

# Jammin' at the VCLCo

The basic definition for "Jamming" is loading logs onto a vehicle. For the VCLCo that vehicle was usually railroad flat cars. Based on pictures this was done at the VCLCo with a McGiffert derrick loading machine, a single Gin Pole and with a Swing Gin Pole Side Jammer timber frame device.



Photograph shows logs being jammed by the McGiffert onto C&N-W Ry flat cars.



Photograph shows steel frame logging cars under a McGiffert Jammer.

Horses skidded logs bucked 16-18 foot lengths for 16 foot lumber to the Log Deck where a McGiffert Jammer loaded logs onto standard gauge railroad cars for transportation out of the Pinery to the VCLCo Sawmill Hot Pond.

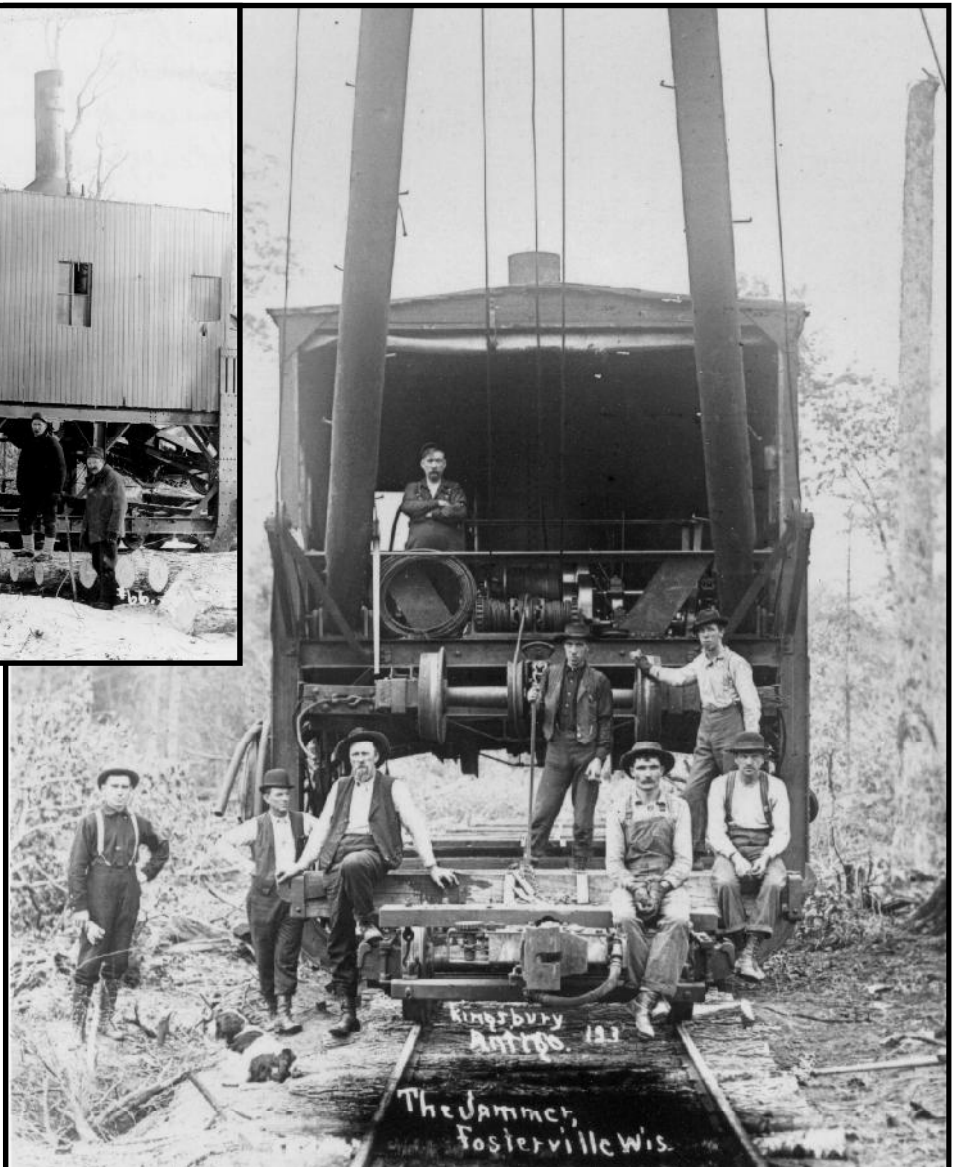
The VCLCo had as many as 12 lumber camps, 3 to 8 miles from the Sawmill. And, there seems to never had have more than about 15 miles of tracks in operation at one time.

Standard gauge tracks were maintained and moved by a crew from the Chicago & North-Western Railway.



The above picture shows a Skeleton Log car at the VCLCo. It has been suggested this car was manufactured by the Russel Wheel & Foundry Co. of Detroit, MI.

The McGiffert Jammer would be moved on its own RR wheels. Supporting legs were lowered, resting on ties. The RR wheels were raised allowing empty flat cars to be fed through for loading logs by a Side Jammer at the Landing.

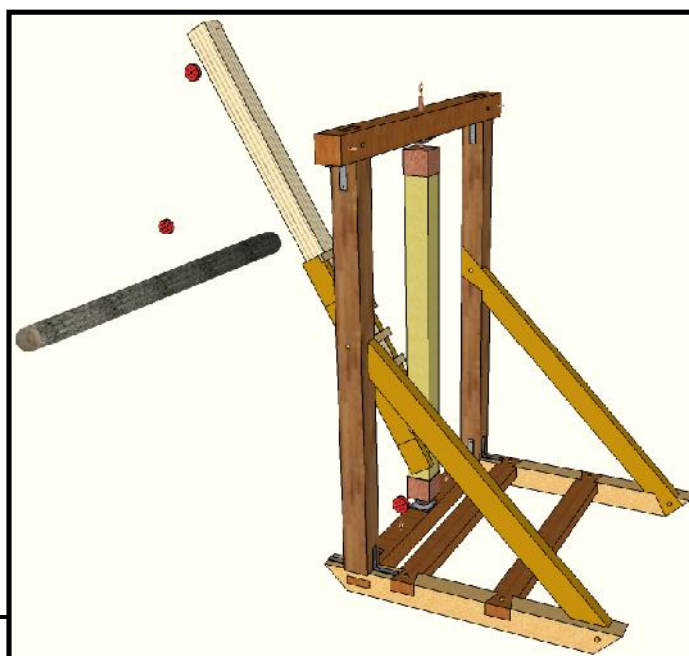




This is a Swing Gin Pole Side Jammer shown in these two photos which was used by the Vilas County Lumber Co. in northern Wisconsin. It was probably also used to load barrels of water into the Icing Sprinkler Tank Sleds. This seems to be a commercial Jammer manufactured by the National Iron Company, of Duluth, MN. Swing Pole Jammers had longer swing poles allowing them to reach out and cover a much larger area on the landing than A-Frame Jammers.



Charles Johnson of Munsing, MI has been given credit for developing the portable Side Haul Jammer for log loading from the Landing Deck in the early 1890's. No mechanical power was needed. Instead a team of horses was used on the cross haul. When the Jammer is in use there was a cable fastened from the top of the Gin Swing Pole straight back through an eye on the top of the Jammer to hold the top of the Gin Pole in place over the railroad Evener behind the horses, to a block on the top of and from there down on a chain. After a "pup hook" end of a log with a short end of a log until the team log was hoisted into the air by horses pulling on the the pup hooks, and, at a the lines were yanked gaged, releasing the log waggon. These devices era until machines finally



to a toe block at the base, the Jammer and Gin Pole, traveling block to a crotch had been hooked to either cable held against each tightened up the slack. The or dragged over skid poles cable. The pup hooks each "sucker line", attached to signal from the Top Loader, and the hooks were dis-onto flat car, sleigh, or log were used during logging replaced horses.

A-Frame Jammer at Camp 5, Laona, WI



## A-FRAME JAMMER

This jammer is made of two stout straight poles about 35' in length. These legs are set upon a set of two runners with a heavy beam between them, and balanced there with a third leg about ten feet long. Braced from one side of the runners to a brace (connecting the two large legs) which is about 10' from the ground. When the jammer is in use there is a cable fastened from the top of two legs to some solid tree or stump straight back from it, so that it can hold the top of the jammer in place over the sleigh. The device that is used for hauling the logs up, is the block and tackle. One end of the cable is fastened to the top of the jammer, while the rest of it is threaded through a block at the crotch of two short cables which have "pups" or hooks on the other end of them – then back through another block at the top of the jammer, down through another block at the foot of it, and out to the horses which pull the logs up onto the sleighs. The pups or hooks at the end of the short cable are held against each end of a log until the team tightens up the slack. Then they are pulled into the log by the strain put upon them. The sleigh load of logs is hauled to the railroad instead of to the river this time either by horses or tractors.

George O. Jones, Norman S. McVean, and others, comp., History of Lincoln, Oneida, and Vilas Counties, Wisconsin (Minneapolis, 1924)

