

THE
U. S. ARMY CORPS OF ENGINEERS
Walla Walla District

AND
SPOKANE, PORTLAND AND SEATTLE RAILWAY

INVITE YOU!

EVENT:

Press coverage of first train over 77 miles of relocated Spokane, Portland and Seattle railroad track along the John Day Lock and Dam future reservoir, on new continuous-weld rails. Conclusion of over four years of work, involving about \$40,000,000.

DATE: Tuesday, 16 May 1967

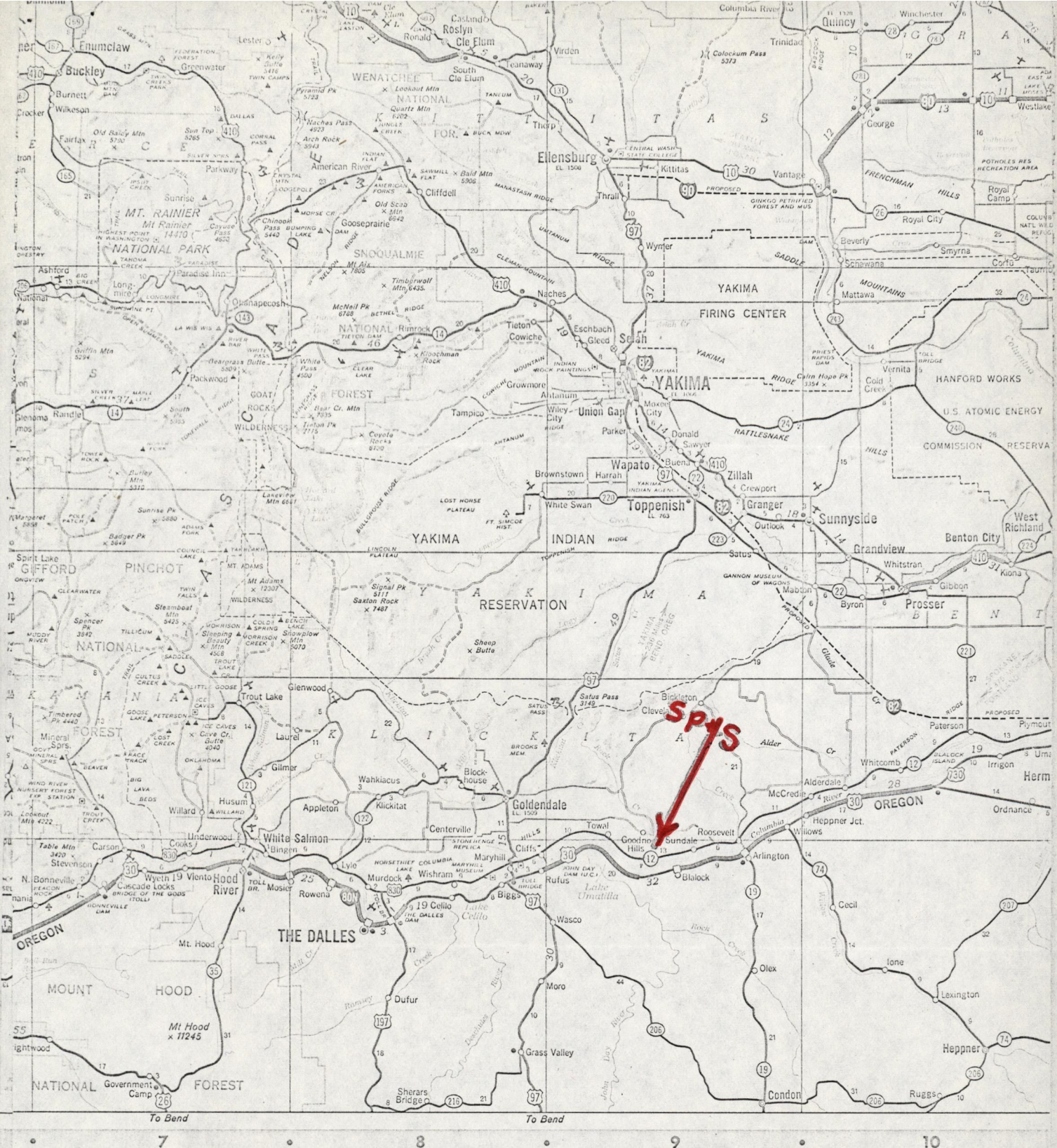
OFFICIALS PARTICIPATING:

Mr. N. S. Westergard, Vice President and General Manager,
Spokane, Portland and Seattle Railway
Mr. H. F. Moy, Chief Engineer, SP&S Railway
Brig. Gen. E. P. Yates, North Pacific Division Engineer,
U. S. Army Corps of Engineers
Colonel Frank D. McElwee, Walla Walla District Engineer,
U. S. Army Corps of Engineers
Mr. C. B. Olmstead, Chief of Construction Division,
Walla Walla District,
U. S. Army Corps of Engineers

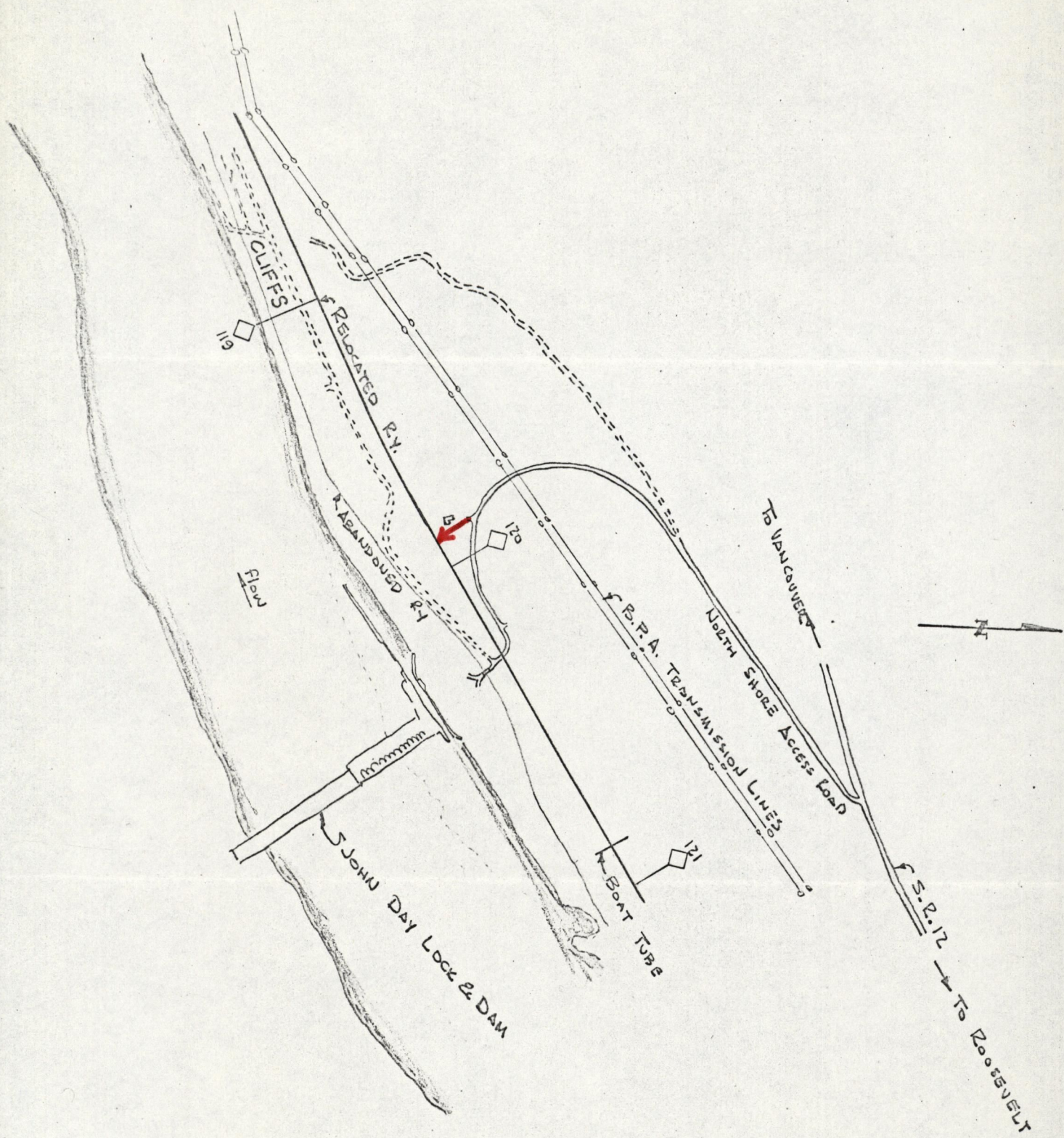
TIME: 11 to 12:30 p.m. (Rain or Shine -- see schedule)

PLACE: Goodnoe Hills Siding, Washington, to Mile Post 120, (John Day Lock and Dam), North Shore of Columbia River, accessible by State Road #12. (See Maps)

REGIONAL PRESS: Meet before 1100 at GOODNOE HILLS siding, SP&S Railway, (see maps) invited to ride train to JOHN DAY. Arrangements will be made by Corps to return these to GOODNOE HILLS and their cars, via Corps' autos, following main event at JOHN DAY at 1130. (Individual details worked out by Mr. Witherspoon, TLO, Walla Walla District, (509) 525-5500, Ext. 143.



Metropolitan PORTLAND, SEATTLE, SPOKANE and TACOMA, ask any Shell Dealer in those areas.





PRESS POTENTIALS

INTERVIEWS: Mr. N. S. Westergard, Vice President and General Manager,
SP&S Railway

Economic importance of railway.
Effects of welded-rail stretch on traffic.

Mr. H. F. Moy, Chief Engineer, SP&S Railway

Technical aspects of welding process.

Brig. Gen. E. P. Yates, Corps North Pacific Division Engineer

General policy of Northwest water development.

Col. Frank D. McElwee, Walla Walla District Engineer, CofE.

Magnitude of relocation.
The John Day Dam and pool.

Mr. C. B. Olmstead, Walla Walla District Chief of Construction

The welded rail techniques

HANDOUTS: Facts and figures on relocation project.

PICTURES: Party boarding placarded engines at GOODNOE HILLS siding.

Officials before train at JOHN DAY, with dam project in background.

Train breaks large signboard across track, marking first traffic.

Moving shots from deck of locomotive on trip from GOODNOE HILLS to JOHN DAY.

Color-movie filmstrips of continuous-weld process, given out by Corps TLO. (about 45 seconds, plus script)

Any reasonable special pose or action.

GENERAL TIMETABLE

15 May: Messrs. Westergard, Moy, and Barlow arrive, RON Pasco.

16 May: Messrs. Westergard, Moy, and Barlow board westbound freight, Pasco. Freight starts for GOODNOE HILLS Station, (Mile Post 130.7), ETA 1100.

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16 May:

0945: Brig. Gen. Yates, plus 4 press, leave Portland, via charter, for THE DALLES; ETA THE DALLES, 1010.

1010: The Dalles project automobiles (5) embark Brig. Gen. Yates and party, plus Col. McElwee and party, for trip to GOODNOE HILLS siding, ETA 1100.

1100: Brig. Gen. Yates and Col. McElwee, and press party, board engines at GOODNOE HILLS; train departs for John Day site. Corps autos leave for John Day north access road site near CLIFFS. (See page 4)

1130: Train and party arrive John Day site, stops, pictures taken, train runs through picture sequence, resumes journey to Portland, minus all parties.

1140: Brig. Gen. Yates, Mr. Westergard, and Portland party embark for THE DALLES via Corps automobiles. Press returned to GOODNOE HILLS via Corps' autos.

1230: Brig. Gen. Yates and Mr. Westergard, plus five, depart in charter for PORTLAND, ETA 1300.

1230: Col. McElwee and party depart THE DALLES for WALLA WALLA by charter, ETA 1315.

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16 May:

0915: Col. McElwee and Mr. Olmstead depart WALLA WALLA for THE DALLES, ETA 0955.