

Welcome to the Meteline Falls Railroad



History

The original rail line between Meteline Falls and Newport, Washington was constructed during the years 1909 to 1911, and was named the Idaho and Washington Northern (I&WN). In 1916, the line was sold at auction to the Milwaukee Road. The MILW ran the line (known then as the Meteline Falls Branch) until 1979, when it was declared no longer economically feasible to keep the line in operation. Rather than abandoning the line, the citizens of Pend Oreille County joined together and voted to create the Port of Pend Oreille to save the railroad along with the many industries in the valley that relied on its service. Thus, the Meteline Falls Railroad (MFR) was born.

Today (Spring of 2016) the railroad serves a variety of customers along the Pend Oreille River between Sandpoint, Idaho and Usk, Washington. Its engine shop offers repair and rebuild services on a contract basis, and the local Lions Club operates occasional excursion trains north to Meteline Falls, which provides area schools with funds for football uniforms and field trips.

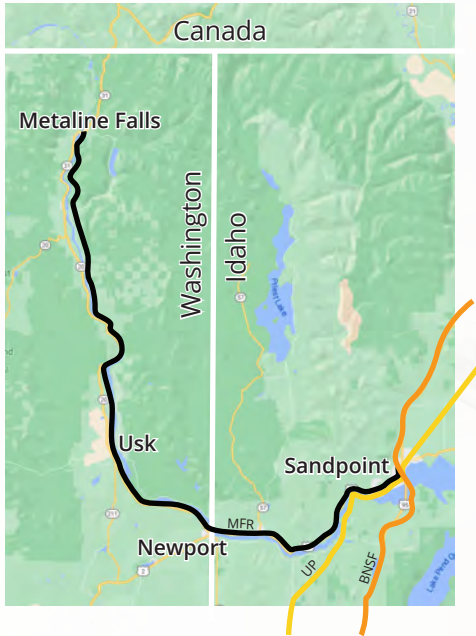


Photo by: Bill Hooper

Sandpoint, ID

Pacific Steel
And Recycling
3 2 1

UP Mainline

Boyer Yard

Bell Lumber
and Pole

Usk, WA

Lehigh Cement

Ponderay Newsprint

Vaagen Bros.
Lumber

Tips for Operation

- Switches diverging from the mainline have switch locks located on the fascia directly across from the switch. These switches will need to be "unlocked" by the conductor before proceeding onto the track and "locked" again when work is done.
- A number of sidings have derailleurs and gates which will need to be opened by the conductor before working the track. Contact an industry representative (Matt) to remove blue flags before switching out cars at an industry.
- Engineers should blow the horn at crossings (two long, one short, one long). Short horn blasts can also be used when approaching a location where workers may be on the tracks.
- Bells can be used in the yard at the start of a movement, but it is not required to leave the bell on the entire time.
- In order to service Pacific Steel and Recycling, train crews will be required to contact Union Pacific Dispatch (Matt) to acquire a track warrant before proceeding onto the UP mainline.
- Switches connecting UP and MFR trackage are remotely controlled. Both MFR and BNSF crews will need to contact UP Dispatch to receive permission to operate the switches before proceeding.
- Most importantly, relax and have fun! If you have questions or suggestions, don't hesitate to speak up!