

NOVEMBER 1, 2003

Volume 5 Issue 2

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.

**Inside this issue:**

|  |   |
|--|---|
| <b>A Challenge/<br/>Schedules</b>                  | 2 |
| <b>The Bell of<br/>Camp Grizzly</b>                | 3 |
| <b>More (RR) Bridges of<br/>Latah County</b>       | 4 |
| <b>Where's Chuck Yeager<br/>When You Need Him?</b> | 5 |
| <b>Thrice Weekly Service/<br/>Then and Now</b>     | 6 |
| <b>Jim's Two Cents</b>                             | 7 |
| <b>Tales of Bridge 7</b>                           | 7 |

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.



A Burlington Northern GP-9 hauls a trainload of Milwaukee Road rib-side boxcars converted into woodchip gondolas across WI&M bridge number 14 near Vassar, ID. Over the years, the WI&M replaced many of its trestles with fills, but having a road passing underneath probably saved this one from the same fate. Carl Sonner shot this photo in September, 1981.

## Bridges of the White Pine Route, Part 2

By Carl Sonner

Part one of this article covered general information on the WI&M's bridges and went on to examine the largest and most unique of these structures. In this part we will discuss the removal of many of the original bridges and the addition of a few new ones.

According to information furnished to the Interstate Commerce Commission by the WI&M, and published by the ICC in May 1917, bridge number 20 was replaced by a fill in 1913. Many railroads built their lines quickly using nearby timber to build trestles. But using green wood made it difficult to maintain these bridges after they were built. Instead of rebuilding the trestles, many railroads, including the WI&M, replaced the bridges with rock fill material. Usually they did this by repeatedly spotting strings of hoppers or drop-bottom gondolas on the bridge, and dumping their loads of rock directly over the standing trestle until it was completely

filled in. To allow water to safely drain through the fill, a large culvert would be placed on the ground along the prevailing water course before dumping the fill.

Until it was filled in, bridge 20 was the second longest bridge on the railroad at 364 feet, and was located on an eight degree curve at MP 42 as the line descends to the Potlatch River en route to Bovill. In 1916, the railroad filled in three more of the longer bridges: number 17 over Brush Creek, number 19 over Hog Meadow Creek, and number 18 over Corral Creek (discussed in Part One).

It appears number 13 was the next bridge to be eliminated by a fill, although no documentation has yet been found to establish the date when this happened. Like many others on the WI&M, bridge number 13 was located on a curve, in this case eight degrees, as the line crossed Big Bear