



During the "glory days of logging," a "set" of western loggers work from springboards to drop a Douglas-fir. Unless otherwise noted, all photos appearing in this essay are from the Forest History Society archives.



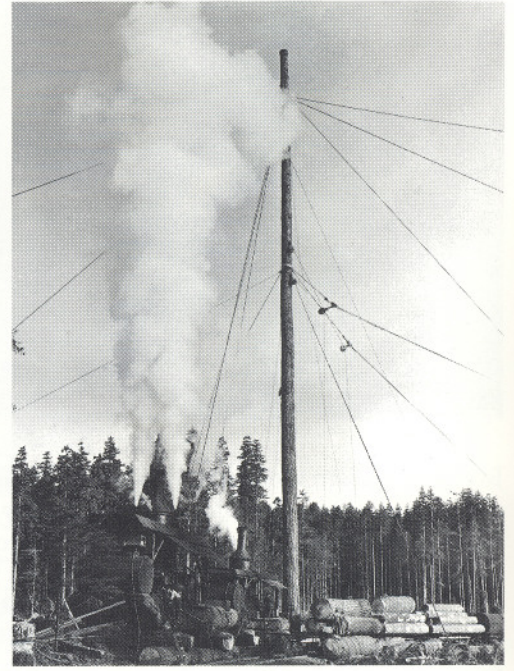


Except in modern times as trees grew smaller and machines grew bigger, a whole tree was usually too bulky for transport. Trunks were “bucked” into more portable logs. Saw technology for bucking has varied with time and place; a two-man crosscut in South Carolina, a two-man power saw in the West drawing electricity from a tractor, and a gasoline-powered portable circular saw in Georgia.

The Many Routes from Stump to Mill

A Photo Essay on Log Transport

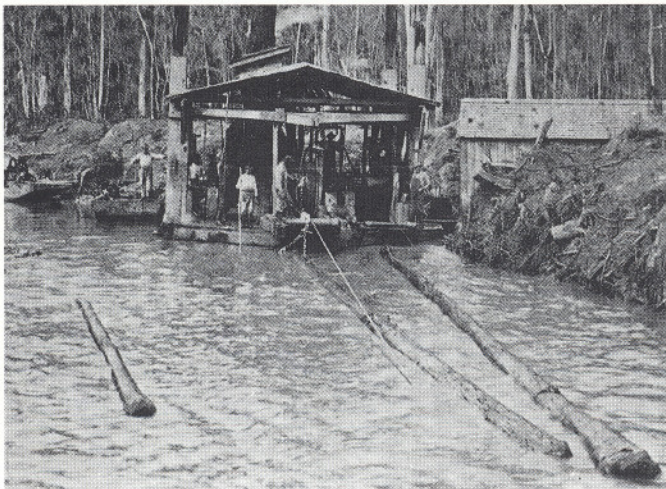




Above: In the Pacific Northwest, a high-climber works his way up the spar tree, limbing as he goes. After topping, the tree is rigged with cables both to “yard” the logs to the “landing” and to load them for transport to the mill. In modern times, steel towers have replaced spar trees.



Photo courtesy of Glenbow Alberta Archives.



Winter logging in Canada’s boreal forest allows taking advantage of low friction between sleigh and snow. In a Louisiana swamp, a “pull boat” gathers buoyant logs to a common point for loading.



In Arizona a modern tractor yards a "turn" of logs. During earlier times in the Canadian Rockies, teams of horses provide power for yarding (in the background, a single team pulls the "haulback" cable to return the main cable to the logged area).



Photo courtesy of Dominion Forest Service.

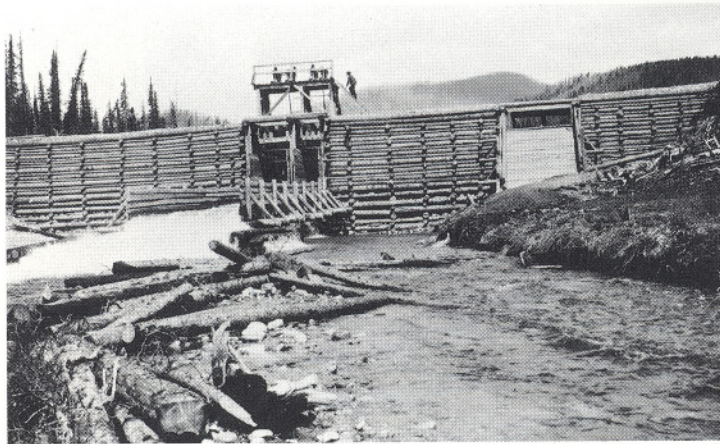
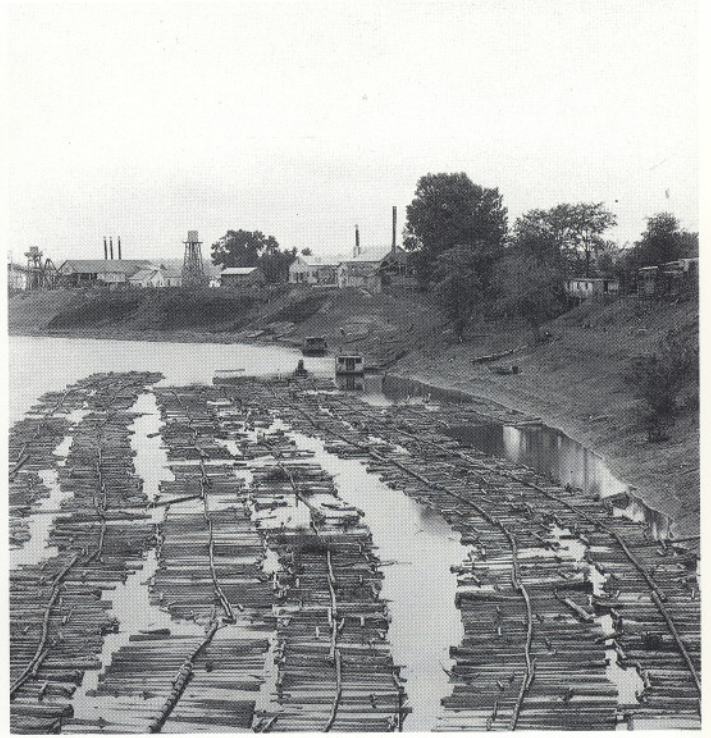
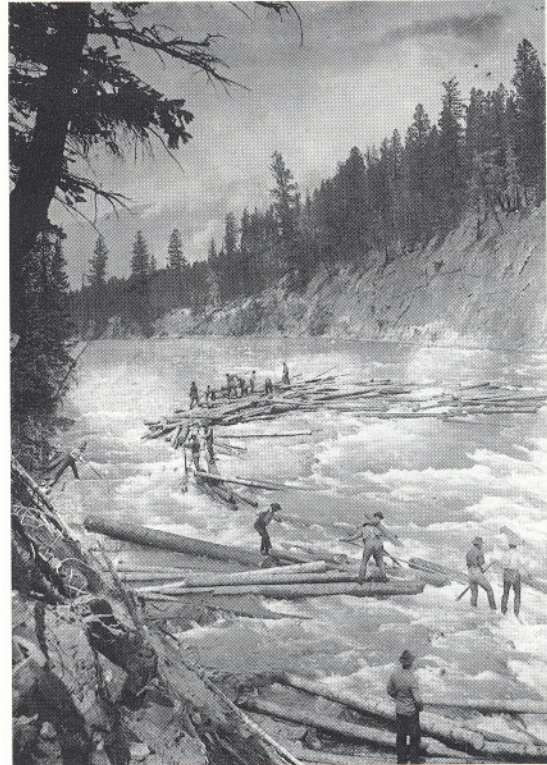


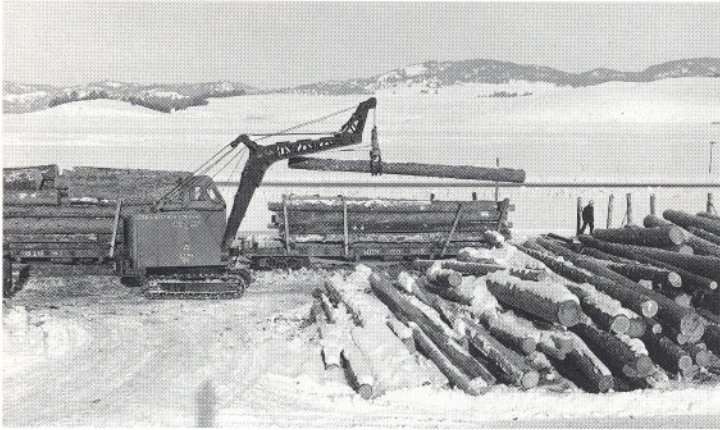
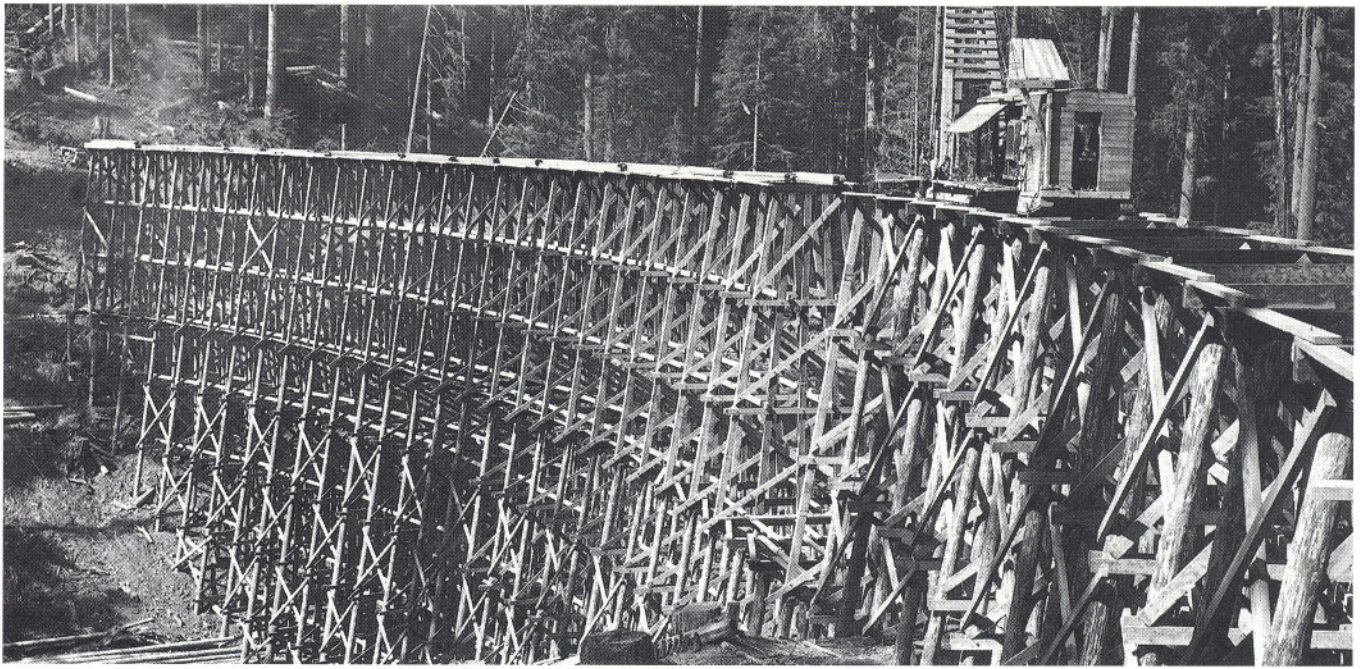
Photo courtesy of Dominion Forest Service.

Photo courtesy of Whyte Museum of the Canadian Rockies.



Water transport was used whenever timber was close to rivers, lakes, or the sea. Shown are (beginning with photo above right and continuing counterclockwise) log rafts on the Mississippi River near Memphis, Tennessee, a collection area on Maine's Penobscot River, a "splash dam" in Alberta that created floods to float logs and the jams that sometimes resulted, and a highly mechanized operation at Green Bay, Wisconsin.





Rail transport also moved rivers of wood to the mill. In adverse western terrain, trestle construction by itself consumed a small forest. A "deck" of logs is loaded to rail in Montana, while in Louisiana, a self-powered four-line "skidder" moves astride rails to yard and then load hardwood logs. The Southeast produced large logs, too, as shown by carloads of cypress rolling over hand-hewn ties in northern Florida.





Pulpwood is measured by the cord, whether it be pine hauled by truck near Lufkin, Texas, or stacked by crane in Cloquet, Minnesota, or decked aspen in Filer City, Michigan.

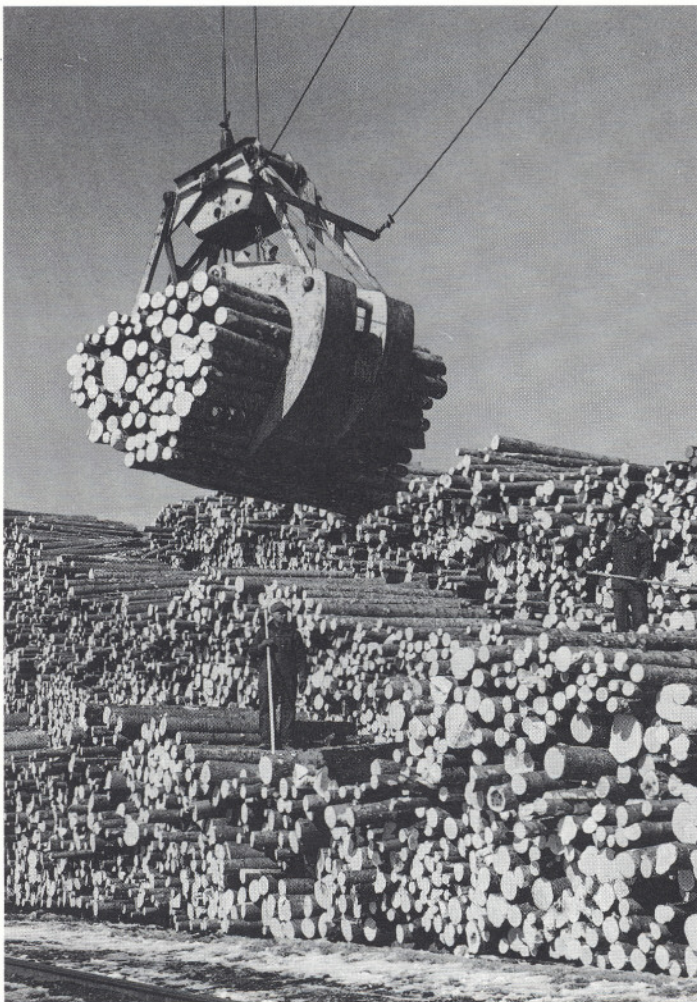




Photo courtesy of Provincial Archives of Alberta.



Some of the workers who made it happen lived in (above right, moving counterclockwise) Ontario shanties or Alberta waterborne wanigans, lunched in the shade of massive equipment or honed their axes in the Pacific Northwest, or posed on the products themselves in Mississippi.

