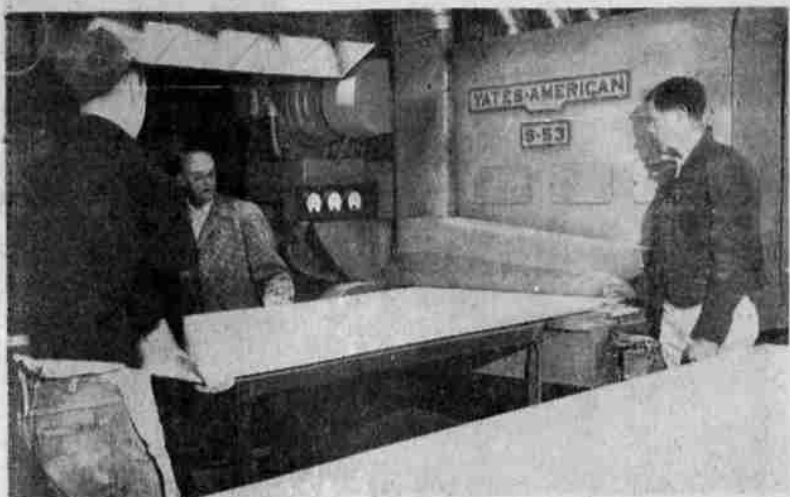
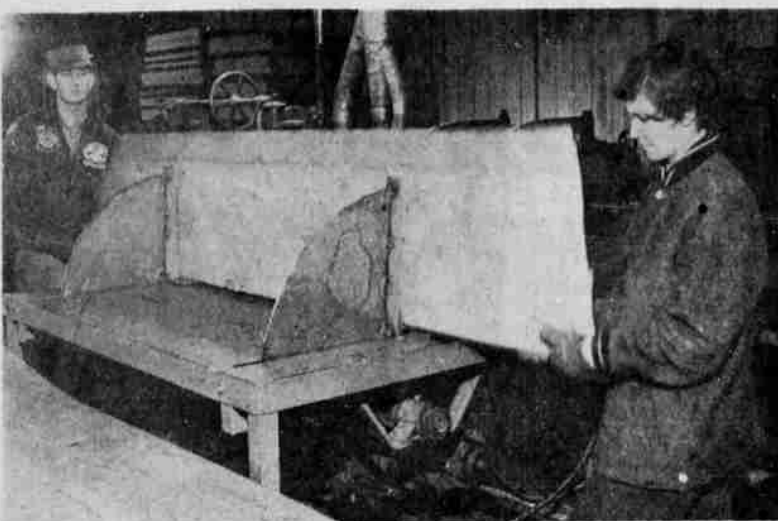




NEW MACHINES and processes are a must if plywood producers are to stay in business, A. J. (Andy) Honzel, president of Klamath Hardwoods, believes. Here, he shows, center, the operation of a new finishing machine that does the work in one "pass" that required three passes in the machine it replaced. Handling the finished panels, which get a "glassic" finish in the process, are Don Anderson, left, and Pat Fitzgerald.



LYOYD PERRY and Julia Kimsey demonstrate another new machine in use at KHI. Here a new jogger shakes odd-width plywood core material into position so that sides are straight. From here, the strips go to a trimmer, then to a glue applicator, and finally to the gluing machine where they are made into panels 50 inches wide.

Hardwoods Firm Builds Top Efficiency Reputation

A Klamath Basin plywood firm has become known as an innovator in the industry.

Klamath Hardwoods, Inc., located adjacent to Highway 97 south of Klamath Falls, has built a reputation throughout the plywood manufacturing industry for efficient operation, and a company that develops new products and methods as well as adapting existing facilities into their unusual operation.

Recent cutbacks in production of finished plywood nationwide have made their mark on the local operation. It was stated by Andrew Honzel, manager and president of the company, and his son A. J. (Andy) Honzel Jr., sales manager and assistant general manager.

The plywood installation facilities are designed to produce up to 1,000 carloads of 48 plywood each month, with a peak employment of 250 men. Now, with production about half of that potential, Klamath Hardwoods is

employing about 120 men, producing about 2½ million square feet of plywood per month, and sales of about \$250,000 per month. At peak, the plant would produce about four million square feet, with about \$500,000 in sales monthly, Honzel said.

Products from Klamath Hardwoods go to every state in the nation with the exception of Washington, Vermont, Maine and New Hampshire. Most of the production is sold through brokers.

A recent shipping innovation at KHI is that of "finishing out" partly loaded cars at the docks here. The cars come in partly loaded with plywood products from other plants. Here, hardwood finish plywood is loaded to completely fill the car.

The firm produces a variety of hardwood faced, fir-core panels. They include mahogany, red birch, white birch, walnut, rotary cut red oak, ribbon grain mahogany,

flat sliced white oak, rotary cut mahogany, and cherry. It also produces ponderosa pine, fir and ash panels.

Hardwood facing materials in panel form come from most states in the Mississippi Valley, the New England states, the Philippines, Africa, Italy and other exotic-wood producing nations.

From this stock, and from material produced in their own plant, Klamath Hardwoods produces 27 different veneer finishes in several grades and sizes and thicknesses. Most of the material is used in high-quality interior finish work such as cupboards, dens, recreation rooms, and the like.

That only high-quality products are sold through the Klamath firm is attested to in that Klamath Hardwoods is one of only two west coast firms that belong to and meet the standards of the Hardwood Plywood Institute. The Institute is an eastern United

States organization and rigid requirements must be met before products are acceptable for a company to be included in membership.

Newest innovation at the plant is the installation of a Yates-American S-53 sander. The new machine permits panels to go through in one "pass" for sanding and finishing that formerly required three passes through the machine it replaced. Added feature of the machine is the application of a "glassic" finish on one side of the panels.

In this respect, Klamath Hardwoods scored a "first" in the industry, that is rapidly being followed by other companies.

To facilitate handling of production, the company has built a rail-and-cart system that speeds handling and provides merry-go-round capability. The system cuts demand for fork-lift trucks and repeated handling of panel loads.

The finished panels are bound with steel strapping and are protected with corrugated covers top and bottom—another KHI innovation. The covers overlap the sides, and metal corner protectors are used. The company maintains unitized packages as much as possible. These include 33 pieces of ¾ inch panels; 67 pieces of ½ inch; 100 pieces of ¼ inch; 50 pieces of ⅜ inch, and 40 pieces of ⅝ inch. Railroad sidings are immediately adjacent to the plant shipping dock.

Another new machine in the plant is a jogger that permits two workers to align edges of strip plywood material. The strips are cut to uniform widths, and the edges glued on an automatic gluer into panels 50 inches wide. These panels are used for cores of the hardwood facings, later being trimmed to 48 inches in width.

The company has discarded entirely the cold glue processes used

in some of their previous operations. Now the entire production comes from hot glue methods.

Officers in addition to Honzel are Loren Palmerton, vice president; Brady Naren, secretary-treasurer, and directors are Russell Larson, Portland, and Joe McCarthy, Orafino, Ida.

Plans call for installation of a huge guillotine clipper that will speed production of trimming and squaring panels, Honzel said. The company late last year acquired the property and buildings of the former Diamond Lumber Company, most of which they had under lease in previous years.

"Our pattern is definitely set for growth," Honzel stated. "We have faith that the plywood industry is here for a long time, and we have every intention of staying even with, and advancing with new methods and facilities that will assure constant growth in the years to come," he added.



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Loyal Lust, Owner

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Juckeland Motors also has the facilities, equipment and personnel for complete rebuilding of wrecked trucks and trailers; plans have already been made for further expansion in the service field plus the continuation of the International and Cummins diesel franchises for sales, parts and service for the local trucking industry. The International line consists of everything from the smallest, the new "Scout" to the largest off-highway equipment.

The firm presently employs 23 people on a full-time basis.

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Before starting the present operation, "Juck" was with International Harvester for 13 years, progressing through the motor truck division from retail sales to district manager. Trucks have been his interest for over 27 years!

Bob Tardiff, who joined the firm this past year, was with the International Corporation for 5 years in the shop and sales and was most recently in the Heavy Duty truck field in the Portland area. Bob looks forward to many years in the Basin!



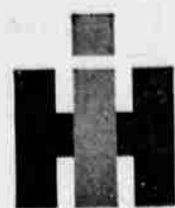
H. O. "Juck" Juckeland



R. "Bob" Tardiff

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Ph. 2-2581

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The top shot shows part of the showroom and office of the big Juckeland plant and the bottom view shows part of the used car lot. This big truck center extends from 11th to 12th on Klamath Avenue and occupies half a block on 11th street.



Mr. Hardman, specialist in truck maintenance, is shown here with the big dual post, adjustable truck hoist. This hoist is capable of lifting any highway truck in service.



Before and after. The top picture shows a logging truck, that was rolled and almost totaled; the bottom shot is the same truck after complete rebuilding by Juckeland Motors.



Above is the brand new Scout by International now on display at Juckeland Motors. It's the latest in the line of Internationals and is designed for economical transportation of cargo and passengers. Many options make it an all-purpose vehicle. 2 or 4 wheel drive.



One of the big ones! Here's an International RDF 411 off-highway logger. Gross Carrying Weight of 92,000 pounds!

From the largest to the smallest, International makes 'em and we've got 'em! Good used trucks, too, for every job . . . for the right truck for your job for the right service on your truck, see us!