

POM & MCGG grain delivery train

-Continued from PAGE ONE gates capacity per unit of train length. Furthermore, there are various customization options available to suit specific shipping requirements.

While the new longer unit trains represent a significant advancement in grain transportation, their seamless offloading is limited by the availability of sidings at the receiving facilities.

According to the Progressive Railroading website, CP set a new record for Canadian grain and grain product transportation in January, moving 2.29 million metric tons (MMT). Throughout January, CP transported over 15 MMT

of grain and grain products in the 2022-23 crop year, marking a 45% increase compared to the same period the previous year. The introduction of the HEP hopper cars has enabled CP to move approximately

40% more grain per train. Although these trains have become common in Canada, they are a new phenomenon in the United States. Two years ago, in November, Farmers Elevator Co., a locally owned



Picture of corn being dropped into a rail car ready to be shipped across the nation. - Contributed Photo

cooperative in Honeyford, North Dakota, loaded the first of these trains but had to ship them to Canada because no U.S. facility could accommodate unloading units of this size. This time, however, the locally owned cooperative is shipping another large train of corn from their elevator in Honeyford to Morrow County Grain Growers' Boardman, Oregon elevator. This 142-car train carries over 550,000 bushels of corn and will be used as feed for local livestock.

In a press release, Kevin Gray, the general manager of Morrow County Grain Growers, expressed his excitement about the accomplishment, stating, "All of us at Morrow County Grain Growers are ecstatic to have our Boardman shuttle facility be the first in the United States to unload a CPKC unit train of this size. It's been truly transformational seeing our employees and the grain facility develop to the point where we can handle a major feat like this." He also acknowledged the foresight and strategic planning of the Port of Morrow in developing the necessary rail infrastructure to support this achievement.

The expansion of the Boardman facility to receive the HEP unit train in a single pass was made possible by the Connect Oregon grants. The Port of Morrow received a grant of \$6.55 million in 2019, while Morrow County Grain Growers obtained a grant of \$2.1 million in 2022. These grants facilitated the addition of two 600,000-bushel grain bins, a 60,000-bushel-per-hour bottom-dump rail unloading facility and conveyor system, enhanced safety measures, and the expansion of the East Beach rail loop system.

Board meeting of Ione School District

The Ione School District Board of Directors will meet for a Regular Board Meeting on Tuesday, December 5, 2023, at 5:30 pm at the Ione School District cafeteria. A work session

will start at 5:00 pm. Microsoft Teams meeting Join on your computer, mobile app, or room device. Meeting ID: 298 505 567 123 Passcode: TRFkf2

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CP

Dedicated to Grain

CP plans to invest a half billion dollars in new, highly efficient hopper cars.

<p style="text-align: center; font-weight: bold;">BIGGER</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p style="font-size: 24pt; font-weight: bold;">93</p> <p style="font-size: 8pt;">TONNES OF WHEAT</p> </div> <div style="text-align: center;"> <p style="font-size: 24pt; font-weight: bold;">102</p> <p style="font-size: 8pt;">TONNES OF WHEAT</p> </div> </div>	<p style="font-size: 24pt; font-weight: bold;">+10%</p> <p style="font-size: 8pt;">Weight capacity per car over government hoppers</p>
<p style="text-align: center; font-weight: bold;">SHORTER</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p style="font-size: 24pt; font-weight: bold;">59 FT</p> </div> <div style="text-align: center;"> <p style="font-size: 24pt; font-weight: bold;">56 FT</p> </div> </div>	<p style="font-size: 24pt; font-weight: bold;">+15%</p> <p style="font-size: 8pt;">Additional cubic volume per car over government hoppers</p>
<p style="text-align: center; font-weight: bold;">TODAY: 7,000 FT DEDICATED TRAIN</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p style="font-size: 12pt;">GOVERNMENT HOPPER</p> <p style="font-size: 8pt;">Canada 93 TONNES</p> <p style="font-size: 24pt; font-weight: bold;">x 112 CARS</p> <p style="font-size: 14pt; font-weight: bold;">10,400</p> <p style="font-size: 8pt;">TONNES OF WHEAT</p> </div> <div style="text-align: center;"> <p style="font-size: 12pt;">NEW CP HOPPER</p> <p style="font-size: 8pt;">102 TONNES</p> <p style="font-size: 24pt; font-weight: bold;">x 118 CARS</p> <p style="font-size: 14pt; font-weight: bold;">12,040</p> <p style="font-size: 8pt;">TONNES OF WHEAT</p> </div> </div>	<p style="font-size: 24pt; font-weight: bold;">5% SHORTER THAN GOVERNMENT HOPPERS</p> <p style="font-size: 8pt;">Allowing for more cars per dedicated train</p>
<p style="text-align: center; font-weight: bold;">FUTURE: 8,500 FT HIGH EFFICIENCY TRAIN</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p style="font-size: 12pt;">NEW CP HOPPER</p> <p style="font-size: 8pt;">102 TONNES</p> <p style="font-size: 24pt; font-weight: bold;">x 147 = 15,000</p> <p style="font-size: 14pt; font-weight: bold;">TONNES OF WHEAT</p> </div> </div>	<p style="font-size: 24pt; font-weight: bold;">16% INCREASE PER TRAIN</p> <p style="font-size: 8pt;">New hopper cars allow for faster loading and unloading</p> <p style="font-size: 8pt;">More reliable fleet, reducing maintenance related delays</p>
	<p style="font-size: 24pt; font-weight: bold;">44% INCREASE PER TRAIN</p> <p style="font-size: 8pt;">New hopper cars coupled with CP's 8,500 FT high efficiency dedicated train model will add significant capacity for the movement of grain</p>

A graphic from 2018 showing the estimated difference in train cars and CP's plan for the future that has arrived. - Contributed Photo

From the Heppner Gazette Times Archives

-Continued from PAGE TWO

the body, he got out of the pickup rather quickly. He came to town on Monday and had his injuries dressed, and since been resting at the home of his brother, F.M. Lovgren in this city. The truck had one front wheel and the windshield smashed, and Mr. Lovgren had an experience that he does not care to repeat.

- this one with a simple title 'Have Auto Accident' Berl Gurdane and Glenn Jones left Heppner Friday evening for Portland and Eugene in Berls' car, to take in the Oregon-Aggie ball game. On their way to Eugene Saturday morning, they met with a mishap which put the car up for repairs. About nine miles north of Salem while in line behind two other cars they came upon a woman on the highway buying from a peddler. All three cars were forced to pull into the middle of the road to miss the women, when a big stage came around a curve just ahead. The lead cars were able to see the stage to miss it, but Mr. Gurdane's view was obstructed until too late to pull clear. The stage hit the front left fender and wheel, knocking the car from the road and doing enough damage to out it out of running order. Mr. Gurdane had the car towed to Salem for repairs, and the two men caught a train into Eugene, getting there in time for the big game."

emerge. "S. W. Medows and wife of Portland were here on Friday to attend the funeral of the late S. W. Medows, his father. Wilford was one of the Heppner Boys who served in the Uncle Sams Navy during the war. He received injuries that caused him to lose one of his legs, but by wearing an artificial leg he does not present the appearance of being very badly crippled, and he is able to hold down a job in the city to make a livelihood. Mr. and Mrs. Meadows returned home on Saturday."

Another local news item. "The Elks Club of this city was the scene of a bridge party on Wednesday afternoon of last week, Mesdames George Thomson, E. E. Clark and L. E. Van Marter being the hostesses, and entertainment was had for 45 ladies. Honors went to Mrs. W. R. Irwin, Mrs. Chas. B. Cox and Mrs. M. L. Curran, the consolation prize to Mrs. J. J. Nys. For the occasion the club rooms were beautifully and apparently decorated."

Quirky columns also find their place amidst the news, providing a glimpse into the everyday musings of town residents, featuring 'Slats Diary' by Ross Farquhar, note that the spelling is exactly from the article in 1923, "Friday Pa was tawking to a man today about one of his ole former friends witch he use to go to skool with him and this friend all ways wanted to be a going to colliges and

ect. and Pa asked the man did his old frend ever finish up his education. But the man sed no he haddent got to finish up his education he had went and dies in the form of a ole Bachelor. Saturday- well Pa got in bad agen today on a very serious prospersion. One of Ma's swell lady frends was a going on a long trip across the country. And then one of her frends over in the city died. So she went Pa down town to fer 2 bokays at the same time and sent them to the various ladies in question. Tonite one lady called her up on the long distance telephone, and called her out for insulting her by sending flowers with a mottoe like that witch was at rest. Then Ma begun to smell a light ad asked Pa what mottoe he got put on the bokays and he replied sorrowfly that it was good luck."

Another column from the time includes this one from Gilliam & Bisbee's Column "If a McCormack Header is your choice, Buy it now. No McCormack Headers manufactured since 1922 and these will be made no more. The Deering will take the place of the McCormack. We have a few McCormack's in stock for the season. The most economical way to take care of your grain hay is with a Binder. We have both the McCormack and Deering in stock. With such a large crop all over the Northwest there is likely to be a shortage in Binder Twine. Buy it now while we have

it in stock. Superior Manilla, 650 feet to the pound. We have a large stock of McCormack and Deering extras, also Mallable Chain Belting. We try to have everything necessary to rig up for harvest- Oils, Greases, Doubletrees, Singletrees, and a lot of the things- and what we have not got we will get for you. Come in and see us when in need of anything and we will try to give you one hundred cents worth for a dollar."

Advertisements transports you further into this nostalgic world, promoting products and services that were relevant in 1923. Some of the advertisements include, Wrigley's Juicy Fruit Chewing Gum, Red Crown Gasoline, Good Year tire, H. L. Colman & Co clothing, Hardwood Jewelry, Lucky Strike Cigarettes, and a Cash & Carry add with the prices of some things you would have needed for Thanksgiving. Those items are; Otter Brand Oysters, per can...20cents. Sweet Potatoes...3lbs for 25cents. Gold Bar Peas, per can-25cents. Corn on the Cob, per quart....35cents Pumpkin and Squash, per lb.....3cents Mince Meat, Knights Bulk, per lb....25cents Libby's, per can lb....45cents Olives, Stuffed.....24cent Green.....15cents and 25cents Ripe.....15cents Cranberries, per quart...20cents Fresh Celery, Lettuce, etc., at Market Prices.

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