

10/22/83

Dear Hal,

Boy, Switzerland. I was so thrilled with the RRs there in 1964 when I had a couple of weeks around Interlaken and Lausanne. I rode what I could but was involved with more than RRs. Have dreamed of going again but money can be better spent than for just the sheer pleasure of train rides. I guess that I think it would be selfish of me to spend it that way when it would bring no other return for the family.

OK, back to business. These three pictures are taken on the Headquarters branch of the Camas Prarie in 1929. They are all at nearly the same spot, about 3 1/2 miles south of Headquarters, Ida. They were taken on Aug. 18, 1929 around 10 AM.

At that time the Camas Prarie would use one helper as a pusher. A single engine at the head end and one at the back. When I was there later, as in 1934 or so, I noticed that they used a double header and no pusher. Don't know the reason why.

The high trestle was just beyond the scene of the negines and loaded log train. (I couldn't get there before the train arrived.) I was out hiking and seeing just what the country was like to the south of our camp. Usually I would head for a lookout on some mountain so I could get the big view. We were working 6 days a week so didn't have much chance to concentrate on any one thing. The last few weeks of that summer I was transfered to a camp several miles beyond Headquarters where the Clearwater Timber Cos. logging RR ran. We had heislars come past and I got a couple of pictures of them plus having a chance to ride into Headquarters one evening.

Those aren't on the Camas Prarie of course and they are about the quality of what you have seen.

Now as to the slides, I'll try to get to them shortly and see what I have. They are not in one place, though I think I can find what you might be interested in before too long. Unless I hear to the contrary I'll send down prints and you can see what, if any, you might be interested in. Don't hold your breath as first priority around here is to get ready for winter, get wood in, finish any outside work, etc. Then we are going to the coast for a few days around Nov 5 so have some "Christmas things" to get ready for delivery. But I hope that I can get started on your things before next week gets too far along.

OK. I do think that these pictures were taken close to the area where they staged a car top fight in the filming of Breakheart pass. Of course I suspect it was done by rear screen projection, but the scenery certainly looked just like this area. The bridge is the tallest and longest on the Headquarters branch of the Camas Prarie. The lead engine was a UP while the pusher was an NP. The tall straight timber in the background was mostly White Pine.

Remember, you won't hurt my feelings at all if you reject any or all of the pictures. Don't worry about the small cost of getting duplicates. I can handle that. AND, the negatives are from the 120 film of the day and are 2 1/4 X 3 1/4 so your enlarger would handle them fine. To give you perspective, these pictures were the 21 - 23rd I ever took. Also, I didn't have much money and so was pretty stingy about taking lots of pictures. Obviously I was learning from every picture I took. (I shouldn't have said that because when I send down a few of the color pictures, you will see how little I've learned.) But I'm not a specialty railraod photographer. I just like trains and take pictures when I can.

Well, more later.

Sincerely,

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also - identify { Tribune } photos { Potlatch }

don't rush