



Medford BLM Office Scene of More Than Usual Activity Last Week



Timber Sale, Road Programs Reviewed; Cruisers at Class

The Medford office of the bureau of land management was headquarters for somewhat more than the usual amount of activity last week, as timbermen from throughout southern Oregon gathered here for a meeting Wednesday on proposed BLM timber sales and access road construction program for 1961-1962 fiscal year, which was followed by a three-day training school for BLM cruiser-appraisers from eight districts in Oregon.

The accompanying pictures show some of the activities that took place during the four-day course of events.



Above, right, the group of timber operators get the "low down" on what the BLM plans to do about access road construction next year, and how many board feet of timber will be taken out, as prescribed by the BLM's long term sustained yield program. Areas involved included Glendale, Galice, Applegate, Trail and Greensprings forest management areas.

At left, top, more than 50 BLM timber cruisers, after attending an all-morning class session, got busy scaling a series of test logs supplied by Kogap Lumber Industries, Medford. The logs, all defective old growth fir from the Dead Indian area, presented some challenging problems that can best be solved by experience in the business.

At left, second from top, Cecil Smith (left), chief cruiser for the state BLM office, Portland, chats with Floyd Fogelquist, chief cruiser for the Medford BLM district, as the class measured logs in a drizzling rain. Smith and Fogelquist conducted the three-day school. Other instructors were BLM scaler Clarence Gundereson and George Hartman, Oregon state office timber appraisal technician.

At right, second from top, one of the test logs is cut up the next day in the Kogap mill as the class looks on. How accurately the men have figured defects in a log shows up at this point.

In third picture from top, left, Larry Gangle, district appraiser for the Roseburg BLM district, uses a scale stick to measure the end of a log as Bob Lieurance, unit cruiser from Roseburg, looks on. Cruising timber is the process of estimating the number of board feet in a plot of standing timber, while scaling is done on the logs. A number of cruiser-appraiser schools are held throughout western Oregon each year to sharpen the techniques of BLM employees.

In fourth picture at left, David Brown and John Fournier, refer to deduction symbol in data book after measuring "problem" log. Scaling is supposed to be an accurate calculation of the amount of usable saw timber in a log, taking into account the loss due to several kinds of rot, pitch rings, bow and other defects that must be deducted.

With their notes before them (third picture, right) the men stand on stairs and catwalks inside the Kogap mill as the test logs are cut into timber. The log, which travels on a carriage through huge bandsaw, can be seen in the far right of the picture. A number of cuts have been taken off, reducing it to a square shape.

Picture at bottom right shows Kogap deck scaler Bill Russell as he "whacks" a log in two with stationary chain saw. Most logs come into the mill in 32, 34, or 36-foot lengths and must be cut in two because saw cannot handle a log over 24 feet long. BLM men in background go over their estimates on the test log.

In the bottom picture at left, Dave Meyer, Arcata, puts a tape across the end of a log to find its diameter. Measurement is taken in two directions, on the small end of the log then, by checking a table, the number of board feet in a log can be ascertained. Deductions due to flaws in the log are figured by subtracting from the diameter.

