



The P&I.N. Railway

"The Golden Heart of Idaho" The Pacific and Idaho Northern Railway

RAILROAD TIMELINE

- February 18, 1899** - P&I.N. Railway incorporated
- May 16, 1899** - First rail was laid at Weiser, Idaho
- December 30, 1899** - 40.5 miles from Weiser to Cambridge completed
- March 20, 1901** - 19.5 miles Cambridge to just south of Council completed
- December 22, 1906** from Council to near Evergreen (17 miles) finished
- June 30, 1907** - Report to ICC showed 78 miles completed
- 1910** - Colonel Edgar M. Heigho becomes P&I.N. president and manager and has the remaining 13.8

The P&I.N. Railway reached New Meadows January 29, 1911. After arriving at towns serviced by trains, passengers could connect with Stage Coaches going to outlying areas.

Train and Stage Connections

The Pacific and Idaho Northern Railway connects with stages for interior points at the following stations:

- MIDVALE**—Stage for Wilburus, Mondays and Fridays, 32 miles. Fare \$3.00, free baggage 75 pounds.
- CAMBRIDGE**—Stage for Indian Valley, daily except Sunday, 17 miles. Fare \$1.00, free baggage 100 lbs. Stage for Heath, Tuesdays and Saturdays, 20 miles. Fare \$1.50, free baggage 100 lbs.
- COUNCIL**—Stage for Coprum (Seven Devils Mining District) daily except Sunday, 40 miles. Fare \$4.00 free baggage 30 lbs. For Landore, 42 miles, \$4.00, free baggage 30 lbs.
- NEW MEADOWS**—Stage (daily except Sunday) for Pollock, 22 miles, fare \$3.50; Higgins, 42 miles, fare \$9.00; Golf, 45 miles, fare \$4.00; Grangeville, 95 miles, fare \$9.00; Resort, 42 miles, fare \$5.00; Warren, 60 miles, fare \$8.00; free baggage 30 lbs.

The Pacific & Idaho Northern Railway
Communicate with
EDGAR M. HEIGHO,
Pres. and Gen. Manager.
WEISER, IDAHO.

H. L. RESING,
Com'l Agent

1932 Pamphlet for P&I.N. Railway Employees

STATIONS	Mach. Grds.	SOUTH BOUND (Read Down)		NORTH BOUND (Read Up)	
		Max. Axle Load	Max. Train	Max. Axle Load	Max. Train
New Meadows & Tamarack	2.30	2.00	2.00	1.57	307
Tamarack & Woodland	1.57	2.00	2.00	1.42	308
Woodland & Glendale	1.42	2.00	2.00	1.27	309
Glendale & Council	1.27	2.00	2.00	1.12	310
Council & V. Ave.	1.12	2.00	2.00	1.00	311
V. Ave. & Grangeville	1.00	2.00	2.00	0.85	312
Grangeville & Pollock	0.85	2.00	2.00	0.70	313
Pollock & R. Ave.	0.70	2.00	2.00	0.55	314
R. Ave. & Thompson	0.55	2.00	2.00	0.40	315
Thompson & Concrete	0.40	2.00	2.00	0.25	316
Concrete & Tamarack	0.25	2.00	2.00	0.10	317
Tamarack & Weiser	0.10	2.00	2.00	0.00	318

SPECIAL RULES AND INSTRUCTIONS

Special Member of All Employees is Called to Impassant Change
 1. All employees must be called to impassant change through Weiser, Idaho.
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STATIONS	No. of Trains	SOUTHWARD	
		Time	Class
WEISER	1	7:00 A.M.	1st Class
WEISER	1	7:00 A.M.	2nd Class
WEISER	1	7:00 A.M.	3rd Class
WEISER	1	7:00 A.M.	4th Class
WEISER	1	7:00 A.M.	5th Class
WEISER	1	7:00 A.M.	6th Class
WEISER	1	7:00 A.M.	7th Class
WEISER	1	7:00 A.M.	8th Class
WEISER	1	7:00 A.M.	9th Class
WEISER	1	7:00 A.M.	10th Class

- miles from Evergreen to New Meadows rails completed.
- January 29, 1911** First passenger train arrives at the new depot and newly platted Village of New Meadows. Railroad buildings included the depot, a 4-stall roundhouse and a 4-stall shop.
- 1927** P&I.N. purchased a motor car with which to transport passengers. The Union Pacific (UP), owned Oregon Short Line (OSL), continued motor car service till after 1937.
- 1935** P&I.N. intervened in Union Pacific Railroad's application to the ICC to consolidate all of its controlled companies including the Oregon Short Line. The ICC forced Union Pacific to purchase 100 percent of P&I.N.
- August 22, 1936** P&I.N. was sold to UP's Oregon Short Line Railroad, becoming OSL's New Meadows Branch **Late 1930s thru early 1970.** Business was up and down but became mostly down in the 1970s due to major change in the logging and sawmill industries. Building highways changed much of the way the farm to market and logging businesses transported their goods. Automobiles became the norm of travel rather than passenger train.
- 1979** UP abandoned the track between New Meadows and Rubicon Wye and pulled up the rails. It continued to ship lumber products from Tamarack Mill a few days a week rather than everyday.
- 1980's** UP begins selling off branches of its lines, one of which was the New Meadows Branch.
- November 1995** the last shipment from Tamarack Mill heads south on the rails.
- June 1996** UP begins removing the tracks and railroad ties.

What had taken 12 years and 2,000 men to build was pulled up in a matter of months by 16 men and modern day equipment. A railway era ended.



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