

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

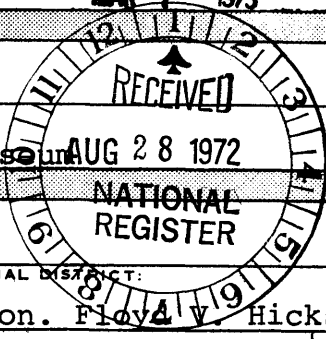
(Type all entries - complete applicable sections)

STATE:
Washington

COUNTY:
Pierce

FOR NPS USE ONLY

ENTRY DATE
MAR 7 1973



1. NAME

COMMON:
Camp Six ~~Logging Exhibit~~

AND/OR HISTORIC:
Western Washington Forest Industries Museum

2. LOCATION

STREET AND NUMBER:
Within Point Defiance Park

CITY OR TOWN:
Tacoma

STATE: Washington

CONGRESSIONAL DISTRICT:
#6 - Hon. Floyd V. Hicks

COUNTY: Pierce

CODE: 53

CODE: 053

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input checked="" type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No

PRESENT USE (Check One or More as Appropriate)

<input type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Transportation	<input type="checkbox"/> Comments
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input type="checkbox"/> Other (Specify)	
<input checked="" type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious		
<input checked="" type="checkbox"/> Entertainment	<input checked="" type="checkbox"/> Museum	<input type="checkbox"/> Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME:
Metropolitan Park District of Tacoma

STREET AND NUMBER:
10 Idaho

CITY OR TOWN:
Tacoma

STATE:
Washington

CODE:
53

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:
Pierce County Courthouse

STREET AND NUMBER:
County - City Building

CITY OR TOWN:
Tacoma

STATE:
Washington

CODE:
53

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
None

DATE OF SURVEY:
 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:

STATE:

CODE:

STATE: Washington

COUNTY: Pierce

ENTRY NUMBER: MAR 7 1973

DATE: MAR 7 1973

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SEE INSTRUCTIONS

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

The Camp Six Logging Exhibit is an authentic portrayal of the early days of logging and represents an actual logging situation from the period of steam logging.

Camp Six is located within the 625 acres of natural forest in Point Defiance Park, Tacoma. The forest at Point Defiance is the only such extensive forest preserve within a City Park in the United States.

The plans for Camp Six were drawn by a veteran logging engineer to faithfully depict an actual logging situation in the early days of logging on the Western slope. The plans, drawn in 1964, included the best and most representative of the ancient logging equipment still in existence at that time. Since then all of these machines and buildings have been obtained by donation and transported and installed at the site.

There are no reproductions at Camp Six. Each piece of equipment is the original and is displayed at Camp Six just as it was used many years ago in the woods.

Many of these steam logging machines and the bunkhouses were in advanced stages of disrepair when they arrived at Camp Six, but have been repaired and repainted to appear exactly as when they were in use generations ago. Some of the equipment has been restored to operating condition.

The Shay #7 steam locomotive was in use up until the time it was donated to Camp Six and has been maintained in top condition since then.

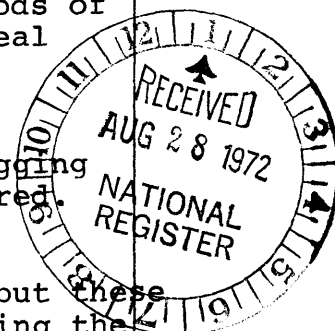
The overall appearance of the Camp Six Logging Exhibit is contemporary with the age of steam logging. Located as it is near the end of a winding drive through the dense woods of the Park, surrounded by thick forest, it appears as a real logging camp of the past.

The equipment and buildings have been restored but not altered. The original plan for Camp Six, drawn by a logging engineer to represent a logging camp, has not been altered.

The equipment and buildings have been moved in to Camp Six from many places all over the State of Washington, but these were continuously on the move when they were in use during the days of steam logging.

Camp Six, located as it is within a natural forest, can be defined honestly as an original site for a logging camp since a logging camp has to be located in uncut timber.

SEE INSTRUCTIONS



B. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|---------------------------------------|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|---|---|--|--|
| <input type="checkbox"/> Aboriginal | <input checked="" type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input checked="" type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input checked="" type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

The period of steam-logging was the most significant era in the development of the Western slope of the United States. The use of steam power in logging created a commerce for timber that enabled this area to become populated and prosperous. Camp Six is an authentic portrayal of the early days of steam logging.

Camp Six is a valuable educational tool to all students of forestry and history. Thousands of school children from all over Western Washington tour the Camp Six Exhibit each year as part of their study of Northwest History.

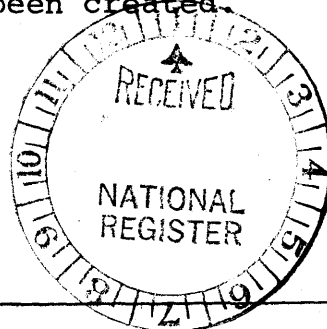
The ingenuity and resourcefulness of the early logging engineers are evident throughout the Exhibit in the massive and complex pieces of steam-logging equipment.

The timber industry has evolved from simple hand-cutting through the use of animals, steam power and now the most sophisticated electronic equipment, but the industry cannot be more significantly portrayed than in the highball days of steam logging.

The invention of steam-powered logging machines, beginning with the Dolbeer Donkey and culminating with the Lidgerwood Skidder, with all of the remarkable adaptations of steam-logging machines in between, and with the bizarre railroad equipment used then, is the primary story Camp Six has to relate.

It is to preserve these historically-significant logging artifacts that Camp Six has been created.

SEE INSTRUCTIONS



9. MAJOR BIBLIOGRAPHICAL REFERENCES

Logging, William Brown, 1939
 Holely Old Mackinaw, Stuart Holbrook, 1938
 Logging Railroads of the West, Kramer Adams, 1951
 Railroads in the Woods, John Labbe and Vernon Goe, 1961
 This Was Logging, Ralph Andrews, 1954

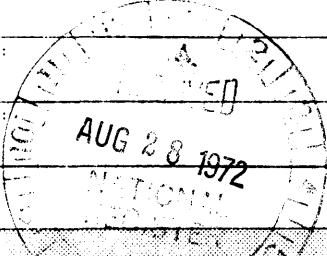
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE			
	Degrees Minutes Seconds	Degrees Minutes Seconds	Degrees	Minutes	Seconds
NW	° ' "	° ' "	47°	18'	14"
NE	° ' "	° ' "	47	18	14
SE	° ' "	° ' "	47	18	7
SW	° ' "	° ' "	122	31	48

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **13.547187**

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE



11. FORM PREPARED BY

NAME AND TITLE:
Mavis Kallsen, Coordinator, Camp Six Logging Exhibit

ORGANIZATION: **Western Washington Forest Industries Museum, Inc.** DATE: **5/15/72**

STREET AND NUMBER:
3011 North 29th

CITY OR TOWN: **Tacoma** STATE: **Washington** CODE: **53**

12. STATE LIAISON OFFICER CERTIFICATION NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name: Charles H. Odegard
 Charles H. Odegard
 Title: Director - Washington State Parks & Recreation Commission
 Date: December 8, 1972

I hereby certify that this property is included in the National Register.

Robert H. Utley
 Chief, Office of Archeology and Historic Preservation
 Date: 3/7/73

ATTEST:
W J Murty
 Keeper of The National Register
 Date: 3-2-73

NW 10/535510
 SE 10/536 080/5238610
 SW 10/535510/5238620
 SEE INSTRUCTIONS

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Continuation Sheet)

STATE	Washington	
COUNTY	Pierce	
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ENTRY NUMBER		DATE
	MAR 7	1973

(Number all entries)

Description (Cont'd)

#1 - The Rigged High-Lead

The rigged High-Lead at Camp Six is a true representation of the primary method used to log the forests during the era of steam. This is the only High-Lead known to have been rigged anywhere just for exhibit and it is an absolute necessity for any comprehensive museum of logging.

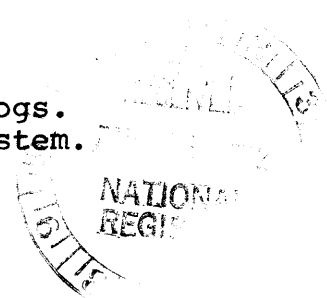
The High-Lead at Camp Six consists of a 110' spar pole, rigged exactly as it would be in an actual logging situation with new cable but very old shackles and blocks that were used for many years in the woods. The 15-ton pole and its 4 tons of "jewelry" rest on a small raft of logs. The six guy lines are secured to six ten-ton blocks of concrete sunk in the ground for permanence, otherwise the spar is rigged exactly as it would have been in the highball days of steam logging.

A Willamette yarding donkey engine and a 10 x 12 Washington Duplex loader complete the authentic High-Lead side.

#2 - The Loaded Log Train

The Loaded Log Train at Camp Six is made up of the following cars:

- A flatcar carrying a mixed load.
- A flatcar carrying a load of cedar logs.
- An empty flatcar with a handbrake system.
- Two very old side-dump cars.
- Four sets of early disconnects.
- One skeleton flatcar.
- A "crummy" or caboose car.



#3 - Handcars, Track Cars and Speeders

The collection of early Handcars, Track Cars and Speeders at Camp Six represents the most comprehensive collection of its kind in any museum.

Of the sixteen cars in this collection, ranging from a 12-man crew car to the bizarre bicycle track cars, eight of the cars have been restored to operating condition.

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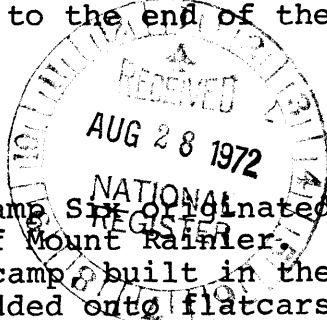
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Description (Cont'd)

The collection includes representatives of every type of self-powered railcar used in the early logging camps from the turn of the Century to the end of the era of railroad logging.

#4 - The Kapowsin Bunkhouses

The Kapowsin Bunkhouses at Camp Six originated at an early camp in the lowlands of Mount Rainier. They represent a 'stationary' logging camp built in the dimensions of railcars and could be skidded onto flatcars, but were not rail-mounted. They are set on timbers at Camp Six with plank walks in between just as they were when in use up at Kapowsin.



#5 - The Quinault Car Camp

The Quinault Car Camp consists of five rail-mounted bunkhouses from the last operating car camp in the nation. The cars were built at the turn of the Century and were in use up until 1966 when the Camp was shut down and the remainder of the cars burned for tax purposes.

The five cars are representative of as many types and are mounted on very distinguished trucks of unusual design. They have been repaired and repainted but not altered and the calk-marked floors show their many years of use.

#6 - The Dolbeer Donkey Engine

The Dolbeer Donkey Engine at Camp Six is the only one of its kind intact. This is the first model Dolbeer, built by Murray B rothers in San Francisco in 1885, the first model built of the first design of the first steam logging machine.

The Dolbeer at Camp Six belies its age and hard use in the woods, as it has been kept in careful repair and even has its original sleds.

#7 - The Shay #7 Logging Locomotive

The Shay #7 was the last engine to operate on the last

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(Continuation Sheet)

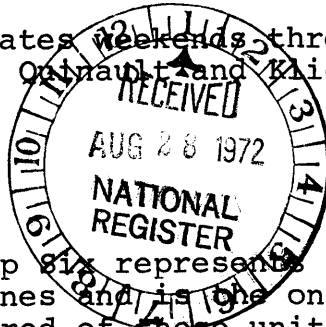
STATE	
Washington	
COUNTY	
Pierce	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	MAR 7 1973

(Number all entries)

all-steam logging railroad and, as such, is the most famous and most-photographed logging engine in the nation. Of the dozen or so Shay engines still kept in operating condition across the country, the Shay #7 is the only one operating in a museum of logging.

The Shay engine was the most popular locomotive used by Western loggers and contributed more to the success of rail-logging than any other design.

At Camp Six, the Shay #7 operates ~~2~~ ³ weeks through the summer on the Point Defiance, ~~Ornault~~ ^{Wassault} and Klickitat Railroad.



#8 - The Lidgerwood Skidder

The Lidgerwood Skidder at Camp Six represents the ultimate in steam-logging machines and is the only one remaining of more than a hundred of these units at work on the West Coast during the twenties.

The era of steam logging began with the Dolbeer Donkey and ended with the giant 300-ton Lidgerwood Skidder. The Lidgerwood was the most productive and the most wasteful unit to operate in the woods, and working the Skidder was the most dangerous and highest-paying job in the woods.

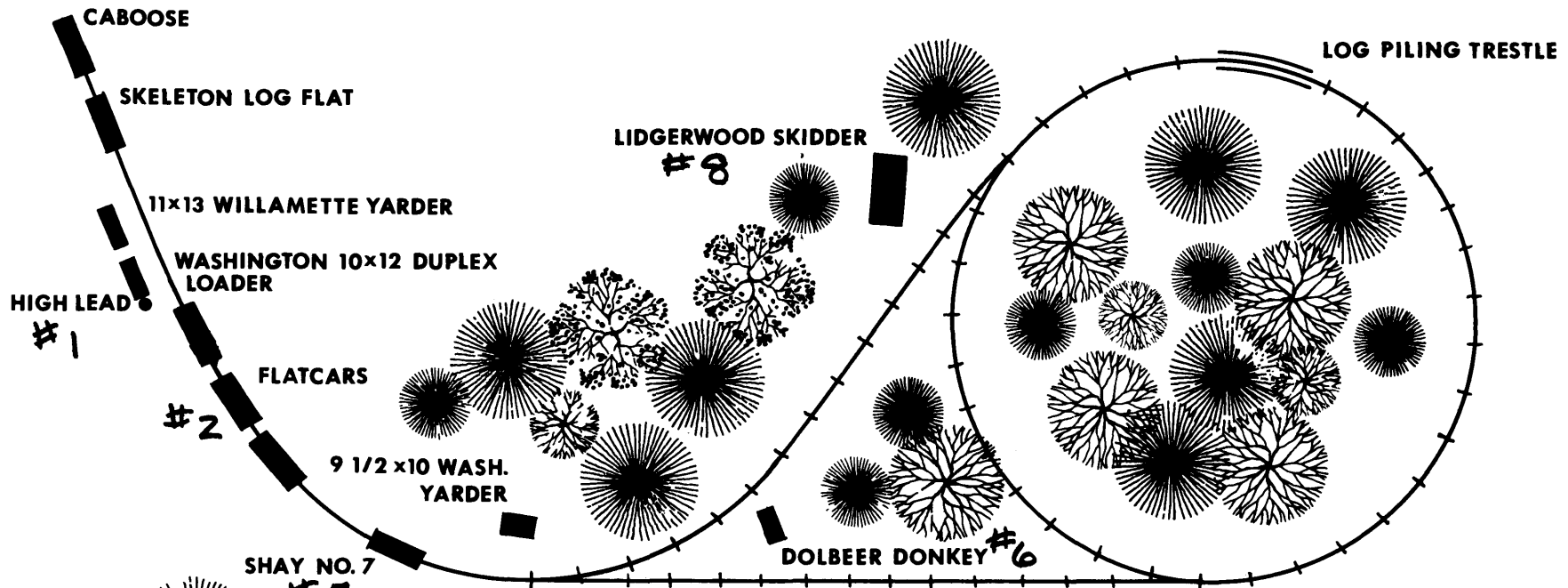
The Lidgerwood Skidder straddles a spur line of the railroad track at Camp Six and is rigged for logging just as it was when in use many years ago.

Verbal description of the property boundary

Beginning at the southwest corner, the boundary extends northeast along the ravine leading to Salmon Beach to the Park Exit Road then continues along this road to the Vassault Street exit, then west on the Pole Road for roughly 1000 feet to the point of beginning.

Description and correlating numbers correspond with those on attached brochure.

POINTS OF SIGNIFICANCE IN CAMP SIX LOGGING EXHIBIT



HIGH LEAD #1

#2

SHAY NO. 7 #7

QUINAULT CAMP CARS #5

KAPOWSIN BUNKHOUSES #4

#3 LOCATED AT VARIOUS POINTS



CAMP 6 EXHIBITS

The PDQ and K Railroad

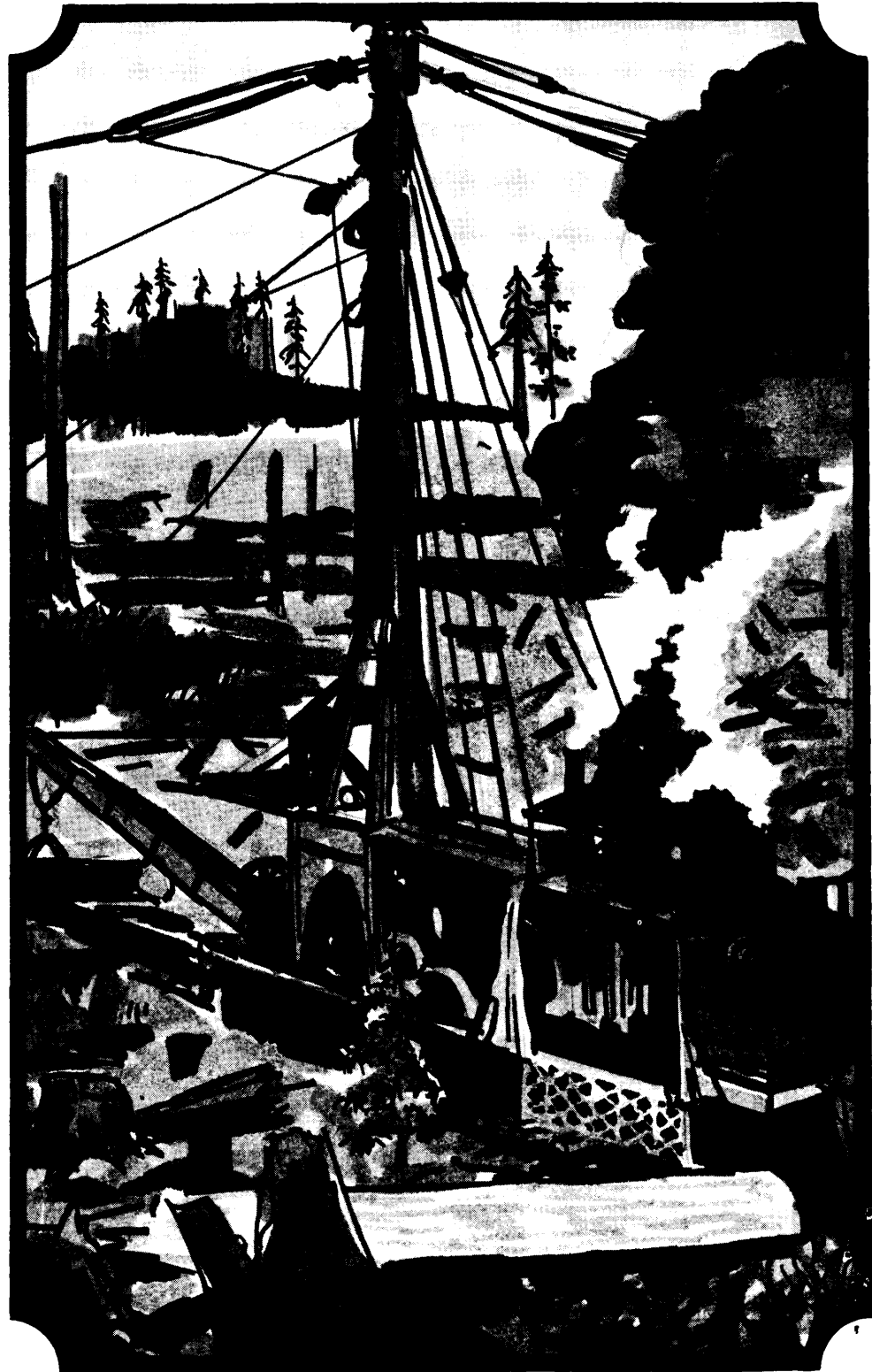
The logging railroad was usually made up of light track tacked to flimsy ties and laid on scanty ballast. The Point Defiance Quinault and Klickitat Railroad at Camp Six is what loggers refer to as 'mainline-type' roadbed, considered to be quite fancy for a logging line in the highball days of steam logging. The track and ties were mostly taken up from old logging lines and there are many of the old hand-hewn oval ties on the line at Camp Six.

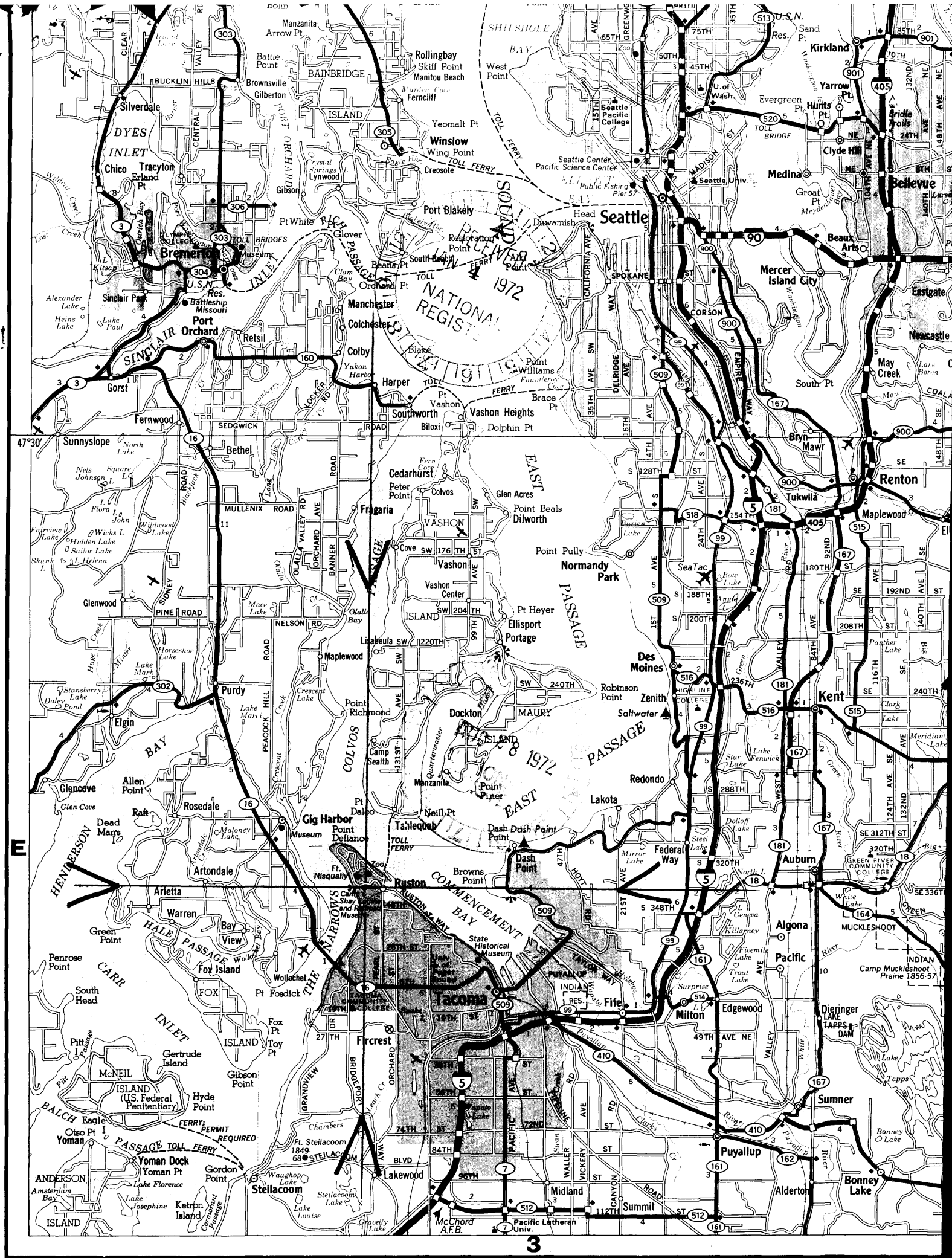
The PDQ and K Railroad was drawn and engineered by Marc Titlow. Clearing and grading of the right-of-way were done by the Army, when Fort Lewis Engineer Corps bivouacked twice at Camp Six, in 1964 and in 1966, performing the job as an exercise in engineered clearing.

The first thousand feet of the railroad track were installed in 1964 and the P.D.Q. and K. Railroad was dedicated in a gold-spike ceremony in September of that year.

The remainder of the railroad, more complex by its curved loop, log-piling trestle and five switch points, was installed in 1969.

The log-piling trestle on the PDQ and K Railroad is a duplicate of thousands of its kind constructed during the steam era. These trestles reached fantastic proportions, with the highest and longest piling trestles and the highest wood railroad bridge in the world all located in Western Washington in the twenties.





NATIONAL REGISTER
1972

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...celebration of some kind, from county fairs to ...
 ...listing of events can be secured by writing the ...
 ...Information Bureau, General Administration Bldg., ...
 ...Olympia, Wa. 98501.

...because of Washington's thousands of square miles of ...
 ...beautiful forests, mountains and waterways, camping is one ...
 ...of the most popular activities enjoyed by visitors. There are ...
 ...more than a thousand rustic campgrounds to be found in the ...
 ...state, including those in the national forests and three national ...
 ...parks. Because of the increasing popularity of this ...
 ...activity, the wise person makes sure he gets to a camp- ...
 ...ground early enough to secure a space, particularly so on ...
 ...weekends.

FISHING AND HUNTING - Department of Game, 600 N. ...
 ...Capitol Way, Olympia 98501.

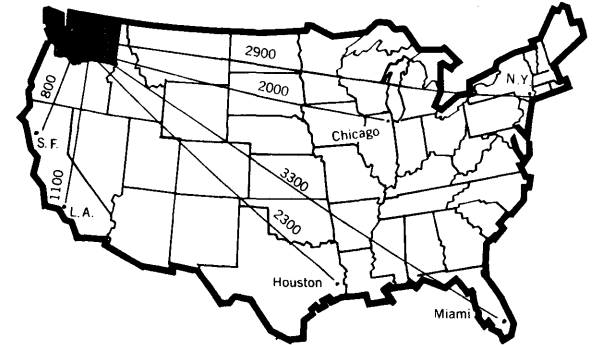
PARKS AND RECREATION - P.O. Box 1128, Olympia 98501.

FERRIES - Washington State Ferry System, State Ferry Ter- ...
 ...minal, Seattle 98104.

HIGHWAY MAPS - Public Information Director, Department of ...
 ...Highways, Olympia 98501.



Washington State Capitol, Olympia
 Daniel J. Evans, Governor



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 DEVELOPMENT—TOURIST PROMOTION DIVISION**
 Olympia, Washington 98501

nt Driving Distances Via State Highways

	OLYMPIA	SEATTLE	PORTLAND, ORE.	VANCOUVER, B.C.
OLYMPIA	0	169	237	250
SEATTLE	169	0	112	91
PORTLAND, ORE.	237	112	0	56
VANCOUVER, B.C.	250	91	56	0
GRAND COULEE	176	61	323	146
KELSO	170	372	159	231
MOSES LAKE	171	361	83	149
MOUNT VERNON	87	285	83	231
NEWPORT	190	33	335	118
OKANOGAN	117	264	296	348
OLYMPIA	73	253	132	338
PARADISE INN	222	222	150	368
PASCO	150	368	0	454
PORT ANGELES	216	121	363	204
PORT TOWNSEND	199	156	330	238
PROSSER	71	266	179	351
PULLMAN	228	46	274	121
REPUBLIC	106	245	214	328
RITZVILLE	134	338	124	418
SEATTLE	41	268	104	321
SHELTON	176	61	323	146
SOUTH BEND	228	46	274	121
SPOKANE	106	245	214	328
TACOMA	134	338	124	418
VANCOUVER	228	46	274	121
WALLA WALLA	106	245	214	328
WENATCHEE	134	338	124	418
YAKIMA	228	46	274	121
PORTLAND, ORE.	106	245	214	328
VANCOUVER, B.C.	134	338	124	418