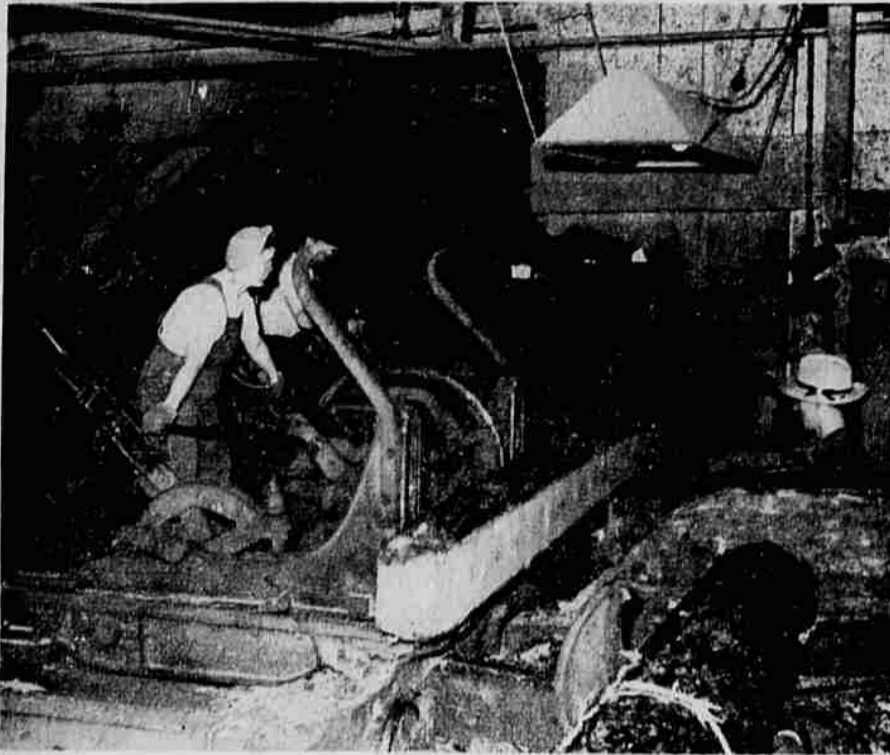


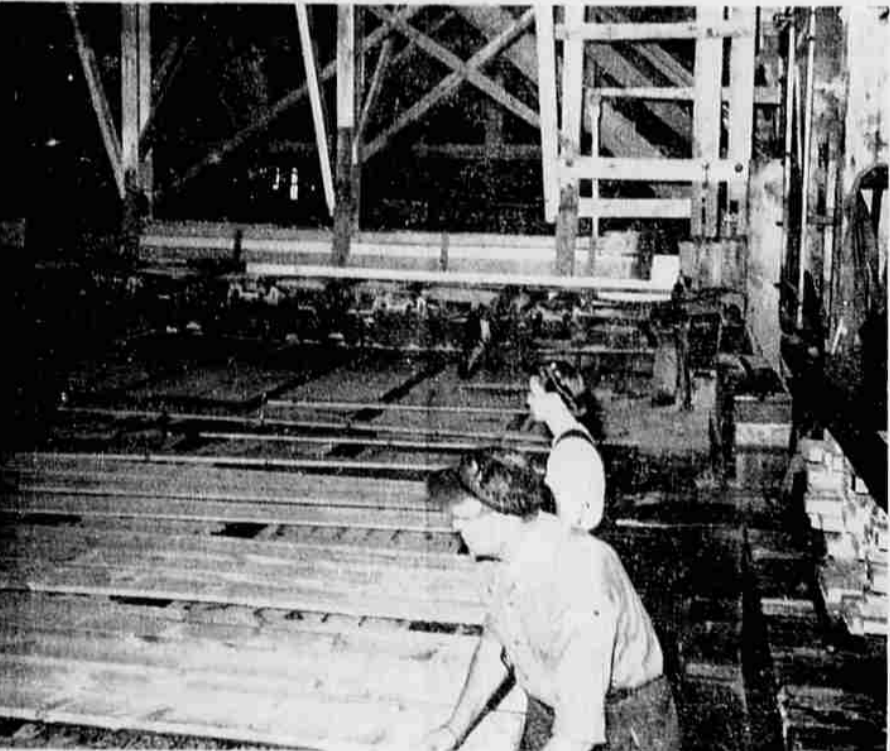
Lumber Industry Plans New Developments



THE HEAD RIG: Sawing. First operation performed on the log after it actually gets inside the lumber mill is that of turning the log into rough boards of various sizes. Persons in the picture are, left to right, Lois Stein, rider (this is an unusual job for a woman to handle. There are very few women riders); Hugh Darlin, setter, who controls the log on the carriage; and Horton Andrews, the sawyer.



THE EDGER: Still more sawing. Here Ben Kramer, the edger, takes the rough edges off the rough boards and has to decide quickly also as to the cuts to be made.



THE GREEN CHAIN: In this picture, Frank Anderson, the grader, and Beatrice Carman, straightener, perform one more process in the progress of the log. As he grades the boards he decides which boards shall take which route in the road to ultimate finished lumber. She straightens them on the conveyor so they will arrive ready to handle.

Remanufacturing to Loom Big in Future

Postwar period, which came upon the country perhaps much sooner than was expected, has not caught the lumber industry napping.

Quite the contrary. Anticipating that the war period could not continue much longer, the lumber companies of the Grande Ronde valley months ago began to prepare for postwar production, realizing that timber is one of the essentials of all reconstruction.

Makeshifts which have had to do during the war will not be tolerated now that peace has returned and the thousands of uses to which timber is ordinarily put and many new ones which will be developed and are being developed will put a demand upon the industry which will be met.

New Process

Remanufacturing of lumber is being contemplated by some companies of the valley even where they are not already engaged in it.

To those residents of the valley who have grown up with lumber all about them, and are familiar with its phases, the lumbering business may be taken more or less for granted. To many newcomers in the valley, however, the timber industry from the work in the logging camps to the finished product is wonderfully romantic and interesting. It is something which they have read about in books and have seen in the news reels or in magazines but which is far more intriguing in the reality. Quite aside from the fact the getting out and preparing of timber is a fascinating piece of work, is the fact that upwards of 1,500 persons are employed in the county in the mills alone and that payrolls run into millions of dollars. A moment's consideration reveals what that means to the economy of the valley.

Let us follow the log from the time it leaves the gondola car and is floated into the pond at the entrance to the mill. (The pictures on this page give the reader a general idea of what happens to that pine log until it is made into a "finished" product — that is, until it is ready to be used in building something or in producing some wood product.)

Measured

Taken up by a conveyor into the top story of a typical sawmill, it is then washed to remove the dirt and other foreign matter which is pretty hard on the saw teeth. The huge steel band saws look pretty durable and they are but several men are kept busy all the time keeping the saws sharp.

The log is measured for thickness by a man who shunts it into the proper channel for cutting, according to the size and condition of the log.

From him it goes to the "head rig" which makes the first cuts of the log. It turns the log into rough boards of varying size according to the judgment of the sawyer who must be a man of quick judgment and accurate sight — he has to decide instantly on the depth of each cut, the side from which to make his cuts, in order to get the most board feet out of each log.

By conveyor — all movements of the logs and the boards are by machinery — the rough boards are brought to the edger, where the rough edges are removed. Here again quick judgment must enter into the picture. After his saws have done their job the boards go on to the "green chain" where further sorting is done. The boards are here "graded" and sent on to the man who makes the end cuts. He too must decide quickly where the cuts must be made, so as to eliminate faulty boards and yet to get the most feet of lumber out of his product. Finally, the planers of the planing mill get in their work. The boards are made smooth and ready for final use.

Dries Quickly

Even here the job is not complete. Green lumber is not satisfactory for most jobs. The boards are taken to the drying kilns, where intense heat is applied to large stacks of boards at once and in four days the timbers are ready to be shipped.

Lumber companies here which are to be engaged in remanufacturing are the Mt. Emily company, with headquarters here in La Grande, and the Pondosa Pine company at Elgin, which has been owned since 1943 by Ralph Smith of Kansas City. The Pondosa Pine company has been engaged in remanufacturing, particularly in war work. Now that the war is over, it like the Mt. Emily mill which is ready to go into remanufacturing production, is standing by for release of priorities which will permit it to go into peace time work.

Lumber mills in the area beside the two mentioned are the Oregon Trail at Union, Collins at Pondosa and H. F. Reed at Elgin. Figures furnished on the amount of production by Grande Ronde valley lumber operators shows millions of feet yearly. For instance, the Oregon Trail Lumber company, with headquarters at Union, produces annually about 13 million feet of pine, fir and larch lumber, which is all surfaced, manufactured and shipped from the Oregon Trail planing mill. The payroll of the company is about \$200,000 annually.

Reconvert

Collins Pine company of Pondosa cut 25,000,000 feet of timber this year and the average payroll of the company is about \$52,000.

Pondosa company at Elgin manufactures and ships each month about 1,500,000 feet of finished lumber products. Payroll for the company is about \$225,000 or more a year.

Among lumber companies, as with all other plants during the war years, most production was for war. But now the war is over they are back in civilian production or ready to go back. Pondosa originally designed its plant for production of drawing boards, ironing boards, table tops, desk tops and other specialty items exclusively.

1944-45 Panorama

OCTOBER 1944

Oct. 3 — Lt. James Leonard, USNR receives air medal from president for daring as pilot on carrier based bomber.

Oct. 5 — Col. Ralph Tudor reviewed activities of U. S. engineers in speech to Rotary club. Rainfall deficiency for month, 41 inches. Arloeen Krause married to Sgt. Ivan French, marine.

Oct. 6 — Registrations at the college exceeded that of the previous opening day.

Oct. 7 — Thirteen Union county 4-H clubs were ready to take stock exhibits to the Pacific International exposition at Portland. Wallowa eleven was easy prey for the La Grande Wildcat football team, which won, 20 to 0.

Oct. 9 — County war chest drive opened, in the campaign to raise \$10,900. Raymond Gray was chairman of the drive. Lucian Rayburn, former La Grande chief of police, died at Portland.

Oct. 10 — Baptists of Grande Ronde valley met here for their 71st annual conference. Contributions to the war chest were lagging. Picking started on the bumper prune crop.

Oct. 11 — Knights Templar observed their golden anniversary. The Knights, when organized here, had the only commandery east of the Cascades in Oregon.

Tax values in Cities Of County Mostly Higher This Year

La Grande rolls showed a higher valuation of property for taxation for all purposes inside the city this year than they did a year ago, according to the annual tax statement.

The value this year was \$4,107,368; last year it was \$4,106,841. Total tax rate was 53 this year and 60.9 last year.

Valuations of other cities in the county this year and last year: Union \$434,022 and \$415,653; Elgin \$286,324 and \$287,355; North Powder \$168,325 and \$167,391; Cove \$105,634 and \$103,504; Imbler \$76,419 and \$78,254; Island City \$100,423 and \$101,710; Summerville \$22,920 and \$19,675.

Evening Observer Art Department Took Photos

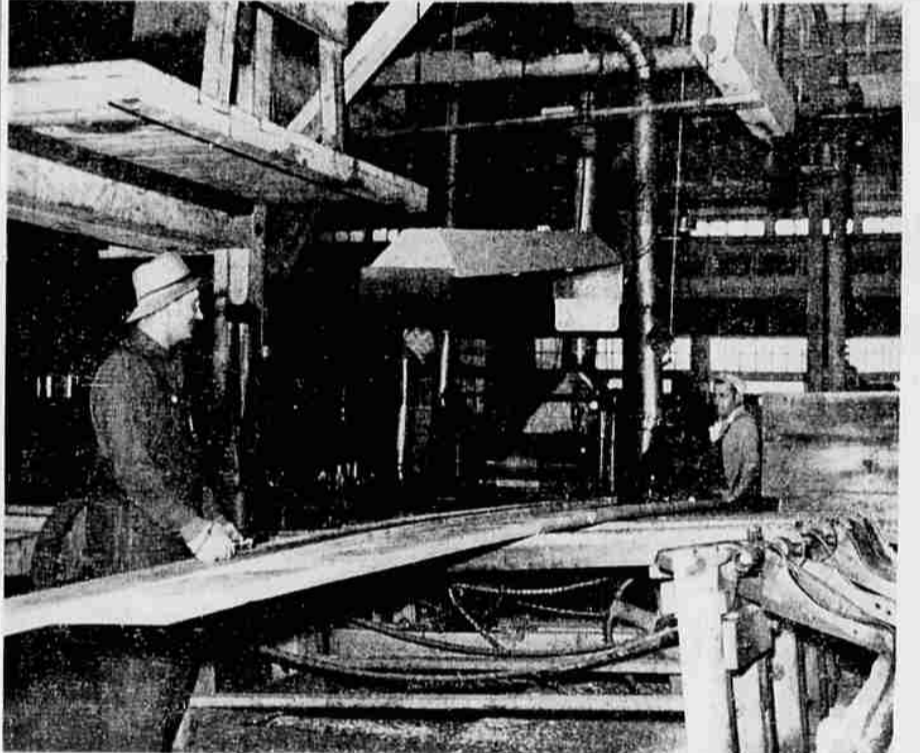
All photographs in this section were taken by the photographic department of the La Grande Evening Observer. All aerial photographs, including those in advertisements, were taken in cooperation with the Eastern Oregon Airways, La Grande municipal airport flying service.

It is possible for the first time since the war to present these unusual scenes of the Grande Ronde valley, its cities, industries and surrounding country.

(Continued on Page 6)



THE RESAW: By the time the boards have arrived here, where they receive the attention of C. H. Byron, they have begun to look a great deal like they will look when they arrive at the dryer. However, they still have some sawing to face. He gives them further cuts, both length and breadth.



THE PLANER: Here Carl Herrmann, a grader, further smooths up what started out five or six operations back as a log, fresh from the millpond, wet and dripping. At right in this picture is Bill Cook, oiler. These typical scenes were taken at the Mt. Emily mill in La Grande.

'Fantastic' Centralized Control To Save U.P. Many Hours, Waits

Not many years ago the movies, the newspapers and the magazines garnered many a laugh or set many a brain to working as they explored the possibilities of someone's running a nation, a business or a home from a room equipped with push buttons.

The housewife was seen, at a future date, putting a live chicken into a box, pushing a button and taking a lovely roast out of the other end of the box.

Now Actual

Other marvels too numerous to mention were thought up by the nation's wits and today many a new husband is the sadder because the chicken-cooking business never quite came about.

Some of the "far-fetched" ideas have been made actualities, however, and probably one of the most amazing is a development which today makes it possible for a man sitting in an office at La Grande, Ore., to control — by pushing miniature levers and buttons — the movements of dozens of Union Pacific railroad trains between La Grande and Rieth, 76 miles away.

This is the marvel of centralized traffic control, employed by the railroad on this important stretch of single track railroad (and also on the 300 miles between Dundee, Calif. and Caliente, Nev.).

This stretch (Calif.-Nev.) is, incidentally, the longest one in the United States to be controlled from a single point.

Before CTC (centralized traffic control) was installed in this single track territory, movements were slower because they were controlled by the train order and timetable system.

Had to Wait

This meant that before a train entered certain stretches of territory it had to be supplied with a written order advising how far it could go before it must enter a siding and wait for a train with a higher priority and traveling faster — or coming from the other direction — to pass.

Thus if the higher priority train was delayed for any reason it meant that both trains, and possibly several others on sidings farther up and down the track, were being delayed.

Further, it meant that even when this system was working at its best it was slower than CTC because the train had to stop before entering the siding to permit the switch to be thrown by hand, and after leaving the siding to permit the switch at that end of the siding to be thrown by hand to its closed position.

Up To Speed

Under CTC operation trains may keep running until a "pass" is actually needed and the dispatcher, watching movements of the trains on his board, then may effect the "pass" by operating the signals and switches and sending the slower train onto a siding.

When the train leaves the siding, it may accelerate to its running speed immediately as the switch behind it will be closed by the dispatcher.

switches are so arranged that other possible dangerous "meets" cannot occur. In the event of failure of any of the signals or switches, which seldom occurs, there are telephones which may be used to contact the dispatcher for instructions.

In speeding up the movements of trains, CTC not only cut down the operating expenses directly tied in on a time basis with train hours, such as fuel, water and overtime payments, but it afforded a reduction in the number of cars and locomotives which were required to provide the same service as was given under the train order and time table system.

In other words, CTC made it possible to produce more units of work (ton-miles, for example) in the same or less time, or, looking at it another way, it made it possible to produce the same number of units of work (ton-miles) in less time than previously.

Mileage of Private Railroads Lower in County This Year

There was a decrease in the mileage of private railroads in Union county this year from the mileage of last year, examination of the tax statement issued by the county assessor's office reveals.

Most of such "private" railroad is used in the logging industry exclusively. Value of the 21 miles of private road this year is \$17,550; value of the 22 miles last year was \$17,740.

CARRY THEIR TOOLS

Honey bees carry 11 different kinds of tools on their legs. They include antenna combs, pollen brushes, pollen baskets, wax spurs, etc.

U. P. Payroll in Two Counties Probably Hits Record High

Although the Union Pacific railroad has been a part of the Grande Ronde Valley's industrial pattern for many years, employment on the road probably reached an all time high during the last year, with approximately 1,760 employees in the two counties and an approximate monthly payroll of \$361,000.

The number of employees is not expected to decrease for a considerable time since the postwar movement of freight is likely to include considerable demobilization of both men and equipment and hauling of considerable heavy goods in the process of reconversion.

The railroads facilities here include freight houses, engine house, machine, boiler and blacksmith shops, repair track stores, 64,000 barrel fuel storage tank, centralized traffic control building and 50 miscellaneous buildings.

Amount of freight handled locally is shown by the figures for a recent month when 124 cars were received at La Grande and 80 were forwarded.