

9-13-83

Dear Hal,

I hope to enclose the following pictures for your consideration. I used to do all my own photo developing but now am generally content to let the professionals do it. When I pick up the prints I'll just enclose them with not much chance for comment so thought I'd specify the pictures with what I can tell you.

8-15

A. Probably the one you may be most interested in. Taken 6/26/1933. Camas Prarie from across the clearwater. It was going from Lewiston up toward Orofino and from the shadows of the trees and my memory, it was early afternoon, but I can't be sure. It looks good enough to do some selective enlarging.

8-16

B. Taken at Headquarters Idaho on 6/28/34. This is the morning logging train leaving town to Orofino and Lewiston with a load of logs. It was always a mixed operation with an NP and a UP engine on front. I think that in this picture the NP is leading.

8-17

C. Taken the same day 6/28/34 of the Heisler engine bringing in a load of logs to be transfered to the Camas Prarie RR. This was right in "downtown Headquarters. In those days I can't remember ever seeing any logs being carried by truck in the forests there. Everything was geared to the railroad operation. (Way to the north, some logs went down a flume into the north fork of the Clearwater, but the great majority of timber was carried by rail.)

If any of these are of further interest, I'll be glad to loan you the negatives. They are 2 1/4 x 3 1/4 and were taken with an old Eastman Hawkeye camera with a f6.3 lens. I was working 6 days a week at the time and didn't really get much RR action anywhere close to the job - sorry. Just let me know if you want any of these sent down. We really do need to keep our historical heritage alive and I appreciate what you are doing. Hope our paths cross.

Sincerely,



P.S.

I many times make the mistake of thinking for myself just what someone else might want and I did so in this case as well.

I've walked the line from Rueben down to Culdesac several times and in 1950-60 sometime that I can probably pinpoint, Bruce and I rode the passenger special that one of the service clubs (I think Lions) sponsored.

All I have from that stuff is colored slides. I'm certain that you know of the special. It was after passenger service had been abandoned. They ran two trains - actually the same train twice. Once up to Grangeville in the morning and back early afternoon and then back up in the afternoon. You could lay over up there but we chose to come back early as we then got a couple of pictures of the second train going up. I'm not a R.V. Nixon and my pictures are not all that good but -- angles and such. However, you are welcome to look at them if you want. I suspect that you have others which are better.

Back to the early pictures around Headquarters. When I was first up there, they seemed to run the logging train with one of the engines as a pusher. I don't remember any other lash-up. But then in the later years, 1934 and so, they ran them as double headers. I don't know why the change.

In 29 I rode up the line in a caboose which seemed to be a standard means of getting guys up into the woods. The pusher in this case was just in front of us as they ran the caboose last on that trip at least.

The highest bridge on the headquarters line was between the C.P.T.A. and Pierce (even J.P.) It was far enough away from camp that I couldn't get to the bridge to get a picture of the train on it. Coming up from Orofino in those days the empty train arrived after dark or right at dusk so no pictures of that either.