Camp 5 of Clemons Logging Company out of Melbourne, Washington. The car with the tall stack is the kitchen car. The cars in the background with the many windows are bunk cars designed so that each bunk had its own window. This perhaps was necessitated by the lack of a ventilating monitor on the roof which was more usual among Camp Car designs.

LOGGING CAMPS ON WHEELS

by Ken Schmelzer

Exactly when the first Camp Car was built and by whom seems lost to history, but a limited amount of research by your Author indicates that as early as 1910 The Whitney Company in Oregon was using forty-six foot cars mounted on Arch Bar trucks, equipped with sliding doors, glazed windows and metal roof ventilators.

But, your Author, not wishing to begin a historical debate with any reader, merely makes the point to help authenticate some date or era for you fellows who like to build that pike indicative of the nostalgia of that era. What seems more important is the fact that Camp Cars were a part of the High Ball days of logging and were as unique and fascinating as the operations that used them. While narrow gauge railroads seem related to Silver and Mining Camps, Camp Cars seem equally related to tall timber and geared locomotives.

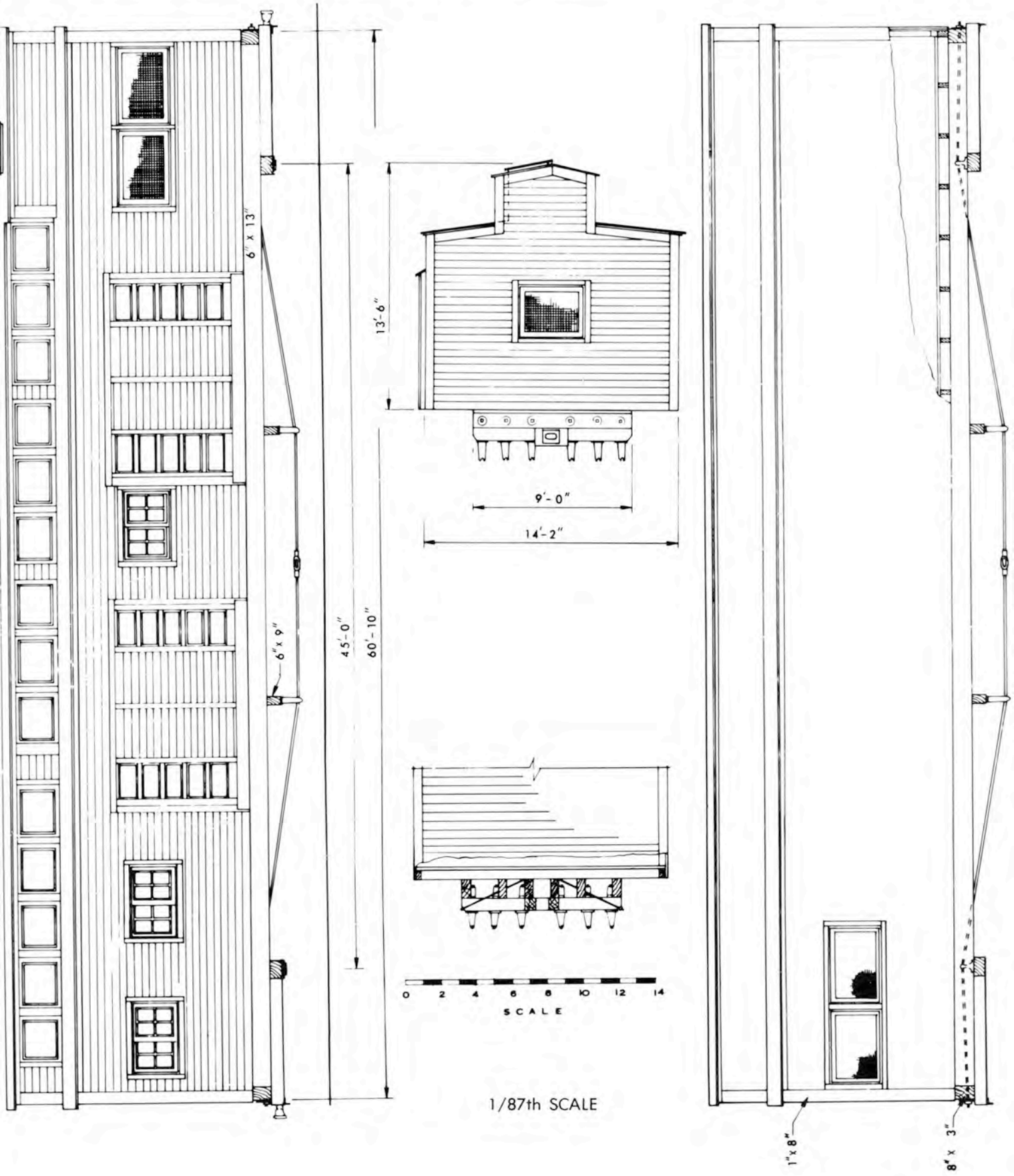
Though the external architecure of these cars differed from one operation to another, the basic construction consisted of a house mounted on a flat car usually fourteen feet wide, more or less, and differing from forty to sixty feet in length. Most of the cars wore arch bar trucks with either link and pin couplers or standard AAR couplers. A few had hand brakes, none that I have seen had air brakes. Windows either were of a sliding type or opened into the car; doors were located either on the side of the car or on the end of the car. Some cars, depending on the use, had both end and side doors, as can be seen by studying the photographs with this article. One of the more interesting points of architecture seems to be the roof ventilator or monitor. Depending on the owner's concern for extra natural lighting and ventilation, this feature alone, makes the comparison of Camp Car architecture a very interesting study in itself. Monitor sash, if any, was also of the two types mentioned previously.

An interesting set of specifications was printed in the August, 1917, issue of **"The Timberman"** (a magazine of logging). A number of cars had been built for Great Northern Lumber Company. These cars, though differing by the use of a shortened roof monitor to allow room for a roof walk at each end

(Continued on Page 11)

GOODYEAR LOGGING CO.

CAMP CAR



1/87th SCALE

Camp 7 of Simpson Logging Company out of Shelton, Washington. A beautiful shot to study for the wealth of logging detail photographed at one time. This camp no doubt was a family camp from the indication of the wash on the line in the right hand corner. Included are typical Skid Shacks and Camp Cars with roof monitor. Note the interesting water car in the center of the photo and if you look to the right you can spot an outside frame ballast car of a type used by many Northwest logging outfits. A scene well worth duplicating on any layout.

Donovan Corkery's camp up North River in Washington State. Note the small vents on the roof and those double window bunk cars again. A number of these cars are scattered around the countryside near Greys Harbor and now used as chicken house on local farms, several with link and pin couplers not shown in the photo. Note the beautiful detail possible with the shingle roof.

Clemmons Logging Company Camp #11 nestled into a cut out of Melbourne, Wash. For those of you who like to avoid repetitive model building your author included this photograph to prove that there is always a prototype (even on logging railroads). The car with the tall stack is the cook house. Note how all cars are connected with covered gangways and platforms in the center of the photograph. This unit of cars was the cook-dining-recreation car complex found in better camps. This photo shows plainly the elevated platforms used by some operations to replace the inclined walk as seen on Pg. 10, Top. Those trees in the background indicate that this camp is sitting in a prime stand of Douglas Fir and a modeling problem on your layout.

Polson Logging Company Camp #1. Those shingle roofs were later replaced with corrugated sheet iron. Some of these cars were still used in the last rail camp operated by Rayonier Inc. at Camp #14. Several cars were donated to the logging museum in Tacoma, Washington. Those ladders were in place for a fast trip to that roof in case of fire. Note the fire barrel and bucket at each ladder, the wooden walks on sleepers and the cleated planked incline to the door sill. Polson cars were distinctive cars because of the two stoves in each car. Other operations of this size sometimes furnished steam heated cars. The model builder would do well to study the wealth of detail in this photograph. Your Author has seen few old photographs as well lighted and in the open so that we can view camp life as it actually existed.

Merril & Ring camp at Pysht, Washington. The cars shown were typical of all of the Merril & Ring operation. The neat clean lines, small window panes and batts on the car sides followed through on office buildings and other structures at Pysht headquarters camp. A few of these cars might still be located in back yards around Port Angeles, Washington. Note the size of stumps in the photograph and the tail hold which indicates that this camp was located right near a loading operation. To your Author, this operation had a quaint touch of merry old England about it.

and brake staff located above the roof of the car, were of the sixty-foot length, fourteen foot wide and mounted on arch bar trucks. The flat car frame was of eight 5" by 10" sills covered with two inch shiplap flooring, 1" by 4" vertical siding, 1" by 4" corner trim, 1" by 3" sash trim and roof boards of 1" by 4" cedar ceiling double-layered with tar paper between layers. One other feature not seen elsewhere was the step stirrups at the car ends. Hand grabs were used to form a ladder to the top of the car at the car end opposite the brake wheel. Oh yes, before I forget, the Lumber Company name was lettered on the side of the car opposite the end of the car with the ladder (confusing).

While not all camp cars were constructed with the added safety features, the basic mill materials were cut in local mills by the owner and were in plentiful supply in those days, so very little change in structural materials was evident other than the substitution of horizontal siding for the vertical. Placement of window sash varied also, but a study of the photographs will give you an idea of the variety involved.

For those of you interested in freelancing a set of cars, I say, "don't." I'm too much of a purist in these matters, but there are a few sets of data floating around available and if you are interested in other cars to complete a Goodyear camp, Coronado Scale Models can help with other cars of this series.

A typical Rail Camp consisted of six to twenty Bunk Cars, a Cook Car, Dining Car, Recreation Car, Service Car (storage and Office), Shower Car and, in some instances, small or shorter cars for the women who helped in the kitchen and dining car (Photo Pg. 10). Sauk River Timber Company had one camp consisting of nineteen Bunk Cars, 1 Supply Car, 1 Cold Storage Car, 1 Office Car and a Shower Car. While this is a bit much for the average layout, you could cut the Bunk Cars to six, build the other cars and keep yourself busy for two years.

The Goodyear Logging Company car in the drawing was built around 1916 and served on the Goodyear operations

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Rayonier camp cars were the prototypes for the author's models constructed of Basswood scale lumber and Strathmore card for window sash and trim. All underbody details including bolt heads are included. Windows are Acetate Sheet, Corrugated Iron was made from heavy Aluminum foil pressed over a mill file. With finish by Floquil paints.

in the Clallum Bay area which later became a Rayonier operation at Sekiu, Washington. The car in the drawings depicts a service car. The screened end of the car was a meat storage room with a water tank in the monitor, a store room at the door on the right end, a drying room with steam heated coils on the floor and Shower room behind the two center doors and Heating and Lighting Room at the left end of the car. All cars were equipped with steam heat and electric lights. Other cars in the Camp consisted of a Sixty-Foot Bunk Car (four doors like the drawing, forty-foot Kitchen Car and a Sixty-Foot Dining Car. Of course, as you study the photographs you will notice a few little shop-built cars that tagged along with each camp. A Saw Filers Car, Cook's Bunk Car, Blacksmith Car and Speeder Shed are just a few other items that seemed to spring up around camp.

Camp Cars were painted a variety of colors, but box car red or light grey seemed to be the favorites. Both colors came in various shades, so you are on your own here. Medford Corp. at Prospect Point used a brilliant green similar to B.N. green if you want to be different. One large outfit used a range of yellowish orange over the years, some used white trim with the box car red. The cars illustrated were painted a light grey when I found a few remains.

Those of you with better things to do might be interested in the line of Camp Cars imported by Northwest Short Line of Seattle, Washington. Owner Raoul Martin has worked hard to get them built to prototype and with a little extra detail added here and there, they make a fine model. They are planning to issue a number of the Goodyear cars in the next few years, so if this car proves your undoing, you can still finish your Logging Camp with their help.

City in the woods describes this overall view of Rayonier Camp 14.

Women's boarding and sleeping car, Rayonier Camp 14. White trim was used on early cars when they were new.

Kitchen Car with Dining Car and rooming car for help. Rayonier Camp 14. Photo shows how some models could be connected to form a maze of integrated buildings at camp site.

Cook's personal car, Rayonier Camp 14. Cars such as these were used for women working in kitchen or dining room at camps.

Shower Car, Rayonier Camp 14. Sliding door and woodpile makes nice detail in car layout on your pike.

Recreation car at Rayonier Camp 14. Car has been removed from trucks and sits on blocks between trackage. Note small monitor on roof at car center. A new way to vary a car in a series.

Skid shack for saw filing or saw filer's shack. Used in pine country logging in Idaho. Shack was picked up and loaded onto flat cars for moving. Note log skids and skylight in roof over filing bench. Pine board and Batten siding Potlatch Forests Inc.

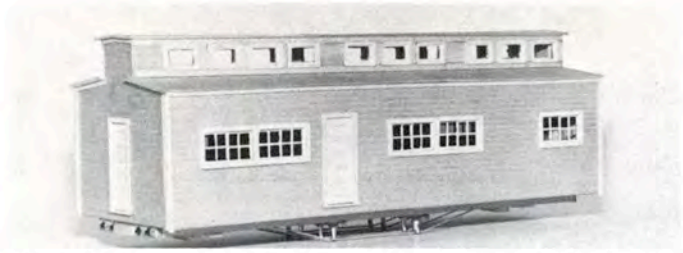
Bunk House skid shack, Weyerhaeuser Timber Co. Headquarters camp from Skookumchuck operations.

Saw filer's skid shack, Rayonier Camp 14.

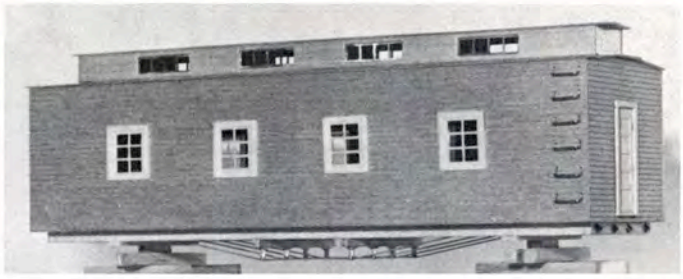
Skid shack bunk house, Potlatch Forests in pine country of Idaho.

Sand House Skid shack set on logs to the level of the deck of loco cab. Simpson Timber Co. Camp Grisdale, Wash.

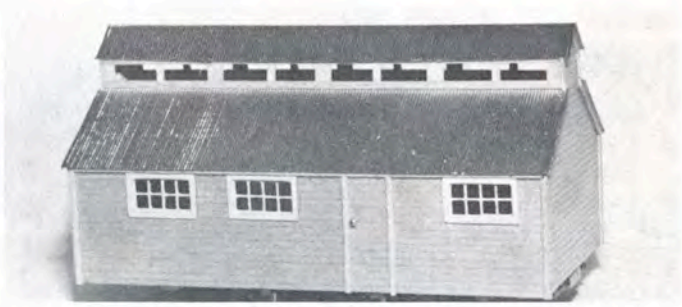
NORTHWEST SHORT LINE'S HO SCALE CAMP CARS



Above, Goodyear Lumber Camp Car, end and side doors. Right, Cascade Lumber Company Camp Car.

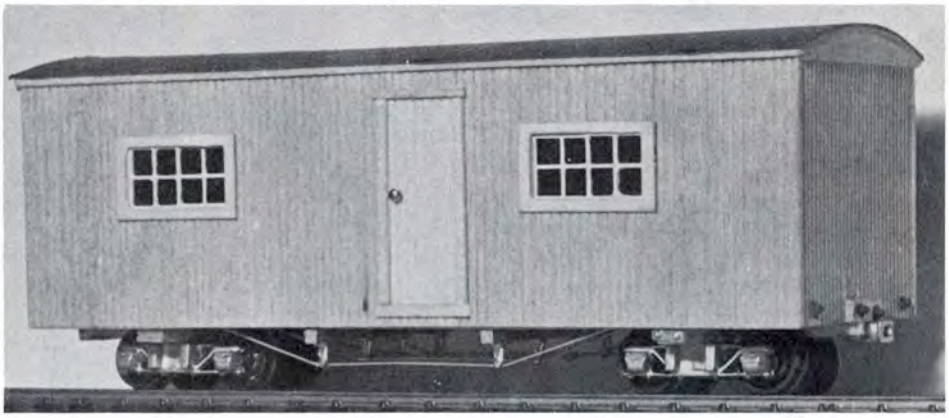


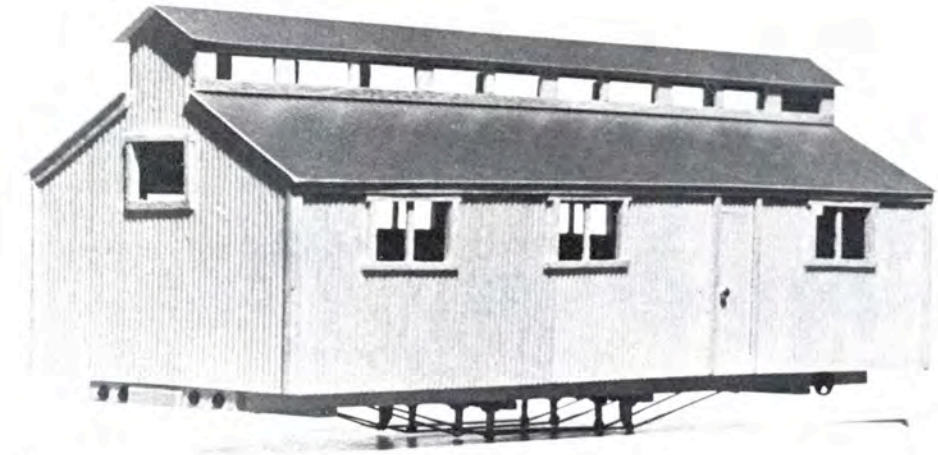
Rayonier cars showing how car body was constructed on decked flat car.



Rayonier Inc. Camp Car, 31' long. Car used same construction features as 40-foot cars.

Baker White Pine Lumber Company camp car used in Eastern Oregon logging operations along the Sumpter Valley Ry. A winter scene showing these cars can be found in Mal Ferrell's book "Rails, Sagebrush and Pine." Model is constructed of basswood lumber and softmetal castings.





Rayonier Inc. Camp Car from Humptullips operation in Washington. A forty-foot car. Original cars had shingle roofs. Model shows car with corrugated iron roofing applied in later years.