

NOVEL LOGGING RAILROAD USED IN NEW MEXICO

Wooden rails, Home Made Trucks, and Gasoline Locomotive Used

Faced with a distance and ground condition between woods and plant that made team logging economically unfeasible, Dockweiler Brothers, Pecos, New Mexico, operators of a 10,000-foot sawmill in the Santa Fe National Forest, have constructed a logging railroad with wooden rails that has put their operation again on a practical basis.

For several years the owners of the Dockweiler sawmill handled logs from the woods to the mill in the time-honored way common to small operations, that is, by team and wagon. As long as the cutting areas were close to the mill, wagon haul worked pretty well, and by charging in the usual cost of team and wagon hauling, they were able to manufacture lumber at a total cost that still permitted a margin of profit.

Early in 1924, however, Dockweiler Brothers cut out the last of their block that was close to the mill and found that the next timber available would have to be hauled an average of two miles through a narrow canyon with boggy ground. Now a logging railroad for a 10,000-foot sawmill is not the usual thing, at least in New Mexico. Nevertheless, past experiences with teams and wagons indicated that, under the conditions, team logging was out of the question.

A track that has a minimum grade of 15 per cent and an average grade of 7 per cent was laid without grading except on curves and across low places. The ties are 4x6-4-foot sawn, mostly, from western yellow pine or such other native species as are at hand. The rails are 3x4 inches, also of pine, and carry a 1x4-inch top plate, which is replaced as sections wear out. Two and one-half miles of track have been built, the complete construction cost of which is \$2525, with a maintenance cost of \$555 for 148 days of actual operation.

The logging trucks follow the general type of railroad log cars and cost \$200 each. They are mounted on eight dump car wheels each 14 inches in diameter, with three-inch face and 1 1/4 inch flange. The bunks are five feet wide and 10 feet apart. The height is 22 inches from top of rail to top of bunk. As much as 1700 feet log scale has been hauled to a truck, but 1000 feet per truck is nearer the usual haul.

The locomotive or power unit is a Dodge automobile, cut down both in length and width and equipped with four drive wheels the same size as the truck wheels. Transmission gears have been changed so as to give equal speed either forward or backward, which eliminates the necessity for turning. The cost of the locomotive completed was \$416. The power unit and trucks are equipped with compound brakes that work on the wheel faces like the brakes of ordinary railroad cars.

During 148 nine-hour days since the railroad started there has been put into the mill an average of 5405 feet log scale per day over an average distance of two miles at an average cost of \$2.67 per thousand feet. It is anticipated that, with early difficulties worked out and with everything running smoothly, the logging costs can be reduced materially during 1925. If so, it seems possible that Dockweiler Brothers have reached a solution of the problem of logging small bodies of timber that are inaccessible to team haul on account of distance or unfavorable logging conditions.

LOGGER INJURED

Jack Benson was very seriously injured yesterday afternoon at the logging camp of the Ewauna Box company above Chiloquin when a log rolled on him. The exact extent of his injuries is not known as yet, but the physicians in charge of the case fear internal injuries. He is at the Klamath General hospital.

LOSES FINGER

Carl Robley lost the third finger on his left hand in a saw at the Ewauna Box factory yesterday. His other fingers were injured, but it was only necessary to amputate the one.

FIRE PREVENTION

Since the installation of the spark arrester on the jammer, Dutch John, fireman, is growing a little fuzz on his head, as he isn't troubled any more by sparks singing the scanty foliage. "Mein Gott, und can you beat it?"

TWO OREGON MILLS ACQUIRED BY THE SHANNON COMPANY

Shannon Lumber company of Aberdeen has taken over two old sawmill sites at Walton, Ore., half way between Mapleton and Eugene, with plans for starting operations at once, according to announcement of W. M. Goehrend of Bunker Hill. Post office name for Walton will be changed to Shannon, with the arrival of the new group.

Shannon Lumber company expects to operate two mills, with a Mr. Mann as superintendent. A town of 250 to 300 persons will be formed within the first year, according to present plans.

Goehrend, now owner of Bunker Hill department store, is preparing to ship his stock to Walton and will conduct a store there. He will also be associated in the mill project.

PELICAN CAMPS

Writes Insurance

J. F. Alexander has resigned his position as time keeper at camp one, and is now writing insurance at Klamath Falls.

New Arrivals

Among the new arrivals in camp are Mrs. E. Owsely and family and Mrs. W. Menther and daughter, Marian.

Runs Speeder

Dale Hoover is now running the speeder at Camp 3.

New Timekeeper

Robert Hickney is our new timekeeper at camp 1, replacing J. F. Alexander.

At Camp 2

Floyd Hoover is back at Camp 2 as blacksmith helper.

New Line

Camp Clerk Hagen is now handling brick ice cream in the commissary at Camp 1.

To Klamath

C. G. Hoover and family motored to Klamath Falls Saturday evening.

Trapping Season Early

The trapping season at Pelican camps has opened at an unusually early date this season. Camp Clerk Hagen reports the taking of fur bearing mouse last week. Hagen is eagerly hunting through the fur catalogues for the latest quotations on mouse pelts.

New Kitchen Help

Miss Lorene Hoover and Mrs. Burr Owsley are now with the kitchen force at Camp 1.

COOS BAY STILL ON FIVE DAY SCHEDULE

COOS BAY, June 3.—Rumors that the Coos Bay Lumber company mills is to run on a six-day basis were denied this morning by J. H. Jeffrey, general manager. Jeffrey explained that the mill ran all day Saturday so that loading of the Coos Bay might be completed, as the ship must be in San Francisco by June 6 for inspection.

THOMPSON YARDS IN CALIFORNIA

STOCKTON, Cal., June 3.—According to well authenticated reports, John Peter Thompson, formerly operator of a large string of retail lumber yards throughout Montana and the upper Mississippi valley, is making active preparations to extend the scope of its activities to the lower San Joaquin valley, as a nucleus for further expansion in this state. Rumors of overtures made to yard owners in Stockton, Lodi and Modesto indicate the policy will be to purchase established concerns rather than add to the number of existing yards.

CAT SKINNER

Grant Flanders arrived here Tuesday to skin cats, accepting a position recently vacated.

Rose Queen



Mrs. Ronald J. Honeyman will retain as "Queen Suzanne I" at the Portland, Ore., rose festival next month. A member of a pioneer Portland family, she will make her triumphant entry on the historic battleship Ore.

Send In
Send In
Your
NEWS

There must be a lot of things that happen out there in the camp or in one of the mills that we don't know anything about—and maybe you are the only one that does know

SEND IT IN

There are lots of men and women that are just as interested as you are in the things that you are doing

SEND IT IN

SEE THAT THE LUMBERLOGUE EDITOR GETS EVERYTHING THAT HAPPENS

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