

ERRATA SHEET

Union Pacific Northwest
By Jeff Asay
UPHS 2014

Corrections and comments have been provided by a number of readers since publication, including Rob Leachman, Wayne Depperman, Ted Curphy, Sheldon Perry and John Guernsey. The author has made additional corrections and has consolidated everything on this errata sheet. Further corrections and comments are welcome.

Page 6: Right hand column, middle paragraph: John Guernsey resides in Vancouver, WA, not Lake Oswego.

Page 14: The location of the photo is too far west to show the Oregon Portage Railroad across the river as stated in the caption. The bench across the river may be the start of grading for the Oregon Railway & Navigation Company in 1880.

Page 23: Third line from bottom of column 2: replace word "to" with "and".

Page 89: Caption says the photos are of an upgrade freight train between Durkee and Encina. One commenter believes the photos are of an eastbound train descending Hindman Hill between Pleasant Valley and Oxman. The author is unable to provide more information.

Page 144: One commenter stated "the logging RR on the right side of the map labeled Western Crossarm & Mfg. Co was actually the H. H. Martin Lumber Co and later briefly part of the Eastern Railway & Lumber Co. Western Crossarm & Mfg was actually on Plummer Lake at the end of what is labeled the Carlisle Spur (which I've seen labeled Plummer Lake Branch elsewhere)."

The information on the map was taken from a Union Pacific station map that the author had in his possession at the time. The author cannot verify the correctness of the UP map at this time. Further information on this logging railroad can be found in the book: James Hannum, Gone But Not Forgotten – Abandoned Railroads of Thurston County, Washington, 2nd edition, Hannum House Publications, 2012, pp.224-225.

Page 158: Bottom caption: delete last sentence. The Fruitvale Line actually lasted until the end of all streetcar service on January 31, 1947. There was a large packinghouse near the end of the line that provided significant patronage.

Page 179: Top photo of train at Cottonwood, ID: The train did not stop to switch; it went on through. Bottom photo of train at Craigmont, ID: when the train arrived at this location it was still morning.

Page 230: Credit Ed Austin for bottom photo of train passing Dune.

Page 249: Photographer Depperman comments: "The old bunk cars were reduced to ashes in the Grass Valley fire, a range fire that consumed an area of land 71 miles long and up to three miles wide. The fire was started by lightning about 1 a.m. on Saturday, July 9, 1994, and was not contained until the following Tuesday, July 12th."

Page 276: Caption for lower photo says that 8444 and diesels are hauling a train of empty grain

boxcars. One commenter believes these are cars loaded with grain or other commodities. Photographer Jim Griffiths of Perth, Australia, explains the circumstances:

Wherever UPRR was storing or accumulating 40' empties for the annual grain haul out of the Camas Prairie and other NW branches in late Aug onward it was somewhere east of Shoshone, as the day before we followed the same wagon consist with 844 and other GP's to Nampa.

Due to high speed running by Messrs. Accord and Nealy west of Mountain Home the previous day the diesels with tm's smoked did not make the line-up on Sunday's train, the wagons did though. Our car driver was making 90+ when the Saturday train ran away from us west of Cleft...never to be forgotten. According to the steam crew when chatting later the boys decided to see what the old girl had in her since heavy work had been performed!

Even with empties the diesels and steamer were making noise climbing the Blues the next day, too bad it was not loads, would have been quite the show.

Page 297: The 6115 is in the siding at present day Juniper waiting for a passenger special carrying Dick Davidson and other officials that departed Eastport, Idaho, earlier in the day. The 6115 was photographed at 6:24 p.m., the officials slipped by at 6:39 p.m.

Pages 304, 341 & 343: The UP-SI bridge in Spokane was re-decked and opened as the Iron Bridge Trail in 2014.

Page 316: Right hand column, top of page: Nos. 71-72 were discontinued on September 9, 1955 per Western Railroader.

Page 342: The photos of Sandpoint and Bonners Ferry depots were taken on September 27, 1983, not in the early 1960s as stated in caption.

Page 342: Credit top photo to Gerald Quinn and not Sheldon Perry.

Page 356: In photo caption, correct spelling of Hawthorne Bridge is with an "e" on the end, and correct year of eviction is 1956, not 1957.

Page 357: Right hand column, first line of lower paragraph: Delete "In 1957" and replace with "On September 17, 1956". This per Western Railroader of 12/56.

Page 357: The Portland Traction interurban shown in photo is headed south to Oregon City. The photographer appears to be at the back of an interurban headed north to Portland. This appears to be a meet at Gladstone on the passing siding. The Clackamas River bridge in the distance began to collapse in March of 2014 and had to be torn down by UP.

Page 379: Credit top photo to John Guernsey and not Sheldon Perry.

Page 385: Credit photo to Gerald Quinn and not Sheldon Perry.

Page 394: The pictured diesel, No. 487, is actually GP20, not a GP38-2.

Page 397: The eastbound train in the top photo is at the crest of the grade at Telocaset. It appears the engineer has reduced power in transition to dynamic braking but others believe the locomotive set is still working in maximum power.

Page 404: The train is at the crest of the grade at the east switch of Kamela. The locomotives are going downhill and may be in dynamic braking, but the rest of the train is still going uphill.

Page 410: Correct bottom photo caption to indicate that the abandoned cinderblock office is still in existence.

Page 420: Credit author's collection for top photo.

Page 420: The section house in the bottom photo has been torn down and all remain buildings at Marengo have been removed as well.

Page 426: Correct Penn Jct. to read Peninsula Jct.

Page 430: The Dallas is 85 miles east of Portland.

Page 430: Photographer Depperman comments to the effect that the top photo was taken on a Sunday morning at The Dalles, Oregon, so there won't be much if any activity going on that day. The local did not work on Sunday at that time.

Page 431: Photographer Depperman comments: "Today there is almost no business here at Cascade Locks. Technically, any business left is at the mill a mile or two to the east. All buildings, except one, at this photo location (in town) are gone."

Page 433: Top photo, exact date cannot be confirmed. Also, Union Switch & Signal, not General Railway Signal, manufactured the CTC machine shown in the photo.

Page 438: Credit top photo to Roger Ingbretsen and not Sheldon Perry.

Page 454: Bottom caption should indicate that the cars are empty and the Local is about to spot the cars to be loaded.

Page 455: The head brakeman is lining the derail at Condon. The conductor was in the caboose.

Page 449: Photographer's name is spelled wrong, should be Ed Austin.

Page 456: The location of the top photo is south of Gwendolen.

Page 456: At the time the bottom photo was taken, Union Pacific crews still handled the garbage trains on and off the branch. The caption is accurate from and after the time the operation was turned over to the short line.

Page 458: By 1984, Heppner and Condon Branch crews were running out of The Dalles, OR. Gary Conley, retired locomotive engineer living in The Dalles, says the move from Hinkle was made about 1980.

Page 458: Retired engineer Gary Conley was the regular hogger on the Heppner and Condon locals. He recalls that the last train to Heppner was on June 30, 1994. Conley is certain no train went to Heppner on July 14th; he would likely have been the engineer had there been one. The July 14th date is actually the date of abandonment as reported to the ICC.

On the last run on June 30th, the train was met at Heppner by city officials, there were photos made for the newspaper, then 4-6 city people rode the train down to lone, where officials and train crew went to dinner. The Heppner folks were then transported back home, while the train finished it's run.

Page 460: The section house was unoccupied by the date of the photo.

Page 461: Bottom photo at Hooper Jct., the Palouse River Railroad switcher is actually just sitting

unoccupied.

Page 463: Top photo location is near Rowena roughly halfway to Crates.

Page 464: The location of the photo is between tunnels 10 and 11, not between 9 and 10 as stated in the caption. This is just north of Joso station.

Page 467: The trestle shown is the Trout Creek Trestle. Brocher Creeks flows into Trout Creek above this location.

Page 472: The brick structure shown the in photo still exists and has not been torn down.

Page 472: Credit photo to John Guernsey and not Sheldon Perry.

Jeff Asay
May 20, 2015