



# The Peninsular Lumberman

January 2018

Peninsular Railway & Lumberman's Museum  
PO Box 1308 Shelton Washington 98584  
Online @ [peninsularrailway.org](http://peninsularrailway.org)

Stamp

Address



Peninsular Railway and Lumber 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.



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## Fundraiser Dinner

On October 28th the PRLM held it very first official public fundraiser. Held at the Shelton civic center the Spaghetti Dinner and silent auction was attended by Board members, former Simpson employees , civic leaders, volunteers and supporters of the PRLM. Silent auction items included, framed photos and art, gift baskets, items and gift certificates from local business and several other railroad and non railroad donated items . That evening nearly 100 persons attended the event in support. In all nearly \$2000 dollars was raised to bring train rides and museum to Shelton. Most the money raised that evening was used to complete track repairs necessary to make the Simpson Railroad whole again and move equipment to the dry sort yard

Right: The supporters of the PRLM enjoying the night festivities.



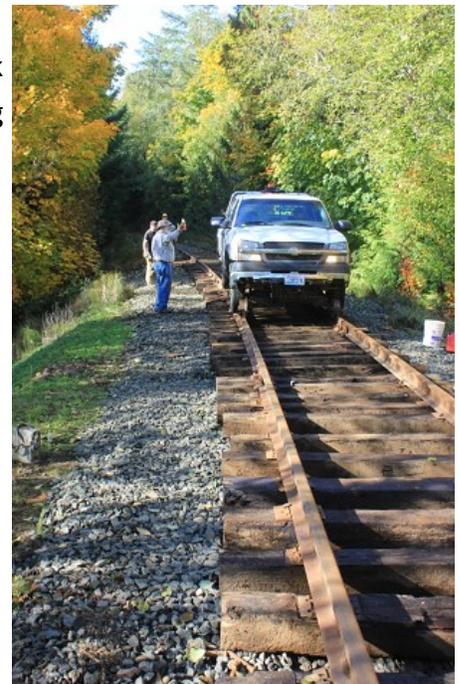
Left: Shannon Mazzoncini and her crew who made the night's delicious meal

- Page 3: Working on the Simpson Continued.
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## The railroad is

## whole again! Working on the Simpson:

For much of the fall the work on the Simpson Railroad has concentrated on track replacement for track that was removed to install improved fish culverts under the Railroads Right of Way and one crossing reinstallation. The first major track project for the PRLM commenced on the last days of September. With only rare, but appreciated, opportunities in the way of machinery the crews have used mostly hand tools and muscle power to complete repairs. At times the work was slow going specially when dealing with the isolated cation and track curvature at mile post 2.5. But October 23rd the tireless crews completed



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Here the High Rail truck takes the official first pass of the newly connected rail at mile post 2.5. Les Bagley, Joel Hawthorn, William Clark watch on as Dale Campbell takes the commemorative photo.



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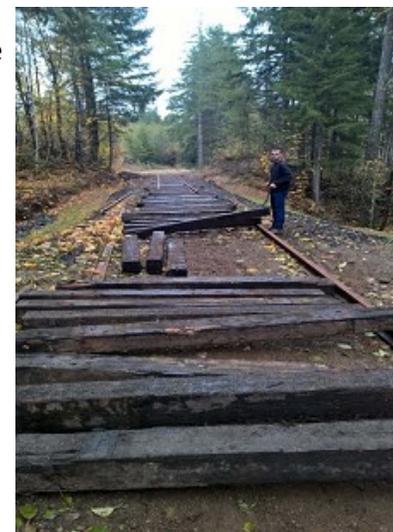
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## Working on the Simpson Continued

the reconnection of second of two gaps at that location which were next to a picturesque pond. The pond which was the original Goldsborough creek bed became a pond when the railroad was built in the early twentieth century and the creek rechanneled to other side of the tracks. With those gaps connected it opened up the railroad to near mile post 4.5. A well earned high rail ride soon finished off the days activities for the hard working volunteers in attendance. Then the work shifted to the largest of the three Gaps near Carman RD. At Carman road the gap was a bit bigger at nearly 200ft but was straight and having better access, rather than curved and isolated location the previous two gaps had, helped speed and simplify the work needed. With the help of Nathan Iverson and his tractor the rails were staged to the side of their approximat location which helped considerably once the rails needed to be placed onto the ties and bolted together once ties were spread out and remaining supplies obtained. With only a minor delay for martials the Carmen road gap was completed in a fairly timely manner on November 12th.

The weekend of November 11th and 12th prove to be a very productive one for the PRLM track gang with the completion of a "panel" track for the Chapel Road crossing. The panel track was used to speed up the instillation of track that was removed at Chapel Road. By premaking a section of track and sliding into place it reduced the time the crossing was tore up and out of service. This was a consideration that was thought about in the planning for the project by the PRLM. It

helped reduce the time the road was out of service for our neighbors that need to use this crossing for access to their homes and a consideration so we may be good community neighbor ourselves. One feature that was added to the crossing after discussion with the residences there was to have culverts installed to help channel water away from the road surface during heavy rains. The crossing was completed over the weekend of November 18th & 19th once again making the Simpson whole again. A special thanks goes to Curt Bennett of Bob Kimbel Construction for the donated backhoe services without the help Chapel Road Crossing would have taken much longer and would have been more challenging to complete. With the equipment moved to the dry sort yard ballasting, tamping, and a few finishing details will follow in order to allow trains full of passengers to enjoy a sunny summers afternoon taking a relaxing ride on the Simpson Railroad.



Above: Here new volunteer John Ringos spreads newly donated ties to fill the Carman Road Gap.



Left: Panel track for Chapel Road crossing ready to be install the next weekend

Right: Chapel crossing finished and the first car to use the cross-





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## Tie Donation

A very special thanks to Stacy and Witbeck Inc. for the donation of 3 truck loads of quality relay ties for the PRLM from a rail project in the greater Bellevue area. And to "Cookie" Dan Cook, Jr. and his cool log handler for helping with the unloading of ties at the sort yard. The first of three truck and trailer loads arrived at the sort yard November 2nd. Two similar truck loads followed bringing the total donated ties to over 600. The PRLM arranged the tie donation to complete current repairs to the Simpson Railroad and give a working tie capital to use for future repairs and needs as they arise. They are much appreciated and have helped move us forward.



Here long time Simpson employee and current PRLM volunteer and track project manager Pete Replinger gets busy unloading the first truck load of ties.

## Crew Caller

**Mary Jean Hrbacek** has volunteered, got her arm lightly twisted, to be our first Crew Caller. She will be calling and helping to arrange and guild volunteers to where and when to show up and for what duties to expect for the day. She will pass your name along so we know who and how many to expect for the days work so plans can be made accordingly. If you wish to volunteer, need somewhere to start, call Mary @ 360-485-6687 or drop us a message @ [info@peninsularrailway.org](mailto:info@peninsularrailway.org)

## PRLM Volunteers

The PRLM already has a growing and impressive list of Volunteers dedicated to the preservation and betterment of the Simpson Railroad. A special thanks from the PRLM to the following individuals who have collectively already logged over a thousand of hours of service. Not in any particular order.

Bill Clark, Les Bagley, Cory Wheeler, John Ringos, Joel Hawthorn, Pete Replinger, Jerry E Cookie, Daryl Lund, Nathan Iverson, Shannon and Lili Mazzoncini, Josh Kaivo, Ken Kaivo, Tracy Moore, James folk, Mary Jean Hrbeck, Janice Vocke, Dale Campbell, John Kumparak, Curt Bennett, Bruce "Daddio" Gallagher, Bill Busacca, Janice and George Vocke, James Hubbard, Bill Van Slyke, Rob Churchill, Jacob Higgins, Eriks Garvo.

If we missed your name let us know! We apologize for the omissions.



Above: One the larger groups of PRLM volunteers for a work party to date turned out to complete Chapel Road crossing in a timely manner.



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**The Simpson comes to life!** January 2018

In the early morning hours of December 4 the Shelton Roundhouse once again, and for the last time, bustled with railroad activity. The sounds of locomotives idling drifted out of the roundhouse doors like it had done for decades previous. This was the day the PRLM moved locomotive 900 and 1200 along with the rest of the remaining Simpson Railroad equipment. Approaching the combined experience of well over 200 years the strong group of experienced former Simpson and PRLM Railroad personal had gathered and brought the Simpson back to life. They marshaled the Locomotives, Caboose 201, Speeders 53 54 55, American locomotive crane, MOW items and equipment at the former Simpson mill complex and roundhouse. After the marshaling and a surprise delay the Ballast regulator lead speeders 53 & 55, with their MOW "train", out of Shelton destined for the dry sort yard that afternoon. With the first equipment group having left town the remaining PRLM contingent loaded wheel sets, load boxes and other heavy items not able to be moved previously into the side dump car with the American crane before they would depart the roundhouse for the last time. Meanwhile at milepost 2.5 a surprise was encountered by the group that had already left town. With recent heavy rains a small slide was discovered. Here Cory and John got some on the job training with the ballast regulator. A gentleman walking the tracks, we never got his name, helped shovel and assisted the PRLM crew to clear the tracks "thank you". Once cleared and inspected the contingent pressed on. Under the super moon and with only a couple minor delays reached the dry sort yard after dark. Fittingly as darkness fell on Shelton the first diesel purchased by Simpson, the 900, with veteran Simpson engineer Pete Replinger in the engineers seat crossed first street to the surprise of some evening commuters with the 1200, caboose 201, & side dump in tow said its final goodbye the roundhouse. Making enough noise as the train crept thru town and into the Goldsborough creek darkness everyone in town knew trains were once again running on the Simpson! Neighbors waved from front porch's and windows children ran to watch the train go by one lady thanked the crossing protection crew for the wonderful Christmas present that had been given too her, watching the train run again, they all confirmed that the Simpson Railroad is part of Shelton's identity. Some time latter the 900 arrived at the sort yard with little issue and after a late evening clearing crossings thru the sort yard the equipment was put to sleep in their new home. One chapter of the Simpson Railroad closed



that Monday. Now the next chapter of the Simpson Railroad begins. Sharing the last active logging railroad in the U.S. and its legacy with the public begins. **Stay tuned this chapter has only begun!**

Left: The Ballast Regulator clearing the small slide near mile post 2.5



Above: Simpson Crane operator Bruce "Daddio" Gallagher readies the American locomotive crane for its days work.



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Please help preserve a part of Shelton's heritage by considering a Donation or Membership to the PRLM at [peninsularrailway.org /Donate](http://peninsularrailway.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 1308 Shelton Washington 98584**

Membership: \$25 per year

Donation: \$25 \$50 \$75 \$100 Other \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

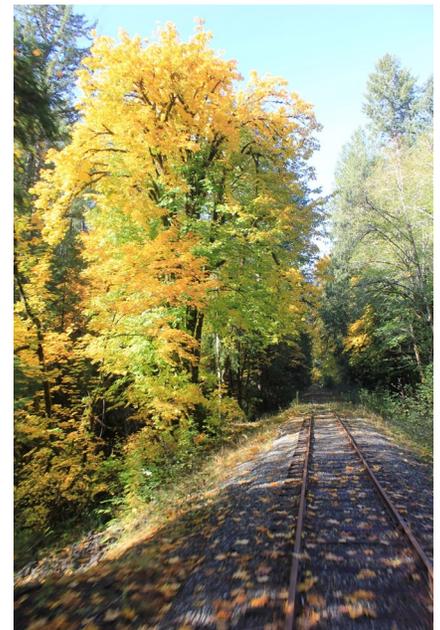
E-Mail: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

**All donations are tax deductible** Peninsular Railway and Lumber Museum is a registered nonprofit 501(c)3 Organization dedicated to preserving and interpreting the rich railroad and logging history of

Check out our EBay store front for you very own PRLM T-shirt, DVD's, Books and more. Just search for "peninsularrailway". Help support the PRLM

Have a story, photo, some history or even a tale fit for public viewing that you would like to share send to us we may use it in an upcoming news letter or on line. It is all part of the Simpson heritage.



Fall Foliage along Goldsborough creek - soon you will be able to view this scene while aboard the Simpson.

