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Dear Hal,

Hello again! I'd wondered what had become of you and the CSP book, but I've been so busy at work that I just figured you'd write when you got ready.

CSP B+W's: I have at least one set of contacts that Jim Boyd used to select photos for the Railfan article. I'll enclose them. I also have a number of (30?) 8x10s of what I thought were the better shots. I will hold them until you've had a chance to review the contacts. Some were used in Railfan.

Slides: Again, I have many slides from on-the-train of the Grangeville line and the Orofino-Kamiah local. (I rode the latter unofficially and at the insistence of the crew.) I have several shots of Orofino and elsewhere that are really nice late afternoon light - good mood stuff, and some shots of the northern edge of the C.P. plateau that are non-RR but also beautiful.

CSP structures: I photographed many of them, as lots were NP std structures. They include the ice horse, coal shed, and small buildings at Orofino, the pump house & tower at Reubens, and various small shanties & phone booths all over. I also covered the depot at Lewiston, and the roundhouse. These are all B+W as well as color. Structures are often neglected, yet help set the tone or flavor of a railroad. These photos might be of interest in a short section at the end of the book, and might ~~be~~ increase the book's appeal for modelers.

I did cover the Nez Perce RR in color + B+W, at its terminus. Not much there, but you're welcome to whatever is there.

I'm just super glad to hear Herb Banks is still alive. I'd love to get his address and write him a note. He and his wife hosted me in 1970 when I gave my CSP slide show to the CSP retirees meeting.

I haven't seen your Kettle Valley book, as my main interests now are the NYC, B&O, and VGN around Charleston WVa (took a trip there in May - most is gone in terms of structures), and the RRs of New England due to membership in the NEB&W Club in Troy. I will peruse it when I see it ^{next}.

Do let me know what interests you in the B+W's. I'd also suggest contacting EMD for builders photos of the UP & NP GPs that dieselized the CSP in one fell swoop. Numbers are NP 200-206 and UP 245-249, if memory serves me correctly. Will Whittaker has several shots taken in the early 1950s in Lewiston, including an NP gas electric. I've also seen shots of UP psgr steam trains at Lewiston, and I may still have prints of some of the power used. Check the UP Oregon Div. book, too, for CSP steam era photos & photographers.

Best regards,
Godd

(over)

This prompted more work in looking through my collection of negs, etc. I've mapped the contacts according to subject and dates. The mapping was done on a light table, contact proofs upside down. I also found a bunch of photocopies of 8x10s with captions that I sent to Jim Boyd. They're valuable, because I've forgotten most of the details. I'm enclosing them, too, but please return them after you've picked your photos, as the captions will enable me to better identify the prints you want.

A number of my B+W shots were intended as panoramic views to show the layout of things in 1976. Boyd wasn't too interested, as the trains didn't take up enough of the frame. You may find them of more interest, but they'll have to be printed as half-pagers or lots of what's there will get lost. Another format would be wide photos with tops & bottoms cropped to get a horizontal format with most of the photographic information & detail retained. (I'm not directing you, but am trying to suggest useful ways to use the mats.)

Many of the prints used in the Railfan article have acceptable alternatives of the same scene. That's a plus, because it eliminates potential copyright problems. Or, you could ask Carstens for permission.

Somewhere, I have a set of topo maps of the area. I'd be willing to loan them to you. Dave Clemons' track diagrams in Railfan are accurate for 1976, whereas yard trackage on the topo maps is only approximate. Clemons' sketches could be translated into scale maps with the aid of the topo maps, but this may be beyond what PFM sees as necessary for a book.

I think that's all for now!

T.

(over)

Best regards,

Tom