

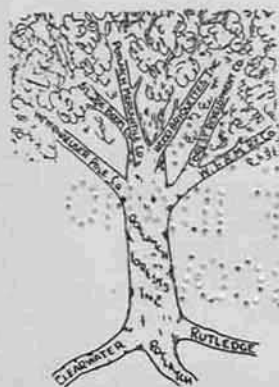
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**FAMILY**  
THE SEPTEMBER  
**TREE**



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Editor ..... Leo Bodine

#### Correspondents

Mabel Kelly ..... Potlatch  
Charles Epling ..... Clearwater  
Carl Pease ..... Headquarters  
Roger Carlson ..... Rutledge

#### COVER PICTURE

This black and white of clouds and landscape was shot almost directly into the sun on infra-red film. The sun's rays, peeking through the formation of clouds throws a rather unusual pattern of straight lines of light against a dark background of forest green.

The picture was taken from a low divide along the road leading to Camp 53 on Craig Mountain. Much of the country in the background is a part of the Craig Mountain Tree Farm which will be officially certified next summer as a tree farm by the Western Pine Association.

This whole area is a truck logging chance. Timber could not be harvested from the region at a profit except through the medium of the logging truck and pay-size loads. PFI land management plans to insure future crops of trees from this area have been carefully followed and qualify it for classification as a Tree Farm.

#### NICE COMPLIMENT

In a recent issue of Newsweek appeared the information that the University of Idaho has turned out more Rhodes scholars than any other college or university west of Michigan.

The Rhodes scholarships afford graduate courses at Oxford university in England and go to those American students who prove themselves outstanding in literary and scholastic attainments, interest in athletics, qualities of manhood and moral character. They are highly prized academic awards. The high ratio of such students graduated from the U of I reflects credit upon the faculty and curriculum of the university.

Take a bow . . . faculty . . .

## Tut ... tut ... Mr. Mathes

In a paper released to the press during August the traffic engineer for the Idaho Bureau of Highways, E. L. Mathes, waxes indignant and wrathful on the subject of Idaho Highway Laws.

Gnashing his teeth over passage of house bill 121 by the last Idaho legislature Mr. Mathes states — "In my own state, for example, the Idaho law governing weight, speed and tire regulations is of 1933 vintage. No proposal to change this law so it would conform to policy was presented to our last legislature. Only action taken concerning this subject was the passage of a bill which makes it mandatory upon the highway department to post any highway, section of highway or bridge over which loads of logs, poles, piling or material from mines which has not been finally processed may be transported in continuous operation, etc., etc."

This, asserts Mr. Mathes, is class legislation and its purpose was to dispense with the necessity of obtaining permits of the highway department.

Tut . . . tut . . . and a whoa, whoa . . . Mr. Mathes! You reveal yourself ignorant of the law to which you refer, or worse yet, willing to exaggerate that your paper may gain flavor. The law in question does not make it mandatory that the state highway department post highways for overweight, etc., travel by logging and mining trucks . . . it simply gives authority to the department to do so at their discretion and the attorney general's office has so held in an opinion from that office.

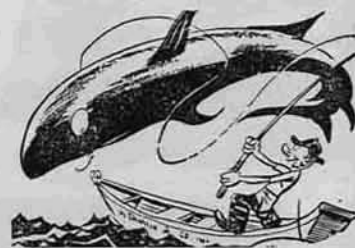
The law, which you term class legislation, favors the state of Idaho more than any single concern or individual since the state owns much timber which needs marketing . . . which must be marketed in competition with the timber of other states . . . and can only reach market via the logging truck.

True, the law does eliminate the necessity for obtaining permits to cover every movement of oversize equipment along a particular highway or section of highway . . . a thing the highway department itself professed to consider desirable.

Mr. Mathes states further "uniform regulation by all states pro-

viding control of weight and size of motor vehicles is essential to the future of good highways as well as preservation of roads and bridges."

There can be no questioning the desirability of laws which will permit the movement of commerce across one state and into another with a minimum of interference. A network of super-highways can achieve this. BUT, a state's highway system must be reconciled to its purse and first of all to the needs of people within the state, plus highly variable factors as climate, terrain, and traffic. It makes about as much sense to declare a master set of regulations can permit maximum use of all highways, and at the same time afford needed protection against highway abuses, in all the states as it does to urge sarongs for Eskimos simply because Miss Lamour appears to be so exquisitely gowned when she wears one.



A FISHIN' HE DID WENT—

Our Headquarters journalist writes that champ fisherman Boots Edelbute got itchy feet in early September and began looking far afield for something to try his skill as an angler.

It was early last spring that Boots made ready to fish Lake Pend Oreille in North Idaho as it was never fished before, but the pressure of work caused him to fall a little short of catching all the Kamloops in the lake.

Then, come early September and the champ decided to try a bit of ocean fishing at Port Angeles. An ordinary fisherman would have tossed gear into the family auto and departed post haste. With Boots it was different. The preparations to catch Kamloops had provided a fine boat and a good trailer so he loaded the boat and the trailer and took it along with 900 feet of 15 thread line, the rod that was fashioned from a pike pole handle, and the reel that came from somewhere at a bargain price.

The astounding part of the story is that the trailer did not break down . . . the boat proved extremely sea worthy . . . the rod, reel and line all held together . . . the champ landed three large salmon, two of them in the 30 lb. class and the third only a trifle smaller. And . . . the return journey home was equally trouble free. All of which should prove something or other besides the fact that Edelbute knows how to build boats and trailers . . . maybe that the Lord is on his side.



## Troy Named to Apprenticeship Committee

Announced during the month by Governor C. A. Robins was an apprenticeship training committee to aid in developing a larger skilled labor force within the state.

Selected to represent north central Idaho on the committee was D. S. Troy, manager of PFI's Clearwater Unit. The governor, in announcing membership of the committee stated, "Idaho's economy with agriculture as its base, is figuratively bursting at the seams. Skilled laborers are needed for continued growth and prosperity. We must be in a position to supply skilled workers for new industries and expansion of existing industry. It is for that reason that I have appointed this committee to give needed impetus to the training of competent craftsmen."

## Huffman to Talk At Grangeville

PFI assistant general manager Roy Huffman will address members of the North Idaho Chamber of Commerce at their fall meeting in Grangeville on November 21st or 22nd. Subject—Wood By-products. Other speakers who will talk on kindred subjects include a national executive of the Farm Chemurgic Council.

### From Dunbar Furniture Co., New York City

"We appreciate what you have been doing for us in these trying times and you can rest assured you have gained a customer in the Dunbar Furniture Manufacturing Company who is going to be fair and procure as much pine lumber for crating as possible from your good firm. You have many serious problems in allocating your lumber to the best of your ability and we believe it is only fair to let you know that we appreciate the way you have handled our account in the past."

### Logging Trucks Operate On Farm Truck Licenses

Under terms of the Idaho Motor Vehicle Laws logging trucks are licensed as farm trucks. This system of licensing has attracted some criticism but seems entirely justified when consideration is given the comparatively short stretch of time each year during which a logging truck is able to haul.

PFI trucks are licensed at \$70 per truck under the classification of trucks over 35,000 pounds.



## Wire Tires

Due for a try on PFI logging trucks are four ply wire-woven carcass tires that have a carrying capacity equal to four times that of rayon fabric tires of similar size, twelve ply.

Test use will be made on trucks and trailers carrying logs from Camp 53 to the Lewiston millpond. Upper right, tire doctor John Huff points to tire size . . . 10.00 -20, 4-ply. The tires were manufactured by the U. S. Rubber Company and will be used singly, one tire to each wheel as contrasted to duals now in use. Rims, pictured above, will be used in two sizes with inside widths of 7.33 and 8.37. The smaller of the two rims meets factory recommendations, but a wider rim has given better tire service on logging trucks and permits lower air pressure as well. Hence both will be checked.

The wire tire has a tread especially designed to withstand rocks, but neither purchasing agent Harry Rooney nor Huff will predict good or bad of the wire tire as yet. Rooney, largely responsible for PFI's tire research program, says—"We're pioneering the use of single low pressure tires to replace duals that must carry higher pressures. The singles will give a wider surface contact with the highway and will pack the road much as does a roller designed for that purpose. We have discovered that wide rims and duals carrying relatively low pressure (50 pounds) tend to pack roads instead of cutting them. Large singles should work even better in this respect."

## Billings Comments on Strike

"There is no need to review the strike picture or the back-to-work decision of PFI employees in the columns of The Family Tree," said General Manager C. L. Billings as "The Tree" went to press. "The basic values at stake . . . the why of a differential in wages as between Inland Pine and West Coast Fir . . . are things which can best be explained in conversation by a PFI foreman. Any employee who has questions he'd like answered should unhesitatingly ask them of his foreman or supervisor."

"There has been abundant and unmistakable proof that a majority of workers did not wish the strike. Even men who are doing picket duty have readily expressed in private conversation a dislike of union action and a wish to get back on the job . . . in fact, have sought out company officials to make such statements. Just how long picket lines can be maintained and the strike kept alive in the face of such feeling is a matter for conjecture. Misleading statements by union officials as to the strength of the back-to-work movement must of course be expected until picket lines have been withdrawn."



Above—George Grasser caught these beauties in the North Fork of the Clearwater below the Bungalow on August 31. Largest fish measured over eighteen inches and weighed 2½ pounds (not in picture account of Grasser and companion Wilbur Blimka consumed same on spot).

Below—Lumber from the Lewis Mill goes aboard flat cars at Bovill. Don West (Potlatch Unit employee) is operator of lift truck. Picture was snapped in early August. Cars of lumber were consigned to Northwest Paper Company, Cloquet, Minnesota.





# The Logging Truck.

## Big - Tough - Dependable



In 1904 there was just one truck in all America—two axles, four wheels . . . today there are over five million trucks working in every field of American enterprise.

**M**AYHAPS it will never be conclusively established that man reached his present imperfect state through a process of evolution, but the last few years of a certainty speak a startling evolution in his aptitude for the mechanical. Less than a half century removed, the motor truck was an unheard of thing. Less than half that period of time past, the logging truck was a contraption of uncertain temperament and extremely doubtful value.

Not so today. The original truck of two axles and four wheels has become an engineering triumph . . . the fruit of painstaking research. In no field of truck use, in a country that has found a great many uses for trucks, has there been greater progress scored by truck manufacturers than in

Below—Not all trucks are equipped with self-loading trailer hitch. Here, at Clearwater log unloading dock, trailer is hoisted aboard truck. The connecting timber which hooks trailer to truck is called a "stinger."



the development of heavy duty logging trucks. Off to a slow start, this instrument to better management of forest lands, has sprinted to a position which now paces road construction. There will be further and fast improvement of logging trucks although the job of perfecting trucks which can carry pay-size loads without mechanical failure and can be relied upon to operate every day of the week, every hour of the day (given sensible maintenance) has been met.

### MORE PRODUCTION POSSIBLE

With obvious correctness competent authorities contend that what the world in its present condition needs most is greatly increased production. In the USA this includes more production of lumber no less than a thousand other products, each in varying degree dependent upon lumber. And, if the high level of lumber production so necessary to whip a tough national housing problem plus meeting the country's need for other forest products is to be maintained, it will be possible in the main because heavy duty logging trucks are sufficiently economical of operation to permit the opening up of remote timber stands where loggers have never before dared to venture.

A careful look at the cold, hard facts incident to getting increased

lumber production well indicates the importance of the logging truck. Easily reached stands of timber have been logged to produce the America we have today and more recently to equip it to win an expensive war. It is now necessary to go back beyond the easy going and to bring to market logs from stands of timber previously considered inaccessible. The logging truck, with the flexibility of operation it offers, is generally the cheapest transporting agency.

Forest roads that follow a corkscrew pattern up steep grades, wind up the sides of steep canyons and rocky streambeds hang along the sides of precipitous mountains are routes of travel for the logging truck. Isolated patches of timber that for one reason or another were left unharmed when logging crews cut adjacent tracts can be brought to market at a profit by the logging truck. No gathering of loggers and foremen to exchange ideas and experiences neglects to allot time for discussion of trucking problems.

### OPERATIONAL PROBLEMS

A logging truck, no less than any other piece of equipment, imposes problems of operation other than maintenance, training of personnel, etc. Looming large and inseparable are two of the most troublesome . . . and tires.

Tires cost money . . . a devil of a job to run it. So much in fact that no operator can afford to run trucks over roads that inflict unnecessary damage. For this reason he must guard against overloading lest he cut the roads to pieces and ruin his road, biting back, ruins his tires.

Ever present in the picture, too, is the need for hauling a pay size load. The owner finds himself on the red side of the ledger. It follows that a fine balance must be struck as between pay loads and maximum size loads that road and tires can tolerate without injury to either or the other. How to strike a balance of this sort.

Well . . . the truck manufacturer has wide bunks, low loads . . . the truck owner agrees . . . likewise the road maintainer

The first loaders used to swing logs from one landing to another with a stiff boom. New loaders can travel from one landing to another on a mobile, have swinging boom, and can handle a neighborhood of twenty-five





- AUGUST - 1947

JULY - 1947

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Forest roads are too wet to permit trucking before July 4th as a rule, and remain dry long enough only to allow hauling until mid-Sep-

tember or early October. A hard rain at any time will make roads so slippery trucks cannot haul. Many days are lost to this cause during each hauling season. Gravel applied in sufficient quantity will produce a road that trucks can travel most of each year in areas of light snowfall and occasionally is warranted, but most logging roads for reasons of economy must remain unimproved and passable only a short three months each summer.

engineer who recognizes a low load giving better weight distribution and less

The safety engineer also goes along with an endorsement since he thinks public safety better guaranteed by a low, wide road held within stakes as compared to a road of less width and greater height.

So, the operator purchases trucks with ten foot bunks, figuring he can obtain a permit to operate his oversize equipment on the short stretch of public highway that separates his logging operations from millhead or mill, in that his equipment is not hazardous to others who use the same highway and better distributes the weight of his load.

Wham . . . the roof falls in! The highway department is distressed because, according to a strict interpretation of the governing issuance of permits, they are doubtful of their authority to grant permits for more than an occasional and specific movement of oversize equipment, although such has been the practice for a number of years.

So, the last session of the legislature passed House Bill 11 which gives the Idaho Highway Department authority to post conditions of highway at their discretion for which oversize equipment may operate. This would seem to offer reasonable solution to the problem, although to date in 1947 the department has displayed reluctance to exercise the authority given them as to make it of little value. Instead of sympathetic treatment which Idaho logger needs badly if he is to compete with west coast operators who are favored with many natural and valua-

able advantages, among them better roads, larger timber, and gentler climate, he encounters a batch of excuses or receives a promise of action and then one excuse after another to justify inexcusable delays.

As a last resort the operator can cut the bunks back to eight feet in width, but there still remains a compelling need for hauling a maximum size load, else those hard, round objects which bring such great comfort to his creditors and on which appear the words "In God We Trust" will not come to line his pockets. Net result . . . the logs that could have laid within the ten foot bunks go on top of the eight foot wide bunk, producing a load of greater height and one more likely to give trouble to roads and motorists.

AN AID TO LAND MANAGEMENT

There is another, and by no means minor, thing which the logging truck can be expected to help accomplish.

To attain the potential of forest land use there is need to put all forest land to work. Old growth stands of trees are producing considerably less timber than they are capable of producing. In some instances they have reached the stage where a net loss of merchantable material can be shown. Like any other crop grown in the soil, trees

should be harvested when ripe. Economically, trees become ripe for the saw when their growth rate starts to decline. If the trees are allowed to remain in the forest beyond this point, the interest on the wood investment becomes progressively less each year. If they remain until they die of old age or insect and disease attack, the investment becomes a total loss. A forest, if it is to produce the maximum of wood and return the greatest possible number of dollars to its ownership needs harvesting exactly as it needs protection from fire and disease. Each are a part of proper forest land management plans. The logging truck makes possible the harvesting of stands not otherwise profitable and will speed the date intensive land man-

agement plans can become operative in such areas.

An indirect gain accruing to all forest ownership as the result of truck logging is better fire protection in that logging roads open a country to fast travel by fire fighting crews in the event of emergency. Similarly the route of the logging truck offers advantage to



Above—Self-loading trailer has hitch which folds and hoists trailer aboard truck for return journey and another load of logs. It is called the "Paul Bunyan Loader."

the hunter, fisherman and recreationist.

The livelihood of a sizable portion of Idaho's population comes either directly or indirectly from the forests of the state. To this segment of people the logging truck has a particular and important meaning. To a nation that uses forest products so extensively it likewise holds important meaning in the aid it lends intensive plans of forest land management.

A truck were relatively crude around \$1500 and were equipped and below are great improvement, air rate of speed, are highly modern sixty-five tons and cost in the



## Highways and the Logger

By Stanton Ready, State Forester

It has been nearly fifty years since logging and pole operations in Idaho developed into a "full grown industry." Many changes in the handling of "raw forest products" have evolved since that time.

Paul Bunyon's big blue ox, affectionately referred to as "Babe" among the old time lumberjacks, has long since given way to his more agile and powerful second cousins old "Baldy" and "Buck" and "Nig" of the horse family. These stalwart old Clydes and Percherons and Shires have in turn been almost wholly replaced in the last fifteen or twenty years by various types of power skidders, included among which are various makes of "Cats" and "Jammers" (not of funny paper fame).

The cross haul team and the decking line have given way to modern power loaders. The spool carts, the high wheels and the horse drawn trucks, which were usually overloaded with less than one thousand feet of logs, have likewise been replaced by modern motor trucks. These modern trucks, ranging in size from one and one-half to ten or more tons of rated capacity, are currently being used to tap stands of old growth timber, that were, during the "horse logging" era, considered to be permanently inaccessible. Logging roads having a gradient up to 25% are being successfully traveled by trucks as large as a good sized railroad locomotive, and hauling loads of logs up to 12,000 feet, board measure.

The loggers have licked the equipment and transportation problems that they have encountered in the woods. In the vernacular of the lumberjack they are "out of the woods" on that score. Quite frequently nowadays when a logger or pole operator emerges from the woods with a load of choice Idaho logs or poles, he finds himself separated from his plant or railroad by a section of State highway upon which a more or less strict load regulation is imposed. These regulations prescribe the maximum width, length, height, and weight of any load that may be transported over a State highway. It is of small comfort indeed, to the log and pole operators to

outfit themselves with modern equipment capable of hauling 12,000 or more board feet of logs, and to have constructed the necessary mileage of logging road between his timber supply and the public highway, to be limited in the use of his hauling equipment by load regulations on the State highways.

The principal difficulty encountered by log and pole haulers on the public highway is the 8-foot maximum width limit. This limit frequently results in "top heavy" loads which are more difficult to control while moving and which are, due to their intensive rocking motion, quite likely to cause "surface breaks" in hard surfaced roads when the majority of the load is thrust upon the wheels on one side of the truck. To overcome this difficulty it would seem that wider and lower loads are indicated. On this connection it does not appear that a maximum width of 10 feet would be unreasonable or objectionable. Wide stable loads within reason are less hazardous to the traveling public than are high loads that have a tendency to sway and swerve while in motion.

Any written discussion in which log and pole haulers and State highways are simultaneously mentioned would not complete without attention of the reader being directed to two factors of great economic importance to the general public in Idaho. These factors, in order of their importance, are:

1. The State of Idaho owns outright some 830,000 acres of forest land. A substantial part of this land is located in mountainous areas, far removed from any railroad and too steep to be logged in any way other than by motor trucks. The State highways, in a great many instances, are the natural outlets over which the State timber can most economically be transported. The presence of a highway adjacent to State-owned timber invariably exerts a favorable influence on the stumpage price



THAT INSECTS, DISEASE AND DECAY ARE MAJOR ENEMIES OF OUR FORESTS IS PROVEN BY THE ANNUAL TOLL THEY TAKE. AN ESTIMATED LOSS OF \$110,000,000 AND DESTRUCTION OF OVER 1,000,000,000 CUBIC FEET OF WOOD IN AN AVERAGE YEAR. MOST OF THIS LOSS REPRESENTS OLD OVER-RIPE TIMBER THAT SHOULD HAVE BEEN HARVESTED.

which the State can expect to get. The State Endowment Funds are thus benefited.

2. Hundreds of miles of high standard truck roads have been built by log and pole operators into remote areas in Idaho. Hundreds of miles of this same type of road will be built in the future at absolutely no cost to the public. The public has always been privileged to use these roads except in times of "critical fire danger," when the areas into which the roads lead are closed. These same roads are being utilized by public forest fire protection agencies of the State, thereby reducing to a marked degree the cost of forest fire protection to the public.

There is surely no single industry, and perhaps no group of industries, which contributes as much "free" road to Idaho's road system as do log and pole operators. It would seem, therefore, that any administrative or legislative group whose duty or privilege it might be to draft or impose load regulations on Idaho's public highways might, with good reason, pursue a policy of liberal application of such regulations on log and pole trucks.

### GI TRUCKS — GI DRIVERS

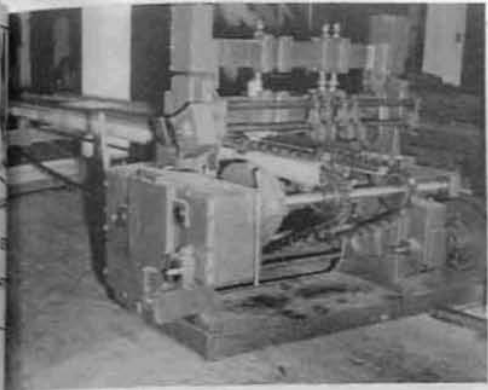
Among PFI's logging trucks are 38 Internationals — GI vintage, the well known 6 x 6. Even a higher percentage of the company's truck drivers are GI Joes, many of whom learned to drive trucks during the war. They're a right fine bunch of guys, and plenty good at the job.

Among the GI drivers is Tuffy Jordan, Camp 53, who merits a separate story at a later date. The sacrifice of a leg to his country's service, plus a battle injury to an arm which took flesh and some muscle, and a hip injury that makes it necessary to sit on a pillow, doesn't interfere with Jordan's driving a truck. At any rate he won't let the injuries interfere with the job of his choosing. There are few fellows in whom the spark of life burns any brighter.

Lipstick and fly paper have one thing in common. They catch the careless creatures who pause to investigate.

**DURABLE GOODS:** — Those which last longer than the time payments.





## New Equipment at Potlatch

Machines to make possible a further refinement of lumber manufactured at the Potlatch Unit are now on hand, with installation partially completed. Under the main floor of the sawmill a shook slicing plant, similar to the plant at Clearwater, has been installed. As compared to the Clearwater plant a number of improvements in plant layout have been effected. New equipment also offers some improvement in design.

Already in place within the new department is a Saranac stapler (left above) capable of turning out some fifty tops per minute.

Steam vats have been completed (center above). A system of conveyor chains, rollers and ball top tables will make possible easy and fast movement of pallets bearing blocks to slicing machine. Blocks to be sliced, of  $2\frac{3}{8}$ " thickness and up to 26" long, require about three hours of steaming to suitably soften the wood for slicing. Depending on thickness, more or less time is required for other blocks. Pallets carrying blocks into one end of vat, emerge from other end near slicing machine.

At right above is shook dryer which has been constructed just outside the sawmill building. Here the finished stitched cover will be dried. Baffles in top of dryer are used to regulate circulation of air.

### WIDE-BOARD GLUE PLANT

Not all new equipment has been installed at sawmill site. Upper right center is new wide-board glue plant, viewed from input side. Boards to be glued into wide panels come into plant at floor level. Steaming vats have been completed

hoist installed under floor. Center below is close-up of glue machine which requires about two minutes for complete glueing process per panel. The machine is identical to the original glue machine developed at Lewiston by PFI engineer Bowling except that it will manufacture a 54" panel as compared to a maximum width panel of 50" on the Lewiston machine. Either machine will handle boards up to twenty feet in length. A third machine has gone to the Rutledge Unit at Coeur d'Alene.

### BOX FACTORY

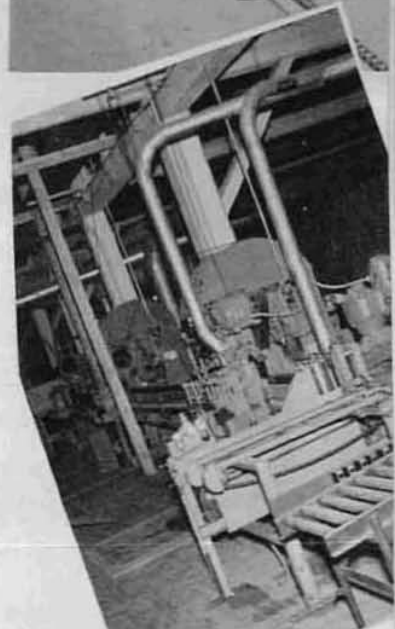
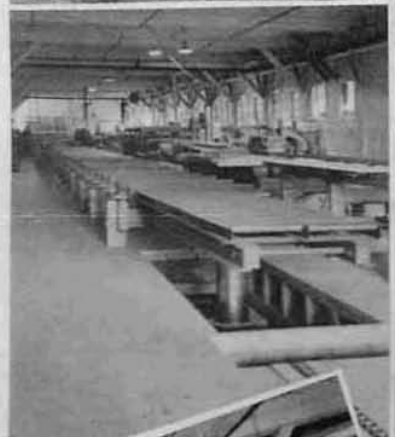
Lower right center . . . three resaws, Turner twin bands in tandem, in another new department at Potlatch—a box factory. Up to 21 pieces can be cut from a single block of wood as it goes through these machines. Blocks are fed into first machine with an automatic feeding device and are carried along by rollers.

A fan (lower right), six feet in diameter and powered with a 150 hp motor, is used to carry away sawdust and chips from box factory, glue department and laminated arch manufacturing department which is located in one end of long building that houses glue department.

### THE FUTURE

The new equipment will enable Potlatch to handle orders for specialty items, California type shook, covers for all kinds of boxes and crates, wide panels for a multitude of uses, grain doors, pallets, laminated arches, etc.

More important . . . its installation is unmistakable proof of management's belief that a good future lies ahead for this oldest of PFI's three plants—now forty-one years young.



# CONTRACT LOGGING

By no means all of PFI's logs come to mill from company operated logging camps. Over the past few years a quite respectable volume has been obtained by purchase or contract from individual logging contractors who operate entirely apart of the company. There is a connecting link only in the contract which covers purchase of logs, or, where the timber to be cut is PFI owned, specifies a flat



price per thousand feet logged which is to be paid the contractor.

The sum total of individual contractor logging has been good tribute to their resourcefulness, enterprise and managing abilities. They build their own roads, maintain their own equipment, finance their own payrolls and in all respects are private enterprise at its tough, rugged, healthy best. Many improvements in logging methods owe their origin to the individual small outfits of this character where a super-sharp attention to operating expenses is the key to low logging coats and a profit for the operator.

Few of the contractors have the absolute latest and best in equipment, and, putting it mildly, the roads over which their trucks must operate are generally something less than boulevards. An ability to improvise must be often exercised and there is daily need for employing to the fullest possible advantage tools and equipment at hand.

## PORTER — NEAR KENDRICK

One of the most successful of the logging contractors from whom PFI obtains logs is L. N. Porter, now operating in

the Kendrick area with at least three years of logging ahead of him in that region. Headquarters for Porter's outfit is a small grass covered clearing alongside the road that parallels Potlatch Creek. There aren't many buildings at campsite, but among them is a small shop, equipped to take care of all immediate repair needs to equipment . . . Porter considers careful maintenance to be among the most important items to successful operation . . . terms road building and plenty of leg-work in the selection of road route to be others.

Porter first began contract logging in 1943 in partnership with Wayne Pippenger over in the Clarkia country. In 1944 the partnership moved to Orofino. In 1945 Porter bought out Pippenger and continued from that time on with his own venture on Wello Bench near Orofino. This operation was finished in late 1946 and the outfit moved into the Kendrick area in the spring of 1947, a truck logging chance in timber that runs mostly to Ponderosa pine. Logs are hauled to a siding at Kendrick, are there loaded aboard railroad cars for shipment to Lewiston. The Kendrick job will harvest fifteen to twenty million feet of state and private timber. It will probably take three years of logging. Roads and improvements have already been built by Porter to handle about a third of the job. The country is extremely rough with alternating high ridges and deep canyons to make logging difficult. The road over which the logs must be hauled ascends from Potlatch Creek up the face of a precipitous slope, follows the contour of the canyon wall up and up through scattered patches of timber until it finally disappears into a heavily wooded section where logging is underway. The Kendrick job isn't an easy logging chance but a healthy appetite for work, a disposition allowing calm treatment of operating problems, and a "never say quits" spirit (qualities which Porter possesses in good measure) should see it through in good style.

At left above is the clearing in which Porter's buildings have been placed . . . his crew varies from eight to twenty-five men. At right, beginning with the top picture . . . PFI log buyer Jack Baggs, about to ascend steps for coffee and a piece of pie. Mrs. Porter at top of steps, boss man Porter at right (Baggs professes admiration for Porter as an operator but rates Mrs. Porter's pies as more important) . . . an old jammer, in good repair and still operating, swings logs aboard a truck (another jammer has been partially built and will be completed for use next year—the old one can then be held for emergency use if necessary) . . . the road follows the contour of the canyon wall and far below can be seen Potlatch Creek . . . logs are dumped at rail siding in Kendrick for loading on railroad cars.

During the past ten years the average of logs contracted and purchased by PFI from logging contractors has been as follows.

|                 |                         |
|-----------------|-------------------------|
| Rutledge Unit   | 8,000,000 ft. per year  |
| Potlatch Unit   | 17,500,000 ft. per year |
| Clearwater Unit | 27,000,000 ft. per year |

