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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.



Closing in on 35 years of service, WI&M Engine Number 1 was still in great shape. The locomotive was well-maintained when this photo was taken at Potlatch in 1941. Kept in good working order as every other steam engine was scrapped, Number 1 was donated to the City of Potlatch by Potlatch Forest Industries (PFI). Moved from its City Hall site to the Scenic 6 Park in 1988, the weather has taken its toll. HPG VP Jack Coyner secured a \$10,000 grant to build a shelter for No. 1 and also received \$1000 for the Bennett car stage project. Both grants were courtesy of the newly formed Potlatch Recreation District. *R. Levering photo from the collection of John Wood*

CITY OF POTLATCH AND HPG SIGN DEPOT MAINTENANCE AGREEMENT

Potlatch ID - Prior to signing the State-Local Agreement which will release the \$471,000 Enhancement reimbursement funding in October 2003, the City of Potlatch asked the HPG to sign a separate agreement guaranteeing maintenance of the depot for the next twenty years. This agreement was signed on May 10, 2002.

The Federal Highway Administration, which provides the grant funding, requires the sponsor—in our case, the City of Potlatch—to guarantee maintenance on any structure restored using Enhancement funding. Given the depressed local economy and the number of unfunded infrastructure needs in Potlatch, the city was unable to do this.

To secure the funding, the HPG offered to enter into an agreement similar to one used by the Adams County Historical Society with the City of New Meadows to

guarantee maintenance on their Idaho Northern depot. Nearly a month passed as the final language of our maintenance agreement was negotiated.

While the track has now been cleared to receive the enhancement funding, there is far more pressure for the depot restoration and renovation project to succeed.

To insure success, a local committee has formed in Potlatch to promote the depot project, raise the matching funds required by the Enhancement grant, find economic grant resources to fund development of the second floor, and identify tenants to occupy the depot offices upon completion.

The Potlatch Depot committee is made up of former HPG VP Jack Coyner, past Potlatch Historical Society president Carol Haddock, and president of the Scenic 6 Community Development Council, Don Ball. Others will join in the weeks ahead.