Man-power in mill—

Foreman	1	
	–	1
Two log gangs	2	
Two cant gangs	2	
Cleaning up and watching slabs from log gangs	1	
Two edgers	4	
Trim saws—		
Top	2	
Bottom	2	
	–	13
Saw-doctor	1	
Oiler and general	1	
	–	2
Loading railway trucks	2	2
Spare	2	2
		—
		20

This mill was cutting logs minimum 6 in., top maximum 18 in., with an average of 9 in.

Production was claimed to be 80,000 per eight hours.

Yard handling for this unit will be dealt with under a separate heading.

Another plant visited of particular interest to the New Zealanders, was that of—

Hissmafors AB., Krokom

This plant receives the bulk of its logs by rail, and logs are sorted into thirteen diameter classes on land without the use of the sorting pond.

Logs are crosscut to length and rolled on to a heavy link chain. This chain is tressled up some 12 ft. above the ground-level.

Logs are marked on end for diameter classes and pass an operator who controls thirteen levers. As the logs pass, he pulls the appropriate lever, which drops a guide at the respective unloading point, and logs are guided off the chain, and drop into their respective diameter classes. Storage space is approximately 50 ft. wide.

Slightly below ground-level and parallel to the unloading point, on the opposite side of the storage space, is another chain on to which the logs are loaded from their respective diameter classes for feeding to log frames.

Photographs of this are available to any one interested.

The mill itself is a single-line mill, two frames in tandem.

Logs generally are of poorer quality than other mills visited, and showed pronounced taper, large butt flanges, were inclined to be crooked, and contained more knots.

Average diameter said to be $7\frac{1}{2}$ in., and the mill was cutting 750 logs per day, average 16 ft. length, producing 32,000 ft. per day.

This mill had a simple automatic device behind the log frame to automatically turn wane edge boards produced on either side of the cant, narrow face up, to save the edger man having to turn the boards. This mill also did not have the conventional trim chains and green sorting chains, timber being docked as it proceeded on the out-feed belt, and was handled direct on to six trucks, being sorted into six sizes.