

THE WHITE PINE ROUTE QUARTERLY

May 1, 2010
Volume 11, Issue 4

Price: \$4.50
www.wimryhpg.com

The Journal of the Washington, Idaho & Montana Ry. History Preservation Group, Inc.

Inside this issue:	<i>Big Changes</i>	2	<i>Modeling a Prototype "Kitbash"</i>	3	<i>A Note from President Coyner</i>	6
	<i>New HPG Officers and Directors</i>	2	<i>Princeton Depot on the Road</i>	4	<i>No. 1 Meets the Governor</i>	8

Moving Old No. 1

By Barb Coyner

It was a warm October day 21 years ago and there was a festive feel in the air. Activity ramped up as a group of locals gathered to move a 90-ton locomotive and its tender from their perch in front of City Hall to the newly designated Scenic Six Park, located on the old Potlatch mill site. Railroad employees such as Larry Smith, Rick Swinney and Scott Winther were joined by a host of locals lending muscle power and creativity to the ambitious project. In preparation, the City of Potlatch collected donations and ponied up \$3,500 for the work, as the Dan F. Gmeiner Company of Spokane took charge of the operation.

Gmeiner was considered an expert hauler, having moved a 220-ton ferry overland in 1981. But the locomotive presented its own challenges and could not merely be loaded on a lowboy and driven across the fields. Instead the volunteers had to lay track on the two lowboys so they could roll the engine and its tender onto the transporting vehicles. Getting the track just right was critical as the lowboys were moved into position against the hillside. Then the magic began as the locomotive was winched along like a stubborn dog on a leash. Control and strength were everything and one weak link could spell disaster. The crowd along the roadside stood watching, talking in hushed tones. Men on the work team barked orders. There



A couple looks on as a group of volunteers prepares to roll WI&M locomotive Number 1 onto a flatbed trailer for transport to the Potlatch Scenic Six Park. This photo came from a scrapbook prepared by the Bovill Improvement Group in honor of the Scenic Six Park dedication on October 12, 1990.

Photo reprinted here courtesy of the Potlatch Historical Society.

was clearly a sense of drama to the whole mission.

It was quite a sight as the work crews finally pulled the locomotive on board the lowboy and lashed it into place. That old Potlatch pride rose up in a round of applause, and the Company Town, laid so low by the mill closure a few years earlier, had a burst of energy. Slowly the lowboy chugged across the open field, the engine straddling its back. Over at the new park site, the operation went smoothly as Number One was winched onto its limited length of track. The ten-ton tender came next. Following the time-honored tradition, people laid pennies on the track

The non-profit WI&M Ry. History Preservation Group, Inc has been organized for railroad historians, enthusiasts, and modelers interested in gathering and sharing information on the Washington, Idaho & Montana Railway, from its origins in 1905 through it's operations of today.