

# THE FAMILY TREE

Vol. ~~XXVIII~~

Number 1

Lewiston, Idaho, October, 1943



Shops at Headquarters, Idaho

## Helping to Win

War and weather may be unpredictable, but regardless of weather, logs must continue to flow into the mills and be manufactured into articles required in the war effort.

Salvaging and rebuilding of used parts has been a very important factor in keeping our equipment going. The ingenuity of our mechanics has been remarkable and much credit is due them in making possible our greatest production records. They are helping to win the war, and we're happy to tell you a little something in this issue of *The Family Tree* of what they are doing.

**E. C. RETTIG,**  
Asst. General Manager.

Accidents kill more people between the ages of three and twenty-five than does any disease. **DON'T TAKE CHANCES!**

Because postwar housing is currently drawing so much attention Parents Magazine has been conducting a survey among architects, builders, contractors and building material dealers, for opinions on the cost, character and price of the postwar home. The findings will be released in a future form.

*Buy More Bonds!*

## PREVENTIVE MAINTENANCE

The wisdom of an ancient saying, ages old, has been lent fresh truth with the heavy demands made of the machines that are today producing war materials for prosecution of World War II.

And of a certainty that piece of banality, oft repeated, entitled "a stitch in time saves nine" has become the rosary of every maintenance engineer.

Close to home, in P.F.I. mills and woods operations, the need for an adequate and well organized maintenance program was long ago recognized. World War II simply attracted attention to the "must" of such provision against destruction and injury to equipment that could not be replaced.

In the mills maintenance and repair programs have always been fairly well observed and needed only to be tightened a bit, but the woods operations, still not completely over the throes and agony of a major change in logging methods—horse to mechanical—has not been so easy. The system to be followed in only now getting nicely underway, according to Woods Maintenance Engineer BOB OLIN. The goal is to insure such supervision, inspection and overhaul as to guarantee the utmost in service from every piece of equipment with a minimum of lost production time.

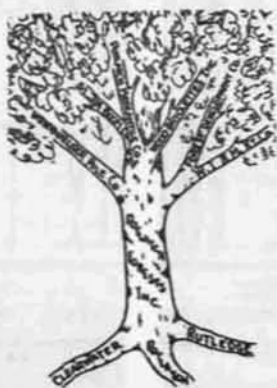
Past practice, followed by a great many operators, of running a motorized piece of equipment until it failed, meantime giving it little attention except for

(Continued on page four)

Bozill Shops



## THE FAMILY TREE



Published by Potlatch Forests, Inc., Once  
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Editor ..... Leo Bodine

## Correspondents

Robt. Billings ..... Rutledge  
Mable Kelley ..... Potlatch  
Joe Flahive ..... Potlatch Woods  
Jerry Johnston ..... Clearwater Plant  
Carl Pease ..... Headquarters

He was just a little fellow, hardly able to reach our doorbell standing tiptoe. But the smile that flooded his face as he pushed back his Halloween mask was as big as the whole wide world itself, and much more cheerful.

Tightly clasped in his right fist was the throat of a sizeable paper bag, bulging with goodies obtained from other homes in the neighborhood. He was alone, and almost an hour behind the other children that had earlier in the evening paid us a Halloween visit.

Throckmorton P. Gildersleeve was having trouble with the widow Ransom on our radio, and it was with some reluctance that we transferred our attention to the young man of five or six years who stood at our door and blithely laid down the ultimatum "trick or treat." His face was alight with the spirit of high adventure and he wiggled like a young puppy when we proffered him a plate of small candies and a wooden bowl that carried a bare handful of peanuts, remnants of a stock especially purchased for such Halloween visits.

"Aren't you afraid to be out alone so late at night?"

His answer was delayed for a moment while the balance of our candy and peanut stock disappeared into the cavernous depths of the paper bag. Then, with a priceless thank-you smile, he said, "Naw. There ain't nuthin' to be afraid of 'round here."

## 'A Hunting We Will Go'

By CARL PEASE and LAWRENCE MAY

'Twas on the night of October 4th in the Headquarters Warehouse Office. Several would-be hunters, and two genuine hunters, were present. All were tooting away, trying to convince themselves and one another that they could bugle with the best bull elk that ever lived. The two genuine hunters alone remained silent. Finally the group separated into individual groups with each small group whispering their plans so no other group could overhear.

In group one was CHARLIE HORNE and FRANK STEDMAN and they were the most secretive of all the groups, but at the same time quite anxious to find out where the other groups planned to hunt.

In group two were the genuine hunters, CARL PEASE and LAWRENCE MAY, plus their guide and packer, JIM DELANEY. The genuine hunters frankly stated where they would hunt and were much surprised to find all other groups in a frame of mind similar to that of the HORNE-STEDMAN combination. From the conversation one would have thought there would not be enough game for everyone and that group two would certainly miss out all the way around on the hunting because of their incautious mention of where they planned to hunt.

The HORNE-STEDMAN combination arose early the next morning, October 5th, and left Headquarters, well ahead of the other groups, at 3:55 a. m., bound for Section 14, Township 38, North, Range 6 East. They had previously arranged circulation of a rumor to the effect that they would breakfast at Camp 54, but this was later discovered to have been just a blind to conceal their trail. Actually they breakfasted at Camp 29, after admitting themselves to the Camp 29 road through the C.T.P.A. gate at the Association, which they promptly locked, knowing that none of the other groups possessed a key to the lock. It was their plan to thus establish a sort of restricted territory for their own private hunting, but they forgot to reckon the resourcefulness of the genuine hunters and their guide who simply drove up the railroad track and maneuvered around the gate. Following breakfast at Camp 29, group one disappeared for three days and were not heard from until the morning of the fourth day, at which time they sneaked into the warehouse through the back door.

Meantime, group 2, composed of the genuine hunters and their guide, bagged a cow and bull elk and were back in Headquarters only a few hours after starting time of the hunt. No other group equalled their record, although all groups returned with their meat well ahead of the PACK MULE-HORNE-STEDMAN combination.

The story of what happened soon leaked out. Apparently, early the first day STEDMAN bugled and out of the brush stormed a

We watched him trudge away toward the next house and thought his words as fine a tribute as any person ever paid our community, or our country.

nice, big bull elk, but Hunter STEDMAN was so delighted at the effectiveness of his mating call that he forgot all about his gun and CHARLIE HORNE killed the elk. Jubilant, the two hunters returned to the C.T.P.A. where they spent half a day trying to catch a pack mule and were finally successful (even a pack mule has some pride and none of BERT CURTIS' crew wished to be seen with either HORNE or STEDMAN.)

Returning to Section 14 the hunters stopped to rest and HUNTER STEDMAN held the lead rope down in the trail and placed his foot atop it, thinking he could thereby hold the mule which he subsequently described as having betrayed a real affection for himself and HUNTER HORNE. Had the lead rope not weighed so much as to interfere with HUNTER STEDMAN's rest, forcing him to lay it down, the ensuing catastrophe might not have happened. Hardly had HUNTER STEDMAN placed his foot on the rope when the mule gave a strong pull, freed himself, and raced down the mountain side, in complete disloyalty to his associates.

No one knows just where HUNTER HORNE was when this happened, but it took the rest of the day for him to catch the deserter mule and to find HUNTER STEDMAN who, without the mule to guide him immediately got himself lost. Following location of the mule and HUNTER STEDMAN, the PACK MULE-HORNE-STEDMAN trio journeyed to CHARLIE's home for the night and returned the following day to Section 14 with HUNTER HORNE managing the lead rope and HUNTER STEDMAN making aimless little sallies to either side of the trail in search of additional game, but at all times being careful not to go very far as not to get lost.

It hasn't been determined as yet whether HUNTER HORNE was maddest at the loss of HUNTER STEDMAN.

## Hunting News

By CHARLIE HORNE

There has been considerable disturbance of air around here lately because of the ravings of several swivel chair invalids who had a bit of beginners' luck on their first elk hunt.

CARL PEASE, LAWRENCE MAY and their pack mule, known as JIM DELANEY, left here at 4:30 A. M. on October 5th and at 8:00 A. M. had reached the spot where DELANEY had previously roped and killed a bull and a calf elk. It required only a moment to kill the animals but quite a little time for them to mutilate the carcasses by cutting them into what are considered cuts of meat. Considerable time was required for MAY and PEASE to play dead while DELANEY, actually a pack mule, packed out the meat and a load to their car where they proceeded to completely cover the meat with black pepper.

FRANK STEDMAN and I took a little hunting trip ourselves and easily got a nice elk the first morning, but between the mule and STEDMAN it took two extra days to pack it out and FRANK lost ten pounds in the three days, which is much more of an achievement than getting an elk, as far as he's concerned.



## ★ SERVICE LETTERS ★

From Pfc. Anton Raykovich,  
Camp Kilmer, N. J.

Three of us took for ourselves a little sight-seeing tour of New York the other day. First we went to a service center and then standing in line for about two hours finally got to the front of the line and received tickets to go with some guides and see the Statue of Liberty.

There were many things I did not know about our statue. The French gave it to us in commemoration of our one hundredth anniversary. It is three hundred and one feet high and forty people can stand inside the head. There were many service men present, some of them of Japanese descent, and a cowboy, judging by his big hat and high heeled shoes.

We walked on the famous Wall Street which was once just a wall made by the Dutch to keep out the hogs and to use in defending themselves against the Indians and other enemies. We saw the sub-treasury where Washington was inaugurated and some old type Continental currency.

I noticed the grave of Alexander Hamilton in the churchyard of the Trinity church.

After seeing most of Manhattan the guides took us to the YMCA where we were treated to sandwiches, coffee, milk, cake, cokes and free entertainment. We had some group singing and included were Ukrainians, Aussies, Filipinos and some others I didn't know.

From Pvt. Wm. Schmidt, Sicily

Sicily has but a few large cities and these are seaports and although there are some quite modern buildings, the majority date back through the ages. The small inland towns are really the most picturesque, all of them being situated on a high peak where they were first built centuries ago for protection against brigands and invading armies. In several places the old towers and walls are still standing.

All of the buildings are of gray stone and concrete, two or three stories high, jammed together, with blind and crooked streets so narrow that the buildings in some places hardly clear the sides of a gap. It is really quite a sight to see these houses perched way up on a mountain top and the long twisting roads leading to them. The few main roads are black top or asphalt, but the others are just dirt or gravel. Most of the inland country is crisscrossed only by mule trails.

Mules are the principal means of transportation along with the two-wheel cart. A four-wheel contrivance is almost as scarce as a horse-drawn vehicle on the highways back home. However, in the large towns they do have horse-drawn carriages for tourists. The two-wheel carts I spoke of have heavy wheels about 5½ feet in diameter and the parts are invariably painted a bright yellow with scenes from the Bible painted on them very elaborately. The framework is elaborately hand-carved with all sorts of scrolls, and with the mules decked out in red and gold tassels, they are quite a sight.

From Carl Weimer,  
Tyndall Field, Florida

I've covered the South like the dew during the past three months and at present I'm an instructor in the gentle art of man-handling a .50 calibre machine gun—a lovely weapon to have on your side when the going is tough.

I noticed in the August issue of *The Family Tree* that I can get a copy of *Holy Old Mackinaw* simply for the asking. May I take this opportunity to ask you to send me an edition of said book. I want to tell these rebels down here some wild tales of the tall timber.

Editor's note—The book has been mailed, and more are available for mailing to any P.F.I. employee in service who wants one. Simply write *The Family Tree* to that effect, giving your full address.

Threshing machines are so scarce as almost to be a curiosity. Most of the grain is threshed as it was in the time of Christ by driving the mules or oxen in a circle, tramping out the grain, after which it is separated by tossing the chaff in the wind and letting it blow away. The grain is cut with a sickle and the bundles tied with a few stalks of grain. After the bundles are hauled to the place of threshing, the women go all over the fields gathering the heads of grain that were broken off and fell to the ground. I can see now where the artist got his inspiration for the picture we see so often in the states called "The Gleaners," showing the three women gathering grain in their aprons.

Although the country is mostly mountainous, the soil in the valleys is very rich and there an abundance of citrus fruits, olives, grapes, figs, melons, tomatoes, onions and peppers, as well as garlic, is raised. The largest part of the food for the Axis army defending the island was taken from the farmers here on the island, so consequently there is very little grain and meat left.

There is some of the finest wine here I have ever tasted and that covers quite a lot of territory.

Nearly everyone has a bunch of souvenirs. Pistols, binoculars, medals, campaign bars, etc. The problem is how to hang onto them until we get back home.

From T/Sgt. Ray Schneider,  
England

Up until recently I had run into only one of the old gang—LANDRIS, who used to work in the unstacker. However, now there are a couple of other fellows here from Lewiston, or the immediate vicinity, so I have someone to talk over old times with.

Visited Cambridge recently. Saw the big university and several of the other colleges. Some of the buildings were constructed in the 1100's. The thatched roofs around here are rather interesting too.

From Cp. Elmer B. Campbell,  
Fort Custer, Michigan

Just a line to let you know I have a new address now and am also in a new outfit. The barrage balloons were discontinued a couple of months ago and we are now all M.P.'s. We are getting so many prisoners of war that it's necessary to have a large number of men to guard them. Some of the companys go over and bring them back and the others just stay here in the states and take care of them. I hope I am fortunate enough to go across, but only time will tell.

## Rutledge Regains Top Spot In Bond Buying

September's third War Loan Drive made itself felt in convincing fashion at Rutledge and hoisted the average of the Lake City mill to a record high of 15.73% for the month of September. Comet fashion the new percentage figure took Rutledge Unit employees far out into the lead in bond buying and rang up a new high for bond purchases during any one month.

Some extremely high percentage figures were the result of extra heavy purchases of war bonds by individuals who turned an attentive ear to Uncle Sam's request for more money via the third War Loan. Much, and deep digging into cash reserves was required to make possible the record bond month that was September, 1943.

Potlatch, in a tie with Rutledge for top spot in August, managed to up their average in September but fell short of Rutledge and short of the Clearwater figure of 9.37%. The Potlatch percentage was 9.13%. The W. I. & M. managed a creditable 14.68%.

Top ten departments from the three mills for September were:

Main Office, Rutledge	52.83%
Watchmen, Clearwater	39.35
Pres-to-logs, Rutledge	31.65
Maintenance, Rutledge	18.92
Storage Yard, Rutledge	18.08
Machine Shop, Clearwater	17.78
Townsite, Potlatch	17.12
Power Plant, Rutledge	16.84
Plant Offices, Clearwater	16.84
Pres-to-logs, Potlatch	14.82

Low three departments were:

Transportation, Clearwater	2.99
Pond, Clearwater	4.26
Shipping, Clearwater	5.93

Plant averages were:

Rutledge	15.73
Clearwater	9.37
Potlatch	9.13

A certain father, on meeting the new first grade teacher for the first time, said: "I'm happy to know you, Miss. I'm the father of the triplets you're going to have next September."

## Preventive Maintenance

(Continued from page one)

occasional lubrication, invariably resulted in a short life, scrapping of the equipment and purchase of new equipment. Today such practice is impossible, matter not the cost of purchasing a new item as compared to maintenance of the old one. The task ahead is to keep all available equipment in working order.

## What and When

Every successful and workable maintenance program has as its foundation the compilation of data to show "WHAT" shall be done in the way of inspection and repair to equipment, and "WHEN" it shall be done to obtain the maximum reliable service at the minimum cost. Too few inspections have a twin, and inevitable, result—many failures and excessive cost. Too many inspections eliminate failures, but still result in excessive cost. The correct program lies between the two.

Nerve centers for P.F.I. maintenance of woods equipment are Bovill and Headquarters. At both are excellent machine shops, well set up parts departments, and such other service buildings as are necessary, and there are four divisions or phases to the maintenance program set up for P.F.I. woods equipment, each cardinal in its importance.

## First Phase

First phase begins with the greaser to whom is entrusted the chore of lubricating vital parts, with the proper lubricant and at the proper time. His job, however, extends beyond simple lubrication. It includes recognition of wear and likelihood of parts failure. He is the seed of the whole maintenance chore and his cooperation in attracting signs of approaching trouble to a camp mechanic's attention is of high importance. The camp mechanic is another part of the first phase of equipment maintenance and it is from this man that most of the information compiled on each piece of equipment will come. His job, because it is so close to the equipment, is of great importance and includes minor repairs, necessary adjustments to keep machines in good working order, and frequent inspections of equipment.

## Second Phase

Second phase of the maintenance program is a more thorough inspection of equipment at less frequent intervals to determine rate of wear on vital internal parts. This inspection is to be made in the camp

shops by a qualified and trained man. The job also provides opportunity to inspect camp mechanics in proper maintenance work. Together with the camp mechanic he is to determine when major overhaul of a piece of equipment is advisable. The man also contributes much to the maintenance record of each piece of equipment.

## Third Phase

Third phase of preventive maintenance is a complete tearing down of the machine for inspection and overhaul. The regularity with which this phase of maintenance is practiced has to be carefully determined by past experiences as revealed by the maintenance record; by the traveling inspector; and by the severity of the conditions under which the equipment is in operation. It must be made often enough to anticipate breakdowns and major failure of parts, but not so often as to unnecessarily add to operating costs. This phase of maintenance is performed in the big shops at Bovill and Headquarters where adequate repair facilities are available.

## Fourth Phase

The fourth phase of maintenance is that of having a sufficient amount of replacement equipment available to maintain production while some equipment is undergoing repairs. This is probably the most difficult part of maintenance at the present time, because, with an equipment shortage and no new equipment, it is well-nigh impossible to long retain replacement equipment. However, when a quantity of equipment is assigned to maintain a given rate of production, an adequate reserve of equipment should be assigned at the same time and should be available without question and on short notice. By judicious use of such reserve equipment production can be maintained at a constant level and all equipment be kept in better repair. Maintenance costs will also reflect the worth of spare equipment.

## Parts Departments

Not a phase of the maintenance program, but necessary requisite to proper functioning are repair parts in such quantity as may be required and with ready availability. This requires carefully kept stock records and such indexing by number as to permit selection of the part needed without hesitation or delay, and in complete assurance that it is the required part. To do this job a parts department was established at Headquarters in March, 1942 under the supervision of JACK KINNON. A similar department has since



Logging Supt. Joe Parker (Bovill operation) and Bob Olin, maintenance engineer for woods equipment.



Above—Master Mechanic Bovill Shops, Ancil Freel. Below—Parts department foreman Bovill, Julius Crane.



Ernie Smith, machinist at Bovill, an employee since 1908, machinist since 1910. He recalls that he started work as machinist the day after the July 4th fight between Johnson and Jim Jeffries in 1910.





been put into operation at Bovill under JAMES CRANE. The Headquarters parts department now employs five people in addition to McKINNON and functions on a two-shift basis from seven in the morning until one o'clock of the following morning. It has more than 10,000 parts, all indexed in bins by number and parts number. The department supplies parts to more than 100 cuts of twenty-six separate models; seventy trucks of varying model and capacity; six railroad locomotives, plus construction supplies to the crews that build logging railroads, truck roads, campsites, etc.

The system of location of parts is similar to that of the Caterpillar Tractor Company and involves use of large Kardex files. It was selected from among many systems reviewed by McKINNON on a two-weeks survey of parts departments in the Northwest.

#### A Job Ahead

There's a tough job ahead for preventive maintenance. Only sharp foresight and co-operation between all the men responsible for its four phases can successfully solve it. It is a thing that cannot be made workable and foolproof over night, but with time and patient direction can become an instrument of great value.

### Parts Salvage

The parts stock of every operating concern has been adversely affected by the war. It could not be otherwise, but the ingenuity of various shop men has been of tremendous help in keeping woods equipment in operation. Bulk of the salvaging of old parts has been done in the Headquarters Cat Repair Shop under the direction of BILL GREIB. More than \$30,000.00 worth of parts that in normal times would largely have been tossed aside as junk have been returned to McKINNON's parts department as good as new, and in many cases better than new.

At both Headquarters and Bovill cat track rails, truck rolls, drive sprockets, front idlers and top carrier rolls are built up and again used, or returned to stock. Broken air elbows are welded. Air cleaner brackets, tension spring bolts, grousers on cat tracks, main cat frames, idler yokes, radiator tanks (top and bottom), starting motor blocks, crank case pans, motor housings, transmission cases, water and exhaust

manifolds, washer to truck rolls, seven-way hooks, skidding pans, etc., are all welded and returned to service as good as new.

Dozer frames and draw bars are reinforced. Worn upper transmission shafts on the cats are built up, transmission cases and sleeves are rebored with a boring bar built from odds and ends in the Headquarters shop and it saves some three days on each such repair job as well as a considerable number of dollars and insures a perfect fit for the bearing race. Broken gear teeth are replaced with new teeth in internal drive gears. Track roller shafts are built up with rod and returned to service. Crankshafts are reground and fitted with undersize bearings.

#### Parts Manufactured

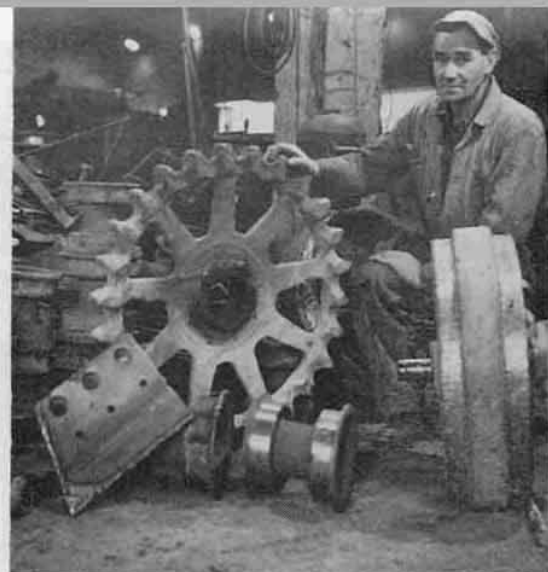
Not only have old parts been reconditioned, but broken parts have been utilized to manufacture other parts, affording considerable relief to the parts shortage problem. Broken cat springs, weighing a thousand pounds, are used to make dozer end bits, loading tongs, large wrenches, saw wedges, and for facing dipper teeth. Wedges are also made from old track pins and so are choker hooks, draw bar pins, bull hooks, etc. From large shafting is made large nuts, sledge hammers, and other shafting. Buttons for choker ends are made from track bushings off an RD 6 cat. Broken skidding tongs are made into peavy picks, choker hooks and track wrenches. Trunnion box bearings for dozers are made from plates and pins out of locomotive shafts. Trimmed off pieces of manganese skidding pans are salvaged to repair other pans and shovel dippers. Old truss rods from scrapped railroad cars are made into pan clevises. Broken switch stands are made into blacksmith tongs. Old babbit bearings are melted down and reused for new bearings.

There are a host of other articles that can be and have been made from worn out parts to keep equipment operating. *The men who are responsible deserve a rousing vote of thanks and the heartiest kind of congratulations.*

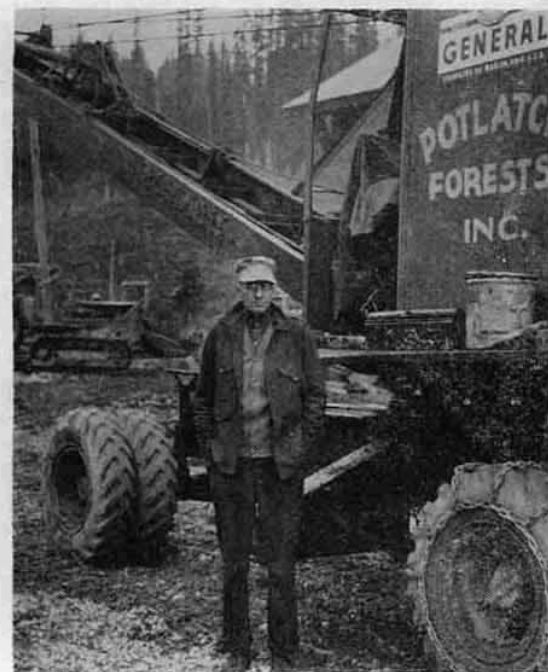
Catty Woman Critic: "My dear, your book is terribly clever. Who actually did the writing?"

Authorress: "I'm so happy you liked it. Who read it to you?"

A daub of lipstick seems to do more for a woman than a shot of whiskey does for a man.



Bill Greib—cat shop foreman, Headquarters—MORE THAN \$30,000 OF SALVAGED PARTS BACK TO STOCK.



Above—Ole Hemley, Master Mechanic Headquarters Shops. Below—Parts department, Headquarters—carema shy Foreman Jack McKinnon in center background.

Kardex inventory system—employees Mrs. Ray Manthey and Mrs. Henry Hemly.



## WOODS NEWS

### Camp 14—Beaver Creek

We are cleaning up with a crew of about fifty men and this is probably the last news from this camp for the year 1943.

From May until the end of September we shipped 7,024,070 feet of logs, worked 11,271 man hours, employed 238 different men, paid \$89,906.10 for labor, served 43,498 meals, and have had sixteen different flunkies with only EDNA and IDA McMILLEN staying on the job since the camp opened. The camp has operated in excellent fashion and considering the trying conditions has had a very successful season. We hope to have another year of the same kind.

### Camp 27—Breakfast Creek

We have about finished sawing for the time being. Six saw gangs have been working but they have cut all the timber to the end of our roads and now more road must be built before more timber can be cut.

The road down Breakfast Creek to the new camp site is progressing nicely and has now reached the new camp site which is about three miles from the top of the divide. We have had two Generals and one Link-Belt loader working. Two have been decking logs behind the saw gangs and the other one has been loading trucks.

Some of the boys from Camp 27 have reported very good luck at hunting. ARLOS WELLS bagged a prize bull elk on October 15th and GEORGE CHURCH and VICTOR VIER managed to get a cow elk each in the Scofield burn on October 10th. CHURCH later commented that he was certainly glad cow elks don't grow any larger than they do.

### Camp T—Elkberry Creek

There are thirty men at Camp T now. STAN PROFITT is running camp and AL URICH is the cook. AL GARDNER is to be clerk after a short vacation. The flume is being repaired with lumber hauled over from Camp X. JOHN MILLER is laying out skidding roads and there are two gangs of right-of-way sawyers at work. It will take another month to open the camp for logging as there is a big landing to be built.

Foreman STAN PROFITT hasn't as yet had much luck with his hunting and reports as "no good" the idea of enticing deer into a cabin with a bag of oats and then slamming the cabin door.

### Camp X—Robinson Creek

FELIX SOUCIE is looking after Camp X. The lumber has been repiled at the sawmill and we are going to build a road to move Camp X to a new site closer to the river.

There has been only a small crew of a dozen men here and the rationing of meat does not work out as well as with a larger crew. JOHN O'BRIEN, the cook, ran out of meat before the end of last week. PERD HUGHES had a young goat at his place on the river. During the meatless days he butchered the goat and brought it up to camp and told the boys it was veinson. It was eaten with pleasure until the news got around, but then there are lots of people who would have eaten it these days, knowing it to be goat.

### Camp 29—Washington Creek

Now that the fall rains have started and the mud is getting pretty bad, Foreman ALBERT HOUBE has his hands full keeping the road open where the cats are skidding across it. We are still using the truck to obtain supplies from Headquarters but expect soon to have to depend on the speeder for both supplies and transportation.

CHARLIE HORNE and FRANK STEDMAN stopped in for early breakfast one morning during the month, on their way elk hunting. We have seen CHARLIE since, but understand FRANK hasn't been seen anywhere since he got lost chasing a mule.

The cat shed has been moved from 29 to a new site below Camp 54 and is now in place and ready for use. The loader is working at the landings between Camp 54 and the new camp site and our monthly production will be about as usual, a bit over 3,000,000 feet of logs.



Chet Yangel hires a flunkie.

### Camp 54—Washington Creek

Everyone has heard the expression "it won't be long now"—with various interpretations—but it really applies to this new camp. Foreman PHIL PETERSON has completed the best camp site in the district and is now busy setting the buildings. As soon as they are set the walks will be laid and everything will be ready for the grand opening.

The steel gang is making good progress on both main line and spurs and are well ahead of schedule.

Everything at camp is running smoothly, even down to Cook MOSER and her pet bear which turns out each morning to raid the garbage can about the time MYRTLE leaves the bunkhouse to prepare breakfast. There is a story about a flea which goes to the effect that the flea bites and jumps, or jumps and bites. Well—our cook either screams and runs, or runs and screams but she won't say which.

### Camp 55—Casey Creek Spur

KNUTE HOVE and his crew have been at our camp the past month ballasting the new spurs and also the main line up to Camp 52.

Some of the crew took time off for elk hunting but we have as yet had no report as to the success of the various hunting trips, so can't brag about our hunters. However, they are all getting their deer and

generally not far from camp. Even a bear was shot at the garbage pile last week.

MARKO, our cook, is taking a week's vacation and plans going to Spokane. PAUL LOUCHUK, head flunkie, is being transferred to Camp T for the winter.

### Bovill

TIMEKEEPER HERB ERICKSON, formerly at Camp 40, is now at the Bovill shops, and CLARENCE NORDLEY of Clarkston is now employed at Bovill warehouse as bookkeeper. DAN MILLER of Moscow is among the new employees at the Parts Department office. PURCHASING AGENT HARRY ROONEY was a visitor at the Bovill warehouse October 30th.

### Camp 51—Casey Creek

We have fourteen cats skidding and expect to finish up within the next month. Several deer have been killed close to camp.

### Camp 52—Casey Creek

It has been all construction at Camp 52 during October. There have been very few deer hunters up here and only two were successful.

### Camp 53—Sweetwater Creek-Lake Waha

Camp 53 has finished its first cleanup in the war program to the tune of 8,780 feet of logs, delivered to the Lewiston mill pond. We fell short of last spring's expectations, but nevertheless, considering things that happened, we did pretty well and the timber we delivered will make a lot of boxes. We also had a rather unimpressive finish for the season in that we cleaned up every stick of timber that was cut. This is sort of a record for truck camps as they usually are forced to quit because of the rains that prevent cleaning up until a later date.

During the last days of October, BILL COONS became dishwasher, flunkie and cook all at the same time and proved a right good man with a crew that varied from five to as high as twenty men.

We had a number of distinguished visitors during the summer, most of whom had already been recorded in Camp 53 news but we hit a new high when three new visitors showed up at the same time, namely, MR. WEYERHAEUSER, MR. BILLINGS and MR. RETTIG. They arrived about supper time as did our other visitors.

EMMA BREWER and BETTY LAMBERT of the Lewiston office also paid us a visit, escorted by JOHN HUFF who said he came up to inspect tires. Editor LEO BODEN came out to see us once in awhile until the rumbling of rolling milk cans down the cookhouse floor frightened him away.

All equipment from Camp 53 will eventually be moved to Camp 58 at Stites. Where logging of yellow pine will be carried on under L. K. EDELRUTE, formerly at Camp 53. JOE HOLINKA and "POP" KROLL. We are also hoping absenteeism will be less at Camp 58 and bond purchases higher.

### Camp 40—Stony Creek

Camp 40 closed on October 22nd and the crew moved to Camp 41 on Deep Creek. The crew moved on in a foot of snow.



logs still not hauled to the Merry Creek landing have been decked in the woods to await next year's operations.

During the process of moving out, or getting ready to move out, ART HENDERSON caught his hand in a winch on one of the logs and had to be given medical attention.

### Camp 35—Merry Creek

We are still operating our truck haul although there has been some snow and it was necessary to push it off the road with a grader. AL BEMIS is now in charge of the truck haul and HENRY HENDRICKSEN has charge of the railroad end of Camp 35. First deer of the season here was shot by MARTIN OLMSTEAD, better known as "T-Slim." Several others have shot elk. Earl Moore, cat driver, is now the proud father of a baby boy, born October 31st.

### Camp 36—Upper Palouse River

There is some talk here of moving to the lower camp in December, but no definite information has been received as to whether or not we will. A new roof has been placed on the dining room that formerly was covered only with canvas. About two-thirds of the camp buildings have been re-roofed and painted by the renovation squad of carpenters and painters who have been here doing this work. We lost several logs during October because of rain but managed to get out two and a third million net of logs.

WALTER YOUNG, clerk, was visited during the month by his brother-in-law, LYLE RAY. Mr. RAY is in the U. S. Navy and has been in six major engagements in the South Pacific.

## PLANT NEWS

### Potlatch Unit

Early in the year the Potlatch Unit started making shipments of hogged fuel to the Inland Empire Paper Company at Millwood, Washington. The first shipment was made in February and consisted of one carload of eighteen units. From February to the end of October 11,555 units have been shipped, or 628 carloads. This material is produced by hogging a portion of the slabs developed in the sawmill.

During summer months a new rest room for women employees was equipped and furnished at Potlatch. It is on the south end of the old smoke house used by the men.

The tables are triple deck, the upper narrow shelf being used to hold lunch pails and the second shelf, a few inches lower, to take care of magazines, etc. The tables are to be covered with Masonite as soon as available. Floors are concrete and the room is heated with steam from the plant and has fluorescent lighting as well as plenty of windows.

The washroom is supplied with a mirror, Boraxo dispenser, paper towels, etc. Walls are a gray color, the table and benches red. Canvas covers are supplied for tables in case a card game develops during lunch hour, and a cot has been provided for emergency use.

Women employees have access to the Coca-Cola dispenser and the milk and orange

juice dispenser in the men's smoke house adjoining. Both smoke house and women's rest room have world maps and in the former, a radio gives patrons up-to-the-minute news. Pinochle has proven a popular pastime with the men and during the lunch hour every day there are two four-handed pinochle games in progress at each of the six tables.

A strip of lawn has been planted around the building and lends an attractive finishing touch to its appearance.

### Clearwater

October was the best production month in the history of the Clearwater sawmill since working a 48-hour week, two shifts. There was a total cut of 22,095,655 feet. The high month in 1942 was March with a total of 20,794,897 and in 1941 was September with 21,302,909 feet. This record was set up despite one of the worst months we've ever had for absenteeism and time away from the job for one reason or another. In the sawmill a total of 342½ man days were lost—207½ days because of sickness, 77½ because of time off to go hunting, 42 from miscellaneous causes, 15 straight A. W. O. L. An exceptionally good brand of cooperation between all departments within the sawmill, stacker and pond was necessary to hang up the new record in the face of so much lost time which apparently was just "one of those things" except for the fifteen A. W. O. L. cases which in war time, and at a war plant, can only be called inexcusable.

ED SCHWARTZ, P.F.I. chief electrician and chairman of the Clearwater Plant Suggestions Committee, during October paid \$160.00 to employees who during 1942 turned in prize winning suggestions. The decision



E. W. Bergstrom

of the committee as to the relative values of the suggestions placed E. W. BERGSTROM of the glue department in top spot and awarded him \$75.00. His suggestion was said to have enabled a comparatively new department to lower its production costs and to take on several government orders for badly needed panels to make parts bins; orders that otherwise could not have been accepted. The result was continuous operation of the department, manufacture of a better product, and increased

efficiency of the machine in question. Future dividends from this suggestion and similar suggestions will accrue to all employees since it will make possible competition in new fields and an increased quantity of business that could not be had with a less efficient operation, said Mr. SCHWARTZ.

Sharing second place awards were T. E. JONES (winner of first place last year) and LES AYERS. Each received \$30.00. Next came RALPH SHOWALTER, electrician, who has won at least one award each year for the past several years. He received \$15.00. EARL JOHNSON completed the list with an award of \$10.00 for his suggestion.

### Rutledge

Perhaps we were a little loud in our praise of September as the best lumber drying month in Rutledge history because October, in a vengeful sort of way, showed us a great deal of weather, including a little "popcorn" scattered between the rain drops. Work on the dry kilns, although hit harder by the rain than the general plant work, moved along well. However, some days there were only skeleton crews on the job.

The rest of the P.F.I. family can draw their own conclusions from the following episode: A middle aged gentleman of oriental descent walked into the retail office, presented ELMER BELKNAP with a little white booklet, and mumbled a few incoherent phrases. BELKNAP was unable to comprehend whether he wanted a load of Pres-to-logs or a thousand feet of dimension and shouted for help. Your correspondent rushed to the rescue.

"This is a sugar ration book, isn't it?" we asked the gentleman.

"Yes," came the anxious reply.

"Well, what do you want?" queried BELKNAP, thinking we had wasted enough time already.

"Liquor," stated our customer in positive fashion.

Apparently we looked like a liquor store to him, or bootleggers.

Now it can be told. HAPPY RODECK (the one-man Pres-to-log department) has had a firm hold on the minute man flag for so long that the rest of the crew has begun to wonder how he does it. Here's the reason, boys. Last week he came into the office and plunked down the price of a bond in new Jefferson nickels. When asked why he had so many pieces of one denomination of legal tender, HAP replied, "When they first came out, somebody told me they would be worth something in a couple of years." Looks like HAPPY is making darned certain they will be worth something.

Judging from the smoke hall talk of returning hunters, it appears that the shortage of shotgun shells doesn't really matter much as there is such a decided shortage of game. We wonder. Some of the camps have been claiming the biggest tree of the year, or something else out of the ordinary, and we claim to have the best bird hunting story of the year. EDDIE MEYERS claims to have flushed a bird within spittin' distance, but his hands were so cold he couldn't release the safety on his gun in time to shoot it.



## McComas Meadows Camp 58

So great has been the demand for lumber to manufacture ammunition boxes and other war boxes and crates, that a second P.F.I. camp to log mixed timber is being set up within a year of the first such camp. The job at which its men will work has been described by the U. S. Forest Service as "the largest logging operation ever undertaken in Idaho County."

Permanent location of the camp is to be in one end of a big 200-acre meadow, twenty miles south and east of Stites, Idaho. The timber to be logged is predominately Ponderosa Pine, a beautiful stand that promises better logging than the Waha job 27 miles out of Lewiston where Camp 53, the first mixed timber camp, began work in early 1943.

Entering the area is an 8-mile Forest Service "Access Road" nearing completion after two years of work, a considerable part of which has been done with German internees. This road is to be graveled and widened to accommodate logging trucks, and sections of the main highway along the South Fork of the Clearwater must also be widened between Stites and the junction of highway and access road above Harpster.

An eleven hundred foot rail siding and log landing is to be constructed at Stites and a bridge will be erected across the river immediately above town to route logging trucks directly to the log landing. All such work is underway, pointed toward the day logs will start rolling millward from Meadow Creek, predicted variously as between late December and January.

Bulk of the timber to come from the Meadow Creek area was obtained from the Forest Service (39 million feet) but an additional seven or eight million feet was purchased from two individuals, J. B. McCOMAS and M. W. INGRAM.

McCOMAS, from whom the major part of the privately owned timber was purchased, homesteaded in the area around 1900. By every measure he is a pioneer and his residence at McComas Meadow dates back more than forty years. For twenty years there was no road into the meadow and all necessities from outside had to arrive via pack train. The first road, until advent of the Forest Service "Access Road," was built by McCOMAS himself and without the aid of recognized road building equipment. Later a road grader, horse-drawn model, was secured. It still sets near the McCOMAS barn and is frequently used.



Top—McComas Meadows, 200 ACRES. Center—J. B. McComas—BY EVERY MEASURE A PIONEER. Right—Road and trees at edge of meadow—SELECTIVE LOGGING WILL LEAVE ANOTHER CROP.



Near the edge of the meadow is a pile of sawdust, grave stone for a small sawmill that once operated there, but was destroyed by fire a few years back after it had functioned long enough to afford necessary lumber for farm buildings.

McCOMAS came West in 1898 and in the fall of that year helped drive a herd of 80 horses from Genesee, Idaho, to Red Bluffs, California, a trip that required more than 60 days. There was only two men to manage the herd and they had to break broncs for saddle animals while traveling. First trouble McCOMAS recalls came when the horses stampeded and swam the Snake river at Silcott, below Lewiston.

In 1899 he freighted from Lewiston to Grangeville with his father and worked at construction of the Camas Prairie Railroad. He well remembers the huge piles of sacked grain at Culdesac that waited arrival of the rails and recalls the anger of farmers and Culdesac townspeople when the railroad stopped work short of Culdesac and held up construction while demands were made for money to offset further construction costs. He

does not recollect any Indian trouble he tells of once asking a young brave if there was danger of the Indians "breaking out." To which he received the answer, "No, Indians afraid white man break out."

McCOMAS has more than 200 head of beef stock, some sheep and hogs at his ranch. His lands include a winter trap along the river, comparatively snow free. Wild animals have given him little trouble in his forty years of ranching, although in early days cougars were plentiful and he killed young colts in his pasture. Ten he has shot four cougars within a single day on the edge of the meadow where the logging camp will be located.

Deepest snow at the meadow during forty years of residence was measured at 35 inches and McCOMAS believes logging possible throughout the winter months. His plans for the future include continued residence in the meadow, which he knows will be unaffected by P.F.I. selective logging. He knows too that selective logging will leave a second crop of trees standing that can be harvested in approximately another 35 years.