



DEPENDABILITY DONE RIGHT

At the turn of the last century, when roads were built by sweaty men, picks and shovels, James Peterson, a logger by trade, decided he'd see if he couldn't get the bid to build a stretch of road near his home town of Medford, Wisconsin.

In their part of the country, logging is a winter effort, leaving the crews with either farming or odd jobs during the summer. Peterson figured the growing business of turning trails into real roads might be a good way to fill the year—and keep his crews and horses creating income year 'round. The men cut trees, moved rock and the horses pulled early-day dirt scrapers. Sons Morgan and George worked side by side with their dad and the men.

FAST FORWARD TO 2016

Today, few other companies in the area have the road building and construction experience as the now, 5th generation James Peterson Sons company. "Our expertise is with the difficult, complex projects that have multiple stages and require a lot of planning," says Vice President Jeff Peterson. "Also, since we have multiple material pits, projects that have a gravel or crushed aggregate component are right up our alley." Jim Peterson, Vice President and his brother Jack Peterson, President, are the sons of Morgan, which makes them the third generation. Jack's sons Jeff and Scott are also Vice Presidents and the elder Jim's son Tim is Corporate Secretary. Tim's son Ryan is first of possibly additional 5th generation Petersons.

“Our core business has been road construction, site work and rock crushing,” notes Jack Peterson. “We work all phases as well, from being the prime contractor to being a sub for specific jobs, including custom crushing. I have an old, favorite saying of ‘If you fail to plan, you are planning to fail.’ And I believe here at James Peterson, we do everything possible to plan for successfully completed jobs. We explore and plan ways to do our jobs as efficiently as possible and we seek out equipment and men that can help us get things done without any messing around.”

The company has a record of having taken on the largest of multilane highway projects, as the interstates came to pass in Wisconsin, and their JPS logo is a familiar sight on multiple highway rework programs. However, as part of their planning for the future, the company has diversified and is now involved in many facets of the construction industry.

“There are fewer DOT (Department of Transportation) dollars, and I don’t think that will drastically change,” notes Peterson. “So, we have acquired other companies since 1999--Mostly family businesses that we’ve know or done business with over the years and the children don’t want to be involved.”

“James Peterson is still mostly about roads with everything but paving. JP Utility is all about sanitary water. Our Buteyn Peterson Construction Company provides a wide assortment of services from bulk excavating, to industrial and residential construction.”

THE CRUSHER SPREAD

“Crushing aggregate for road work and paving will always be important to us,” says Peterson. “Our newest Kawasaki (KCM) loader, the 115Z7 is part of a portable crusher spread that moves around up to 15 times a year. It’s at work now in a pit owned by American Asphalt. We’re doing custom crushing of bituminous aggregate ground to 5/8 inch and screened round rock sand for their nearby paving project. One thing we like about the new 115 is the power and speed it has for charging the crusher. And equally, we like the compact size for easier transport. **There are other loaders with similar capacity but they typically have to be broken down for easy transport. Since we’re moving that spread around a lot, it’s compact size for its capacity is a big deal to us.**”



Smaller Kawasaki (KCM) loaders are used to load dump trucks and manage the piles of crushed material.



This crusher spread is used for both contract crushing and JPS projects, which means it is often moved up to 15 times a year, operating in a tight areas.





A COMPACT BRUTE MACHINE

The compact 115Z7 is perfect for the application because it can be trucked without tear down and has great maneuverability, a tight turning radius, and fast cycling in small spaces.

“We like the Kawasaki (KCM) loaders. We’re up to 8 of them now. All the way from the 70 to 115 sizes. The 115 size is for charging the crusher. The 85 and up loaders are for loading trucks out of the gravel pile. The smaller ones are utility loaders and are used for a little bit of everything from pipe laying to a variety of uses.”

Our people especially love the new 115. We’re on our third generation of Kawasaki (KCM) loaders and I can say that they don’t break down very often.” Says Peterson.

Through the years, the company has found the Kawasaki (KCM) loaders to be exceptionally dependable, with very little downtime and highly productive with high breakout force and fast cycle times.

“We have a big project going between Tomahawk and Minocqua on Highway 51 where we’re the prime contractor and we’re doing the removal of existing pavement, the grading, pipe work, the gravel and then we’re crushing aggregate for the paving.” Another Kawasaki (KCM) is charging that crusher with additional Kawasaki models for loading the gravel.

“We appreciate the quality of our Kawasaki (KCM) loaders and the product support that we receive from our dealer, Kelbe Brothers and their salesman, Eric Wisncky,” says Peterson.

James Peterson Sons, Inc. is serviced by Kelbe Bros. Equipment Company Inc., Milwaukee, WI



The all-new 115Z7 wheel loader is a compact brute of a machine with 531 net horsepower and a standard 8.3 cu. yd. bucket. It meets all EPA Tier 4i emission standards utilizing a 16-liter Isuzu engine and the uncannily smart “IntelliTech” system that optimizes performance.

The 115Z7 wheel loader is a great choice for high-volume load-out requirements or heavy-duty shot rock loading. It’s big engine, massive drivetrain and powerful hydraulics mean the 8.3 cubic yard rock bucket can load a whopping 12.5 tons in a pass. Kawasaki (KCM) loaders have always had the heaviest structures in the industry and the 115Z7 is no exception. The full box section rear chassis is super strong and the center pin area is the heaviest in this class. Dual Z Linkage provides great breakout force and excellent visibility to the bucket. It also spreads out the load on the torque tube to reduce stress.

The 115Z7 has great fuel economy for its size. Many features like the Power Modes, Efficient Acceleration, IntelliDig, Lock-up Clutch, Auto Idle Shutdown, and load-sensing open-center hydraulics make the loader outstanding in overall energy efficiency.