

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
NORTHERN REGION

FOREST SERVICE
COEUR D'ALENE NATIONAL FOREST
COEUR D'ALENE, IDAHO
AUG - 7 1933
RECEIVED
Answered... *C.W.L.*

ADDRESS REPLY TO
REGIONAL FORESTER
AND REFER TO



FEDERAL BUILDING
MISSOULA, MONT.

O
ECW

Supervision - Coeur d'Alene
Inspection

August 4, 1933

E

Supervision - Coeur d'Alene
Inspection

Forest Supervisor,
Coeur d'Alene, Idaho.

Dear Mr. Simpson:

Attached is a copy of Mr. Thieme's inspection report dated July 28.

I have no comments to make upon it with the exception of endorsing what he urges in paragraph 6, page 2, and to request you specifically to check up on Ranger Larsen's supervision of the use and care of equipment. Paragraph 9, page 2 of the memorandum indicates that he has not been sufficiently alert or positive in respect to the supervision of the bulldozer operator whose machine was found to be in bad order.

In respect to his comments on page 3, paragraph 13, I sympathize with superintendent Bishop in his disappointment over the switching of companies. It was indeed unfortunate that things broke as they did, but having taken such a turn, I cannot see but that the best course has been followed.

Very sincerely yours,

Evan W. Kelley
EVAN W. KELLEY, R
Regional Forester.

Enclosure.

O
EGW
Supervision - Coeur d'Alene
Inspection

August 4, 1933

E
Supervision - Coeur d'Alene
Inspection

Forest Supervisor,
Coeur d'Alene, Idaho.

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Very sincerely yours,

Evan W. Kelley

EVAN W. KELLEY,
Regional Forester.

Enclosure.

July 28, 1933

INSPECTION MEMORANDUM

1. I spent from July 11 to July 14, in company with Supervisor Simpson, in the inspection of road work being done by ECW camps on the Coeur d'Alene. The work in all camps was more or less in the process of getting started. The camps not being completed, an even consignment of men for road work could not be given by the camp commander. The Regional Forester's memorandum of July 14 was not at hand and I did not get the information requested in it on inspection trips.

Magee Camp No. 22

2. Phil Clack, superintendent; Wayne Newcombe, Tod Arthur, Grant Redfield, and Alex Lund, foremen.

3. This camp was originally designed as a Blister Rust camp but was later changed to half Blister Rust and half road work.

4. The equipment on hand consisted of a Cletrac trailbuilder, Monarch tractor, Adams No. 121 grader, one 140 and one 230 compressor, and one Ingersoll-Rand sharpener. For transportation there were assigned to the camp two 1½-ton ECW trucks, one 1½-ton Forest truck, and one ½-ton pickup truck. In addition, there was one 1½-ton district truck that was used part of the time. The Forest had ordered one additional 1½-ton truck, and with this should have enough to meet all transportation needs since the hauling of supplies and equipment was done by general supply trucks or by contract out of Coeur d'Alene. The big Cat and grader were being used in finishing grading work that was done last fall on the Beaver-Magee project. They will also be used on the maintenance of the Spruce Divide road. It was estimated that that work would take about a week or ten days and then the heavy equipment would be returned to camp. It was then working out of a spike camp.

Progress of Work

5. Approximately two miles of the Hamilton Mountain road had been bulldozed out with the expectation of about 1000 feet of heavy sidehill close to Magee. As I understood the superintendent (I may be wrong on this point), he was only able to assign forty men to road work; the balance of the men were used on Blister Rust and camp construction. The rock work close to Magee was not being handled although the compressor was standing

Memo.

idle; and, since that crew will also work on the Coeur d'Alene River road below the mouth of Independence on which rock is involved, I question the superintendent's advance planning of his work as I feel that if the rock work is not taken care of as soon as it develops and the equipment is available to do it a situation will later be gotten into where compressors will be needed in several places at the same time. I was, however, informed that the forty men made available for road work could no more than keep the clearing ahead for the bulldozer. They expected, however, release of additional men for actual work and promised to hit the rock work as soon as possible.

Supplies and Equipment

6. There was considerable dissatisfaction on the part of the Forest Service camp personnel because equipment ordered could not be received promptly. I checked up on one instance and found that an order for culverts had been placed with the Supervisor's office on July 1. The requisition was forwarded to Spokane from the Supervisor's office on July 6. The order, however, was not filled by Spokane until July 17. The requisition, however, did not indicate when it was desired that the order be filled, and Mr. Bradeen explained that because of the rush of work it was taken in its turn. I talked over with Mr. Simpson the necessity of his office force to forward requisitions promptly as the lack of supplies and equipment on the job would cause serious delay and expense.

Location of Road below Magee

7. An examination was made of the route for a road below the mouth of Independence in company with the locator Hamblet and Supervisor Simpson. After examining the route it was quite apparent that it would be cheaper to stay on the left-hand side of the stream as far down as MacPherson's ranch, crossing there to the right-hand (south side) and progress toward Rock City. Considerably lighter work will be encountered in doing that than staying on the right-hand side.

8. Ranger Larson is giving general supervision to the road work, although not attached to the camp. Wayne Newcombe is a last year's foreman and should be able to handle his end of the work in a satisfactory manner. Time did not permit an analysis of the work of the other foremen.

9. The bulldozer operator, whose name I do not recall, seems to be an excellent man to keep on the grade line and produce a large output of work, but an examination of his machine showed him to be very careless with its upkeep. The

Memo.

front idler brace guide was entirely out of its socket, yet the operator was continuing to use it. There was a bad leak in the oiler line probably caused from some object entering the hole made vacant by displacement of the idler guide. I told the superintendent to impress on the operator that it was his job and duty to take better care of his machine, and if he did not he should be discharged. I believe him to be a good operator otherwise.

10. Only one shift was being run with the bulldozer, but a second shift was about to be started.

Big Creek Camp No. 16

11. Frank Bishop, superintendent; Albert Koch, Jack Armstrong, Norman Arneson, Herb Ramsey (?), R. B. Read, Archie Jacobson, and Bob Minnehan, foremen.

Progress of Work

12. Work was done concurrently on the main river, the Big Creek, and the Avery-Haystack jobs. The equipment consisted of two Ingersoll-Rand 310 compressors, one 40 Cletrac, one 60 Cat and grader, one Ingersoll-Rand sharpener, one ripper, seven jackhammers, and the following trucks: two 1½-ton, one 2-ton, one 1½-ton dump, one 1½-ton pickup. In addition to this, there was the 30 Best tractor with double drums which is to be used on the bridge job at Sissons Flats. The job needs one additional 140 compressor for pickup work for use on other than the main river job. This is to be assigned as soon as our shipment is received. When the work gets a little farther away from camp, an additional truck will be needed. The road-building equipment seemed to be in excellent shape.

Personnel

13. The working personnel of this camp, except for the local men, consists of eastern boys. Mr. Bishop was somewhat discouraged with the amount of work that these men could do; and due to the fact that he had practically picked all of the men for Camp No. 30 on the basis that it would be a road camp, he feels the men in Camp No. 16 would be just as good on Blister Rust work and the personnel at Camp 30 would be much better on road work. I understand that the Supervisor and the Regional Forester gave consideration to Mr. Bishop's suggestion that Camp 30 be made a road camp instead of Camp 16, but it was decided not to do so. Progress is slow due to inexperienced men and will continue to be until the men are trained.

Memo.

Camp No. 15

15. Superintendent; D. M. Lightner. Foremen; Tony Anderson, Leonard Morris, Miles Standish, H. T. Arnold, Dell Baslington, Earl Seigle, Bob Nearing. *+ Conn - now replaced by Murphy*

Progress of Work

16. Work was being done at approximately Station 95. The road was opened up to that point but not completed. The equipment on the job consisted of one large Cat and grader, one 40 Cletrac, one 220 and one 360 compressor, one Best 30 tractor, one 1-yard shovel, one ripper, and the following trucks: one 1½-ton ECW truck, one 1½-ton hired locally, one 2-ton, and three Rec dump trucks. The equipment all appeared to be in fine shape.

17. Difficulty was being experienced in getting the steel to hold up under the hard rock that was encountered. The small forge provided a capacity only sufficient to keep three jack-hammers busy, yet compressor capacity was available for five to six hammers. It was apparent that an oil furnace would be needed to keep enough steel ahead for the drillers. This was subsequently ordered shipped to the job. Drilling was only being done on the one-shift basis but it was the plan of the superintendent to put on two shifts the following Monday. This would require two blacksmith steel sharpeners, and since the bulk of the work in the Spokane shop was out I suggested that the Coeur d'Alene take Mr. Harry Welliver. This was subsequently done. From past experience, Harry Welliver has been quite successful in tempering steel to meet rock conditions.

Road Standards

18. On some of the dirt sections of the road it would appear to the casual observer that the standards were being exceeded. Previous construction has indicated some bad muddy stretches that are made impassable by seepage water during the fall and spring. At other places a clay formation is encountered that becomes impassable. Again, in one place a large slide continues to roll down into and across the road. At this latter place I advised, since the shovel was close to the location, that it be taken back a distance of 10 to 12 feet from what would be the roadbed, making a ditch 3 feet deep if necessary to act as a deposit for the stuff that would come down the hill and finishing the road on the outside. To do this will relieve the slide and be more economical to take it out at this time when the shovel is available than it would be by maintenance equipment.

Memo.

The other muddy sections that become impassable and which will require topping, I instructed the superintendent to rough out to a 15-foot width, which would provide a 3-foot ditch, and then when the surfacing material of about 8 inches thick was applied it would leave a top from shoulder to shoulder of 18 feet.

Army Camp

19. The floors for all sleeping quarter tents had been erected. They were using the old Winton kitchen at Breakwater as the camp kitchen. The boys were still eating outside and the officers and the overhead were eating in the old dining room. Work had not yet been started on the erection of the army dining room.

20. My visit to this camp was more or less of a hurry-up trip to hit the high spots and pick up those things most apparent. I advised Superintendent Lightner to sit down and make a work plan of the things that had ^{to} be done on the old road--surfacing, repairing the fills, and some other work that was not completed last fall--and after making a plan in detail he could schedule the work for the shovel instead of using a hit-or-miss plan. The shovel is capable of doing a lot of work, but if the work for it is not well planned a lot of lost motion will result. After the surfacing of the fill sections is completed, I would advise taking the shovel to another job more adapted to its use.

General

21. In all camps there was considerable dissatisfaction on the part of the men and the overhead against the food. I have found in these camps as well as others that the food is not of sufficient quantity or quality so long as the army iron rations are used. In all camps I found a tendency on the part of the army officers to take the camp construction leisurely instead of pushing it along. In some cases this appeared to be due to inexperience on the part of the officers in building camps. In talking to camp commanders, I encouraged the completion of the camps at an early date so that an even number of men could be assigned to the road jobs.

F. E. Thleme

Regional Engineer

Prichard Idaho.
August 14th, 1933.

0
ECW - Coeur d'Alene Idaho.
Supervision - Truck Inspection.



Forest Supervisor,
Coeur d'Alene, Idaho.

Dear Sir:

In reply to R.O.- of above designation of August 3rd. 1933,
I wish to report that mechanical defect on Ford Pickup O-211 has now
been corrected on the job and is now O K.

Regarding truck T-58 with no tire gauge, we have air hose
and pressure gauge on compressors and use this for checking all tires.

Discrepancies on other trucks refered to will be answered
by Mr. Gillespie as they were under his supervision.

Very sincerely yours,

F.B.Bishop.
F.B. Bishop
Camp Superintendent.

FBB-E.

Camp # 16.

Supervision
Truck Inspection

August 18, 1933

MEMORANDUM FOR RANGER BISHOP and Mr. GILLESPIE:

I am not sure that the Regional Forester's letter of August 3 covering truck inspection was forwarded to you, but the following points were mentioned:

The water level in the batteries in Trucks T-57, T-58, C-105, C-167, and C-169, was too low to make a hydrometer test reading.

Trucks T-58 and C-167 did not have tire gauges.

Truck C-169 did not have a speedometer.

All five of the above trucks did not have accident report cards in them, nor were the regular daily truck drivers' reports being kept.

The Ford pickup, C-211, appears to have some mechanical difficulty which should be corrected by the Ford Company. This car should be taken to the nearest Ford dealer, with the request that it be inspected and any mechanical trouble, which is due to improper assembling or manufacture, be corrected.

Truck C-168 had too low a water level in the battery for a hydrometer reading. The oil level was only 3/4 full and there were no accident reports in the truck.

Tire gauges have been purchased and six accident cards have been sent to each camp superintendent. The other features should be attended to by you.

CHAS. D. SIMPSON
Forest Supervisor

FCS

*Gracie
Caldwell*

*accident cards requisitioned
8/5/33-6 sent each to ECW Camp Foreman
by mail
DWM*

FOREST SERVICE
COEUR D'ALENE NATIONAL FOREST
COEUR D'ALENE, IDAHO
AUG - 5 1933
RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
NORTHERN DISTRICT

ADDRESS REPLY TO
DISTRICT FORESTER
AND REFER TO



FEDERAL BUILDING
MISSOULA, MONT.

August 3, 1933

0
ECW - Coeur d'Alene
Supervision - Truck Inspection

Forest Supervisor,
Coeur d'Alene, Idaho.

Dear Mr. Simpson:

Reference is made to truck inspection reports by
Truck Inspector L. R. Allen, covering trucks T-57, T-58,
C-105, C-167 and C-169.

¹⁶ It is noted that the Truck Inspector found that
the water level in the batteries in all five of these
trucks was too low to make a hydrometer test reading.

³⁰ Trucks T-58 and C-167 did not have tire gauges.

³⁰ Truck C-169 did not have a speedometer.

All five trucks did not have accident report
cards in them, nor were the regular daily truck drivers'
reports being kept.

Reference is also made to truck inspection reports
by Truck Inspector Ed. Peterson, on trucks C-211 and
C-168 in Camp 16.

¹⁶ The Ford pickup, C-211, appears to have some
mechanical difficulty which should be corrected by the
Ford Company. This car should be taken to the nearest
Ford dealer, with the request that it be inspected and
any mechanical trouble, which is due to improper assembling
or manufacture, be corrected.

On truck C-168, it was also found that the water
in the battery was too low for a hydrometer reading,
the oil level in the crank case was only three-fourths
full and there were no accident reports in the truck.

Forest Supervisor - Coeur d'Alene

These items should be corrected immediately and your report that action has been taken to correct these discrepancies will be expected in this office not later than August 15.

No copies of the inspection reports are being attached, since these will be available in the camp superintendent's office.

Very sincerely yours,

EVAN W. KELLEY,
Regional Forester

by R. C. Stockdale, Acting

0
ECW - Coeur d'Alene
Supervision
Truck Inspection

August 18, 1933

Regional Forester,
Missoula, Montana.

Dear Sir:

Reference is made to Mr. Stockdale's letter of August 3.

Additional tire gauges have been purchased and six accident cards have been supplied to each camp superintendent. The other points have been brought to the attention of the superintendents and they have been instructed to correct them.

Very truly yours,

CHAS. D. SIMPSON, Forest Supervisor,

By CHAS. D. SIMPSON

FCS

0
ECW - Supervision
Coeur d'Alene
Truck Inspection

August 19, 1933

Regional Forester,
Missoula, Montana.

Dear Sir:

Reference is had to your letters of August 14
and August 15.

The superintendents responsible for the trucks
have been instructed to correct the discrepancies noted
and to see that these and other truck failures are guarded
against in the future.

Very truly yours,

CHAS. D. SIMPSON, Forest Supervisor,

By CHAS. D. SIMPSON

FCS

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
NORTHERN DISTRICT



FOREST SERVICE
COEUR D'ALENE NATIONAL FOREST
COEUR D'ALENE, IDAHO
AUG 16 1933
RECEIVED
Answered.....

FEDERAL BUILDING
MISSOULA, MONT.

August 14, 1933

ADDRESS REPLY TO
DISTRICT FORESTER
AND REFER TO

0
ECW - Coeur d'Alene
Supervision
Truck Inspection

Forest Supervisor,
Coeur d'Alene, Idaho.

Dear Mr. Simpson:

Reference is made to truck inspection reports
by Truck Inspector Ed. Peterson for the following
trucks:

E. J. Wolf C-11: Motor needs wiping up.
E. J. Wolf C-104: Water in battery too low for testing.
E. J. Wolf C-300: No tire gauge.
B. Hicaspic C-69: Did not have license plate, tail light
nor stop light. The inspector states that these were
lost off the truck.

8-169

These matters are called to your notice so that
they may have prompt attention.

Please inform this office not later than
September 1 that the discrepancies noted have been
corrected. In no case should a truck be allowed on the
road without proper identification marks and rear lights.

Copies of the inspection reports are not being
enclosed, since these are available in the camp super-
intendent's office.

Very sincerely yours,

EVAN W. KELLEY,
Regional Forester

By

Acting

ECW
Eda

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
NORTHERN DISTRICT

FOREST SERVICE
COEUR D'ALENE NATIONAL FOREST
COEUR D'ALENE, IDAHO
AUG 13 1933
RECEIVED
Answered.. *[Signature]*

ADDRESS REPLY TO
DISTRICT FORESTER
AND REFER TO



FEDERAL BUILDING
MISSOULA, MONT.

August 15, 1933

0
ECW - Coeur d'Alene
Supervision
Truck Inspection

Forest Supervisor,
Coeur d'Alene, Idaho.

Dear Mr. Simpson:

It is desired to comment on truck inspection reports submitted by Truck Inspector Ed. Peterson, which cover a number of trucks being used on the Coeur d'Alene Forest.

T-22: Service card not in the truck. Starter not working. No tools. No accident reports.

T-24: Service card not in the truck. Head-light fuse out - dash light bulb out.

T-23: Service card not in the truck. No tools. Starter not working. No accident reports.

Breakwater T-31: Both rear springs broken.

" C-67: Accident reports - none.

" C-172: Service card not in the truck. No tail light. No stop light. Speedometer trip meter does not work. Spring clamps loose, body loose, all rear spring clips loose. Bolts missing. No accident reports.

Snigzly C-12: No accident reports.

C-103: Tire pressures low.

Snigzly C-170: No tire gauge. No accident reports.

C-214: Battery water too low for hydrometer test. No accident reports.

Forest Supervisor, Coeur d'Alene.

The truck inspector reports that most of the discrepancies noted were corrected by him. It is desired, however, to call your attention to the fact that missing articles of equipment must be replaced promptly and that ordinary servicing of the trucks must be done currently.

Please inform this office not later than September 1 that the persons responsible have been instructed to see that these trucks are properly serviced at all times.

Copies of the inspection reports are not being enclosed, since these are available at the camp superintendent's office.

Very sincerely yours,

EVAN W. KELLEY,
Regional Forester

By

W. H. Wolff

Acting

*You must see to it that these trucks are kept up properly.
M. J. [unclear]
acting*



SUPPLEMENT TO SUPERINTENDENTS' INSTRUCTIONS

Truck inspectors have now examined all of the trucks on the Forest and while all the trucks were in serviceable condition and there were no major deficiencies there are a considerable number of minor features which need attention. Among them are the following:

1. Service cards not in the trucks.
2. No accident reports.
3. Tail lights, stop lights, dash lights, and head lights out.
4. Broken springs.
5. Tire pressures low.
6. No tire gauge.
7. Battery water too low for hydrometer test.
8. Motor needs wiping up.
9. License plates gone.
10. Speedometer not working.
11. Starter not working.
12. Bolts missing.
13. Spring clamps and spring clips loose.

In no case should a truck be allowed on the road without proper identification marks and rear lights. Ordinary servicing of the trucks should be done currently. If any articles of equipment are still missing or become lost you should order replacements immediately. If any major repairs become necessary either call for a mechanic or arrange to have the work done in a commercial shop.

Superintendents should give close enough personal attention to these matters to see that truck inspections in the future will be found satisfactory.

Chas. D. Simps Forest Supervisor.

Drake

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
NORTHERN REGION



ADDRESS REPLY TO
REGIONAL FORESTER
AND REFER TO

1024

0
ECW
Supervision Coeur d'Alene
Inspection

August 21, 1933

S
Disease Control - Coeur d'Alene
White Pine Blister Rust

Forest Supervisor,
Coeur d'Alene, Idaho.

Dear Mr. Simpson:

Here is a copy of Assistant Regional Forester Koch's inspection report. I am pleased to learn that progress on the blister rust control jobs has been given such favorable mention.

Referring to Paragraph 10: I wonder if holding the fire crew in camp is really a justifiable item? We are hammering the Army on the back to get men into the woods. We should watch our steps in every possible way to see that none of our practices are of a nature that gives the Army any peg upon which to hand counter criticism.

Discussed with Major Kelley

Personally, I should prefer to take chances on dragging a man out of the regular crews from a regular job to fight fire than to depend upon an outfit that has been working at only half a job for some indefinite period. I believe the morale of the honest-to-goodness workers is higher than it could possibly be among a group of youngsters who are enjoying a life of semi-ease waiting for something to develop at which their services may be needed.

Referring to paragraph 11: I shall be in Coeur d'Alene sometime during the next week or ten days and shall then go over with you the details of the work to be done by the various companies after the close of the blister rust season.

Row

F.S. Coeur d'Alene

I am fully in sympathy with the projects outlined by Mr. Koch in the first three paragraphs of page 7 of his inspection report. As to assigning men from Camp 29 to rip-rapping on the Prichard-Enaville Forest Highway, I doubt very much whether the crews can be used for that purpose. I shall discuss the matter with the Forester when he is with us this week. Ordinarily, Forest Highway work is taboo.

I have already sent you a note in regard to the proposed winter camp at Grizzly. I shall discuss the matter further with you when I see you.

Very sincerely yours,

Evan W. Kelley
EVAN W. KELLEY, *R.*
Regional Forester.

Enclosure.

S
Disease Control-Coeur d'Alene
White Pine Blister Rust

O
ECW
Supervision
(Inspection)

August 17, 1933.

INSPECTION MEMORANDUM

The six blister rust control E.C.W. camps on the Coeur d'Alene were inspected, together with Neff, at various dates between August 1 and August 15, including camps 22 - 24 - 27 - 28 - 29 - 30.

On the whole I feel that these camps are doing very creditable work, and while the total accomplishment will not be as great as we had originally planned, there will be a lot of work done.

1. Number of Men Available

The attached tables show the number of men available for/ work for the two weeks ending Aug. 5 and Aug. 12. There has been some improvement since then. On Monday, Aug. 14, Camp 30 turned out 135 men; Camp 29, 126 men; and Camp 28, 143 men.

I do not have the full records for Camp 22, since I failed to get the number of men on road work. Camp 24 has been low all the time, but is improving. Camp 30 was in long before the other camps, and should lead in number of men turned out, but is no better than the average.

Inspectors from Ft. Wright have apparently not stressed the turnout of men for work, in fact the pressure has been the other way, and after an inspection the field force is reduced to speed up improvements or take on additional jobs. The rating offered by the Army and Navy Journal for the best conducted camp indicates about the Army attitude, with 600 points for the camp and 300 for work accomplished.

The average turnout for the Clearwater camps for the week of Aug. 12 is 134 men per camp, against 126 for the Coeur d'Alene. The St. Joe averaged 130 for the period Aug. 1 to 11.

The essential improvements are practically all completed, but the camps are still a long way from the theoretical 26 men in camp and the rest on the job. There seem to be continual new jobs

Copy sent D
Forester
O-ECW
Supervisor ✓
B.R.C. Office

erising in the way of gravel walks, baseball grounds, portals, etc.

So long as the commanding officer is rated more on his camp than on the work, it is only to be expected that he will give camp work first place. This is reflected not only in the total number of men assigned to the field, but also in their quality. The camp work has absorbed a more than normal percentage of the outstanding good men. I failed to get complete records for the extra pay men (\$45 and \$36), but there should be 25 to 26 in each camp. Of these, Camp 29 has 12 in the field; Camp 30 has 15; and Camp 27 has 16. Theoretically the camp is supposed to have only 8 of them.

The low turnout of the Negro camps has been partly due to trouble with the men, malingering, absence without leave, and hiding out in one way or another to escape work. This sort of thing is generally diminishing.

2. Mileage Travelled to Work

All of these camps have only a comparatively short trip to the job, from one up to a maximum of six miles, and as roads are available in all instances there is little delay in getting the men on the job. This is partially due to the fact that none of the camps will fully complete the area set up, and they are all able to work on accessible areas. Double trips with the trucks are made in some instances, but distances are not great enough for this to cause any difficulty.

3. Equipment

All camps are well supplied with equipment for the job. The truck inspector had just been around so I did not make any truck inspections. The superintendents are all watching their trucks closely and only a few minor deficiencies were found. All trucks are in good running order.

4. Superintendents and Foremen

Both superintendents and foremen are an exceptionally good lot of men. Guernsey rated superintendents in order of their value for this job as follows:

1. Wolf
2. Helmers
3. Gillespie
4. Flodberg
5. Winnington
6. Clack

Nelson, the unit supervisor of the four Prichard camps, rated the four superintendents as follows:

1. Wolf
2. Flodberg
3. Gillespie
4. Helmers

The results the superintendents are getting are so closely tied in to the ability and attitude of the commanding officer that it is somewhat hard to separate them. Wolf is getting very fine results, but he has the advantage of a very fine officer, Capt. McCurdy, who is giving the very best of co-operation.

Flodberg impressed me as one of the best.

Helmers is dissatisfied and inclined to "crab" too much. He did not want the assignment, and has been fretting about his 15% salary cut, and on top of that having to pay board at the camp while he maintained his family elsewhere. He is a hard worker and has ability, but he is not strong in co-operation and diplomacy.

Of the two Negro camps, Winnington at 24 is doing better than Clack at 22, aided by a somewhat better officer. Clack is a bit discouraged, as the Negroes are hard material to work with.

Gillespie is rated by all the overhead as an excellent man, but he has had a good deal of trouble with Lt. Hazeltine, and, as he expressed it, "the co-operation is all on one side." All the other superintendents appear to be on excellent terms with the commanders. I heard Major Craven at 29 telling Supt. Flodberg that he had planned to go to Wallace for the afternoon and asking if there was anything he needed him for, which indicates a good relation between the two.

In all cases the superintendents have the work well planned out, and a systematic scheme of blocking up the areas eradicated. The foremen are working hard, each of them looking after 8 to 10 3- or 4-man pulling crews. As Flodberg expressed it, "All the men are gaining weight except the superintendents and foremen."

The number of overhead seems to be about right.

5. Mess

The mess is much improved, and there are little grounds for complaint. In my opinion there is an unnecessary shortage of sweets. The materials for cake, cookies and pie are no more

expensive than other foods, and I see no reason why there should not be more of them. However, the men are now well fed. Two of the camps, 30 and 29, have purchased dishes and serve the food on the tables.

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The shoe situation has improved, and most of the men are now well shod and hobnailed, though only recently. There has been some shortage of gloves, but some of the camps have received new shipments of gloves, so I presume a supply is now available.

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This varies a lot in different camps, partly with the character of the men, and partly with the quality of the commander.

The outstanding good camp is Capt. McCurdy's, Camp 27, at Eagle Creek. The Captain and his assistant officers have co-operated just as closely as the Forest Service and blister rust officers are working together. He has turned out a good force of men from the start, and the men have a working spirit. There is no "gold bricking" in his camp. The men in camp are expected to work as well as the men in the field, and one sees few idle men hanging around as is the case in some camps. If a man tries to take it easy in camp the Captain sends him into the field. He even sent out one of the cooks to learn what a good sandwich was. The whole atmosphere of the camp is good.

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The two Negro camps, 22 and 24, are a special problem. While very few men have been discharged for cause from the white camps on the Coeur d'Alene it has been necessary to weed out a good many of the Negroes. They are now on a fair working basis, though they will never be as reliable as the white forces.

In Camp 27 a canvass showed that 68% would re-enroll for another 6 months. In Camp 29 the Major estimates 50% would re-enroll.

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This end of the work has been pretty well looked after. They have all had the "Show Boat." Forest officers or Blister Rust men have given talks in all camps. The Negro camps are strong on minstrel shows, and they all have ball teams. The athletic equipment was regrettably slow in arriving in most of the camps. Some of them only got it last week, and 24, which needs it badly, did not have it at all.

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man in camp is less than half of that shown by the regular crews, which have less than 10% on camp and supply service, and are working 8 hour days.

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Approved: _____

ELERS KOCH,
Assistant Regional Forester.

Regional Forester.

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
NORTHERN DISTRICT



ADDRESS REPLY TO
DISTRICT FORESTER
AND REFER TO



FEDERAL BUILDING
MISSOULA, MONT.

0
ECW - Coeur d'Alene
Supervision
Truck Inspection

August 24, 1933

Forest Supervisor,
Coeur d'Alene, Idaho.

Dear Mr. Simpson:

Reference is made to truck inspection reports by Truck Inspector L. R. Allen, covering the trucks listed below:

Truck C-107: No tire gauge.

Truck C-69: Service card not in the truck. No tire gauge. Tail light and stop light lost from truck. No accident reports.

Truck C-212: Battery water too low for test. No accident reports.

Truck T-8: This truck is assigned to Planting and is driven by Howard Coon, but was inspected while it was on the Coeur d'Alene. Speedometer reading 605 miles since oil was changed. Tools missing: Adjustable wrench, spark plug wrench and screw driver. Tail light and stop light lost off. Battery water too low for reading. Oil level in crank case three-fourths full. No shovel. No cost records being kept in the truck.

The Inspector also inspected trucks C-106, T-98, C-134 and C-20 and comments that no cost records are being kept in any of these trucks.

These discrepancies found by the truck inspector are being called to your attention in order that you may see that they are corrected promptly.

Forest Supervisor, Coeur d'Alene.

The condition of the truck driven by Mr. Coon will be called to the attention of Mr. Olson of Planting.

Copies of the inspection reports are not being enclosed since these are available in the camp superintendent's office.

Very sincerely yours,

EVAN W. KELLEY,
Regional Forester

By 
Acting

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
NORTHERN DISTRICT



ADDRESS REPLY TO
DISTRICT FORESTER
AND REFER TO



Taken up with Clerk
FEDERAL BUILDING
MISSOULA, MONT.

O
ECW
Supervision
Camp F-22 - Coeur d'Alene

September 2, 1933

Forest Supervisor,
Coeur d'Alene, Idaho.

Dear Mr. Simpson:

Attached are two copies of Mr. Jefferson's memorandum of August 22, covering his inspection on August 15.

The average turnout for the 22 work days during the four weeks preceding the date of inspection is around 131 men, sixty-six per cent of the total camp enrollment on the final day and indicating an average number non-effective on Forest Service work of 66 men. Though cut down to 51 non-effectives on August 15, I am sure you will agree this is too many as a general thing; even conceding negro workers in camp are less productive than whites, an increase of 100 per cent over the 26 established by district headquarters of the Army does not appear warranted.

Unless you have already done so, I believe you are justified, either direct or through the camp superintendent, to present Forest Service views on this feature to the camp commander and endeavor, if possible, to work out with him so that more men can be put out on the work. Just how he is approached depends, of course, on our relationships with him. If you do not succeed in stepping up the turnout, take up the matter immediately with this office or with Mr. Flint.

I feel that the superintendent ought not to be doing the clerical work; if a negro clerk is absolutely hopeless, surely one of the white men can relieve the superintendent of this work.

There should be no hesitancy in putting mechanical equipment on a two-shift basis when it will be to advantage on production. It is not at all likely that an additional compressor can be obtained; many other ECW camps in the Region, badly in need of compressors, have none whatsoever.



F.S.

It is sincerely trusted that the programmed concentration of Assistant Supervisor Sanderson on work plans for the three camps is actually in effect.

The employment of two superintendents in this camp is unquestionably overmanning it, since how can Foreman Newcombe look after three road jobs unless he oversees two or three other road foremen, thus double-heading them. Is it that we can save a man's position here?

Mr. Jefferson indicates that another foreman will likely be required if a spike camp is established. Won't it be unnecessary to add this man, if Clack performs his full functions, thus relieving Newcombe's doubling for him and releasing one of the other road foremen now over-headed by Newcombe?

Is there not something that you can do to help the camp commander out in the matter of poor cooks? Is there not some possibility of your arranging a transfer of acceptable cooks from some other CCC camp in the Coeur d'Alene? There surely must be some extras elsewhere, who would willingly come to this camp if given as an incident to their transfer leader or assistant leader pay.

A word of caution about substituting a sandwich-and-hot-coffee lunch with "hot" lunches. While hot lunches are concededly better, it is doubtful whether they are enough better to justify any extra lost time on the part of the men in walking to lunch grounds. Sandwich lunches and material for hot coffee can be taken out right close to the men to be fed at the time they go out to work, and an hour or $1\frac{1}{2}$ hours detail of one man from the crew, to make the coffee, would be the only material lost time involved.

I believe you will agree with Mr. Jefferson without question that it is certainly best, under the circumstances as explained by him, to plan on the planting crews to come from the white man's camp rather than from the negroes'. Planting work, as you know, is not like road work where careless work immediately shows to the light of day; slipshodness in sticking in nursery stock won't show up till next year.

Very sincerely yours,

EVAN W. KELLEY,
Regional Forester,

By R. C. Stockdale Acting.

Enclosures

7A

O
ECW
Supervision - Coeur d'Alene
Inspection

August 21, 1933

S
Disease Control - Coeur d'Alene
White Pine Blister Rust

Forest Supervisor,
Coeur d'Alene, Idaho.

Dear Mr. Simpson:

Here is a copy of Assistant Regional Forester Koch's inspection report. I am pleased to learn that progress on the blister rust control jobs has been given such favorable mention.

Referring to Paragraph 10: I wonder if holding the fire crew in camp is really a justifiable item? We are hammering the Army on the back to get men into the woods. We should watch our steps in every possible way to see that none of our practices are of a nature that gives the Army any peg upon which to hand counter criticism.

Personally, I should prefer to take chances on dragging a man out of the regular crews from a regular job to fight fire than to depend upon an outfit that has been working at only half a job for some indefinite period. I believe the morale of the honest-to-goodness workers is higher than it could possibly be among a group of youngsters who are enjoying a life of semi-ease waiting for something to develop at which their services may be needed.

Referring to paragraph 11: I shall be in Coeur d'Alene sometime during the next week or ten days and shall then go over with you the details of the work to be done by the various companies after the close of the blister rust season.

F.S. Coeur d'Alene

I am fully in sympathy with the projects outlined by Mr. Koch in the first three paragraphs of page 7 of his inspection report. As to assigning men from Camp 29 to rip-rapping on the Prichard-Knaville Forest Highway, I doubt very much whether the crews can be used for that purpose. I shall discuss the matter with the Forester when he is with us this week. Ordinarily, Forest Highway work is taboo.

I have already sent you a note in regard to the proposed winter camp at Grizzly. I shall discuss the matter further with you when I see you.

Very sincerely yours,

Evan W. Kelley

EVAN W. KELLEY,
Regional Forester.

Enclosure.

S
Disease Control-Coeur d'Alene
White Pine Blister Rust

O
ECW
Supervision
(Inspection)

August 17, 1933.

INSPECTION MEMORANDUM

The six blister rust control E.C.W. camps on the Coeur d'Alene were inspected, together with Neff, at various dates between August 1 and August 15, including camps 22 - 24 - 27 - 28 - 29 - 30.

On the whole I feel that these camps are doing very creditable work, and while the total accomplishment will not be as great as we had originally planned, there will be a lot of work done.

1. Number of Men Available

The attached tables show the number of men available ^{work} for/ for the two weeks ending Aug. 5 and Aug. 12. There has been some improvement since then. On Monday, Aug. 14, Camp 30 turned out 135 men; Camp 29, 126 men; and Camp 28, 143 men.

I do not have the full records for Camp 22, since I failed to get the number of men on road work. Camp 24 has been low all the time, but is improving. Camp 30 was in long before the other camps, and should lead in number of men turned out, but is no better than the average.

Inspectors from Ft. Wright have apparently not stressed the turnout of men for work, in fact the pressure has been the other way, and after an inspection the field force is reduced to speed up improvements or take on additional jobs. The rating offered by the Army and Navy Journal for the best conducted camp indicates about the Army attitude, with 600 points for the camp and 300 for work accomplished.

The average turnout for the Clearwater camps for the week of Aug. 12 is 134 men per camp, against 126 for the Coeur d'Alene. The St. Joe averaged 130 for the period Aug. 1 to 11.

The essential improvements are practically all completed, but the camps are still a long way from the theoretical 26 men in camp and the rest on the job. There seem to be continual new jobs

Copy sent D
Forester
O-ECW
Supervisor
B.R.C. Office

Extra

arising in the way of gravel walks, baseball grounds, portals, etc.

So long as the commanding officer is rated more on his camp than on the work, it is only to be expected that he will give camp work first place. This is reflected not only in the total number of men assigned to the field, but also in their quality. The camp work has absorbed a more than normal percentage of the outstanding good men. I failed to get complete records for the extra pay men (\$45 and \$36), but there should be 25 to 26 in each camp. Of these, Camp 29 has 12 in the field; Camp 30 has 15; and Camp 27 has 16. Theoretically the camp is supposed to have only 8 of them.

The low turnout of the Negro camps has been partly due to trouble with the men, malingering, absence without leave, and hiding out in one way or another to escape work. This sort of thing is generally diminishing.

2. Mileage Travelled to Work

All of these camps have only a comparatively short trip to the job, from one up to a maximum of six miles, and as roads are available in all instances there is little delay in getting the men on the job. This is partially due to the fact that none of the camps will fully complete the area set up, and they are all able to work on accessible areas. Double trips with the trucks are made in some instances, but distances are not great enough for this to cause any difficulty.

3. Equipment

All camps are well supplied with equipment for the job. The truck inspector had just been around so I did not make any truck inspections. The superintendents are all watching their trucks closely and only a few minor deficiencies were found. All trucks are in good running order.

4. Superintendents and Foremen

Both superintendents and foremen are an exceptionally good lot of men. Guernsey rated superintendents in order of their value for this job as follows:

1. Wolf
2. Helmers
3. Gillespie
4. Flodberg
5. Winington
6. Clack

Nelson, the unit supervisor of the four Pritchard camps, rated the four superintendents as follows:

1. Wolf
2. Flodberg
3. Gillespie
4. Helmers

The results the superintendents are getting are so closely tied in to the ability and attitude of the commanding officer that it is somewhat hard to separate them. Wolf is getting very fine results, but he has the advantage of a very fine officer, Capt. McCurdy, who is giving the very best of co-operation.

Flodberg impressed me as one of the best.

Helmers is dissatisfied and inclined to "crab" too much. He did not want the assignment, and has been fretting about his 15% salary cut, and on top of that having to pay board at the camp while he maintained his family elsewhere. He is a hard worker and has ability, but he is not strong in co-operation and diplomacy.

Of the two Negro camps, Winnington at 24 is doing better than Clack at 22, aided by a somewhat better officer. Clack is a bit discouraged, as the Negroes are hard material to work with.

Gillespie is rated by all the overhead as an excellent man, but he has had a good deal of trouble with Lt. Hazeltine, and, as he expressed it, "the co-operation is all on one side." All the other superintendents appear to be on excellent terms with the commanders. I heard Major Craven at 29 telling Supt. Flodberg that he had planned to go to Wallace for the afternoon and asking if there was anything he needed him for, which indicates a good relation between the two.

In all cases the superintendents have the work well planned out, and a systematic scheme of blocking up the areas eradicated. The foremen are working hard, each of them looking after 8 to 10 3- or 4-man pulling crews. As Flodberg expressed it, "All the men are gaining weight except the superintendents and foremen."

The number of overhead seems to be about right.

5. Mess

The mess is much improved, and there are little grounds for complaint. In my opinion there is an unnecessary shortage of sweets. The materials for cake, cookies and pie are no more

expensive than other foods, and I see no reason why there should not be more of them. However, the men are now well fed. Two of the camps, 30 and 29, have purchased dishes and serve the food on the tables.

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Approved: _____

ELERS KOCH,
Assistant Regional Forester.

Regional Forester.

BLISTER RUST CONTROL

COEUR D'ALENE AREA

SUMMARY REPORT
Week Ending August 12, 1933

Camp No. : Str.	Aver. : Enro. :	No. of Men Turned Over to					Total	Aver.
		Camp Superintendent						
		8-7	8-8	8-9	8-10	8-11		
F-22 : (80 on RR)	198 : 81	80	80	80	80	76	397	79
F-24	181 : 105	104	99	125	133	566	111	
F-27	196 : 124	135	144	144	154	701	140	
F-28	199 : 128	128	123	127	127	633	127	
F-29	196 : 107	124	120	120	124	595	119	
F-30 : (9 on road)	198 : 120	123	129	128	127	627	125	
Total:	1168 : 665	694	695	724	741	3519	117	
Previous Week Total							:	:

Note. The road men in Camp 22 are not included. The 9 men in Camp 30 on roads should be added. Eliminating Camp 22 the average turnout is:

24	--	111
27	--	140
28	--	127
29	--	119
30	--	134
		<u>5)631</u>
		126 Av.

0
ECW
Supervision - Coeur d'Alene

ER
Equipment
Transportation



1 to Anderson
1 to Drake
1 to Guernsey
1 to Neff

MEMORANDUM OF INSPECTION

A study of the transportation plan on the Coeur d'Alene Forest was made in connection with the road inspections made August 21 to September 9. The five Blister Rust camps as well as the three road camps were visited, and I talked with each superintendent in regard to the hauling problem at each camp. The following is an analysis of the plan at each camp:

Camp F-15

No. of trucks assigned - 7 (1½-ton trucks C-172 & C-13
2-ton GMC T31 and 3 Reo 3½-ton dump
trucks T22, T23 and T24; and a 1½-
ton truck hired at 3.00 per day)
No. of men transported - 145
Average load per truck - 25 to 40 men
No. of pickup trucks - 1 (C-67)

A grease rack was installed and there were two camp ser-
vicemen to take care of the machines. The standard of upkeep
was fair. Rack ties were in camp but not on the trucks.
Traveling mechanics Peterson and Allen were on the job September
6.

The 2-ton GMC hauls men and lunches for 5 shifts, hauls
supplies to the job and makes all the extra trips necessary.
Its average haul is 2 miles. One ton and a half truck is used
in the spike camp at Honeysuckle to haul 25 men 5 miles, and
one is used in the spike camp at LaVerne Creek hauling supplies
and 25 men on an average 1 mile haul. The three 3½-ton dump
trucks are used with the shovel to haul dirt and gravel. As
stated in the road inspection report on this camp, these dump
trucks are being badly treated and the shovel operator should be
brought to task for his carelessness. One was out of commission
with a broken spring and I was advised that one went over the
bank when the brakes did not hold.

The rented truck could be replaced with a government
truck, but the contract did not expire until October 1 and, as
the rate was not excessive, it was not considered advisable to
make the change until the contract was up. The 3 Reos will be
sent to Camp F-22 when needed to haul sand and gravel for the
bridge and then transferred back to this camp. when needed.

Copy for Supervisor

The trucks are well taken care of as far as servicing is concerned. Tie racks should be put on. It is believed that more supervision by the Supervisor's staff would eliminate some of the carelessness and stimulate an interest in the care of the machines.

Camp F-16

No. of trucks assigned - 4 (1½-ton trucks C-168 and C-105,
Dodge 1½-ton dump T57 and GMC
2-ton T33)

No. of men transported - 100
Average load per truck - 30
Average length of haul - 2 miles

Each driver services his own truck. The GMC truck was poorly taken care of. There was no service card in the truck, not enough oil in the Myers oilers in the back, and oil in the motor was low and black looking. The steering column was broken, and the truck had been laid up for about 10 days. The part had been ordered but lost in transit and another ordered but not received yet. Mr. Bishop was in town Sunday trying to locate this part. The other trucks seemed well taken care of, but I did not make check list inspections as the traveling mechanic was on the forest making such inspections. The racks had not been tied and trucks run without tail gates and the stakes on the beds were cracked. Tie chains were being put on at the time of this visit.

There is no surplus of trucks. Mr. Bishop had asked for additional trucks to haul steel and sand and gravel for the bridge. I advised contracting the hauling of the steel and this was done. It was found that the Ree 5½-ton dump trucks would be available to haul the sand and gravel and these will be transferred to this work when needed. Therefore, no additional trucks are recommended.

Camp F-22

No. of trucks assigned - 10 (1½-ton trucks C-134, C-346,
C-20, C-350, C-107, T98, T100,
T179; and 2 Dodge 1½-ton dump
trucks 2 and 1)

No. of men transported - 150
Average load per truck - 6 to 25
Average length of haul - 5 to 8 miles
No. of pickup trucks - 1 (C-15)

These trucks are hauling from 5 to 8 miles and it requires an hour and 10 minutes on the long haul and 45 minutes on the short haul so that it is hardly possible to make double trips. Also the men are scattered on so many different jobs in different directions. The Army truck hauls 22 men on the Blister Rust work.

One truck is used on maintenance work and is kept with the crew and one truck is used at McGee station, but both are available for hauling men when needed. The 2 dump trucks are at present hauling rock and will be needed all fall hauling material to make a breakwater at the Ranger Station.

Machines were all well serviced as to grease and oil, but I strongly recommend a grease rack where there are so many trucks to be taken care of. Some of the truck rack bolts and spring clamps were not kept tight enough and one battery cell was dry, but, on the whole, the upkeep was good.

No additional trucks are needed. In view of the unusual number of trucks in use at this camp, I made an intensive study with the idea of eliminating the need for some if possible, but I could not see a way to make any changes in the transportation plan.

One truck had run 38,000 miles and, I believe, should be turned in at the end of this season as the upkeep is too high to justify the use of trucks that have run this long.

Camp F-24

No. of trucks assigned - 2 (C-106 and C-288)
No. of pickup trucks - 1
No. of men transported - 133
Average load per truck - 30
Average length of haul - 2 miles

The drivers service the trucks and the standard of upkeep is fair. The haul is short and part of the crew walks to work. Racks are tied together with ropes. Both 1½-ton trucks had been in accidents and the racks were damaged. The superintendent's car was not in camp, but I understood that it also had been in an accident. Otherwise, the machines were well taken care of. No additional trucks were needed and there was no surplus.

Camp F-27

No. of trucks assigned - 2 (C-11 and C-300)
No. of men transported - 70
Average load per truck - 35
Average length of haul - 6 miles
No. of pickup trucks - 1 (C-68)

Trucks are taken to the Prichard Ranger Station where there is a service rack for greasing. The necessary tools are not on hand, but the upkeep is satisfactory. Inspections has been made by the traveling mechanic and is made by the camp superintendent each day. No inspection is made by the Blister Rust officers. The racks are not tied and ropes or chains should be put on. There is no surplus of trucks and no need for additional machines.

Camp F-28

No. of trucks assigned - 3 (C-96, C-104, C-95)
No. of men transported - 105 to 135
Average load per truck - 20 to 25 men
Average length of haul - 2½ miles
No. of pickup trucks - 1 (C-215)

Each truck makes double trips. A service man takes care of the machines and the standard of upkeep is good. Inspection has been made by the traveling mechanic and is made twice a week by the camp superintendent. Tie chains should be put on the racks and an air cleaner installed on the Ford pickup. The trucks on hand are sufficient for the needs of the camp and there is no surplus.

Camp F-29

No. of trucks assigned - 3 (C-103, C-170, C-12)
No. of men transported - 137
Average load per truck - 25
Average length of haul - 2 miles
No. of pickup trucks - 1 (C-214)

A grease rack is installed and the drivers service the trucks. Standard of upkeep is good. Inspection has been made by the traveling mechanic on August 28, by the superintendent every 10 days, and by the Blister Rust officers every 2 weeks. Truck C-12 was turned over and the cab dented and 2 rack stakes broken. Overload springs were received but not needed and should be returned to Spokane. Ropes or chains should be put on truck racks. Number 2190 oil should be ordered and used in these machines.

Trucks on hand are sufficient and there are no extra on hand.

Camp F-30

No. of trucks assigned - 2 (C-167, C-169)
No. of pickup trucks - 1 (C-69)

The superintendent was not in camp and I did not get the transportation details. There is no grease rack and adequate tools are not available. The drivers service the trucks and the upkeep is fair. Rear license plate was gone on the superintendent's truck. Rack ties had not been put on. Occasional inspection is made by the superintendent and the Blister Rust officers and inspection had been made by the traveling mechanic.

General

The Forest trucks were used as follows:

C-28 Supervisor Simpson
C-29 Assistant Supervisor Sanderson
C-505 Used for general freighting out of Coeur d'Alene
T-103 Used for general freighting out of Coeur d'Alene
No number - Honeysuckle Ranger Station truck is used
exclusively at the station and is in good condition.

A Blister Rust truck is also used for freighting out of
Coeur d'Alene. These machines were all in good condition
and handled all the hauling from Coeur d'Alene to the various
camps on the forest.

Traveling mechanics Peterson and Allen were going over
all the equipment and I was advised that their work was
satisfactory.

O. W. Duncan

Assistant Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
NORTHERN DISTRICT



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Coeur d'Alene

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FEDERAL BUILDING
MISSOULA, MONT.

July 19, 1935.

Forest Supervisor,
Coeur d'Alene, Idaho.

Dear Mr. Simpson:

As was in effect during the past two periods, it will not be the policy to send copies of the General Inspection Reports to Forest Supervisors but to write a letter commenting on those things which require action.

Inspector Holcomb has submitted reports on inspections made at nine of your camps during the period June 24 to July 13.

F-131 Big Creek #1 Camp very satisfactory. It is assumed that the extra truck at this camp has been reported to you. Inspector noted that a larger mesh screen is needed on chimneys since the size in use clogs quickly and results in removal of screen.

F-134 Magee An excellent camp. Since you accompanied Mr. Holcomb to this camp, it is assumed that you have already taken action to provide Superintendent Maloney with a copy of the booklet, "Truck Maintenance - Camp Superintendent's Responsibility."

F-137 Deception Creek A very good camp except that compliance with Circular O-471 relative to screens on stove pipes, fire extinguishers and appointment of a fire marshall should be complied with. One additional truck needed.

F-151 Pine Flats It is noted that there is a surplus truck. Since you accompanied Mr. Holcomb on this inspection, it is assumed that you have taken action towards getting a safety committee organized.

F. S.

F-153 Rock City In discussing Superintendent Cook's case with Mr. Holcomb, it is understood that you feel that he will work out satisfactorily. Foremen Barth and Anderson are listed as "inclined to take things easily." Mr. Holcomb states that they are not particularly active in teaching the enrollees how to handle the cleanup work, and that you are acquainted with these two doubtful cases. Don't hold on to doubtful men.

Report states that the camp needs a grindstone.

F-155 Nowhere A very good camp. I understand a pickup can be used to good advantage a little later in the season. You can obtain one at any time since there are several surplus both at Spokane and Missoula.

Please see that the Superintendent is furnished a copy of the booklet, "Truck Maintenance - Camp Superintendent's Responsibility." Why were some of the Superintendents not issued copies?

F-156 Horseheaven On June 26, the Superintendent had no camp clerk which necessitated his spending 40 percent of his time in camp, mostly on clerical work. Has this been remedied?

It is understood that the matter of drivers' permits and seats in trucks was being taken care of at an early date. In other respects, this camp is satisfactory.

F-180 Hayden Creek This camp is very satisfactory except for shop facilities for taking care of tools. We are obtaining a separate authorization of funds to take care of urgently needed work agency buildings at year-long camps and will notify the Forests as to funds and authorized structures within the next two or three days.

It is understood that seats are being furnished for trucks used in transporting enrollees.

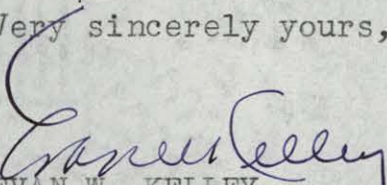
F-182 Wolf Lodge An excellent camp considering recent date of occupancy.

It is very gratifying to note the splendid start that these camps have made. As you know, the matter of fire protection at all camps should be given special attention. Extra copies of

F. S.

Circular O-471 were recently sent to all Forests in order that copies could be forwarded to all Superintendents for their guidance. About Superintendents not being supplied with the booklet, "Truck Maintenance - Camp Superintendent's Responsibility," I am truly surprised to find that another inspector has found that all Camp Superintendents do not have or do not recognize that they have this booklet, Chas., what is wrong with a method of administration that cannot get this sort of thing attended to in a manner that puts the idea across.

Very sincerely yours,


EVAN W. KELLEY,
Regional Forester.

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
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FOREST SERVICE
Coeur d'Alene National Forest
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FEDERAL BUILDING
MISSOULA, MONT.

September 4, 1935.

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ECW - Coeur d'Alene
Supervision
Inspection

Forest Supervisor,
Coeur d'Alene, Idaho.

Dear Mr. Simpson:

Inspector Ben Bates has submitted General Inspection Reports on Camps F-181, Jordan Creek, F-151, Pine Flats, F-131 Big Creek #1, and F-182 Wolf Lodge.

At F-181 Jordan Creek, Bates found a truck hauling powder, electric caps and iron bars all together. Although Mr. Flodberg who accompanied Bates, corrected it at once, your attention is drawn to this dangerous practice.

Bates reports that all camps were found in good condition in regard to organization and work projects. He discussed his findings at each camp with Mr. Flodberg who took care of the few minor corrections necessary by written memorandums to the Superintendents.

General Inspection Reports covering camps on your Forest indicate a constant improvement in the administration of the camps.

Very sincerely yours,

EVAN W. KELLEY,
Regional Forester.

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
NORTHERN DISTRICT



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MISSOULA, MONT.

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O
ECW-Coeur d'Alene
Supervision
Inspection

September 16, 1935

Forest Supervisor,
Coeur d'Alene, Idaho.

Dear Mr. Simpson:

Inspector Ben Bates has submitted General Inspection Reports on Camps F-133 Beaver Station, F-134 Magee, F-153 Rock City, F-155 Nowhere, F-156 Horseheaven and F-180 Hayden Creek, made from September 2 to 11.

Mr. Bates discussed his findings at each camp with Mr. Flodberg. However the following points are called to your attention.

F-133 Beaver Creek Fifty-one men on Fire Hazard Reduction have travel time of one and one-half hours and are putting in only five and one-half hours on the job. In connection with this your attention is called to the first paragraph under "Hours of Work," page 25, ECW Handbook.

Repairs were needed on four trucks and the mechanic had not been in the camp for four weeks. This should be checked.

Stove pipes in Forestry quarters should be screened or provided with spark arresters.

F-155 Nowhere Five extra men are carried on staggered employment for two days a week for camp overhead. Your attention is directed to War Department Regulations, Relief of Unemployment, Civilian Conservation Corps, Paragraph 41-j, which reads as follows:

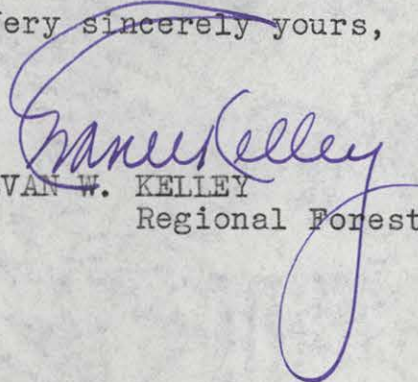
"The forty hour week will not apply to the enrolled personnel employed on company overhead. Such number of work hours as are necessary to meet the administrative problem of each company commander will be required of enrolled personnel assigned to duties in connection with the company overhead."

F.S.

The Inspector had no criticism to make of F-134 Magee, F-153 Rock City, F-156 Horseheaven and F-180 Hayden Creek.

He reported satisfactory progress on work projects in all camps inspected.

Very sincerely yours,



EVAN W. KELLEY
Regional Forester.

Copy
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General

E C W - Coeur d'Alene
Supervision

June 12, 1936.

MEMORANDUM FOR MR. FLODBERG.

With the ^{same} full number of camps on the Forest this summer, it is going to require some adjustment in the use of your time, in contrast to your last year's work. Your activities might be listed under the three divisions, as follows:

1. CCC inspection. I believe that one thorough inspection of each camp each month should be sufficient. Where there are spike camps, one additional day at each spike camp should be planned for. While the field projects will, of course, be covered, we shall depend upon you particularly for checking up on such matters as truck maintenance, truck requirements, personnel performance, Army relationship, finances, care of equipment and supplies, and reports and records.

In carrying out these activities, you should be as careful as possible not to take the supervision away from the district rangers and all of our inspections should carry with them, as far as possible, the factor of training.

2. In the past we have never been able to have a very definite line-up in advance of the different jobs we were going to undertake at our CCC camps. This summer we ^{should} have an opportunity to prepare a more detailed line-up of the different projects which we should undertake next winter if three or four winter camps are available to us. As time permits, I wish you would look up the different possibilities, particularly stand improvement and hazard reduction jobs within the working range of Big Creek, Beauty Bay and Hayden Creek camps. There seems to be some possibility also of having Devil's Elbow, although we are not urging it. Suitable areas for working should be at least roughly mapped and the type of work described and the output estimated. We should undertake some thinning work in some of the younger stands, such as those following the 1910 fire, if possible. Also there is the pruning job mentioned by Mr. Koch at the Beauty Creek thinned area and there are extensive white pine areas on Wolf Lodge Creek where pruning might be considered. If necessary, winter spike camps are not an impossibility.

3. You will be about as foot-loose as anyone to assist in fire suppression. Your presence on fires where CCC crews are used would be particularly helpful. In order to simplify communicating with you, you should keep this office (particularly Mr. Sanderson) informed as to the camp out of which you will be working.

EW

27

Memo.

We have never set down in detailed, concrete form just what your responsibilities covered, but the manner in which you have functioned in the past has been very satisfactory and in line with our ideas.

CHAS. D. SIMPSON,
Forest Supervisor,

By *CHAS D SIMPSON*

Coeur d'Alene

CCC
Inspection - Coeur d'Alene

January 20

8

RANGERS BARRY, FLINT

SUPERINTENDENTS VALENTINE AND MORRIS

Inspector Akridge has advised that he will arrive
at Camp F-132, January 31 and F-154 on February 3.

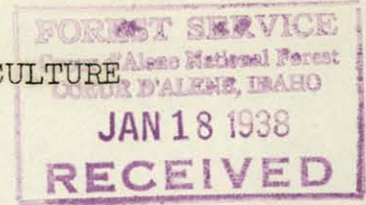
CHAS. D. SIMPSON, Forest Supervisor,

By *CHAS. D. SIMPSON*

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UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE



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Supervision
Inspection

Missoula, Montana
Jan 17, 1938

Forest Supervisor
Coeur D'Alene National Forest
Coeur D'Alene, Idaho

Dear Sir:

In accordance with Regional Office memorandum of November 2, 1935, notification is made of my arrival at Camp F-180 Jan 24; F-182 Jan 27,
on F-132 Jan 31, and F-154 Feb 3.

Very truly yours,

Frank M. Abidge
ECW Camp Inspector.

CCC
INSPECTION - Coeur d'Alene
General

12
Coeur d'Alene, Idaho,
February 14, 1938.

DISTRICT RANGERS:

Although most of the following points were discussed at each camp and most of them will be covered in Mr. Akridge's findings as a result of our recent visits to the four CCC camps, I want to emphasize them at this time.

1. As shown on Page S-3 of the ECW Handbook, a technical safety advisory committee of three, including the safety assistant, should be named in each camp. This Committee should investigate each accident, should have a hearing and put down its findings in written form. This need not be an elaborate report but should set forth the cause of the accident, place the responsibility and recommend action to be taken. The findings of the Committee, signed by its members, should be filed in the camp records for each reportable accident. A copy for the district ranger and one for the supervisor's office should be furnished in the case of lost-time accidents only.
2. One question asked by Regional inspectors is the extent to which the training responsibility has been emphasized by the supervisor's office. This emphasis has been given from time to time in earlier group meetings, during inspection and through personal contact and I am sure that our camps have been doing their full share in meeting this responsibility. However, as a matter of up-to-date record, it is being emphasized at this time and I hope that there will be no let-down in this activity.
3. A die with the letters "CCC" is being ordered for each camp and should be available shortly. It will be the superintendent's responsibility to see that all CCC equipment is properly marked with both "FS" and "CCC". Any equipment

known to be district equipment and not purchased from CCC funds should, of course, not be marked with the "CCC" die.

4. The superintendent or his safety assistant should check the wiring in all technical agency buildings. He should make sure that adequate and proper fuses are installed and that possible shorts are guarded against by covering all exposed wiring, seeing that light wires are not hung over nails, etc.
5. We need to look with a critical eye at our enrollee overhead used by the technical agency. We have stressed holding the Army camp overhead to the authorized number but, perhaps, have not been as critical of our own setup. Each additional enrollee out on the project increases production that much and also may avoid a feeling on the part of the men who are assigned to projects that some of the boys have snap jobs around camp. Are your truckdrivers made available to help load and unload wood, to help with gravel hauling, to keep up lunch fires, etc. to the fullest extent possible? Do you use a gas-man and a tool-man or other one-job man who might be spread out to handle two or more jobs.
6. There is room for improvement in the property charge-out method in some cases. We will plan to work out and furnish mimeographed forms which should simplify the job and yet make it serve its purpose better.
7. New instructions call for payment of meals by the 5th of each month. This may be a little difficult to get started but after the first month should be a simple routine. Perhaps the most difficulty will be with mechanics or other men who are not in camp full time or are moved between camps. In any cases where difficulty is encountered the matter should be referred to this office promptly.
8. The goggle situation has not been satisfactory through no fault of the superintendents. It is expected that up-to-date standard goggles will be furnished us and all old non-standard ones should then be turned in. A few instances were observed where goggles were available but not used when they should have been.

9. Provision should be made for fastening tool boxes safely in the truck and also fastening the lid shut so that neither tools nor box will injure enrollees in case the truck tips over. Perhaps the best method, but one which we have not used, is to permanently attach two small chains to the truck just above the tool box to come out over the box cover and down to an eyebolt in the floor. The two chains serve both to hold the box in place and to keep the lid shut. It also makes it easy to remove the box from the truck for wood hauling, etc.

On the whole, I was very well satisfied with all the camps and Inspector Akridge indicated, as he has before, that our camps are much more satisfactory than some camps which he inspects.

Very truly yours,

CHAS. D. SIMPSON, Forest Supervisor,

By CHAS. D. SIMPSON

Copy ^{for} sent Supts. (4)

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
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INSPECTION
Administrative
Coeur d'Alene
F-132, F-154, F-180, F-182

Copies of reports sent Rangers + comments conveyed to them.
CDS



March 14, 1938.

Forest Supervisor,
Coeur d'Alene, Idaho.

Dear Mr. Simpson:

Enclosed are copies of General Inspection reports of Camps F-132, F-154, F-180 and F-182.

F-180 Hayden Creek

While the Superintendent has a thorough grasp of his job and the work is well planned and manned by competent foremen, there is considerable evidence of lack of attention given to details as evidenced by the "Findings" sheet which lists 15 things needing attention.

In paragraph D.25., the defects found on inspection of Chevrolet trucks C-459 and C-178 indicate a lack of systematic inspection and maintenance. Action should be taken to correct the above.

On the North Fork Hayden Creek Road #437, the method of location is very unsatisfactory and of little value in construction beyond indicating the general route to follow. Everything else is left to the imagination and judgment of the crew. The inadequate method of staking is further reflected in the comments on clearing width.

F-182 Wolf Lodge

The "Findings" sheet lists nine points needing correction. A check should be made to assure that corrections are made.

It is noted that action was taken to make repairs to trucks the same day that discrepancies were listed.

Filed in individual folders

F. S.

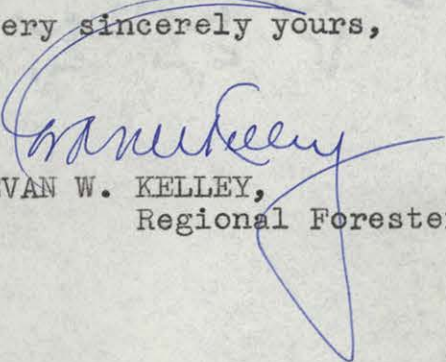
There is no assurance that the semi-skilled worker positions will continue and it is suggested that enrollees be trained for such jobs as clerks, tool-housemen, etc.

F-154 Devils Elbow and F-132 Big Creek

These two camps appear to be exceptionally well organized and manned by very capable overhead. It is also noted that the Master Plans of Work are supplemented by written plans by the Ranger for odd jobs not listed on the Master Plans.

It is rare that Inspector Akridge finds two camps with so little to criticize and on which he makes such favorable comment as on these two. The Supervisory personnel of the camps are complimented on this good showing.

Very sincerely yours,


EVAN W. KELLEY,
Regional Forester.

Enclosures