



ON THE SYSTEM

The Official Publication of the UNION PACIFIC RAILROAD HISTORICAL SOCIETY

HISTORY OF THE SPOKANE INTERNATIONAL RAILROAD

Volume 1, Number 8, August, 1980



The following is a brief history of the Spokane International Railroad compiled by the Union Pacific Railroad in 1962.

D. C. Dorbin, a pioneer construction magnate in Spokane, WA, considered the building of the Spokane International Railway as his most significant achievement, climaxing previous ventures that included establishment of the first irrigation project, sugar

refinery, iron works and one of the first railroads in the region. At the turn of the century Corbin envisioned an alternate to existing transcontinental routes by connecting the Oregon Railroad and Navigation Company at Spokane with the Canadian Pacific which controlled the Soo Line into the Twin cities and Chicago. Sir Thomas Shaughnessy, President of the Canadian

Pacific, favored the plan because it would give him a direct connection with Portland, OR and all Pacific Coast points.

With a favorable traffic agreement and some financial support from the Canadian Pacific, the proposed company was chartered in the state of Washington on January 1, 1905 as the Spokane International

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COVER PHOTO —

Somewhere along the Spokane International Railroad, U.P. 505, is southbound with a Canadian Pacific interchange train sometime after the purchase in 1962.

Photo courtesy Union Pacific RR

EDITORIAL

In the later part of 1977 the Canadian Pacific Railroad and the Union Pacific Railroad reached an agreement that permits run-through operations between Calgary, Alberta, Canada and Hinkle, Oregon. This agreement means that Canadian Pacific units will reach Hinkle, Oregon and the Union Pacific units will go as far north as Calgary, Alberta. Both railroads will supply power on an alternating basis, depending upon the availability of power on either road.

In order to make this run-through agreement the Union Pacific had to make several changes to the units that would be included in the run-through operation. Several SD-40-2's were modified to conform to Canadian operating rules. Changes that were made included the addition of "ditch lites" for operating in bad weather. Weather such as the Northwest fog and downpouring rains and for better visibility around curves. Other changes included the addition of the "Canadian Step" on the engineer's side of the short hood to facilitate servicing of the unit when the front pilot is snow packed. This change involved the removal of the grab iron on the engineers side battery box and replacement by a safety tread step similar to the step already on the fireman's side battery box.

On the other side of the border changes were made to the Canadian Pacific units involved in the run-through to allow their operation in the United States. This meant that strobe-type flashing warning lights had to be fitted on the roofs of each units cab.

Originally the power was changed on each train at Eastport or Kingsgate, British Columbia on the border. Now this will not have to be done as each train can continue to

operate in either direction uninterrupted.

This international agreement is the first of its kind in Union Pacific history. It demonstrates the efforts the Union Pacific Railroad and its connecting railroads are making to overcome barriers in order to promote faster train schedules and better service for their shippers.

In the Northwest on the Canadian Pacific the winter months tend to be busy months yet not as busy for the Union Pacific. Where as in October the U.P. is busy and the C.P. is not as busy as it is in the winter. This means that each can utilize the others locomotives when the other is not in as much of a need for them. Thus the run through tends to be somewhat one sided depending upon the time of year and each road benefits from the other during times of need.

Along with this run-through agreement each road is blocking their respective trains for faster handling when they reach the others yard. For the Union Pacific this is done in the new yards at Hinkle, Oregon (Hinkle is near Hermiston if you can't find it on the road map, I only say that because there is no 'town' as such, just the yards). The operation over the Spokane International (Eastport to Spokane) and the Union Pacific (Spokane to Hinkle) includes at least two trains every 24 hours for an average.

Although run-through agreements are not new to the Union Pacific, this one is in that it is international. The number of agreements in operations at this time is unknown but I am sure the U.P. has a run-through agreement with almost every railroad it interchanges with now. This C.P.-U.P. agreement just about covers them all and without the Spokane International it would not have been possible.

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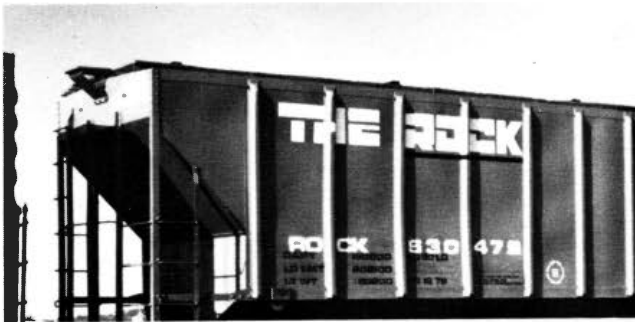
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	51	0-6-0	Cooke/1910	20x28	5'
	52	0-6-0	Schenectady/1942	21x28	5'
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	D	6/74	73661-6	390,000	3248
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NEXT MONTH

- THE LAST WEEKEND OF UNION PACIFIC STEAM
- FREIGHT CARS LEASED TO THE ROCK ISLAND, Part 4
- FAST FORTY RENUMBERING, Part 2

NEWS BRIEFS

● All of the remaining E-unit fleet were put to rest on July 23, 1980. 928, 951, 954, 960, 968B, 969B, 973B and 974B are all destined to be stripped of their engines for the SW-10 Program. All of the units have questionable futures except 928 and 951. These two will be sent to North Platte to be cleaned-up and fixed-up so that 928 can be donated to a museum and 951 will be added to the permanent power collection in the Cheyenne Roundhouse.

● Last month we reported that the W.P. had returned 19 leased C-30-7's. This month they leased 15 SD-40-2's from the Union Pacific.

● Sold to Hyman-Michaels (Chicago Yard) were DD-35's 74B, 89B and 98B, NW-2, 1093 and U-28-C, 2808.

● Precision National Corp. purchased GP-9's 279, 285, 311 and 313 and DD-35's 82 and 82B.

● Sold to Bargins Galore and shipped to J. Simon and Sons was GP-20, 496 in August.

● The I.C.G. purchased NW-2, 1090 in August also.

● Retired, waiting disposition for the month of August were GP-9's 191, 223, 243, 249, 267, 293, 316, 324 and 347.

● Destined for long-term storage were DD-35's 71-74, 76-77, 79, 81 and 93B. The storage location is reported to be Las Vegas.

● SD-40-2, 3408 (ex 8073) now has a sheet metal sign, similar to the signs carries on cabooses, on each side of the unit just behind the cab and attached to the handrails. The slogan was "Save Your Energy, Follow Our Tracks". Their are to be 15 different slogans being put on SD-40-2's, 3609-3768 during the next several months. 786287.



SPOKANE INTERNATIONAL RAILROAD CO.

SPOKANE, WASHINGTON

Continued from page 1.

Railway.

Physically the line starts at Spokane, WA, where it now has connections with the Union Pacific, Milwaukee Road, Great Northern and Northern Pacific, and travels northeastward to Eastport, ID on the Canadian border where it connects with the Canadian Pacific Railway. The Spokane International also has Idaho connections with the Northern Pacific and Great Northern at Sandpoint and Coeur d'Alene, ID, with the Milwaukee Road at Grand Junction and Coeur d'Alene, ID, and with the Great Northern at Bonner's Ferry, ID.

Corbin arranged financing for the new company with a group of New York associates and issued \$4,200,000 in bonds and an equal amount in capital stock.

Construction started shortly after the company was founded following a route between the Selkirk and Cabinet Mountains skirting Pend Oreille Lake. Building through this rugged and scenic country required 28 bridges and three tunnels on the 139.26 mile main line.

The railroad began operation on November 1, 1906 with D. C. Corbin as President. Under his management a 10 year option to purchase the company was extended to the Canadian Pacific Railway.

Transcontinental passenger service was started over the route in 1909. Union Pacific timetables carry the first listing of the Soo-Spokane-Portland trains on May 16, 1909. Apparently the service was not entirely successful because the "Soo" trains disappeared from the schedules after February 8, 1914.

During the forty years of operation Corbin decided his

railroad should have branch lines to serve the towns of Bayview and Coeur d'Alene in Idaho. Following his original pattern, the Coeur d'Alene and Pend Oreille Railway was incorporated on March 29, 1910 in Washington as a subsidiary of the Spokane International. On July 1, 1910, a 9.04 mile branch from Coeur d'Alene Junction to Coeur d'Alene and an 11.61 mile branch from Corbin Junction to Bayview, ID were put into operation.

In 1917 the Canadian Pacific exercised its option and acquired the Spokane International. They brought E. S. McPherson from their offices in Minneapolis of the Soo Line to Spokane to operate the railroad first as assistant to the President and later as Vice President and General Manager. The financial condition of the railroad was changeable in the 1920's and by 1925 there was a definite trend of declining passenger revenues caused by the rising popularity of automobiles and improved roads. By 1930 operating losses were accumulating successively. The financial woes of the railroad reflected the low level of business activity following the stock market crash and were further aggravated when both the United States and Canada attempted to protect their teetering business structures with protective import tariffs. Among the charges imposed by the U.S. was a duty on coke and an increased tariff on coal. One of the Canadian moves took the form of an import duty on agricultural products.

These actions dealt a mortal blow to the Spokane International because the commodities covered were the most important sources of revenue to the railroad. In 1933 the

Spokane International filed a petition of bankruptcy. The U.S. District Court, Eastern District of Washington, Northern Division, at Spokane appointed McPherson to continue to guide the road's operation as trustee. Three years later a relaxation of the tariff barriers stimulated traffic for the Spokane International and helped reduce the railroad's operating deficit. McPherson filed a reorganization plan for the Spokane International. A second plan was filed by a committee representing three bondholders. In 1937 the Bureau of Finance of the Interstate Commerce Commission filed a plan that was opposed by both previous parties.

McPherson attempted to reduce the deficit further in 1938 by applying to the I.C.C. for abandonment of the Bayview branch which he said had been an unprofitable operation for at least 10 years. The commission approved his request and the operation ceased January 12, 1939.

During 1939, a compromise reorganization plan for the Spokane International Railway and the Coeur d'Alene and Pend Oreille was approved by the I.C.C., and the District Court. It was submitted to creditors for approval on March 2, 1940.

On April 1, 1941 the Spokane International Railroad was incorporated to take over the defunct Spokane International Railway. With E. S. McPherson as President, the new company assumed control of the railroad property on October 1, 1941.

Under the terms of the I.C.C. reorganization plan, the Spokane International capital stock.....Canadian Pacific owned 39,418 of the 40,000 outstanding shares.....was determined to be without value



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S.I. 201 (U.P. 1212) is switching out an industry along the Spokane International Railroad. The location is not know or the time the picture was taken, but the record stands. These S.I. units were a good looking RS-1. Photo courtesy Union Pacific RR

and eliminated as was the capital stock of the Coeur d'Alene and Pend Oreille which was owned by the Spokane International. Holders of \$1000 5 percent gold bonds were given \$600 income bonds and 6 shares of no par value common stock in the reorganized company. Claims entitled to priority over outstanding mortgage bonds were assumed by the new company.

McPherson died August 26, 1948 and was succeeded on November 1, 1948, by F. C. Rummel, a member of the Spokane International Board of Directors and Chairman of the Executive Committee.

Rummel immediately began a sweeping modernization program which had been partly outlined and recommended by McPherson. Few of the half-million ties on the railroad were

chemically treated and required replacement every 10 years. To achieve 30 years of use from ties, he started a program of installing creosoted ties at the rate of approximately 60,000 a year. He also started relaying the mainline with heavier 90-pound rail.

In 1949 Rummel executed a dramatic change by retiring all of the road's 13 steam locomotives. The last steam run was made on December 26, 1949; then nine 1000 horsepower diesel-electrics started hauling Spokane International trains. The move made the S.I. the third Class 1 railroad in the nation to fully dieselize. During the first year of operation motive power costs were cut 24 percent.

In 1954 passenger service was discontinued and a fast perishable freight train

schedule was inaugurated. At the same time all Spokane International trains were equipped with radio communication equipment to expediate their movements.

The following year Union Pacific offered to acquire the Spokane International with an exchange of stock. This transaction was approved by the Interstate Commerce Commission and executed on October 6, 1958. Operation under U.P. management began January 1, 1959.

While the Spokane International is operated separately from the Union Pacific, its principal officers hold the same positions with the parent company. After the change in ownership, Rummel served for a short time as special representative in Spokane for Union Pacific's President A. E. Stoddard.

ALL TIME ROSTER OF THE SPOKANE INTERNATIONAL

Steam Locomotives and Diesel Locomotives

S. I. Number	Type	Builder/Date	Cylinders	Drivers	Weight	Tractive Effort	Remarks
1	4-6-0	Rogers/1907	20x24	67	168,000	24,400	Rebuilt 1920, renumbered 101 .
2	4-6-0	Rogers/1907	20x24	67	168,000	24,400	Rebuilt 1920, renumbered 102 . Scrapped 1947.
3	4-6-0	Rogers/1907	19x24	67	156,000	22,000	Rebuilt 1920, renumbered 103 .
4	4-6-0	Rogers/1907	19x24	67	156,000	22,000	Rebuilt 1920, renumbered 104 .
9	4-6-0	Pittsburg/1888	18x24	51	100,600	17,500	Purchased secondhand 1906. Sold 1916 to V&S RR.
10	4-6-0	Pittsburg/1889	18x24	51	100,600	17,500	Purchased secondhand 1906. Sold 1913 to ACWL Co.
11	2-6-0	Baldwin/1888	18x24	51	102,000	19,165	Purchased secondhand 1906. ex BR&P RR 13. Sold 1923 to HL Co.
12	2-6-0	Baldwin/1888	18x24	51	102,000	19,165	Purchased secondhand 1906. ex BR&P RR. Sold 1920 to OC&E RR as their number 2.
21	2-8-0	Rogers/1906	20x28	57	180,000	33,400	
22	2-8-0	Rogers/1906	20x28	57	180,000	33,400	Rebuilt and renumbered 122 .
23	2-8-0	Rogers/1906	20x28	57	180,000	33,400	Scrapped 1947.
24	2-8-0	Rogers/1906	20x28	57	180,000	33,400	Rebuilt and renumbered 124 .
25	2-8-0	Rogers/1906	20x28	57	180,000	33,400	
26	2-8-0	Rogers/1906	20x28	57	180,000	33,400	Rebuilt and renumbered 126 .
51	0-6-0	Cooke/1910	20x28	57	161,000	33,400	
52	0-6-0	Schenectady/1942	21x28	51	158,000	40,000	Purchased secondhand, ex USA RR.
907	2-8-0	Dickson/1906	23x30	57	236,000	50,600	Purchased secondhand, ex D&H RR 907. Scrapped 1947.
908	2-8-0	Schenectady/1906	23x30	57	236,000	50,600	Purchased secondhand, ex D&H RR 908. Scrapped 1947.
916	2-8-0	Schenectady/1906	23x30	57	228,600	50,600	Purchased secondhand, ex D&H RR 916. Scrapped 1947.
936	2-8-0	Schenectady/1906	23x30	57	236,000	50,600	Purchased secondhand, ex D&H RR 936. Scrapped 1947.
1917	2-8-2	Baldwin/1911	23x30	63	270,400	47,945	Purchased secondhand 1947. ex UP RR 1917.
1936	2-8-2	Baldwin/1912	23x30	63	270,400	47,945	Purchased secondhand 1947. ex UP RR 1936.
2000	2-8-2	Baldwin/1911	23x30	63	270,400	47,945	Purchased secondhand 1947. ex UP RR 2000.

Note:

Unless otherwise noted all steam locomotives were purchased new on date shown as being built.
All steam locomotives active (13) in 1949 were scrapped in December of that year due to the arrival of the new diesel locomotives in November and December, 1949.

Abbreviations:

- V&S RR - Valley & Siletz Railroad (Oregon short line)
- ACWL Co. - A. C. White Lumber Company (location unknown)
- BR&P RR - Buffalo, Rochester & Pittsburgh Railroad (New York short line)
- HL Co - Humbird Lumber Company (location unknown)
- OC&E RR - Oregon, California & Eastern Railroad
- USA RR - U. S. Army Railroad
- D&H RR - Delaware & Hudson Railroad
- UP RR - Union Pacific Railroad

S. I. Number	U. P. Number	Model	Builder	Built	Builder Number	Weight (000 lbs.)	Remarks
200	1211	RS-1	Alco	11/49	77166	249	Sold to EMD, 5/69
201	1212	RS-1	Alco	11/49	77167	249	Sold to EMD, 11/69
202	1213	RS-1	Alco	11/49	77168	249	Sold to EMD, 10/69
203	1214	RS-1	Alco	11/49	77169	249	Sold to EMD, 11/69
204	1215	RS-1	Alco	11/49	77170	249	Sold to EMD, 4/69
205	1216	RS-1	Alco	11/49	77171	249	Sold to Chrome Chrankshaft, 12/69
206	1217	RS-1	Alco	12/49	77839	247	Sold to EMD, 11/69
207	1218	RS-1	Alco	12/49	77840	247	Sold to Chrome Chrankshaft, 12/69
208	1219	RS-1	Alco	12/49	77841	247	Sold to EMD, 7/69
209	1220	RS-1	Alco	7/53	79586	245	Sold to EMD, 11/69
210	1221	RS-1	Alco	8/53	79587	245	Sold to EMD, 8/69
211	1222	RS-1	Alco	8/53	79588	245	Sold to EMD, 11/69

Note:

All diesel locomotives purchased new on date shown as being built.

All diesel locomotives leased to Union Pacific Railroad in 1962.

All diesel locomotives were repainted and renumbered in 1962.



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All of the Spokane International RS-1's were taken over when the Union Pacific purchased the road. Here S.I. 206 and 204 later to become U.P. 1217 and 1215 are working a train on the line. Photo courtesy Union Pacific RR

FREIGHT CARS LEASED TO THE ROCK, **TTT**

Part 3

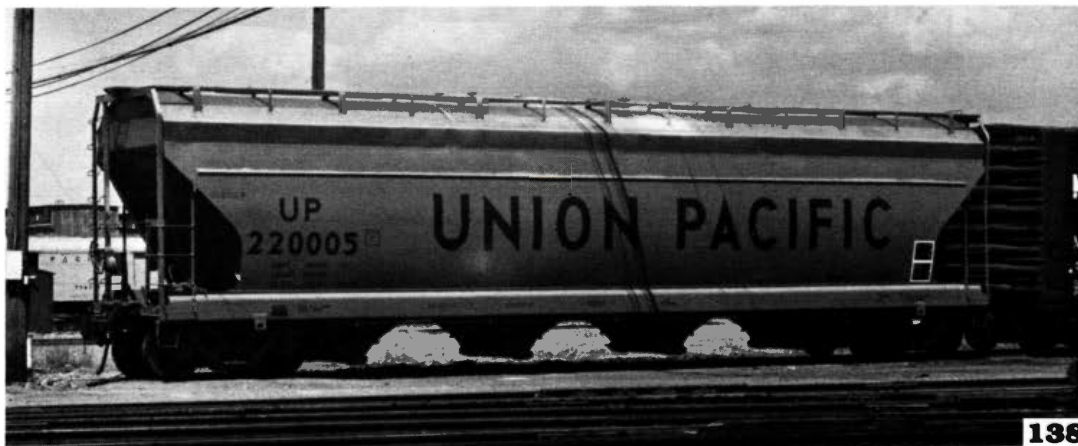
Rock Island Car Number	A.A.R. Design.	Capacity (000 lbs.)	Inside Length	Built	No. of Cars	New U. P. Class	Union Pacific Car Number
12000-12498	LO	200	34'-9"	1967	340	CH-100-43	219300-219674
512000-512126	LO	200	34'-9"	1967	124	CH-100-43	219675-219800
					<u>464</u>	<u>CH-100-43</u>	
Rock Island Car Number	A.A.R. Design.	Capacity (000 lbs.)	Inside Length	Built	No. of Cars	New U. P. Class	Union Pacific Car Number
13978-13986	LO	198	53'-3"	1967	9	CH-100-44	220000-220008
Rock Island Car Number	A.A.R. Design.	Capacity (000 lbs.)	Inside Length	Built	No. of Cars	New U. P. Class	Union Pacific Car Number
130003-130999	LO	200	49'-6"	1967	445	CH-100-45	80952-81488
630000-630480	LO	200	49'-6"	1967	462	CH-100-45	81489-81950
					<u>907</u>	<u>CH-100-45</u>	
Rock Island Car Number	A.A.R. Design.	Capacity (000 lbs.)	Inside Length	Built	No. of Cars	New U. P. Class	Union Pacific Car Number
131401-131499	LO	200	49'-6"	1970	61	CH-100-46	81951-82015
631401-631443	LO	200	49'-6"	1970	34	CH-100-46	82016-82049
					<u>95</u>	<u>CH-100-46</u>	

R.I. 12287 is one of the short 2-bay covered hoppers the R.I. had been leasing through the U.P. These cars are now the only 2-bay 'tear drop' covered hoppers the U.P. has since they had not purchased any themselves. This car is painted in gray with black lettering and will become U.P. 219515 when it is renumbered into the U.P. fleet of freight cars.

Photo by G. B. Davies



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U.P. 220005 is one of only 9 cars in the class CH-100-44. This car was R.I. 13983 but is now painted dark gray with black lettering and part of the U.P. car fleet.

Photo by G. B. Davies



R.I. 630479 was found in the Council Bluffs yard in June of this year awaiting restenciling into the U.P. car fleet. This car will become U.P. 81949. Photo by G. B. Davies

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U.P. 81763 is just coming back from the Omaha Shops on a transfer run. The car is painted in dark gray with black lettering. The first cars to get major repainting were these covered hoppers. Photo by G. B. Davies



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R.I. 131492 came in on an eastbound train in May of this year. The car is painted in gray with black lettering and will become U.P. 82011 when it is restenciled or repainted here in Council Bluffs. Photo by G. B. Davies

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FAST FORTY RENUMBERING

U.P. 3243 was found heading west with a freight train in May, 1976. This location is just east of Hilgard, OR in the Blue Mountains. 3243 will be renumbered into the 8000 class later this same month.

Photo by G. B. Davies



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U.P. 8001 was leading the above train through the Blue Mountains in May, 1976. It had been renumbered a couple of months earlier, but the change is still evident.

Photo by G. B. Davies

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U.P. 8030 is westbound in Fremont, NE late in the day in June, 1978. Having just passed the U.P. depot and C&NW yard the train is about to cross the B.N. tracks and head out of town.

Photo by G. B. Davies



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Current Number	Original Number	Date Renumb.	Model	Builder	Built	Builder Number	Weight	To Be Renumbered
8000	3240	2/76	SD-40-2	EMD	5/73	72684-38	390,000	3240
8001	3241	3/76	SD-40-2	EMD	5/73	72684-39	390,000	3241
8002	3242	4/76	SD-40-2	EMD	5/73	72684-40	390,000	3242
8003	3243	5/76	SD-40-2	EMD	6/74	73661-1	390,000	3243
8004	3244	5/76	SD-40-2	EMD	6/74	73661-2	390,000	3244
8005	3245	7/76	SD-40-2	EMD	6/74	73661-3	390,000	3245
8006	3246	6/76	SD-40-2	EMD	6/74	73661-4	390,000	3246
8007	3247	3/76	SD-40-2	EMD	6/74	73661-5	390,000	3247
8008	3248	6/76	SD-40-2	EMD	6/74	73661-6	390,000	3248
8009	3249	6/76	SD-40-2	EMD	6/74	73661-7	390,000	3249
8010	3250	5/76	SD-40-2	EMD	6/74	73661-8	390,000	3250
8011	3251	6/76	SD-40-2	EMD	6/74	73661-9	390,000	3251
8012	3252	4/76	SD-40-2	EMD	6/74	73661-10	390,000	3252
8013	3253	6/76	SD-40-2	EMD	6/74	73661-11	390,000	3253
8014	3254	7/76	SD-40-2	EMD	6/74	73661-12	390,000	3254
8015	3255	5/76	SD-40-2	EMD	6/74	73661-13	390,000	3255
8016	3256	5/76	SD-40-2	EMD	6/74	73661-14	390,000	3256
8017	3257	4/76	SD-40-2	EMD	6/74	73661-15	390,000	3257
8018	3258	4/76	SD-40-2	EMD	6/74	73661-16	390,000	3258
8019	3259	6/76	SD-40-2	EMD	6/74	73661-17	390,000	3259
8020	3260	6/76	SD-40-2	EMD	6/74	73661-18	390,000	3260
8021	3261	4/76	SD-40-2	EMD	6/74	73661-19	390,000	3261
8022	3262	5/76	SD-40-2	EMD	6/74	73661-20	390,000	3262
8023	3263	6/76	SD-40-2	EMD	6/74	73661-21	390,000	3263
8024	3264	4/76	SD-40-2	EMD	6/74	73661-22	390,000	3264
8025	3265	5/76	SD-40-2	EMD	6/74	73661-23	390,000	3265
8026	3266	4/76	SD-40-2	EMD	6/74	73661-24	390,000	3266
8027	3267	6/76	SD-40-2	EMD	6/74	73661-25	390,000	3267
8028	3268	3/76	SD-40-2	EMD	6/74	73661-26	390,000	3268
8029	3269	5/76	SD-40-2	EMD	6/74	73661-27	390,000	3269
8030	3270	7/76	SD-40-2	EMD	6/74	73661-28	390,000	3270
8031	3271	6/76	SD-40-2	EMD	7/74	73661-29	390,000	3271
8032	3272	6/76	SD-40-2	EMD	7/74	73661-30	390,000	3272
8033	3273	6/76	SD-40-2	EMD	7/74	73661-31	390,000	3273
8034	3274	7/76	SD-40-2	EMD	7/74	73661-32	390,000	3274



U.P. 8005 is westbound at Speer, WY with 8038, 8088 and 8082 (the last two units have just been received) on September 7, 1979.
Photo by G. B. Davies

LOCATION: Kamela, OR

DATE: May 4, 1977 at mile post 271.5



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U.P. 8054 along with 4 other 8000's are westbound up the east side of the Blue Mountains in Oregon. The train is less than a mile from the summit and pulling hard up the 2.21% grade in May, 1977. Photo by G. B. Davies

