

## **Camas Prairie Operation**

In 1904 Anaconda purchased two 32-ton shay locomotives. After delivery to Bonner they were disassembled and hauled to Camas Prairie (Potomac Valley) where they were reassembled. They hauled logs to McNamara's Landing, which were dumped into the Blackfoot River and floated to Bonner.

In 1911 the Milwaukee Railroad built approximately 10 miles from Bonner to McNamara's Landing. The change from 20-foot cars to 40-foot cars necessitated larger locomotives and they purchased two 70-ton shays.

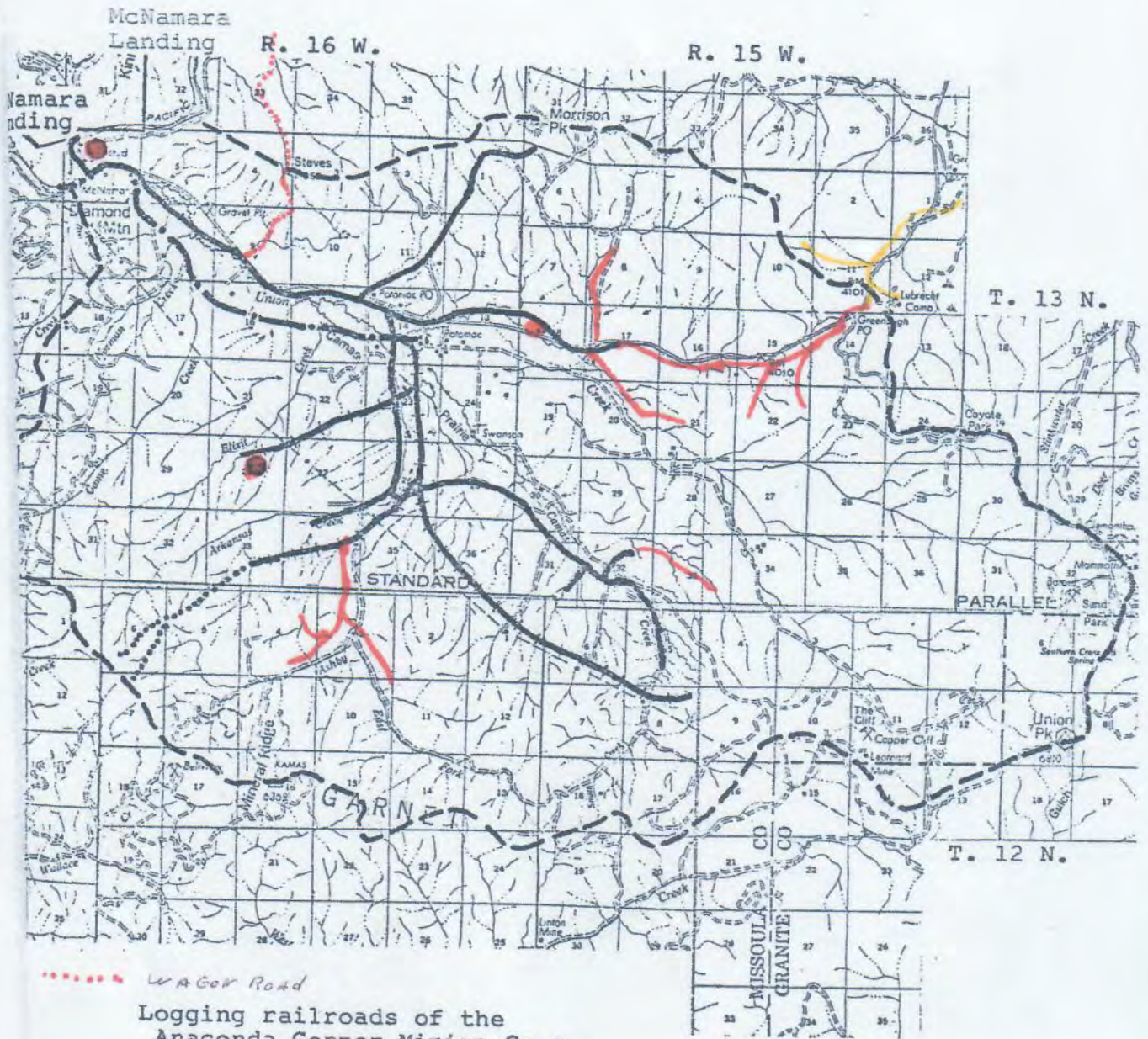
Shays No. 1 and No. 2 were used in work train service. They were building new grades and removing old grades.

One winter they had wrecked the two larger three truck shays and Nos. 1 and 2 had to fill in until Nos. 3 and 4 could be put back in service.

The Company logged in Camas Prairie from 1904 to 1916 when the whole operation was moved to Stark in the Nine Mile Valley.

Figure 9

CAMAS PRAIRIE OPERATING AREA



..... WAGON ROAD

Logging railroads of the Anaconda Copper Mining Co.:

———— 1905-1911  
 ———+—— 1911-1916

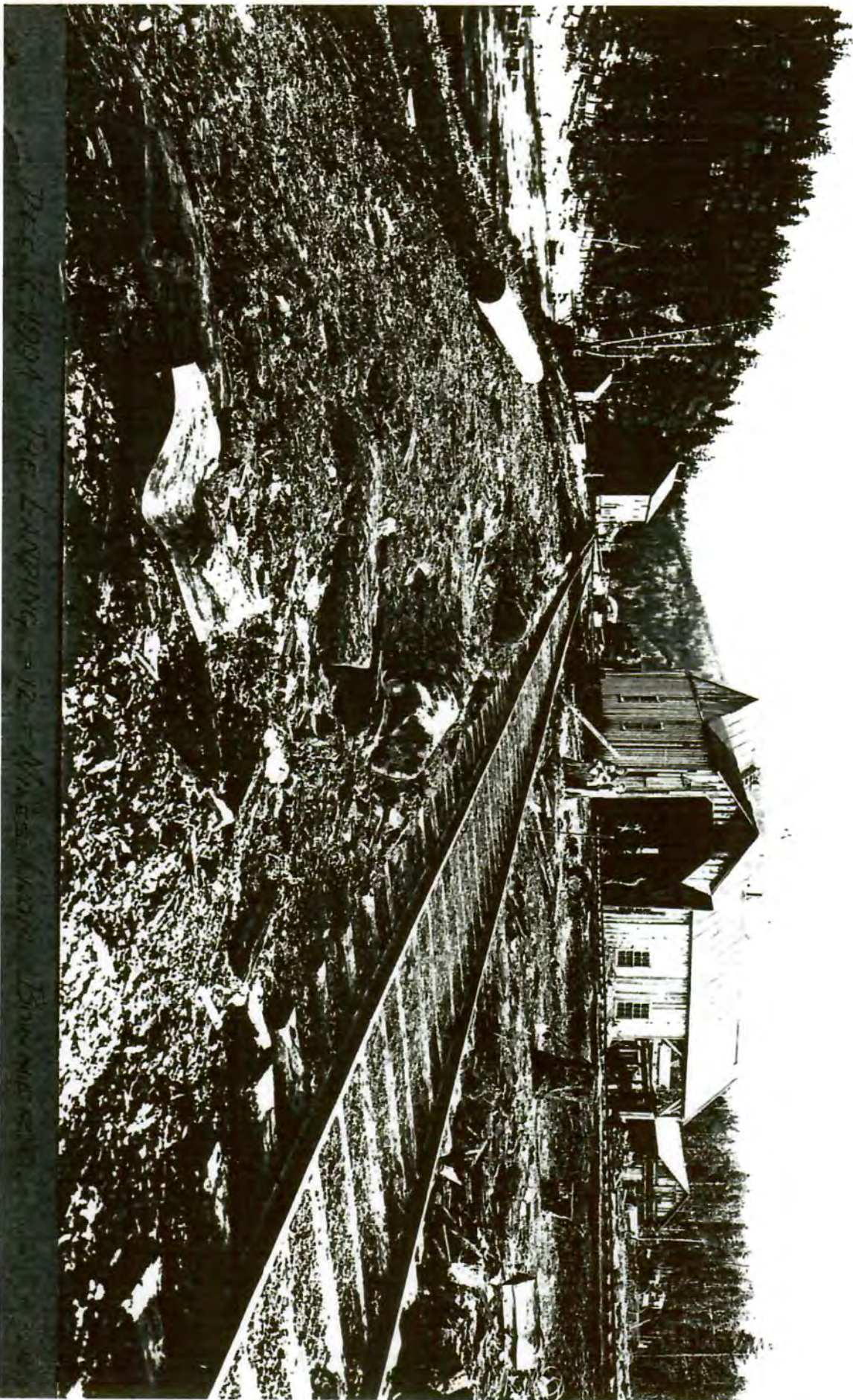
- Big Blackfoot Ry., 1911-1916
- — — Boundary of operating area
- ACM headquarter logging camps
- ..... ACM log chutes

— R.R. GRADES NOT SHOWN

Base Map:  
 Lolo National Forest, Mont.  
 1966 edition  
 USDA, Forest Service  
 Scale; 1/2 inch = 1 mile

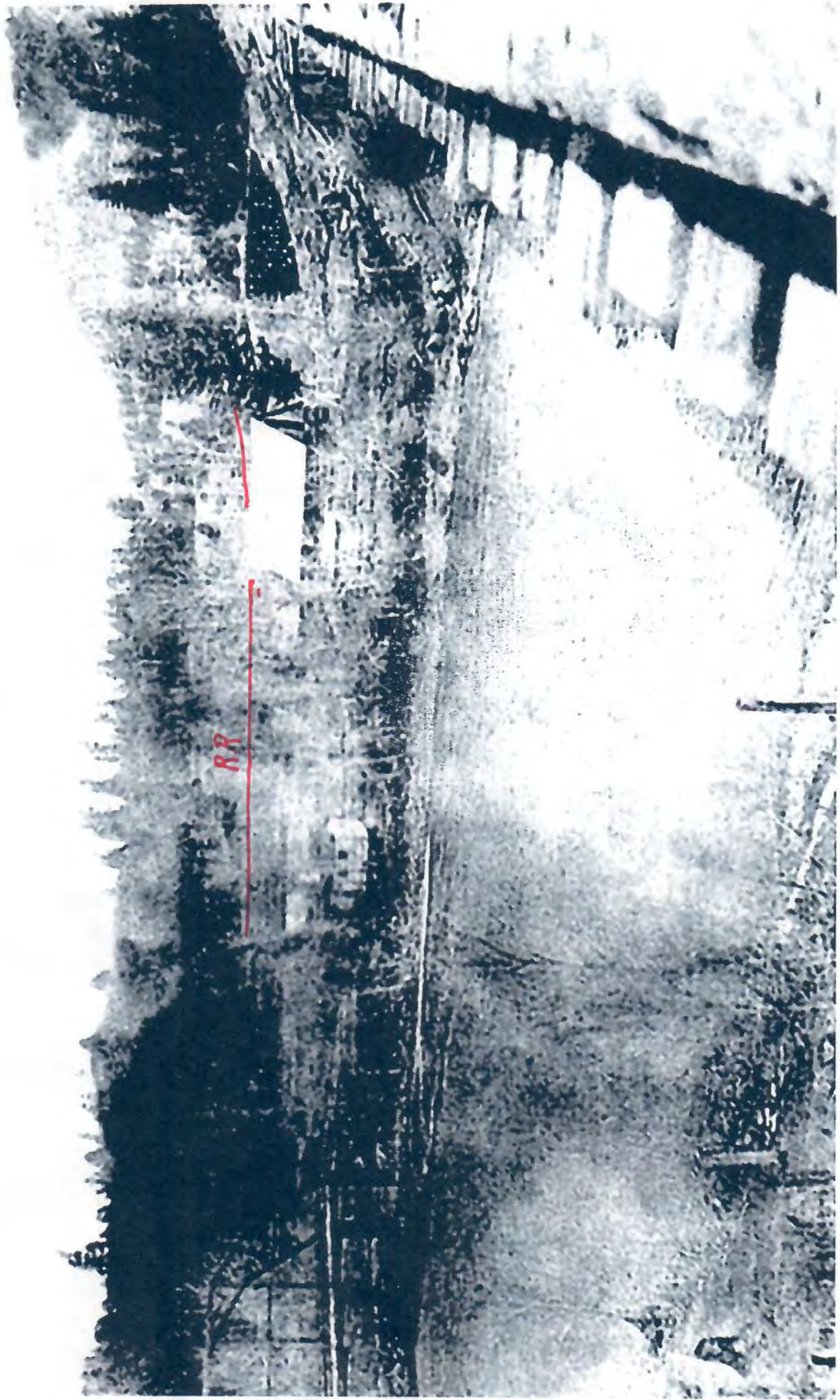


Dec. 2, 1964 McNamee's Landing, 12 miles east of Bonner



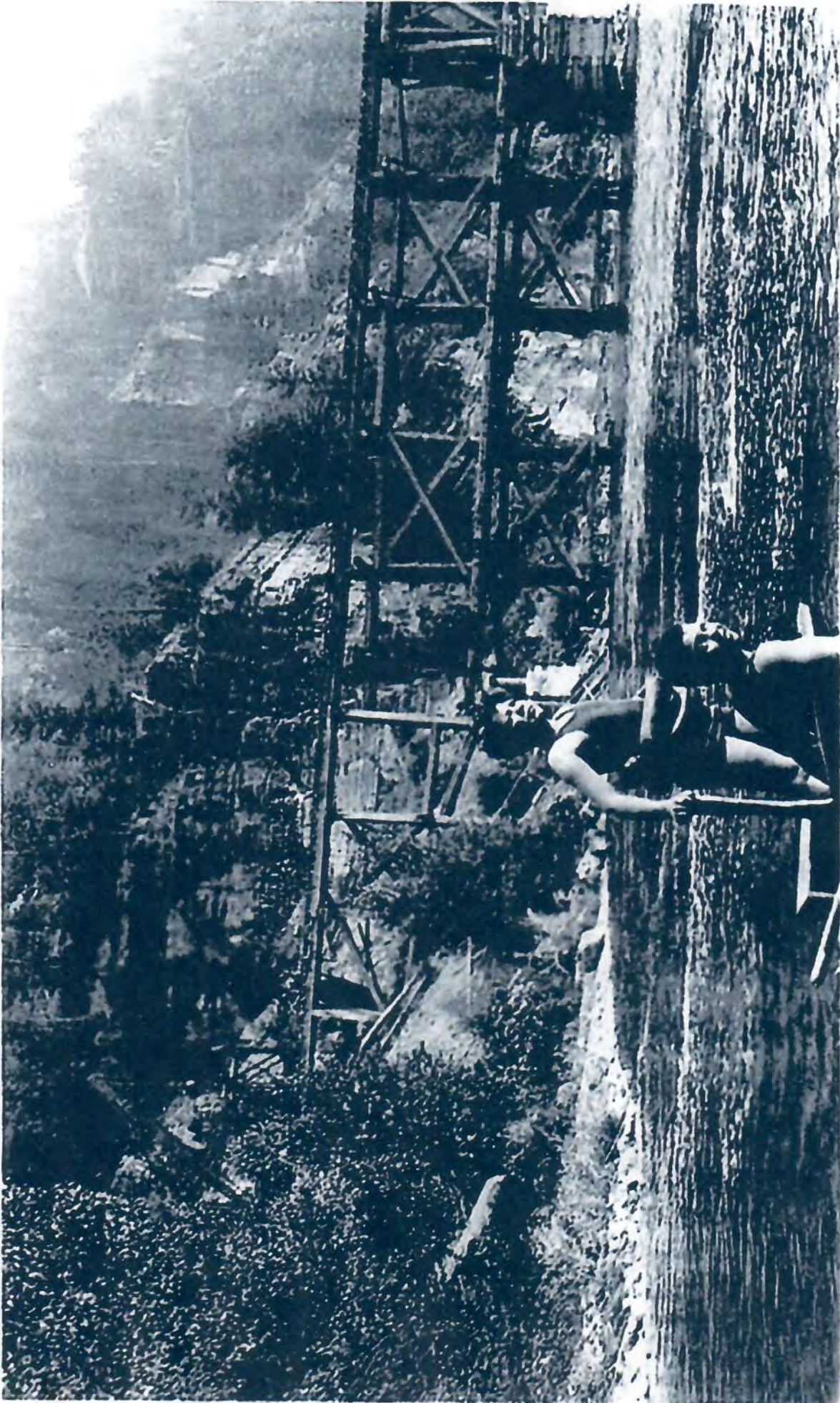
Dec. 2, 1964 McNamee's Landing, 12 miles east of Bonner





LOOKING AT McNAMARA'S FROM MILWAUKEE BRIDGE  
ABOUT 1912-13?



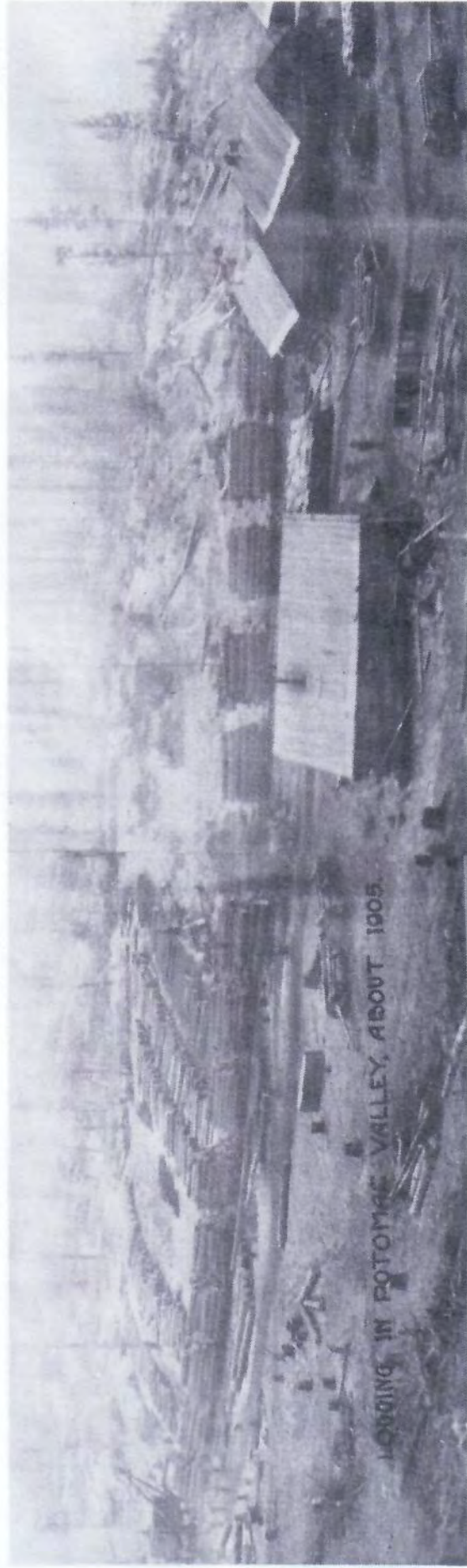


MILWAUKEE BRIDGE AT MCNAMARA  
ABOUT 1912  
CAANE WORKING IN LEFT CORNER





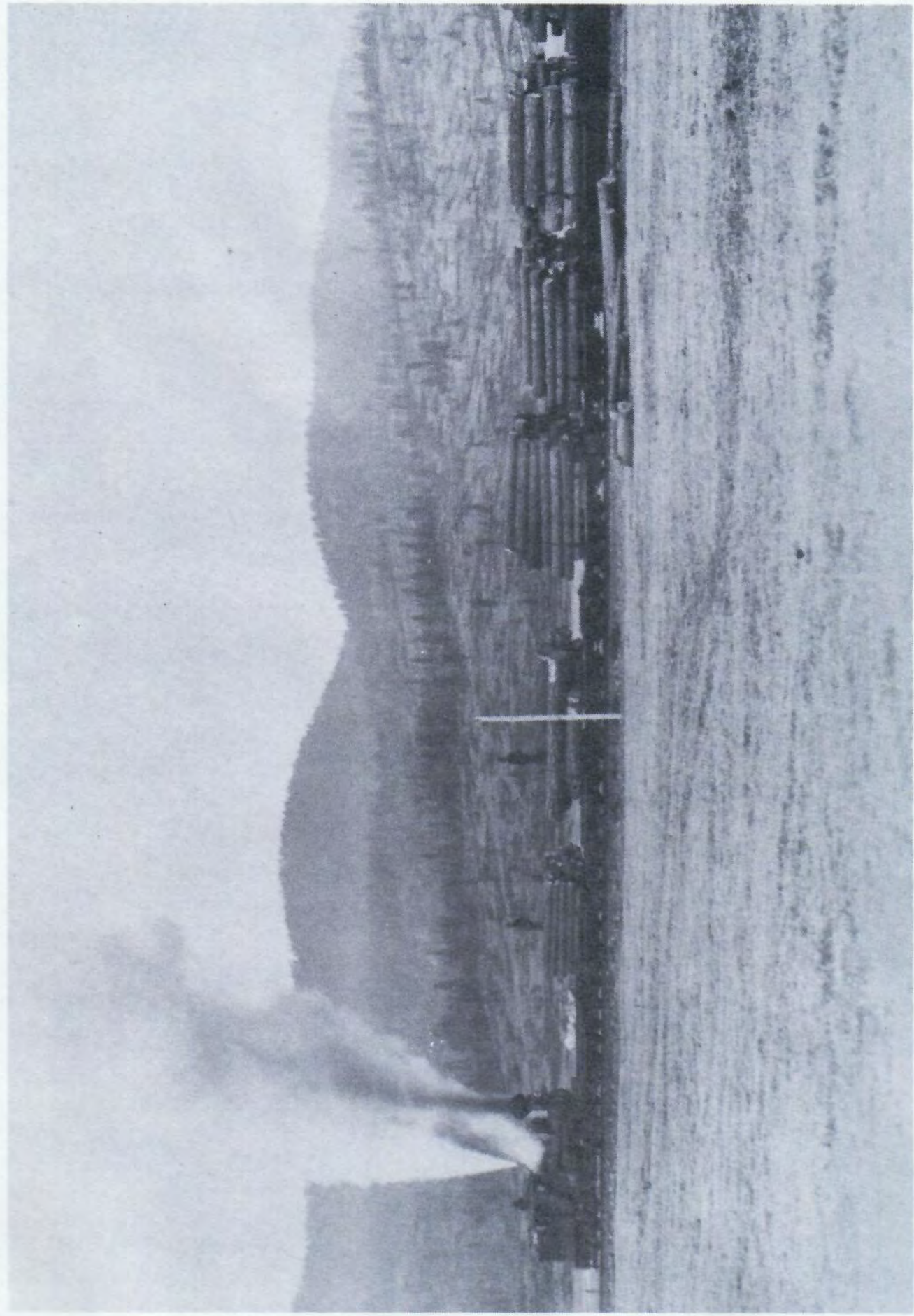
The horses were rested and cared for at the company ranch, Potomac, 1911. (University of Montana library, Dengler collection)



LOGGING IN POTOMAC VALLEY, ABOUT 1905.

Potomac Valley - 1905





*Shay Locomotive with Log Train*





LOOKING AT MCNAMARA'S FROM MILWAUKEE BRIDGE  
ABOUT 1912-13?



## **Nine Mile Operating Area**

In 1916 Anaconda closed down the Camas Prairie (Potomac) operation and moved it to the Nine Mile Valley. The move included all four shay locomotives. They started from Milwaukee Junction called Soudan. While in the Nine Mile area, also referred to as Stark, they built 46 miles of railroad and they logged this area until 1926.

We are looking for more information on this area.

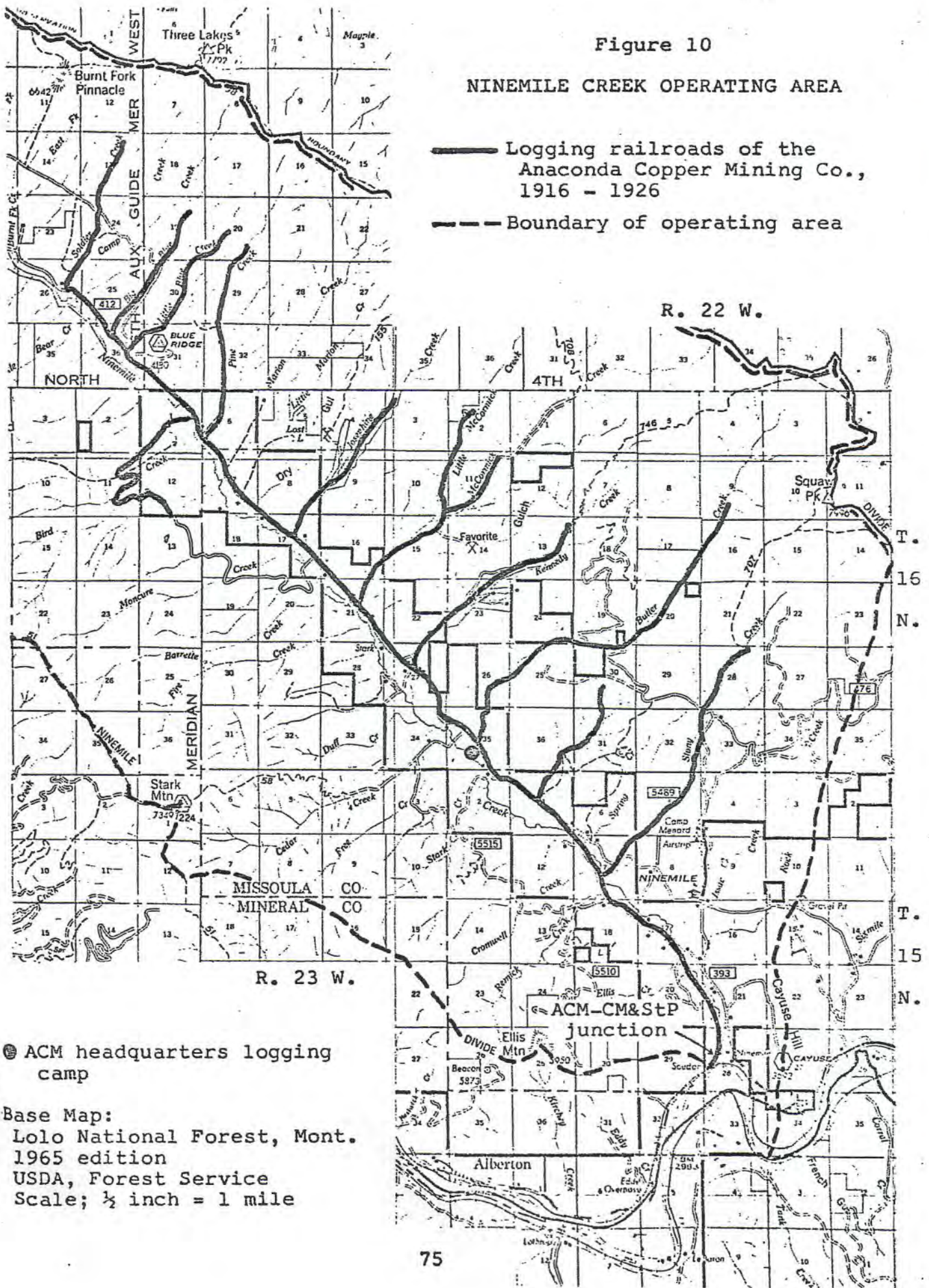


Figure 10

NINEMILE CREEK OPERATING AREA

— Logging railroads of the  
Anaconda Copper Mining Co.,  
1916 - 1926

- - - Boundary of operating area



⊙ ACM headquarters logging camp

Base Map:  
Lolo National Forest, Mont.  
1965 edition  
USDA, Forest Service  
Scale; 1/2 inch = 1 mile



## **Greenough-Elk Creek Operating Area**

**In the spring of 1926 Anaconda moved its entire logging operation from the Blackfoot Valley, where the Milwaukee had built another 14 miles of track to the Nine Mile Prairie to a station called Sunset.**

**Anaconda had to build a bridge across the Blackfoot River. From May to October 1926 to complete the bridge, they built camps 4, 5, and 6 on the river and the last river drive was done from these camps.**

**Anaconda built around 22 miles of track in the Greenough area. Also, the company started using crawler tractors and the demise of horse logging began.**

**In 1929 the operation was almost totally brought to a halt. They laid off almost 600 loggers. They logged in the Greenough-Elk Creek area until 1934.**



Figure 11

GREENOUGH-ELK CREEK OPERATING AREA



- RR GRADES NOT SHOWN
- Logging railroads of the Anaconda Copper Mining Co., 1926 - 1934
- Boundary of operating area
- ACM logging camps:
  - Headquarters camp
  - ▲ Other camps
- Log chutes

Base Map:  
 Lolo National Forest, Mont.  
 1966 edition  
 USDA, Forest Service  
 Scale; 1/2 inch = 1 mile



on Leonard Nelson Place X  
C M + St Paul Logging





## **Woodworth-Cottonwood Area**

**Now in 1934 the Milwaukee built another 15 miles of track to Cottonwood Creek and the Anaconda built eight miles to Woodworth and established Woodworth as Headquarters.**

**There were 12 camps established out of Woodworth. Seven of these were railroad camps. One of these was Chamberlain Creek. It was built in 1942 and another bridge was built across the Blackfoot River.**

**Woodworth lasted until 1949 and Camp 9 was made Headquarters.**

**This was the end of company railroads. During the railroad era Anaconda built around 128 miles of railroad. Of the eight shay locomotives only Nos. 7 and 5 were saved. No. 7, a Willamette, is at the Fort Missoula Historical Museum and No. 5 is in Arizona.**





Figure 12

WOODWORTH-COTTONWOOD CREEK  
OPERATING AREA

- RR GRADES NOT SHOWN
- Logging railroads of the Anaconda Copper Mining Co., 1934 - 1949
- -** Boundary of operating area
- ACM headquarters logging camp
- + + + CMStP&P Railroad to Bonner

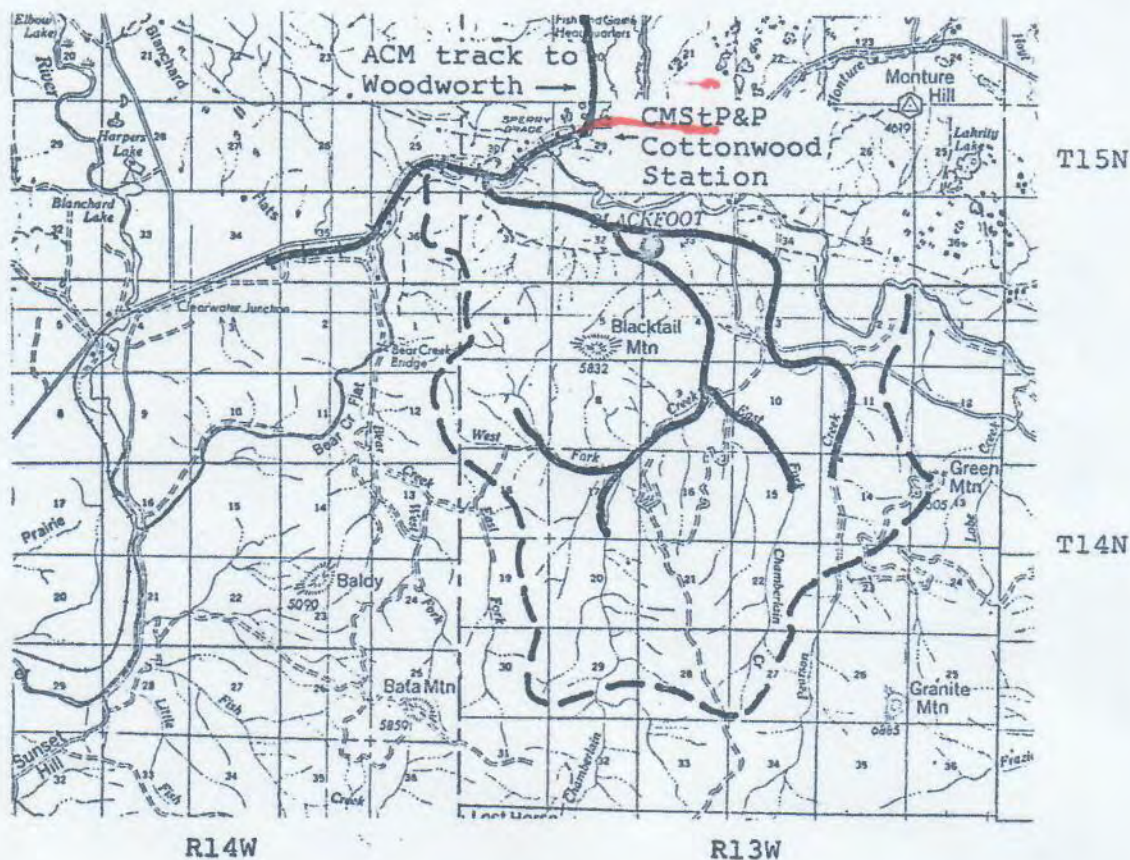
Base Map:  
Lolo National Forest, Mont.  
1966 edition  
USDA, Forest Service  
Scale; 1/2 inch = 1 mile

With added information from:  
Choteau sheet, NL 12-1  
Army Map Service  
U.S. Army, Corps of Engrs.  
Scale; 1:250,000



Figure 13

CHAMBERLAIN CREEK OPERATING AREA



- Logging railroads of the Anaconda Copper Mining Co., 1942 - 1946
- - - Boundary of operating area
- ACM headquarters logging camp
- + + + CMStP&P Railroad to Bonner

Base Map:  
 Lolo National Forest, Mont.  
 1966 edition  
 USDA, Forest Service  
 Scale; 1/2 inch = 1 mile



## "Bucking" a fallen tree into logs

[View Description](#)

[Download](#)

[Print](#)



From Archives & Special Collections, Mansfield Library, University of Montana.

Henry Johnson

BEN Hallgren



After 10 days, return to  
ANACONDA COPPER MINING CO.,  
Lumber Department,  
BOZEMAN, MONT.



Agnes Hanzel  
Ovando  
Montana

F. 467

19

March 31, 1940

Sold To:

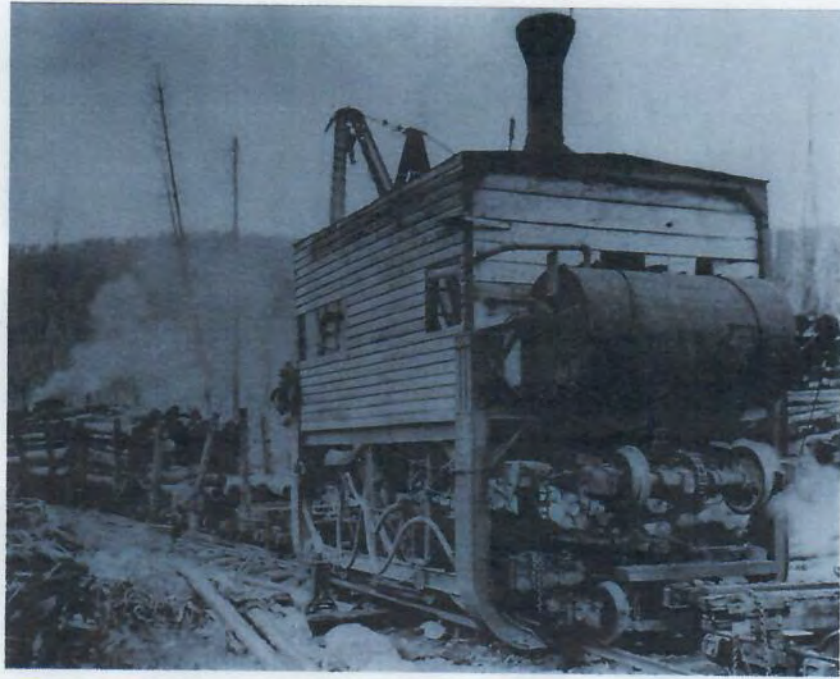
ANACONDA COPPER MINING CO.  
LUMBER DEPARTMENT  
WOODWORTH, - MONTANA.

In account with  
Agnes Hanzel - Ovando, Mont.

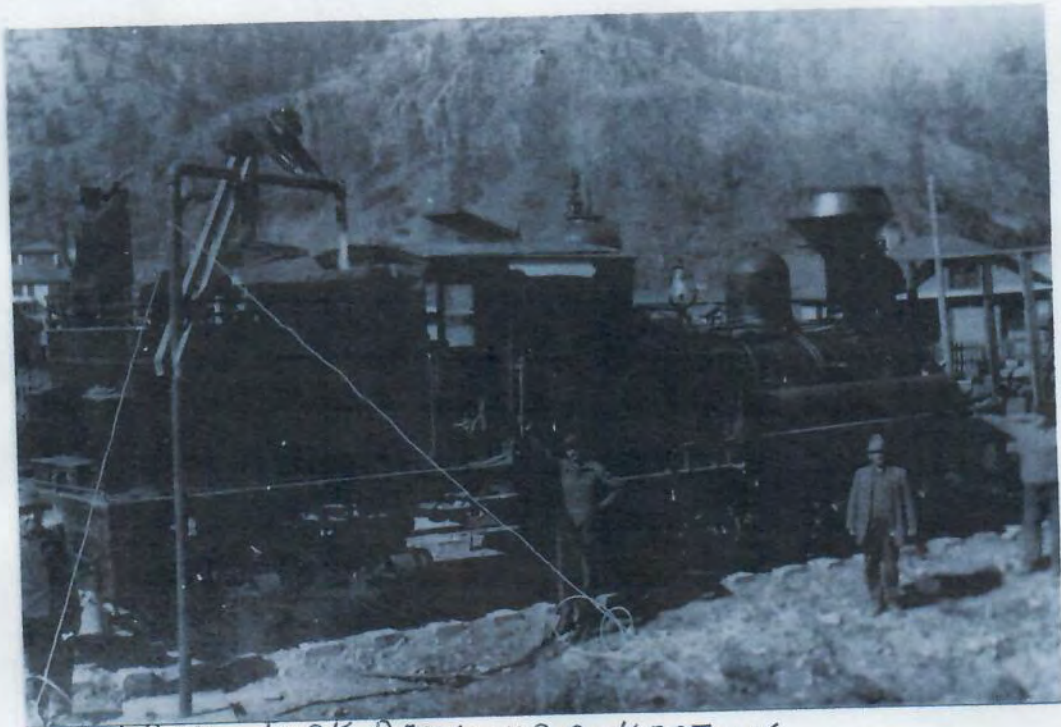
$\frac{3}{4}$	1	Co. Eggs C6 <sup>00</sup>	600
$\frac{3}{4}$	1	Co. Eggs C6 <sup>00</sup>	600
$\frac{3}{4}$	1	Co. Eggs C6 <sup>00</sup>	600
$\frac{3}{4}$	1	Co. Eggs C6 <sup>00</sup>	600
$\frac{3}{4}$	1	Co. Eggs C6 <sup>00</sup>	600
Total			3000

C. W. McEwen was purchasing agent at Woodworth and would have processed this order.



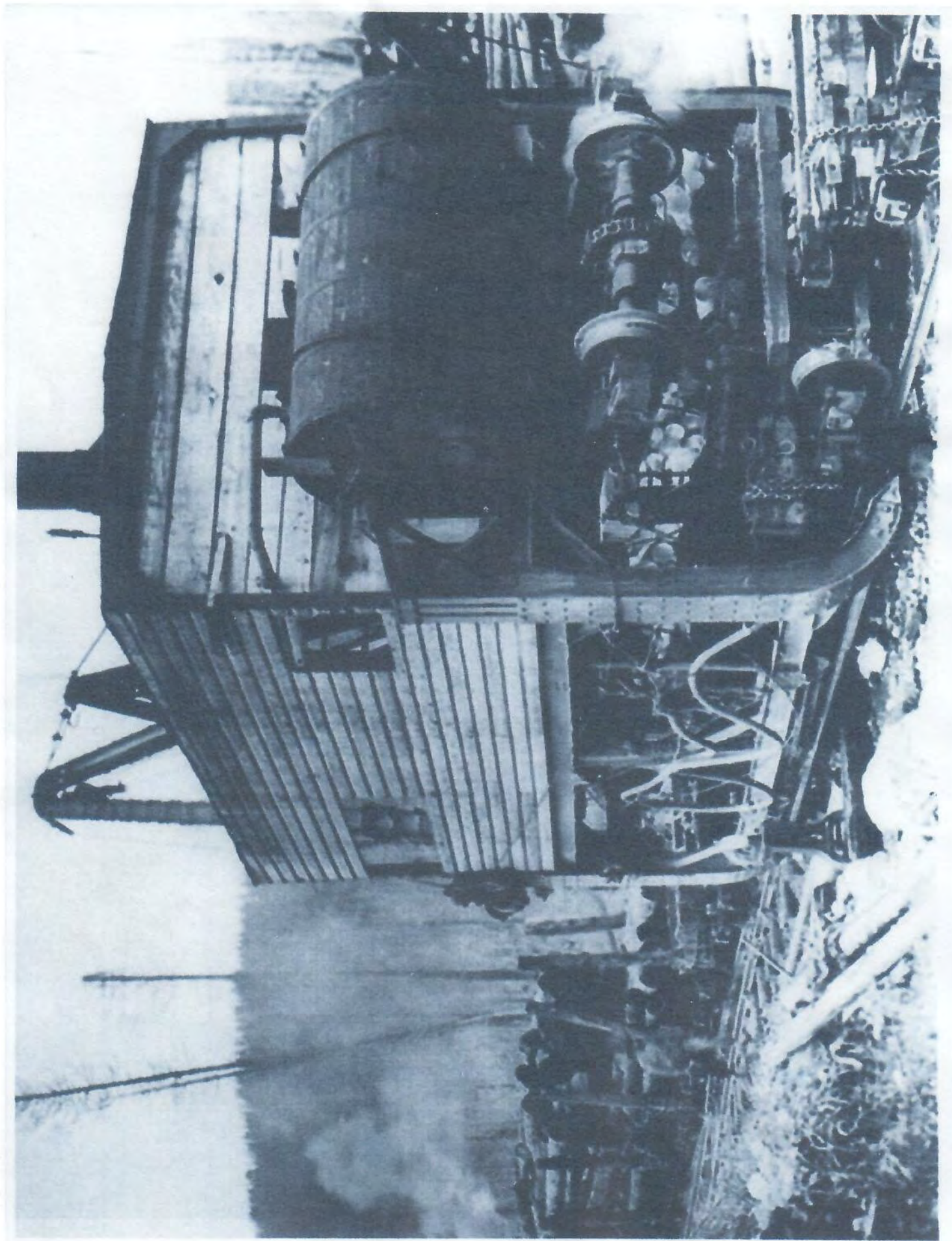


FROM JACK DEMMONS COLLECTION  
BEFORE 1911 20' RUSSELL LOG CARS



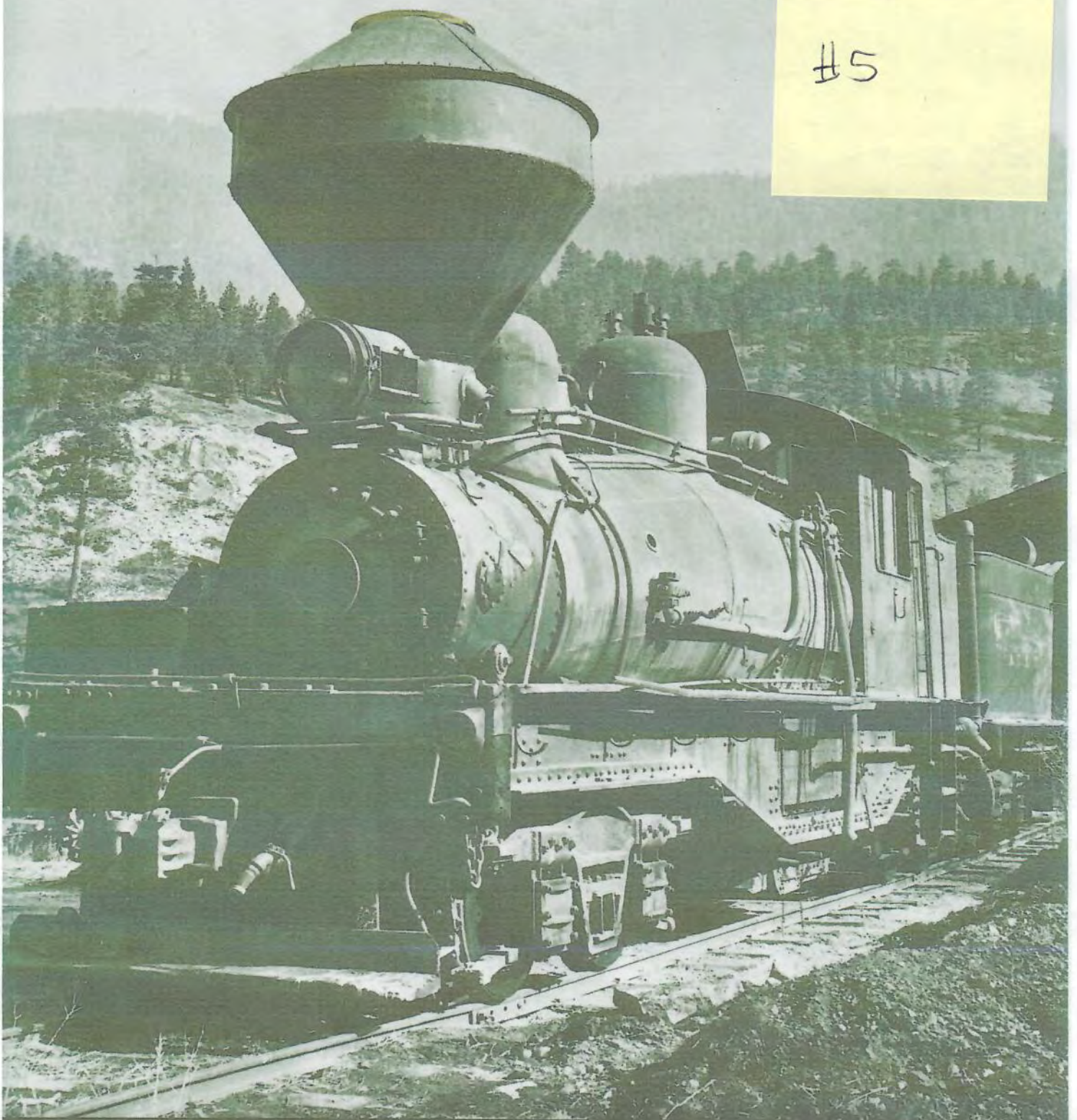
FROM JACK DEMMONS COLLECTION  
B-CLASS SHAY TAKING ON WATER AT BONNER  
SHAY #1 OR 2 WOOD BURNER AFTER 1911







#5



# Forest History

VOLUME 17 NUMBER 2 • JULY 1973

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Miles

Bonner to Headquarters. . . . .	.47
Headquarters to Camp 6. . . . .	.17
Headquarters to Camp 7. . . . .	6
Headquarters to Camp 8. . . . .	.12½
Camp 6 to Blanchard Landing . . . . .	3
Camp 6 to Woods (Average) . . . . .	5
Camp 7 to Landing . . . . .	1½
Camp 7 to Woods (Average) . . . . .	6
Camp 8 to Woods (Pearson Creek - Average) . . . . .	3
Camp 8 to Woods (Chamberlain Creek - Average) . . . . .	3½









*A winter logging scene near Potomac in 1910. Logs were placed on sleds pulled by horses and skidded to a railroad site.*

UM



*The Anaconda Copper Mining Company built a major log loading facility at Clearwater Junction. This scene is from 1948. Trucks hauled logs from the surrounding area to Clearwater where they were loaded on the Milwaukee spur line for transport down the Blackfoot Canyon to the Bonner mill.*

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