

THE VOICE OF THE TIMBER INDUSTRY

# TIMBER BULLETIN

DULUTH, MINNESOTA

JANUARY/FEBRUARY 2003

VOLUME 59



Keeping up with  
Knaeble Timber Inc.

# TIMBER BULLETIN

Volume 59  
January/February 2003  
Duluth, Minnesota

## IN THIS ISSUE

Executive Vice President's Column .....6

---

Minnesota Forestry Association .....9

---

Keeping up with Knaeble Timber Inc.....11

---

Weight Limits.....16

---

Log Truck Driver Workshops.....18

---

LogSafe Seminar Schedule .....20

---

Loggers of the Past .....23

---

Classifieds.....25

---

Advertisers Index .....26



### TIMBER PRODUCERS ASSOCIATION

**President**  
CLARENCE JOHNSON

**Past President**  
RAMON KILLMER

**1st Vice President**  
LOWELL PITTACK

**2nd Vice President**  
DALE ERICKSON

**Secretary/Treasurer**  
WARREN JOHNSON

**Editor**  
WAYNE E. BRANDT

**Graphic Design, Editorial and Mechanical Production**  
STEWART-TAYLOR PRINTING

### ON THE COVER

Kevin Knaeble, a fourth generation logger on the job.

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 \$15 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



Minnesota  
Timber Producers  
Association



No articles may be reprinted without written permission from the Minnesota Timber Producers Association.

January has brought us a lot of cold weather and I'm sure most of us loggers have our roads and landings froze down quite well. With fuel, parts, oil and stumpage prices running high along with some mill prices being cut, it has been good to see the weather in our favor this winter.

By the time this article reaches your mailbox, I'm sure most of

## President's Column



you know that former DFL State Senator Gene Merriam has been appointed DNR Commissioner and Republican State Representative

Mark Holsten appointed Deputy Commissioner. The TPA executive committee has scheduled to meet with the Commissioner and some of his staff in St. Paul on Jan. 30. I hope with this meeting we can come away with a positive relationship that can benefit all of us here in Minnesota.

I am hearing very good reports on the subject of safety. Let's keep our guard up and continue our excellent record. Remember, we all benefit when we are accident free.

## 50th Expo Project Underway

The TPA Public Relations Committee in conjunction with the Mechanization Committee has embarked on an exciting project to commemorate the 50th North Star Expo. The committee is working on producing educational materials that will focus on the evolution of logging, logging and industry equipment and forest practices over the past 50 years.

Fundraising for the project is underway and \$25,000 has been raised to date.

The first phase of the project is to produce a printed publication describing the evolution in equipment and practices that have been seen during the past 50 years. Bill Beck, a noted author who wrote the history of TPA, has been hired to write this publication.

The second and third phases of the project will be to produce a video using historical footage and pictures and then to transfer the information to DC/DVD formats. The target audiences for these publications are schools and interested members of the logging, vendor and industry community.

"The fundraising response so far has been fantastic," said public relations chair Rod Bergstrom. "We want to thank everyone who has contributed so far and encourage others to join us. There is still quite a ways to go to have enough funds to do all phases of the project."

Sponsors to date include:

**Gold Sponsors \$5,000 and up**  
Boise Cascade

Lumberman's Underwriting Alliance

**Silver Sponsors \$2,500 - \$4,999**  
Land O Lakes Wood Preserving  
Blandin Foundation

**Bronze Sponsors \$1,000 - \$2,499**  
Bergstrom Wood Products  
Potlatch Corp.  
Northwood Panelboard  
Erickson Timber

**Sponsors \$500 - \$999**  
Ken Ziemba Logging  
UPM Kymmene - Blandin  
Paper Co.

Stora Enso North America  
McCabe Forest Products  
Pomp's Tire  
Fryberger Law Firm  
MN Association of County Land Commissioners  
Pittack Logging  
Trus Joist, A Weyerhaeuser  
Business

**Contributors up to \$499**  
DeLack Logging  
Weaver Lumber Co.  
Skubic Brothers  
Pohl Creek Timber  
Dobbs Logging  
Road Machinery & Sales  
Jenson Wood Products  
Minn. DNR Division of Forestry

"We want to thank all of the people who have so generously contributed to this project so far. It is tremendous to see this kind of support," said TPA Executive Vice President Wayne Brandt.

Contributions can be sent to the TPA office: 903 Medical Arts Building, Duluth, Minn. 55802.

# North Star Expo

August 1 & 2, 2003

South St. Louis County  
Fairgrounds

Proctor, Minn.

An election brings a new governor which means new commissioners at DNR and the other agencies of state government. The TPA executive committee met with new DNR Commissioner Gene Merriam during his first week on the job. While he was not our first choice for the job, he is the commissioner and he provided your executive committee with strong assurances about his

## Executive Vice President's Column



Congressional district in those days.

As a state senator, Merriam was known as "Clean Gene." This nickname was earned because he's a stickler for details, following what state law says, not cutting any corners and because of his high integrity.

In addition to 22 years in the state Senate he was chair of the Minnesota Forest Resources Council for the past four years. He is an avid hunter and angler and has been involved with a group of guys who have some forest land up north that they have a management plan for and have done timber harvesting on.

During the current state budget crisis, Merriam's background as a CPA and his devotion to natural resources should serve the DNR well. He will be a featured speaker at this year's Annual Meeting.



The new deputy commissioner of the DNR is former State Representative Mark Holsten. This is an outstanding choice. Readers of the *Timber Bulletin* will recall that Holsten was the chief author of the timber sale initiative that was passed in 2001. This was the legislation that provided additional

funding to the DNR to hire field foresters so that they could sell their full planned volume of wood.

Mark Holsten also shepherded funding for the Minnesota Forest Resources Council and played an important role in passing the new private forest land tax incentive act, the Sustainable Forestry Incentive Act.

We look forward to working with Mark Holsten in his new role.



Commissioner Merriam has retained Duluth native Brad Moore as assistant DNR commissioner. Moore, who has represented the DNR on the Minnesota Forest Resources Council, will be the only assistant commissioner. The assistant jobs have been put on hold as the DNR deals with its share of the state budget deficit.

Moore has been a strong supporter of forestry and served as assistant commissioner for operations under former Commissioner Al Garber.



I read in the local police reports that a Duluth area trucking firm was fined over \$2,000 for not having a drug and alcohol testing program for its drivers along with other problems. If you have trucks, you are required to have a testing program for all commercially licensed drivers.

TPA, through TPA Services, offers a full program at a very affordable price. If you are not in a program, you could end up with significant fines like the outfit I referred to above. Contact the TPA office at 218-722-5013 to find out more about our program.



UPM Kymmene's announcement that the two oldest machines at Blandin Paper would be permanently shut down was not unexpected, but was certainly a sad day. A high ranking Blandin official told me that he felt like there'd been a death in the family.

The nearly 300 people who lost their jobs at Blandin come on top of 600+ jobs lost when the Brainerd paper mill closed and another 300+ as a result of the restructuring at Cloquet. These are just in the last

seven months and come on top of the loss of the Hedstrom Lumber sawmill in Two Harbors and the closings of the Marcell mill and Superwood's Bemidji and Superior, Wis., plants.

These are the most visible signs of how tough business is from the woods to finished products. But, what can we do about it? In my view, we need to focus on the things that we as citizens of Minnesota can have an influence on.

What are these things? Number one is timber supply, quality and availability from the forest lands in our state. Second is the tax and regulatory climate that we have to deal with. Third is the transportation network from forest to final market. If there others that need to be high on the list, let me know.

TPA is aggressively lobbying the timber issues as always. The executive committee discussed these issues with Commissioner Merriam. Your staff has met with Governor Pawlenty's staff to look for solutions also.



The U.S. Forest Service is seeking comments on several different rules that they have proposed to ease the process and paperwork gridlock that confounds their ability to accomplish much. TPA members will have received information on all of these issues along with sample letters. You can also send form letters electronically. These letters are can be found at [www.minnesotaforests.com](http://www.minnesotaforests.com).



I had the chance to sit with the new commissioner of Labor & Industry, Jane Volz, at the Minnesota Chamber of Commerce's annual legislative dinner. She is extremely interested in safety so I was telling her about all of the safety related things that TPA does. She was very impressed. We will be meeting again in the future to discuss our track record.

I did explain that we felt that our great record was because our members keep safety as a priority all of the time. We've had a great winter so far, both with the weather and with safety.

But, it's time to do a mid-winter review with everyone on your job. While the weather has been good, markets are very tough. Now is not the time to cut any corners on safety.

*Lowell Pittack*

## Executive Committee Meets DNR Commissioner Gene Merriam

The TPA Executive Committee met with newly appointed DNR Commissioner Gene Merriam during his first week on the job. Executive Committee members and staff briefed the commissioner on issues ranging from DNR timber sales, current economic conditions, and TPA programs to general logging conditions.

Commissioner Merriam asked questions and shared his views and background. He demonstrated his knowledge of issues and shared the



**TPA Executive Committee after meeting with DNR Commissioner Gene Merriam. Left to right: Lowell Pittack, Commissioner Merriam, Clarence Johnson, Warren Johnson and Dale Erickson.**

view that DNR timber sales would be protected from cuts during the current budget crisis to the greatest extent possible.

The commissioner also pointed out that having most recently been chief financial officer for a chain of newspapers, he was used to buying paper by the carload. He also relayed his experiences in a number

of logging communities as he hunted in Minnesota through the years.

Executive Committee members were pleased that the new commissioner was generous with his time for the meeting and felt that it was a productive first step in TPA's relationship with Commissioner Merriam.

## MLEP Names Chura Executive Director

The Minnesota Logger Education (MLEP) program has hired Dave Chura to be its executive director. He replaces Mike Turner who left the position in late 2002.

As executive director of the Minnesota Logger



Education Program, Dave is looking forward to building on MLEP's successes to ensure loggers have access to the best training and information available. These efforts will help provide the tools necessary for economic development, forest resource management, professional operations and safety. Further, MLEP must effectively market the advantages of membership to our key audiences and help improve the public's understanding of the role active forest management plays in providing economic, habitat, recreation and public safety benefits.

Dave has extensive experience in policy development and the political process. From 1996 through 2000 he served on the Minnesota staff of U.S. Senator Rod Grams as a policy adviser and state field representative. In this capacity he was responsible for outreach, management and coalition building in the areas of national defense, veterans affairs, environmental and natural resources.

From 2000 until 2003, Dave served as a committee administrator with the Minnesota House of Representatives' Environment and Natural Resources Finance and Policy Committees. His responsibilities included formulating and advising on fiscal and policy initiatives, research, and strategic planning.

He has worked on issues such as public land management and access, dedicated funding for game and fish activities, and environmental and natural resource agency funding.

Dave received his bachelor of arts degree in political science and history from the University of Minnesota Duluth. Currently, he is pursuing his masters in public administration from Hamline University located in St. Paul, Minn.

Dave is a native of Eden Prairie, Minn., and lives on the North Shore of Lake Superior with his wife, Cassie, and their son.

# Minnesota Forestry Association

When Minnesotans think of our state's forests, what do you think comes to mind? Wilderness areas? Tree farms? Favorite places to hunt or just walk in the woods? All these perceptions – and more – describe aspects of our state's forests. Chances are, many of those perceptions are formed with little knowledge of the fact that forests can be managed for multiple benefits. And that's a good reason for you to know about the Minnesota Forestry Association.

Founded in 1876, Minnesota Forestry Association (MFA) is the oldest forestry organization in the state. MFA represents the interests of private forest landowners as well as the concerns of anyone with an interest in forestry in Minnesota. For more than 120 years, MFA's primary purpose has been to educate landowners and the public alike in promoting sustainable stewardship of Minnesota's forests, especially private forest lands. Almost 43 percent of Minnesota's forest land is privately owned; these properties have the potential to become the primary suppliers of timber and forest products, as current public policy limits timber harvesting on many public lands. MFA is dedicated to providing landowners

with the information and resources to learn the skills needed to improve the productivity and sustainability of Minnesota's forests to meet the growing demand for recreational areas, wildlife habitat and timber production.

MFA and its members take an active interest in public policy and the laws that affect forest management and stewardship. Recently, MFA worked to gain passage of the Sustainable Forestry Incentives Act (SFIA), which provides a financial incentive to manage forestland with an approved stewardship plan. In addition, MFA has been instrumental in obtaining Legislative Commission on Minnesota Resources (LCMR) funding to support the Forest Stewardship planning and cost share programs. MFA's affiliation with the National Woodland Owners' Association in Washington, D.C., gives its members a voice in national forestry issues related to the private sector. Through the Woodland Advisor program, MFA is able to help landowners throughout the state address the needs and interests specific to their geographic regions. To help

landowners meet their personal land management goals and remain informed about legislation and public policy affecting Minnesota forests, MFA sponsors numerous meetings and training sessions. These gatherings have something for everyone, from learning about the latest law changes to working with state-of-the-art tools and equipment.

Members of MFA enjoy subscriptions to BetterFORESTS magazine, a colorful quarterly filled with a wealth of forestry information. In addition, the bi-monthly *Minnesota Forests* newsletter keeps members informed with articles about MFA's activities, calendars of upcoming events related to forestry and advertisements guaranteed to interest land owners.

The next time you think about the future of Minnesota's forests, think about the Minnesota Forestry Association. We're helping land owners manage private forests to protect and sustain Minnesota's great renewable natural resources. If you'd like to join us, just complete and send in the application below. Want more information? Call 1-800-821-TREE or visit us at [www.mnforest.com](http://www.mnforest.com).

---

Serving Minnesota's woodland owners by promoting stewardship of all forest resources

Support Forest Stewardship in Minnesota

## JOIN MFA!

**\$35 Basic Membership Donation**

Membership Benefits:

- Annual subscription to BetterFORESTS Magazine
- Bi-monthly newsletter *Minnesota Forests*
- Opportunities for landowner training programs
- Influence forestry policies affecting private landowners
- Donations are tax-deductible



Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_



The 648 gets new 50" tires.

# Keeping up with Knaeble Timber Inc.

by Rachel Benishek

**K**eeping up with Kevin Knaeble is probably difficult at any time, but choosing a snowy January day made it all the more interesting. And not just because my Explorer ate snow dust most of the afternoon. I do not know what you picture when you hear the word multi-faceted, but after my afternoon with Kevin Knaeble, I will think Knaeble Timber, Inc.

Kevin Knaeble isn't the first generation of Knaeble loggers; he's not even the second. Kevin Knaeble represents the fourth

generation of Knaeble logging. "That's a rarity in Minnesota," according to Kevin. In this day and time it is probably a rare thing in any state and industry other than maybe farming. He has been in the woods since he was 14, when he started working with his dad. Kevin has been logging full-time since 1989, and has been the owner of Knaeble Timber, Inc. since 1998 when he bought the operation from his father, Alan. When asked how things have changed since he bought the operation from his dad,

he said it hasn't changed much overall. It has been more of a philosophy change. "Dad believed in repairing the equipment and keeping it running. I believe in replacing older equipment when necessary. It's better to make payments on equipment that has better technology and higher production capabilities. The increase in production will help make the payment." They still do all of their own maintenance with a service truck on site with the equipment.



Ryan Nelson runs the 748G III skidder.



Beth Tjepke in the scale office printing Blandin scale tickets.





Kevin discusses the day's events with Rahn Hill and Ryan Nelson.



The Timbco works efficiently on the black spruce swamp.

Speaking of production, Knaeble Timber, Inc. is currently running 60+ hours a week, but it isn't unusual to find them running 24-hours-a-day, seven-days-a-week in the winter. Kevin said that there aren't really any good timber sales anymore and they have to run harder and longer to meet their contracts. They cut state sales, Blandin fee lands, Koochiching county sales and about 10 percent of their work is done on private land. They cut aspen/balsam mix in the summer months and are in black spruce swamps in the winter. Their production is going pretty well this winter because Kevin says, "This is about the best freeze up I've ever seen."

I did not get to see all the equipment up close and personal because the crews were working

five different sites all told the day I visited. However, Kevin gave me a pretty good overview of the operation starting with Shawn Pritchard. Shawn runs the Timbco T425, which is a self-leveling processor on 28-inch pads. The Timbco and its hotsaw can process 200-400 cords per day depending on wood quality. It was making pretty good work of the black spruce they were in when I got to meet Shawn. The 28" pads and the frozen ground made it tough to tell where the feller had been in the swamp, if you didn't notice the piles of spruce waiting for the skidders. Knaeble Timber Inc. runs a second feller-buncher in the winter time. Charlie Nelson runs the second feller during the winter and switches to the road grader in the summer.

To keep up with the Timbco's production, Knaeble Timber, Inc. will use one or more of the three John Deere skidders included in the operation's list of equipment. The three skidders are different and used for sites and sales that best match their abilities. The smallest skidder is a John Deere 548G. Chad Stafne typically runs the 548. As the smallest skidder, it operates best on light ground situations or thinning operations because of its maneuvering capability. Generally, Chad and the 548 can move 1/2-2 cords of wood per trip depending on the species and the site. Devon Bloom uses the medium size skidder, the John Deere 648G III, in diverse situations. The 648 works well on soft ground, but has lots of horsepower to pull its 2-4 cords of payload through steeper country. Ryan Nelson handles the biggest skidder, the John Deere 748G III. Despite its size, the 748 can keep up pretty well in swamps because of its longer length, but it is used primarily to pull larger timber on sales with big hills or long hauls where its 3-6 cord carrying capacity is of real benefit. All three of the skidders have been fitted with 50-inch high floatation tires. The 648 was getting its new tires the day I visited. The bigger tires help the operation stay in compliance with state sale requirements for no rutting and non-compaction. The 50-inch tires reduce the PSI (pounds per square inch) impact of the machine on the ground. With the big tires, these three skidders will leave VERY light footprints on the land they work.

*(continued on page 14)*



The loader and the beginning of the piles to be covered in sawdust and frozen.

(continued from page 12)

The skidders move the wood to Rahn Hill, in the Linkbelt with ProPack Delimber. The delimber can handle 50-70 percent of the operation's production, but the balance of the production is still delimbed by hand using a Husqvarna chainsaw. The delimbing by hand is used only when the delimber can't keep up with production. According to Kevin, it is cheaper to do it by hand than to buy a \$250,000 delimber for only 30 percent of their production.

After the wood is delimbed it is moved on to one of the two slashers. Jason Newberg uses the 300 Serco loader with HanFab slasher to process about 150-250 cords per day. Mike Hazelton uses the 170 Serco loader with an identical HanFab slasher to process an additional 100-150 cords per day. The slasher/loaders typically pile the 100-inch wood to one side where one of the 9-12 trucks can load themselves. All the trucks they use to haul wood are equipped with centermount loaders. Kevin owns five of the trucks he uses to move wood. His drivers include: Ken Kininger (his uncle), Jeff Peterson, Gerald Smith, Brian White, and Paul Tjepke.

Paul's wife, Beth Tjepke, is the scaler for the woodyard in Big Falls. In addition to hauling wood by truck, Brian White is also the loader/operator for the yard. Kevin calls the yard in Big Falls "a

working yard, it's wood storage for breakup hauling." The woodyard is a Blandin satellite yard equipped with Blandin's scale ticket system. They accept loads from everyone for Blandin and then Knaeble Timber, Inc. hauls the wood to Grand Rapids during breakup. For the past three years, they have also used the yard to freeze piles of spruce and balsam for Blandin. They pile the wood in ranks and then use water, with protein added, to produce snow. They have an intricate piping system that connects to six or seven 30-foot towers on wagons, which blow the snow over the piles of wood. The piles are then covered with sawdust and remain frozen until they are hauled. They typically start to haul out of the frozen piles in July and the piles stay frozen until the last load is out in November. That is probably a simplistic summary of a complex operation. Blandin is not their only market, although the shutdown will change their aspen market a bit. They also send wood to Boise, Potlatch Corp. and Trus-Joist, a Weyerhaeuser Business. They sort bolts to go to McGregor and Hightech Milling to get a higher yield for their production.

Kevin does a great job of acknowledging his employees. He made sure to make me understand that: "The guys are very self-sufficient. They make their own decisions in the woods, but work

well as a team. I have a trucking boss and a woods boss, but I rarely have to tell them something they haven't already figured out for themselves." He knows that the employees are an integral part of running a smooth operation, but said "These guys are like one big family and work very well together." He wants to make sure his employees have the best benefits possible to keep them as long as possible. "Most of my employees have been around for as long as I have owned the operation, and some have been around since the '80s. We want to keep it that way." Kevin also wanted to say that his dad, Alan, does help a lot. "He is an excellent resource. I can go to him and ask for his expertise when questions come up." Alan also does a lot of dozer work and sale preparation work for the operation.

Kevin's wife, Khris, does the bookwork with their secretary, Emmy Drahier. Kevin says he fills in wherever he is needed if someone is sick or needs a day off. He also builds roads, or "does the dirt work," as he calls it, which includes contract road work for the state and county. He says the "dirt work" operation is completely separate from the logging and has its own equipment like cats, backhoes, bellydumps and graders. He does the public relations for the operation, looks at, buys the sales they cut, and keeps things



Kevin and Shawn discuss the Timbco operation.



The 748 and Linkbelt ProPack hard at work.

organized. All in all, Knaeble Timber, Inc. is a highly diversified operation.

Kevin and Khri have three little ones, Daytona (10), Shelby (6) and Sterling (4). Sterling joins his dad in the dozer on Saturdays and Sundays and seems to like the equipment. Kevin says that he'd like to see his kids become the fifth generation, but even though the quality of life balances the hard work, the way things are in the industry he wouldn't encourage his kids to join the family business. That seemed like a tough statement for Kevin to make, and I asked him what the future might hold. He said, "This may be a wish, but I'd like to see the agencies revert back to forest management. They are not managing well right now." He also said, "We don't see many young people starting out in this business, lots of people mid-30s and 40s but not many 20-year-olds. Without my dad having an established business, I wouldn't have gotten into logging. Hopefully, things will change and younger people will get interested."

## TIMBER BULLETIN Subscription Order

Please ENTER my subscription to the Minnesota Timber Bulletin (six issues per year). Payment is enclosed for:

1 year \$20     2 years \$35     3 years \$50

Please type or print clearly.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

COMPANY/ORGANIZATION \_\_\_\_\_

Please send my GIFT SUBSCRIPTION to the Minnesota Timber Bulletin (six issues per year) to be sent to the name below. Payment is enclosed for:

1 year \$15     2 years \$28     3 years \$40

Please type or print clearly.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Make checks payable to:

TPA Services, Inc., 903 Medical Arts Bldg., 324 W. Superior St., Duluth, MN 55802

Note: Existing subscriptions will continue at their current rate until they expire.

# Weight Limits

by Rachel Benishek in cooperation with Jay Sletten of the State Patrol

The 2002 state Legislature passed amendments to statutes pertaining to vehicle weight limits and vehicle registration as they apply to the timber industry. The following is a brief summary of the changes:

The maximum gross vehicle weight on state trunk highways on vehicles with five or more axles of proper spacing is 80,000 pounds. To operate at 80,000 pounds on all other highways, the vehicle must be equipped with six or more axles. With five or fewer axles, the maximum gross vehicle weight allowed on routes other than state trunk highways is 73,280 pounds.

During the time the Winter Weight Increase is in effect, all of the weight limits increase by 10 percent. On the trunk highways, a single axle is allowed 22,000 pounds, a tandem is allowed 37,400 pounds, and the gross vehicle weight may be as much as 88,000 pounds. Operators taking advantage of the 10 percent winter weight increase must register their vehicles for the increased gross vehicle weight. A permit issued by Mn/DOT is required if the vehicle is operated on interstate highways. Gross weights in excess of 80,000 pounds are not allowed on county or town roads, unless that road is a designated 10-ton route.

For vehicle registration purposes, state law provides an enforcement tolerance of 4 percent or 1,000 pounds, whichever is greater, for all vehicles registered on the basis of gross weight. This tolerance applies ONLY to the registered

gross weight of the vehicle and does not apply to axle weight limits. The State Patrol and other agencies allow a 1,000-pound tolerance by departmental policy on axle weight limits.

The aforementioned laws have not changed.

The industry realizes the following benefits from the 2002 law changes:

1. Where the most beneficial change comes in for the timber industry under the 2002 law is that the enforcement tolerance, in addition to being increased to 5 percent of the registered gross weight, also applies to axle weight limits. This is not to say that you can legally carry weights in excess of the statutory limits. It only states that if your vehicle weighs in excess of legal limits by less than 5 percent, you will not be assessed a fine, fee, or other penalty. Once the 5 percent tolerance is exceeded, a citation may be issued or a civil penalty may be assessed for the entire amount of weight exceeding statutory limits.
2. The 2002 law shortened the "look back" period for relevant evidence civil weight cases. The State Patrol can now search weight records of the past 14 days and file civil overweight cases only on loads recorded within that 14-day period. Previously, State Patrol personnel could look at

the most current 30 days. The patrol can, however, search records more often.

3. Less waiting for inspection. The law enacted what was already standard practice. Operators shouldn't be kept waiting for inspections.
4. More flexibility in required unloading. The 2002 law allows an overweight load to be unloaded to bring it within the 5 percent tolerance and not necessarily down to the legal maximum weight.

The Federal Highway Administration has determined the 5 percent enforcement tolerance is contrary to federal regulations governing interstate highways. Therefore, an additional 5 percent tolerance will not be allowed on interstate highways during the winter weight increase. Vehicles must have a Mn/DOT permit AND must be properly registered to operate at 88,000 pounds on these routes. Vehicles operated on state highways and designated 10-ton county highways will be allowed the 5 percent tolerance in addition to the 10 percent winter weight increase. Potentially, a vehicle could be operated at up to 92,400 pounds before being subject to penalties, but 88,000 is maximum legal weight. On all county and town roads that are not designated 10-ton routes, the maximum legal gross vehicle weight remains 80,000 pounds. With the enforcement tolerance, 84,000 pounds is the maximum weight on these routes.

Here are a few scenarios:

Mid-July: maximum gross vehicle weight is 80,000 pounds.

Driver A is stopped on a state highway and his vehicle weighed. The gross weight is found to be 83,260 pounds. This weight is within the 5 percent tolerance. Assuming all axle weights are also within the 5 percent, no enforcement action will be taken.

Driver B is stopped on a state highway and her vehicle is weighed. The gross weight is

found to be 86,000 pounds. This weight exceeds the maximum gross vehicle weight limit by more than 5 percent. The vehicle is registered for 81,000 pounds. The vehicle also exceeds its registered gross weight by more than 5 percent. A violation may be charged for 6,000 pounds over the maximum gross vehicle weight limit AND a violation may be charged for 5,000 pounds over registered gross weight. In addition, any axle weight limits exceeded by more than 5 percent, may also be charged.

Mid-January: 10 percent Winter Weight Increase in effect statewide. Maximum legal gross vehicle weight on trunk highway system is 88,000 pounds. Vehicles must be registered for the weight they carry. A permit is needed to operate with increased weight on the interstate highways. County and town roads are 80,000 pounds maximum gross vehicle weight on five or more axles. All single axle and axle group weights increase by 10 percent.

Driver A is stopped and his vehicle weighed on Interstate 35. The gross vehicle weight is 87,750 pounds. The driver has in his possession a 10 percent winter weight increase permit issued by Mn/DOT and a temporary registration weight increase permit issued by Mn/DPS Driver & Vehicle Services. Assuming none of the axle weights exceed the limits, this vehicle is legal.

Driver B is stopped and her vehicle weighed on Interstate 35. The gross vehicle weight is 87,750 pounds. The driver has in her possession a Mn/DOT 10 percent winter weight increase permit. The vehicle is registered for 81,000 pounds. The axle weights and the gross vehicle weights are legal. However, the driver may be charged for 6,750 pounds over registered gross weight.

Driver C is stopped and

his vehicle weighed on a state highway. The gross vehicle weight is 93,000 pounds. The vehicle is registered for 88,000 pounds. The maximum gross vehicle weight plus the 5 percent tolerance is 92,400 pounds. So, the violation would be charged as 5,000 pounds over maximum gross vehicle weight AND 5,000 pounds over registered gross weight. Any axles or groups of axles in violation may be charged separately.

These are just a few simplistic examples of how the 5 percent enforcement tolerance is applied. The 5 percent tolerance is applied to the registered gross weight and

all gross vehicle weight, axle weight, and axle group (bridge) weight limits. Again, it is an enforcement tolerance that provides no fee, fine or penalty is charged if a vehicle is operated within the tolerance. Once the vehicle exceeds the legal weight plus the tolerance, violations are charged for that weight in excess of the legal weight limitations as prescribed by Minnesota Statutes 169.822 thru 169.829.

More information is available by contacting the State Patrol information officer at 1-888-472-3389 or on the web at [www.dps.state.mn.us/patrol/comveh](http://www.dps.state.mn.us/patrol/comveh).

# Log Truck Drivers

## 2003 Skilled Driver Workshops

Defensive Driving Issues  
MN Vehicle Inspections Topics with the State Patrol  
Truck Weight and Tie-down Regulations  
US DOT Number Requirements  
And much more...

**Seats are limited and provided on a first come, first served basis!!**

Each workshop is \$25 per driver for TPA members and \$30 per driver for non-members  
(cost includes lunch and materials).

Workshops will be held from 8:00 a.m. until 4:00 p.m. at the following locations:

**Tuesday, April 8, 2003 – Cloquet Forestry Center, Cloquet MN**

**Wednesday, April 9, 2003 – Northome Senior Center, Northome, MN**

**Thursday, April 10, 2003 – North Central Research & Outreach Center, Grand Rapids, MN**

To register, complete the registration form and mail or fax by Monday, March 24, 2003 to:  
TPA Services, Inc.

324 W. Superior Street, Suite 903, Duluth, MN 55802

or

fax your registration form to : 218/722-2065

For further information call: 218/722-5013

---

### Registration Form

Minnesota Log Truck Driver Workshops

Company: \_\_\_\_\_

Address: \_\_\_\_\_ Phone: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Drivers that will be attending:

_____	_____
_____	_____
_____	_____
_____	_____

Workshops are scheduled from 8:00 - 4:00 p.m. (check one)

Tuesday, April 8, 2003 – Cloquet Forestry Center, Cloquet

Wednesday, April 9, 2003 – Northome Senior Center, Northome

Thursday, April 10, 2003 – North Central Research and Outreach Center, Grand Rapids

Registration fee is \$25 per driver for TPA members, \$30 per driver for non-members.

First come basis, with preferential registration and seats for TPA members.

Please return this form, along with your registration fee by March 24, 2003 to:

TPA Services, Inc.

324 West Superior Street Suite 903, Duluth, MN 55802

## LogSafe Seminar Schedule

The LogSafe program assists employers and employees in the logging industry in establishing and maintaining a safe and healthy workplace. LogSafe focuses on safety training in the constantly changing timber harvesting environment. Program topics include:

- Adult CPR and first-aid certification
- Personal protective equipment
- Proper felling techniques
- Mechanized logging safety
- High-speed disc saw safety

### 2003 LogSafe Seminar Dates (updated Jan. 14, 2003)

March 25	Rochester	National Guard Armory
April 1	North Shore (Castle Danger, 10 miles north of Two Harbors on Hwy. 61)	Grand Superior Lodge
April 2, 3	Eveleth	Eveleth Days Inn
April 8, 9	Grand Rapids	National Guard Armory 930 N.E. 1st Ave.
April 10	Cloquet	Cloquet Forestry Center
April 15	Baudette	Sportsman Lodge
April 16	International Falls	Holiday Inn, Hwy. 71
April 17	Cloquet	Cloquet Forestry Center
April 22, 23	Bemidji	National Guard Armory 1430 23rd Street N.W.
April 24	Brainerd	National Guard Armory 1115 Wright Street

four-year period. While the program meets the standard for federal financial assistance, students must have the equivalent of an associate degree to be admitted and receive financial aid.

The certificate program's curriculum along with individual course offerings will serve working adults employed in the paper or allied industries or students interested in a paper science and engineering background. The program gives students a basic background in engineering, industry-specific knowledge of paper products, processes, and technologies. Students learn chemical, physical and societal aspects of manufacturing and end-use of paper. The goal is to prepare graduates to make informed decisions in a highly competitive, technological environment and to enable them to apply specific scientific concepts to real-world problems that are social, environmental and technical in nature.

Faculty in the College of Natural Resources' Department of Wood and Paper Science will teach the courses. The department has educated engineers for the paper industry for more than 30 years. More information about the certificate program can be found at [www.cnr.umn.edu/WPS/courses/onlinecertificate.html](http://www.cnr.umn.edu/WPS/courses/onlinecertificate.html) or by contacting Prof. Ulrike Tschirner at [Ulrike@umn.edu](mailto:Ulrike@umn.edu).

---

## University of Minnesota Launches Nation's Only Online Paper Source and Engineering Certificate Program

*Adds to skills and helps paper plant employees move up*

With nearly 30,000 employees and \$1.7 billion in annual sales, the paper industry is a significant part of Minnesota's economy. Globalization has made the industry extremely competitive and managers are searching for the elusive competitive edge. Convenient, affordable education for paper industry employees can be part of the answer.

The University of Minnesota College of Natural Resources and College of Continuing Education are teaming up to offer the nation's only online certificate program in Paper Science and Engineering. The certificate is an off-shoot of the school's undergraduate Paper Science and engineering program – one of 11 such programs in the U.S.

The certificate program was developed in consultation with paper science and engineering professionals from the industry.

The certificate requires successful completion of 12 credits within a

## New Landscape Agreement

Lake County, the Minn. Department of Natural Resources, The Nature Conservancy and the Superior National Forest have entered into a Memorandum of Understanding (MOU) for the management of lands in the Sand Lake/Seven Beavers area in Lake and St. Louis Counties.

As stated in the "Purpose" section of the MOU: *The parties each have their own mission and goals that serve the public interest. This MOU provides a framework for cooperation and coordination between the parties, bringing efficiency and value to mutual goals relating to natural resource management, and social and economic interest in the Sand Lake-Seven Beavers Area.*

The four landowners and their managers have agreed to coordinate and cooperate on a wide range of activities including data, planning, resource management, timber sales, roads and recreation.

The MOU represents a concrete

step forward in managing forest resources at a landscape level. This approach was envisioned in the landmark Generic Environmental Impact Statement on Timber Harvesting and Forest Management. It has been particularly fostered by the efforts of the Forest Resources Partnership.

"This agreement is an important milestone and a concrete move forward in managing larger blocks of land at the landscape level. It was not hamstrung by the ongoing posturing that has long derailed the Minnesota Forest Resource Council's landscape program," said TPA executive vice president Wayne Brandt.

## State Budget Cuts Hit DNR

Facing a \$356 million deficit for the current fiscal year Governor Tim Pawlenty has acted to cut state spending to balance the budget. Reports indicate the DNR Division of Forestry's share of this cut will be approximately \$1.3 million.

The Governor's action, known as "unallotment," was last used to balance the state's budget by Governor Rudy Perpich in 1986.

The Division of Forestry has been planning for these cuts since last summer. They will largely be absorbed by the following actions:

- leaving some vacant positions unfilled;
- enacting temporary forest road closings to reduce maintenance costs; and
- consolidating area operations to reduce overhead.

The area office consolidations include combining the Grand Marais and Two Harbors areas, with the main office being in Two Harbors and Grand Marais being a work station. Hill City is combined with Aitkin (area office), with Hill City being a work station.

The Moose Lake area office is closed and will be split between Cloquet and Hinckley, which is being combined with and relocated to Sandstone. The Pequot Lakes area is closed and has been combined with Brainerd.

The Alexandria area was combined with Detroit Lakes (area



office) but will remain a work station, as will St. Cloud which was combined with Little Falls. The Warroad office was closed and combined with Wannaska. If a new office is eventually built in Warroad, the status of the Wannaska operation may change.

Previously, the Division of Forestry had consolidated the regional offices by eliminating regional operations at Brainerd and Rochester. The remaining regional offices are Grand Rapids, Bemidji, St. Paul and New Ulm.

## DNR Consolidates Some Forestry Offices

In response to state budget deficits and loss of staff, the Minnesota Department of Natural Resources Forestry Division is consolidating seven area offices statewide effective Jan. 1.

The Hill City area forestry office has been consolidated with the Aitkin area forestry office. The consolidation means that administrative services and the

office of the DNR forestry area supervisor will be in Aitkin. Forestry business dealings will take place in Aitkin, where Steve Lane is the area forestry supervisor. The Hill City office will remain open as a forestry workstation, which means foresters and technicians will continue to handle day-to-day forestry activities in Hill City as they have in the past.

The Grand Marais area forestry office has been consolidated with the Two Harbors area forestry office. The consolidation means that administrative services and the office of the DNR forestry area supervisor will be in Two Harbors. Forestry business dealings will take place in Two Harbors, where Doug Rowlett is the area forestry supervisor. The Grand Marais office will remain open as a forestry workstation, which means foresters and technicians will continue to handle day-to-day forestry activities in Grand Marais as they have in the past.

Other area forestry office consolidations:

- Moose Lake forestry office is closed. (DNR Trails and

Waterways staff are still there.) Forestry duties will be split between the Cloquet office and Hinckley office. The Hinckley office will move to Sandstone later this month. The Eagle Head forestry field office will also move to the Sandstone location.

- Pequot Lakes forestry office is closed and consolidated with Brainerd.
- Alexandria forestry office is consolidated with Detroit Lakes, with Alexandria office open as a workstation.
- St. Cloud forestry office is consolidated with Little Falls, but remains open as a workstation.
- Warroad forestry office is consolidated with Wannaska at Wannaska until a new office is built in Warroad later this year.

“While consolidations are necessary for budget purposes,” said Chuck Spoden, regional forestry manager in northeastern Minnesota, “the DNR’s Forestry Division intends to keep a strong field staff to continue to meet local needs.”

## LOGGERS OF THE PAST . . .

# Logging in the Winter of '07

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*



Snow removal still remains the worst problem that the logger has to contend with in his winter operations. Last year (1969), by February 1, the snow in the Cloquet Valley district was 52 inches deep at the Cloquet Valley station and 80 inches deep in the Brinnox area.

The snow settled from the bottom as there was no frost in the ground. By March 1, the snow cover was down to about 48 inches over most of the district. Many small logging operators had to give up their operations entirely, and the production of pulpwood and other forest products was greatly curtailed.

However, there have been other years of deep snow, and while it always seems to slow production, it never entirely stops it. Men always has figured out a way to overcome the obstacles. The winter of 1946 was a bad one, but the deepest snow I recall came in the winter of 1907.

Back in those early days there never was such a thing as a blocked logging road. The reason for this was that when the first snowflakes fell, the camp foreman ordered out the snowplows, which plowed all during the storm. When the storm was over, the roads were still open. If they had allowed the roads to become blocked, they probably would have remained closed. I have seen as many as 24 horses pulling a snowplow. The plows were all made of split pine logs shaped into a "V." When the snow was deep, two of the logs were fattish, stacked one on top

of the other.

While the logging roads were always kept open, there were times when log production stopped and the whole crew was sent to tramp roads. If a new road had to be opened along in the month of March by a new tract of timber and the snow was four feet deep, the crew would be out to tramp roads leading to the tract. After the tramping, the road bed would freeze so that horses could walk on it, and the road then was cut by a snowplow and "rutted." The worst problem caused by deep snow was that it covered all the logs that had been cut early, and many were never found by the "swampers" and "skidders." Also, any pine tree felled in deep snow would sink almost out of sight.

Nearly every year, some lumber camps at the station and tells about finding several big pine logs lying in the woods, mostly rotted away, and wondering why the industry could be so wasteful in leaving good timber. These are probably the results of the winters of deep snow when the logs could not be found.

In the winter of 1907, north of Benidji and near Lake Beltrami, was one of the most stumps of Norway pine I have ever seen. As a boy, I, along with my mother and other women of the once busy lumbering town of Turtle River, picked blueberries in the area. The pine was all cut clean; this resulted in large open areas of blueberries. Most of this area was cut by the Benidji Lumber Co., but there was

one area—owned by another firm—of several forties which was cut during the winter of 1907. In wandering about, picking blueberries, we always could tell where we were because of the high stumps. Most of the area's stumps during 1907 were twice the height of stumps in the worst cut during other years. Old timers told me that snow reached 6-7 feet high that winter and that many logging companies had to send crews in the next summer to pick up logs missed by the skidders.

Because of the chance that the snow would become deep later in the winter, a good camp foreman never allowed sawyers to get more than a week ahead of the skidders. The foreman tried to keep the skidders as close on the heels of the sawyers as possible. Not only was there a chance of logs being covered by snow, but the longer the logs lay the harder they froze into the snow, making it difficult for teams to get them broken loose. Obviously, the ideal situation was to skid the logs the same day they were felled.

Early snows that came before the ground was frozen were always a problem to the loggers; all low spots had to be tramped first by men and frozen before horses could cross. Rivers and creeks would not freeze and often flowed across a logging road— if deep snow came early.

While deep snow caused much more work for the logger, the keeping of the main logging roads open seems to have been one of the least of problems.



Horses pull "V"-shaped plow of two stacked pine logs.



## Pulpwood Imports Explode

**D**ata compiled by Minnesota Forest Industries shows a dramatic increase in pulpwood imports. In 2001, imports were 468,177 cords and they are estimated to have increased again in 2002, though final data is not yet available. Historically, imports have ranged from a low of 26,041 cords in 1987 to a previous high of 189,140 in 1996. In 1999 imports were 114,506 cords.

The more than tripling of imports from 1999 to 2001 is believed to be the result of restricted timber available in Minnesota, which has driven prices to unaffordable levels. "Consuming mills strongly prefer getting their wood locally, but our market and availability have been out of whack for some time," said TPA Executive Vice President Wayne Brandt.

MFI estimates that the stumpage revenue associated with these imports exceeded \$10 million and that 187 direct logging jobs were lost because of them.

"This should be a wake up call to public land managers, especially the Forest Service, along with our elected officials, that we have to get our timber sales programs turned around. It is shameful that we have to export these jobs from our rural communities and put mills under stress when timber is falling down throughout the state," said Brandt. "The time to act is now."

# 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.

## JOB NOTICE

The Chequamegon-Nicolet National Forest is accepting applications for two forestry technician positions. Applications will be accepted from qualified applicants both within and outside of the federal government. The successful applicants will be responsible for on-the-ground administration of timber sale programs on the Great Divide and Washburn ranger districts, and may work from one of three duty stations. The vacancies will be filled at either the GS-8 level (\$34,936-\$45,418/Year) or the GS-9 level (\$38,588-\$50,165/Year) depending upon the qualifications and experience of the successful applicants. Additional information, including qualification requirements, is contained in the vacancy announcement, which is posted to the USAJobs, website, job search at: <http://usajobs.opm.gov>. The application period will close on about March 15, 2003. For additional information about the position at Great Divide, contact Dick Strauss at 715-264-2511 or, for Washburn, Phil Freeman at 715-373-2667.

## USED EQUIPMENT FOR SALE

### FOR SALE

1989 Hahn HSW110/B, 1500 hours since rebuild and repower, JD6068T engine 175hp @ 2400rpm; Sidewinder roller feed; joystick controls; HD drive axle, shear, saw, continuous rotate grapple; log and bolt sorter, dual loader controls. Excellent condition..\$99,500  
 1990 Hahn HSW110/B, recent repower with JD6059D, 125hp @ 2500rpm shear, saw, sorter, c/r

grapple, dual loader controls very well cared for .....\$79,500  
 1990 Hahn HSW110/B, recently rebuilt; powered by JD6059D and equipped with shear, saw, bolt sorter, dual loader controls; very good shape .....\$79,500  
 1999 Hahn HSG160 Harvester Head - factory rebuilt; like new, with warranty; ready to mount on small excavator or small rubber tired buncher.....\$42,500  
 1995 Fortek 18" harvesting head with track drive and stroke delimiting, new computer, set up for Samsung 130 or comparable machine.....\$4,950

Call for complete details  
 Hahn Machinery Inc.  
 PO Box 220  
 Two Harbors, MN 55616  
 800-483-8825 or 218-834-2156

### FOR SALE

1998 170 Serco slasher loader, 1/2 cord continuous grapple with or without 70" slasher mounted on Savage 6x6 carrier 5,000 hours - \$75,000  
 1989 160 Barko on carrier \$17,500  
 1973 160 Barko on Ford truck \$10,000  
 1973 160 Barko on Int'l truck - for parts  
 David 218-787-2377

### FOR SALE

**CABLE SKIDDERS**  
 1969 C4 TF .....P.O.R.  
 1970 440A JD.....\$8,500  
**GRAPPLE SKIDDERS**  
 1993 518C Cat., new trans.....49,000  
 1987 666 Clark, floatation tires.....22,000  
 1989 170XL Franklin, 6 cyl Cummins.....20,000  
 1991 450B TJ, Cummins eng...20,000  
 1979 540B JD, 28Lx26 tires .....19,000  
 1984 540B JD, 640 rearends, 28Lx26 tires .....25,000  
 1986 648D JD, dual function...29,000  
 1988 648D JD, dual function...33,000  
 648E JD, dual function .....49,000  
 1980 C6 TF, with 23.1x26 tires.....9,000  
**CRAWLERS**  
 1995 D3CLGP, new undercarriage, very clean ...33,000  
 1990 650G, 6-way blade.....39,500  
 1987 D4H LGP, 6-way blade, encl. cab .....31,000  
**KNUCKLE BOOM LOADERS**  
 1987 210C 6 cyl JD slasher pkg .....27,000

330 TJ self-propelled, diesel, 5,265 hrs .....33,000  
 1997 Prentice F90T on 1989 Lufkin trailer.....15,500  
 Prentice 90 on tandem truck, 19' bed.....9,500  
 1987 XL 175 Husky .....15,500

### TRUCKS

1998 Peterbilt, 470 Detroit, 18 sp. ....36,000  
 1995 Peterbilt, 400 Cummins, 9 sp .....16,000  
 1978 GMC 2-ton w/hydr hoist, flatbed dump .....4,500

### DELIMBERS

1981 743 JD.....15,000  
 Siiro delimeter/slasher.....7,000  
 1985 125B Case w/3000 Denis .....30,000  
 1990 Komatsu PC200LC w/3500 Denis .....44,000  
 1995 CAT 320 w/3500 DT Denharco .....79,000  
 Cat EL200 w/Limmit 2000 ....65,000  
 1999 JD 200LC /453 Pro Pac .....110,000

### FELLER-BUNCHERS AND SHEARS

1979 Drott 40, shearhead.....17,000  
 1978 Drott 40, JD eng.....13,000  
 1986 490 JD, w/20" Timbco shearhead .....29,900  
 1993 JD 590D w/18" Roto saw .....29,000  
 1993 T445 Timbco, w/22" Quadco sawhead w/side tilt.....125,000  
 1988 JD 643D.....27,000  
 1993 Risley Black Magic w/Risley sawhead .....110,000  
 1976 544B JD, 20" shear .....21,000  
 1988 910 Cat, 17" shearhead, rebuilt trans.....32,000  
 1987 411B Hydro-Ax.....20,000  
 1986 511B Hydro-Ax, 6 BT Cummins.....30,000

### WHEEL LOADERS

544B JD.....15,500  
 1979 544B JD .....18,500  
 1979 544B JD .....19,500  
 1981 644C JD .....28,000

### MISCELLANEOUS

1979 Bobcat 731 Skidsteer loader .....6,700  
 1991 Bobcat 853 Skidsteer loader .....9,500  
 Daewoo G25S-2 LP forklift, gas, side shift, 188" lift, pneu. tires.....8,000  
 1986 Hyster LP forklift, gas .....1,700  
 CAT V80D 8,000# forklift.....6,500  
 20" Koehring sawhead to fit 643 JD .....9,000

*We have other equipment not listed.*

New and used parts,  
new and used tires and chains.  
Something you're looking for?  
Give us a call. We may have it or  
be able to locate it for you!!!

We are distributors for  
Aftermarket Parts, Rud Chains  
and Hanfab Slashers

NORTHERN TIMBERLINE  
EQUIPMENT, INC.

6000 County Road 8  
Littlefork, Minn. 56653-9132  
Phone 218-278-6203  
Fax 218-278-6716  
Richard or Cam Hardwig

---

2003 TPA Annual  
Membership Meeting  
Friday, April 25  
Spirit Mountain, Duluth Minn.

## ADVERTISERS INDEX

American Interstate Insurance .....	15
Bridgestone/Firestone .....	17
Cass Forest Products .....	16
Domtar .....	21
Fryberger, Buchanan, Smith & Frederick, P.A. ....	22
Great Lakes Trailers .....	7
Hedstrom Lumber Co. ....	24
Itasca Greenhouse .....	13
Jake's Quality Tire .....	22
LM Products .....	26
Lumbermen's Underwriting Alliance .....	13
Northern Engine & Supply .....	21
Nortrax .....	27
Otis Magie Insurance Agency .....	20
Pomp's Tire .....	24
Ponsse USA .....	10
Rice Blacksmith Saw & Machine .....	5
Road Machinery & Supplies .....	19
Rux Strapping .....	26
Schaefer Enterprises .....	8
Stuart's, Inc. ....	2
Telmark .....	8
Wausau Sales Corp. ....	26
Ziegler Inc. ....	28