

Sentinel

COQUILLE, OREGON.

MAY 12, 1949.



1949 BOY SCOUT CIRCUS to play in Eugene Saturday, May 14th, with an all-star cast of Scouts from the Oregon Trail Council, brings memories of the thrilling Chariot race in last year's Circus, the winners being pictured above at McArthur Court. Lions Club troop 14 and Eagles troop 63, both of Coquille, are planning to take in the big show.



OUT OF THE WOODS

By Jim Stevens

STREAMLINER CUSHIONS

Lines of a very old song run: "Beware of a gambler, For he'll tell you more lies Than the stars in the heavens, Or the railroads' cross-ties."

Trees were ties to keep the rails up and true under the first steam cars of the 1820's, and it took a lot of them on through the years for the growing tracks. Even the rails were of wood in the first place. And today the wood cross-tie, and the switch and bridge tie, know no substitute for the work that has to be done to unite the ballast bed with racing wheels of the streamliner and weighty wheels to the freight.

This plain but powerful fact makes the railroads a good customer of the timber producers, particularly benefiting small enterprises of the forests. Wood ties cost the railroads around 200 millions dollars a year. In 1929 more than two billion board feet of timber went into sawn cross-ties and switch and bridge ties. The year 1939 saw this amount cut practically in one-half. By 1946 the railroads were still buying ties at the 1939 rate.

It is unlikely that the railroads will take more ties per year for their roadbeds as time goes by.

For one thing, little new railroad building is in sight and tie replacements are the main need. For another, research promises ways and means to extend the average life of the railroad tie from 15 to as many as 30 years.

A Permanent Fixture

However, a billion board feet is a figure that represents a mighty big annual market for any one item in timber products. And by all the tests of time and the laboratory it appears to be a permanent market. Even in 1932 and 1933 the railroads continued to replace ties at an annual rate of close to a billion board feet. Large second growth trees yield the best ties. The tie is a farm crop.

Ties come in three grades: Select, No. 1 and No. 2. Douglas fir and Western hemlock are the tie species in this region. A Select tie has to be sawed to square edges, with the annual growth rings on the upper fourth of a tie end measuring at least six to the inch from the pith point of the heartwood. There can be pitch pockets and seasoning checks, knots if they are sound and tight and cover no more than a fourth of the width of a tie face. There is no limit on amount of sap, but there is on stain. Length can vary

an inch under or over that specified—usually eight feet, with size 7 by 9 inches. Size can be one-eighth inch under or one-half inch over the specification. Bridge and switch ties are bigger.

The No. 2 fir tie can have knots a little bigger, heavy sap stain and wane that does not take more than an inch off the tie face.

The third grade is for sidetracks and similar uses.

Tie timber is plentiful on farm forests. There are thousands of tie mills throughout the country and hundreds in the Pacific Northwest that cut ties. The day of the farmer who hewed ties in his spare time for extra money is probably past—in this region, anyhow. The value of the product has gone up to a point that makes it profitable to machine it all the way through.

Research Turns To The Tie

A research committee of lumber industry engineers is working with the railroads to extend the life of the railroad tie in service. There is hope that the average tie can be made to serve for 30 years, as the treated tie does now, instead of its having to be replaced in 15 years as its service goes nowadays.

The chemical treating of wood to give it longer service life has become a widely applied science. For a good many years treated ties have been used by the railroads for bridges and switches, where costs of replacement are particularly high. Now the value of wood, labor costs and other considerations are leading the railroads to use more treated cross-ties.

But there are things other than decay and bugworms that kill off a tie. One example is the loose rail plate which, if neglected, will chew wood into shreds in a short time. There are several other problems of wear and tear which the railroad and lumber researchers expect to reduce through programs of better installation and maintenance which the railroads may eventually apply.

So another bright spot shines with promise for the future of our forests. Money from the tie crop will pay for the growing of more tie timber. That's practical conservation for you.

To Look For Teachers

Supt. Ray Hunsaker will leave this week-end for Central and Eastern Washington and to Spokane where he will interview teaching applicants for positions open in the Coquille school system.

He will also attend a district conference of the Rotary International in Spokane.

Coquille Seniors Get "U" Honors

UNIVERSITY OF OREGON, Eugene, May 11 (Special)—Jo Ann Mintonye and Joe Sayre, senior members of the Coquille Hi Times of Coquille high school, have been awarded certificates of recognition for their outstanding work on the school paper. The awards are made by the University of Oregon chapters of Theta Sigma Phi and Sigma Delta Chi, women's and men's national journalism fraternities.

Special training sessions will be held for all honored students enrolling in the university in the fall. The sessions will be conducted by the two journalism fraternities.

Girls' Chorus In State Contest

The Coquille high school girls' chorus, forty strong, will attend the state music festival to be held in Klamath Falls on May 14, according to high school principal, Ernest James.

The majorette team, Carol Ann Creager and Joan Peart, will also attend the compete in the statewide competition.

DRIVE TO PHILOMATH

Mr. and Mrs. Paul Simpson and children spent the week-end at Philomath where they were guests of Mrs. Simpson's mother, Mrs. Irma Byington. They encountered much heavy traffic in and around Eugene, but found the highways in good shape.

SON BORN MAY DAY

A son, Wayne Junior, was born on Sunday, May 1, to Mr. and Mrs. Wayne Van Burger of Klamath Falls. Mrs. Van Burger is the former Maxine Willson of Coquille and is a graduate of Coquille high school, class of 1947.

NEW BOOKS ADDED TO LIBRARY

New books on the shelves at the Coquille Public library this week include "Innocent Merriment," by Adam; "Gouache Painting," by Blanch; "Year of Decision," by DeVoto; "Peoples of the Soviet Union," by Lamont; "Electrons in Action," by Stokley; the anthology, "Wisdom of China and India," edited by Lin Yutang; "Woman and Men," by Scgeinfeld, and a collection of plays by O'Neil.

The pig was used as a scavenger before it was used as food.

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