

## **OPSIG Design Challenge**

### **Spokane, Portland & Seattle Railway**

#### **January, 2016**

The **Spokane, Portland & Seattle Railway** was a connecting route for the Northern Pacific and Great Northern from Portland to Spokane. SP&S operated on the north bank of the Columbia River from Vancouver, Washington to Spokane, Washington with interchanges with GN and NP at both ends and is still used by the BNSF.. Also, SP&S operated the Oregon Trunk from Wishram, about 100 miles east of Vancouver, crossing the Columbia River, running across the central Oregon high desert to Bend, Oregon. From there, traffic was handled by the GN, through Klamath Falls, Oregon to a connection at Bieber, California.

The layout will attempt to capture the essence of the SP&S from Vancouver to Wishram and the Oregon Trunk to Bend. The layout will include both passenger, through freight and the locals serving on line shippers.

The layout is in a basement area of nearly 450 square feet with a combination of a shelf layout to minimize depth for family access through space and a central peninsula. Design drawings of the layout diagram are below. The challenge is to design an operating scheme for the railroad.

#### **Design considerations:**

- SP&S was a regional railroad built to Class 1 standards
- SP&S operated passenger trains, through freight and locals
- SP&S operated a small fleet of locomotives, both steam and in the diesel era ran both first and second generation Alco switcher and road power.
- Era is 1945 - March 1, 1970 when BN merged CB&Q, GN, NP and SP&S.
- Steam/diesel transition with late steam and diesels including Alco switchers, RS-3s, FA/FBs and C-424/425 and C-636, streamline and heavyweight passenger trains.
- It is possible to model a complete roster of some types of equipment.
- SP&S was owned by GN and NP and had a good deal of hand-me-down equipment. GN steam was forced on SP&S, so prototype reason to have a variety of certain GN steam on the layout
- Served the wood products industries, grain trains to Vancouver and Portland and handled overhead traffic particularly for GN on the Oregon Trunk.
- Route is Vancouver Washington east to Wishram (major yard) and the Oregon Trunk across the Columbia River south to Bend Oregon.

- TT&TO with ABS per prototype. [Might have to go to TWC if TO become unwieldy]
- Communications - probably radios for ease of operation, although phones would be more prototypical
- Prefer switch lists, because that was used during time worked on the railroad, but car cards possible (What the hell do you do with them while you are operating? & where do you spread them out to see what you have?).
- Operating sessions may include a dispatcher,
- yard crew/footboard yardmaster,
- a six to eight operating crew
- two passenger crews

#### About the layout owner

- Grew up as a model railroader with a basement layout.
- Saw the SP&S (Oregon Electric) operate into Eugene via street running.
- One or more locomotive was often spotted near the depot grew up in the area where SP&S operated.
- Worked for Southern Pacific in Eugene, and saw SP&S as the “other railroad”.
- Later when while contemplating a couple of SP models as mantle pieces I happened to visit a SP&S modeler fan and learned of all the SP&S models available.
- I began collecting SP&S models.

#### References:

- Spokane, Portland & Seattle Railway Historical Society <http://www.spshts.org/>
- LDSIG Layout Tour Sacramento NMRA National X2011 [At this point there was no layout.]  
<http://www.ldsigt.org/node/314###14> George Hardy's SPS
- S.P.&S. The Spokane Portland and Seattle Railway, Ed Austin and Tom Dill Pacific Fast Mail 1996
- Railroads of the Columbia River Gorge, D.C. Jesse Burkhardt, Arcadia Publishing, 2004
- Railroad Signatures across the Pacific Northwest, Carlos A Schwantes, University of Washington Press, 1993

- The Deschutes River Railroad War, Leon Speroff, Arnica Publishing, 2007
- Union Pacific Northwest, Jeff Asay, Union Pacific Historical Society, Revised edition 2014
- SP&S Yahoo Group <https://groups.yahoo.com/neo/groups/SPSRY/info>
- Art's SP&S Home Page <http://spsry.railfan.net/>

Try a Google Search for SP&S or Spokane Portland & Seattle Railway,

Older, harder to find, books:

- North Bank Road - The Spokane, Portland & Seattle Railway; John T. Gaertner, © 1990, published by Washington State University Press, Pullman, Washington. ISBN 0-87422-070-X.
- The Northwest's Own Railway Vol. II- Spokane, Portland & Seattle Railway and its Subsidiaries; Walter R. Grande, © 1997, published by Grande Press. ISBN 0-9634128-1-7.
- Spokane Portland & Seattle Ry.; Charles & Dorothy Wood, © 1974, published by Superior Publishing Company, Seattle, Washington. Library of Congress catalogue # 74-75657

Below are a list of trains, drawings of the layout's levels, cross sections showing the relationship of the various levels, and a couple photos of the layout under construction.

# CALL BOARD

Spokane, Portland and Seattle Railway Co.

<u>Name(s)</u>	<u>Train</u>	<u>Planned Call Time</u>	<u>Origin - Destination</u>
	GWS	1:00a.m.	Vancouver – Bend
	No. 3	2:00a.m.	Pasco – Portland
	Extra East	2:30a.m.	Vancouver – Pasco
	No. 1	3:40a.m.	Pasco – Portland
	1 <sup>st</sup> No. 251	5:25a.m.	Bend – Vancouver
	2 <sup>nd</sup> No. 251	5:30a.m.	Bend – Vancouver
	City of Prineville	6:00a.m.	Prineville
	Grain Extra	6:30a.m.	Pasco – Wishram
	West End Local	8:00a.m.	Wishram – Vancouver
	275 (Extra West)	9:00a.m.	Pasco – Vancouver
	SWG	10:00a.m.	Bend – Vancouver
	Goldendale Turn	11:00a.m.	Wishram – Wishram
	No. 102 (ex Sun)	12:30p.m.	Wishram – Bend
	252 (Extra East)	1:30p.m.	Vancouver – Bend
	1 <sup>st</sup> No. 201	2:30p.m.	Pasco – Vancouver
	2 <sup>nd</sup> No. 201	2:45p.m.	Pasco – Vancouver
	No. 2	3:45p.m.	Portland – Pasco
	Sandy Local (ex Sunday)	5:00p.m.	MWF: Wishram – Pasco TThS: Pasco - Wishram
	No. 105 (Sat only)	6:00p.m.	Bend – Wishram
	Grain Extra (Mty)	6:30p.m.	Vancouver – Pasco
	276 (Extra East)	8:00p.m.	Vancouver – Pasco
	No. 4	9:40p.m.	Portland – Pasco
	West End Local	10:00p.m.	Vancouver – Wishram
	No. 103 (ex Sat/Sun)	10:30p.m.	Bend – Wishram
	Extra East	11:55p.m.	Vancouver – Pasco

## NOTICE TO CREWS:

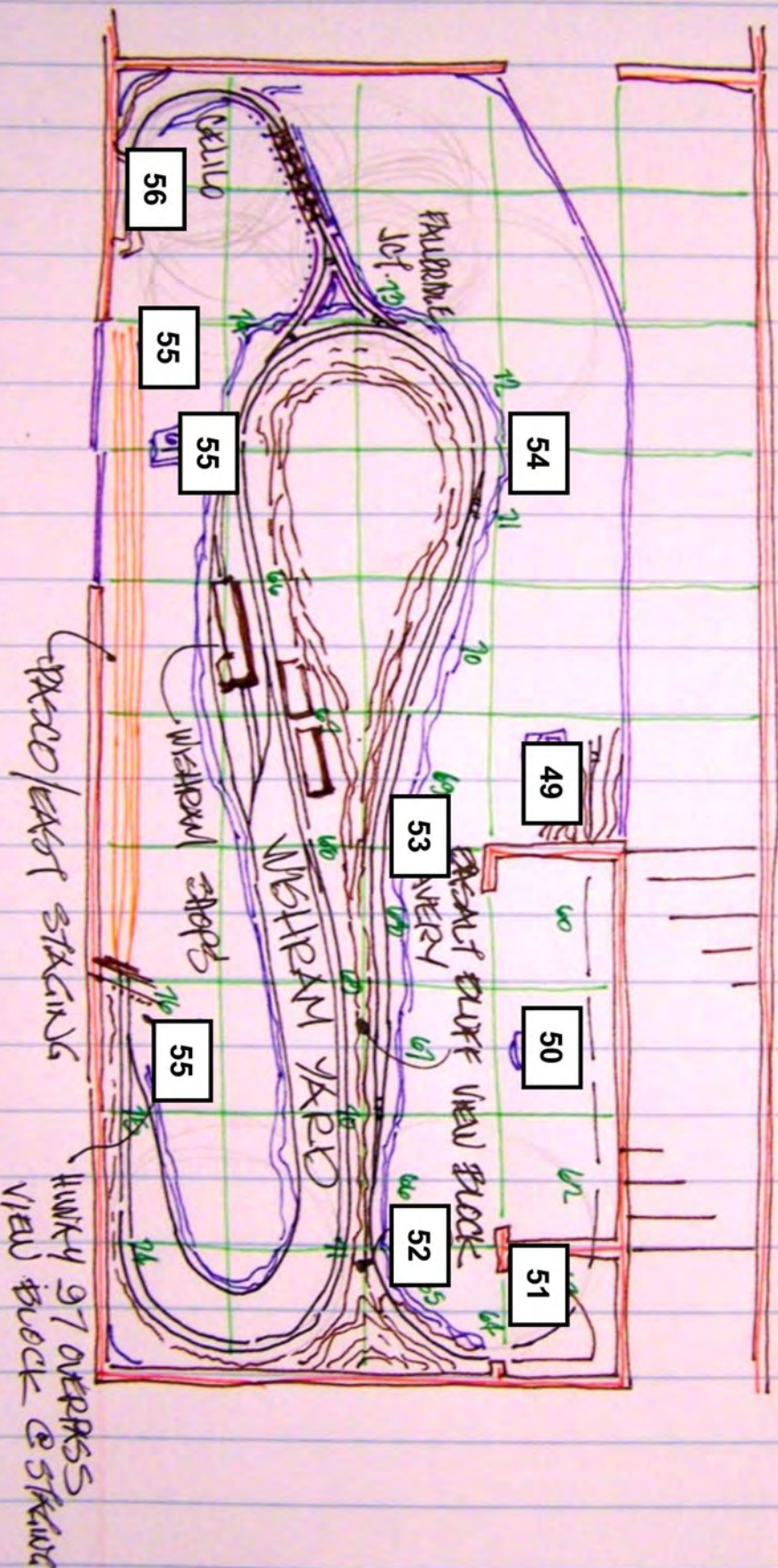
1. Assure First Class Trains Nos. 3, 1, 2, and 4 are protected at planned call times





# ANKER - WISHRAM - PRADO LEVEL THREE

E LITE - WISHRAM APPROX. 160 MINUTE 50-100 (100-100-100)



# WIDE SPREAD LABEL

MINIMUM 370 MAJLINE  
MAXIMUM 410 MAJLINE  
APPROX. 130-140 FEET  
APPROX. 160-170 FEET

