

# THE FAMILY TREE

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## UNEMPLOYMENT INSURANCE CLAIMS MUST BE QUALIFIED UNDER IDAHO LAW

Because of confusion in the minds of many persons who may apply to the state for unemployment insurance benefits, several basic principles of the law have been tabulated for publication in *The Family Tree*.

"Some of our employes are under the impression that benefits will be paid by the state when a worker takes time off for illness, and this is not the case," said Henry Torsen, office manager, in outlining some of the points of the law.

A few of the more important basic principles are as follows:

1: A person making application for unemployment insurance benefits (a) must be unemployed at the time; (b) must report his unemployment to the state employment service offices in Lewiston at 319 Main street; in Orofino, St. Maries, Coeur d'Alene, Sandpoint, Wallace, Moscow and Grangeville in this district and in Boise, Caldwell, Idaho Falls, Jerome, Montpelier, Payette, Pocatello, Preston, Salmon, St. Anthony and Twin Falls.

2: Such person must register for work, be available, willing and able to work.

### Waiting Period Set

3. Total unemployment for a period of three weeks is required. The three weeks need not be consecutive, but may be accumulated over the period of 13 consecutive weeks immediately preceding any week for which benefits are claimed.

4: Social security numbers must be presented for identification purposes when making a claim.

5: There are two periods on which the operation of the law is based: a base period which is the first eight out of the last nine completed calendar quarters, starting January 1, 1937—and a qualifying period which is the first three of the last four completed calendar quarters, during which time he must have earned at least 16 times the amount of his weekly benefit payments. Had he not worked at any

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## Jamboree Coming

The fifth annual Jamboree of Potlatch Forests, Inc., will be held at Potlatch on November 5.

Mr. J. J. O'Connell, manager of the Potlatch unit, is making plans for the program and says he will have a good boxing card and smoker during the evening.

Further details will be announced later.

## Waterway Dredged

Dredging of the waterway under the log slip of the Rutledge unit at Coeur d'Alene, carried out under the direction of L. Brotherton of the St. Joe Boom company, has been completed, according to word from that plant.

The dredging deepened the channel sufficiently to allow operations during the low water period common at this time of year.

Rutledge unit workmen have steadily improved the waterfront at the mill and drift and other debris accumulated there in past years has been entirely removed.

## Phil Pratt Home From Eastern Trip Brings Good News

The lumber buyer in the east who takes genuine Idaho white pine is a mighty particular kind of customer, and Phil W. Pratt, sales manager, says "let's keep him that way."

Mr. Pratt returned recently from a sales survey of the east and said:

"Since leaving home six weeks ago I have visited 11 states that use 75 per cent of all the Genuine Idaho White Pine we ship—and several other states (He lists them as Montana, North Dakota, Minnesota, Wisconsin, Illinois, Michigan, Indiana, Pennsylvania, Ohio, New York, Rhode Island, Connecticut, Massachusetts and New Jersey).

"I have contacted 76 Weyerhaeuser Sales company men who sell our lumber, as well as a number of wholesalers and retailers. It has been very interesting to talk to the men on 'the firing line' and to study their problems with them. Idaho White Pine has suffered the past few years, as all other quality products have suffered from severe competitive conditions. In so many sales, price seems to be the deciding factor rather than quality.

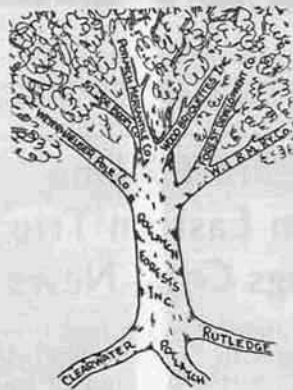
"Back in the east we compete against cypress from the south, redwood from California, eastern white pine from Maine and Canada, Pacific coast white pine from the west, spruce from Canada and Russia and Ponderosa pine and fir from our own territory.

"The principal item of low grade boards used is yellow pine from the south.

"Our Genuine Idaho White Pine is only used for specialty purposes such as outside trim and cornices, shelving, paneling, etc. It is purchased in very small amounts by the consumer and every piece is subjected to careful scrutiny. The grades and millwork, and cleanliness of the stock mean much to the buyer, as the buyers often do not know grades and judge everything by appearance. A

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# THE FAMILY TREE



Published by Potlatch Forests, Inc., Once Monthly for Free Distribution to Employees.

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- John Aram, Lewiston, Idaho.....Assoc. Editor
- Miss Mabel Kelley, Potlatch.....Assoc. Editor
- Miss B. Stoddard, Coeur d'Alene.....
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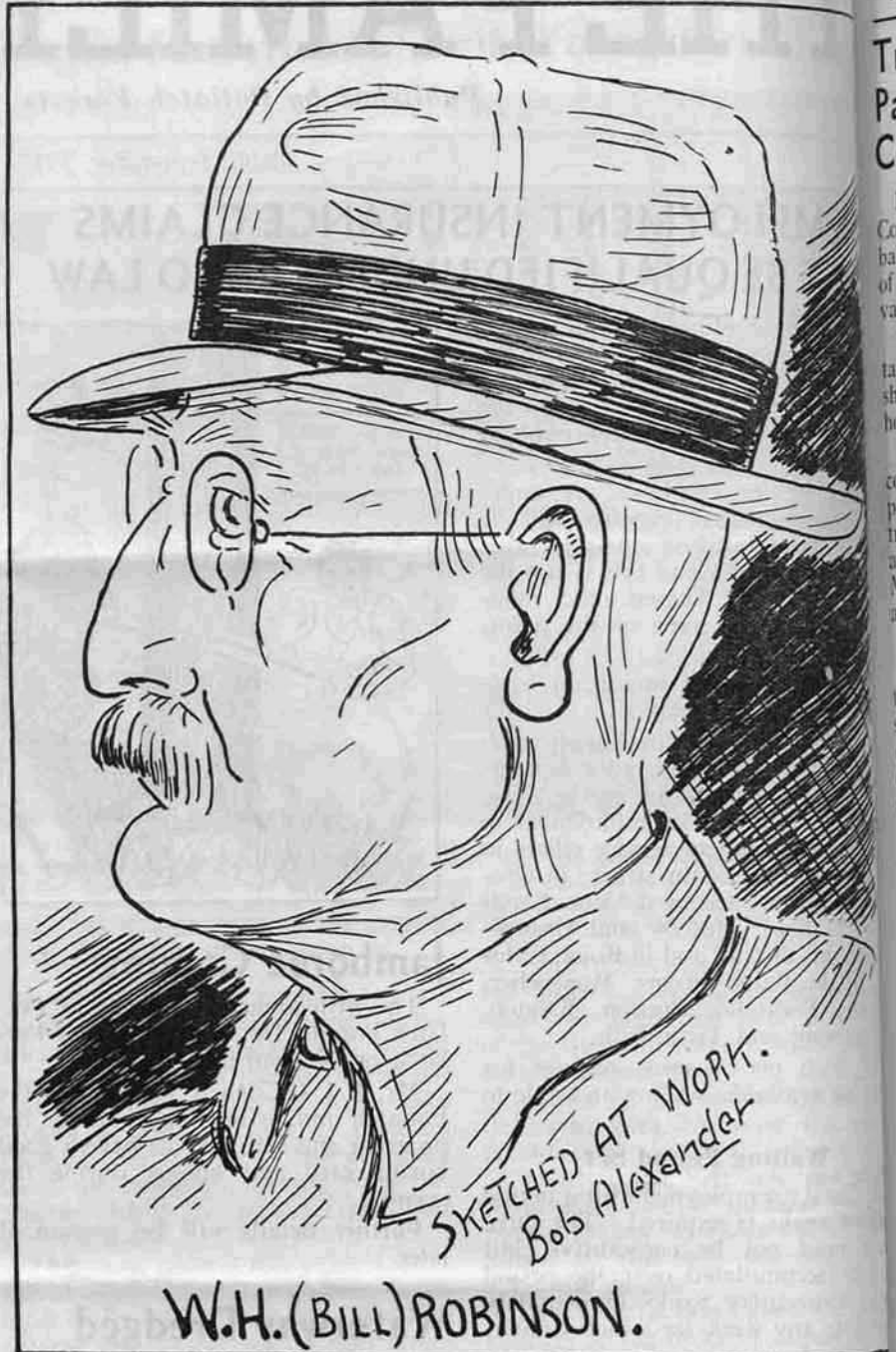
*"He has a right to criticize who has a heart to help."*

## Down the Editor's Alley

'Stoo bad the University of Oregon had to show up W. S. C.'s weaknesses so early in the football season by trouncing the whiskers off Butch 11 with a 10 to 2 win at Pullman September 24. Condolences were offered Dave Troy in all sincerity by the editor of *The Family Tree*. Dave (Mr. Smoothie) comes back with "Thanks, but when will the fall and winter issue of *The Family Tree* be published?"

It was right down the editor's alley when Ted Bank's Vandals of Idaho defeated Oregon State college the second time in what Bill Gregory of The Oregonian calls a "King's X" game. How long will it be before they make these King's X games count as big as the scores? Idaho swamped O. S. C. 13 to 0.

Tsk, tsk! for the reply Leo Bodine got from Professor Bob Evendon. Leo wrote calling attention to a report regarding the score in the O. S. C.-U. of I. game, giving O. S. C. five touchdowns. He suggested that Professor Evendon ask newspapers for a retraction of statements that Idaho won 13 to 0. The reply was brief: "Please go to hell!"



WILLIAM H. (BILL) ROBINSON, dean of graders, Potlatch Forests, Inc., has laid down the tools of his trade for a well earned rest. On September 10, "Bill" retired from active work after 30 years of grading lumber at the Potlatch plant.

Oldest in point of service and perhaps in years as well, Mr. Robinson reached the age of 76 on July 13, 1938. When the long whistle blew on September 10, he returned to his farm tract on Fiddler's Ridge where he has a substantial home and where he expects to "take it easy."

One of the great tragedies of his life occurred in 1918 during the World War when one of his sons, Clifford "Click" Robinson, went down on the S. S. Tuscania.

Hailed for years as most expert of his trade, Bill Robinson helped to build up the excellent reputation held by the Potlatch plant. His loyalty, faithfulness and work well done earned him the friendship and respect of co-workers from management on down the line.

Twenty-three years ago Otto H. Leuschel, assistant general manager, started to work in Alley 12 of the dressed shed at Potlatch, with Bill Robinson. The retirement of the general grader brought him a letter from Mr. Leuschel, saying in part: "I appreciate the opportunity I had to work with you. That was 23 years ago and you were a veteran of Potlatch then. We all of us wish for you many years of peace and contentment and hope that you will do things you want to do and take a lot of pleasure in doing them."

## Traveling Nu-Wood Panels Shown in Coeur d'Alene

In the office of the Rutledge unit in Coeur d'Alene is a new display of balsam-wood and Nu-wood consisting of nine panels, one of which illustrates variegated Nu-wood planking.

Two smaller panels show the light tan Nu-wood board and another shows tile and a wainscot in light mahogany coloring.

Property of the Wood Conversion company, St. Paul, Minnesota, the panels have traveled all over the country and have been shown in Minneapolis, Kansas City, Detroit, Des Moines, Sioux Falls, Denver, Spokane and now Coeur d'Alene.

Further description says:

"Two smaller panels are made of tempered tuff-wood suitable for wainscot, kitchen and bathroom walls, and, or, wherever a hard surface is required. On the strip next the center many different types of Nu-wood tile are displayed in ivory, tan and variegated colors.

"All wood 'kolor-trim' molding is applied on these panels in colors harmonizing or contrasting with all shades of Nu-wood. The center panel is cased in glass and it is devoted to proper construction methods. This shows studding and Nu-wood insulating sheathing and the proper application of balsam-wood."

## Golfer Beats Par With Double Eagle

Rollie Johnson, of the Potlatch unit golf team, scared away all the little birdies and went in for some real big game on the Pullman course on Sunday, Sept. 18, when he sank the ball for a two on No. 9, a 465-yard chance, and a double eagle.

It was in the return match between Potlatch and Lewiston units with Potlatch being represented by Johnson, J. J. O'Connell, Walter Gamble, A. A. Segersten, Hart Hansen, Paul Tobin, and Shelt Andrews and Lewiston's flag carried by Henry Torsen, Leo Bodine, Roy Huffman, Harry Rooney, Jack Baggs, Bill Boie and Dave Troy.

Results of the match? Lewiston players are reticent and Potlatch players dignified. It was said that as be-

tween Rollie Johnson and Leo Bodine, the former went around in a 44 and a 42 while the latter clipped a 44 and a 43. Other results weren't mentioned, although it was admitted Potlatch won, and in spite of it being Paul Tobin's best day.

### Attending Jubilee

Walter Gamble of Washington, Idaho & Montana Railroad, and Mrs. Gamble, of Potlatch, left for Chicago early this month to attend the Silver Jubilee of the National Safety Council and also the annual meeting of the American Short Line Railroad association, of which Mr. Gamble is a member. He will represent Potlatch Forests, Inc., at the Silver Jubilee of the National Safety Council and will announce there that Potlatch Forests, Inc., claims a new national record for saw and planing mills, having gone over 448,900 man-hours without a lost time accident.

## Visitors

Visitors in Lewiston general offices during the past month included Tom Dougherty of the Dougherty Lumber company of Cleveland, Ohio.

Louis Rubenstein of the Rubenstein Lumber company of Chicago was also a caller.

From St. Paul and the central zone headquarters of the Weyerhaeuser Sales company, C. J. Mulrooney, assistant general manager, and Mrs. Mulrooney were visitors.

Dr. A. I. Bouffleur, head of the Western Hospital association, was a visitor in Lewiston recently from Seattle.

Ralph McCartney and Hugh Campbell, manager and assistant manager of the Weyerhaeuser Timber company at Klamath Falls, Oregon, were Potlatch visitors on Tuesday, Sept. 20.

This year's cut of dry lath in the Rutledge unit plant at Coeur d'Alene has been taken down from piles in the yard and stacked solid. A roofing was put over the lath.

### Doctor Gets Honor

Dr. F. C. Gibson and Mrs. Gibson left for New York recently where Dr. Gibson will be admitted to the American College of Surgeons. He is in charge of the company's hospital at Potlatch.

## Old Man Hazard Just About Licked At Clearwater Plant

Workmen at the Clearwater plant have a double Nelson and a leg scissor on old man Hazard and the national record for "no lost time" accidents, and expect to toss the hoary bone crusher out of the ring by October 10, according to the statements of Tom Sherry, safety supervisor.

Backed by the Temple Lumber company of Pineland Texas, the national safety record of 448,900 man hours of no lost time accidents was challenged by old man Hazard early in 1938. Being unable to compete, the Temple Lumber company was said to have forfeited the match and Hazard challenged all comers. The challenge was taken up by Workmen at the plant on May 24.

Workmen and old man Hazard entered the ring at even weight. They glared at each other.

The gong. Hazard rushed into the center of the squared circle and tried to butt Workmen. Workmen sidestepped and reached for Hazard's arms. Workmen got a wrist lock on Hazard and they both went to the floor. Hazard tried to worm his way to the ropes. Referee Doc Baldeck broke the holds.

For several weeks the opponents stood in the middle of the canvas toe to toe. The man-hours without a lost time accident piled up to 55, to 85, to 185. Hazard and Workmen stood locked. More hours ticked off on the face of the clock. Up into the thousands they went. Then hundreds of thousands.

Timekeepers D. D. Lyells, Dave Troy and George Hudson alternately dozed and brushed cobwebs from their faces as the hours lengthened into more hundreds of thousands. Still Workmen and Hazard struggled and grimaced at each other. By October 1, they had been pulling muscles and pushing flesh for 411,511 man-hours.

Then, October 4, old man Hazard showed signs of weakening. The grip he had in Workmen's hair loosened. His knees wobbled. There were 420,000 man hours gone and the challenger was about gone too. On the 5th Workmen suddenly twisted behind Hazard and slipped a double Nelson over his head. They went to the floor in a cloud of dust. Workmen threw a leg scissors on.

(Decision later)

### Unemployment Insurance

(Continued from page one)

time during the first three quarters of a four quarter period, he would be ineligible for benefits.

Here is a typical case as an example:

(a) A man worked steadily through 1937 and until August 31, 1938. His base period was from January 1, 1937, to March 31, 1938, and the wages earned by him during this period was the basis upon which total benefits were determined.

(b) He had worked the first three of the last four completed calendar quarters which included the time from July 1, 1937, to March 31, 1938. That was his qualifying period. He had also worked the fourth completed calendar quarter which ended June 30, and part of the fifth calendar quarter which ended September 30, but neither of these quarters was counted. Only the first three of the last four calendar quarters have any effect on his qualifications.

#### First Payments Begin

(c) On September 21, when Idaho's first payments under this law could be made, this man had served his three weeks' waiting period of unemployment and was eligible therefore on that date to receive his first payment.

(d) His most recent earnings during the base period were \$23.08 per week. His weekly benefits amounted to 50 per cent of that amount, or \$11.60 per week.

(e) His wage credits amounted to \$250, or one-sixth of his total earnings, which were \$1,500 during the base period from January 1, 1937, to March 31, 1938.

(f) Earnings during the qualifying period, which as mentioned before must equal 16 times his weekly benefit amount, came to \$900. He earned that amount during the first three of the last four completed calendar quarters.

(g) Under the law he was entitled to receive the total amount of his wage credits which came to \$250, or 20 times \$11.60, which was the 50 per cent of his weekly earnings, whichever was the lesser. In this case 20 times his weekly benefit was the lesser, and came to a total of \$232.

(h) The current benefit year is from September 21, 1938, to September 21, 1939. When this man has received his total benefits at the rate of \$11.60 per week, he will not be eligible for more during this benefit year.

### One Found Ineligible

Take the case of a man who applied but was found ineligible:

(a) This man worked from April 1, 1937, to August 15, 1937. On September 1, 1938, he applied for benefit payments.

(b) His base period was from January 1, 1937, to March 31, 1938.

(c) His most recent earnings during this period were \$30 per week. His weekly benefit amount would be 50 per cent of this, or \$15.

(d) But he must have earned at least 16 times his weekly benefit amount, or \$240. As he only earned \$195, he was not eligible.

"A careful study of the foregoing will help many persons who may, now or later, wish to apply for unemployment insurance payments," Mr. Torsen said.

"Under the Idaho law an unemployed person may receive up to and including 20 payments, providing his wage credits are sufficient and he has not secured employment in the meantime."

"He is also required to report to the employment service office each week during the time he is receiving benefit payments.

"Funds for paying unemployment insurance benefits are collected from the employer by a 3 per cent contribution on the total amount of his payroll. In the case of the Potlatch Forests, Inc., where several thousand men are employed each year, this comes to quite a sum of money.

"The worker, on the other hand, does not contribute to this fund and it should not be confused with the federal old age insurance, into which fund both he and the company pay a percentage of his monthly income."

### Brush Fire Put Out

Fire of unknown origin, starting in brush just across the road from the Rutledge plant's east gate on Tuesday night, September 27, was quickly extinguished by the Coeur d'Alene city fire department.

### Not Appreciated

Feline and canine loafers that found havens under the buildings of the Rutledge plant at Coeur d'Alene in the past have been given the bum's rush. The popularity of the plant among stray alley Toms and roving flea hounds was not appreciated.

### Phil Pratt Home

(Continued from page one)

little carelessness in milling, grading or loading often loses us the next order and sometimes even the customer.

"We may think some of the customers are 'finicky' and that is right—they are so 'finicky' they want the best lumber they can get and that is why they buy Genuine Idaho White Pine. "Let's keep them 'finicky' so that other fellow won't get in and pry the loose from us.

"I have visited with many old Potlatchers and they are all interested in the men at the mills and want to know about the gang and be remembered by them. Among others I have seen Ambrose Fredrickson, Jack Irwin, Phil Boyd, Chuck Johnson, Walner Peterson, Ray Lundquist, John Hutchinson, Dave Bartlett, Stan Brandenburg, Sam Delyea, Dave Ferguson, Joe Lusk, Earl Williams, George Mill, Zachary, Les Nelson, Max Williams, Fen Cady, Al Brown, Clarence Lindstrom, Jud McMillan, Grover Perdue and probably others I have forgotten to mention.

"These boys all have a warm spot in their hearts for Idaho and are working with us to keep Genuine Idaho White Pine moving and the mills running.

"They hope for a pick-up in business this fall—present indications point that way. I spent a lot of time and effort to stir up some business back there and know the fellows at the mills will back up everything I said about our good lumber, good millwork, dry stock, quick shipment and all that line of stuff I've been giving them and the salesmen have to promise these days to get orders."

### Lewiston Rotary Club Visits Plant

Members of the Lewiston Rotary club featured their meeting on Wednesday, September 21, with a "Potlatch Forests, Inc." program and to make it really good, held their meeting at the Clearwater plant unit.

Under the leadership of Charles Lame, president, and Don Beier, chairman of the program committee, the Rotarians convened at 11 a. m., and were taken through the sawmill and the new Pres-to-log plant. Luncheon was eaten at the cafe on the ground and several of the Rotarians remained to go through other parts of the plant before returning to their businesses in town.

## Kiln Tests Made In Clearwater Plant

Concluding a series of tests in drying lumber during the past four months at the Clearwater plant of Potlatch Forests, Inc., Carl A. Rasmussen, scientist of the Western Pine association, has packed up his instruments and graphs and departed for Portland to analyze the results and report back to member mills.

Experiments, in cooperation with Potlatch Forests, Inc., were extensive and were conducted only on white pine. They are expected to result in a definite knowledge of the rate of airflow in kilns for the most efficient method of drying this type of lumber, Mr. Rasmussen said.

"Before making this study," he added, "a laboratory kiln was remodeled to make it more versatile. This kiln will hold one load of lumber, or about 8,400 board feet of 16-foot stock. Very large fresh air intakes and vents make it possible to expel moisture faster than it leaves the lumber. By doubling the heating capacity more than enough heat to dry the lumber is available, so all in all, the kiln can be used to practically all extremes in drying."

In the tests carried on here, the load of lumber rested on a scale platform suspended from the roof of the kiln, a lever arm connected to the scale beams transferring the load weight to the scale dial in the operating room.

Scales with a capacity for 36,000 pounds and weight changes as small as five pounds and which could be read at any time during the drying process, were used by Mr. Rasmussen.

"In making the series of test runs, everything pertaining to the operation of the kiln was kept constant," he continued. "The only thing varied was the airspeed. This was changed for the various runs by changing the fan speed. Each time a change was made, a motor of suitable size was installed. The motor sizes ranged from one-half of one horse power to 30 horse power, and the airspeeds varied from 70 to 330 feet per minute.

"During the run weight loss was recorded every two hours until the load was dry. By plotting the loss in weight against drying time a curve can be drawn representing the rate of drying.

"At the present calculations of data obtained has not been made but as soon as it is analyzed the results of the experiment will be given the associated mills."

## California Gets Its Rainbos by Carload



Just another carload, yawned Roy Huffman, when he showed this picture of a flock of boxed Rainbo-logs being unloaded from a freight train at Emeryville, California, recently. It's a common sight, this unloading of Rainbos shipped from Lewiston to other parts of the country but this is the first picture of it anyway.

## Five Hundred Carloads of Cedar Poles Decked At Ahsahka This Year for Market

With Knight Brothers totally loaded out, the Weyerhaeuser Pole company so far in 1938 has approximately 500 carloads of cedar poles yarded and decked at Ahsahka. Three hundred and forty of these cars were from Knight Brothers and 60 came from other contractors.

Another 9,000 poles were driven and yarded in during July. River poles came from Camp R and A. B. Brown on Telephone creek.

During the month of October the company will be engaged in shipments to the Minnesota Transfer.

Between 40 and 50 men were employed at the Ahsahka yard during

the last summer and it is expected that there will be a pretty fair sized crew there all the coming winter.

Work at Bovill has been steady all summer, two cranes loading orders. July was the heaviest month for shipments from this yard. There are about 100 carloads yet to be brought in to Bovill, 25 cars to be loaded at Harvard and from contractors and from Camp 33, and another 75 cars from Camp 34, being trucked by A. B. Brown.

Bovill yard has employed between 30 and 40 men all summer.

## First Aid Classes Are Started Again

Off to another good start in first aid instruction, classes were started during September at Lewiston with 34 students enrolled, and with Oscar Swedland, Red Cross examiner, in charge.

Two separate classes are being conducted, one a class of standard instruction, and the other in advanced work. Included in the advanced class are two Idaho state patrolmen, Harry Clark of Lewiston, and Pete Hansen of Orofino.

"Approximately 100 employes of the Lewiston mill have taken the standard first aid classes," said Oscar. "Men who are interested in studying first aid in

either the standard or advanced classes may enroll by inquiring at the Clearwater plant employment office.

"After the present groups have completed their work, classes for women may be started. In these classes preference will be given to enrolling wives of Potlatch Forests, Inc., employes. From time to time first aid classes will be open for other non-employe persons after the requirements of the employes who desire to study first aid have been cared for."

A restaurant diner reports finding a chunk of rubber tire in a recent order of hash. This may be taken as the final proof that the automobile has definitely replaced the horse.

## Clearwater Woods

### Camp T

By the time this issue of *The Family Tree* is out, Camp T will have done its bit for the summer season of 1938. Camp T now has its quota of 10 million delivered to the river and all there is left to do is to pick up what was sawed over and above the 10 million and to skid and flume right of way logs along the flume for a distance of three miles down, get a few thousand that were cut along Benton creek truck road, and then fold up for the winter.

The crew here is down to about 90 men. Only one cat skidding crew is working and four trucks are hauling from the jammer which skids and loads.

### Camp 20

Getting a late start in 1938, Camp 20 is opened and the boys are giving her the tar. Close to two and one-half million feet have been sawed and more than a million already skidded, although at this writing it has been only a week since the start. Twenty-two cars per day are being loaded.

Morey Thompson is pushing camp. Ted Carmen is saw boss, Charlie Shannon, clerk, and there is a crew of 170 men on the job.

In the kitchen Eddie Marsh and "Stef" with his bow and arrow hold forth. "Stef" says he'll take the bow and arrow to Europe with him to help still some of the turbulent politics over there.

Knute Hove has a crew working here on track maintenance.

Camp 20 claims to have the biggest man in the outfit, Big Bill Ashley, who is driving a "60" on the Carco haul.

Also, this camp claims some champion snuzzle roarers whose nocturnal wheezes remind one of the bellows of Taurus. The very rafters ring.

Maximum production with minimum mishap is the slogan for Camp 20.

### Knight Brothers

Knight Brothers have folded up after a long season of cedar making and yarding out. This outfit made about 26,000 poles. They were trucked to Camp 14 and loaded on cars there for the yard at Ahsahka.

G-Man: "Got away, has he? Did you obey my orders and guard all the exits?"

Village Cop: "Yep, now we think that slicker must have slipped through one of the entrances."

## The Timber Beast's Farewell

I'm leaving you once again,  
As oft I've left before,  
This time I'm sure, I'll go for keeps,  
I'll not come back for more.

I'll never grade a two for three  
Or nail another door.  
Goodbye, the sawmill's screaming  
whine,  
So-long you planer's roar.

I'll never smell the pines again  
Nor at the boss get sore.  
There's neither mills nor any boss  
Upon the Golden Shore.

Farewell, the peevee's slipping shank,  
Adieu, the bullock's roar:  
"Come on you bohunks, tumble out,  
"Let's hear them hit the floor!"

I'll never file a saw or axe,  
Or fear old Jack Frost's hoar.  
It's warm and cozy where I'm due,  
So sawmills, au revoir!

—Walt Jardine.  
Rutledge Unit.

## Western Pine Assn. Revises '38 Directory

The Western Pine association has published a revised directory of membership, corrected to September 15, which replaces the one issued last May 10.

The listings of the member mills and tabulated data pertaining to their products have been revised to cover changes and additions that have developed since the previous directory was printed, so the information shown is currently complete. As in previous issues, the revised directory of membership is an eight-page folder, 8½ inch by 11 inch in size, and punched for a three-ring binder, which may be easily folded for mailing or pocket use.

Copies will be sent without charge by addressing the Western Pine association, Yeon Building, Portland, Oregon.

The passenger ran down the pier just as the boat pulled out. The boat had moved out about four yards, when the fellow jumped for it. Landing on the deck on the back of his head, he lay stunned for several minutes. When he came to, the boat was several hundred yards off shore. He looked back, blinked, and shouted:

"Holy smoke! What a jump!"

## Potlatch Installs New Trimmer Rigs With Conveyors

Housing a new trim saw, the Potlatch unit recently completed a building 33 feet by 60 feet, as a lean-to on the monorail shed. Nine 22-inch saws and three motors on conveyors are included in the equipment, which was part of the Elk River mill when that plant was in operation.

This new trimmer is capable of 40 logs per minute and cuts boards up to three inches in thickness and 20 feet in length. An automatic shift, operated by a workman's foot, has been installed and this obviates the necessity of nine air cylinders.

"The installation of this equipment has filled a long-felt want at Potlatch," said Paul H. Tobin. "Broken lumber while it developed slowly, accumulated steadily and there was always a problem of getting it properly trimmed to pass the planer. Then too, orders for rough, especially thick selects and shop contain a small percentage of boards which should be trimmed in the rough.

"The yard now has a better chance to work out the length preferences required by the customer. In the past, to accomplish this, Potlatch has had a two-saw trimmer with one moveable saw. It was at best a clumsy affair, slow and exposed both operator and stock to the elements.

"With the new set-up trimmed production is increased. Everything, including lumber and operator, is under shelter. It keeps the east belt line track open for normal traffic, since it will not be blocked with loads from the saw trim. All trim ends and sawdust drop into conveyors and are taken to the hammer hog in the planer and on into the storage vault of the Pre-to-log plant. The former practice was to shovel this refuse into yard trucks, from which it was either sold for wood or rehandled into the hog."

I am not much of a mathematician  
said Carelessness,

But I can add to your troubles,

I can subtract from your earnings,

I can multiply your aches and pains,

I can divide your attention,

I can take interest from your work  
and thus

I can discount your chances of  
safety.

## New Adventure With Logging Machinery Rescues Isolated Timber and Employment

By HARRY ROONEY

During the last seven or eight years equipment has really come to the rescue of the loggers.

During the depression everyone got down to brass tacks and really began to figure cheaper ways of handling timber. We still use lots of horses, about 350 head, but we have a big bunch of "cats," about 60, made up of all kinds, makes and sizes. Most of the small tools are the same as they were 20 years ago. Recently we had a sales manager from one of the largest logging tool manufacturers in our woods expressly to look over the possibility of improving the design of many of our tools.

The "bulldozer" is the most important equipment discovery. It affects costs of logging in a good many ways. Heretofore, woods roads were built by Swedes, snoos and powder. They were slow and expensive. The bulldozer has cut this cost in half, doing the work with a smaller crew in much less time. The dozers are used to build truck roads, skidding roads and railroads. There are two kinds of dozers, (1) bulldozer, with blade straight across the front, (2) angledozer, with the blade adjustable to any angle desired.

### Angledozer Popular

Both kinds of dozers are made for all sizes and all make of tractors. On arterial highway work the big, heavy 75 horsepower tractors with dozers seem most popular; whereas, in the woods the smaller angledozers of about 45 to 50 horsepower are most desirable. They are more flexible, faster and on account of working on side hills are very seldom able to get a full load of dirt ahead of the blade.

The most popular dozers seem to be the Isaacson and the Le Tourneau. The Isaacson is operated by a hydraulic oil pump, securing its power from a power take-off on the rear of the tractor. The blade is lifted up or forced down through a series of arms and levers connected to the oil pump cylinder.

The Le Tourneau dozer is a little lighter than the others. The blade is operated by cable on a single drum attached to a power take-off on the front end of the tractor. Because of its lighter weight it is more responsive to the operator.

Among the other makes of dozers

are the "Willamette-Hyster," "Le Plant Choate" and the "Master."

The use of dozers has changed our logging methods in a good many ways. The first change came in the skidding. Dozers build roads into small stands of timber for tractor skidding at much lower costs than by the various other ways, such as expensive railroads, chutes, or dray hauls. Dozers can build good cat skidding roads for \$6 to \$10 per station (100 feet), depending on the amount of clearing necessary. Man built roads cost an average of \$15 per station.

Dozers build roads quickly and cheaper. Consequently, more roads are built. They have made the back ends of the long draws accessible to machinery. This is particularly true of truck logging. Without the dozer, truck logging would not be feasible.

### New Roads Created

Our truck hauling camps are a network of roads. The new adventure in logging has caused the lumberman to go back and pick up isolated tracts of timber. The Logging Congress at Seaside last year (September) devoted most of its time to the road building and truck hauling end of the logging business.

Motor trucks have been used in the woods for the past 15 years, but not until the advent of light, fast, inexpensive one and one-half ton dual tired trucks with trailers of recent years, together with the dozers, have they played a dominant part of any logging program. The tendency now seems to be toward heavier trucks of two and three tons capacity. On the coast, in the heavy timber, three to five ton Diesel trucks are favored.

Tractors have been in the woods for a long time. However, they are important because of the new developments continually being made around them. The Diesel motors have been a great help in lowering the cost of operation and also have added a better type of power with a lower fuel cost. All of the tractor manufacturers make Diesel machines, each one using a different method to ignite the Diesel fuel.

Caterpillar tractors use a full Diesel engine that fires on about 500 pounds compression. They use a small auxiliary gasoline motor to warm up the Diesel motor. The International Harvester company makes a Diesel

## POTLATCH WOODS

### Camp 32

Due to new logging operations started during the latter part of September, Camp 32 has increased its crew of men. Fourteen gangs of saws are at work and teams were expected in from Camp 34 by the end of the month.

Brush piling at Camp 32 is all finished.

This camp should be in operation at least until Christmas.

### Camp 34

With the month of September gone, Camp 34 has approximately four and one-fourth million in, with a summer total of 12 million to date. This is three million over last year's cut. Another two weeks should see all down timber on the Camp 32 landing.

The cedar makers have been laid off. Five thousand poles were made. Up to this time half of them have been hauled to the rail landing at Camp 32.

Saw gangs have also been laid off, but about 25 men have been put on brush piling.

### Camp S

This camp is just about done for this season. Around 40 men remain in camp. Logging has been completed and a small crew will take care of the brush, and some roads will be built. There are plans to move old Camp R to a new location. This camp was built on skids, and the buildings will be moved by tractors.

tractor that starts on gasoline and then switches over to Diesel fuel. It has spark plug system to ignite the Diesel fuel at about 300 pounds pressure. The Allis Chalmers use about the same principle as International. All Diesel tractors operate at about 40 per cent saving in fuel costs over the gasoline tractors.

### Costs Are Lowered

Tractors have helped lower logging costs in a great many ways. Skidding arches are a recent addition to tractor logging. They lift one end of the log up eliminating about 50 per cent of the dragging friction. A tractor pulling an arch can skid twice as much timber in a day. They are particularly effective on long hauls in large old growth white pine. The logs are cut in 32 and 40 foot lengths. One arch can handle about four thousand or five thousand feet per trip. Several years ago we bought two "Carco"

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### New Adventure

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arches manufactured by the Pacific Car & Foundry company of Seattle. They were purchased for a particular job and we figure they paid for themselves in one season's operation. The Willamette-Hyster company of Portland make a very satisfactory arch.

The coast loggers are finding cat-arch logging cheaper than the donkey methods. Small logging outfits use them almost exclusively. Arches come in three sizes: small, medium and large. We use the medium size, whereas the fir and ponderosa pine operators use the large size with the 75 horse power tractors. Our arches are shifted from one place to another according to character of the timber to be logged.

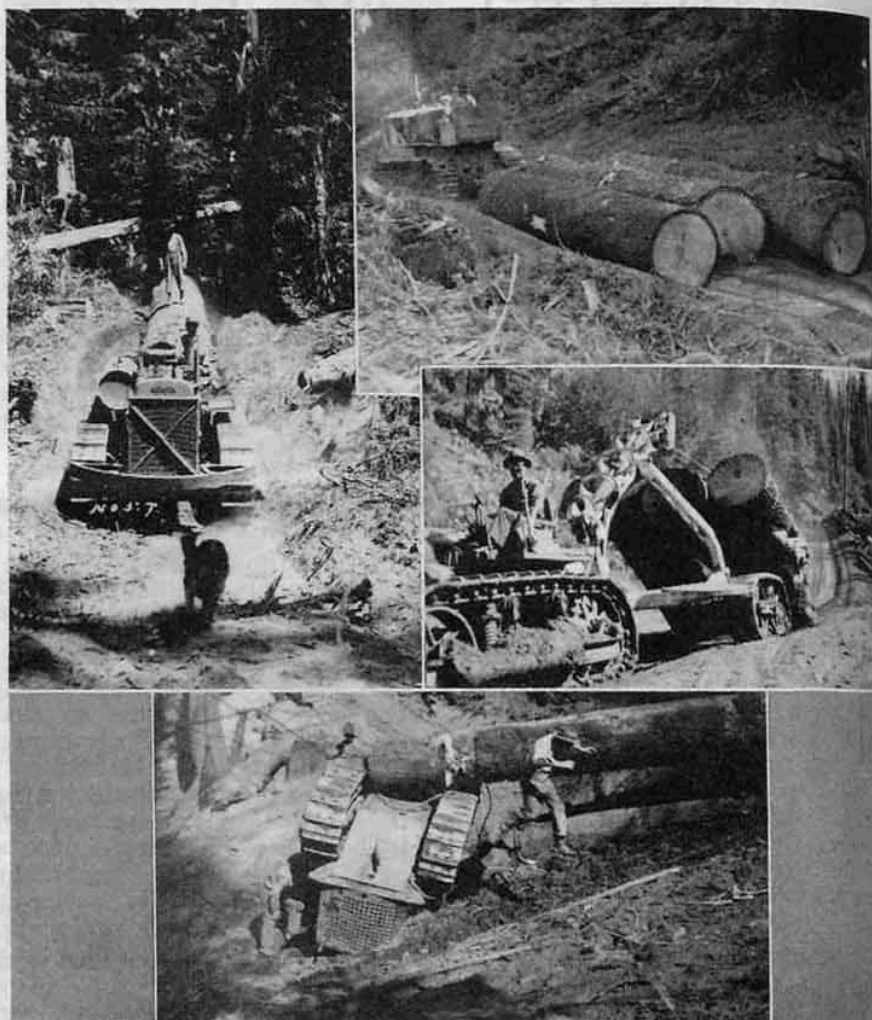
Last summer we purchased two five yard Koehring "wheel dumpers." These machines are used to haul dirt from a shovel working on railroad spur line construction. With a haul of 200 to 400 yards, two dumpers will take care of a one and one-half yard Diesel shovel. They have two 42x9 lug tractor type rubber tires for carrying the load, with two 34x7 tires in the front for steering. These machines have greater speed than our old tractor crawler type "iron mules."

Truck logging brought with it many accessories. To date no company has developed an efficient, portable machine to load logs on trucks. The most popular outfit in the white pine section is a loader built on a secondhand three or five ton truck. Some of these units have a power take-off, others have an auxiliary gasoline motor. These loaders generally consist of a mast with a boom extending over the end of the truck. A single drum raises the log from the skidway and lowers it on the truck.

#### Loader Costly Machine

Two years ago we purchased a "Cherry Picker," correctly called a "Loadmaster." This machine is built over an R. D. 7 Caterpillar by the Bucyrus-Erie company of Milwaukee. It has a swinging crane that revolves around the tractor. The Loadmaster is the most efficient log loader in the woods and, of course, costs about five times more. It skids logs to the road within a radius of 200 feet on either side at a very low cost with a crew of three men. During the winter the Loadmaster decks logs for the sleigh haul and also turns around when the sleigh haul begins and loads the same logs on the sleighs. It can handle from 150 thousand to 200 thousand per day. During the summer we converted one

## Men and Machines Cut Logging Costs



Here are some samples of men, machines and logs in the woods. Upper left: hauling out a big one. Upper right: some fair samples of Camp T's output skidding on a path. Right center: the Carco skidding arch in use. Below: just one of those things, an upder.

of our D-2 Bucyrus-Erie shovels into a log skidder and loader. For large white pine this machine is very efficient.

Motor patrols are now having our attention. At present our roads are maintained by a Cat pulling an old fashioned road grader requiring two men to do an unsatisfactory job expensively. Next year we plan on buying several "motor patrols" to maintain our present system of roads. They cover more ground than the other outfits at less cost.

Equipment manufacturers are constantly studying the logger's problem. It is interesting to note that with each piece of new equipment we lower our costs. Since we are a large outfit we must depend on volume production to be competitive.

#### More Men Employed

White pine is, by its nature, expensive to log. The better the equipment the cheaper the logs and the more men we can employ. It is essential that we be continually on the lookout for new and cheaper ways of getting our logs to the mills. There is an old saying, "You can't teach an old dog new tricks," but the old dogs of Potlatch Forests are keeping in step with the times.

Wars and rumors of wars recall a lot of choice stories. One of the best was the one where the general had the recruit slapped into the brig. "Don't you know who I am?" shouted the general. "I'm the commanding general here" Replied the recruit. "General that's swell. They just made a private outta me."