



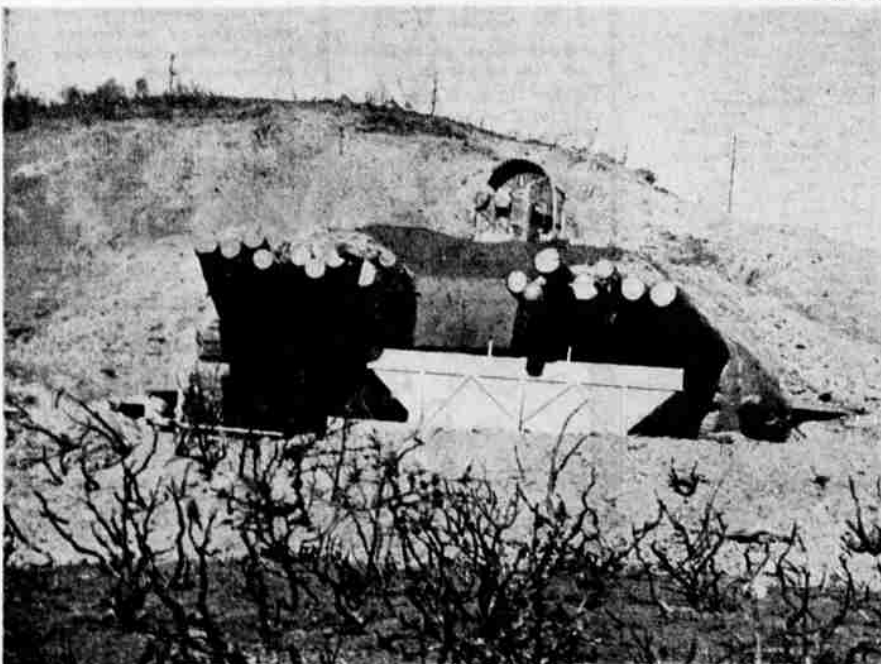
JOHN MARKER, left, scales timber as Will Jensen tallies the footage at the Lava Burn. The two men are U.S. Forest Service scalers working ahead of the skidding cats.

— Photo by Kite



USING THE BULLDOZER above, assisted by another, the 26-yard capacity trucks are loaded in 90 seconds. The fast trucks are able to make a round trip in 18 minutes.

— Photo by Kite



AN INGENUOUS MEANS of fast loading cinders to build the logging roads in the burn area. A dual purpose logging truck equipped with belly dump cinder haul truck. This truck and two others, designed by Ned Putnam of Klamath Falls, each haul 26 yards of road ballast material per trip.

— Photo by Kite

Lava Burn Logging Dusty, Hot Chore For Machines And Men During Summer

By RAY KITE

McCLOUD — Dust, rattlesnakes, wind and lava rock are but a few of the hazards in the Lava Burn logging operation, far removed from any habitation. Deer calmly browse on new shoots which grow from the burned brush, while power saws purr and the familiar cry of "timber" rings out as trees crash to the ground. Heat, so intense it melted aluminum parts of a wrecked airplane, did not eliminate the snakes from the burned area.

"When the salvage work is completed, replanting of the area will start," Frank Fry, assistant ranger said. "The long range program will be to plant about 10,000 acres of the 14,000 acre burn. Plantation work will be carried on as fast as funds are available for replanting."

The harvesting of salvage timber is in progress now at the Lava Burn, 46 miles east of McCloud. Ned Putnam, considered by many to be the second largest logging operator in the United States, is logging salvage timber there.

About 12 million board feet of fire damaged timber will be salvaged and truck-hauled, to Klamath Falls when the operation is completed. The burned timber is in the McCloud Ranger District of the United States Forest Service, Shasta-Trinity National Forest. Chiloquin Timber Company of Klamath Falls was high bidder on the sale.

Many logging operations are being carried on by Putnam. So great are the distances between his several operations, he flies his own plane from job to job. Directing the landing on logging roads or cleared areas is daily routine.

Before the logging trucks can transport the timber to the sawmill, roads must be built. Three converted logging trucks haul cinders from the cinder-pit to use as ballast on the roads. Road construction work of near-legendary Paul Bunyan proportions are required.

The trees must be harvested before weather damage or insect infestation occurs.

351 Coyotes Wiped Out

The predatory animal catch in Oregon for a one-month period, to mid-November, lists 351 coyotes, 91 bobcats, 26 bear, and 27 fox, for a total of 495, the State Department of Agriculture noted Friday.

Cooperative hunters, working with the Bureau of Sport Fisheries and Wildlife, also downed 82 porcupine, 66 badgers, 23 skunks, 55 raccoons, and two opossum.

High hunter for the month was Robert E. Long in Malheur County with 85 coyotes and 9 bobcats. James R. Morris, Lake County, accounted for 28 coyotes and one bobcat. Hunters who caught 20 or more coyotes were: James Chetwood, Umatilla; J. Chesley Hart, Malheur; Raymond C. Houston, Lake; and James R. Morris, Lake County.

In western Oregon, Henry W. Alberts posted 12 coyotes, seven bobcats and four fox in Josephine County, while Kirby J. Tant accounted for nine coyotes, nine bobcats, two bear and a fox in Jackson County. The figures are from the reports compiled by Melvin D. Smith, district agent of the Branch of Predator and Rodent Control, Portland.

CASUALTY LIST

JANESVILLE, Wis. (UPI)—Police who arrested Raymond J. Nohr for being drunk said they did so only after his car had smashed three parking meters; plunged into a cellar, breaking a door and a window; mangled four rubber traffic cones; crushed two garbage cans and squashed the toes of a passerby who tried to stop the auto while Nohr was driving it.

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