

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 Foremen 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 load deck its logs along railroad landings - and later the train crew would come along and load logs on the flat cars - all logs were felled 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.

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 wet 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 Samreite
June 20, 1979

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.