

**POTLATCH CAMPS  
IN  
LATAH COUNTY**

**A FACSIMILE OF  
TOM FEMREITE'S  
IDENTIFICATION OF  
POTLATCH CAMPS**

June 20, 1979

with  
selected photographs  
from the  
Lee Gale Collection  
and selections from  
*The Family Tree*

**POTLATCH HISTORICAL SOCIETY**  
Potlatch, Idaho  
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## INTRODUCTION

The HISTORICAL COLLECTION OF THE Potlatch Historical Society is rich with information about timber in Latah County and its use by the Potlatch Lumber Company. Many share experiences about working in the mill and living in a "Company" town. But there is much to be shared about experiences in the camps established to supply logs to the mill. In fact, two large binders in the Lee Gale Collection<sup>i</sup> are full of pictures and information about the woods and camps. Virtually every issue of the *The Family Tree*<sup>ii</sup> includes stories about the "camps." Discovering Thom Femreite's paper on the identification of Potlatch Camps has prompted this occasional paper.

Femreite's account appears in the Summer 1979 issue of Latah County Historical Society's *Quarterly* (v.8., N. 3). The editor (Keith Petersen<sup>iii</sup>) introduced the text with the following statement:

*At the turn of the century a number of lumbermen awakened simultaneously to the attractions of Idaho's timber lands. At the Chicago World's Fair in 1893 Frederick Weyerhaeuser saw a graphic display of the state's splendid timber resources. With J.A. Humbird, Weyerhaeuser bought script from the Northern Pacific Railroad for approximately 40,000 acres, paying about \$250,000. In 1903 the Potlatch Lumber Company was organized with a capital of \$3,000,000. William Deary was the first manager of the company, and Weyerhaeuser was its first president. While the story of the company's development of the largest white pine sawmill in the world at the company town of Potlatch is well known to many people interested in northwest history, less well known is the story of the logging camps started by the company. The company needed large work crews in the woods to keep its various sawmills in operation. In the days before easy transportation, logging camps were set up throughout company lands to tap the natural wealth. ...*

*Thomas Femreite has worked for the Potlatch Corporation since 1941 and is currently the Administrative manager of the Northern Units working out of Bovill. He has experienced a wide variety of jobs with Potlatch, having begun as a log scaler, been an assistant manager, camp boss, and superintendent before being employed in his present position.*



An exhaustive history of Potlatch logging camps is found in Thom Farbo's *White Pine Wobblies and Wannigans, a history of Potlatch Logging Camps, North Central Idaho, 1903-1986. (1996)*. Walter Mallory's introduction to Farbo's book sets the stage:

*The mercury hovered just above zero on the thermometer hanging outside the office door. The snow was seven feet deep in the meadow, and it was just before day break when the locomotive engineer cracked open the throttle. You could feel the concussion and hear the roar of the engine as the loaded train picked up speed.*

*In the beginning the early lumberjacks, who came from the Saginaw and the Chippewa were a hardy lot, well skilled in their trade. You can only marvel at the success they had with the available equipment and the conditions under which they lived and worked.*

*With the passing of the years, conditions improved, the country opened up, and the adjacent communities prospered and grew. The old lumberjacks disappeared and their bunks were filled with family men who still lived in camp during the week but went home to their families on the weekend.*

Farbo's inch thick book documents the 185 Potlatch logging camps from 1903 to 1986 and includes some 400 photographs to record the people, places, and events of Potlatch's logging operations.

The Femreite manuscript provides a unique look into those camps in Latah County. It is reprinted here as he wrote it in 1979.

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<sup>i</sup> A small selection of photographs from the Lee Gale Collection is included with the text.

<sup>ii</sup> *The Family Tree* was begun in 1936 and continued until 1952. After a seven-year hiatus, it was replaced by *The Potlatch Story*, begun in 1959 and is still being published. *The Potlatch Story* covers corporate activities through Potlatch's broad operating range, *The Potlatch Times*, published in Lewiston, concentrates on operations in Idaho. *The Family Tree* is rich with photographs, and the articles are often brief. To personalize the company, there were frequent mentions of people as well as camps, places, log drives, etc. Each issue included information on the "Potlatch Camps" and "Clearwater Camps." The Potlatch Historical Society has been indexing the content in *The Family Tree* and that index provides a guide to the rich articles and photographs included in this important company record.

<sup>iii</sup> Keith Petersen is also the author of *Company Town: Potlatch, Idaho, and the Potlatch Lumber Company*, 1987. The index shows no reference to the woods or the camps.



Identification of  
Potlatch Camps by  
Tom Femreite

A Setting - was a camp location or setting on a railroad siding or spur. When a camp moves to another area under the same condition it would be called the second setting or so.

Camp Foreman or Camp Boss - run the camp, he was the commander and chief - set up all the logging programs - no outside help in those days - was very much respected by everybody.

Rail Camps - rail camp constructed from rail box car - made into kitchen, dining room, bunk house, office etc. - could move a complete camp with one locomotive to a new setting over night - some of the camp carried their own water supply - outside toilet - gas lamp - wood stove.

Early Potlatch Camps

- Camp 1      Located on Hatter Creek south of Princeton started around 1918 rail road camp-horse logging. Camp Boss Henry Flasher, Tom Kelly, Bill Greenwood and Jack Irwin. This camp had 3 settings or moved 3 times to new locations. First at Hatter Creek - next moved into Flat Creek south of Harvard operated into the early 1930s.
- Camp 2      Located at Collins approximately 3 miles north of Bovill. First started and 1912 rail camp - donkey and horse logging. Camp Boss Clyde Radcliff - Ben Bates - camp moved into bottom of Sherwin hill on the Bovill side. This camp operated around 1920-1922 - later moved into Ruby Creek between Bovill and Elk River operated from 1923 to 1931.
- Camp 3      Located at Erickson Meadows approximately 3 miles west of Bovill. Started around 1927 rail camp horse logging. Foreman Clyde Radcliff - closed down late twenties.
- Camp 4      Located south of Helmer approximately in the same meadow where the USFS campgrounds are - camp started fall of 1928 rail camp horse logging. Foreman Bob Mushroe - camp closed down 1930.
- Camp 5      Located at Wet Meadows approximately 5 miles west of Bovill. Started in 1927 rail camp horse logging. Camp Foreman Clyde Radcliff - camp moved in 1928 into Hog Meadows adjacent to the present Highway 8 between Helmer and Bovill. Shut down at the start of the depression. This also was a rail camp.



Camp 6

Located first just north of Helmer approximately 1 mile. First started in 1907. Rail camp logged heavy with steam, donkeys and horses. This camp was the headquarters camp for the Park sleigh haul south of Helmer. The sleighs were pulled by horse from woods in Park down steep grades to the bottom of Canyon on Pot Creek. Then or approximately 6 to 8 miles - sleighs were uncoupled from teams of horses then hooked to tractors 3 "Best" and 1 Holt caterpillar type tractors. The tractors pulled the heavily loaded sleighs with logs to a landing site adjacent to the WIM railroad just south and a little east of the Camp 6 site. This landing site was made up with 2 railroad spurs approximately 30 flat cars long - running parallel to the main WIM track. This main WIM railroad was owned by Potlatch - running from Polouse Washington to Bovill.

Lots of heavy skidding by steam, donkey skidded logs direct from the hills around Helmer into the landing sites or railroad spurs - all logs were loaded aboard flat cars and shipped to Pot Mill. Camp closed down in 1925 - moved to new location south of Bovill approximately 4 miles adjacent to main WIM track also Pot Creek.

This camp became the headquarters for all steam loaders and locomotives and lots of timber became available around area - 1926 camp started logging heavy all horse logging, several camp foremen ran this camp throughout its life time- Les Mallory, Clyde Radcliff, Axel Anderson. Camp shut down at the start of the 1930 depression - only one man remained to watch the camp and equipment. Camp started up again in 1934 and worked off and on until 1938 then more or less became a place just to store steam equipment - finally shut down completely in 1940.

Camp 7

Located approximately 1 mile south of Highway on Brush Creek between Helmer and Deary. Started in 1914. Rail camp, horse logging, Tom Melidy Camp Foreman. Shut down in 1919 moved to new setting 5 miles west of Bovill on Shay Meadows. Camp started production in 1920 rail camp, horse logging - camp moved again to third setting at McGary Butte approximately 5 miles south of Bovill or south of Bovill Elk River highway on the east fork of Pot Creek. Camp operated from 1928 to 1930. Camp Foreman was Oscar Strugal - rail camp, horse logging.



- Camp 8 Located approximately 1 mile north of Bovill. Started in the Spring of 1904 - was 5 miles from any railroad - a large storage pond was constructed, logs were stored in pond then released water and logs were flume down Potlatch Creek passed the town of Bovill to a storage pond 5 miles south of Bovill at the rail head. There the logs were fished out of pond loaded aboard railroad flats for Pot mill - 1906 the railroad was constructed into Bovill - also the Milwaukee R.R. came from Clarkie into Bovill Camp 8 then became the headquarters for the Potlatch Lumber Camp - a large shack town sprung up also a school - large shops and headquarters for logging equipment was here - some of the Camp foremen also superintendents were T. P. Jones - Charles Sanderson was Maintenance Superintendent. Camp closed down at the start of the depression lots of people lived on here - only home lots of people had during the awful depression.
- Camp 10 Located at Corral Creek next to Helmer Idaho - rail camp. Started in 1922 - steam, donkey and horse logging camp boss Art Tracey, Johnny McDonald. Camp shut down in 1925, next setting was at Long Meadow just south of Round Meadow in the Park Country. This camp started in 1929. This also was located along the main railroad leading into 3 Bear Creek - another headquarter camp. Logging Superintendent Clair Nogle and Assistant Superintendent Walter Pierce spent lots of time here. This also was the jumping off place for more railroad construction going into a big body of timber later became Camp 31 and 32 - mostly all horse logging.
- Camp 11 Located in upper Corral Creek on T Meadows north of Helmer 4 miles. Camp started in 1920 rail camp, horse logging camp moved 1926 to Oviott Meadow rail camp, horse logging. Camp foreman Melker Anderson camp closed down at the start of the depression in 1931 all tools (small) left in the woods. Lots of people, farmers in particular went into the camp after they were shut down to pick up saws and axes, hammers etc. - seemed like the company could not meet the payroll and the lumber jacks just pulled out leaving the tools on the stumps.
- Camp 14 Located at Vassor Meadows west of Bovill approximately 5 miles. Rail camp horse logging operated 1920 - camp foreman Earl Gravis. I don't know when the camp closed.



- Camp 15 & 16 Located approximately 8 miles northwest of Elk River on Shaddock Butte approximately half way between east fork Pot Creek and Elk River Basin rail camps. Company started building off main railroad in Elk River Basin in 1930 towards Camps 15 and 16. The depression shut down construction. 1934 started up again and the railroad was built into the area where Camp 15 and 16. In 1935 camps were located only a short distance from each other. Clyde Radcliff ran both camps move into new setting at 3 Bear which became Camps 31 and 32 around 1937.
- Camp 30 Located north of Stanford approximately 2 miles or 1½ north of present highway. Rail camp, tractor skidding - camp boss Clyde Radcliff operated from 1935 to 1936.
- Camp 31 Located on 3 Bear Creek rail camp started in the Spring of 1936. Became headquarters for steam locomotive and loaders. Camp Boss Axel Anderson. Camp came to a close around 1939 - tractor and horse logging.
- Camp 32 Located on 3 Bear Creek approximately 3 miles up creek from Camp 31 - rail camp - camp started in 1937 - Camp Foreman Melker Anderson and Axel Anderson - large reloading area for truck haul from Camp 34. This also was the end of the steel or railroad system - it was approximately 30 miles from the main WIM railroad south of Helmer - tractor and horse logging - camp closed down in 1940.
- Camp 33 Located north of Harvard on Big Creek horse logging, truck camp short logs. Camp started around 1934. Camp Foreman Clyde Radcliff truck haul from camp to Pot mill approximately 20 miles - camp shut down in 1938.
- Camp 34 Located in Mason Meadows approximately 6 miles from Camp 32. Plank road for hauling logs - camp started in 1937. This camp was called a rag camp as most of all the camp was made out of tents, cook house was a large tent also two other buildings a summer camp here they loaded small 1 ton trucks with short logs. Hauled them down this plank road to Camp 32, dumped logs return again after another load. Camp shut down in 1938 - and the summer of 1939 and 40 the men were hauled from Camp 32. Oscar Hagbom Camp Foreman.



Camp 35

Located on Merry Creek approximately 7 miles north of Clarkia railroad camp. Cat skidding - camp started in 1940 closed down in 1944. This camp was the largest camp Potlatch ever operated. Approximately 300 men worked at this camp - during the winter of 1941 and 1942. Four complete trains worked out of here, a train crew consisting of a locomotive, a steam loader and a string of rail cars - one conductor, 2 brakemen, 1 locomotive engineer, 1 fireman - every morning each train crew would head out on different spurs or drainage-taking crews of logging men stopping off at each landing letting people off - each landing (Cat) was built adjacent to the railroad track - 2 to 5 skid cat crews would be assigned to each landing. The cats would cold deck its logs along railroad landings - and later the train crew would come along and load logs on the flat cars - all logs were fell prior to skidding approximately 40 gangs of saws were used felling timber - all cross cuts. During the war years the company did not shut down skidding or logging - in the early spring and late fall lots of mud came down into the railroad sometimes 3 to 4 feet deep - the train crew would take the snow plow and plow the mud off the tracks.

Many of the rail spurs were constructed up steep canyon and the railroad grade would get up to 5 to 6% grade - the old "shays" would push a string of flats and loader to top of grade then start loading on its way back down - several trains had runaways during this period - I remember a morning when the track became icy - the whole train took off down the track 60 miles per hour - everybody jumped into the clear a few moments later you could hear logs - steam, oil all the flat cars in the hillside below - the old "Shay" still on the track at the bottom of the grade picking up steam - the center of gravity on the "Shay" was near the track or bottom of Shay and would not "tip over". It was hard to fish logs and loader out of the canyons among trees and stumps - all logs were brought or hauled down to Camp 35 from the surrounding drainage during the day - sometimes only 4 or 5 flat cars of logs could be hauled down the steep grade as too many cars would push the engine - every night a locomotive would pull or push 40 to 60 carloads of logs into Clarkia - there the cars were set on siding and the Milwaukee railroad crew would haul the logs to our mills at Potlatch, Idaho and Coeur d'Alene, Idaho.

During these years, nobody really looked after the safety program. No bird gages on any cats - no hard hats, lots of fatalities - lots of broken bones.



- Camp 36      Camp was located in upper Polouse River approximately 14 miles east of Harvard, Idaho. Started logging in 1938 - camp was moved from old Camp 33 most all the buildings were moved from old Camp 33. This camp - would move down or the equipment to Laird Park some parts of the year to the old CC camp, then move back again during the summer months - one year the camp moved into the town of Potlatch - and used the old Bakery for the cook house - then back to upper Poulouse - Oscar Hogbonn was the camp boss. Tractor skidding and truck haul - finished logging area in 1954.
- CC      first camp upper Polouse - 1938 summer months winter months to Laird Park old CC camp - 1947 at old Bakery at Potlatch, Idaho - last camp was in Sand Creek from 1952 to 1954.
- Camp 37      Located on Bussel Creek approximately 10 miles north of Clarkia on the Marble Creek drainage. Camp operated only in the summer months of 1941 and 1942. Camp boss Axel Anderson - tractor skidding long log 33' and truck haul to rail head at Camp 35. The truck road was partly plank and dirt road - approximately 5 miles long - single drive white trucks were used - approximately 150 men at this summer camp - most of the men came from over the hill from Camp 35, as Camp 35 used only a few men for summer work constructing and building rail spur plus loading etc. for their big winter logging program. At the end of this truck grade was a rail head where the logs were loaded on from the trucks to the flat cars. This reloader was called the McGifford. This steam loader sat on top of a ramp and the flat car (empty) would slide down under the ramp and were loaded just in front of the ramp.
- Camp 38      Located at Stanford approximately 4 miles northwest of Deary rail camp. Camp was located on a long spur adjacent to WIM railroad - just a bunch of rail cars that were made up with a cook house and bunk houses etc. The water supply came in a large railroad tank car - it only took a few hours to set a camp up like this - this camp started in the spring of 1942. It closed down in 1944. Camp foreman was Clark Lancaster - the cats skidded direct to the main railroad WIM - all alone the main line for several miles - when the main liner train from Potlatch Idaho would come through with the freight train plus passenger cars the train crew and loading crew would make way for the main liner, go off into a passing track. When the main liner passed the company loading crews would go back loading logs on the flat cars until the main liner returned. The WIM was owned by Potlatch Corporation - built



around 1907 ran from Polouse Washington to Bovill Idaho - picked up freight from logs from Bovill - wheat from Deary - moved logs at Stanford and Harvard.

Camp 39 Located west of Bear Creek approximately 8 miles west of Deary rail camp. The spring of 1942 Les Mallory began constructing a railroad from main WIM rail line near Camp 38. This railroad was built 5 miles to the west fork, from the main line of the WIM. The company began building small bunk houses and a large portable cook house and shops at their main shop at Bovill. These buildings went on the rail flat cars and were shipped to the new camp site called Camp 38. After the camp was put in order or ready for production crews Melker Anderson was the camp foreman - later in the fall of 1942 Melker shot himself and Art Henderson was selected to run the camp - all cat skidding - all cat skidded direct to the railroad main and spurs - the spring of 1943 the Camp ran out of timber and was moved out.

Camp 40 Located on Stoney Creek approximately 20 miles east of Clarkia, Idaho. Camp was first run by John Anker in 1941, truck haul to Clarkia white truck single drive 33' logs. This camp was located in the heart of the largest white pine stand in Idaho - John had only a short season to get the logs out - he double shifted all logging cat skidding 10 hours per day 7 days a week - truck haul 2 shift started first at 4:00 a.m. run to 12 noon - from 12 noon to 10:00 p.m. Anker got out more timber in those days in certain given days than any other logger - moved 7MMBF in 6 weeks with one loader in wood and 7 trucks. Winter months Anker would build roads - in 1942 early in April Anker bought the first power saw for the Company operation - large titan, this saw weighed about 50 lbs 2 man saw. Also had a mechanic had a hard time trying to keep saw going finally ditched saw after a couple weeks of sawing.

The production was hauled from this camp to Clarkia loaded aboard car ship by RR to siding west of St. Maries dump in water, pull by tug boat to CdA mill, 1942 around June 1. John Anker left - Clark Lancaster took over, he quit after a couple months - Art Henderson started running camp - I remember in 1950 the winter the company decided to stay at the camp and build roads. 8 foot snow fell during this winter - the company built roads all over the woods - mixed dirt and snow - 24' wide roads - that spring after the snow left the road was hardly recognized just scratches along the side of the hill. The camp shut down in 1952 turned over to Gypos. The company began to log back in this country again in 1958. By communicating from their main office and shop at Bovill approximately 40 miles, as of this writing the camp area is still being logged.



Camp 41 Located on Deep Creek RR camp, camp was 6 miles from Elk River - started operation the fall of 1942 camp foreman Henry Hendrickson.

Camp first started with horse logging. The horses were transferred from Camp X the fall of 1942 - skidded with horses and tractor most of the winter this is the winter the horses were phased out - and the tractor took over completely for the Company. 1943 Art Henderson began running camp. The camp came to a close in 1944. I remember the spring of 1943 as the snow left the stump grew the crews were cutting the tree off at snow level the management at Lewiston saw the high stump on the hill side and made the crews go back out and saw off the stump.

Camp 42 Located at Bovill north of the town. Camp started during the war year of 1944. Camp run by Les Mallory - when the camp first started it was located south of Bovill - construction started up the east fork of Potlatch Creek they first started building a railroad then after building ½ mile of track. The track was removed and changed to a truck road. As this was the beginning of phasing out logging trains in the woods. A large construction crew began building the truck road into a very large volume of timber approximately 200 MMBF was available from 1942 to 1949 all timber was hauled on off highway trucks to the RR landing at Bovill. Loaded aboard car sent to the mills at Potlatch and CdA. January 1955 Tom Femreite began running camp. As the main highways became more improved Potlatch went to highway trucks, trucking to Lewiston and Potlatch Idaho directly from the woods. Then the camp was closed as nobody wanted to stay at camp - the bunk house still remains and lots of logging is still carried on by company and Gypo people relogging ground that was logging in the late 40s and early 50s. First tree length logging started here in 1949 by Earl Ritzheimer.

Camp 43 Located on Deep Creek approximately 10 miles southeast of Elk River. This railroad camp was first operating in 1945 - cat skidding to the rail - Camp boss Art Henderson approximately 120 men were employed here. This camp usually shut down in the dry weather as this camp was a good camp to get Prod in the muddy weather - skidding to corduroy loading and loaded aboard rail flats - so every spring around first of April the skidding would start this would give the saw mill a steady flow of logs during the west spring and wet falls.



In 1949 the steel was pulled and made into a truck haul. Oscar Hogbonn became the camp boss - all logging was skidded to one big corduroy landing and a rubber tire osgood loader set in the middle of it. Logs were hauled to Elk River RR landing the camp began building road out from the camp into weites? and surrounding areas in 1952 the camp closed and the buildings were hauled away. The cook house was moved to the Troy Deary Gun Club and today is a real nice lodge or gun club - also this area became close to home for many as the highways became better and everybody commuted back and forth to work - this camp area has lots of relogging being done.

Camp 44 Located on Fish Hook Creek south of Avery Idaho about 9 miles - camp started production in 1944. Truck camp - cat skidding Axel Anderson first camp boss later run by Dooly Cramp. Logs hauled from upper Fish Hook Creek down through a tunnel built by the CCC boys in the early 30s into a siding next to the main milw railroad loaded or transferred from truck to flat cars - haul by Milwaukee R.R. train to log dump west of St. Maries - then towed across lake to CDA mill.

In 1950 a heavy storm blew down lots of timber in this upper Fish Hook Creek starting a spruce worm infestation killing large portions of the spruce stand - our company threw all the equipment and men into this area, started harvesting up to 50 MMBF of timber per year after 3 years of logging-going over many sec of infected timber lands and removing approximately 150 MMBF of timber, tree mortality came to an end. For the spruce - our company then concentrated on other species - many miles of main road was constructed from Fish Hook Creek area into the other areas around Avery. The camp was closed down in 1964 and contractors moved in to the area - most all the contract loggers commuted from their homes as far away as St. Maries some 60 miles each way.

At this writing 1979 - lots of timber is still being harvested around the Fish Hook area mostly all USFS and B/N railroad timber - many years ago our government granted the railroads every odd sec of ground or the land to help settle the West also to pay for the railroad - some of this ground still exists with B/N railroad owning every odd section.

Camp 45 Located in the east fork of Potlatch Creek approximately 9 miles east of Bovill. Camp operated from 1945 to 1948. Oscar Hogbonn first camp boss - later Art Henderson. Cat skidding truck haul to rail head at Bovill. Camp closed down in 1948 as logging road and highway became improved and the lumberjack started driving from his home - lots of logging is still going on in this area.

Thomas Demette  
June 20, 1979



CAMP LOCATION	CAMP Number
Avery	44
Bear Creek	31, 32, 39
Big Creek	33
Bovill	8, 39, 42
Brush Creek	7
Bussel Creek	37
Clarkia	35, 37
Collins	2
Corral Creek	10, 11
Deep Creek	41, 43
Elk River	15 & 16
Erickson Meadows	3
Fish Hook Creek	44
Flat Creek	1
Hatter Creek	1
Helmer	4, 6
Hog Meadows	5
Laird Park	36
Marble Creek	37
Mason Meadows	34
McGary Butte	7
Merry Creek	35
Oviatt Meadows	11
Palouse River (Upper)	36
Park	6, 10
Pot Creek	6
Potlatch Creek	8, 42, 45
Round Meadow	10
Ruby Creek	2
Sand Creek	36
Shaddock Butte	15 & 16
Shay Meadows	7
Sherwin Hill	2
Stanford	30, 38
Stoney Creek	40
T Meadows	11
Troy Deary Gun Club	43
Vassor Meadows	14
West Meadows	5

# Camp Foreman/Boss	Camp Number
# Anderson, Axel	6, 31, 32, 37, 44
# Anderson, Melker	11, 32, 39
# Anker, John	40
# Bates, Ben	2
# Cramp, Dooly	44
# Femreite, Tom	42
# Flasher, Henry	1
# Gravis, Earl	14
# Greenwood, Bill	1
# Hagbom, Oscar	34, 36, 43, 45
# Henderson, Art	39, 40, 41, 43, 45
# Hendrickson, Henry	41
# Irwin, Jack	1
# Jones, T.P.	8
# Kelly, Tom	1
# Lancaster, Clark	38, 40
# Mallory, Les	6, 42
# McDonald, Johnny	10
# Melidy, Tom	7
# Mushroe, Bob	4
# Nogle, Clair	10
# Pierce, Walter	10
# Radcliff, Clyde	2, 3, 5, 6, 15 & 16, 30, 33
# Ritzheumer, Earl	42
# Sanderson, Charles	8
# Tracey, Art	10





Courtesy 30/3  
Julius Crane

Wash day at  
Collins



One of the early day, around  
- 1905, logging camps near where  
Harvard is now located. P.L.Co.

Courtesy 1-26  
Potlatch Corp.

11



Courtesy <sup>20/24</sup>  
Potlatch Corp.

Another early PLC logging Camp.  
- Art Henderson, standing  
in front. Note cook with horn.

Camp 6

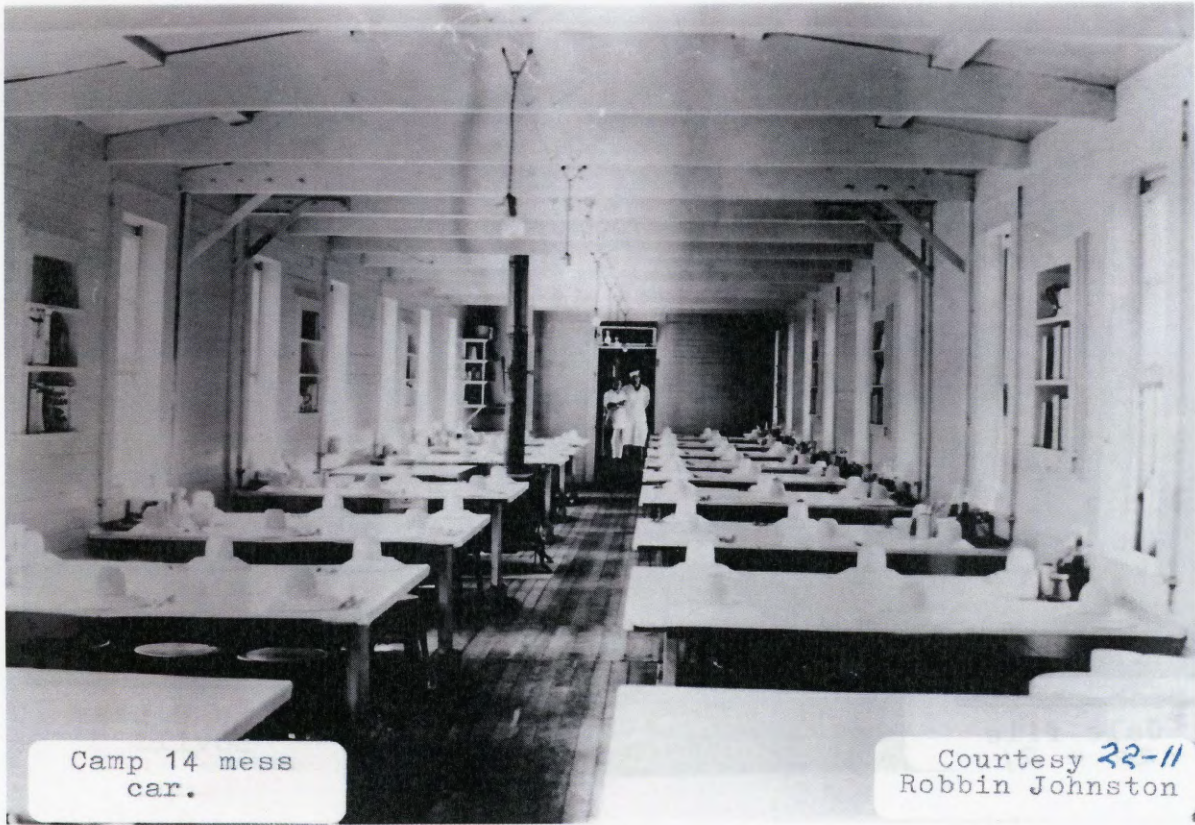


Camp 1 may have  
been moved a  
time or two.

Camp <sup>1</sup>  
Hatter Creek

Gale file 11-22





Camp 14 mess car.

Courtesy 22-11  
Robbin Johnston



Cook house crew, Camp 11, north of Bovill. Jim Marko center, head cook, Daisy & Maude to the left.

Courtesy 24/20  
Daisy Wunderlich  
Maude Carlin





~~Both photos~~  
Gale file  
14-20 + 21

Camp 8 near  
Bovill



Courtesy 22-3  
Robbin Johnston

Camp 14, west  
of Bovill  
1932





Skidding teams  
Camp 2. 1932

Courtesy 22-9  
Robbin Johnston

From "The Trees Grew Tall"  
Courtesy, John Miller

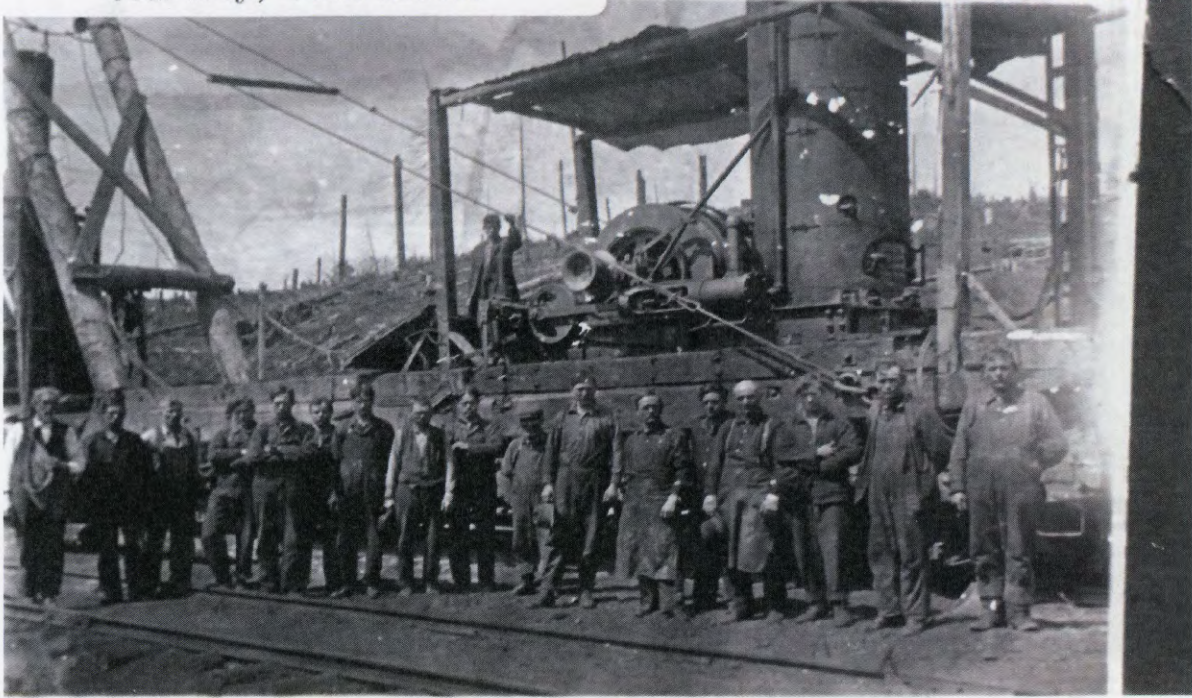
A skidding crew and donkey  
out of Camp 8, near Bovill





From "The Trees Grew Tall"  
Courtesy, John Miller

Camp 8 shop and  
donkey crews  
CIRCA 1915







Camp 5

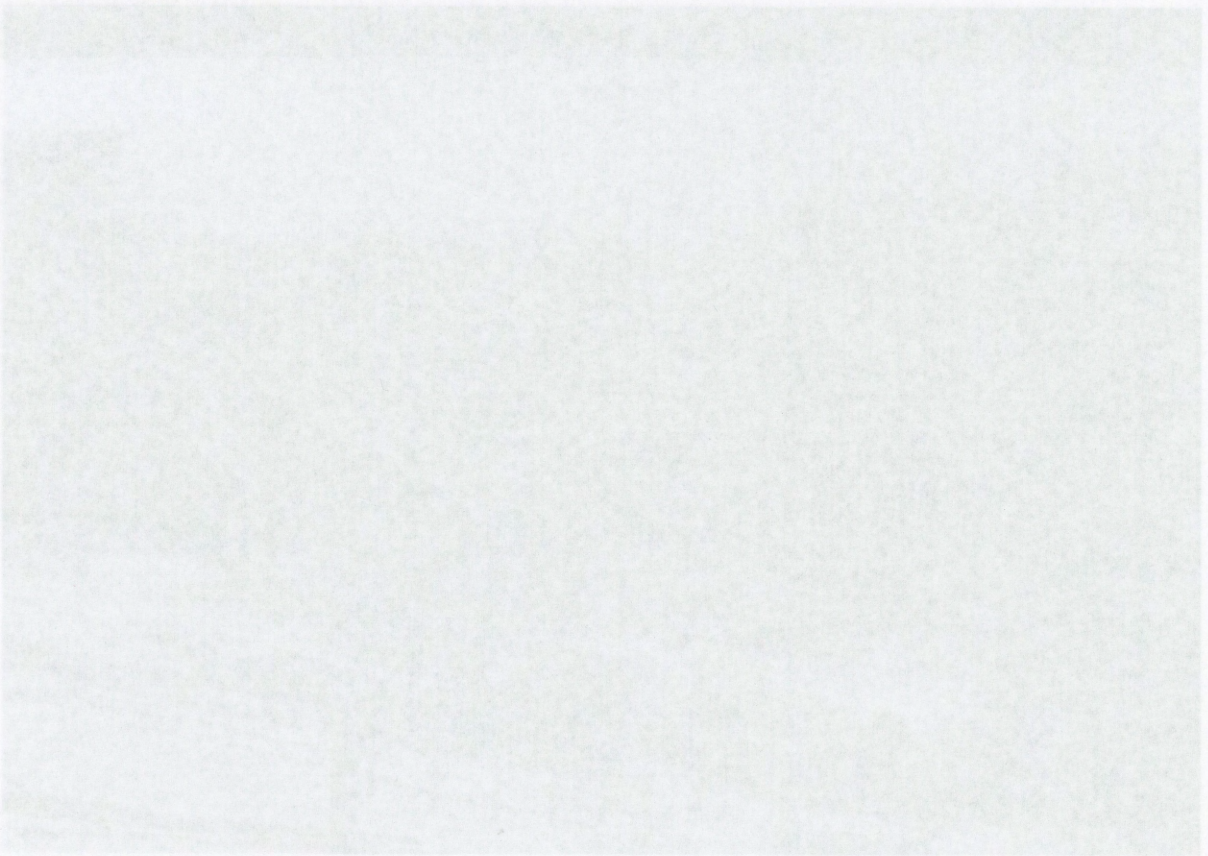


Camp 1 on Hatter Creek





Camp 2



Camp 1 on Hatter Creek



## Lumberjack's Rondevous

By MISS MABEL KELLEY

The office force of the Potlatch unit was entertained at dinner at Camp 33 recently. The group was chaperoned by O. Garber, the office manager.

After leaving Highway 95-E, we branched to the logging road over which the grader and sprinkler had recently passed. As we journeyed deeper into the forests, the road just more than the width of the car in a few places, with everyone sitting on the edge of the seat and peering ahead, the woods became more beautiful and the air more invigorating. The pole roads brought us closer to the edge of the seat and it wasn't far from there until the camp was sighted.

For an instant the enthusiasm waned. We had taken the left turn instead of the right. Horses! Horses! Horses! We had arrived at the stables instead of the cookhouse. One more switchback and the office was reached where we were received by the foreman, Clyde Ratliff, and James Eagan, the clerk.

The climax of the trip was close at hand as we were ushered to the table. Pity the poor lumberjack—the tender, juicy steaks, fried potatoes, corn, beans, pickled beets, sliced tomatoes, homemade bread, rye krisp and snails. By the time the dessert was reached, the group had reverted to type and started to count. Cookies, seven kinds; raspberry sauce, fruit jello, ice cream and cake, cantaloupes, and a huge bowl of fresh fruit, oranges, bananas, grapes and peaches.

Before the white collared contingent of the industry had reached first base, the 120 woodsmen had appeased their hunger and vacated. It was noted as they went out they served themselves with fruit from the bowl to me enjoyed later in the evening.

It finally dawned on us that we might be holding up the parade as the flunkies had practically cleared the other tables, so we reluctantly tore ourselves away from the table, and, as we did so, the accountants recorded the fact that one little steno had copied the example of the regular boarders and tucked away a little "tid-bit" to be enjoyed at leisure.

Visits to the meat house and cellar were followed by a trip to the barns, which left us wondering how Potlatch Forests, Inc., got the sleek, broad-backed horses away from the circus.

We rejoiced at the watering trough for the horses which was supplied with clear cold water through a gravity system. The "cats" and loaders were being serviced, the latter also washed, preparatory for tomorrow.

It was soon time to go home. Good-nights were said and we were on our way. We appreciated the hospitality and hope we will be invited again—some Wednesday night.

A few days after our trip to the camp, the cook from "33" was in town. We felt the urge to reciprocate. What could we do? We felt so helpless, so inadequate. By the time the suggestion came that we invite him in and open a bottle of ink, he was gone, but we do want Camp 33 to know that they gave us a real treat.

## Art In Safety First Pictured At Camps

A new note in the kind of pictures one sees in logging camps has been struck by an artistic safety first man, Paul Black.

Throughout the camps now one will find pictures in color drawn on the tops of cracker cartons, pieces of slab-wood and on paper, putting a little humor in safety first slogans and suggestions.

In addition, each camp, from Headquarters right on down the line, has a chart which shows the number of accidents per day, for each camp, with totals to date; also the number of "lost time" mishaps involved.

Clerks, as a rule, are the camp first aid men, and to each camp has been added sufficient quantities of gauze bandages, tweezers, adhesive tape, liniment, earache and toothache drops, etc., for emergencies.

Accident records are inspected daily by the men in all the camps and there is a sort of rivalry being built up between outfits to see which can keep the records lowest.

*The Family Tree*  
August 1939



## Chuck for Long Winter Months At "14"



Unloading supplies at Camp 14 when the PFI train made its last trip in for the winter.

### Last Train to 14 Takes Newsmen and Staff Photographer

"The last train in" to the end of steel and Camp 14, in the Clearwater Woods, was a memorable occasion for two visitors to Headquarters and way points on November 16, when supplies for the winter were taken to the camp and its handful of men and two women who are remaining there.

Cheney Cowles, executive editor of the Spokesman-Review of Spokane, and Harleth Steinke, head of the art department of the Spokane American Engraving company, were guests of Howard Bradbury, logging superintendent, on the trip.

Returning from Camp 14, the train brought out Mr. and Mrs. George McKinnon for some last shopping and visiting in Lewiston before the blanket of snow completely isolated them from "the outside." They returned two days later and the weather man had been kind. Instead of snowshoeing as they planned, they managed to ride "the speeder" back to the end of steel.

#### Shaws With McKinnons

With the McKinnons this winter will be Mr. and Mrs. William Shaw. The men will protect the buildings and keep the telephone lines in repair during the closed season. As in previous winters when Mrs. McKinnon has remained in with Mr. McKinnon, she anticipated trips out to Headquarters by snowshoe. The building at

the old Camp 16 station has been fitted with stove and blankets for possible wayfarers and it was also hoped to establish another station at Camp 6. It is about 19 miles from Headquarters to Camp 14 by rail and trail.

Mr. Cowles and Mr. Steinke were gathering material and pictures for a special feature story which appeared in the Sunday magazine section of the Spokesman-Review on December 11. They had for some time been looking forward to seeing selective logging operations of Potlatch Forests, Inc.

Taking the train out of Headquarters on the morning of the 16th they rode in the cab of the snowplow. Charles Jack and Mr. Bradbury accompanied them. Several pictures were taken of the unloading of supplies at Camp 14 and on the return trip, pictures of the loading of a cat and a truck on a flatcar for transportation to Headquarters. The snowfall had caught both cat and truck near Camp 6.

#### Cutting Methods Shown

The following day the visitors were taken over a portion of the Deer creek selectively cut lands and were shown some contrasts between selective cutting and clear cutting, the latter in the old Camp 1 area. Borings were taken from trees by Mr. Jack to demonstrate the growth after logging operations had opened the stand and thinned out the trees.

The party then hiked from Fromelt's camp near Pierce, two and one-half miles across country to Camp 20, where logging was under way in

the snow and more pictures were taken. On this particular day the loggers were knee deep in mud along trails and chutes and it was said they had been since the first snowfall. The Spokane men obtained some photographs of falling as well as loading.



## POTLATCH WOODS

### Camp 31

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

### Camp 32

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

### Camp 33

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

### Camp 34

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

### Camp 36

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

### Time Study Begun

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

*The Family Tree*  
July 1939

September, 1942

## POTLATCH CAMPS

### Camp 38

Les Mallory has moved his construction gang to Elk River where they are to start construction on the track that will lead out to future Camp 41. Clark Lancaster, foreman this summer at 40 (now closed) is foreman at 38.

Locomotives have used all the water out of Bear Creek and a colony of beavers who inhabit the creek very much object. Camp Clerk Vaughn insists they are trying to requisition water bags from him with which to pack water from the nearest farmer's well.

### Clarkia

We now have complete housing information concerning Clarkia, Elk River, Bovill and other towns in the area which will be of interest to men with families. We can refer them to houses in those towns as long as they last.

Sawyers, choker setters and brush pilers are still scarce. We'd like to hire a flock of them.

### Camps 35 and 37

There are now about 200 men in 35 with many more needed. Although 37 is closed, men are still working in that territory and hauling logs to the 37 landing. They live at 35 and go to and from work via truck.

Schaefer-Hitchcock Co. have a small crew boarding here that are skidding, hauling, and loading cedar poles. They expect to finish about the end of the month according to Joe Brennen, time keeper.

The scrap drive has begun in earnest here and has caused foreman Axel Anderson to scour the woods for all possible scrap items. Quite some pile has already been accumulated and much abandoned miscellaneous equipment from different spots throughout the woods will later be picked up if possible. Included will be many old Russel car trucks that were left at an old Rutledge camp on Norton Creek.

### Camp 36

Guy Lowry, Byers Sanderson, Sr., and Axel Burkland have rigged up a screen with which to obtain fine gravel from back of the dredge working on the north fork of the Palouse river. The gravel will be used on the road between upper 36 and lower 36 at Laird Park.

The starting motor on our big D-8 is out of order and considerable ingenuity, together with profanity, had to be exercised to get the big machine underway. Oil and water were both heated and poured into the machine and it was then towed behind a cat until able to move on its own power. Since that time it has been kept in such constant use that it has not cooled off to the extent that a starter motor has been necessary.

Pearly Chaney, shop foreman, damaged two fingers on his left hand when leather soled shoes caused him to slip and inadvertently thrust his hand into the fan of a cat that he had just started.



# THE FAMILY TREE

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## LOGGING CREWS WIN BOSSES' PRAISE FOR SUCCESSFUL YEAR WITHOUT FIRES

Most people think of fire fighting in forests in terms of forest rangers and timber protective association patrolmen, but experienced men in the lumber industry know that the attitude and conduct of the men in logging camps are of the highest importance.

So it is that all credit for a successful anti-fire season goes to the men who live and work in the woods.

Deemed one of the most critical fire seasons on record in the woods operations of Potlatch Forests, Inc., the summer is drawing rapidly to a close without a single blaze in any of the camps, either on the Potlatch or the Clearwater sections.

Camp foremen are unanimous in giving credit to their crews for a "fine spirit of co-operation" and the fact that every precaution has been taken to prevent a fire. To this is added the voices of the two fire wardens of the Potlatch and the Clearwater timber protective associations, who say that never in their experience has there been such care and prevention practiced in logging camps.

Officially the fire season extends from June 1 to September 30. Recently Governor C. A. Bottolfson extended the hazard time to October 31 because of the extreme dry condition of potential fuel in the woods and for the fact that there had been only a trace of rain for many weeks. Dry as tinder, the duff and debris on the floor of the forest, all over Idaho, had had a fuel moisture content of less than 5 per cent. This is a highly inflammable state, especially when "wet" or "saturated" means at least 40 per cent in moisture content. The condition of the fuel potentialities may be likened to that of a Pres-to-log which has a moisture content of four to five per cent, and as users know, needs little coaxing to burn fiercely.

By changing one word, both Fire Warden Ray Woesner of the Potlatch Timber Protective association, and Fire

(Continued on page five)

*End of the article!*

### Here's More About Loggers Win Praises

(Continued from page five)

first week in August when fire danger weather ratings were above 4.6 per cent, the rating went to 5 and plus 5, with 5.7 the highest. Foresters aver that anything above 4 per cent is "extreme-extreme" and highly explosive.

Commenting on the record piled up by the foremen and their crews in the company's camps, Mr. Billings said: "Tractors, bulldozers, trucks and jammers used in present day logging have greatly increased the chances for fires to get started.

"The experienced logger knows what fire can do in the woods, and under the leadership of the foremen, is very evidently taking extra precautions against these new hazards. We are certainly mighty proud of the record our men have made this year."



## LOGGING CREWS WIN PRAISES FROM BOSSES FOR NO FIRES

(Continued from page one)

Warden A. B. Curtis of the Clearwater Timber Protective association said the same thing about the human equation in the hazard problem—the hazards for which the general public responsibility is recognized. Said Mr. Woesner:

"We have had more fishermen in this section of the country this summer than at any other time, or in any other district."

Substitute the term huckleberrypickers for fishermen and you have exactly what Mr. Curtis said.

Both agreed that the present day logger is fire conscious and realizes that carelessness in the woods might well mean his job and the jobs of hundreds of others.

Reports from Camp O, where Maury Thompson is foreman; from Camp P, bossed by Alex McGregor; T, where Lawrence Edelblute is chief; and Camps 14, George McKinnon's outfit; and 25, Joe Wheeler's camp, all in the Clearwater drainage, claimed 100 per cent freedom from fire since these camps were opened in the early spring.

Likewise, came similar reports from Camps 31, 32 and 34, bossed by Alex Anderson, Bill Greenwood and Oscar Hagbom; and Camp 33, where Clyde Ratliff is in charge with John Kelley as his aide. There camps are on the Potlatch side of the operations. Camps 36 and 37, bossed by Fred Ross and Les Mallory, also in the Potlatch area, while having a few men working, were not in logging operations this year.

### Not A Blemish Shown

The claims were corroborated in the fire wardens' reports which showed not a blemish in the logging or camp areas, and in spite of 66 spot fires in the Clearwater and 47 in the Potlatch association protective districts, most of which were set by lightning.

Fires reported do not include the recent Kendrick fire so-called, which was not on association lands, but did come within seven miles of the Potlatch area. Members of the protective associations, the CCC, and employes of Potlatch Forests, Inc., helped to suppress the Kendrick blaze however, in an effort to keep it from getting into a fine stand of merchantable timber, and to keep it from spreading over association boundaries.

While the anti-fire record of the camps referred to above is 100 per cent, there were four lightning caused

blazes near Camps T and 14 that were confined to small areas and no damage resulted. The blaze ups were strikingly similar.

On July 26, a small lightning fire broke out in Clearwater section 19, township 40, range 5 east, which is the location of headwaters of Telephone creek. On July 28, another lightning caused blaze was discovered in Clearwater section 13, township 40, range 5 east, being the fount of Granddad creek. Both were in sections next to the one in which the Camp T crews were working, but at least one and a half miles from any logging operations. They were class A fires, that is, they were confined to areas of less than one-quarter of an acre and as stated, no damage occurred. Both were put out the same day by smoke chasers.

A month later Camp 14 was to see two small fires in adjacent sections, also caused by lightning. In Clearwater section 3, township 39, range 6 east, on the north fork of Beaver creek, a bolt set fire to some trees on August 28. The same day, and at about the same time, another bolt struck in Clearwater section 10, township 39, range 6 east, the east fork of Beaver creek, causing smoke. They were immediately stamped out and no damage occurred.

### Tool Caches Kept In Camp

Under the supervision of Howard Bradbury, superintendent of logging in the Clearwater section, and Claire Nogle, superintendent of logging in the Potlatch area, each camp of Potlatch Forests, Inc., was equipped at the start of operations with not only one 25-man tool cache as is required by timber protective association rules, but with caches in camp and in the woods near actual logging sites of enough tools to equip every man in camp with axe, saw, shovel, grubhoe or other fire fighting material.

In addition to hand tools, the caches held water bags and hand pumps, and at least one in each camp contained a Pacific marine pump, with from 1,000 to 5,000 feet of hose, standard equipment in all forest fire fighting agencies.

Frequently inspection of these caches by deputy fire wardens and camp bosses, found them at all time complete and intact.

Trucks hauling logs, caterpillar tractors, in fact all motorized equipment in the operations of the company,

also carried the customary bucket, shovel and axe. Exhausts on the "cats" were screened according to regulations.

In the camps there is fire fighting equipment in the form of patent extinguishers placed at convenient spots. Particularly was attention paid to the safety of gasoline and oil stations where adequate hand operated extinguishers were kept at all times.

Camp grounds are kept habitually clean and free of debris by a man known as the "bull cook" whose duty it is to keep things in neatness and order, build fires, light lamps where there is no electricity, keep clean bedding and pillows on hand at all times, and do the sundry chores of the camp.

One timber protective association smoke chaser has been on duty in each camp all summer. In some instances, where it has been necessary to patrol over a wide area, the camp foreman has assigned a man from his own crew to assist the smoke chaser.

Throughout the forest wherever there have been men working, fishing, or otherwise engaged "no smoking" signs have been prominently displayed. Frequent signs in the camps have advised loggers and visitors that smoking is not permitted outside of the camp area. There is no chance that either logger or visitor could miss the signs.

Emergency telephone connections were strung and hooked up by the company when the logging season started last spring. Several of these are spotted along the flumes.

### Little Rainfall Recorded

With these precautions, and the results of the summer as outlined by the camp foremen, it is of interest to note that from July 1 to September 30 there was just a trace of rain. Although in the Clearwater section there was a good rainfall the latter part of June and up to the Fourth of July holidays, that period from July 4 to September 14 was powder dry. Then, on September 14 there was 1.33 inches of precipitation, and no more until October 1.

In the Potlatch section from June 1 to September 30, just .83 of an inch of rain fell. A match could have touched off a conflagration that would have swept the country. Prevailing winds were strong, averaging more than eight miles an hour during August in particular, which is above normal. After the

(Continued on page six)



## 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.

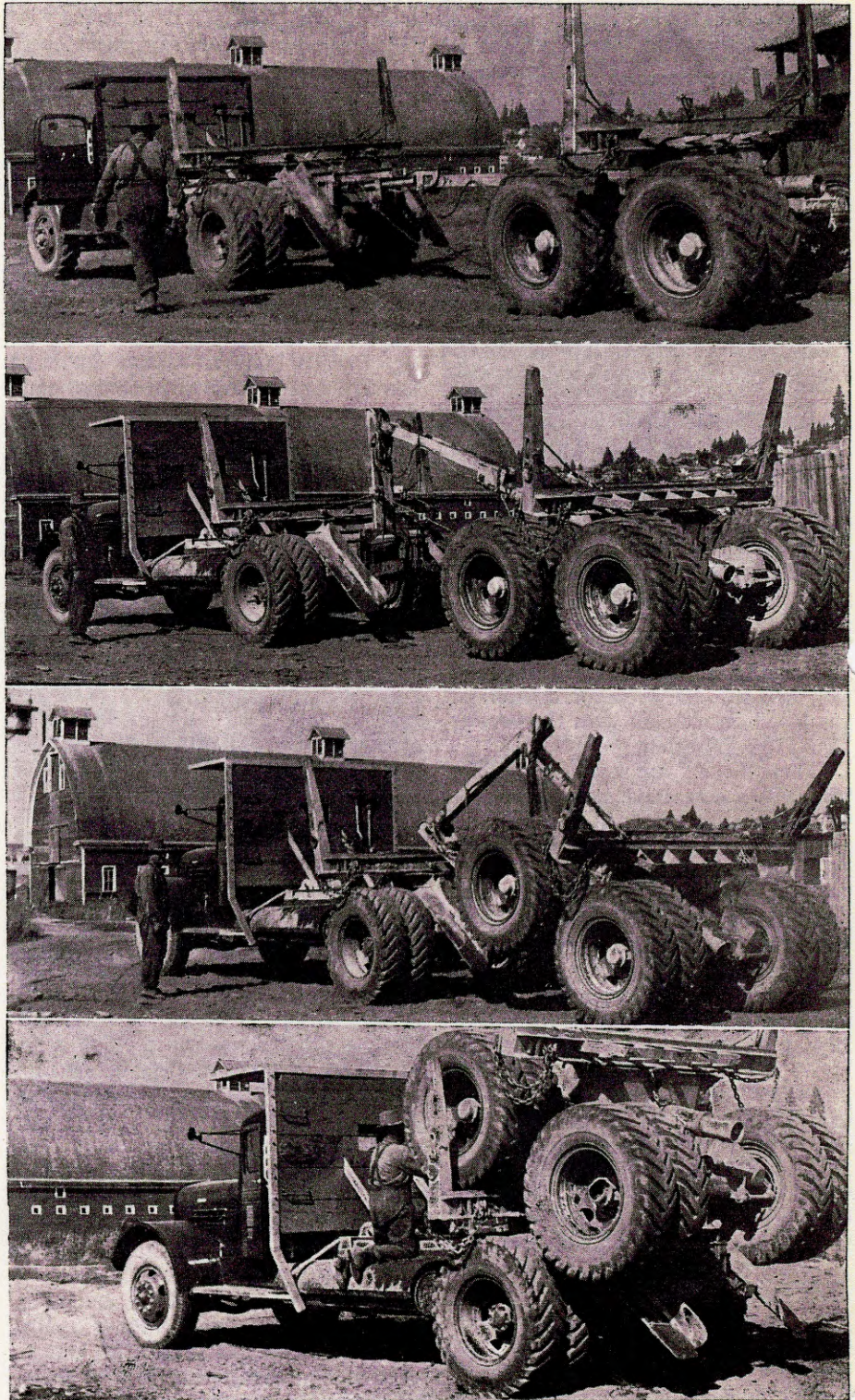
Those who attended were listed as follows:

Mr. and Mrs. Carl Elsea, 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.



# THE FAMILY TREE

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## CAMP 35 PUTS OUT BIGGEST RECORD IN POTLATCH HISTORY

### February Production of Logs Scale Near Seven Million Mark

Biggest production record in his 30 years in the Potlatch woods was chalked up in February by Claire Nogle, superintendent of logging operations in that area, when Camp 35, under the "push" of Axel Anderson, produced 6,841,980 feet of logs, averaging between 30 and 40 carloads a day.

Biggest day of the biggest production month was February 25, last day of the fiscal month, when 409,640 feet of logs were loaded out on cars.

The camp averaged 243 men on its payroll throughout February with 49,586 man hours of work recorded in the 22 working days of that period. Of the 243, approximately 175 were sawing, skidding and loading crews who piled up 284 feet per man hour. Using the entire 243 as a basis for computing the average production per man hour, the figure is 138 feet. This would include train crews, section crew, cookhouse crew, construction crew and others in what is called "camp overhead."

Camp 35 is logging for both the Rutledge and Potlatch units, the logs for Rutledge being taken by car to Ramsdale, near St. Maries, and dumped into Lake Coeur d'Alene at that end. From Ramsdale they are towed to the Rutledge unit at the other end of the lake.

Logs for Potlatch are transported all the way to the Potlatch pond by railway.

Operations of Camp 35 have been on both the Camp 35 and Camp 37 cutting areas.

There are 17 "cats" skidding, 14 of which are International TD18s. The other three are D7 Caterpillars. Two more Caterpillars of the D8 class and one RD7 are being used in bulldozing for road construction.

(Continued on page seven)

### Here's More About Camp 35 Production

(Continued from page one)

In the loading division, Axel Anderson has one McGiffert, one Marion and one Clyde Rapid Loader. The latter is the machine that Claire Nogle had much to do with in its designing. He also helped in the designing of the Osgood loader which was introduced in truck logging operations last year.

Camp 35 is one of the largest, if not the largest railroad camp ever set up, at least in the Potlatch side operations. There are seven spurs of track on which bunkhouse, cookhouse, filer and other shop cars are spotted. Buildings aside from these are on skids so they may be moved from place to place.

In the dining room set-up there are two dining cars and a kitchen car and it is rarely that it is not necessary to have two set-ups for each meal. Heading the cookhouse crew is Albert "Shorty" Justice with M. M. Butler as a helper and Ralph Hanson as baker. William Musch, formerly cook at Camp 36, is also in the crew. Kitchen helpers and flunkies include Percy Eller, Steve Isaacson, Lawrence Baker, Wendell Ferguson, Art Andreassen and Albert Russell.

Two shops, one large enough to accommodate several "cats" at a time, are situated adjacent to the roads that center on camp. It is here that the "cats" are brought at night when the day's work is finished, for looking over and, if necessary, a hauling over. Six "cat doctors" make up the crew of mechanics, including Guy Lowry, who is also a boiler maker, Johnny Zagelow, Orville Hart, Joe Flanik, P. L. Sokvitne, and also Kenneth "Fatso" White whose normal occupation is that of speeder driver, but who is also listed as a mechanic.

In connection with the mechanics there is also a crew of three blacksmiths, J. S. MacLean, Carl Lancaster

(Continued on page eight)



# They're Tops When It Comes to Breaking Records



Above, left—The men who push Camp 35: Claire Nogle, Axel Anderson, Earl Ritzheimer, Fred Ross, Bill Greenwood, Clark Lancaster, Oscar Hagbom and Bob Grau. Above, right—Big Hammer men, Blacksmiths J. S. MacLean, Carl Lancaster and George Benson. Center, left—To loading a big one with the Marion. Center, trainload of logs about to leave camp. Center, right—Saw gang felling a white pine. Lower, left—Landing scene. Lower, right—The "cat doctors" Guy Lowry, Johnny Zagelow, Orville Hart, Joe Flanik, P. L. Sokvitne, and Kenneth "Fatso" White.

## Here's More About Camp 35 Production

(Continued from page seven)

and George Benson, who have a blacksmith shop near the "cat" shops.

The so-called "white collar" jobs of the camp are held by the clerks, Harry Tolford and H. H. Hall, who push the pencils and run the store.

The camp has also a full time first aid attendant and registered nurse in the person of Mrs. Albert Bailey, who represents the Western Hospital association.

Bosses, including Claire Nogle and Axel Anderson, are eight. The other six are Earl Ritzheimer, Fred Ross, Bill Greenwood, Clark Lancaster, Oscar Hagbom and Bob Grau, all listed as assistant foremen.

Actually producing and loading logs during February were 70 sawyers, 69 skidders, 16 loaders, 10 landing men, eight scalers and seven supervisors. Behind them worked another 72 men made up of 11 on the construction crew, 12 in the cookhouse, one on road maintenance, four bullcooks and woodcutters, three blacksmiths, eight mechanics, 22 trainmen, 10 on the section crew and one speeder driver.



## Ever Changing Picture of World's Events Reaches Into Land of Paul Bunyan Where Modern Trucks Replace Old Logging Tools

By BOB OLIN

The ever-changing picture of world events has reached out into the territory of Paul Bunyan to modernize and change logging methods in use for untold years.

First, it was the puffing of the mountain-climbing locomotives and the roar of the steam donkeys that chased the older sleighs and wagons out of the woods, but still leaving some teams of beautiful horses to do the skidding which had formerly been the task of the "Blue Ox." and portable equipment required occasionally.

It was during the latter days of this era that the harvesting operations were started in the Clearwater woods. Team skidding and railroad transportation were then used as the best methods of getting the treasured Idaho white pine from the woods with the least possible damage to the standing timber.

Shops and buildings were provided at Headquarters camp to repair and overhaul railroad equipment.

Progress marches on and in a few years brought the crawler tractors—mechanized, oil-eating mountain goats that could skid logs and build roads. Again, repair shops and fuel handling facilities had to be developed to take care of the "cats." The portable house barns were ganged up to serve as storage rooms for the parts, as the horses were fast fading out of the picture.

### Truck Shop New Need

But, progress is never-ending—so, "dog eats dog"—and now we find the first inroads of truck logging displacing the steam railroading. Old railroad car repair shops have been transformed into truck shops, but, as the trucks come in increasing numbers, new facilities for their maintenance and upkeep are required. The "cat" repair shops furnishes the model for the new Headquarters "truck" repair shop. Fifty feet wide and 130 feet long, it is almost 50 per cent larger than the "cat" shop. A traveling bridge crane has been installed so that the entire repair floor may be served by it. As the large log loading equipment and shovels are being overhauled in the new truck shop, the ceiling had to be lifted to a height of 25 feet above the floor level to allow the loaders to get under the bridge crane. The south wall is well filled with windows and the main repair bench is located along this wall. The north wall carries space on the floor for special departments of repair such as valve grinding and tire repairs. Above, is a ten-foot balcony the full length of the building for storage of bulky items, used parts

The actual building construction followed lines quite similar to the "cat" shop. The heavy wood joist floor is supported by a series of concrete piers the full width of the building. The walls are ceiled inside and out to afford the maximum weather protection for the mechanics. The roof is supported by trusses that are designed to use timber connectors. These timber connectors are something quite new with the company, having been used first in the remodeling of the Potlatch high school building and later in the yard shed at Potlatch. They are split iron rings which are used in laminating timbers and eliminate the use of nails. The split in the ring takes care of shrinking and swelling as a result of varying humidity. The "woods" carpenters laid out the patterns and made the truss parts in a remarkably short time, using a new 5-h.p. portable carpenter's saw to speed their work. The truss parts were made up in advance, and, when a truss was needed, the parts were easily assembled in a couple of hours. The parts fitted nicely and made a very substantial truss of modern design. The galvanized iron roofing was laid on wood sheathing. The roof pitch was kept quite steep to slide the snow rapidly as is usually done in the heavy snow country.

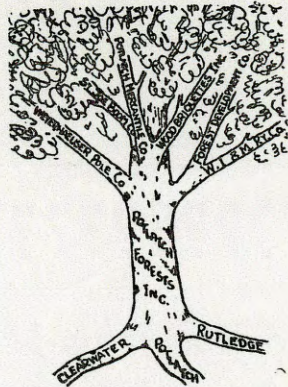
### Lighting Problem Solved

Lighting was a difficult problem, due to the extreme height of the ceiling. The crane had to operate close to the ceiling so that the lamps could not be dropped. Therefore, the lighting was accomplished by using angle reflectors mounted about 16 feet above the floor level on the crane track beams. Numerous outlets were provided for portable stand lamps and extensions. Power outlets were located at convenient locations for the electric welder.

When in complete operation with all the modern truck repair equipment in place, this truck repair shop will rank as one of the largest and best repair shops in the northwest.



THE FAMILY TREE



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Vacant ..... Clearwater
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Carl Pease ..... Headquarters
Vacant ..... Bovill

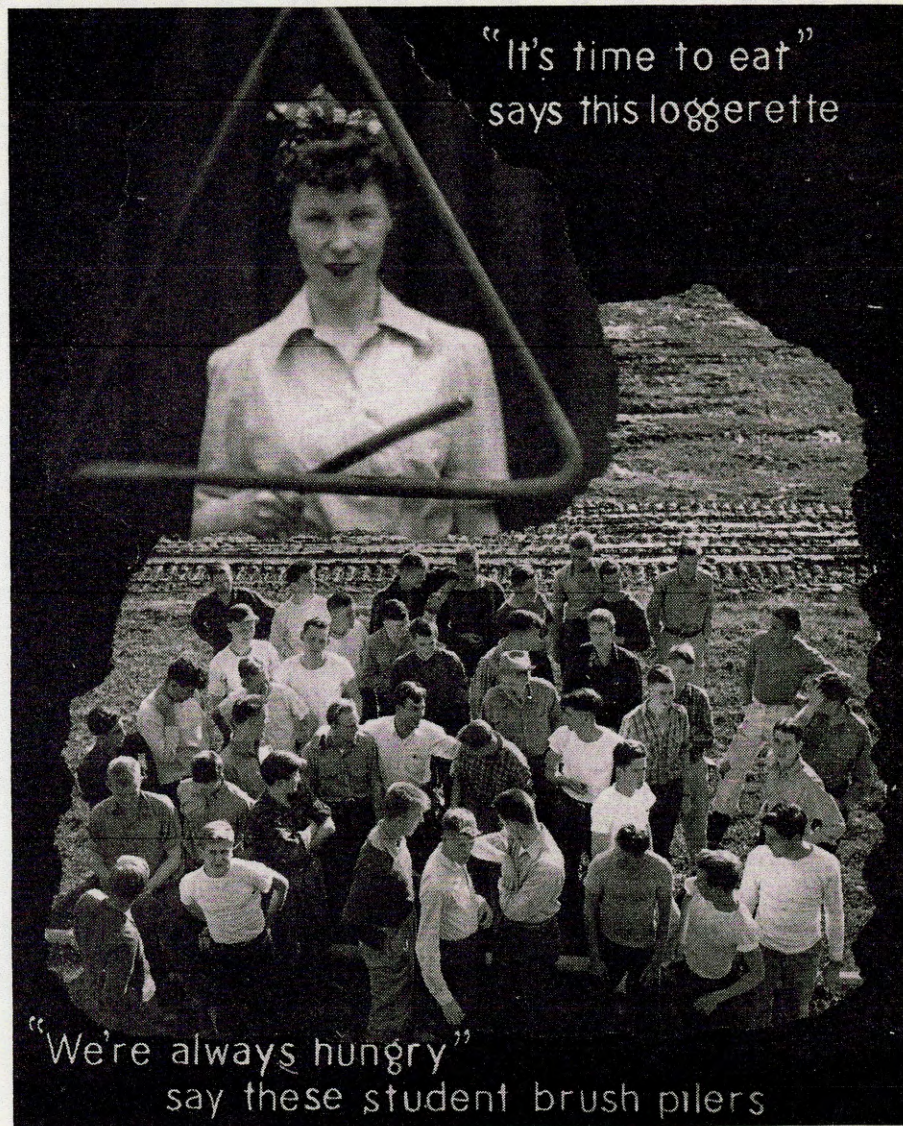
Loggerettes and Other Newcomers

A generation ago freckled girls with pink straw bonnets worked in the logging camp kitchens, and others, equally comely, made lumber into ammunition boxes. It is a matter of record that during World War I, women were employed in logging camps, in box factories and for lighter tasks in sawmills. The men had gone to war.

The story repeats itself today. The men again are going to war. Women again are replacing men in industry. Everyone regards the change without disfavor for they rightly construe the employment of women to be natural and inevitable. Women are now employed as waitresses in all the company logging camps except the isolated ones along the river. A few are also employed in the box factory at Lewiston.

The introduction of loggerettes as waitresses in the logging camps was made without a hitch. Some of the lumberjacks felt uneasy for a day or two and toyed with their food instead of wolfing it the way a logger should. But as the stage fright passed, their appetites returned to normal and the consumption of food in the cookhouses is again at high level.

Nor were any alarming symptoms noted in Lewiston when women were hired in the box factory. Men who



had doubts about the modern woman being a good worker were speedily enlightened. It possibly can be conceded that machines, gears, belts and pulleys are more mysterious to women than to men. But there is no proof that skills cannot be acquired by women as well as men. After all, men are not as superior as they try to make their wives believe. How many men know how to bake biscuits?—soft, fluffy biscuits, not the kind that bounce.

Student Brush Pilers

Many of the boys pictured in the brush piling crew are working at their first job. Unimportant as this news may seem, his first job is mighty important to a boy. There is something magical about it. It summons him from youth to manhood. The boys who started piling brush this summer will be young men this autumn. When

they return to their homes, they will seem like strangers to their parents.

The student brush pilers came from many places. Of the first 55 who arrived, 17 were from Minnesota; 16 from Idaho; three each from North Dakota, Oregon, Washington, Nebraska, Iowa, and Montana; and one each from Colorado, South Dakota, Kansas, and Indiana. Few of those from the east had been out west before. Most of them never left home before. Many never had a job before. But these are unusual times. It is a period in which young men do an older man's work. The older young men are on their way to fight the war.

How well a young man does his job often shapes his future life. The chaff is sorted from the wheat, the sheep from the goats. Only the fit get better jobs. Life is like that. What you get out of life depends upon the effort put into it.



## Bear Invades Bunk House

Bruin, that quadruped, ever-hungry clown of the forests, was this year one of logging's minor problems. Always a frequent visitor at camp garbage piles, 1942's dearth of huckleberries made of him an almost constant attendant of the camp refuse heap. And when, during the day, sound or person drove him away, the urge to bathe his long-haired carcass always seemed to assert itself at that exact moment. What more natural or ideal spot for a dip than the camp's water hole? Bruin's thought processes unflinchingly sent him in that direction.

Not content with petty thievery of lunch pails from laboring woodsmen or plain beachcombing of camp scrap piles, he often attacked the camp's meat house. So thorough were his demolishing forays that spike studded planks now form barricades around the meat houses and electric fences may be employed later.

An inquisitive fellow, who does not frighten easily, Bruin often wandered under cover of darkness into camp for a closer examination of man and his implements. So it was at Camp "X" when, in the dewy stretch of early dawn on August 12th, a good sized bear poked a black, questioning nose into an eight-man bunk house whose dark rectangle of doorway beckoned him with an irresistible fascination. Prompt action resulted.

### Action

A small dog, sleeping uneasily 'neath a bunk sprang into action, electrified by an unmistakable odor of that which spelled danger to him. Displaying an excellent brand of generalship the self-appointed guardian of the bunkhouse crouched low under cover of a protecting bunk, bided his time until the bear lumbered quizzically inside, then launched himself torpedo-like at that section of Mr. Bear known as the license-plate region. Mr. Bear, who meant no harm, was amazed, indignant and confused. A great disinclination toward allowing his license-plate region to be nipped took possession of him. In a frantic effort to rid himself of unwelcome attentions, Mr. Bear climbed hurriedly into a lower bunk and sat down upon Lumberjack Roach. The license-plate region now protected, he leisurely surveyed the situation from his vantage point and beheld a half crazed small dog, and several lumberjacks only one step back

of the dog in point of excitement. At about this time, Lumberjack Roach awakened from a dream that a load of logs had come to rest on his midriff and looked the inspiration for his dream squarely in the eye. Only a split second was required for him to realize that his dream logs had materialized into several hundred pounds of live black bear.

### A Great Ride

There was nothing wrong with Lumberjack Roach's reflexes and immediately the deck upon which Mr. Bear had sat himself down, meaning Lumberjack Roach, began to rock and roll as though stirred by a great tempest. Never a rougher sea did veteran salt sail than now heaved and tossed under Mr. Bear. But, never did a cowboy astride a maddened, wildly pitching horse make a better ride than did Mr. Bear of Lumberjack Roach. Encouraging shouts could be heard from other occupants of the cabin. The hysterical barking of the dog mingled with the grunts and growls of Mr. Bear and the excited advice of men not often privileged to witness such wrestling bouts.

Nothing short of the dinner bell ever produced so much action in a camp and the bedlam of sound that was the dog in excitement, the bear in astonished indignation and Lumberjack Roach in a desire for continued existence swept down the far reaches of Long Creek canyon and reverberated from crag to crag along the timbered slopes of the Clearwater.

### "Don't Hold Him"

At long last, the right words of advice reached Lumberjack Roach. "Don't wrestle him," they said, "push him out onto the floor." Suiting action to words, Lumberjack Roach released the headlock he had slapped on Mr. Bear at the start of the bout, released simultaneously a toe hold and heaved with all his six feet two might. Bruin made a one-point landing on the cabin floor, paused briefly, perceived the open doorway and dashed forth, the dog in hot pursuit.

Mr. Bear had by this time apparently become convinced of the need for distance, but with an excited dog nipping his heels, mistook the next doorway for an avenue of escape. He dashed into a second cabin at break-neck speed, beheld a small window at the far end of the cabin, forward passed himself through glass and screen and accelerating to an even faster pace, shortly disappeared from view over the nearest hilltop.



