

N. 8222 Jefferson Dr.
Spokane, Wa 99208
11/2/84

Dear Hal;

I was a little confused by your request for negative #2087; you had it and if nact made a 5x7 of one of the pictyures on this negative. It was a two picture sequence; a comming and then going away shot of NP train 311 at Pullman junction.

I have enclosed some negatives which you didn't have the first time around due to the fact that they were used in our 1984 calendar. These negatives (1563 and 1564) are also enclosed.

Lastly, I thought that you might have meant #1090, The one with the B-18 tagged on the rear end of train 311. It also is enclosed.

I would also like to add some text to the events surrounding some of my pictures.

The P&L passenger trains were mostly diesel hauled from 1948 on, but class Q-6 pacific 2256 was assigned to the run during the fall of 1954 due to a diesel shortage. This was my favorite engine and I made every effort to be at the depot every night to watch 314 depart at 5:38 pm. Because the CP coal dock in Lewiston was closed by this time, they re-opened the Pullman coal dock and both 311 and 314 took coal at Pullman. 2256 made her last trip on 311-314 on Dec 23, 1954. However, this was not the final end of steam on the P&L. Mike 1667 made a trip on 1/15/55 and W-3 1742 made two trips on Feb 9 & 11. The final steam run on the P&L was made with W-3 1729 and a 5 car 311-314 on March 30, 1955.

There is also an interesting story behind the 6/23/54 pictures. In 1951 on a quiet sunday afternoon I discovered a broken rail in the Pullman yard. We reported it and I got a nice thankyou letter from the division Supt in Spokane. AT that time, the Assistant Superintendant was George Slorah. Mr. Slorah had been a conductor in Pasco in 1937 when my father taught high school there, and his two daughters were my father's students. My June 23, 1954 Mr. Slorah was Idaho Division Superintendent and he was making an inspection of the P&L with his private car on the rear of 311-314. He wired the Pullman agent, Frank Percy, from Palouse asking as to whether I would be available to join him for a trip to Lewiston. I was 14 years old at the time, and painting the fence ! I got cleaned up and down to the depot in record time. I will never forget this trip. There were about 6 NP officials on board; I was polite and kept my mouth shut. Most of the pictures were taken from the back platform of lthis business car.

Looking back at this from 30 years later, I don*t regret a minute of the time I spent hanging around the railroad; wish I had spent more time at it.

Bruce