

Mr. Hal Rieger
11009 Spencerville Rd.

Penn Valley CA 95946

Dear Hal,

Yes, it's OK to use my first name.

Photos of the Camas Prairie. I have 8½ 36-exposure rolls of CSP stuff. Most of the negs are good to excellent quality. Probably 1 in 10 is publishable. That's in the vicinity of 30 prints. I have quite a few 35 mm slides as well. I don't know if PFM uses color in their books, but conversion to B+W negs & then to prints is also a possibility. The photos range from detail shots of structures, locos, and typical freight cars (including some UP & NP/BN MofW cars), to "mood" shots, to panoramas where trains are dwarfed, to the more usual train action shots. Also included are photos of bridges & trestles - both "ground" views and deck views from the front of locos. ... I suppose that using a wider range of subject matter might run the print number up to 50 or so - it all depends upon what format and content are used in the book. Frankly, I think that short chapters & photo sections on typical freight cars and structures should be included, but publishers may not agree.

I think that 1982 coverage of the CSP would be a very good idea. I've often wondered what would happen when the BN and UP supplies of GP9s dwindle to the point where newer power must be used. Especially so, since the CSP was dieselized as a joint NP-UP effort using the NP's first GP9s, and possibly the UP's first GP9s as well. UP GP38-2s were already used on the connection out the east end in 1976. I often wondered when the CSP would take advantage of those locos instead of letting them layover in Lewiston. The UP had quite a neat and efficient power utilization scheme on the Wallace Branch when I was there in 1978. Ditto on the S.I. ... those are two stories I have yet to write.

You're right about other photos of the CSP. I have never found a commercial source of ~~the~~ photos of the NP GP9s that worked there, in the early diesel years. Early 20th century steam photos are also rare. I guess you'll have to do what you can. Richard D. Miller of SF had a few depot photos (slides) of poor to good quality, taken before the old depots were razed. I hope you can find such info. Spokane was home for the NP and UP power used to

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run to and from the CSP, and I've found that knowing steam loco numbers for the locos that were assigned on those runs and on the CSP has been helpful in locating steam loco roster photos. I think I may have a few B+W prints of such locos from various sources in my collection. If I come up with any more ideas, I'll pass them on.

One topic not discussed yet is remuneration. Since I have never collaborated on a book in any way before, I'm not aware of what is customary or possible. Printing 30-50 B+Ws will not be cheap, so I'm naturally interested in this topic.

Let me know when you want to look at the proof sheets, and I'll send them off. I will also include some sample prints to show how they look in 8x10 form. Also, I think I should write some caption material for the prints you elect to use, as I should be able to recall the action, locale, and date for most. And, some prints will require retouching due to negative scratches, etc. I'm pretty good at that.

Best regards,

Todd

Todd Sullivan