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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 its 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.



Using a leased PCC GP-30m, the Washington & Idaho Railway hauls the first of many expected loaded log cars east from Harvard, Idaho. A new shipper, Stella-Jones Wood Products, has agreed to begin loading cars of cedar poles on the W&I for shipment north to Canada.
Barb Coyner Photo

Hauling Logs on the WI&M (Again!)

By Barb Coyner

January 10, 2008 marked a bit of Harvard and Palouse. regional railroad history as a Washington and Idaho (W&I) Railway locomotive chugged up the snowy tracks toward Harvard, swapping out an empty log car for another car loaded with 45- and 60-foot cedar poles. The load, headed for Canada, represented good news for W&I president Stan Patterson, who has finally signed up his second customer along the route. Stella-Jones Wood Products (based in Bangor, Wisconsin and affiliated with Canadian Stella-Jones Inc) joins Bennett Lumber Products as a regular shipper between

"We are really excited about this," Patterson said, noting he'd worked with Burlington Northern to ink the deal. "This represents volume for us. Stella Jones will be consistent, year around, plus they have their own cars, which is really an advantage."

For background, Stella-Jones bought the Baxter Pole peeler mill at Julietta on March 1, 2007. Right away, the company was looking for the best way to get poles to Canada, where the company operates several manufacturing sites. Ne-