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PROTO
RESEARCH

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Dear Hal,

1 June 82

I received your letter of 5 May 82 today via Carstens. Thanks for the positive comments regarding my article on the Camas Prairie Railroad. I will try to answer your questions.

First, Dave Clemens came up with the idea for the maps, and drafted them. It was a fine idea. He also wrote the Part II that covered operations on the Headquarters Branch. A real case of serendipity, he was able to ride that segment, while I was not. Our experiences and writings truly complemented one another.

All my photos were taken during a ten-day blitzkrieg to cover the CP in July and August of 1976. I took 6-8 rolls of B+W and at least as much color. You are welcome to any part of that. I also photographed many of the old structures and several bridges, as well as other non-train scenes. I have no other photos other than a couple of MoFW equipment B+W prints from Harold Vollrath. Hank Griffiths covered the CP in steam, and perhaps during the early diesel days. He would be a worthwhile contact. Will Whittaker in San Francisco may also have pertinent B+W's.

The unofficial historian of sorts is Mr. E.V. Popham, who was Chief Clerk of the CSP in 1976 and 1978. The best source of info was H.V. "Herb" Banks, the retired CSP chief mechanical officer. He was 83 in 1978, and may have died. There is a local RR historical organization in Lewiston, and it was supposed to have received his collection of photos and memorabilia. There is also a CSP retirees organization that should be willing to assist, at least in the folklore department. I'd also ask around the model railroader and railfan groups in Spokane for help. The local NRHS Chapter should give you pointers to them.

Almost all of the general historical data I collected was included in my article. Mr. Popham was my chief source (he's searched the files of the Lewiston newspaper for all articles). Mr. Banks provided data about steam operations.

That's about it for now. I do have a complete set of contact proofs of my B+W negatives that I can loan you at some point. One obvious source of additional data, often overlooked, is from the industries served by the CSP. If you have time for the research, interviews and a look at carloading registers from them should be valuable.

P.S. Thanks for the SSAE!

Best regards,
Todd Sullivan
Todd Sullivan