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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:

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"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.**



*Bovill was already well past its prime when John Anderson shot this 1950's photo of the town's railroad facilities. Looking north, this mid-winter view shows both the depot and the warehouse behind it. In the center of the photo, WI&M Alco #30 waits patiently while its crew enjoys a few more moments of warmth in the depot before taking their short log train over the hill to Potlatch.*

## B o v i l l : P a r a d i s e l o s t ?

Soon after Hugh and Charlotte Bovill the WI&M-owned line at Purdue, two miles first settled in the North Idaho woods in 1901, north (railroad east) of Bovill, travel south to they established a small hotel. Offering a clean jointly-operated facilities at Bovill, then continue bed and a good meal to occasional parties of hunters or timber cruisers, the Bovills thought to Elk River on their own line. Having a strained relationship with the NP on its west end, the they had found paradise. But a few years later, WI&M looked forward to close cooperation and when William Deary chose to effectively terminate his eastward-building WI&M Railway on heavy traffic interchange with the Milwaukee at Bovill.

on the Bovill's front step, paradise began to lose its luster. Noting Hugh Bovill's reluctance in agreeing to sell some of his land for a railroad yard and depot, Deary named the station in his honor. A new community sprang up adjacent to the depot and quickly grew in size and stature. But, it wasn't long before the Bovills felt crowded out and left their namesake town to find greener, and less populated, pastures.

By 1909, the town's future seemed assured when Deary accepted a proposal to establish a connection between the Milwaukee Road's new Elk River branch and the WI&M at Bovill. The agreement allowed Milwaukee trains to enter

The Milwaukee reached Bovill in June of 1910, and began operating passenger service as far as St. Maries already the next month. Before the year was out, one-day service to Spokane had been established. Upon completion of the Potlatch-owned sawmill at Elk River in April 1911, the Milwaukee branch began paying for itself and Bovill became a true railroad town.

The WI&M had already constructed a depot at Bovill in 1907, for which they paid a Mr. Lee Denevan the tidy sum of \$675. A 24' x 90' combination depot with two freight houses built just to the north, the station quickly became the center of Bovill's

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