

THE FAMILY TREE

Published by Potlatch Forests, Inc.

Vol. IV

Lewiston, Idaho, August, 1940

Number 11

New Transportation Equipment Installed At Potlatch Plant

By BOB OLIN

Two independent transportation systems are coming into being at Potlatch—one, rough lumber transportation, the other, dry lumber transportation.

To indicate more clearly the difference, we must look at the circumstances that determine these. The planer and dock buildings are low, rather narrow and with many supporting posts. To maneuver a large load carrier at high speed is impractical and quite dangerous. Also, the present day orders have so many part-load items that large loads are just not handled often. These factors thus direct the transportation to small dock and planer carriers, with a small dressed shed lift truck.

The rough lumber going to and from the yard must be handled over greater distances in relatively open space. Large carriers can really "open up" and run with heavy loads over this greater distance. Therefore, it was only logical that the maximum sized loads would be handled by new carriers and yard lift truck to the "rough" transportation system. With this as a background, it is interesting to look at the actual pieces of equipment and some of their outstanding features.

The dock carriers are not so large, but really make up for their size by their ability to maneuver and do work. The present fleet consists of two new Willamette carriers that will handle a load 42" wide and 48" high. These outfits are powered with Ford V-8 motors and equipped with pneumatic tires. The extreme flexibility of these carriers is based on their sharp turning radius and the rapid "pick-up" of the eight-cylinder Ford motors. These brilliant yellow machines scooting and twisting around the floor really put on a show to the occasional visitor.

To match the dock carrier is the Willamette Hyster lift truck for the dressed sheds. This is a solid tired truck that will lift a load of 7,500

(Continued on page eight)

An Essential Industry

It is well to remember during this unusual period that we are an important part of an essential industry. We have received government orders and expect to receive more, and we have a heavy volume of non-government business which has to some extent been stimulated by government orders placed elsewhere.

The government needs lumber, and it is strictly up to all of us, in every skilled job, to keep our eyes in the boat, not get excited about other jobs in other places and keep on trying to do the best job for our country that we can do in our everyday work here.

For those of our younger men who volunteer for service in the armed forces, I am glad to promise, for the company, that each man desiring to return to us will be given his old place in seniority rating. We hope all of these men will want to come back to us, and this promise will be kept whether there is any legislation on the subject or not.

C. L. BILLINGS,
General Manager.

Occupational Classes Prove Interests High

Planer set-up, rough and surfaced grading, and lumber checking classes really interest the boys at the Clearwater plant. Instructed by men on the job, occupational education furthers the advancement of employees to the better job and several promotions have recently been effected simply because these men enrolled, dug in, and stayed with the course to completion.

Down planing mill way Ray O'Connor, millwright, is teaching the set-up school and some of the fellows now earn higher rates of pay. Those advanced to feeding planers are Earl Beaulieu, Art Lindstrom, Amos Mathews and Reynold Peterson. One of the class, George Minden, is setting-up full time while Gearold Ulve, regularly a feeder, now sets part time. Others regularly attending are Earl Andrews, Claude Cheatwood, George

(Continued on page two)

Chances Needlessly Taken By Employees Bring Only Disaster

Men working for Potlatch Forests, Inc., are not required, nor expected to take needless chances.

There, in a few brief words is an established policy of this company and when a fatality occurs, such as one recently in the woods department on the Clearwater side, there is only regret that the man who took the chance did it needlessly.

Such was the summing up of the situation by Mr. Rettig following an accident in the woods that took the life of a sawyer. According to the account of the accident, as told by Howard Bradbury, logging superintendent, one of the sawyers at Camp T, after being warned twice by his partner, was caught by a log and fatally crushed.

The two men were bucking a tree. The partner who was on the under side was told that he might get injured if he stayed where he was and was urged to get behind a tree while the other man finished bucking the log.

"Apparently he misjudged the speed of the log, or his own ability to get in the clear. The log caught him and he died shortly afterward in the Orofino hospital," said Mr. Bradbury.

Only a few weeks before this accident, another man was killed when, in haste, he started unloading a truck and a log caught him.

The use of safety hats in the woods is being promoted by the company. Already several heads have been saved crushing blows from falling limbs, etc., and the idea is growing. In the plants of the company safety shoes have been used for several years and there are few men handling heavy materials now that are not wearing safety shoes. The value of them has been demonstrated a number of times.

Hazards Are Watched

There is a brighter side to the safety picture, however.

The sawmill department of the

(Continued on page eight)

Why Workmen's Compensation Was Started Told In Historical Sketch Of Industry

IN THE August issue of *Staley News*, a house organ of the Staley Manufacturing company of Decatur, Illinois, the following article on "We Have Workmen's Compensation" appeared. *The Family Tree* is passing it on to its readers as an interesting side-light on that all important topic of compensation to men who have been injured while at work.

* * *

When James Watts' newly perfected steam engine began chugging in 1769, it also stimulated other inventors that it began what historians call "The Industrial Revolution." It was a revolution in industrial methods and conditions that brought workmen out of their homes and shops and into great factories to earn their living. Watts' steam engine and Hargreave's spinning jenny and Cartwright's power loom and the host of other new machines which were invented soon after started us toward all of the material progress we have made in the last 170 years, but they also bred some tough problems. One of them was the problem of industrial accidents.

Accidents occurred for two reasons. In the first place, the machines were so new and too poorly understood and engineered to be as strong and safe as we build them today. Men were tangled in their unguarded gears and crushed under their weight and blown to death when they exploded. In the second place, the laws under which these machines had been born were not adequate to deal with them. There were no laws regarding safety requirements until seventy-five years after Watts' engine started turning over. There had never been any need for such laws.

The Common Law which had grown up in England under the crafts system held accidents as the employer's responsibility only if he had failed to provide a reasonably safe work place or failed to use reasonable precautions for the safety of his employees. Accidents were not his responsibility if he had warned the employees of the danger to be encountered on the job, or if a fellow employee had caused them, nor if the employee had contributed in any way to the negligence which caused them. Bad accidents were frequent, and, as factories grew

larger and more numerous and installed more machinery, they became more frequent. Steel mills became known as slaughterhouses, and it was a commonplace that a man's life would be lost for every mile of railway track that was laid. It was not that the employers were inhuman or reckless of human life. They were the same sort of people that you and I are today. It was merely that everyone felt that accidents were bound to happen, and that they were part of the price paid for industrial progress. The idea that they could be prevented just simply had not occurred to anyone as yet.

Shortly before the beginning of this century a new idea appeared in Europe and in America. It discarded the old question of negligence and blame and looked at accidents merely as costs laid upon society which had to be met and should be paid in the easiest manner. If the breadwinner is disabled or killed, society must bear the burden of supporting him or his family. It does not matter who was to blame. The costs must be borne in any case. The only questions are: how can these costs best be met; who can best bear them; and who can do the most to reduce them? The employer was the logical answer in all cases, so the new idea, workmen's compensation, laid the direct responsibility of bearing the costs and preventing accidents upon him. He was not to bear the entire cost, since it was felt that the workman should have some incentive toward working safely and could not be entirely removed from the ordinary risks of life. However, if an injury arose out of and in the course of a man's job, the burden of providing him with medical and hospital care and of paying him partial compensation for the time he had lost rested upon the employer. Under the old system, attorneys had haggled in courts over who was responsible, and often, regardless of which side won, they were the only real winners. Under the new system there was little needless expense, and the injured man or his family collected what was due them without delay.

Although neither recognized it at once, both employee and employer were benefitted by the new legislation. The employee gained in that his relief was

(Continued on page seven)

Potlatch Old-Timers Hold Annual Picnic At City By The Lake

The Potlatch "Old Timers" picnic was held again this year in Coeur d'Alene, Idaho, on Sunday, August 18. Over two hundred residents and former residents of the mill town gathered in the city park on the shores of Lake Coeur d'Alene where ample table space had been reserved for their use. The cool green lawns and the wide spreading trees made a fitting background for the happy throng.

Present were several whose residence dated back to the construction days, including Edward T. Compton and Ludwig Swanson, the latter accompanied by his sisters, Miss Augusta Swanson and Mrs. Josephine Wiley, all of whom, with the exception of Mrs. Wiley, still maintain their residence at Potlatch.

Mrs. Sarah Elsea, aged 83, now a resident at Harvard, Idaho, attended this annual affair for the first time. Also present were her sons, Jess and family, Spokane, Clarence of Harvard and Carl and family of Potlatch. Like the Elseas, many families took advantage of the occasion for a reunion, including the Fredricksons, Egans, Coffmans, Schmidts.

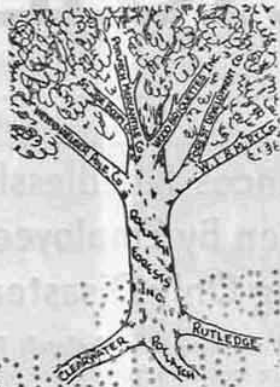
Among the very old timers were E. J. Davis, now of Spokane, formerly master mechanic of the W. I. & M. railway, and Phil Evarts, Post Falls, who was at one time crane engineer.

Several who took advantage for the first time of this annual affair to meet old friends included Mr. and Mrs. Carol Sanborn, Bend, Ore., Mr. and Mrs. Stanley Blanchard, Olympia, Wash. (nee Hazel Watts), Mr. and Mrs. Alvin Egan, Klamath Falls, Ore.

These gatherings seem to be getting bigger and better each year. This year, publicity for the date was had through announcement over the radio, the press, *The Family Tree* and the Thursday Special of the Potlatch Mercantile Co.

If anyone who reads this—and did not attend the picnic this year—feels that they would like to be advised of the date and meeting place for 1941, will send their name and address at once to Mabel A. Kelley, Potlatch, Idaho, they will receive in the early summer of 1941 an announcement of the gathering for next year.

THE FAMILY TREE



Published by Potlatch Forests, Inc., Once Monthly for Free Distribution to Employees

Editor Sid C. Jenkins

Correspondents

- John Aram Clearwater
- Jack Eaton Rutledge
- Mable Kelley Potlatch
- Carl Pease Headquarters
- Chet Yangel Bovill

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

Down the Editor's Alley

☆☆☆

There recently came to our attention a little blurb about "Job Hunts Man"—which we are passing on for what it is worth:

"If you are completely satisfied with the job that you are doing and feel that you can always handle it, it may be that you can stay there until you no longer have need for any sort of job. It may be—but it may not.

☆☆☆

"Industry has always more tough jobs than it has men to do them. In times when men are hunting jobs at 30 cents an hour, jobs that pay \$10,000 a year are hunting men. There are always plenty of opportunities, but they go only to the men who were not satisfied with their jobs or the way those jobs were being done.

☆☆☆

"The men who prepared themselves to handle a new job, or found a way to improve their present one, were on the receiving line when the job hunted the man."

After a summer of guiding people through the Clearwater plant, Perry Huffman and Ricky Billings have departed for another year of school. They did a good job.

Here's More About Occupational Classes

(Continued from page one)

Hilding, Art Lee, Chas. Price and Floyd Wharton. Some of the last-named men have been advanced also but from the planer to other departments. Ray remarks that his class is progressing equal to the need of this type of skill.

Comes now a class of 16 in beginner rough grading, composed of Bert Bothman, Milton Dover, Ray Fallwell, Clyde Frost, Joe Gallinero, Joe Hansen, Louis Kohl, Gordon McAllister, Bud McConnell, Toge Prevost, Wilson Puryear, Carl Renlund, Earl Satchwell, Wilber Satchwell, E. M. Toops and Darl Welker. Bill Campbell, yard foreman, instructs this group and informs that they are learning rapidly.

Promoted to rough grading from the advanced rough lumber class, taught by Jake Peterson, unstacker foreman, are Nick Ausman, Leo Ratzow, C. L. Packwood, Leroy Wirick, George Galles, Herb Knox and Cedric Sammons. The sawmill shows a good turn-out to Jake's advanced rough sessions. They are Albert Gall, Helmer Kettleston, Amos McConnell, L. W. Miller and Jim Ventris. Others in the class are Sam Barclay, Vernon Black, Don Coulter, Ralph Gunter, Clarence McConnell, Emory Morrison, Claude Osborne, Ted Oylear and Mike Fitzpatrick.

G. H. Hansen, head grader, has a couple of classes in progress. Those in the beginner surfaced class just started September 3 are L. C. Ayers, Philip H. Babcock, Jr., Walter Clark, Lloyd Coe, Ernest Coon, Rene Daignault, Don Fouste, C. W. Greer, Elmo W. Heter, Nick J. Hauck, Milfred Jones, Ernest Jorgensen, C. R. Knoll, Dick Lee, James R. Lyon, John Meyer, Joe Morath, Bill Morton, Wallace W. Mull, Frank Nalepa, Calvin M. Perry, Merle Power, Richard Renner, Len Rooke, Ed Schultz, Cleo Shaw, Bill Sparks, Russell Thompson, Garland Williams, G. W. Woodworth and Lee Yarno.

Graduated from Mr. Hansen's advanced surfaced class and grading at the moulders and re-runs in the planing mill are Jim Carlson, John Cole, Oscar Solberg, Westel Stranahan, Coy Jaynes, Joe Lyon, Harry Youngberg, W. L. Whiting, George Hilding, Bob Rose, Earl Andrews, Bob Fouse, C. R. Thompson and Frank Johnson.

Other advanced students gaining right along are Claude Cheatwood, John Garten, Ike Ostman, Reynold Petersen, Gene Tower, Merice Gonser, Harry Berry, Howard Rew, Lionel Poston, M. R. Vaughn, J. G. Whittmore, John Wold, Verlyn Olson and Lloyd Nylene. Bert Kloster, C. L. Packwood, Tom McManus, Jess Mosher and Gust Granburg (now grading in the rough) are furthering their ability by learning surfaced work in these classes.

A class in lumber checking started August 3. Taught by A. T. Kauffman, Clearwater shipping office manager, this course teaches employees how to tally, scale, load-out in the dress shed, check on the dock, and related material. The 40 students of this class are: Lloyd Nylene, W. B. Barnes, Bob Band, Vernon Clark, Don Coulter, Bernard Favaro, Dick Favaro, George Galles, Max Geidl, Gene Ginsbach, Ralph Gunter, Clarence Jackson, J. W. Kole, Chas. Lisle, Jim Lisle, Clarence McConnell, Bud McConnell, Wayne McKenzie, Curtis Morse, Theodore Oylear, Reynold Peterson, Toge Prevost, B. E. Shaunessy, Wm. Sparks, Frank Speno, Lawrence Stevenson, Bud Wendt, J. G. Whittmore, Phillip Babcock, Rowe Bennett, Archie Grimm, Elmo Heter, Bert Kloster, Robert Olson, Verlyn Olson, Carl Renlund, Malcolm Richardson, Rollen Russell and James Strong. Men now checking lumber on the loading dock who took this course last spring are Dris Holman, Milford Jones and John Garten.

SALES PREDICTIONS

With orders stacked high on the desks of Phil Pratt and Bill Boie and night shifts operating in the shipping departments of Coeur d'Alene's Rutledge unit, at Potlatch and at Clearwater in Lewiston, every effort is being made by the company to supply an increased market.

A night shift is also operating in the Clearwater sawmill and the logging departments of Clearwater and Potlatch are running full gear to supply the logs for the boards.

There is no indication here at this time of a let-down in the bulk of orders.

Roy Huffman has been in the east several weeks in the interests of Wood Briquettes, Inc.

Thousands See PFI Plant In Lewiston; 480 Monthly Average

An average of 24 persons per working day, 480 a month, the year around, visited the Clearwater unit plant in Lewiston since January 1, 1938. There were 5,117 visitors in 1938, and 6,102 in 1939. Up to August 1, 1940, when the last count was tabulated, there had been 3,646 in the preceding seven months.

Visitors are listed from all parts of the world, from Sydney, Australia, across to Capetown, South Africa, and from Northern Canada to Mexico. Some came as individuals, some in groups of professional people, some in family gatherings here for reunions. They kept the guides busy.

Biggest month in the two years, seven months period was May 1940 with 850 visitors. The lightest month was January 1938 when 186 people went through the plant. January and February of 1938 and 1939 were below the 200 mark slightly, but in 1940 these months gave surprising figures with 409 in January and 377 in February.

The influence of school children on these figures is noted in the months of April, May and June and in November 1938, and in April, May and June and October in 1939. April and May again in 1940 saw many school children visitors. In the three periods approximately 4,000 children in school groups have been through the plant. Not one was injured.

For comparisons, the following table shows how the visitors came:

	1938	1939	1940
Jan.	186	198	409
Feb.	188	187	377
March	397	441	264
April	573	755	833
May	543	654	850
June	544	842	428
July	411	595	485
August	715	767	896
Sept.	378	395	
Oct.	357	508	
Nov.	595	434	
Dec.	230	326	

While July 1939 showed a gain over July 1938, and a further gain was expected in July 1940, a survey of auto camps and service stations in the Inland Empire reveals that travel is not as was anticipated thus far in 1940. Clearwater plant, however, seems to be getting its share.

Dads and Sons Make Wheels Go 'Round

BETWEEN Dad and Son there are always moments of little confidences and when the Dads in the Anshutz and the Brynaldson families at Potlatch reared their sons to the age of working men, it was with a keen sense of satisfaction they saw those sons starting in the service of Potlatch Forests, Inc.

Frank W. Brynaldson entered the employ of the company in 1925 and at the present time drives one of the fast little "bugs" or lumber truck haulers in the plant. Before coming to Potlatch he was a professional musician and occasionally now plays the piano for local entertainments.

Kenneth Brynaldson, his only son, arrived in Potlatch in 1929 and had



then considerable experience in the lumber world. His employment now is on the loading dock, and golf is his hobby.

In the Anshutz family, Edward H., the Dad, heads the list in the Potlatch unit for years of service with the company. When he was a young boy his parents resided in Palouse, Wash., and Edward found employment in the box factory of the old Potlatch Lumber company mill there, in 1899.

When the mill was built at Potlatch, the family moved from Palouse and



Top: Edward H. Anshutz and his son Edward L., "take five" for a brief conversation.

Left: Frank W. Brynaldson and his son Kenneth, who are lumbermen of the typical Potlatch family.

Edward continued in the box factory until it was closed down several years ago. He is now a resaw feeder, is a camera enthusiast and has a collection of pictures that portray some of the most interesting history of the early Potlatch.

It was Dad Enshutz who influenced his son Edward Leo Anshutz to remain in Potlatch and obtain employment with the company. Edward L. has been working there now for four years and is a "bug" driver. He is married and has an infant daughter.

These two men, father and son, typical of many other families in Potlatch, enjoy fishing trips together, and when there is an opportunity, find time for a brief "hello" and a confidential chat.

Rutledge Plant Painted

More than 600 gallons of red paint has been spread over the buildings of the Rutledge unit at Coeur d'Alene and the mill buildings look new and fresh.

Maintenance Policy in Clearwater Plant Explained by Troy

There is an old adage that one should never trouble trouble until trouble troubles you," but there is also another old saw that says "a stitch in time saves nine" and from Dave Troy, shipping superintendent at the Clearwater plant, comes a pretty good argument that preventative maintenance follows the old adage.

In a recent talk before foremen, superintendents and managers, Mr. Troy gave the story of the plant preventative maintenance system, the ticket system and costs. Following are some of the highlights of his talk:

"We found that in 1935 and 1936 there was a lot of time being lost because of breakdown. This threw men out of work, affected other departments, and was quite expensive. * * *

So we started a plant maintenance system. Every piece of equipment in each department was listed. Then we decided how these pieces of equipment should be inspected, whether once a week, twice a month, monthly, semi-annually, or annually. When this had been decided, the piece of equipment was listed on a ticket with the time it should be inspected.

These tickets are kept in running order. We now have some 5,000 of them. They are filed, to be issued on the date that has been decided upon for inspection. Each ticket then carries a time limit in which the equipment must be inspected. The inspector initials the ticket and returns it to the maintenance man for filing.

"We have avoided a lot of accidents because of these tickets. Our records show that in 1936 we saved 25 machine days. The system was put in at a cost of \$800. It costs between \$700 and \$800 a year to keep it going. * * *

So recently we set up ledger accounts for the different pieces of equipment to keep maintenance costs on. If we do any work on a piece of equipment the cost is determined, and the labor is checked from time sheets. At the end of the month this information is posted on the ledger account. This gives us a complete cost of the equipment. As time goes on we will have more maintenance costs added. We will know when it is time to buy a new piece of equipment. The record will be carried from month to month and year to year. It will tell us if we are spending

too much money on a piece of equipment and whether or not it will pay us to purchase another type of equipment."

To which Mr. Rettig commented: "The idea behind this is to anticipate trouble—not wait for it to arrive."

Considerable discussion developed, following the talk, on possible use of the maintenance system in the woods operations, with Mr. Rettig explaining some of the plans now contemplated for mechanical supervision.

Clearwater Woods

Camp 24

Dirt is still moving at a rapid pace up Parallel Creek. Camp 24 went through last month with no lost time accidents and the boys are really trying to keep up the record.

The Camp 24 Alder Creek Badgers horseshoe twirlers are now shaping to challenge the outside world for a team game. The boys from Texas Ridge and Deary play this game of barnyard golf with the skill of professionals. The boys have a regular grandstand which is filled as the games start after supper and continue until dark.

Camp N

Since Paul Bunyan so successfully overcame each problem, logging or otherwise, every logger has tried to meet his particular problems as effectively, if not as picturesquely. At Camp N, as elsewhere, there have been problems, and production has lagged temporarily. At the beginning of the month the cats started breaking down, but the fellows in the cat shop got them doctored up and things were going along pretty nice when the river plugged up. Felix Soucie took some of the fellows down and they opened it up. Then the pigs got out, but Bayne Johnson, the bull cook, rounded them up and their trip did them good.

The painters finished up and left a very nice looking camp. The government brush pilers moved in at the end of a busy month. Production passed the six million mark.

Bud Cody, the baker, was one of the first Camp N men to sign up for group insurance. He was the first to file a claim, being laid off with infection following the flu.

Camp P

About fifteen men under Oscar

(Continued on page seven)

Plant Bandsmen Name New Music Director

Under new leadership the Clearwater plant band starts in September to work for a program of fall and winter entertainment that will probably be highlighted by their appearance at the annual Christmas party for children of employees.

Hayden Marr, Lewiston music dealer and a former United States army band leader, was chosen to take the place of W. J. Dower, who was instructor since last December, and who has returned to his home in the east. Sid Jenkins was appointed manager when O. W. Fodrea went on the night shift and could not attend the duties of that office.

More players are needed to round out the instrumentation of the band and all employees of the plant who have played a musical instrument, and can spare the time for a rehearsal once a week on Monday nights—and who will be willing to take part in public appearances, are urged to join the organization.

Rutledge Helps With Legion's Convention

Members of the Rutledge unit at Coeur d'Alene were among those who greeted the Idaho state department of the American Legion at its annual convention in August. Legionnaires themselves, Mr. Graue and Elmer Belknap were members of the receptional committees and assisted the local convention chairman in his manifold duties.

Mr. Graue also decorated his show window at Sixth and Sherman streets with a graphic panorama of bomb torn and war strafed houses in Europe, with a modern American home in the tranquility of industry where life is dear and peace valued. The window drew many compliments and comment during the convention.

New Office Built

A two-room office connecting the machine shop and the pipe fitter shop at the Clearwater plant was recently completed and now accommodates Fire Chief L. K. Ross and Master Mechanic Shelt Andrew. Providing a quiet spot for paper work and a clean space for records each of the rooms is 9x12 ft. finished in knotty pine panel.

Camp 36 Entertains Potlatch Residents With Dinner Party

Foremen of Potlatch unit, and their wives and invited guests, were given one of those rare treats—a logging camp dinner—at Camp 36 on August 3. Everything from soup to nuts was on the table, including several varieties and kinds of the staple groceries that go to make up a typically well-fed logging camp.

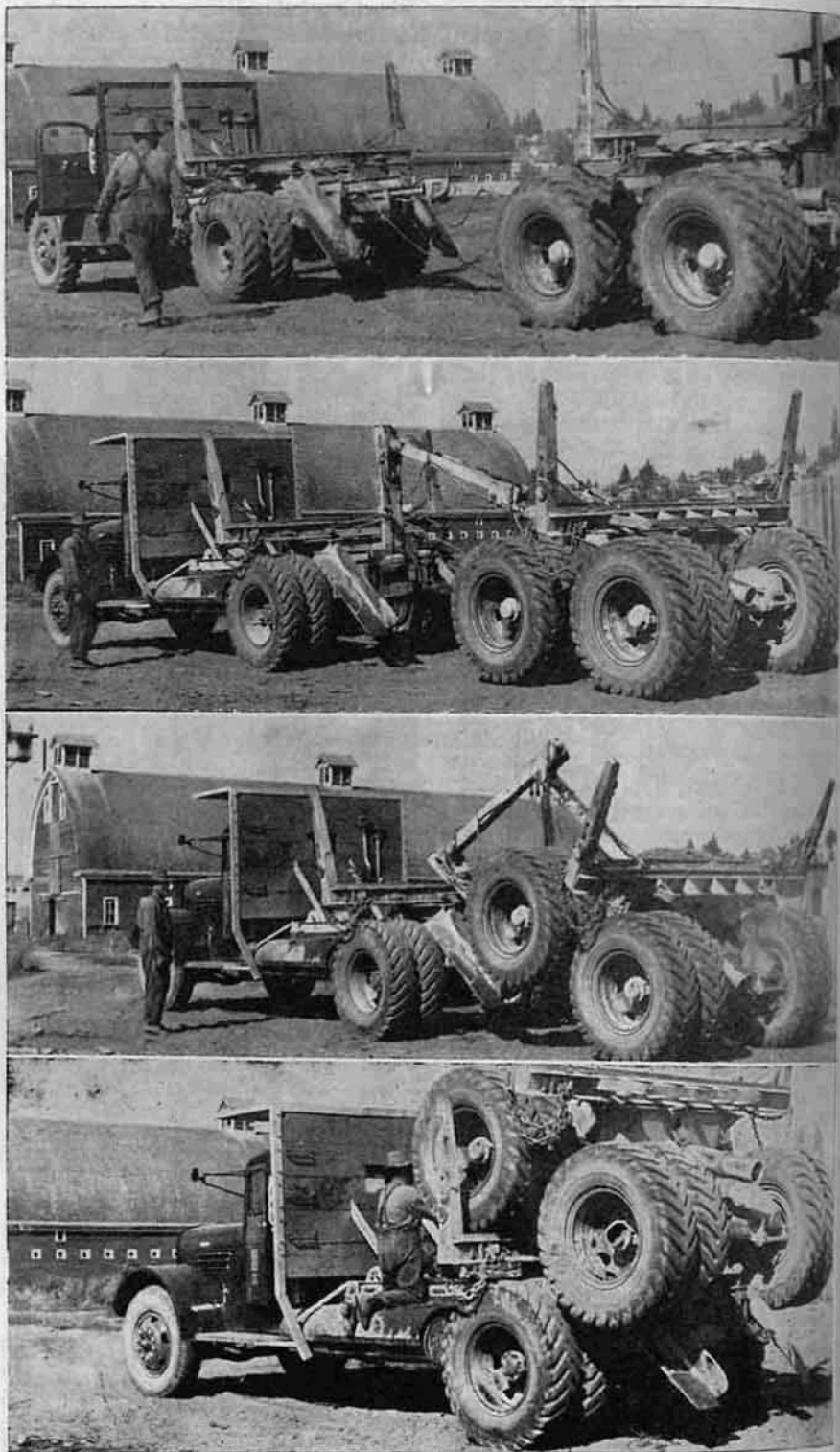
Those who attended were listed as follows:

Mr. and Mrs. Carl Eisea, Mr. and Mrs. George Cunningham, Mr. and Mrs. Orville Garber, Sr., Mr. and Mrs. R. F. Johnson, Mr. and Mrs. A. J. Johnson, Mr. and Mrs. Frank Mitchell, Miss Mabel Kelley, J. C. Eddy, Mr. and Mrs. George Morsching, Mr. and Mrs. Robert Olin, J. J. O'Connell, manager of the Potlatch unit, and Mrs. O'Connell, Mr. and Mrs. A. A. Segersten, Mr. and Mrs. W. B. Wakeman, Mr. and Mrs. L. H. Young, Mr. and Mrs. Herman Tackman, Mr. and Mrs. Joe Stone, Mr. and Mrs. William Munn, Mr. and Mrs. Ideon Alsterlund, Murray Andrews, Mr. and Mrs. Eric Matson, Mr. and Mrs. William Blair, Mr. and Mrs. Ben Cone, Mr. and Mrs. Arthur Rush, Mr. and Mrs. B. F. Swoford, Mr. and Mrs. E. O. Swanke, Mr. and Mrs. Arthur Sundberg, Mr. and Mrs. George Stillwell, Mr. and Mrs. Karl Wardrop, Dr. and Mrs. W. R. Jacobs, Mr. and Mrs. Weldon Alldredge (Spokane), Mr. and Mrs. G. C. Gregg, Mrs. Bess Alverson, Roy Stalsberg, Miss Louise Nygaard, Mr. and Mrs. Gust Hessel, Mr. and Mrs. Alfred Johnson, Mr. and Mrs. Angus Lindstrom, Mr. and Mrs. Roy Maxey, Mr. and Mrs. Walter Piper, W. B. Cunningham, Paul H. Tobin, and Mr. and Mrs. J. R. Scott.

Pond Boat Overhauled

The 26-foot motor boat used on the Clearwater pond has been overhauled recently and is again shuttling among the logs and booms. Using a flat car for a dry dock, a new 50-horsepower Stearns marine engine, a new shaft, and a new propeller were fitted into the hull. The boat was re-ironed and extensive carpenter work completed the repair. Built in 1935 by the plant carpenters and machinists this is the first complete overhaul for the craft, Carl Harris, pond foreman, asserts.

Candid Camera Catches Big Truck In Action



Above are views of one of the new big White trucks hauling logs out of Camp 36. The candid camera caught the action of the trailer folding up for the return trip after the logs had been dumped in the millpond at Potlatch.

Here's More About Clearwater Woods

(Continued from page five)

son have moved to Camp P to get things ready to move in. Walt Reinhold, second cook, is temporary cook for them.

By Sept. 1, all logging operations should cease and the camp should be at the new setup.

Camp T

There are now one hundred and five men in camp.

Seven cats are skidding logs to the flume. One shovel is skidding and loading with four trucks hauling. One Farmall grader is kept busy smoothing the truck roads; between the continued efforts of the Farmall and sprinker trucks, the roads are in excellent condition.

A small crew of men worked recently breaking a small jam in the flume below the mouth of the flume.

So far, Camp T has had seven lost log accidents.

Camp 11

With the recent addition of two new white log trucks, model 708, hauling has been going full speed fourteen hours per day, six days per week. Putting stakes on the old models has also proved to be an immense help in getting good sizeable loads.

These new Whites with automatic loading hoists for the trailers are certainly the pride and joy of every driver.

With eighteen saw gangs and two rigs on each loading rig and truck, together with the regular crew, has made facilities at this camp for any number of men rather meager. The camp must have the largest crew of men in the woods, which total 180 men.

All of the logs are coming now from Potlatch Creek, which is over Bingo mile from camp. Although the haul is only about a mile and a half now, it will gradually get much longer.

Saturday, August 17, a session was held here for all cat and truck greasers. All camp foremen were in attendance also. Gordon Wilson of the Shell company and Bill Griebe gave instructions and recommendations in methods of greasing and types or grades of oil and grease most suitable for all operations. Many questions were asked and discussion of many varied points was prevalent.

Camp 14

New bunk shacks, lawn and flowers at Camp 14 have improved appearances considerably. Painters are now working in the railway coaches giving them a coat of light interior paint. The cookhouse is also to be done over.

Dr. C. J. Hopkins of Orofino was a recent visitor at 14.

Camp 27

By the end of July this camp had loaded 3,000,000 feet for the month and 7,500,000 feet for the season. The number of saw gangs has been reduced to eight; twelve teams and one cat are skidding. Two shovel loaders are loading on trucks, one loader operating from the decks, the other skidding and loading, both working two seven-hour shifts daily six days per week.

Joe Wheeler is foreman, Roy Porter assistant foreman, and Jack Mann is saw boss. We are putting out logs fast while keeping one eye in the general direction of the rainy season.

The Camp 27 landing condition represents a camp's dream: room for twenty-six cars and these days it is just short of being plugged every day—but Herb King and his loading crew have yet to be overwhelmed.

Roads are now being built for winter logging.

Camp 27 has no bunkhouses or cookhouse. About half of the men live at Headquarters and the rest of the men live in Pierce, or in trailers and tents on the Pierce highway. The clerk is not having such a pipe dream as you might think. What clerk is?

Here's More About Compensation Story

(Continued from page three)

sure and prompt. The employer gained in that his liability was fixed; was a known amount; did not depend upon the whim of a jury which might award 512.50 for the loss of a life or \$25,000 for the loss of a finger. Both sides gained by staying out of court and by realizing that accident prevention was their joint responsibility; that accidents don't just happen . . . they are caused; and by going to work on the causes.

Lester Engen has replaced G. N. Street as first aid man at Camp 14. Mr. Street had accepted employment with the Bureau of Public Roads in Portland, Oregon.

Straddle Bug Thrills Motorists On Highway

A good many motorists wondered if their eyes had gone plumb haywire a few days ago. That was when they met the straddle bug venturing along the highway toward Potlatch. Roy Smith, Clearwater millwright helper, who drove the borrowed carrier back to Potlatch, stated that he and his charge were carefully eyed by gaping travelers eager to get a good square squint at this long-legged contraption,



The "Straddlebug"

even pulling 'long-side for some distance at times. This all happened as a result of the Clearwater carrier developing a melted engine bearing, and so one of the Potlatch machines was dispatched to Lewiston, making the trip of some 60 miles in about two hours, thus preventing lost time for the shipping departments that would otherwise have resulted.

Potlatch Hotel Taken Over By Fred Allens

Mr. and Mrs. N. P. Jensen, who operated the Potlatch Hotel since 1926, recently expressed a wish to terminate their lease. When arrangements had been made with Mr. and Mrs. Fred Allen to take over the management, Mr. and Mrs. Jensen retired to the new home which they had recently acquired on the Highway Tracts. They are, however, continuing to operate the dance hall at Riverside.

Mr. and Mrs. Allen need no introduction to the local public, having resided in Potlatch many years and more recently operated "Fred's Place" at Princeton.

Time studies at 14 are now in progress under the supervision of Charles Miller and Earl Ritzheimer.

Here's More About Men Taking Chances

(Continued from page one)

Clearwater unit has made an accomplishment that the world should know about. Composed of heavy-duty and high speed equipment, the sawmill is considered the most hazardous spot of a lumber plant. However, since May 1939, with 70 to 140 men working, the Clearwater sawmill has sustained just one minor lost-time injury. That injury was regrettably caused by an infraction of the plant's most important safety rule, the first aid rule. A workman who was planning a fishing trip sustained a small sliver at 5 p. m. on Friday, October 13, 1939, and, being in a hurry to get away, didn't report for first aid. When he returned from his fishing trip with a bad infection he was a pretty sorry fellow and was brimming over with apologies. The case was easily controlled and he lost only six days. Of course this instance, after 18 months of safe workmanship, created a noisy bit of discussion among the crew. Since this Friday 13, 1939, however, the sawmill has continued to work safely with no accident causing lost time. Recently a new workman on his first day fell from the timber dock, due to not knowing the safe method of handling timber on the dock. Fortunately he sustained only a couple of sprained wrists. Since the sawmill's record was so good, a special effort was made to avoid lost-time and this man was put to work as a watchman for four days; with the man he replaced going to work in the sawmill during this time. This gave the wrists sufficient time to recover and he returned to regular manual labor at "board hopping."

The remarkable record made by the sawmill has depended on almost 100 per cent cooperation of every member of the crew and the leader in safe workmanship has been the foreman. Those fellows are proud of their record and justly so. The frequency record of the sawmill since May, 1938, is just 2.8 accidents for every million man hours worked; they have a severity rating of only .02 days lost time due to accidents for each 1,000 man hours worked. Even in a plant where safety levels have been attained to the degree shown at the Clearwater unit, this record is still outstanding. Hats off to those boys of the sawmill crew!

Safety Hats Save Lumberjacks' Skulls



Above are two men working in the Potlatch woods who value their knobs enough to wear safety hats. Paul Black has been pushing the idea and the company likes it.

Here's More About New Transportation

(Continued from page one)

pounds a height of nine and one-half feet. It can turn in its own length and travel some ten miles per hour in either direction.

The "rough" lumber equipment is much larger than the "dressed" lumber machines in order to handle the large loads. There are two large Ross carriers—two of the largest carriers used in this section of the country. These two "Paul Bunyan go-carts" run over a five-ton load of lumber, pick it up and get away at 35 miles an hour speed, yet do it so rapidly you scarcely have time to count to ten. These sturdily designed Ross carriers are 12 feet high and can just squeeze through a door nine feet wide. The 10½"x20" tractor type tires are driven by a heavy six-cylinder gasoline motor. Vacuum lifting control devices and hydraulic brakes are more features that put these large carriers in a "lumberman's limelight."

Now, to match these yard carriers is the Ross lift truck or unit piler.

This new balloon-tired piler takes the 54" wide by 64" high units and stacks them four high. The extreme flexibility of the piler is appreciated as it runs around the yard picking up or taking down loads and sets them out for the carrier. A 10,000-pound load of lumber is hoisted by this piler to its full 22-foot height in less than a half minute, then is moved forward and set on top of the piled lumber.

The "streamlining of the Potlatch lumber transportation system" is a fact. All the drivers ask is completion of the construction work so they can get "elbow room," then we are promised some as "plain and fancy" carrier riding as ever witnessed in a rodeo arena.

Thanks To All

Walt Smith has asked that his deep appreciation, and that of his family, be extended through the columns of *The Family Tree* to the many fellows who helped after the recent disaster in which his son Thomas was lost in the Snake river. Walt states that there were many who assisted in the search and by other ways, that he may not have known about, and takes this means of reaching them.