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The newsletter of the non-profit WI&M Ry HPG. Organized for railroad historians, enthusiasts, and modelers interested in the Washington, Idaho & Montana Railway, from its origins in 1905 through it's ownership of today.

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Mission Statement of the Washington, Idaho & Montana Railway History Preservation Group:

"To locate, preserve, and archive all items of a historical nature relating to the history of the WI&MRy; to issue publications on this and related subjects; to encourage public interest in the history of the WI&M and the Potlatch Lumber Company; and, to acquire objects and property appropriate for a museum and/or any of the purposes listed above."

THE WHITE PINE ROUTE QUARTERLY

The Washington, Idaho & Montana Railway
History Preservation Group, Inc.



Engineer Scott Winther leans out of BN #2073 to eavesdrop on the crew July 25, 1995 after bringing the WIM train to Bovill and coupling to the St. Maries River Railroad (STMA) train. They've moved out of #2718 and are now ready for the return trip to Potlatch. Two years later, Scott became the Operations Supervisor for the Palouse River & Coulee City Railroad. Scott joined the HPG at last year's Annual Meeting. Scott's story on the flood of 1996 and the last BN train to run from Bovill is on Page 4.
Rolland Meyers photo © 1995

U OF I ENGINEERS ON PROPERTY; GRAIN BINS TO BE REMOVED

Potlatch ID - On January 22, University of Idaho professor Ed Schmeckpeper brought several civil engineering students to inspect the HPG's depot and property. Our property must be surveyed, mapped, and some core samples taken to determine ground water sources. From this initial work, the location of a ground water collection system and the depot's new foundation will be determined. The depot's structural integrity will be studied to develop plans for moving the structure.

Wayne Krasselt of Potlatch Grain & Seed is taking bids for removal of his two large grain storage bins from our property. His Potlatch grain storage business was ended by a fire in his flat house and elevator 2 1/2 years ago. Wayne will also remove his machinery, scrap iron, and the concrete foundations. We are negotiating Wayne's continued use of the concrete

block and old Aslin-Finch warehouse adjoining SH6 at the north end of our property. We do not wish to end his seed business operation in Potlatch.

The Idaho Transportation Department (ITD) has yet to respond to the HPG's offer of deed to 18' of right-of-way adjacent to SH6, in exchange for future consideration whenever a center turn lane is required. ITD had assumed the total 33' west of the SH6 centerline was theirs, but all records show the highway to measure only 15' from the centerline, the same as it was platted along with the railroad when the company town was laid out in 1905. Our sales contract with the Palouse River & Coulee City gives the railroad right of first refusal on any sale of this property. They have been asked for a waiver of this right. An easement on the same property may be offered to ITD as an alternative.