

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY  
PUBLIC RELATIONS DEPARTMENT  
PORTLAND, OREGON

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PRESS HANDOUT

HISTORICAL AND GEOGRAPHICAL DATA PERTAINING TO THE  
SPOKANE, PORTLAND AND SEATTLE RAILWAY SYSTEM

The SP&S Ry. System consists of the SP&S Ry., the Oregon Trunk Ry. and the Oregon Electric Ry. The SP&S Ry. extends from Spokane, Wash. to Seaside Ore. with branches from Portland to Vernonia, Ore. and from Lyle to Goldendale, Wash. The Oregon Trunk Ry. extends from Wishram, Wash. to Bend, Oregon following the Deschutes River a great portion of the way. At Bend, the Great Northern's California line connects and runs south to connect with the Western Pacific at Bieber, Cal. The Oregon Electric runs through the fertile Willamette Valley from Portland to Eugene, Ore. with branches from Albany to Sweet Home, Ore. and from Forest Grove Junction to Forest Grove, Ore.

Construction of the SP&S Main line started in November of 1905 at Kennewick, Wash., which lies across the Columbia River from Pasco, and followed the River for more than 200 miles to Vancouver, Wash. over a water level grade, staying ten feet above the high-water mark of 1894.

Track laying eastward from Vancouver, Wash. began in October 1907 as the 2350 foot tunnel through Cape Horn, 35 miles east of Portland, neared completion. On March 11, 1908 construction crews from East and West met at Sheridan's Point, near Bonneville Dam, fifty miles east of Portland, and the "last spike" was driven with impressive ceremonies.

March 16, 1908 - Regular passenger service commenced between Pasco and Vancouver.

November 17, 1908 - Bridges over the Columbia and Willamette Rivers between Vancouver and Portland were completed and trains began operating from Pasco to Portland.

May 3, 1909 - Line completed from Spokane to Pasco and Spokane to Portland service over SP&S tracks commenced.