

AUGUST 1, 2002

Volume 4 Issue 1

Price \$4.00

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.



WI&M Engine Number 1 was brand spanking new in this 1906 American Locomotive Company photo. The surrounding buildings are mirrored in the convex reflections from the sand and steam domes. Oiled and polished to a high gloss, the sun light shines from the locomotive's handrails, wheel rims, running boards, and cowcatcher as if they were chrome plated. A far cry from the locomotive's current condition—or is it? Check out Page 6 and discover what the City of Potlatch and community volunteers accomplished in July! *Alco Historic photo from the HPG collection.*

## DEPOT REQUEST FOR PROPOSAL OUT TO BID; PROJECT COORDINATORS MAY DONATE THEIR \$25,000 SALARIES!

**Potlatch ID -** WI&M Potlatch Depot Project Coordinator Jack Coyner announced the Request for Proposal (RFP) he submitted for review to the Idaho Transportation Department (ITD) was approved in its entirety with only minor corrections and has since been advertised for bid, with direct mailings to 10+ qualified architectural and engineering firms. Jack and fellow Project Coordinator Carol Haddock have asked ITD if it is acceptable for them to donate their work on the depot project. If allowed, this will add approximately \$25,000 to the projects soft money match!

The ITD-administered Enhancement funding and the matching cash from the HPG will total \$490,000, with another \$35,000 of "soft" money, *i.e.* donated labor, goods and services, necessary to complete the first phase of the depot restoration. The

\$25,000 offered by Jack and Carol, if approved, will be the largest private depot project contribution received thus far.

The RFP's Statement of Work (SOW) calls for a new foundation, roof, and restoration of the exterior and the first-floor interior. Once Jack and Carol receive the contractor's proposals, they and their review panel will choose the proposal(s) that offer the best ideas for restoring the depot. An expanded SOW will then be written, incorporating the best ideas from these first round proposals, and a second, more detailed RFP will be offered to the most qualified bidders. The depot panel's final selection must be approved by ITD.

It is a lengthy process, but one that will match our WI&M depot with the vendor most responsive to it's restoration needs.