

# THE FAMILY TREE

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## Soldiers Take Duty On Maneuvers With Thoughts Of Home

Bunk fatigue is something there "hain't much of" any more in this man's army Uncle Sam is building.

Take it from the lads who were working for the company when the call to arms came, and who are now doing their bit in one big maneuver after another, there are times when a bed is a luxury.

"Oh, boy, what I'd give for one of those meals at Camp 36!" said Clifford Shaffer, formerly of Potlatch and Camp 36, when a correspondent of *The Family Tree* found him, deep in the woods a few miles west of McCleary, Washington, while on the big maneuvers of the Fourth Army. With Company E of the 161st Infantry, Shaffer was on the theoretical front line but when first seen was in a horizontal position on the ground taking a few well earned winks of shut-eye.

With him was Harlan Owens, also of Potlatch and a former worker in the plant dry kiln.

"How're things at home?" he asked. "Are they still running two shifts?"

### Taking Some Shut-eye

Harlan was grounded too when this correspondent crawled through the brush to reach the E Company rendezvous. Grounded with his head on a small log and in deep slumber. He had been up most of the night driving a truck, for E Company had been on the move along a battle line that stretched from the Columbia river to the Straits of Juan de Fuca and was as deep as that part of the country between the Pacific highway and the ocean. Fighting units don't stay long in one place, especially when the umpires rule that your division is being pushed back by the "reds."

There was some talk with the boys about government orders, national defense stock piles, commons and selects, in a language the other soldiers heard but few could understand, and then a "So long, soldiers, I'll be seein' yuh

(Continued on page three)

## RADIO AMPLIFIERS AND LOUD SPEAKERS PROVIDE 'TELETALKIE' TWO-WAY MEDIUM IN POTLATCH MILL AND YARD

By BOB OLIN

Streamlining the Potlatch planing mill and lumber yard has meant a great increase in the amount of work that is done by a single piece of machinery, such as the "high speed" planer or the yard lift truck. Now, the entire shipping operation is under a schedule. Changes in instructions to operators are often necessary, due to breakdowns or changes in orders. At these times, rapid, efficient communication between all departments concerned is vital. Telephones and bicycles are too slow.

The speed of operation and convenience of the inter-office communicating system, using radio amplifiers and loudspeakers seems the best answer to high speed communication, especially when the relatively low cost of such equipment is considered. Test trials were made preliminary to the purchase of sufficient units to put one system to work in the lumber yard. Within a month, the complete success of this system was assured.

The system installed at Potlatch consists of two central amplifying or "master" stations, one located at the shipping office, and the other at the yard office. These two master stations are tied together. Radiating from each master station is a series of loud speakers, located where they could be used to the best advantage. These loud speakers are unique inasmuch as they can be used not only as loud speakers, but a person can talk back by directing his voice toward the speaker. This two-way conversation is the heart of the system. Buzzers, with buttons at the speakers, serve as signals to the master station that someone is at the speaker.

The operation of the system is very simple. The master station operator turns the button to the station he wishes to call, then calls the name of the person he wants. The response from the other station is immediate, since the one answering does not have to be within 100 feet of the station to reply. They then carry on the conversation in a normal manner. If the lift truck in the yard is wanted, the yard office simply listens to first one

(Continued on page two)

## We Buy Defense Bonds

This issue of *The Family Tree* carries a lot of good news about our boys with the troops. We are proud of the way they are doing their duty for our country and we are anxious to show them that we, at home, are trying to back them up and do our part too.

So, on August 28, 1941, after careful discussion with representative employees—office people, foremen, union officers, and others, we announced a voluntary payroll allotment plan for the purchase by our employees of National Defense Bonds. Each employee has received an individual description of the plan.

At the time I write this only a few days have elapsed since these descriptions were distributed. But the response on the plants has been so generous (average of the deductions so far authorized is about \$7 for the first several hundred responses) that it is a certainty that we are going to show ourselves to be "A Good Outfit."

This is a real opportunity for thrift and patriotism!

C. L. BILLINGS,  
General Manager.

## THE FAMILY TREE



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

Editor ..... Sid C. Jenkins

## Correspondents

Jack Eaton ..... Rutledge  
 Steve Summers ..... Clearwater  
 Mable Kelley ..... Potlatch  
 Carl Pease ..... Headquarters  
 Chet Yangel ..... Bovill

*"He has the right criticize who has a heart to help"*

## Down the Editor's Alley

NOW that the Lewiston Roundup is getting into its stride one wonders just what it takes to don a cowboy outfit and display one's self on the streets to public gaze. Having appeared openly in overalls and fancy shirt, ten-gallon hat and silk neckerchief, Ye Editor felt his skin crawl and his face flush with self-consciousness. The hat and 'kerchief went into the back seat of the car and Ye Editor walked with a little more aplomb to the office. There was a sprinkling of costumes to be seen on the streets. A sense of having company was attained at the chuck wagon feed when several hundred others, enthusiastically attired, ate their beans and onions near camp fires. Still, however, was a feeling of aloneness in the wearing of such garb during the business day. Then a light dawned. A pack of Bull Durham and some wheat straw papers, the little white tag hanging from the shirt pocket—and the almost forgotten aroma of "the makin's" awakened a spirit that now braves the profane eye of the public dauntlessly.

## Mr. Billings Indorses Western Safety Session

Just off the press and distributed to the lumber industry is the booklet, "Proceedings of the Lumbering Section—Sixth Annual Western Safety Conference."

These minutes were edited and published by Thomas Sherry, safety director of the Clearwater unit plant. (Tom was elected treasurer and statistician of the lumbering section at the conference in Phoenix, Arizona last fall.)

The lumbering section is composed of men and companies interested in the reduction of disabling injuries in sawmilling and logging. By comparison of accident prevention methods and dissemination of such information the section has brought about increased interest in this work, and several companies have started new safety programs.

"Potlatch Forests, Inc., is a leader in this work, and can claim distinct success, both in accident control and in interesting many other companies toward more intensive safety programs," said Mr. Billings. "This management indorses the Western Safety conference, fall sessions of which will be held in Seattle, September 22-26. A constructive program, embodying worthwhile information on accident prevention presented by well-known authorities, is being arranged for the lumbering section. Every sawmill and logging operation should make plans now to have their representatives in attendance."

## Workers At Rutledge Lick Accident Record

Rutledge unit plant workers at Coeur d'Alene at the end of July had passed through their fifth consecutive month without a lost time accident, winning the praises of Paul Black, safety engineer of the Workmen's Compensation Exchange—and by the end of August had tipped the scales at a full half year, with approximately 266,000 man hours worked.

"Every department passed a perfect inspection in July and August," said Mr. Black in a report to Mr. Billings and in which he added, "The last lost time accident was in April."

## Teletalkie Saves Time

(Continued from page one)

station and then another until he hears the lift truck, then he calls it with the full power turned on the speaker. The lift truck men answer by shouting. Even though they may be 300 feet away, the master station still can hear and converse with them.

## How They Are Working

The many and varied valuable uses of the teletalk system can best be shown by the typical examples picked out of the past few weeks.

The sawmill broke some timbers which had to be replaced quickly. The sawmill phoned the shipping office, and, by "teletalk," the shipping office found out from the yard that the timbers were on hand. The yard called the lift truck telling the men that it was an emergency. Ten minutes after the sawmill phoned, the order had been placed, the lift truck had the load down, and the carriers had the load in the planer ready to go through the machine.

It would have required a full two hours to do the same operation by the old system.

One day Phil Pratt, at Lewiston, got worried about yard stocks and some special items he wanted right then. He tried to find out through the shipping office, but was not getting much satisfaction. The shipping office "perked" and told Phil to hang on while they got the yard by "teletalk" and he could talk to them. They then held the phone in front of the teletalk and Mr. Pratt talked directly to Ray Nolan at the yard, using long distance and teletalk.

Late one Saturday afternoon, while Ray Nolan was demonstrating to Ed Swartz the wonders of the teletalk at the yard, he just happened to tune in on a very private conversation, while a young fellow told the wonderful virtues of a gorgeous blonde. Just as he reached the climax, Ray spoke over the station just to ask him if he was telling the truth, or bragging. "-!-!?" was the only reply, as Ed's frame shook with laughter.

Since January 1, 1941, the report indicates that Rutledge unit had three lost time accidents with a frequency rating of 13.17 and a severity rating of .59—frequency ratings lower than in 1940 and 1939 with severity up a little over those two years.



## Soldiers Take Duty

(Continued from page one)

...sometime," and the correspondent went to other places. Down in the hollow and along the bank of a stream behind the trees one could hear the chut-chut of a machine gun—firing blank cartridges. Sergeant Walter Dodel, who used to be an extra board worker at the Clearwater unit plant, was not in sight when we came upon Lewiston's Battery E of the 148th Field Artillery a few minutes after it had retired from a firing position to a rendezvous with Battery F of Moscow. He and Captain Sid Conner were on a reconnaissance. With the battery, though deep in the woods at the side of the road, was First Lieutenant Louis Kohl, formerly foreman of the Clearwater unit box factory. Across the road, and in command of Battery F, was another Clearwater man, First Lieutenant Maurice Fletcher, who was at the moment taking reports from a hastily strung field telephone.

Another Clearwater boy found here was Clyde Sheets, a truck driver "doing a swell job," said his officers. He is in Battery E also.

### Magicians Set Out Chow

It was near noon and the batteries had swung into the brush for concealment while the mess sergeants, cooks and K. P.'s magically produced eats. Hardly had some of the boys finished with their chow when down the road, in a huge O. D. painted command car came a courier with orders. Lieutenant Kohl received them, barked a command to Battery E and yelled for the correspondent to jump aboard. It was quick work. Mess kits, food and other articles went flying into sacks, trucks with gun trailers swung out of the woods and Battery E was off at miles an hour for the new position.

Up the road, through the town of McCleary and through a rail fence out over a stump patch about 50 acres in size, went the convoy, and there, in another clump of alder trees, were Captain Conner and Sergeant Dodel, just finishing their quick survey of the position.

To the uninitiated eye it might have seemed a bit confusing, but every man knew his job. The guns were placed, the trucks withdrawn to a bower of trees out of sight of enemy aircraft; Lieutenant Kohl had set up his range finder on the top of a high stump.

"First section ready to fire, sir!"

Sergeant Dodel handed the receiver of a field telephone to Captain Conner



Kenneth LaVoy, secretary B.T.A.G.H. (before the army got him) to Mr. Billings. Kenneth is now secretary to the adjutant general and assistant chief clerk in the army war college in Washington, D. C. Slated to get a pair of staff sergeant's chevrons, Kenneth and Miss Patsy Rabideau of the general office decided to "take it" together, and will be married in Washington September 20. Miss Rabideau has been offered an office position in Washington, D. C.

and stood by for orders. Clyde Sheets ran his truck under a clump of trees and settled down to write a letter home.

### Fletcher Gets Command

In the meantime Lieutenant Fletcher received his order and went into a support position some distance back of Battery E. Command of Battery F came to Lieutenant Fletcher through an excellent job done of handling Battery E when Captain Conner went to the artillery school at Fort Sill, Oklahoma, early in the game. Captain Harry Brenn, of Moscow, former state senator and the man who supervised the job of painting the Clearwater unit when the plant was first built in Lewiston, was made executive officer of

(Continued on page five)



There are only a few enlisted weather experts in the army and Grant McFee, formerly an employee of the company at the Clearwater plant, is one of them. Here he is in front of the weather office at Fort Benning, Georgia.

## Clearwater Woods

### Headquarters

Headquarters is the jumping-off place for everybody that either goes to work for the company in one of the camps, or is leaving for other parts. During August, however, it was the scene of gaiety such as it is not often given an opportunity to see.

More than 150 school teachers, and student teachers, attending the summer session at the state normal school in Lewiston, came here by train and spent part of the day visiting the logging operations of Camp 27, hiking around in the woods, and eating dinner at Ben Marsh's restaurant.

On the more serious side, preparations are being made at Headquarters for the establishment of a new Camp 22; also quite a bit of activity building a new truck shop and some camp shacks.

A crew of gyppos have been loading cedar poles in the meadow and another gyppo crew is hauling wood, car stakes and ties.

### Camp X

(Ridge between Robinson and Long Creeks)

With the sawmill now operating at capacity, the flume is rapidly pushing ahead to the river.

The Long Creek road to the river is nearly completed and George Moore is getting things all lined up to begin logging operations.

About this time last year there appeared in *The Family Tree* a challenge from the Dirt Moving Horseshoe Pitchers from Camp 24 and it is understood that these same so-called Barnyard Golfers are now located at Camp 29, and in the way of a friendly warning: if the Dirt Movers want to hold their self-respect they better not issue any such challenges as appeared last year, because it has been rumored around that the noble following of Lumber Butchers at Camp X have developed a horseshoe team of unbeatable qualities.

### Camp T

(Elkberry Creek)

The "cats" at this camp have skidded 692,990 feet of logs and the trucks have hauled 1,609,000 feet this month. In the same time 2,301,990 feet have been flumed to the river.

Numerous bears in this country have been doing a big job of keeping the

men hungry at lunch time. They haven't had much luck in raiding the cookhouse, however, as Mark Milos, the cook, really gets tough when they come around. They do sneak up on lunch boxes in the woods, though, with the result that many a "Jack" goes hungry at mid-day.

### Camp W

(Idaho Creek)

For the past month Camp W has been logging full tilt. There are 160 men working here. Nine trucks are hauling, 15 teams skidding and two truck jammers and a loadmaster are doing the loading. From 700,000 to 800,000 board feet of logs are being dumped into Sourdough pond every week.

Last week state and federal income tax collectors visited camp to ferret out a few of the delinquent taxpayers.

### Camp 14

(Beaver and Harlan Creeks)

Ideal logging weather during the month of August has resulted in an increase in production at this camp. The operations are extensive as there are "cats" skidding to landings 6 and 7 on Harlan creek, about two and a half miles below camp; to landing 16 about two and a half miles above camp; and to Gobo's landing one-quarter of a mile below camp. The crew rides to and from work on speeders.

A right-of-way crew and two construction crews are getting new roads and landings ready for future operations.

Paul Knight and his crew are hauling cedar poles.

### Camp 24

(Alder and Parallel Creeks)

Work has been progressing steadily on the Parallel creek railway, which is now nearly completed.

Two new camp sites are being prepared.

### Camp 27

(South Fork of Reed's Creek)

Camp 27 is now getting out logs. The General loader has been working steadily for a week without a major breakdown. With six teams and five "cats" skidding and four trucks hauling, the crew manages to keep the railroad loader pretty busy.

This operation was visited during the month by about 150 school teachers attending summer session of the state normal school at Lewiston, who were

on a day's outing from that city. The visitors were brought out from Headquarters by truck and spent a couple of hours here.

### Camp 29

(Washington Creek)

Phil Peterson and a crew of 60 men are moving plenty of dirt on the Washington creek railway. When this road is completed it will be a scenic ride, as well as a logging railroad. Incidentally, it will be one railroad in these woods without a bridge, and when finished will be 10 miles long.

Phil has a double shift working and is making things fly with his Carryalls and dozers, Dumptors and shovels.

### Camp J

(Montana Creek)

Although this camp was late in getting started, operations are now progressing nicely. The month of July was one in which most of the work done was improvement. Buildings are practically completed at this writing.

There are still a number of roads to be built. One D8 dozer is working two shifts. There are 14 teams and one "cat" skidding, with eight trucks hauling the logs to Sourdough dam.

Continued fair weather will give this camp an opportunity to make a real showing before the season is over.

## Potlatch Woods

### Camp 35

(Mann's Creek and Merry Creek)

Camp 35 is now in its second year of logging. Although the production is not so heavy at the present time, a lot of activity centers here. There are 35 men piling brush, one loading crew, and two train crews working out of the camp. The machine shop is located here, which is always busy repairing locomotives and tractors. Work has now started on new railroad spurs for the winter logging. Three "cats" are also skidding logs at this camp.

### Camp 36

(Fern Creek and North Fork of Palouse River)

Wet weather has slowed down production some in the last week, but nevertheless Camp 36 has had a good summer. At the present time there are eight TD 18 "cats" skidding, five White trucks and three K.W. trucks hauling logs to the mill at Potlatch. These trucks will average 7,400 feet to the

(Continued on page six)



## Soldiers Take Duty

(Continued from page three)

the second battalion, 148th field artillery and as such had to relinquish his command of the Moscow battery. Lieutenant Fletcher was in line for the command and got it.

There were fleeting glimpses of Lieutenants Kohl and Fletcher after that but they were pretty busy soldiers, and so were the Lewiston and Moscow youngsters in their outfits. One can recall with a distinct happy thought that both these batteries are well fed and well officered, and the youngsters—beg pardon—men, are as contented as they can be under the circumstances.

The truck driving seems to fall into the laps of these fellow Potlatch Forests soldiers. No sooner had we found Battery A of the 148th Field Artillery from Coeur d'Alene, than we ran into two Rutledge unit boys, James King and Elmer Belknap, both on the business end of motor lorries and supply trucks. Battery A was just pulling into a side road, after a long trip from Adna, Washington, down south of Chehalis.

Battery A was coming into a support position for the infantry troops of the 161st, 162nd and 163rd regiments, which, we were told, were being hard pressed. Far to the north between



First Lieutenant Maurice Fletcher, formerly of the Clearwater plant, now commanding Battery F (Moscow) of the 148th Field Artillery. He was a busy man the day this picture was taken.

Shelton and Bremerton navy yards, the 146th Field Artillery was too busily engaged to lend a hand. Both King and Belknap had driven hard with their battery convoy to get into this new position.



Taking time out to write a brief letter home—or to his girl friend—Clyde Sheets of Lewiston Battery E, 148th Field Artillery, is shown mounted on the front fender of his truck. He was employed at the Clearwater plant when the call to arms came.

There was a lot of fast work to be done, so all we could do right then was to get them to stop long enough for a picture and a word or two. Like everybody else, they wanted to know how folks were back home.

While with Battery E, it was learned that Erwin Gustin of the Clearwater unit was in the hospital at the 41st Division Cantonment at Fort Lewis. Later, when the position of Service Battery of the 148th was found, we were told that First Sergeant Vincent Barton also was on the sick list, as was Wesley Nearing of E company of the 161st Infantry.

### Others On Maneuvers

With the 15th Infantry, in a sector far removed from the front on which the 148th and 161st were located, were

(Continued on page seven)



Elmer Belknap, Jr., of Coeur d'Alene, is the son of Elmer Belknap of the Rutledge unit. Here he is shown supervising the unloading of a supply truck, while on maneuvers with Battery A, 148th Field Artillery.

## Electric Unloader Answers Problem At Potlatch Pond

The large amount of logs coming to the Potlatch unit by truck created an unloading problem which has been met satisfactorily by the construction of an electric unloading machine operated by a one man push-button control. This machine was designed and constructed by R. E. Owens, foreman of maintenance and construction.

The motor and reduction gear are mounted on a 16 ft. x 24 ft. sled built with 12 x 12's. The deck is covered with 4 x 12 in. planks. The 16 ft. mast and the 32 ft. boom are both made of 10 x 12 in. timbers.

The "A" frame is built with two 8 x 8 in. x 22 ft. pieces, the purpose being to carry the weight of the load near the end of the boom, thus getting away from heavy guy lines and anchors, also making the unit more mobile.

The boom is picked up by a five-ton hand winch mounted on the mast and is hinged to swing around to clear the track, as the log train and crane pass through several times a day.

This unloader has a lifting capacity of 50 tons, a hoisting speed of 10 ft. per minute and a return speed of 20 ft. per minute. The 20 ft. per minute speed is used in unloading short trucks.

When a truck driver comes to the pond with a load of logs, by pressing a button, he lowers the block with the hook to the point where he can attach the crotch line which is fastened to the rail on the outside edge of the pond. The crotch line is led from fastenings over the truck which reach up along the opposite side of the logs. He then lifts the load by pressing the forward button just enough so that the binders may be loosened, then starts it again and dumps the load into the pond.

The mast acts as a bumper to protect against logs rolling back onto men unloading.

With unanticipated rains, the slash disposal situation is looking up, especially on the Clearwater side of the logging operations. Jack Baggs, forester in charge of slash disposal, is gathering his burning crews and making ready for the season of controlled fire disposal. A. B. Curtis, fire warden on the Clearwater, will give the green "go" light when he thinks the woods are wet enough to make it safe.

## New Device Saves Time For Truckers



Above is a full view of the new unloader at the Potlatch pond which was designed and constructed by R. E. Owens, foreman of maintenance and construction at that unit. Besides being a time-saver it has a safety factor that keeps truckers out of the path of falling logs, the operation of the unloader being a push button device at a safe distance from the load.

## Potlatch Woods

(Continued from page four)

load, making from two to three trips per day. The distance from the camp to the mill is 25 miles. Average daily production is around 143,000 feet. There is also a large crew piling brush. One hundred fifty men are employed here.

### Camp 37

(Bustle Creek)

This camp is situated on Bustle creek near the old cuttings of the Edward Rutledge Timber Co. A towering stand of old growth white pine trees are standing around the camp buildings, which makes this the most beautiful camp on the Potlatch side. This is also a truck camp. There are eight "cats" skidding and two 'dozers building roads. Four K.W. trucks are hauling logs two to three miles to the landing. The average daily production is 190,000 feet. Camp 37 will run until the wet weather sets in.

### Camp 40

(Stoney Creek)

Camp 40 has been going strong for the last month. They had a late start due to the wet weather this spring. This camp is located on Stoney creek 17 miles out of Clarkia. John Anker



is in charge. Nine trucks are hauling and the production for August was over 5,000,000 feet.

The big turbine installed in the Clearwater plant power house is about to be turned over for initial tests. The turbine and generator will create an additional 10,000 kilowatts of power for the Washington Water Power company's supply of national defense energy. It was expected that the assembly would be in operation about mid-September.



## Soldiers Take Duty

(Continued from page five)

Joris Johnson, Harry Krause, Kenzie Tibbitts, and Gus Swanson, all of Potlatch. North too, with the 82nd Infantry brigade was Gordon Egan of Potlatch in Company F of the 186th Infantry.

In regimental headquarters of the 205th CAC, anti-aircraft outfit, Wayne Layton of Potlatch was doing his stuff, but the 205th was flitting around fast and wasn't located.

However, in a wooded area on the slope of a hill between McCleary and Shelton, just a few rods from Headquarters of the 41st Division, and at a very early hour in the morning, we located Carl Howe of Headquarters Battery 66th Field Artillery Brigade. He was, like others of his battery, getting lines of communication established—and remember, it was in the pitch blackness of the night. Not a light showed.

### Gets Family Tree

Arthur Fauver of Regimental Headquarters Company, 161st Infantry, wasn't located on this trip either, but *The Family Tree* is reaching him, as, in a letter, he says:

"I received *The Family Tree* Saturday and was pleased in getting it. There is another man that worked there and he said he would like to get one too; Paul Wieters of Regimental Headquarters Company, 161st Infantry, A.P.O. No. 41, Tacoma, Washington.

"We enjoyed discussing different facts in the paper, and I thank you."

Vincent Barton also wrote to Steve Summers:

"It was indeed a pleasant surprise when I received a copy of *The Family Tree* the other day. I found it very interesting to read it and learn a few things about what is happening.

"I got quite a kick out of reading Bill Greene's letter. Boy, I certainly agree with him. While we were in California on the big maneuvers I became thoroughly disgusted. I'm quite sure they placed us in the most desolate part of the state.

"My battery is a service and supply outfit. It is our job to service the trucks, supply clothing, food, ammunition and everything that is needed for a battalion of field artillery. During maneuvers we really take a beating.

"At the present time I'm sitting on a hospital bed writing this letter to



It took First Lieutenant Louis Kohl, formerly a worker in the Clearwater plant box factory, just about one minute to set his range finder on the top of a high stump when his outfit, Battery E, 148th Field Artillery, swung into action near McCleary, Washington, during maneuvers. Here he is, on the stump.

you. This is the fourteenth day that I have laid here on my back with an ice pack on me 24 hours a day. By some strain or other I gained an inner infection. Now I am having quite a time.

"When you get a chance to answer my letter, let me know how things are going at the plant. I still like to hear about it."

Among visitors at the plants in Idaho during the coming month will be Dexter Fairbanks, son-in-law of Mr. Billings, whose residence now is Lansdowne, Pa. Mrs. Fairbanks and her two little girls, Molly and Lucy, are at the Billings' home.

## Here're More Names Of Potlatch Forests' Men With Uncle Sam

New names, with addresses, of Potlatch Forests' men now in the armed forces of the nation, have been received by *The Family Tree*.

With these, printed below, are also some changes in addresses of men who have been transferred to other organizations in recent weeks.

### Potlatch Unit

Private Clifford L. Shaffer, Co. E, 161st Infantry, A.P.O. 41, Tacoma, Wn.

Private Gus Swanson, Company C, 15th Infantry, Fort Lewis, Wn.

Private Philip G. Carter, 80th P.L. Recruit Depot, Marine Corps Base, San Diego, Calif.

### Clearwater Unit

Private Wilur Satchwell, U. S. Naval Air Station Training School, Alameda, Calif.

Private Alex Felker, U. S. Air Corps, Gieger Field, Spokane, Wn.

Private Jacob G. Gonsler, Co. B, 78th Infantry TNG Battalion, Camp Roberts, Calif.

Private Henry Graham, Company D, 64th Bn., Camp Walters, Texas.

Private Lionel Poston, Battery B, 51st Field Artillery, TNG Battalion, Camp Roberts, Calif.

Private R. F. Schneider, A.C.T.D., A. M. No. 20-41, Glendale, Calif.

Private Herman Hanson has been transferred to Co. B, 161st Infantry, A.P.O. 41, Tacoma, Wn.

First Sergeant Vincent Barton, formerly of Battery F, 148th Field Artillery, has been transferred to Service Battery of the same regiment. (A.P.O. No. 41, Tacoma, Wn.)

Private Clyde Sheets is with Battery E, 148th Field Artillery, A.P.O. No. 41, Tacoma, Wn.

Lieutenant Maurice Fletcher, formerly of Battery E, 148th Field Artillery, now with Battery F, same regiment, A.P.O. No. 41, Tacoma, Wn.

Private Grant McFee, U. S. Army Weather Station, Lawson Field, Fort Benning, Ga.

### Clearwater Woods

Private Leland Morey, 752nd Tank Battalion, Fort Lewis, Wn.

Private Don Clark, 752nd Tank Battalion, Fort Lewis, Wn.

(Ed. Note. The proper address for all members of the 148th Field Artillery, the 161st and 186th Infantry regiments, 66th Field Artillery Brigade is to the A.P.O. No. 41, Tacoma, Wn. The rank, name, company or battery and regiment should be in the address. Members of other organizations are as listed in the June and subsequent issues of *The Family Tree*.)



More soldiers from the ranks of Potlatch Forests, Inc., while on maneuvers with the Fourth Army in August. Upper shows, left—Clifford Shaffer and Harlan Owens, Potlatch men with Company E, 161st Infantry, taking a well earned rest; right, James King, formerly a Rutledge plant employee, driving truck for Battery A, 148th Field Artillery (from Coeur d'Alene); center inset, a field artillery outfit swinging into action; center left, Leland Morey, sawyer from Camp 24, now with the 752nd Tank Battalion, home on leave; lower, Sergeant Walter Dodel, extra board man of the Clearwater plant, at the right, waiting for Captain Sid Conner of Battery E, to get a message through from a firing position he and the captain just surveyed.