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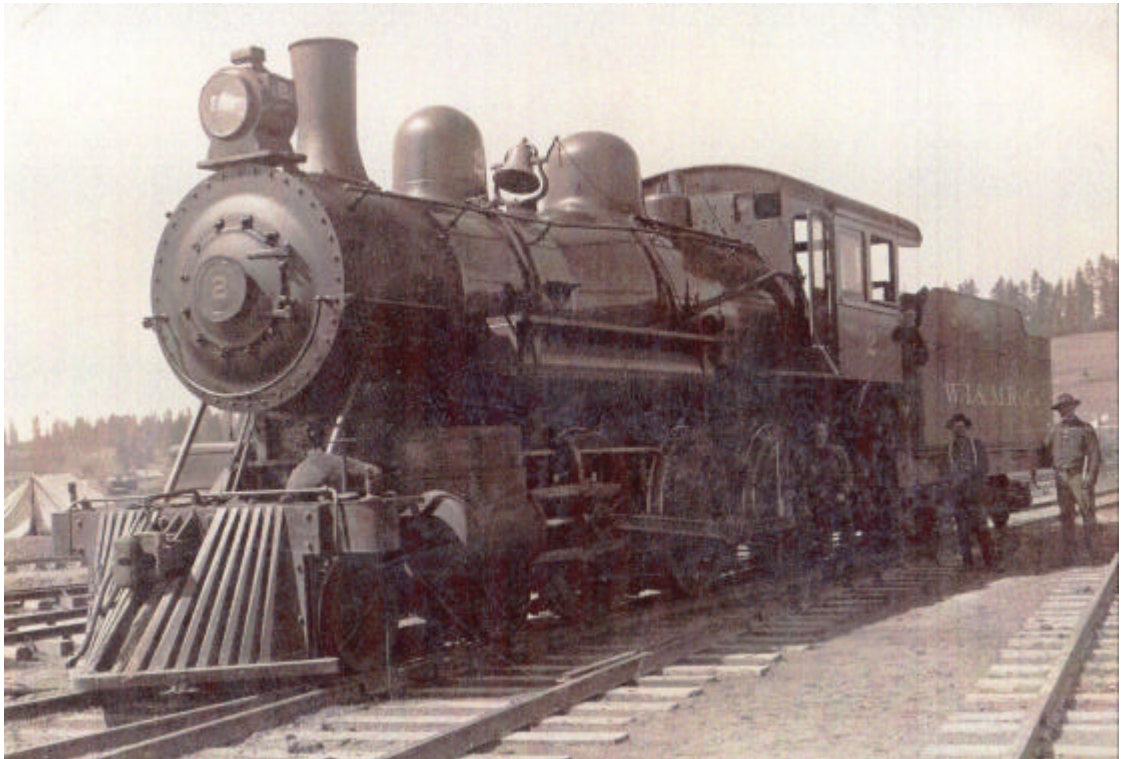
The newsletter of the non-profit WI&M Ry HPG. Organized for railroad historians, enthusiasts, and modelers interested in the Washington, Idaho & Montana Railway, from its origins in 1905 through it's ownership of today.

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THE WHITE PINE ROUTE QUARTERLY

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



This early photo of WI&M 4-6-0 Number 2, taken at Potlatch, was found at the Elk River History Museum and is used here with their gracious permission. The back side of the picture had the notation; "Rob't Harroun, Artist, Potlatch, Ida.". No date is indicated, but it is estimated to have been taken somewhere between 1906 and 1908 when a pilot plow was added.

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 Less-Favored Sister

By Carl Sonner

One hundred years ago, in June of 1906, the American Locomotive Company (Alco) constructed the first two new locomotives for the Washington, Idaho & Montana Railway at its Schenectady Works in New York. These were identical 4-6-0 type "Ten-Wheeler" locomotives, which would be numbered 1 and 2 for the new railroad. At that time, the WI&M was relying on old and weary locomotives leased from

the Northern Pacific Railroad for construction work and initial operations [see the Nov. 2005 issue for more on the NP engines – TH].

The new locomotives received Alco builder's numbers 40684 (#1) and 40685 (#2). Each had 63" driving wheels, 19" x 26" cylinders and weighed 187,000 lbs. The purchase price for the two engines was \$25,616 in 1906 dollars. These fine ladies passed inspection and