

# Short History of the Spokane International

## By Bill Maltby

This is a work in progress, if you have additional material to help the author, please email it to [SI@uphs.org](mailto:SI@uphs.org)

The Spokane International was owned by CP from around 1910 until the 1930's. After that it was independent until UP bought it in 1958. The SI had 12 Alco RS1 diesels. They were purchased in 1949 & 1953 and numbered 200-211. These 12 were the only SI diesel locomotives. In 1962 they were repainted yellow & gray and renumbered 1211-1222 although they were still lettered Spokane International and kept that lettering until they were retired. 10 of them were traded in to EMD in 1969 and scrapped. 1216 & 1218 were sold to Chrome Crankshaft and resold to WP subsidiary Tidewater Southern and renumbered 747 & 746. 747 was scrapped and 746 was resold to Central California Traction and renumbered 80. CCT 80 was sold to a private party and was still intact and in storage in Willits, CA. at last report. The information I have is that once UP purchased the SI in 1958 the only immediate change in motive power was that UP power was assigned to the Hinkle-Eastport through freight. This seems to have been mostly F units. The RS1's were still used on locals and yard jobs. After painting in 1962 the RS1's seem to have spent a lot of time in Nebraska, Kansas and Colorado. I have seen photos of them in Spokane in the late 60's though. After the SI power transferred out UP seems to have used mostly EMD power on this line. In the 60's that would have been F units and GP9's. I don't know when UP started using 6-axle power on the SI. I don't have any info on exactly what the UP used on the SI in the 60's. As a guess, except for the RS1's the SI power would have come from whatever UP had assigned to the northwest at the time which was mostly EMD power. I have seen photos of Spokane and the branches in the area with some of the odd stuff UP had. RSC2's were used on the Wallace Branch and there are photos of Fairbanks Morse roadswitchers in Spokane. These may have made it onto the SI, I just don't know for sure. Just a note about the SI to CP interchange. Until shortly before UP purchased it the SI ran into Canada and interchanged at Yahk, BC. For some reason they pulled back to Eastport, ID in 1956 or 1957 and didn't cross the border after that. I'm pretty sure the track from Eastport (or Kingsgate, BC) to Yahk was always owned by CP with SI having trackage rights.

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