

Dear Hal,

I got to the Inland Empire RR Historical Society on Monday and my special friend Tuesday night (He'd been called before & was on the road.) I'll get to the NP retirees lunch tomorrow but wanted to put down as much as I have been able to get so far. I took the liberty of putting a number in brown on each Xerox copy, not the photos and will refer to these numbers. What is added in pen to this list will have come from the ~~NP retirees~~, as I hope to mail it off after the meeting.

last of my guys,

1. This seems to be the same photo as 12.

There is general agreement that this is not Headquarters. Jaypee seems to be one thought because of the initial on the picture, but Revling siding receives the majority opinion. (I am not qualified on this but it isn't J.P. as I remember it.

mission C was approximately at the place where Jacques "spur" was located. - from identified

2 & 3. No opinions. I'd tend to go with Jacques siding on the basis of the info on loadings, etc., which seems to indicate a better association with the place. (I remember it actually, but the exact placement, so as to name it, is too inaccurate to say.) *The older of my 2 guys seemed well acquainted with it.*

4. Yes. Lewiston roundhouse around 1964 with UP engine 1088.

5. *mission C lime quarry - Blasted lime out & took it to Jacques spur by truck*

6. Dope on photo is agreed to by all

red

7, 8 & 9 Dope on pictures is as close as anyone got.

10. Lewiston Coal dock. It is very similar to the one in Spokane but the background behind the pole is Lewiston (& no poles close to Spokane dock.) The 5401D, C, B, & A were commonly used in the Highball which runs from Spokane to Lewiston (terminates further up now).

12. See 1 above

13. (Boy, you have some neat shots of the operation of the Lumber Co. Congratulations.) As you know the Clearwater Timber Co. was a part of the Weyerhaeuser holdings and later was consolidated as the Potlatch. Looks like the start of a loading pile of logs., Can't say specifically where in the Headquarters area, but it sure looks like that country. They did a lot of logging after I was over the place, but in hiking around in the 29 summer and early 30s, I'd come into a meadow like this, pristine and quiet. I'd stop right at the edge and look for wildlife - mostly deer. The stream would be twisting down through the middle of the meadow and beautiful clear pure water with trout (small, but fun to watch). Those tall White Pine trees sure made a beautiful fringe all around the green meadow.

14. I suspect that this is on the upper end of the St. Maries line of the Milwaukee. You may be able to tell any other name on the log cars, but that Mont. seems to indicate that it originated on the Wash. Idaho, & Mont RR. Now with the Jammer on that car it seems as though it was up in the Bovill area. (a) You probably know the origin of the term "Slide Ass" Jammer. But it was explained to me

15. This is not right at Headquarters - at least anyplace where I was. (No big rocks right along the track at the Wye area. No curve in the track as they attack the grade out of town.) Note that one of the trainmen is getting ready to throw the switch as though they were backing down with a load of logs. I suspect that this is a spur into a logging area off of the Clearwater Timber Co. line around Headquarters. It is not on the mainline from Orofino to Headquarters as best I know.

16. No info.

17. No other info

18. Possible JP. I don't remember the area as being as wide and clear as this, but it may have been.

19. No other info. It does look a bit like I remember the bottom of the grade out of Headquarters, but I'm not at all sure.

20. Just a thought. It does look like the upper Clearwater country as though it was a load of logs going to the mill at Kamiah.

21. Lewiston

22. Anywhere. This is typical bridge construction I've seen all over north Idaho. If I had to make one guess, I'd think it was up on the Rutledge line from Clarkia to the Incline into Marble Creek. But there were hundreds of bridges like this all over. After the logging RR was through with their lines, often the company or forest service would scrap it smooth and put ties between the bridge ties and you'd have a road. In our research on Blister Rust, we traveled many miles on such roads in a model A ford. On the Incline line these bridges started to fail completely around 1960 - 65. This meant that they stood for 40 years or so with out maintenance - not bad.

In the woods - logging operation not mainline. Note that the bent's staggered

23. WOW!!! I'm almost certain that this is at the top of the incline North of Clarkia, leading into Marble Creek. This was Rutledge as best I know. I've been there many times, but never saw the actual operation. I have 2 photos of the double boilered steam engine which pulled the cars up - and lowered the others at the same time. They are winching the two flats onto the close side track while two loaded cars are waiting to be lowered on the next trip down. You are looking south toward Clarkia - about 6 miles away - around 10 or so by rail. (I can give more details here if you want, but it is remote from the Camas Prairie.) (Note also that they are using Milwaukee cars, which was typical in this country. There are two of these cars all busted up at the bottom of the grade where they broke loose and came down to jump a small ravine and crash into the opposite hillside.

If you ever do make a copy of this photo, I'd sure love to have one. (I know where one of the anchor cables is up here and so the last time I was up I took a vice and a hack saw in hopes of getting a cross section of the thing. After dulling two blades and not even cutting a single strand of the cable I gave up. That darn incline is so steep that I figure I've made my last trip to the bottom - too old. Half way down on the east side is a rail which slipped off a car and stuck so firmly in the ground that they just left it. Brush has grown up so much since I was first there that the last time I didn't see the rail, though I'm sure it's there - big deal?)

24. Due to the ELK RIVER sign on the loader, I'd suspect that this was in the Bovill area and not associated with Camas Prairie. I don't know who owned the Elk River Lumber Co (as I remember it.) But there was quite a mill up at Elk River in the early 30s. Not doing much at the time due to the depression, and I didn't see any active logging in the area though there had been some and was some later. A letter to the man at the drug store in Elk River might just catch what old timers there are left up there. I don't know his name but could find out given time. This is not Camas Prairie country however.

25. No other info.

26. I suspect Clearwater Timber Co, but don't really know. It blows my mind how many board feet they used in construction. *logging RR construction many like this.*

27. Typical of many camps. Note that cars in background are of 26 - 28 vintage.

28 No other info

29.

30 - 31.

32, general agreement that this is at the summit

33. I don't remember any fills on the logging end of the Headquarters line which had such a high fill. My bet puts it on the line from Orofino up to Headquarters.

34. Looks as though it was Headquarters area - logging line, not Camas Prairie.

35. Isn't this that snowplow that was stored for years at Potlatch? I suspect they had a plow up at Headquarters but I don't remember it.

36 I never saw this but heard lots of tales about the flume down to the North Fork of the Clearwater from a camp on Beaver Creek. I was out there just once by speeder and arrived just at dusk. Didn't get any chance to really look around. That camp was active in the early 30s but was sending most of the "far logs" down the flume to the river for the spring drive to Lewiston.

37 & 38, no other info.

39. From the name Harwood as CPR's man, it seems to place this in the 60's. I'll try to see if I can find it in the Spokane papers at the library before I mail this. Don't have too much hopes. Maybe the death statistics can give a clue.

I checked 59, 60, + 61 several days either side of Oct 29. I'm fairly certain it is Lewiston Tribune & we don't have it here.