

Brook Jugo

N 8222 Jefferson Dr.
Spokane, Wa 99208
November 9 18, 1984

Dear Hal,

~~This is a~~ somewhat of an experiment to see if I can re-ink a typewriter ribbon with stamp pad ink. I obviously got the first part of it too wet.

Enclosed are some copies of a Washington Northern Idaho RR map published by then NP. I have had this map since about 1952. It shows all rail lines color coded by ownership. Notice that both Palouse Falls and Joso are shown.

The original UP mainline to Spokane left their Portland line at Pendleton and went north via Athena, Walla Walla, Bolles, Starbuck, Riparia, LaCrosse, ~~Exifaxy~~ Winona, Seltice, Fairfield, and into the Spokane valley from the east. Sometime after 1914 the UP took over the North Pacific Coast which had been building a line into Spokane from Umatilla. This line (from Hinkle since the late 1940 era) via Wfa Wallula, Ayer, Hooper, Maringo, and Cheney is their current mainline into Spokane.

You may use the story about the broken rail if you wish.

There is a little more to this story. I became quite well known among the NP rails who were regulars on the P&L; especially Pullman Agent J. F. Percy, and coal dock foreman W. L. Smith. In 1960 I wanted to go to work for the NP really bad (I was 20) so Frank Percy called Assistant Chief Dispatcher Ed McNall in Spokane and really built me up as a candidate for vacation relief telegrapher and Agent. This was the beginning of a 5 year career working for the NP on the Idaho division. I worked at most of the mainline stations between Paradise and Yakima, as well as most of the depots on the P&L and some on the CW branch

The steam pictures are not a "last run" per se, altho quite close to same. 2256 last ran on 311-314 on 12/23/54 and the very last P&L steam run was handled by W-3 mike 1729 on 3/30/55.

The Camas Prairie continued to use some steam power that summer; we (my dad and I) took a motorcycle trip to Headquarters in June 1955, and I recall seeing UP 2209 (a 2-8-2) at Greer. I believe that the final use of steam on the Camas Prairie was a UP 0-6-0 used as a switcher at Lewiston in August, 1955. Hopefully, you have better information on this.

However, I am quite sure that the 311-314 trip of 3/30/55 handled by the 1729 was the last use of steam power on a passenger train into Lewiston.

The UP had used their beautiful 3200 class pacifics (usually the 3226 or 3227) on the Ayer Jct to Moscow and Ayer Jct to Lewiston passenger trains until April 1954. At this time, their northwest lines were virtually taken over by Fairbanks-Morse diesels bumped out of southern California by droves of new EMD GP-9 units. The FM diesels ruled the northwest until about 1960.

Hopefully this information clears up any misunderstandings.

sincerely

Bruce Butley