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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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THE WHITE PINE ROUTE QUARTERLY

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



A Milwaukee Road train, led by three GP-38-2's, heads south through Clarkia, ID toward a meeting with its WI&M counterpart at Bovill in the Summer of 1976 . With a long string of empty log flats, and a few "Bennett Boxes" tacked on the end, it appears that traffic was still heavy on the Elk River branch at this time. Carl Sonner photo

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 WI&M and Milwaukee Road: A Long Term Relationship

By Thomas R. Burg

The Potlatch Lumber Co.'s relationship with the Milwaukee Road began early, even before the completion of the WI&M and the huge mill at Potlatch. On December 3rd, 1906 at Palouse, Washington (where the lumber company was first headquartered), they entered into an agreement for Potlatch to provide the Milwaukee with 262,000 crossties. Delivery was to commence July 1, 1907 and continue at the rate of 50,000 or more ties per month.

Potlatch's town, mill and railroad were completed in early 1907. In its publicity booklet of that year, the company was already predicting the coming of the Milwaukee Road's branch to Bovill. In September, Hugh Bovill, namesake of the town, wrote to Potlatch General Manager William Deary offering him land for additional yards in Bovill if needed for the connection with the Milwaukee. With an eye towards capturing Potlatch's outbound lumber traffic, the Milwaukee opened a behind-the-scenes dialogue with the PLCo/WI&M management. These discussions led to surveys of possible routes between the Milwaukee mainline and the WI&M including Tekoa to Potlatch, Plummer to Potlatch, St. Maries to Harvard, and St. Maries to Bovill. The Bovill line was selected early on, but was not publicly announced so that right-of-way land values would not become excessively inflated. However, in its September 18, 1908 edition, the *Deary Enterprise* predicted that the Milwaukee line would connect with the WI&M