



The Peninsular Lumberman

Volume 4 Number 1

March 2021

The Official Newsletter of the

*Peninsular Railway & Lumbermen's Museum
& The Simpson Railroad*

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Peninsular Railway and Lumbermen's Museum is a registered nonprofit 501(c) 3 Organization dedicated to preserving and interpreting the rich railroad and logging history of the Olympic Peninsula of Washington State.

Online: @ simpsonrailroad.org Facebook: Simpson Railroad or Peninsular Railway & Lumbermen's Museum



The Peninsular Lumberman

Upcoming event



The Easter Bunny is visiting the Simpson Railroad

Come on out March 27th & 28th from 10am until 4 pm and visit the Easter Bunny. Our Easter Bunny Special features a ride on the Simpson Railroad around the sort yard loop. That ride includes a stop to visit the Easter bunny and hunt for eggs that have been hidden for the kids. Much like our past events this event is family friendly and fun for all ages. Enter at the Stillwater Industrial Park middle entrance at 10138 W Shelton Matlock Road (approx. mile post 10). Signs will direct you to the parking area just inside the gate. All eggs contain candy/toys and a few even have a special prize. All the funds raised go towards expanding our public events and bringing full scale scenic and holiday train rides to Shelton and the Simpson railroad. While on the ride we ask you to please remain seated and observe state of Washington mask regulations. Please note our trailer car is covered but is open air (no windows) and the Easter egg hunt is outdoors so please dress for the weather.



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Working on Coach 1212

We had mentioned in our December newsletter there was to be a concentrated effort to get ex G.N. Empire Builder coach 1212 into service to start off 2021. Well that has started. First we have removed the first of the two layers of floor overlay that were put on when it was in non-railroad use. This included the removal of the steam heat grill along the floor. Now that those grills are removed the vinyl baseboard trim that was added will need to be removed and grills cleaned and repaired for eventual reinstallation. One slight surprise was found during this process. A piece of the first overlay was loosened to see what was under it to see what lies ahead for us. What we found was the original flooring (to when it was last in GN service) was still intact. A bit dirty and worn this helps us greatly as it will save us in both time and expense from having to get new flooring to get the car in service. With that done the next step was removing the side French door and sheet metal flashing that had been attached to the roof of the car. Those features were added during it days as a diner and store space and need to be repaired for it be returned to service. New side sheet material has been obtained and is on site ready to be welded in place once weather cooperates.



Continued next page



Above: Pete pries up floor overlay working his way from the blind end of the car.

Right: Nick working his way from the men's bathroom area into the main seating section



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Working on Coach 1212 *continued.*

Surface prep for the cars interior will be ongoing the next couple months which may be the most labor intensive part needed to return the car to service. This includes removal of light fixture lenses, window trim, shades and other parts. Once that is done the long task of surface prep begins. Sanding smooth surfaces to be painted, removal of failed paint, removal of wall paper on the ceiling and anything else needed to repaint the cars interior. Our mission is that of logging and lumber industry preservation on the Olympic Peninsula not that of passenger car restoration. With that being said we are going to the efforts to preserve and restore the car to an in service appearance as it would have been for GN as good museum practice. That effort already has included purchasing of proper era correct coach seats and matching interior color. Work parties on coach 1212 are on going. Drop us a message on Facebook or email us thru our website if you are interested in helping put this car in service.

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Left: Original flooring hiding under the overlays.

Below: Steam heat grills removed

Right: Josh & Nick look at the hole in the car after the French door was removed. Now they have to fill it in.





The Peninsular Lumberman

Archive Project

Preserving a railroad is more than just preserving a right of way with rails and ties. Preserving its history, its purpose, what it was like, and the dedicated people who made it all happen is just as important as an operating Railroad. When the Shelton roundhouse closed to railroad activity the PRLM stepped in and moved many railroad related items. Amongst the first items preserved was the remaining Simpson Railroad

**SIMPSON TIMBER COMPANY
RAILROAD
DAILY WATERFRONT SWITCHING**

Eng. No. 900/1201 Date 3-23-01
 Fuel Used 30 Miles 30
 Time Out 5:30 Am / 16:30 Am Time In 9:00 / 12:01

Number of Cars				
	Boxcars	Flatcars	Logs	Others
Mill No. 5		<u>LBK TO SH</u>	<u>10</u>	<u>10 AFS TO</u>
Dry kiln		<u>10</u>		
Veneer				<u>6 Emp FERTZ TO PS+P</u>
Transfers				
Dry Sort	<u>Loop #3</u>		<u>22</u>	<u>31 emp TO Temp</u>
				<u>4 F-H RND</u>
				<u>2 empty log flat TO PS+P</u>

Don Sawley

TIME OF TRAIN CREW

Name	Position	Hours
<u>BRUCE GALLAGHER</u>	<u>ENR Conductor SD</u>	<u>15.5</u>
<u>JOE BYRD</u>	<u>Engineer SD</u>	<u>9.3</u>
<u>STERLING SHILMAN</u>	<u>UNLD</u>	<u>10.5</u>
<u>DAVE Johnson</u>	<u>ENR</u>	<u>9</u>
<u>BILL SYLVESTER</u>	<u>Car Driver</u>	<u>F-H</u>

Plant	S.T.	O.T.	Remarks
Mill No. 5	<u>2</u>		<u>Spotted 3 FERTZ KS TO MAKE</u>
Dry Kiln	<u>4</u>	<u>1.3</u>	
Veneer	<u>2</u>		
UNLD		<u>1.2</u>	<u>STERLING BRUCE</u>

Conductor 5 Bruce
 Reorder No. 135 Thomas Printing, Shelton, WA

10/17/91 10:11 708 387 6626 END GUC PARTS 001/001

538 1888

ELECTRO-MOTIVE DIVISION GENERAL MOTORS CORPORATION
6600 RIVER ROAD HODGKINS, ILLINOIS 60525
FAX (708) 387-6626

AFTERMARKET ENGINEERING

DATAFAX TRANSMISSION

DATE: OCT. 17, 91 SUBJECT: 8-567 CONVERSION
 TO: CLIFFORD CARTER FROM: Brad Larson
 COMPANY: SIMPSON TIMBER FAX NUMBER: 206-427-8197
 ATT: ROUNDHOUSE

Following this cover page, there will be 8 pages transmitted.

If problems occur in transmission or all pages are not received, please contact (708) 387-3807 or 3808.

MESSAGE:
 ENGINE RECORDS FOR 1955 ARE NO LONGER AVAILABLE

VERIFY INJECTOR TIMING

8-567 CR		8-567 C	
1	- 856	1	- 0
5	- 41	5	- 45
3	- 86	3	- 10
4	- 131	2	- 155
8	- 176	2	- 180
8	- 221	2	- 225
2	- 266	4	- 270
6	- 311	8	- 315

filing cabinets. Those cabinets were full of railroad operations records, communications with suppliers and contractors, equipment maintenance records and manuals along with a variety of other items. Those full filing cabinets were locked away for safe keeping until one day when those records could be cataloged scanned and preserved. *Continued next page*



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Archive Project continued

Simpson

Simpson Timber Company
Northwest Operations
SHELTON, WASHINGTON 98584 (206) 426-3381

May 4, 1984

Walter D. McHugh
COONEY-McHUGH COMPANY
1124 So. 2nd Street
Tacoma, Wa. 98409

Dear Mr. McHugh:

Enclosed is our purchase order 48069RR and 2 copies of Contract No. 84-48069 covering the net installation for our Vance Creek Bridge redecking project, as per your discussions with Ralph Cook. Please sign both copies of the agreement on Page 5, retaining one copy and returning the original to my attention as soon as possible.

Please note article 8 listing the liability insurance requirements. I have in my files a certificate of insurance relating to this project issued by Comfort and Fleming Insurance Brokers, Inc. However, the excess liability and broad form property damage portion of this certificate bears an expiration date of 5/10/84. It is imperative that I have current "evidence of insurance" prior to proceeding with the work covered by this contract.

Very truly yours

SIMPSON TIMBER COMPANY

Patricia A. Visminas
Buyer

/s/

cc: B. Coombs
R. Cook

Well that one day has arrived. Museum member and volunteer Pete Panos has taken on the labor intensive task of cataloging, scanning and placing those records in dry safe storage, where they will wait to be housed in a museum building of our own one day. Those documents and records are now considered historic artifacts, just like locomotive #900 although not as large or heavy. As historic documents they need to be preserved and cared for. To give you an idea of the work Pete has taken on is each item is cataloged then scanned to create a visual record which creates a way to access those documents for historical research without damaging the artifact itself. In our future museum facility these paper artifacts will be kept in archival storage and used to help create displays and educational materials as well as preserving history. Combined with a large artifact, like a locomotive, they will help tell a story that helps visitors understand the roll the Simpson Railroad had, what its purpose was, how it operated, and the people who made it all happen.

The Peninsular Railway & Lumbermen's Museums strives to be more than just another heritage railroad. Preservation of artifacts whether they are big or small, safeguards that history for future generations.

Three examples of historic documents from the Simpson RR records that are being preserved by the PRLM.

#1 previous page: A Simpson RR switch list from March 23 2001 (now 20 years old) showing the days switching duties and the crew responsible to see that it gets done. This days switching; happens to involve engine 900.

#2 previous page: A correspondence with EMD in October 1991 (now 30 years old)

#3 this page: A correspondence to the company hired to redeck the famous Vance creek bridge in may 1984 (37 years ago).



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Horn Honk Event Review By Nick N

On January 21st, 2021, The Simpson Railroad held a Horn Honk/Photo Freight run. This was a unique opportunity for all rail fans: Train horn collectors could pay to have their personal horns mounted and blown aboard a 65-year-old logging engine, while photographers and videographers had the opportunity to document vintage Simpson equipment on the move for the first time since 2018. Our train consisted of Engine #1200, one of our fire tankers, Side-Dump Sally and Caboose #201. We honked around 30 horns, ranging from a Burlington Northern RS3K to a Frisco S5T-R, Nathan M5s, Amtrak K5LAs and many more! We received lots of support from those in attendance, and we hope to hold another similar event soon!

Editors note: This event was organized and run by Nick N. Nick is one of our younger volunteers at just 18 years of age. Having Nick plan and organize an event like this one is one way we are getting a younger generation fully involved in railroad preservation. We offer volunteer opportunities for everyone no matter your age or ability or experience.

Right: Nick and Tom change horns out on the 1200. One of many times these two climbed up onto the top of the engine.

Below: Our equipment transfer stopped for a photos at one of the ponds in the Sortyard.





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Articles about the Simpson: our efforts are getting noticed



With our limited public operations ongoing, and our full scale start up looking to become a reality in 2021, also comes increased interest in our efforts. Recently Heritage Rail Alliance (an online heritage rail news and information outlet) ran an article about our efforts to preserve and re-start the Simpson Railroad as a heritage attraction. To see this article go to

- <https://heritagerail.org/2021/01/starting-up-the-simpson-railroad>. We would like thank them for thier help in spreading the word of our efforts beyond the northwest heritage and railroad community.

AAA travel Blog

Right on the heels of the HRA article comes a photo and mention in the AAA magazine blog getaways. Go to the link below (copy and paste into your browser) to see for yourself.

<https://blog.wa.aaa.com/travel/getaways/northwest-scenic-train-rides-and-museums>



Train model at the Northern Cascade Railway Museum. Photo courtesy of the museum.

SHELTON'S THE PENINSULAR

Scenic rides aren't just limited to trips around the Cascades. Out on the Olympic Peninsula near Shelton, the Peninsular Railway and Lumbermen's Museum is one of the newest scenic train ride and museum locations in Washington. Scheduled to operate on holiday weekends in 2021, riders and visitors to the museum will be able to learn about the rich logging history of Mason County by touring the rail lines at the old Simpson Timber dry lot. The current ride around the industrial park is approximately 2.25 miles and takes 20 minutes. Longer rides are being planned, with hopes to get passengers deeper into the woods of Washington's Olympic Peninsula.



The Peninsular Lumberman

In the news

Community Partnership

During our Simpson Santa Special we set up a food collection and donation station. During our 4 days of operation we collected 80lbs of food and \$1000 dollars in cash donations Those donations had come directly from our visitors. It all went to the Montesano Food Bank (a NW Harvest supported food bank). They were extremely grateful, almost tearful & speechless, for all the donations our visitors had contributed. This is one way we are striving to be a good community partner as we develop our new museum.

Right: Montesano food banks volunteers show off the donations from our Santa Special.



Work parties

Saturday, March 13th, 10am there will be a special scheduled work party to fill Easter eggs and prepare for our Easter Bunny Special. Location is caboose 201 at our Stillwater Industrial park maintenance location.

Regular work parties are held every Sunday, starting roughly 10am at our Stillwater Industrial park maintenance location. These work parties have been generally focusing on coach 1212, as well as other needed equipment maintenance, as well as additional whatever tasks that always need to get done.



The Peninsular Lumberman

Historic photo for March



Our historic photo for March comes again from veteran Simpson engineer Pete Replinger. Here is engine #1200 in its original orange livery out on the dock at the Shelton mill in 1959.



The Peninsular Lumberman

Please help preserve a part of Shelton's heritage by considering a donation or membership to the PRLM at [simpsonrailroad.org /Donate](http://simpsonrailroad.org/Donate) or membership Paypal enabled

Or send it to the following with the form below to: **Peninsular Railway and Lumberman's Museum**
P.O. Box 1333 Shelton Washington 98584

Membership \$25 per year

Donation

\$25 \$50 \$75 \$100 Other _____

Name: _____

Address: _____

E-Mail: _____

City: _____ State: _____ ZIP: _____

All donations are tax deductible Peninsular Railway and Lumbermen's Museum is a registered non-profit 501(c)3 Organization dedicated to preserving and interpreting the rich railroad and logging history of the Olympic Peninsula of Washington State.

PRLM Officers, Directors & Board Members

Officers:

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Submission and publication policy: Submissions should be concentrated on logging and railroading on and around the Olympic Peninsula and PRLM activities and information in particular. All submissions should be positive in nature and reflect the values of the PRLM and the community's for which we serve. We reserve the right to we reserve the right to edit as needed or withhold any submitted articles which do not meet these requirements or are deemed inappropriate for this publication.