

THE FAMILY TREE

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Cedar Pole 'Navy' Near Ahsahka With Last of '39 Drive

Winding up the 1939 "low water" cedar pole drive in the north fork of the Clearwater river, Joe Parker and his crew were in the vicinity of Big Riffle, about 13 miles above Ahsahka, as the last week of July drew to a close.

Most of the 12,000 cedar poles made along the north fork this summer were piled in the yard at Ahsahka as the "last lap" of the drive reached Big Riffle. Water was falling steadily in the river and it was estimated that it would take another week of work to get the poles down to the boom that would catch and hold them near the yard.

Unlike the annual sawlog drive that has made the Clearwater operations of the company famous over the entire country, cedar poles are driven after the spring freshets and when the water is low in the stream. At intervals along the banks where currents might carry poles into back eddied pools or onto shoals of gravel, long "wing" booms, or "shears" were placed to guide the floating poles through the main channel of the river.

This year's drive differed from that of the previous year in several respects, both in the time of manufacture of the poles and in the method of driving.

Starting from the confluence of Grandad creek where the first of the poles had been decked and dumped into the river by June 19, the drive continued until these were well on their way toward Ahsahka.

A second phase of the drive was started at Camp S landing and continued on toward the yard at the mouth of the north fork.

Probably the most valuable experience, however, was in the development of what Walter Weisman termed a new kind of "floating stock." Experiments were made with an outboard motor on a skiff, in lieu of the bateaux used in sawlog drives which require

BURNING TRESTLE AND RUNAWAY TRAIN ON THREE-BEAR LINE PROVIDE THRILLS JUST LIKE THEY HAVE IN THE MOVIES

Old Man Jinx rides on greased tracks when he rides and one of his latest escapades reads like a Horatio Alger, Jr., story.

All of which is by way of saying that if fate had not intervened, a runaway train on the Three Bear line of the Potlatch unit might have roared like a juggernaut down on 20 helpless men working on a 70-foot trestle—but didn't. It jumped the track and pulverized a 34,000 gallon water tank instead.

Yes, the trestle caught fire too, which adds to the thriller of modern logging just like they have it in the movies.

Here's the story as written by Chet Yangle of Bovill:

"On Saturday, July 15, the McGarey lookout reported a bridge on the Three Bear main line burning. John Frei and two smoke chasers were soon on the job, attempting to get the fire under control. A total of seven bents of the bridge were destroyed. The fire burned for more than six hours before being extinguished.

"The bridge is on the main line between Camp 6 and the Three Bear camps and provides the only outlet for the Three Bear logs. A crew was immediately put on the bridge making repairs.

"As the bridge was the highest on the line, about 70 feet, there was plenty of work in sight for the 20 men for three days, in order to get the bridge completed as soon as possible.

"On Wednesday, engine 23 with an empty flat and a loader ahead of it, came over the summit of Boulder hill on its way to the bridge where it was being used in helping repair the bridge.

"As the train broke over the summit, oil, leaking from the loader, dripped on the rails, causing the train crew to lose control of the train. The crew set hand brakes and worked to stop the train but to no avail. A mile down the grade was the damaged bridge with 20 men working on it, and no way to warn them. The trainmen did everything possible to try and stop the runaway, but finally had to jump to save themselves.

"The runaway went on down the track. Just before reaching the bridge, the front flatcar and the one with the

(Continued on page two)

VISITORS

At all our plants we have always been interested in the visitors who drop in to look us over and to see a big sawmill in operation, many of them for the first time. Each year the number has grown until it has now become necessary to put on guides at each plant to show our guests around.

We want to make a good impression. We want these people, when they get back home, to ask for Weyerhaeuser 4-Square lumber.

A trim, clean, safe and busy plant is a fine recommendation for our product. I hope every man will try to help give our visitors the right idea of the way we do things.

And, speaking of guides and visitors, has your own family ever seen you at work? They are welcome too.

C. L. BILLINGS,
General Manager.

a crew of six men each, four of them to row the boat. The skiff, however, did not work out satisfactorily and although by this time the "little pole navy" was gaining fame, Mr. Parker decided to try the outboard on a raft. Much to his satisfaction and to the amazement of the doubting "river rats," the powered raft was a success, and Mr. Parker was duly dubbed "the admiral."

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"He has a right to criticize who has a heart to help."

Down the Editor's Alley

Did you ever stop to think what it might cost you in man-hours of life to drive an automobile 70 miles an hour? The figure 70 is used for the sake of illustration. Driving from Lewiston to Boise, approximately 300 miles, at 70 miles an hour (if the road had no curves and you assume you could hold that speed) would take a little over four and one-half hours. Driving the same distance and under the same conditions at 50 miles an hour would land you in Boise in about six hours. A difference there of one and one-half hours. Everyone admits that driving 70 miles an hour is a gamble with the grim reaper—so to save one and one-half hours the gamble is made. Suppose you are the loser? At the age of 25 a man has a reasonable expectancy of another 50 years of life. There are 438,000 hours in that 50 years. So the fellow of 25 who drives at 70 instead of 50 miles an hour gambles his 438,000 hours against one and one-half hours. Put it in another way—suppose he has an income of one dollar an hour 24 hours a day. For the sake of speed he gambles \$438,000 against a buck and a half, just slot machine money.

Fair Visitor From New York Sales Office Sets Mill Guide Agasp With Lumber Talk

If it wasn't for the fact that Miss Helen Durkin of the New York Weyerhaeuser Sales company office knows wane and warp when she sees it in lumber, guiding her through the Clearwater plant early in July would have been a cinch.

Miss Durkin arrived in Lewiston at the end of a "far west" tour that took her from New York to the deep south and thence to Los Angeles (also Hollywood), and then up the coast to Longview and back inland to the white pine country of Idaho. From Potlatch the visitor took the trail back to the east coast.

Her first trip west, the New Yorker took a lot of tokens of this part of the country, such as match books, Indian curios, etc., home with her—to mention slightly also some very fond recollections. And in conclusion of this story, Helen Durkin left the distinct memory of a nice girl who not only knows the answers but can pick a stack of lumber to pieces faster than a Western Pine association inspector.

"GAGS"

Answers are on page 7

- 1: How many feet are there in the following groups: 300 sheep, three shepherds, two dogs and three horses?
- 2: How many children are there in a family in which each child has one brother and one sister?
- 3: When has a man four hands?

Here's More About Runaway Train Story

(Continued from page one)

loader jumped the track. The derailed cars hit the water tank, demolishing it and causing a miniature cloudburst. The engine came to a grinding halt with the skids of the demolished loader under its drivers. Little damage was done to the engine but the loader was wrecked beyond repair.

"Down the track a few hundred yards the bridge crew, still at work, was saved by the hand of fate.

"On Friday, July 21, the bridge was finished and the first train of logs moved over it again."

BRAIN TEASERS

Problem No. 15

Mary is the fifth child in the family. Twice as many children was born after her as before. How many children are there in the family?

Problem No. 16

A tree is broken by a storm. The top bends down, touching the ground 30 feet from the base. The tree was 100 feet high before the storm. How high is the break?

Problem No. 17

A man divided a certain sum of money among three people. To the first he gave one-half of the total, plus one dollar. To the second he gave one-half of the remainder, plus one dollar. To the third he gave half of what he had left, plus three dollars. What was the sum he thus divided and how much money did each one receive?

Problem No. 18

There are five ways a baseball player can reach first base. What are four of them? Five?

ANSWERS

To problem No. 12: The son left home at 7:45 a. m.

To problem No. 13: The course traveled 60.545 miles.

To problem No. 14: There were 160 acres in the field and that many boards in the fence.

Boys Visit Rutledge

Among interested visitors at the Rutledge plant in Coeur d'Alene during the last month was a group of boys under the leadership of Lewis Bartlett of Houston, Texas, organizer of boys' tours. The youngsters were on a tour of all the western states except Utah "roughing it," said Mr. Bartlett. "It's not too rough!" They were of the 12-16 year age class and were using a school bus to travel in. With them was Louis Bartlett, bandmaster of the Lamar, Texas high school band.

Any girl with nice pins can stick a man for the drinks.

HEADQUARTERS VISITED BY TWO LARGE PARTIES IN JULY

Normal Students Charter Train For Journey To Forest

Headquarters was the scene of much activity over the week-end of July 22-23 when 210 normal school students and faculty members who went there on a chartered train, were followed the next day by about 100 members of the Clearwater Foremen's Council and their families.

With just a few men in the party, the Sunday excursion of the normal school summer session students took a bevy of girls, the quantity and quality of which Headquarters has rarely seen before, although it was said that ten years ago there was an excursion of similar proportions.

Two Hikes Arranged

Arriving at the railhead at 1:15 p. m., the students were immediately organized into two hiking parties, one of Headquarters' new residents, Mrs. Wilbur Magnus, a former instructor at the normal, taking one group up the Dull Ave trail to pick huckleberries, and Ed Jenkins guiding another group to Summit lookout tower along the trail from the Clearwater Timber Protective Association headquarters. Both hikes were uneventful except that after climbing several hundred feet, those on the Summit trip were disappointed at not finding a lookout on the tower—and no water to drink.

Those who made neither trip enjoyed playing volleyball and croquet on the Headquarters tennis court, and with visiting friends and acquaintances among the residents there. At 6 o'clock all were given a light lunch by Ben Marsh, the restaurant proprietor. In the meantime the girls had pretty much raided the coolers at the drug store where Mr. and Mrs. Milton Haynes were kept busy dishing out ice cream and pop.

By 7 p. m., all were aboard their special train and on their way back to Lewiston. Already plans are being made for another excursion two years hence, when there will be another summer session at the normal.

Over the back fence: "So you found a book that keeps your husband home nights?"

From the other side: "Yeah, his date book."

Clearwater Woods

Camp T

Seventeen saw gangs have been busy at Camp T during the months of June and July with a total output of 6,263,690 feet up to July 20. Of this amount, 2,555,480 feet have been flumed to the north fork of the Clearwater river from where the logs will be floated down to Lewiston in the spring drive next year. This footage represents 15,472 logs sawed and 7,829 logs flumed.

Two contract jobs are engaged in at skidding to the flume while four trucks are hauling to truck landing. At present there are 107 men at Camp T with Lawrence Edelblute in charge.

Sawing, skidding and truck hauling represent only part of the activities of this camp. A road crew under the direction of Bill Morris is building cat roads with a dozer double shifted. Other crews are limbing fallen trees, and there is one crew on a flume maintenance job. A blacksmith, carpenter, filer, freight truck driver—and not the least, Fred Thomas and his cookhouse crew, make up a list of varied activities.

Camp P

Camp P men returned from the Fourth of July holidays in good shape and despite the layoff during that time, expected to flume 2,700,000 feet of logs to the river during the month.

The long logs are moving better all the time and are being flumed in shorter relays than before.

Camp 14

The news from Camp 14 this month is pretty much the same as was printed in the last issue of *The Family Tree*, with the exception of a difference in scale, which is a saw scale of 3,327,750 feet cut, with 2,138,180 feet skidded, and 2,016,580 feet loaded.

Concerning the saws, there are now three saw bosses operating at this camp. Harold Sisson is the regular saw boss with Earl Ritzheimer helping him. Ted Carmen came to 14 from Camp "O" a week ago to watch over three to four gangs for a special job with particular interest in the bucking of the fallen timber. It is believed that by the correct bucking of timber, a less amount of rot will be skidded and loaded.

All 15 "cats" are going strong, with the exception of the RD-"7," a "50," and a "60," which went too strong and

(Continued from page four)

Foremen's Council of Clearwater Mill Visits Woods Area

The fellows who handle the finished product saw the boards in the ray on Sunday, July 23, when the Foremen's Council of the Clearwater unit, with members of their families, motored from Lewiston to Headquarters and took a trip via speeder out to Camp 25.

Headed by Bill Campbell, recently installed as the new chairman of the Foremen's Council, approximately 100 people, including the women and children, enjoyed the day. Leaving Lewiston early in the morning before the heat of the "banana belt" got too strong, many of them took time out to stop along the road in the cool shade of evergreens to eat their breakfast, and then journey on to the little town that is the hub of all logging activities on the Clearwater side.

Speeder Trip Enjoyed

Through arrangements made by Harry Rooney, Howard Bradbury took the group on a side trip by speeder to Camp 25 where they saw logs on the trains ready to be taken to Lewiston.

At noon, however, the party was entertained at a dinner which Mr. Billings had arranged for. Mr. Bradbury, after rousing applause, was called upon to make a few remarks, and did by telling of plans for the afternoon, and also about early days in Headquarters when there were no roads, horses got mud fever and lost their hair, supplies were brought in over rivers of mud on "wing-dings" or a contraption half sled and half Indian wickiup—and the only shelter was a big tent.

Horseshoe pitching, swimming in the Headquarters "swimmin' hole" and softball, with a lot of visiting among friends, completed the day's activities. Of particular interest to the lumbermen was the fact that the woods adjacent to Headquarters had been logged off under the selective logging program.

"I made five hundred bucks today!"
Honestly?"

"Now, why get so technical?"

Brunette: "I'm Mr. Blinker's secretary."

Blonde: "I'm Mr. Blinker's wife."

Brunette: "Oh, were you?"

POTLATCH WOODS

Camp 31

Camp 31 started operations on May 20, and after getting out 4,400,000 feet, moved to Camp 34 on July 9. Logging engines still tie up here as the machine shop is located at this camp. Operations will start up again late this fall.

Camp 32

This camp now has a crew of 160 men. A large section crew is working out of here, picking up steel on spur lines that have been logged off. C. E. Brown has a crew of 35 men piling brush at Camp 31, and are hauled back and forth by speeder. The balance of the crew takes care of the logs hauled from Camp 34, and operations on Dicks creek.

Camp 33

Due to bad weather, this camp did not get started with the log haul until after the Fourth of July. Thirty trucks are now hauling logs to the mill at Potlatch. This camp has 165 men working. Loading crews are working three shifts, and if the rain does not interfere, work should progress without any lost time. Clyde Ratliff is in charge of this camp.

Camp 34

Another truck camp, with everything going in good shape. Twelve trucks are hauling to the Camp 32 landing, and the average scale is around 215,000 feet per day. Two hundred men are in this camp, with five jammers loading, four caterpillars and two dozers on the job. There are also 18 teams skidding. Axel Anderson and Oscar Hagbom take care of this camp and Camp 32.

Camp 36

This is a new camp directly north of Bovill on the head of the Palouse river. It is a construction camp and will be the scene of logging operations next summer. The camp is now completed, and work is progressing in good shape on truck roads. Two dozers are working here. Fred Ross is in charge, and has a crew of 50 men. Camp 33 will move to this camp late in the fall.

Time Study Begun

Charles Jack and Clarence Haeg have started a time study covering logging operations with a link belt loader. At present they are studying the loading and skidding at Camp T where Mr. Haeg had been clerking since the camp and flume were built.

New Well Provides Much Needed Water For Potlatch Plant

It was with not a little satisfaction that the following letter was sent out on July 12 to the residents of Potlatch:

"We are pleased to announce that the new well has been turned on the city water line and that the supply of water is now sufficient to permit necessary sprinkling of lawns and gardens in Potlatch.

"We take this means to thank each and every one of you for your splendid cooperation in the past when a water shortage in Potlatch could have resulted very disastrously. We trust our water problem is solved for a long time to come."

For a number of years as the summer season advanced and the demands on the water supply increased, Potlatch has been confronted with a water shortage. It would have been superfluous to stress the fact that, in this community, when the humidity is practically negligible, fire conditions are very acute. The hazards were so great the residents there were virtually sitting on the edge of a volcano. Confronted with these extreme weather conditions several times, there was no alternative but to ask the consumers to cut down on the use of water.

In May 1937 work was started on a well located on the reservoir hill, where drilling continued until August 1938. At a depth of 395 feet a flow of 25 gallons per minute was obtained. As this was insufficient the drill wormed its way deeper and deeper into the earth, with very disappointing results. Work ceased at the 1,000-foot level after \$9,017.92 had been poured into the hole, and the water had almost ceased flowing out.

J. W. Queen, of Wenatchee, Wash., an experienced well driller, transferred his equipment to a new site on the flat between the W. I. & M. depot and the plant. After an expense of \$5,376.64 with no satisfactory flow of water at a depth of 575 feet, this project was abandoned in April 1939.

The summer season was fast approaching and the water supply remained unchanged. Another site was chosen north of the brick yard properties where the Queen equipment once more started biting the dirt. At a depth of 450 feet the test showed 65 gallons

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Visitors

Visitors at general offices of the company during the last month include:

Miss Helen Durkin, New York; Weyershaeuser Sales company office; Miss Bernadine Stoddard, Rutledge unit office, Coeur d'Alene.

Ambrose Frederickson, in charge sales in the eastern zone, Newark.

Bob Sinclair, in charge of pine sales in the central zone office, St. Paul.

Bob Douglas, assistant to Don Lawrence in the pine department at St. Paul.

Phil Boyd, manager of the Chicago Weyershaeuser Sales company office.

O. Kime of Gledhill and Kime, Crestline, Ohio.

Bill Harmon, promotion department in the central zone at St. Paul.

Joe Loisel, Weyershaeuser Sales company representative in Lima, Ohio.

Bob Bellis, Weyershaeuser Sales company representative in Portland, Oregon.

H. W. Pederson, lumber buyer, Seattle, Wash.

CLEARWATER WOODS

(Continued from page three)

are now laid up for repairs. The "doctor" has his hands full repairing cats from Camps 14, O, and P.

Camp O

Camp O has recently put the millionth foot of timber into the flume which marks approximately half of the timber in Bonner creek to be logged by this camp this year. Several teams will be located at Camp 14, while landing the strips on the lower part of the flume.

A tough chance has just been logged by employing three distinct systems of skidding. Two cats, a "D-2" and "22" yarded out the logs on the flume and dropped the trails at the top of the steep, narrow draw. A double-end "60" cat rigged up as a donkey at the bottom of the draw, ground-skidded the trails with 600 feet of mainline. From this point two teams skidded trails down a short pole chute to landing. This arrangement completed the job in shorter time than if the old had been used throughout.

With the exception of a few teams logging a small strip on the upper chute, the majority of the men are cleaning up the draw about a half mile below camp.

Old-timer At Potlatch Began Long Career Riding Idaho Prairies With Cavalry Troops

Maryland claims Benjamin F. Swofford, the subject of this sketch, as a native son.

When quite young he came west with his parents who settled at Coeur d'Alene, where he finished high school. Old Fort Sherman held a great attraction for the youngster and much of his life was spent there.

Colonel Seakler, who was stationed at that post, took a liking to the boy and when the Fourth Cavalry was making a trip from Fort Sherman to Fort Lapwai, young Ben was invited to join them. The route traversed took the troop over the present townsite of Potlatch long before the big Weyerhaeuser mill had been conceived. His taste for army life led to his enlistment and he served with the Sixteenth Regulars during the Spanish-American war.

Family Life Started

When he finally decided to settle down, Mr. Swofford chose as his bride Miss Kate Fernan, daughter of Major Fernan, commanding officer at Fort Sherman. They have three sons, Frank, a sawyer at Potlatch, Harold, with the Clearwater unit, and Gordon, just out of high school.

Mr. Swafford began his sawmill career picking slabs at the old Saginaw mill at Coeur d'Alene, when 15 years of age, at a wage of \$4.50 per week. He was later employed by the Nibbly-Mimnaugh Lumber Company at Wallowa, Oregon; spent seven years with the Edwards Bradford Lumber Company, at Elk, Washington, sawed Cyprus and Sugar Pine for the Victoria Lumber Company in Louisiana; was in business for himself in Portland making rabbit hutches and portable garages.

Had Fun Booming

While in the south he operated a barber shop for two years at Atlanta, Ga., and on his return north opened a shop at Harrison, Idaho. To add spice to his already colorful career he admits booming for one whole year, during which time he shaved a man in every state in the Union.

Mr. Swofford first came to Potlatch in 1923 as a sawyer at the Potlatch plant. At the end of 16 months he was sent by Mr. Laird to Elk River to take charge of the mill there and later was brought back to Potlatch to take charge of the sawmill here.



Ben Swofford and Son Frank of Potlatch Unit

Safety Talks Heard By Woods Officials

On Monday night, July 10, Mr. Rettig called a meeting for all Clearwater woods foremen and clerks at Camp 25. He presented Mr. Black of the Workmen's Compensation Exchange of Coeur d'Alene, who told how much and why Potlatch Forests, Inc., needs a sound safety program up in the woods.

Mr. Black pointed out that the first aid chests in the company camps are inadequate and obsolete. The meeting ended informally with the group all in favor of having Mr. Black return to the camps to put on safety programs.

Others at the meeting included Howard Bradbury, Bert Curtis, Laurence Edelblute, Alex McGregor, Morrey Thompson, George McKinnon, Walt Hornsby, Joe Wheeler, Carl Pease, Jack McKinnon, Clarence Haeg, Bob Berger, Mack Barnes, Jake Brown, Fred Goenne and Howard Johnson.

Girls who make a success in Hollywood don't have to memorize their lines, but they do have to develop 'em.

Potlatch Foremen And Wives Guests At Camp 33 Dinner

Served with a dinner that would have taxed the chefs of the Davenport hotel, approximately 100 members of the Potlatch Foremen's Council and their wives, held a get-together at Camp 33 Saturday evening, July 29. There were 23 foremen present.

Billy Musch, veteran camp cook, who is holding forth at Camp 33, provided the feast which included, among many other things, 14 kinds of dessert. (Let Jack Benny and his six delicious flavors laugh that one off).

Following the dinner the visitors were taken out to the camp operations where a loader was demonstrated to them.

Mr. and Mrs. C. G. Nogle were guests of the Foremen's Council at the gathering.

Following is the menu:

Steak	
Assorted Cold Meats	
Cottage Cheese	Shrimp Salad
Cottage Fried Potatoes	
Whole Kernel Corn	
Creamed Cauliflower	
Parker House Rolls	
Sliced Tomatoes	Celery
Fruit Salad	
Cream Pie	
Blanc Mange with Fruit Sauce	
White Cake	Chocolate Cake
Fruit Cake	Jelly Roll
	Cup Cakes
	Cream Puffs
Assorted Cookies (five kinds)	
Doughnuts	

NEW POTLATCH WELL

(Continued from page four)

per minute—inadequate to supply the demands but a very welcome supplement to the old wells. A Pomona deep well pump, driven by a Westinghouse motor, with a capacity of 100 gallons per minute, was installed.

An analysis of the water made by the North Central Health Unit pronounced it free from bacteria and it was turned into the city water system.

The guy who went through fire for his girl found he was just a silly ash.

Ah, there you are, in coat of fur,
Draped against a cocktail bar!
Baby, how I wish you were
Naughty as you think you are!

Two Residents of Potlatch Given Honor By Fellows In Business and Profession

Recognition by their fellowmen in business and professional life has come to two residents of Potlatch in a way that has made them both, Dr. F. C. Gibson and George P. Anderson, outstanding in the state of Idaho.

Dr. Gibson has just completed a term as president of the Idaho State Medical Association. Mr. Anderson is entering upon a year of presidency of the Idaho State Bankers' Association.

Dr. Gibson, although a Potlatch resident in the true sense of the word for many years, hails from Arrington, Kansas, where he was born, reared and went to the public schools. Graduating from the Chicago College of Medicine and surgery, he received his degree in 1912. After serving his internship, he came west and practiced with Dr. D. E. Cornwall at St. Maries, under the Western Hospital Association, and then took charge of the Bovill hospital for the same association, where he remained for several years. He went from Bovill to Potlatch in 1923.

On State Commission

Two years ago he was elected president of the state medical association, serving one year as president-elect and one year as president. He is a member of the American Medical Association and a fellow of the American College of Surgeons; an associate fellow of the Spokane Surgical Society. Recently he was appointed to the state silicosis commission by Governor C. A. Bottolfson.

He is married and the father of two sons, both of whom are headed for the practice of medicine. Mrs. Gibson is a graduate nurse of Willard hospital, Chicago.

Mr. Anderson, who has been cashier of the Potlatch State Bank for 12 years, is a native of New Richmond, Wisconsin; a graduate of the State Normal College at Superior. Following his school studies, he became principal of the Ward school in Duluth, Minnesota, and then worked in the City National Bank of Duluth.

After his start in the banking career, Mr. Anderson worked in Great Falls, Montana, with the Commercial National Bank and its affiliates, for eight years. While in Montana he assisted in organizing the First National Bank of Froid, Montana, and became its first cashier.



Dr. F. C. Gibson



George Anderson

Accident Ratings Sizzle Down For Clearwater Plant

The Clearwater plant, during the first half of 1939 had the best safety record in its history for a like period. Next to the long run of 564,130 man-hours without a lost time accident which last summer was spread over parts of two half-year periods, the first six months of this year stand out as a real accomplishment.

In the report of the safety department, just compiled by Tom Sherman, 21 divisions of the plant are shown to have had a clear record for the six months. The remanufacturing department and the planer had one accident each and the stackers had two lost-time cases. Said Tom:

"Our frequency rate of 7.21 (number of disabling injuries per 1,000,000 man-hours worked) is 47 per cent below last year's rate, and is the lowest for any six months' period other than the last half of 1938 during which we completed our elapsed time record. Our severity rate of 0.612 (number of days lost due to accidents per 1,000 man-hours worked) is 85 per cent below the 1938 rate of 0.80, last year's severity being disastrously increased by the accident which spoiled our elapsed time run. This case developed into a 100 per cent thumb disability, carrying a 600-day time charge.

"In view of the fact that our 1939 frequency rate gave us first rank over all large sawmills reporting for the United States, our showing so far this year is splendid. If we can hold it at this level, or go below it, for the remainder of 1939, we are sure to again make history for our unit."

War Days Intervene

War came and for the next two years Mr. Anderson was in the army, serving in France and Germany with the intelligence department.

In 1925 he went to Kendrick, Idaho, as cashier of the Farmers' Bank there, and in 1927 he moved again, this time to Potlatch, where he has been cashier since.

At the annual meeting of the state bankers at Sun Valley on June 27, this year, he was elected president of the association.

Mrs. Anderson is an accomplished musician. There are two daughters, one of whom enters Whitman College this fall; the other one being yet in high school at Potlatch.

Lumber Transportation Fascinates Visitors At Plants; System Described By Operators

(Ed. Note: This is the first of two installments about transportation in the Clearwater plant. The second will follow in the August issue.)

By John Aram

Visitors and newcomers the Clearwater plant interdepartmental transportation system, next to sawing lumber, is jammed with fascinating operations. A frequent experience of guides explaining plant operating procedure to visitors is to have the guests turn their attention to a monorail or crane picking up its load and to leave the bewildered guide standing by awkwardly mumbling to himself.

From the point of view of performance the Clearwater system has an impressive record, according to B. L. Cannon, Clearwater stock clerk. The monorails, cranes, yard locomotives, electric tractors, and the carrier transfer over four million board feet of lumber in a normal eight-hour operating shift. Six monorails move nearly one and one-half million board feet of lumber. Five electric "bugs" and the carrier move about the same amount. Two yard locomotives and the piling machine "loxy" take well over 600,000 board feet of lumber down the aisle of the lumber shipping process, and the cranes place or take out of storage about 600,000 board feet.

Blood Vessels of Plant

In the words of John F. Olson, foreman of the transportation department, "The transportation facilities at the Clearwater unit are comparable to the blood vessels of the human body in the function of building up cells and organisms. The monorails are like arteries feeding the smaller vessels, and the "bugs," locomotives and cranes serve like the capillaries that distribute the food supply to and from the storage or the source."

Since the loading dock is the end of shipping operations, it is the pulse of the transportation department. The order, timing, and condition of lumber orders as they arrive in the dock department determine, among other things, whether or not the transportation department is working well.

When questioned about how the present transportation system happened to be built, Mr. R. T. Bowling explained that Mr. F. W. Horstkotte, designer of the Clearwater mill, selected monorails for the main transportation system of the plant with yard

cars; electric tractors for the planing mill, docks, dressed sheds, etc., and cranes for handling units in rough sheds storage. The most important advantage of monorail transportation over other systems is the handling of lumber overhead, thereby saving valuable ground space around machines, grading tables, etc.

Continuing, he said, "In 1928 the size of the load carried by the monorails was increased from 48 inches by 48 inches to 48 inches by 62 inches by lengthening the grapples and thus increasing their capacity by nearly 30%. In the following year the monorail system was supplemented by a narrow gauge track from the yard and rough sheds to the dry sorter, on which lumber is transported on yard cars and hauled by electric storage battery locomotives. This eliminated the long haul from the dry sorter to the rough sheds or yard with monorails.

"Monorails are considered to be the most practical and economical means of handling lumber from the green sorters, dry sorters, and planing mill, or to any point of lumber distribution when the travel does not exceed 1,500 feet."

Operation Explained

Claude Henderson, electrician at the Lewiston plant, who has done most of the maintenance work on the monorails since operations began, explains their mechanical operation as follows: "The monorails are built by Harnischfeger Corporation of Milwaukee, Wisconsin. They are operated by trolley wires on each side of the monorail track which supplies power to the motors. The power is taken from the trolley wires by collector sets, which are run through a series of grids. There are four electric motors in each monorail, one of which, a 20 horsepower, operates the hoist. Another 20 horsepower motor powers the driving mechanism, and each of two 2-horsepower motors operate the fingers and the cradle respectively. Each individual motor is operated by a drum controller. Each motor drives a series of gears, which operate the respective mechanisms that they control.

"The drive assembly is a series of

gears from one of the 20-horsepower motors to the drive trucks which run on an 'I' beam track. A cab footbreak is attached to the drive assembly which stops the monorail from moving on the track.

"The 'I' beam track is in the shape of a capital letter 'I.' The upper part of the beam is attached to the supporting timbers, and each side of the lower part of the beam has a track for the drive wheels.

"Twelve wheels run on the track. Four of them are drive wheels; four of them are cab idler wheels, which hold up the cab; and four of them are working end idler wheels supporting the working end of the monorail. All of the wheels are equipped with timkin roller bearings.

"The hoist is driven by one of the 20-horsepower motors. Through a series of gears it operates the retriever drum, which rolls the cable in and out, raising or lowering the cradle. It is stopped by a direct current clam shell break which is operated by a limit switch. When the cradle rises into its position the limit switch stops it, so that the load is not pulled on through the machinery.

"The cradle is moved one-fourth of a 360 degree turn through the swing detail of another series of gears. It is powered by one of the two-horsepower motors. Four special one-half inch cables suspend from the hoist retriever drum to the cradle lift or lower the cradle and its load.

Safety Devices Used

"The worm detail is a series of gears from the other two-horsepower motor to the fingers of the cradle. It turns the fingers under the load of lumber and out from under it. A safety device hangs from about the center of the working end of the monorail, and it hooks over the track. This would hold the load if it should come unfastened from the idler wheels.

"A power cable retriever drum reels the conductor wire from the cable

(Continued on page eight)

ANSWERS

To Gags on page 2

1: Six feet only—the three shepherds have feet; all the rest have hoofs and paws.

2: There is no such family and couldn't be.

3: When he doubles his fists.

TRANSPORTATION OF LUMBER FASCINATES PLANT VISITORS

(Continued from page seven)

motor and the finger motor as the cradle moves up and down. The conductor wire is tyrex rubber covered.

"Improvements have been made in the monorail equipment which was purchased for the Clearwater plant. The wiring was originally exposed but now it is either in conduit or in boxes. Changes in the drive assembly from small shafting to longer shafts have been made which makes the mechanisms more substantial. The cabs have been equipped with heaters in the winter and fans in the summer for the operators' convenience." Claude is justly proud of one of the improvements that he has made. It is a safety device made of cable which will hold the cab from falling to the ground if it should break away from its idler wheels, and it was put on several years ago. Recently the bolt holding a cab broke, and the cable held. Claude rightfully believes that the life of the operator in that cab was saved.

Other interesting features of the monorails are as follows: The monorails travel at a rate of about six miles per hour; they carry units of lumber 48 inches by 62 inches and from six feet to twenty feet long; the capacity of the monorails is five tons; and there are approximately two and one-half miles of track in the Lewiston plant, and five miles of trolley wire with twenty-nine track switches.

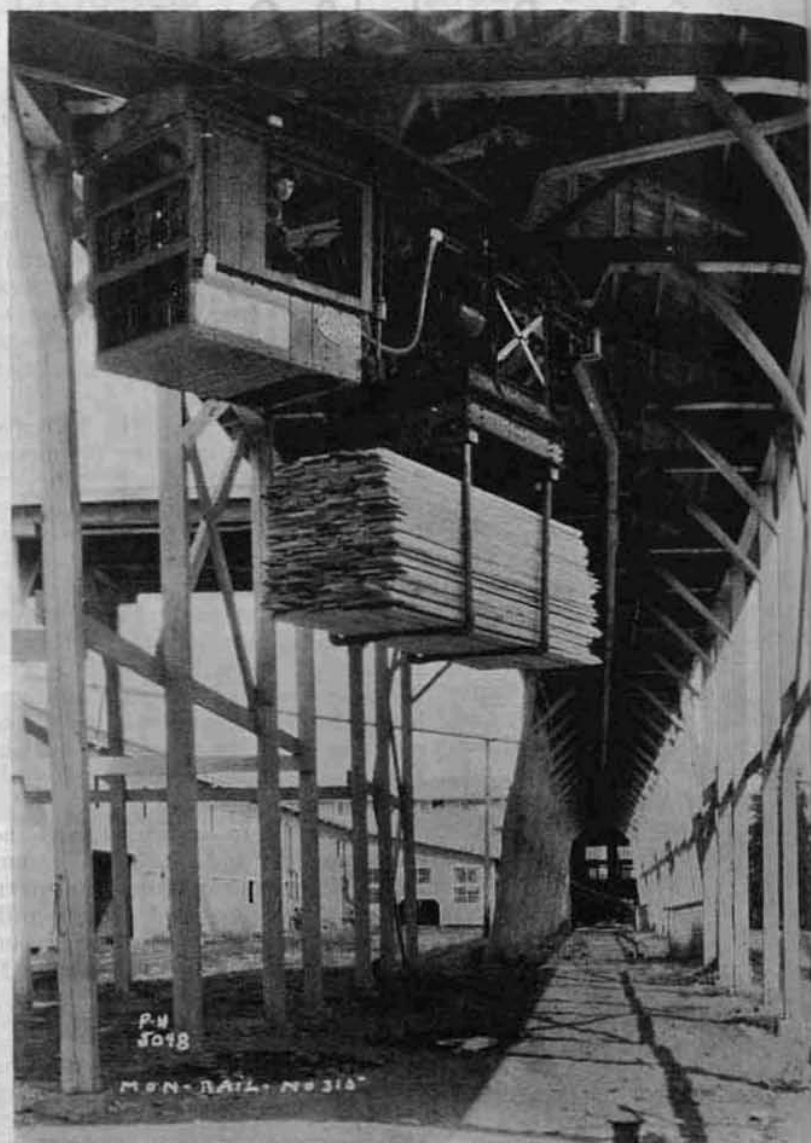
(To be continued)

Guides Appointed To Take Tourists Through Sawmills

No doubt a tired lumberjack's idea of a soft job is to guide visitors through the sawmill plants of Potlatch Forests, Inc., but take it from two youngsters who are getting a bit of practical experience along those lines—it "ain't what it's cracked up to be." Reason? The visitors ask questions.

This season for the first time, the company is using two young college boys as guides at the Clearwater plant in Lewiston and the Rutledge plant in Coeur d'Alene. It is mere coincidence that both are studying to be doctors, so there is an element of safety first from accident right along with the showing around.

Mr. Joseph Kelley was introduced to the touring public and to many of the city of Coeur d'Alene who had not



This is the first load of lumber ever carried by monorail in the Clearwater plant, showing how the cradle lifts and holds the load overhead. The operator is seen in the cab.

visited the Rutledge plant, when he took over the new job early in July. At the Clearwater plant Mr. Ray "Sonny" Durham got an early initiation when a few days after he started guiding, a party of 125 swooped down the Lewiston spiral hill from Moscow.

Visitors being welcomed at all plants, Mr. O'Connell, Mr. Gamble, Mr. Garber and others at Potlatch have from time to time taken the role of guide at the sawmill there.

While no figures are immediately available as to the number of visitors during the past year at all units, it is

known that 8,046 including school children, had visited the Clearwater plant between January and June 1939. The total for 1939 was 5,117, with 2,929 from January 1939 to the first of July this year.

A special effort is being made this year to attract tourists and for that purpose an attractive folder was prepared and is being placed in hotel auto camps, garages and service stations throughout Northern Idaho. Inviting travelers to visit one of the sawmills and see white pine lumber being manufactured.