

Mar. 2, 1984

Dear Hal,

Thanks for your kind letter suggesting I do one of the IERHS bulletins. It is a thought that I hand't considered, but I'll put it on the back burner and just may get to it - probably next fall. I know Maynard and will talk to him about it when I get a chance.

As I've hinted to you, I'm getting close to the end of my productive time for the spring. With a lake place (which isn't fancy, but does attract people -- maybe I'd better describe it as I don't want you to think I live in luxury -- have about 200 front feet, good beach, we don't drink the water, but carry our drinking water from Spokane Valley. However the lake water is fine for the dishwasher, etc. 3 bedrooms, 2 baths, garage is at the top of a hill, 100 ft above us here, though we drive down when it is dry-- right now we walk to the hilltop as there is still a pile of snow in the driveway from blowing a path. I'll do the blowing just a bit differently next winter. So in one sense we are a bit primitive, but in another we have an attractive place, modest, but with recreational possibilities which attract people -- some for a retreat and our grandchildren for fun, swimming, hiking, etc. All of this needs supervising and old grandpa does a lot of that while grandma works at the food supply.) OK. Then fall comes and it is time to gather the wood supply for the winter.

So the topic sentence is that late fall and winter is about all my real creative time Big deal. I almost feel like starting this letter over. I'm not feeling sorry for myself, but right now have more projects than I would really like. I'm working on a history paper to give to the Westerners in middle April. We'll be down in Portland and vicinity during middle March with our oldest grandkids and then out here with our youngest during their spring vacation. Enuf of this.

I appreciate your offer of the chance to look at "A Northwest Rail Pictorial". Think I will pass as I am not really ready to take the responsibility for it. We are on a rural mail route so I just hesitate to have valuable things in the box up the hill if I can help it. Thanks anyway.

I do not want the xeroxes back. I'm sorry that I didn't have proper 8 x 10s for you but this was quicker. And it did show that I knew whereof I spoke in this one instance. Thanks for the dope on who to see about an original of that "incline" one.

I'm enclosing a release for you to quote me on anything I wrote to you. If you need something better, just write one out & I'll sign it.

No, I was never a RR man. I taught high school for 7 years & then during WWII I went to Washington State Univ as head of the physics dept of the Army Air Force College Training Detachment there. We taught physics to pilots bombardiers and navigators. Then they kept me on after the war and I stayed from 33 to 75 when I retired. My dad was on the relocation party of the GN when they surveyed the line called the Jennings cut-off which is now under water from the Libby dam. He was later city engineer for Spokane and as a result knew of any train wrecks which effected the city streets, etc. He would often take me out with him to look, thinking that I would be interested. Then he got me this camera for high school graduation and I went into the Blister Rust in 1929 for the summer. Then when

when I was going to college I got a job with the blister rust helping a Dr. C. W. Waters from the Botany dept at Missoula - U of Mont. doing research. I was really just his extra hand and I think I got the job because I could "throw a chain". My dad had taught me because he was a civil engineer and I sometimes helped him with some survey job. (I never had to "throw a chain" on the job, we didn't actually use one at all, but anyway I was hired.) Well, this job required that we go to all sorts of different growing conditions, including various logging styles. clear cut, cut to 16 inches diam, etc., including burns. That is how I got some of the pictures. (Then up at headquarters, what was more exciting than having the logging train come in or leave?)

My first teaching job was at Pasco, a division point on the NP. fully 1/3 of the kids in class were RR kids -- and then the RR had many applications of general science, mechanics, physics, etc. so I would use RR examples, figuring that the kids would pay attention better. (A number of them finally worked on the NP - and I would probably be better off financially if I had gone to work on the RR after college than teach. But then again???) No regrets. Anyway, kids would ask good questions and so I learned.

*gusto?*

Then in Pullman, where WSU is located, we were on a branch line and there were seldom any "brass" down that way. So the guys there were friendly to my son Bruce and I and we'd often ride up in the front of the RDC going to Spokane, etc. I used to hike from Troy to Kendrick along the track to get away from people and sort of rest. The 11 miles was all downhill and I could make it easy on the family by riding over on the morning train to Troy, then walking down to Kendrick where I'd wait a bit and the train would pick me up on the way back from Lewiston. I think it sort of intrigued the train crew and so they'd tell me stories and show me things to see along the way. Volunteered to stop if I ever didn't make it, etc.

So my love for trains just sort of grew as a hobby - but not to the exclusion of a lot of other things - so I don't consider myself a fanatic. Just intelligently interested in other people's jobs, etc.

Well, that is a lot more than you wanted to hear, but just get me typing and you can't tell what will show up. I think I've gotten most of what I'm supposed to do for the museum of North Idaho wrapped up. But these things have a way of growing and I got a letter from a chap in Boise which had suggestions of people to talk to, etc. - so again one thing leads to half a dozen others. But right now the history paper is "after me"!

Oh yes, - exposure inside a closed building - I'd read that you should judge what percentage of the "open sky" was available and what the exposure would be if the sky were truly open, then make the judgement as to how much additional you should give -- if half the sky were obscured, then double the exposure you'd give for a full horizon. Since I was in the timber a lot and they didn't have exposure meters at that time, this was an important principle. I'm sure glad I guessed right on those engine pictures on the incline.

Just consider this a friendly letter which doesn't need a response. Best wishes and if I get any more dope or stories on the Camas Prairie, I'll let you know immediately.

Sincerely,

