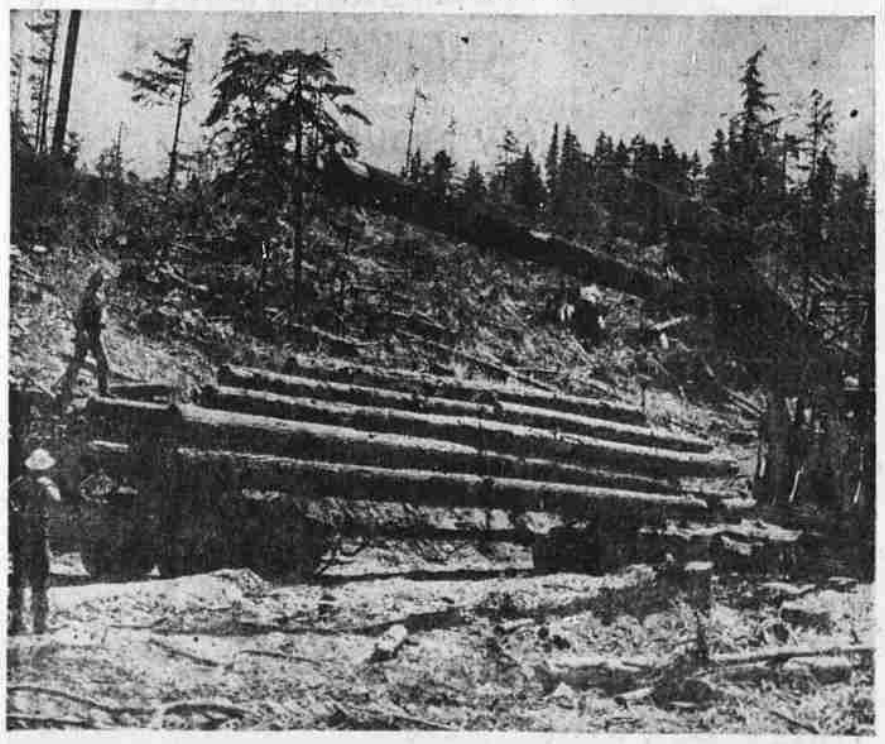
HIGH LEAD LOGGING of timber on the north slope of Lookout Mountain about 50 miles east of Roseburg is shown in this panoramic shot by photographer Paul Jenkins, News-Review photographer. A donkey pulls the logs up the slope from the cold deck at left, then a loader loads the trucks on the road. In the distance at left are mountains of the North Umpqua watershed. This Roseburg Lumber Co. operation, however, is reached by way of Little River Road.

A MODERN BRIDGE has been built across Little River, high in the Umpqua National forest where the stream is only a trickle. The bridge, built to Forest Service specifications, shows one part of the work necessary to reach timber. Roseburg Lumber Co. built the bridge and road to reach timber purchased in the divide area between Little River and the North Umpqua River drainage area. After the timber is removed, the road will revert to the government.

DRILLERS bore away a solid rock on Fairy Ridge east of Lookout Mountain where the Natt McDougall Co., Portland, is building another timber access road for Roseburg Lumber Co. The steep slope make work difficult, hazardous.

A BIG ROCK CRUSHER is set up right in the Lookout Mountain Road, which now connects with a road from the Lake of the Woods area and makes a loop around Lookout and Taft mountains. The road circles the point at left, which is being blasted away to make room and furnish rock for the timber access road.



LOADING A TRUCK — When the access road reaches to the timber bought by the company, logbers move in. Here a loader puts another log on a load in the Lake of the Woods area.

Lumber Company Building Timber Access Network

By MERLE F. PUGH
Staff Writer, News-Review

"If the lumber business falls off, we can get a job building roads."

That tongue-in-cheek remark by a timber man contains a lot more than a person might suspect.

The speaker was Tom Clark, manager of the timber department of Roseburg Lumber Co. He jokingly made the statement during a forest tour conducted last week for the local press.

The remark alludes to one of the biggest operations conducted by a big lumber company — road building.

Road Building Big Business

Road building is big business with Roseburg Lumber Co., one of the largest wood products companies in the Northwest. It's easy enough to buy a parcel of timber (if the money is available), but it's another thing to get the timber to the mills.

The tour conducted by Clark shows what the company is up against. The trip was to company operations high in the Umpqua National Forest. Some operations are near where Little River is very little indeed, and some are on steep mountains to the north, in the divide area between Little River and the North Umpqua River.

The area is rugged, especially along the divide, but that is where the timber was purchased from the Forest Service, and that is where roads must be built to reach the timber.

New Loop Completed

Some roads in the area, which is about 55 miles east of Roseburg and reached by going up Little River Road, are now completed. (A 31-mile loop around Taft and Lookout mountains was opened last week.)

Other roads have been graded only. Others are being scraped out of the sides of mountains, foot by foot. The heavily wooded hillsides, so steep in places that a person could nearly slide down them while standing up, present a real problem to road builders as well as fallers, buckers, loaders and other timber workers.

It takes everything from an ax to a rock crusher to build a road, just as it takes everything from a fire truck to a "school" bus to keep logging going. Buses and "crummies" leave Roseburg about 4:30 a.m. each day to take men to the woods, arriving by 6.

Company Has Know-How

Because of necessity, Roseburg Lumber Co. has the equipment, men and know-how for the job of road building, as well as lumber production. And the roads built, by the way, stack up against mountain roads anywhere. They are not boulevards, but would be easy to negotiate by automobile. (Don't try it, however, you might get run over by heavy equipment.)

The company spends on an average of $300,000 to $350,000 a year for road building, Clark estimates, with the program continuing whenever more timber is purchased in an area where no roads exist. Grading of Lookout Mountain Road, east of Taft Mountain, cost $200,000 in itself.

Sometimes it is more convenient for the lumber company to contract with a regular construction company to get a road built. This is now being done on Limpy Mountain east of Lookout Mountain where an extension of Fairy Ridge road is being built by Natt McDougall Co., Portland.

Equipment Owned

But the lumber company has thousands of dollars worth of equipment with which it can do most any access road project.

It is Clark's job to study the terrain and possible road routes, as well as the quality of the timber, in an area where the company is to bid for timber. With no roads, he "hikes" over the entire area. Then, when the timber is purchased and road routes are determined, Clark goes on to other work. "When I come back," he smiled, "I expect to drive over the area."

The road network is vital to the economy of the entire county. In an orderly manner, tremendous amounts of virgin timber are being opened to the market.

The roads which cost so much to build do not belong to the company. When the timber cut is completed in a sale area, the roads built there revert to the Forest Service, the land belonging to the federal government.

And, roads and bridges must meet Forest Service specifications. Grades cannot be too steep, curves too sharp, bridges too narrow or flimsy. In fact, some of the bridges look quite fancy to be stuck way up in the hills. (See picture, top of page).

Timber Men Follow

Wherever the roads go, timber production men follow immediately. A "show" is set up — trees are felled, pulled to loading decks or cold decked by archs and bulldozer or with high leads and donkey engines, loaded onto trucks and hauled to larger cold decks or to millponds.

Construction workers and timber workers labor almost side by side. While pneumatic drills jangle and bore away at holes for blasting powder, tin-hatted loggers a few yards away are loading trucks with big trees.

When the road builders have blasted their way a little farther and heavy equipment has graded the road, the "show" moves along too.

Many Logs Coming Out

The company is hauling about 380,000 feet of timber out of the Lake of the Woods area, a few miles beyong the "end" of Little River Road, and from the Fairy Ridge and Lookout Mountain regions to the north.

Thirty-eight trucks, some company owned and some operated by "gypos," make about two trips per day. Their loads average about 5,000 feet.

Last Tuesday, 180 loads were dumped in the company pond at Dillard and 59 were dumped at the company pond west of Sutherlin. The Sutherlin loads came from the Tyee area. The Dillard mill is also supplied from other areas, by gypos and through purchase of logs.

In the Little River area logging is being conducted in clear cut units spaced for natural reforestation or hand planting or seeding.

Roseburg Lumber Co. employes are producing a lot of lumber and other timber product materials, and some of the most important men in the set-up are those who make production possible — the road builders.

A BULLDOZER pulls logs up to a yarding area in Roseburg Lumber Co. operations east of Lake of the Woods, a shallow pond about 45 miles east of Roseburg up Little River Road. Production hits its peak only after roads are built to the areas where timber is purchased.

ANOTHER LOAD takes form after the loader moves up to take care of the logs pulled to the road. The men who opesate the loaders soon become real artists, handling huge logs like toothpicks. (All pictures by Paul Jenkins).

Aluminum Strike Averted; Workers Get Pay Increase

WASHINGTON (AP) — A new wage contract providing a five cents an hour pay hike plus other benefits for between 15,000 and 20,000 aluminum workers was agreed upon Saturday by the Aluminum Company of America and the CIO United Steelworkers.

The contract, worked out in negotiation sessions lasting until after 2 a. m., averted a strike scheduled to take effect Saturday in 11 Alcoa plants.

The company and union officials announced ratification of the agreement here.

In connection with the agreement, Alcoa forecast in a statement that a price hike for aluminum may be expected soon. The statement said the company "could not absorb all of the costs of the recent wage increase and other benefits. Price adjustments are necessary and will be announced soon."

Arthur Goldberg, USW general counsel, termed the settlement "highly satisfactory."

Goldberg estimated the settlement meant a "package increase of at least 12 cents an hour for the CIO-USW members."

In addition to the five cents straight wage increase, Goldberg said the settlement provides: Three cents an hour on the average to straighten out inequities in the present wage structure; two cents an hour due to insurance program improvements; plus an unestimated amount for pension plan betterments.

Goldberg told a reporter the settlement with Alcoa is expected to serve as a basis for agreements with Reynolds Metals Co., and Kaiser Aluminum Co. The USW has been negotiating with both.

He said USW representatives are meeting Saturday afternoon in Richmond, Va., with Reynolds officials and he anticipates an agreement there without difficulty.

In addition to announcing its agreement with the USW, Alcoa also said in Pittsburgh it has agreed with the AFL Aluminum Workers' International Union to amend their contract to give improved insurance and pension benefits to 11,000 workers.

The new insurance plan covering both unions will be in effect for two years and the new pension plan for three years.

The pension plan improvement calls for a minimum of $140 a month at age 65 after 30 years of service with the company. The $140 will include the present social security benefit of $85 monthly. However, Goldberg said, if social security benefits are increased to $108.50 as provided in legislation now pending in Congress, then the pension for retired aluminum workers will rise to $163.50 monthly.

For the USW members, the new wage increases are effective Aug. 1. The improved insurance program will be effective Sept. 1.