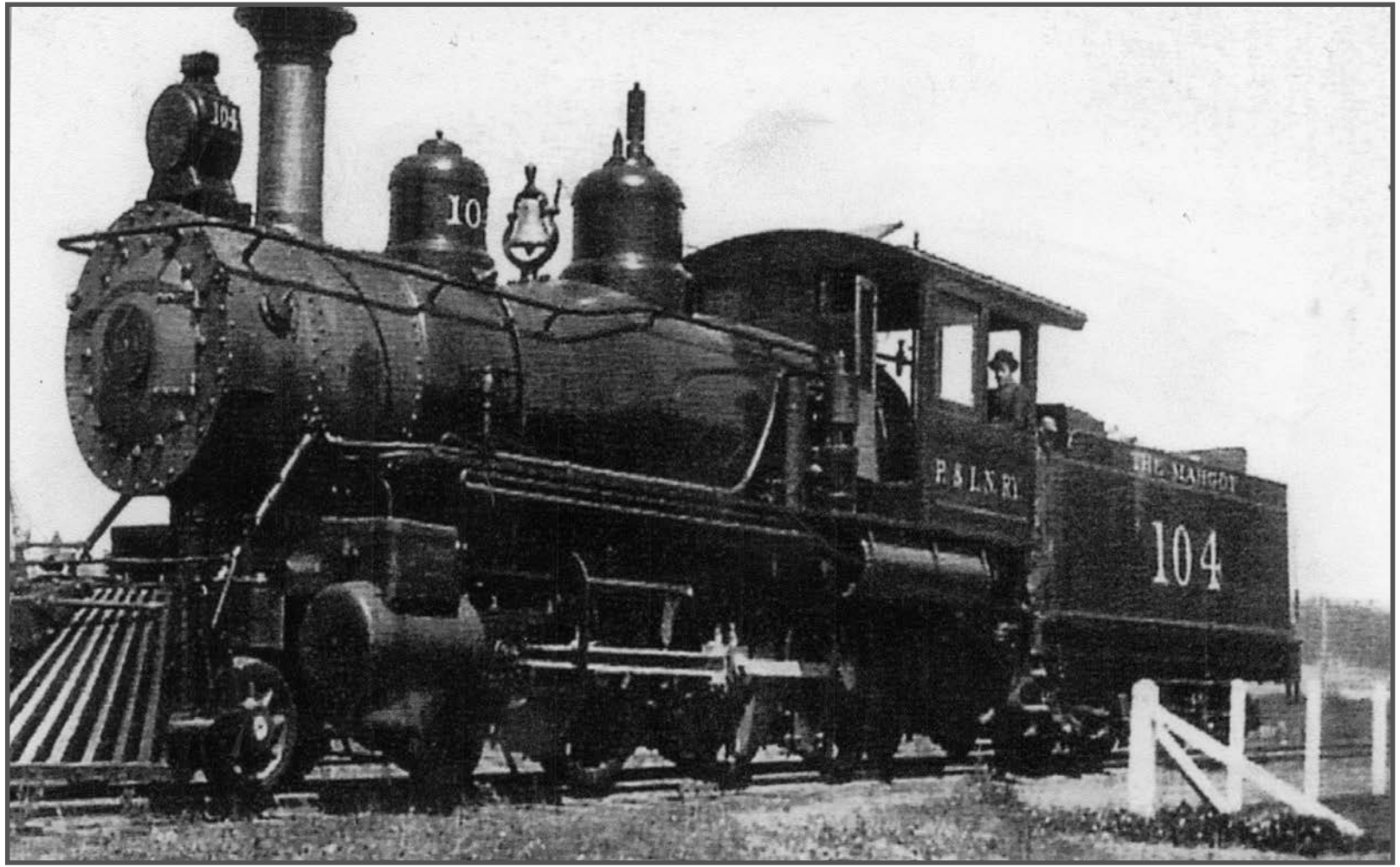




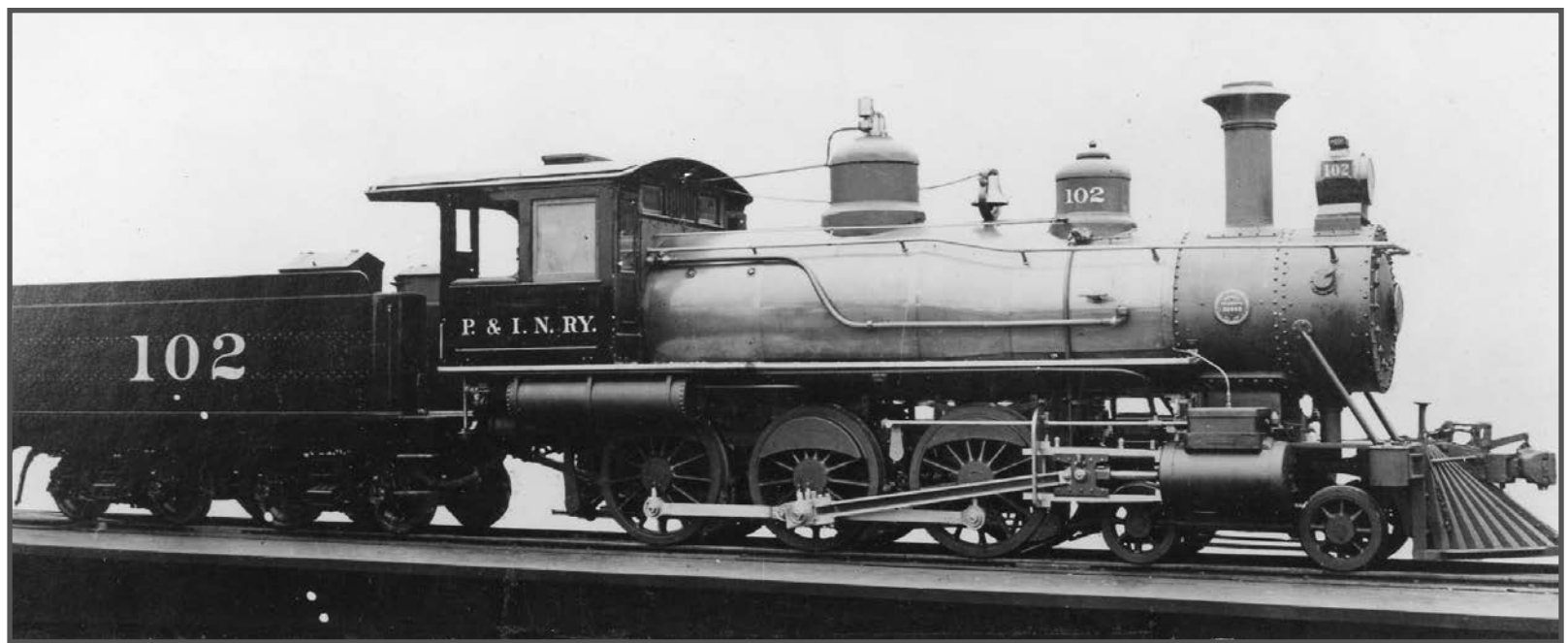
The P&IN Railway

"The Golden Heart of Idaho"

The Pacific and Idaho Northern Railway



"Nora" P&IN Steam Engine 104



"Virginia" P&IN Steam Engine 102

Railway President Names Engines

Along with several New Meadows streets that were named after Colonel Heigho's family members, he named some of the P&IN Railway steam engines after his family.

Engines

- #102 "Virginia", a twin daughter
- #103 "Katherine", the other twin
- #104 "Nora", his wife
- #105 "Margaret", his aunt



P&IN Conductor Harry O'Leary
Phot by Bruce Gordon

Money to be Made

Idaho ranked 3rd in the nation for making money in the mining industry in the 1890's. The 7 Devils Mountain area was a treasure trove of copper. That made building rail lines to reach the mining areas very attractive.

A Dominating Business

All across the United States railroads had the power to make or break towns. They created a love/hate relationship with communities wherever they expanded by either purchasing land beside, outside of, or bypassed communities. A railroad coming could bring prosperity to a community. The P&IN expansion northward to Meadows Valley was no exception.

An example: In Meadows Valley, railway president Edgar M. Heigho decided not to build the rails east to the existing town of Meadows because farmers and ranchers were asking too much money for their land. Reports were that the P&IN purchased 900 acres 2-miles west of Meadows. The railway denied the report, however, in 1910, that rumor proved to be true when the Coeur D'or Development Company (of which Col. Heigho was President) began platting a new townsite 3 miles west of Meadows. Once again the railway had caused a rift as it did all along the line. 12 years and 90 miles later the P&IN Railway reached New Meadows in 1911. The first passenger train arrived January 29, 1911.

Racial Bigotry Not a New

Eighty Japanese workers were imported to Weiser in 1899 for the purpose of beginning construction on the P&IN Railroad. They were paid \$1.25 per day. It wasn't a job sought after by white men. Railroad construction crews typically consisted of a single ethnic group. During construction, the number of workers rose to the thousands that included at different times Japanese and Greeks. *Races have often been distinguished on the basis of physical characteristics, especially skin color. Ethnic distinctions generally focus on such cultural characteristics as language, history, religion, and customs (Montague, 1942).*

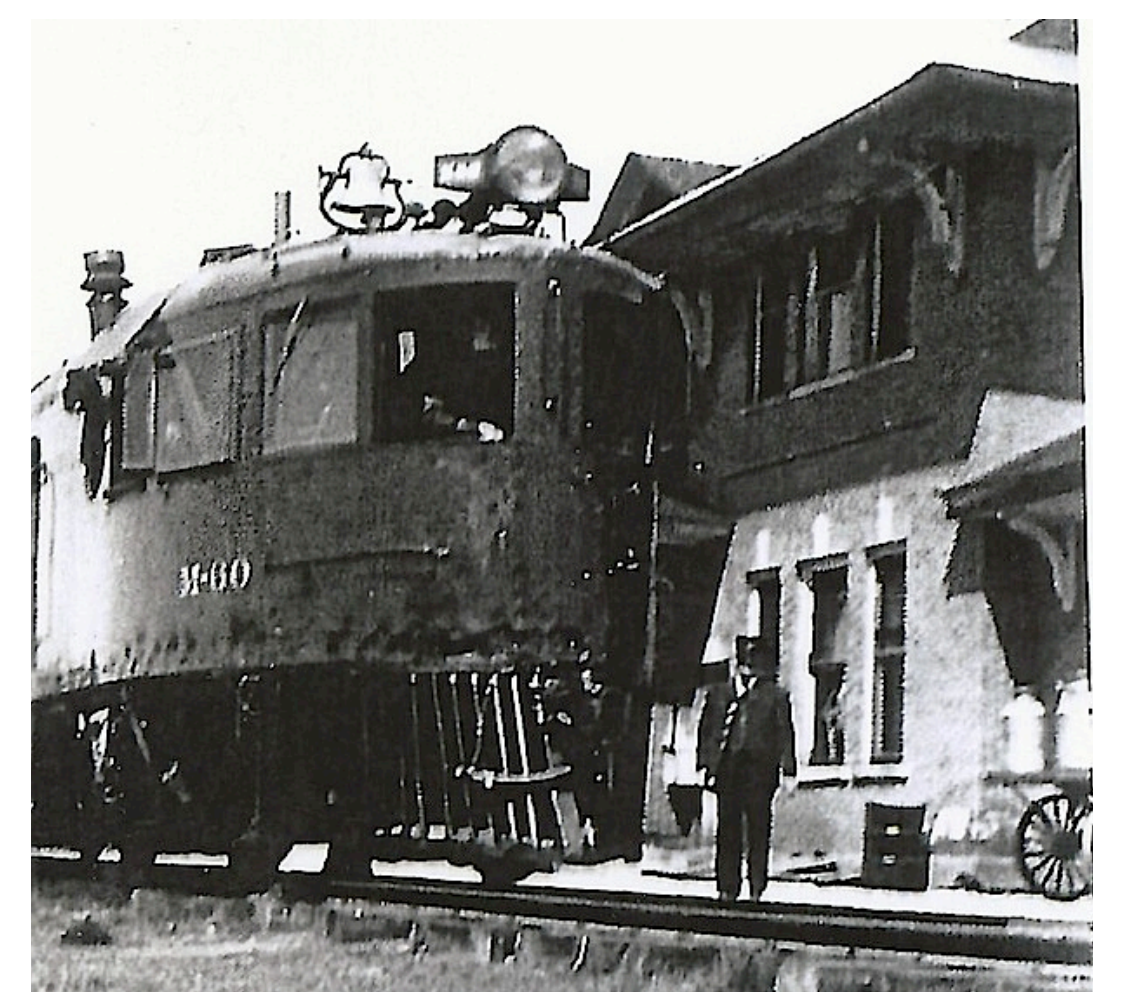
Legislative Action Taken

Before work on the P&IN was to begin, the Idaho Legislature passed a bill prohibiting employment of aliens. However, the P&IN Railway Superintendent skirted the law by claiming it had hired Japanese workers prior to the law being passed.

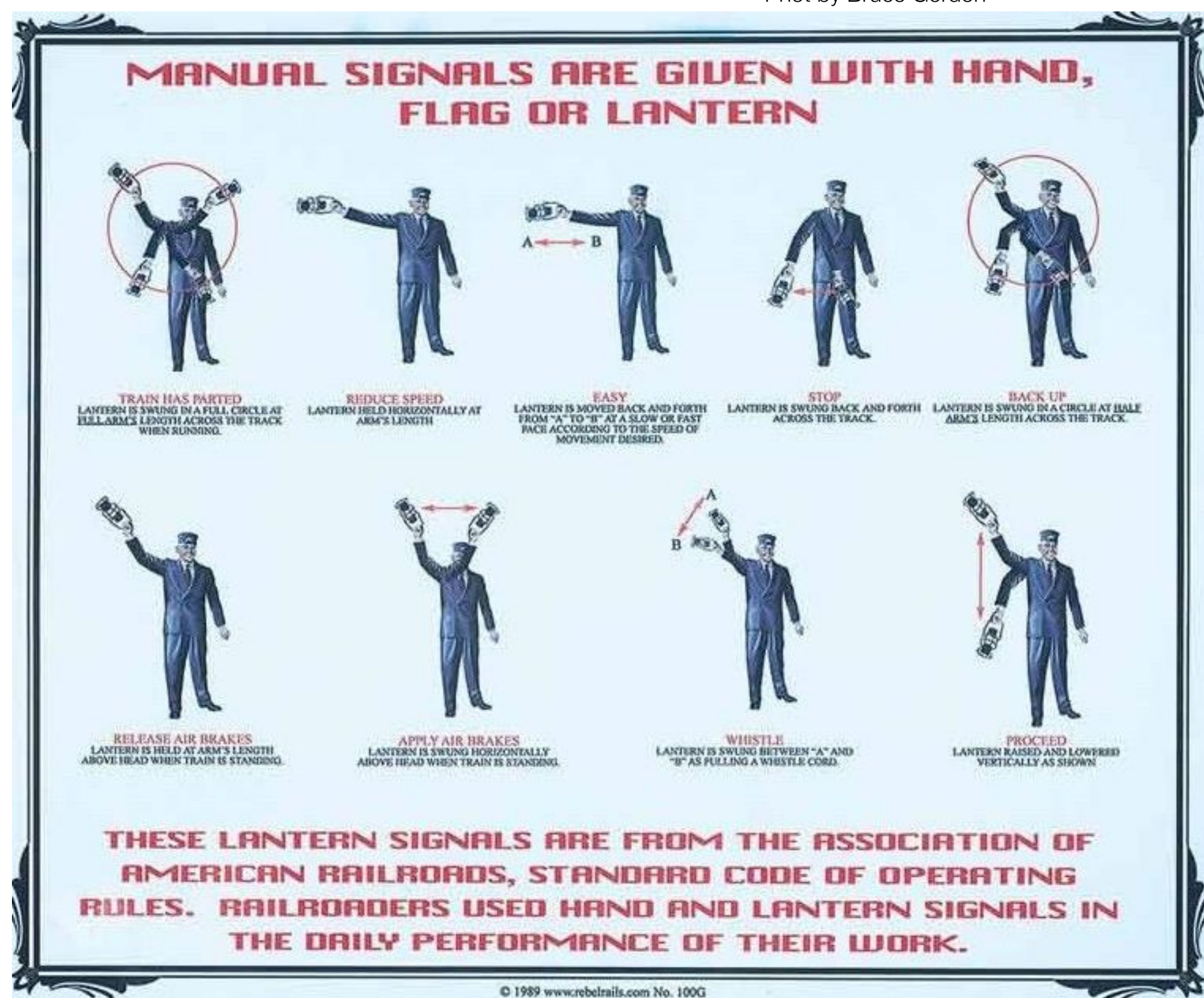
Passengers Loved "The Galloping Goose"

The McKeen motor-car, nicknamed "The Galloping Goose" or "Doodlebug" became popular with the railroads as a method of transporting passengers. Only 1 relatively low skilled person was required to operate the gas or diesel fueled motor car making it more cost effective to operate than running a steam engine that required a skilled engineer, fireman, conductor and a line of railcars. There was a variety of "Galloping Goose" style motor cars manufactured throughout the United States.

In the 1920s the first McKeen ran on the Weiser/New Meadows run. It was an M1, one of the first McKeen models, therefore it wasn't a new one. They weren't the easiest to start or keep running. Bench seating wasn't all that luxurious. The nickname "Galloping Goose" is rumored to have started because people did not constantly sit on the benches. Standing with bent knees they would bob up and down like a goose in order to cushion the not so smooth ride.



McKeen Motor Carr aka GALLOPING GOOSE -



OLD FASHIONED RELIABLE COMMUNICATION

Before 2-Way Radios, Walkie Talkies, Cell Phones and headsets were invented, manual signals were a reliable way for the ground crew to communicate with the train engineer. Regardless of weather, day or night, hand signals got the trains moving safely and efficiently.

P&IN Even Influenced Sports Teams

In the early 1900's baseball teams would travel from town to town on the train along with their avid supporters. In the 1920's high school sports entered picture and the P.I.N. League was formed consisting of teams from Midvale, Cambridge, Council and New Meadows. At the same time McCall, Donnelly and Cascade had the Long Valley League. The two leagues merged in the 1930's forming the Long PIN League which still exists. McCall-Donnelly dropped out in 1977 to join a different league. As of 2022 New Meadows, Council, Indian Valley, Cambridge, Midvale, Riggins, Cascade, Garden Valley, and Horseshoe Bend schools are in the Long Pin League.

