers, two John Deere graders and a 690ELC, a PC300 and a PC400 backhoe used for road building and digging in their gravel pit in the summertime, plus three Terex Off-road trucks for dirt haul. All of that iron keeps Ziemba & Sons busy.

"We've got three 2600-square-foot shops that we keep the trucks in and do some repairs," Ziemba



Shane Ziemba stockpiles spruce with this Barko 495 track loader. The spruce will eventually be trucked to Stora Enso in Duluth.



Ziembra and Sons' Ford 9000 truck loaded with tree-length spruce leaves the job site.

says. "Then we've got a 2000-square-foot wash shed. The trucks are washed and greased every weekend. The drivers do it themselves. All this time we've never had an engine failure and we've never had a fire because everything is kept well maintained and clean."

"As for the repairs," he says, "the little things we do ourselves. For anything major the trucks go to Mannco in International Falls and the welding goes to Maggert Machine in Big Falls."

Ziembra is impressed with a lot of his equipment. In fact, he doesn't like to part with some of it. He still has equipment from when he started in the business nearly 40 years ago.

"I like to keep things from the past," Ziembra says. "I still have my first John Deere skidder, a 1966 440. Also an MC John Deere cat with a Ramey strip skidder, an OC3 Oliver wide gauge that I bolted 30-inch hardwood pads on it for tramping before the bombardier days."

"I also have a 1956 Ford single-axle truck that has a 12-foot rack on it that we take to the parades in Littlefork or Big Falls or Northome. That old 1966 skidder has also been in the parades and to

the Expo.

Some of his employees have been around about as long, and Ziembra appreciates that. Today, Curtis Street is running the delimeter, and he's been with Ziembra for more than 20 years. Rick Wimmer who drives truck, runs skidder, does shop work and whatever else needs to be done, is a



An old John Deere 440 skidder. Ziembra likes to keep his old equipment and over the years has occasionally put it on display at the North Star Expo. "I like to keep things from the past," Ziembra says.

30-year employee. Ken Wendt also runs skidder, and although he joined the company just last summer, brings 15 years experience with him.

"We really have good help, and that makes a big difference," Ziembra says. "This logging in the summer, it's pretty quiet. That's why we do road construction, right-of-way clearing and gravel hauling. It's important to keep everybody busy."

That's especially true for the way the logging industry has been going for the past several months. Despite the fact that Ziembra sells his wood to Boise and Stora Enso, he too is affected by the downturn in the industry. "Quotas are down this year and it's a challenge keeping all of our people working," Ziembra says. "The closure of any paper mill affects the whole industry and our communities because when the people in those towns aren't working, there's no money to spend. It has a direct impact on everyone. Hopefully next year things will be better."

That he's looking ahead to next year is a sign that even though he's been logging nearly 40 years, he plans to stay in it for many years to come.

Retirement???? Not yet!

TPA Members Assist in Research Project



Left to right: Mike Kilgore of the U of M Dept. of Forest Resources, research assistant Denys Goychuk, U of M economist Jay Coggins, and Randy Kolka of the U.S. Forest Service visit one of the sites Goychuk is using for his research. The four are discussing the harvest that had been completed on this site and how the data will be used in the study.

by Ray Higgins

Five TPA member companies, along with a graduate student from the University of Minnesota, are trying to figure out how much it costs to comply with Minnesota's Forest Guidelines.

Denys Goychuk is a research assistant and working on his Ph.D. at the university's Department of Forest Resources. A native of the Ukraine, he's living in Grand Rapids and conducting this high-tech research to not only assess the costs of applying the guidelines, but to also assess the impact of site and stand factors on harvesting productivity.

"My goal," Goychuk says, "is to generate the information needed to find out to what degree timber harvesters and forest landowners incur additional costs when applying riparian zone management and other forest management guidelines."

The guidelines were developed by the Minnesota Forest Resources Council in response to the

Sustainable Forest Resources Act of 1995 and the Clean Water Act of 1972. The goal of the guidelines is

to keep Minnesota's forests sustainable and healthy. Because loggers apply these guidelines, it is important to understand how they affect a business' profitability. However, the cost to logging companies of applying these guidelines has never been studied in the woods, until now.

To do this, Goychuk recruited five logging companies, all with common characteristics, including the use of conventional logging operations with at least one feller-buncher and one or two grapple skidders, logging on at least 10 sites per year, primarily aspen clear cut sites, companies that don't use third-party help or equipment during logging operations, and companies with at least five years of logging experience.

Agreeing to participate in the study are C.O. Johnson Logging, Shermer Logging, Craig Turnboom Logging, Lovdahl & Sons, and Haley Logging Company.

As part of the study, Goychuk is going high-tech, by placing sophisticated data collection units on each operation's feller bunchers and skidders.

On the skidder, Goychuk places a



Denys Goychuk retrieves the time-motion recorder from Clarence Johnson's feller buncher. Goychuk visits the job site of each of the study participants every week to retrieve data. The process takes Goychuk about five minutes.

**MN Forest Guidelines Cost Study
Field Trip – East of Hoppes (Johnson)
December 21, 2006**

GPS receiver and a datalogger inside the cab. The units record the skidder's location every four seconds, and do so all day, every day. In the feller buncher, a similar unit called a time-motion recorder records moving vibrations every second and tracks operational time.

"Once the data is plotted over the maps and aerial photos," Goychuk says, "it allows assessing a number of important spatial characteristics of the harvest sites, like skidding method, wetland and water body crossings, construction activities, skidding distance, number and size of landings, direction and length of skid trails, and no-traffic zones. All of those characteristics are what impact the cost of logging operations. From there I can estimate the change in productivity based on the number of landings at each site, for example, or based on other characteristics."

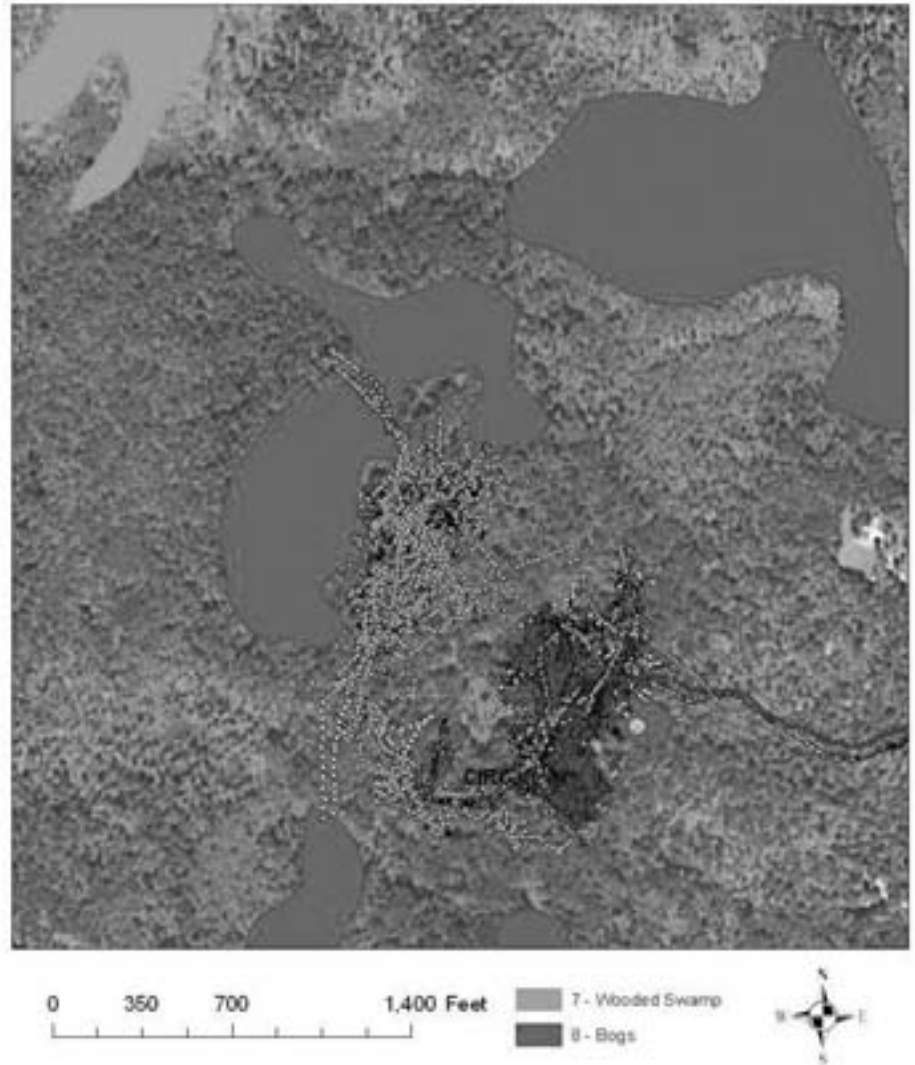
Each week, Goychuk goes to each harvest site and retrieves the data from the skidders and bunchers. Because the download takes less than five minutes on each machine, loggers don't mind.

While at the job site, Goychuk also collects other information such as tree species, DBH, tree density, soil texture, and more. He also takes pictures and collects GPS coordinates of important objects and landmarks on the site.

Once he has the data, he can determine where on the site the skidder has been and how often the buncher is actually harvesting trees.

Ultimately, Goychuk hopes the study will help quantify the financial costs of applying forest management guidelines, and also hopes to establish a scientific basis for policy makers to design effective strategies for forest management guideline implementation. He also thinks the research has potential in helping stumpage prices to be negotiated more efficiently.

"As this information becomes available," Goychuk says, "mills, loggers and landowners will have a better understanding on how



This is a sample of the data Goychuk collects using the GPS receiver and datalogger. Each dot represents a location of the skidder, and the dots are then plotted on a satellite map of the site. This shows how much ground a skidder covers through the course of a harvest.

specific sustainable practices and site characteristics can change logging costs. As a result, all market parties will have better grounds for stumpage price negotiation. This is true for all types of ownerships. The information will also be useful to decision makers in designing more effective and equitable public policies to encourage the use of sustainable timber harvesting practices."

When Goychuk's research is done later this year, participating loggers will receive reports on efficiency of timber harvesting

operations, suggestions on how to reduce logging costs, and individualized production/cost reports.

"Denys has been very accommodating," says Clarence Johnson of C. O. Johnson Logging. "We're happy to take part and look forward to seeing what the research shows when it's all over."

The study is sponsored by the Department of Forest Resources at the U of M, Minnesota Forest Industries, The Minnesota Forest Resources Council, the Minnesota DNR, and the North Central Research Station.

Timber Talk

Bosworth Retires as Forest Service Chief; Kimball is New Chief

Dale Bosworth, U.S. Forest Service chief since 2001, has retired. In all, Bosworth spent 41 years with the forest service.

"I am grateful to Dale Bosworth for his 41 years of public service and especially for the tremendous leadership he provided during his six years as chief," said Secretary of Agriculture Mike Johanns. "I am struck by all that the forest service accomplished under his watch, from advancing the Healthy Forest Initiative to a four-fold increase in fuels treatment work. He also bolstered the agency's financial system, making it a source of pride government wide. I wish Dale all the best in retirement."

Abigail Kimbell, most recently regional forester for the northern region in Missoula, Mont., has been named 16th chief of the forest service.

"Abigail Kimbell is a veteran of the forest service who began as a seasonal worker and has since filled an impressive series of field assignments," Secretary Johanns

said. "Gail brings a wealth of knowledge to her new position. She is well respected both within the agency and by our stakeholders. I'm confident she will do a terrific job as chief."

As Forest Service chief, Kimbell will oversee an organization of over 30,000 employees and a budget of just over \$4 billion. Before becoming regional forester, Kimbell served in the Washington Office as associate deputy chief for the National Forest System, with responsibility for assisting in the development of the Healthy Forest Restoration Initiative.

Martinson Named DNR Deputy Commissioner

Laurie Martinson has been named the new Minnesota Department of Natural Resources deputy commissioner. She succeeds Mark Holsten, who was elevated to DNR commissioner.



Martinson

Martinson has been acting assistant commissioner since Brad Moore moved to the Minnesota Pollution Control Agency (MPCA) in August. Before that, she had served as DNR Trails and Waterways Division

director since December 2003, overseeing rebuilding of the division, and operation and maintenance of 1,100 miles of state trails, 1,560 public water access sites, 280 fishing piers and shore fishing sites, as well as 3,400 miles of river recreation opportunities through designated canoe and boating routes.

"As field operations manager and division director, Laurie has proven her strong management skills," Holsten said. "Her attention to detail is superb. She gets it. I'm looking forward to working with her to challenge the status quo."

Martinson, of Eagan, was DNR field operations manager from 1999 to 2003, where she developed policies and procedures for statewide programs and initiatives, and represented the DNR in working collaboratively with local units of government. She came to the DNR from MPCA, where she worked on water quality issues, as well as operations and planning.

"Laurie is well known and well respected in the agency and among stakeholder groups, where she enjoys good working relationships with counties, clubs and other organizations," Holsten said.

TPA Member Norb Staggemeyer Dies

Norbert H. Staggemeyer, 69, of Caledonia, died Jan. 12, 2007, at his home.

He was born Nov. 29, 1937, in Winnebago Township in Houston County. He was a 1956 graduate of Caledonia High School.

Norb was employed at Robertson Stave Co. in Caledonia until he purchased it in 1967. He had continued to own and operate the Staggemeyer Stave Co. in Caledonia from 1967 until his death. Norb was a very active member of St. Luke's United Church of Christ in Eitzen.

Survivors include his wife of nearly 50 years, Grace, of Caledonia; son, Mike, who continues to operate Staggemeyer Staves; and daughter, Lynn.

(continued on page 20)

(continued from page 10)

Hubbard County

January 16 – Oral Auction

Species	Bid Price
Aspen Mixed	\$33.97
Birch Pulp	\$ 8.12
Jack Pine Mixed	\$46.93

Builder Confidence Rises

Builder confidence continued to rise in February, according to the National Association of Home Builders/Wells Fargo Housing Market Index (HMI). The HMI increased from 35 in January to 40 in February, up from a low of 30 last September and the highest level since June 2006.

“Builders are still cautious as they continue to manage their inventory, but their assessments of the demand side of the single-family market are improving,” said NAHB President Brian Catalde, a home builder from Playa del Rey, Calif. “Every component of the February HMI – present home sales, sales expectations for the next six months and buyer traffic – showed a significant positive uptick in February.”

“The HMI results are consistent with Federal Reserve Chairman Ben Bernanke’s assessment to Congress that there are signs of stabilization on the demand side of the housing market,” said NAHB Chief Economist David Seiders.

Lower energy prices, favorable mortgage rates and solid growth in employment and household income have all contributed to the recent stabilization of home buyer demand, Seiders added. “In addition, builders continue to offer substantial sales incentives to move their product and limit cancellations, which has helped to firm up buyer demand.”

Derived from a monthly survey that NAHB has been conducting for 20 years, the NAHB/Wells Fargo Housing Market Index (HMI) gauges builder perceptions of current single-family home sales and sales expectations for the next six months as either “good,” “fair” or “poor.” The survey also asks builders to rate traffic of prospective buyers as either “high to very high,” “average” or “low

to very low.” Scores for each component are then used to calculate a seasonally adjusted index where any number over 50 indicates that more builders view sales conditions as good than poor.

All three component indexes registered improvement in February. The index gauging current single-family home sales gained six points to 42, while the component measuring the traffic of prospective buyers rose five points to 31. Of particular note, the index gauging sales expectations for the next six months jumped over the 50 threshold for the first time since last June, posting a seven-point gain to 55.

“Builders are becoming increasingly convinced that the abrupt downslide in home sales is in their rear view mirrors and they see better times as they look at the road ahead,” said Seiders.

The HMI rose in all four regions in February, with the Northeast posting the biggest gain, of eight points – to 46. Five-point gains were registered in the Midwest and South, to 29 and 46, respectively, while the West moved up two points to 35.

HMI tables can be accessed online at: www.nahb.org/hmi. More information regarding housing statistics is also available at www.housingeconomics.com.

January Housing Starts Fall

Housing starts plunged in January to the slowest pace in more than nine years. In figures released by the U.S. Census Bureau and the Department of Housing and Urban Development, new homes started in January fell 14.3 percent to an annual rate of 1.41 million from the 1.64 million pace in December. That rate is down 37.8 percent from January 2006.

The last time starts fell to a pace this slow was August 1997.

The fewer housing starts could help cut down on the glut of homes available for sale on the market, which has been pushing down prices for both new and existing homes.

North American Panel Production Down 1.8 Percent in 2006

North American structural wood panel production totaled 42.35 billion square feet (3/8-inch basis) last year, down 755 million feet, or 1.8 percent compared to 2005, according to year-end data from APA – The Engineered Wood Association.

The decline ended a four-year streak of record-setting production. Although housing starts, which consume approximately half of industry production, declined 12 percent for the year, panel demand was buoyed by reasonably good conditions in the nonresidential, industrial and repair and remodeling markets.

Panel imports, according to preliminary data, also appear to have declined in 2006 by more than 30 percent. Excluding U.S.-Canadian trading, panel exports rose slightly last year to 532 million square feet.

Oriented strand board (OSB) production for the year totaled 26.4 billion feet, up nearly 27 million feet, or 1 percent, from 2005. Plywood output, however, fell by 1.02 billion feet, or 6 percent.

Among other engineered wood products, glulam production declined less than 1 percent, wood I-joist output dropped 7 percent, and laminated veneer lumber volume fell about 4 percent.

Combined OSB and plywood production is expected to total just under 40 billion feet this year, according to a forecast APA released in December. However, continuing uncertainty about the prospects for the residential construction market is a forecast wild card. APA will release a new five-year forecast this spring.

(continued from page 18)

TPA Member John Rud Dies

John M. Rud, 80, of Bichrdale, died Feb. 11, 2007, in the Lakewood Care Center in Baudette.

He was born March 22, 1926, in Manitou, Minn., and attended school in Birchdale and Indus. He was a U.S. Army veteran of World War II. Following his service to our country, he went to work for a logging company at the headwaters of the Hungry Horse Dam in Hungry Horse, Mont. John returned to the Birchdale area and worked driving truck hauling logs and cattle. John started his own logging company in the early 1950s and was a longtime TPA member, working in the logging industry until retiring in 1998.

He was preceded in death by his wife, Elaine. He is survived by sons Dennis and Wayne.

Sawyer Man Convicted of Timber Theft

A timber theft case from 2006 has resulted in a felony conviction, fines and restitution of nearly \$15,000, and year in jail for a Sawyer, Minn. man.

According to the criminal complaint, Fredrick Barney Olesiak, 48, had sold stolen timber from state land. After both a ground and air search of the complaint area by state conservation officers, wood debris was observed in Olesiak's driveway running into nearby state land. Aerial photos of the area later identified a large impact area based on the differences in tree canopy cover shown in the photos. A visit to the Olesiak residence by conservation officers and DNR forestry division personnel found several fresh cut aspen logs neatly placed in the driveway. There was also a large number of bundled boughs and tops stacked in a hay wagon. A nearby trail led to a logged out area with stumps and wood slash and debris present. Olesiak had no permit for the wood and was ordered to immediately stop working at the site. A later check of mill tickets showed Olesiak had been paid \$3,000 for a series of deliveries between Jan. 27, 2006, and Feb. 15, 2006.

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Early Loggers in Minnesota

by J. C. Ryan

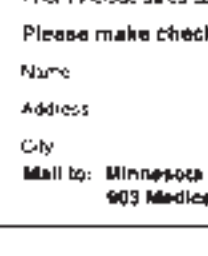
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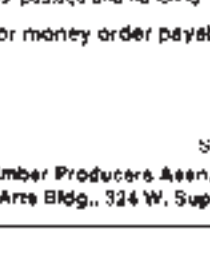
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First-hand recollections by storyteller "Buzz" Ryan of the loggers, loaders, swamper, wood butchers and bull cooks who ruled the woods in the hey-day of the pioneer lumberjacks with dozens of historical photographs.

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TPA's Drug and Alcohol Testing Program Helps Members

The U.S. Department of Transportation (DOT) has mandated that all logging and timber industry employers who maintain trucks that are covered by the Federal Motor Carriers Safety Administration (FMCSA) and have drivers who must have a Commercial Drivers License (CDL) maintain alcohol and drug-free workplaces. MnDOT has extended federal rules to cover travel within the state of Minnesota, as well. By complying with governmental regulations and proactively addressing the issue of substance abuse, logging and timber employers help ensure success for their commercial enterprises and increase the level of safety for all travelers nationwide.

A federal government survey revealed that rates of substance abuse among four different types of personnel within the transportation industry are as follows:

Occupation	Past-Year Illicit Drug Use (%)	Heavy Alcohol Use (%)
Truck Drivers (light)	18.9	15.1
Vehicle Repairers	17.0	14.9
Truck Drivers (heavy)	16.4	13.3
Bus Drivers	13.6	6.7

To address the rising rate of substance abuse in the U.S. and the general safety of all people who travel within the country, Congress passed the Omnibus Transportation Employee Testing Act of 1991. The Act requires transportation industry employers to establish and maintain alcohol- and drug-free workplace programs that incorporate both alcohol and drug testing.

TPA program assists members in not only complying with federal regulations, but also in helping keep our roadways as safe as possible. For an enrollment fee of \$115 and \$50 per driver per year, TPA member companies can enroll in the program. When an employee is randomly selected for testing by the Industrial Health Services Network (a third-party

program administrator), the employer pays nothing for the test.

The fines for not having a drug and alcohol testing program have been seen as high as \$15,000. Companies can be cited during a DOT audit, or on a roadside compliance check.

With the assistance of Bob Lyman, a Substance Abuse Professional (SAP) at St. Luke's in Duluth, we've compiled information on how drug and alcohol testing works:

WHAT ALCOHOL USE IS PROHIBITED?

Alcohol is a legal substance; therefore, the rules define specific prohibited alcohol-related conduct. Performance of safety-sensitive functions is prohibited:

- While using alcohol.
- While having a breath alcohol concentration of 0.02 percent or greater as indicated by an alcohol breath test.
- Within four hours after using alcohol.

In addition, refusing to submit to an alcohol test or using alcohol within eight hours after an accident or until tested (for drivers required to be tested) are prohibited.

WHAT DRUG AND ALCOHOL TESTS ARE REQUIRED?

The following alcohol tests are required:

- Post-accident – conducted after accidents on drivers whose performance could have contributed to the accident (as determined by a citation for a moving traffic violation and 1 or more vehicles has to be towed from the scene or 1 or more people receive medical treatment away from the scene) and for all fatal accidents even if the driver is not cited for a moving traffic violation.
- Reasonable suspicion – conducted when a trained supervisor or company official observes behavior or appearance that is characteristic of alcohol misuse.
- Random – conducted on a random unannounced basis just before, during, or just after performance of safety-sensitive

functions.

- Return-to-duty and follow-up – conducted when an individual who has violated the prohibited alcohol conduct standards returns to performing safety-sensitive duties. Follow-up tests are unannounced. At least 6 tests must be conducted in the first 12 months after a driver returns to duty. Follow-up testing may be extended for up to 60 months following return to duty.

HOW DOES RANDOM TESTING WORK?

Random alcohol testing must be conducted just before, during, or just after a driver's performance of safety-sensitive duties. The driver is randomly selected for testing from a "pool" of subject drivers. The testing dates and times are unannounced and are reasonably spread throughout the year. Each year, the number of random tests conducted by the employer must equal at least 10% of average number of driver positions subject to the regulations.

HOW WILL TESTING BE DONE?

In the TPA program, once an employer is notified that one of its drivers has been randomly selected for testing, the driver will be directed to an approved medical clinic to conduct the test. Health care professionals at the clinic will then forward the sample to the Medtox Laboratories in St. Paul.

WHO DOES THE TESTING?

Employers are responsible for implementing and conducting the testing programs. TPA's program complies with federal regulations. Law enforcement officers will not conduct the tests as part of roadside or other inspections. However, under certain circumstances, post-accident tests conducted by law enforcement personnel will be acceptable.

WHAT ARE THE CONSEQUENCES OF ALCOHOL MISUSE?

Drivers who engage in prohibited alcohol conduct must be immediately removed from safety-sensitive functions. Drivers who have engaged in alcohol

misuse cannot return to safety-sensitive duties until they have been evaluated by a substance abuse professional and complied with any treatment recommendations to assist them with an alcohol problem. To further safeguard transportation safety, drivers who have any alcohol concentration (defined as 0.02 or greater) when tested just before, during or just after performing safety-sensitive functions must also be removed from performing such duties for 24 hours. If a driver's behavior or appearance suggests alcohol misuse, a reasonable suspicion alcohol test must be conducted. If a breath test cannot be administered, the driver must be removed from performing safety-sensitive duties for at least 24 hours.

WHAT DRUGS ARE TESTED FOR?

All urine specimens are analyzed for the following drugs:

1. Marijuana (THC metabolite)
2. Cocaine
3. Amphetamines and includes Methamphetamines
4. Opiates (including heroin)
5. Phencyclidine (PCP)

The testing is a two-stage process. First, a screening test is performed. If it is positive for one or more of the drugs, then a confirmation test is performed for each identified drug using state-of-the-art gas chromatography/mass spectrometry (GC/MS) analysis. GC/MS confirmation ensures that over-the-counter medications or preparations are not reported as positive results.

HOW WILL THE FMCSA KNOW IF THESE RULES ARE BEING FOLLOWED?

Employers are required to keep detailed records of their alcohol misuse prevention programs. The FMCSA will conduct inspections or audits of employers' programs. Additionally, selected employers will have to prepare annual calendar year summary reports for the FMCSA. These reports will be used to help monitor compliance and enforcement of the rules, as well as to provide data on the extent of alcohol misuse and the need for any future program and regulatory changes.

ARE DRIVER TESTING RECORDS CONFIDENTIAL?

Yes. Test results and other confidential information may be released only to the employer and the substance abuse professional. Any other release of this information is only with the driver's written consent. If a driver initiates a grievance, hearing, lawsuit, or other action as a result of a violation of these rules, the employer may release relevant information to the decision maker.

WHO REVIEWS AND INTERPRETS THE LABORATORY RESULTS?

All drug test results are reviewed and interpreted by a physician (Medical Review Officer (MRO)) before they are reported to the employer. If the laboratory reports a positive result to the MRO, the MRO contacts the driver (in person or by telephone) and conducts an interview to determine if there is an alternative medical explanation for the drugs found in the driver's urine specimen. If the driver provides appropriate documentation and the MRO determines that it is legitimate medical use of the prohibited drug, the drug test result is reported as negative to the employer.

WHAT ARE THE CONSEQUENCES OF A POSITIVE DRUG TEST?

A driver must be removed from safety-sensitive duty if he/she has a positive drug test result. The removal cannot take place until the MRO has interviewed the driver and determined that the positive drug test resulted from the unauthorized use of a controlled substance. A driver cannot be returned to safety-sensitive duties

until he/she has been evaluated by a substance abuse professional, has complied with recommended rehabilitation, and has a negative result on a return-to-duty drug test. Follow-up testing to monitor the driver's continued abstinence from drug use is also required.

WHERE CAN I GET MORE INFORMATION?

ACCESS TO THE FMCSA WEBSITE: www.fmcsa.dot.gov

For assistance with the procedures of how to conduct an alcohol or drug test contained in Part 40, contact:

Office of the Secretary of Transportation
Office of Drug and Alcohol Program Compliance,
Room 10317
400 Seventh Street, S.W.
Washington, D.C. 20590
(202) 366-3784

MnDOT Fact Sheet on drug and alcohol testing:
http://www.dot.state.mn.us/cvo/factsheets/382_drug_alcohol.pdf

It is important to have a drug and alcohol policy for your company. Consult with MnDOT while developing one.

Disclaimer

This article is intended to provide general information related to the Federal Dept. of Transportation regulations on Drug and Alcohol Testing in the Workplace. The content of this article including suggestions and interpretations by Robert Lyman M.S.Ed., LICSW and or St. Luke's should not be construed as legal advice or opinion. Make sure you speak with an MnDOT and you may want to consider consulting an attorney before establishing a policy for your company.

LOGGERS OF THE PAST . . .

"Skidding by Horse and Ox"

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*



After watching various rubber tired skidders demonstrated at the annual TPA logging demonstration and having seen the many types of power skidders entering the north woods in recent years, one may wonder how the vast stands of virgin pine in northern Minnesota were ever logged, considering that loggers had to skid mostly with horses and oxen.

In the early days, when logs were skidded to the rivers and lakes, quite a few oxen were used. They were slow and powerful, moved well in the brush, ate less than horses, were less expensive and needed less care. The oxen were generally paired, but it was not uncommon to see four or six oxen skidding a large log.

In Minnesota, oxen were used mostly in the southern part of the pine range along the St. Croix River, the Rum River and up along the Mississippi River to Grand Rapids or to a short distance west. Very few were used in the northern part of the pine range.

Throughout the northern half of the pine range, horses were used for most of the log skidding. Two horses were used most often, but with a small run of timber, sometimes a single horse was used.

When a large butt log was too much for a single team, it was left until all the skidding nearby was done. Then four horses would go in and skid all the big butt logs that had been left on a certain tract. This was usually done late in the spring as a cleanup.

I remember one spring at one of the Northern Lumber Co. camps run by Tom Henderson, an unusual number of pine butt logs were skidded. Early in April, they were left two and three on a skidway all along the railroad track in Section 30-52-12. Dan McCleod was scaling them as we happened along. We were estimating the number of board feet in each log. These ran from 200 to 1,200 board feet per log. They were all loaded at one time and made eight cars of the finest pine logs I ever saw.

Skidding logs were used on most logs and they were skidded one at a time. However, when the logs ran small, a skidding chain was used and then two, three or even four logs were skidded at a time. Skidding usually was confined to about 40 rods from the skidway or about half way across a forty—logging roads usually went through the center of a forty if the terrain was level.

When skidding had to be done for any distance, a single-bank drag with spikes along the tops of the trunk was used. The butt end of the log was then rolled onto the drag and the top end left dragging on the ground. Two or three logs could be hauled in this manner. With the front end of the log on the drag, pulling was much easier for the horses.

Ties, pulp, posts and other short products were skidded with a two-bank drag—usually pulled with a team of horses. A line about a cord was taken out

each trip. Here skidding was confined to less than one-fourth of a mile.

Some large logs were peeled or marked on one side and then rolled and skidded with the smooth side down to make the pulling easier for the horses.

Cedar poles, mixing piles and long timbers were skidded similarly to logs, with the single-bank drag used for longer distance skidding.

A team of horses and one man would skid up to 150 logs per day. There was usually one "swamper" cutting trails for each skidding team. Often, as many horses skidded as hauled logs in a camp. However, plans were to have most of the skidding done early in January before the snow got deep. Most sleigh-butt logs were decked in the woods so a whole load could be hauled in one spot and the sleigh not moved with half a load or several times while being loaded.

Only one company used the steam skidder with any success in Minnesota. That was the Crookston Lumber Co. of Bemidji, which had steam skidding in the Kelliner, Mizpau, Northome and Blackduck areas from 1910 to 1920. Several other companies tried this high-line-mile skidding but had little success. The Clingart Lumber Co. tried it in the Gimpet Valley Forest area.

The cost of log skidding was one of the factors a lumber camp foreman watched very closely. And he always tried to get a good straw-boss to handle the crews.



Classifieds

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

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1970 JD 440A	10,500
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TJ 240	P.O.R.
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GRAPPLE SKIDDERS

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1980 JD 540B	20,000
1996 JD 548G	45,000
1998 JD 648GII, single func., rebuilt trans.	P.O.R.
2001 JD 648GIII, single function, new 28.1x26 tires	96,000
2001 JD 648GIII dual function.....	102,000
1980 TF C6, with 23.1x26 tires..	9,000

CRAWLERS

1997 D5MLGP	P.O.R.
1975 450C, 6-way blade.....	12,500
1977 D6D LGP	27,000
1987 D4H LGP, 6-way blade, encl. cab	27,000

KNUCKLE BOOM LOADERS

Barko 160, on truck w/ slasher	17,000
2000 170A Serco on S.P. Carrier w/ 60" HanFab slasher.....	69,000
1987 Prentice 210C 6 cyl. JD slasher package	27,000

1987 XL 175 Husky, mounted on truck	17,500
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EXCAVATORS

1990 JD 590D, hyd/ thumb.....	P.O.R.
1996 Yanmar B6U mini excavator	13,750

WHEEL LOADERS

JD 410 Backhoe, cab.....	13,000
410B JD rubber tired 4x4, cab.....	P.O.R.
1984 JD 544C, new JD eng.	23,000
1981 JD 644C	25,000

TRUCKS

1978 GMC 2-ton w/ hydr. hoist, flatbed dump	4,500
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DELIMBERS

2000 JD 690B w/ boom delimber.....	30,000
Siiri delimber/ slasher.....	7,000

FELLER-BUNCHERS AND SHEARS

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1988 910 Cat, 17" shearhead, rebuilt trans.....	32,000
1979 Drott 40, shearhead.....	17,000
1978 Drott 40, JD eng.....	13,000
1995 Timbco T425B	85,000
2004 570 Hydro-Ax, 1,800 hrs., 22" sawhead	123,000
2004 643H, JD, 2100 hrs., warranty	135,000
1984 411B Hydro-Ax.....	15,000
1987 411B Hydro-Ax.....	20,000
1986 511B Hydro-Ax, 6 BT Cummins	27,000
1994 511E Hydro-Ax, 20" Koehring.....	57,000
1993 611E 22" sawhead.....	35,000
1997 720 Tigercat	55,000
1993 JD 590D w/ 18" Roto saw	27,000
1976 JD 544B	17,000
1976 JD 544, 20" shear.....	21,000
1993 Risley Black Magic w/ Risley sawhead	65,000

MISCELLANEOUS

1988 534 Gradall, 8,000 lb. lift.....	24,000
1991 853 Bobcat, w/ forks and broom.....	8,500
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1979 731 Bobcat skidsteer loader	6,700

Cat V80D 8,000 lb. forklift	6,500
60" slasher w/ power unit.....	14,500
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