

FEBRUARY 1, 2007

Volume 8 Issue 3

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.**



John Anderson shot this color photo of Milwaukee Road N3 class 2-6-6-2 #52 sometime in the early 1950's. Looking at maps of the Elk River branch, it appears that this was taken somewhere near Clarkia, probably during the late afternoon. The slight blurring of the background indicates that Mr. Anderson may have photographed the slow moving freight from the passenger window of a car pacing the train on the parallel highway.

Milwaukee Road Monsters on the Elk River Branch

For much of the steam era, the most common locomotives used on the Milwaukee Road's Elk River Branch were its N3 class 2-6-6-2s. These "articulated" engines hauled logs, general freight and passengers, not only between St. Maries and Elk River, Idaho, but on the Milwaukee's entire non-electrified Idaho division.

The Milwaukee's experience with articulated steam locomotives began during construction of their Pacific Extension, when it quickly became apparent that the mountain grades would require specialized motive power. Wisely, the Milwaukee

studied the Great Northern and Northern Pacific, two railroads that had already conquered the Rockies and Cascades, to see what types they were using. Both of these lines owned several varieties of articulated locomotives that performed well in mountain service.

An articulated steam locomotive is essentially two steam locomotives in one. One boiler feeds steam to two pairs of cylinders, which each power their own set of driving wheels. The presence of two sets of driving wheels was commonly denoted by a wheel arrangement with four digits; 4-