



# The Peninsular Lumberman

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## *The Official Newsletter of the Peninsular Railway & Lumbermen's Museum & The Simpson Railroad*

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### Volunteer Appreciation BBQ September 14th

The Simpson Railroad / Peninsula Railway & Lumbermen's Museum would like to thank the volunteers and show our appreciation of all the hard work and dedication they have shown us. Saturday September 14th at 3pm come on out to our area in the Stillwater Industrial Park (Sortyard) at 3pm. The museum board members will be grilling up Hamburgers hotdogs and the fixins for volunteers, supporters and members. The address to the Industrial park is 10138 Shelton Matlock Road (middle entrance right after mile post 10-at the Simpson Railroad sign). You may also get a speeder rides, coach 1212 tour and get all the latest update at the board meeting to follow. Come on out and say hi.

The Simpson Railroad is operated by the 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.





# The Peninsular Lumberman

## *The Simpson Railroad gets a Coach*



Former Great Northern coach 1212 arrived at the Museum's storage facility on Friday August 9 by truck. Built in 1950 by American Car & Foundry as a 85' long 60 seat coach for its famed Empire Builder passenger train that ran from Seattle to Chicago. In its most recent years it was part of Country Village in Bothell which had some railroad cars & cabooses that were part of it's collection of unique shops. Prior to the Country Village, it offered up a unique dining experience as Andy's Tukwila Station. With Country Village closing, it meant coach 1212 needed another new home. In need of a coach to start operations, arrangements were made to acquire the coach and move it to our facility west of Shelton. Loading the coach onto Mike Hawkins big lowboy trailer was performed by Snell and Millican cranes. Once in the sort yard, expert log stacker operator Cookie showed off his skill and unloaded the nearly 70 year old car with little effort or fuss. To aid it's return to service 30 authentic coach seats were purchased and donated by a volunteer latter that month. While plans are still being formulated, the current goal calls for its return to the duties it was originally built for in early 2020. To make that goal a reality your help is needed. You can sign up to volunteer and help put this car in service (or any other projects you may be interested in), to or offer a monetary donation towards that goal just go to the Donation/Volunteer page on the new website [simpsonrailroad.org](http://simpsonrailroad.org).

Above: Unloaded and eagerly waiting to be put back in service on the loop track.

Right: Engine 900 moves the 1212 for the first time in decades on rails.







# The Peninsular Lumberman



Above left: Coach 1212 start its journey to the Sortyard.

Above: Ready to hit the 405 freeway.

Left/below left: Cookie showing off his skill by unloading the coach as if it is an HO model. How many places other than the northwest does a coach get unloaded with a log stacker?

Below: Back on live rails for the first time in decades and the first coach since 1990 on Simpson rails.

*Photos by Josh Kaivo and Bret Hamann*







# The Peninsular Lumberman

## New website:

[www.simpsonrailroad.org](http://www.simpsonrailroad.org)

We are now back on with a new redesigned web site. With a name usage agreement in place, the Simpson Railroad name was decided to be used as a website domain to better identify, find and connect our organization with our supporters and visitors. It features photos from the Simpson Railroad past and present as page back drops and our colors (from the locomotives) of red, white and black for navigation, buttons and text. Although it is still a work in progress, it already has many features that show visitors to the site who we are and what we are about. It contains links to Paypal for those wishing to make a monetary donation, a volunteer form for those wishing to come out and help, and membership purchases can be made thru our website using PayPal. Other pages include photos & videos, equipment and calendar page showing where we will be, when work parties are and events on and around the railroad. Breaking news & information such as coach 1212 arriving, new videos or photos and other items are being added as time and events permit. So far we have had visitors to our website from distant states such as Pennsylvania and Ohio and as far away as Sweden, Ukraine and Moscow Russia. So don't underestimate the reach and impact of our little railroad. Please share and visit our new site.

## New entrance sign:

A new Simpson Railroad sign has been placed at the middle entrance to the Stillwater Industrial Park (the Sortyard). The sign was placed to help volunteers know where we are located and where to turn at to find us when they come out to work on the railroad. It also gives us a visible presence along Shelton Matlock road. This sign will be in place during all organized work parties and events inside the Sortyard.







# The Peninsular Lumberman

## Diesel Truck Show Down

### Locomotive pulls and Cab rides

Hosted by Aberdeen Automotive, Design Engineering, Inc., Napier Outdoor, House of Power Diesel Performance & Transmission and Authority Diesel Performance on Saturday June 22nd in the Stillwater Industrial Park. This first year event brought truck enthusiasts together from all over the region to show off their trucks, do burn outs, pull sleds and other events designed to show off truck abilities and the drivers skill. Unique to this event was the chance to pull real life sized locomotives and a caboose (sorry no tug of war-we all know who would win that). Those locomotives happen to be the 900 & 1200 along with caboose 201 which were fired up and brought over to the loop track next to where the event was being held (hey they did say Diesel and they do have trucks). After the truck tug of war which was held near the loop track we offered trucks the chance to pull what we had brought over. Pulling the locomotives was more about the skills of the driver than the brute horse power of the truck in order to get everything rolling. *Continued page 6*







# The Peninsular Lumberman

## Diesel Truck Show Down

### Locomotive pulls and cab rides continued

While the truck events took place the Simpson Railroad was on display. Caboose 201 was open for visitors to go thru and our display and merchandise tables were set up. The hit of the day was the chance to take a cab rides in engine 900 down the loop track and back. In all over 100 persons took us up on the unique opportunity to ride in a locomotive cab and blow the whistle. Events like the truck show and the off road rally earlier in the year are unique ways we are able to show off and attract visitors to the Simpson Railroad. Partnering with these events create a fun and enjoyable family experience that everyone can enjoy and offers an added attraction to event organizers. It helps creating an identity all our own and one that sets us apart.







# The Peninsular Lumberman

## HY-Tracker

The Simpson Railroad has purchased a piece of maintenance equipment called a Hy-Tracker. A Hy-Tracker is an on rail mobile platform that other equipment, such as an excavator, can ride on when they do not have on rail capabilities. Once loaded the Hytracker transports it to a work location. This is necessary for our railroad due to many areas along our ten miles that do not have road access. One feature that this particular model comes with is a dump box. The dump box can be filled with ballast (crushed rock) and taken to areas in need of addition ballast or the removal of slide material. As example ,the three track repairs that were completed in late 2017 that are still in need of ballast and leveling so passenger operation can commence.

As part of that purchase we also recovered some Simpson Railroad artifacts. First is a set of original spare wheels and brake shoes for the homebuilt 5-4 speeder. These parts where designed and manufactured locally, with Lamb Grays Harbor performing the foundry work. Also obtained were two ex Simpson air jacks. These jacks were often used in the car shop for working on log cars, and have uses for working on locomotives. These, along with two under ownership of one of our members, complete the set of four in use by Simpson Railroad at the point of shutdown in 2015. Donations from members provided the majority of the funding to buy these needed items. Thanks too Nexxt Logistics for making these items available and transporting them, and Cookie and his Wagner log stacker for unloading.



Upper left: the 5-4's spare wheels  
Lower left: the dump box for the Hy-Tracker  
Right: one of the air Jacks  
Above: The Hy-Tracker





# The Peninsular Lumberman

## *Working on the Simpson*

### Brush clearing:

The summer months have been busy ones here on the Simpson as we gear up towards an historic 2020. The largest and most time consuming of those activities has been the ongoing brush cutting, tree removal and over all clean up. Tree removal and brush cutting started in the sort yard where the fire tank cars had been sitting for the last couple decades. As part of the sort yard work was clearing the loop track for possible use later this year. After some general clearing by hand Cory took his tractor down the loop track to clear areas needing repair and areas that have not seen rail traffic in years. From there work crews start clearing the interchange yard to give it a better taken care of appearance in town and to get a good look at any track issues that may need attention. In all a couple dozen loads of brush, debris and garbage have been hauled away over the summer months



Left: George Vocke using a brush cutter down at interchange yard.

Right: Evidence that Cory has been working on the loop track.



### Equipment maintenance:

**Caboose 201** received new batteries for the Interior lights and those lights checked cleaned and serviced for use.

**Locomotives 900 and 1200** have had electrical components checked /replaced cleaned up for improved performance and reliability. With engine 900 being started regularly to maintain batteries and verify the charging system is working as it should.

**Speeder 5-5** received new roof patches on the center edge portion of its roof that were deteriorated and was allowing water to rain inside. Epoxy primer coated those patch's and most of the center roof section before a new black top coat was applied.





# The Peninsular Lumberman

## Working on the Simpson

*Continued*

**Entrance sign** a new entrance sign was made out of a repurposed Simpson Railroad sign. The new Sign will be placed at the middle entrance (the entrance we are asked to be using) to help guide volunteers to our work area. Note that this sign may not always be up and put away in cases of bad weather or non work party days.



Above: Caboose 201 lit up at night thanks to new batteries and a little work.

Above Right: 7th ST crossing to bridge 2 after an afternoon of weed eating by John Ringos

Right: Proper coach seats for coach 1212 arrive at the sort yard and get loaded into our trailer for storage.

Below: New steps boxes for coach 1212.







# The Peninsular Lumberman

## Shows and 5-5 on tour

The Simpson Railroad and speeder 5-5 continued showing up at area shows and events. We were on display at the Bremerton Northern model railroad swap meet on June 15th. Awe were also at the Pioneer Power of the Pacific Northwest Show & Swap Meet from July 12th until 14th on Johns Prairie Road just north of Downtown Shelton.

## Up coming events

A chance for those up on the north peninsula area to see the 5-5. The North Olympic Peninsula Railroaders train show and swap meet on Sept. 21st from 10 - 5 & Sept., 22nd from 10 - 3, at the Clallam County Fairgrounds at 1608 West 16th Street in Port Angeles WA. See the 5-5 in person or pick up a Authentic Simpson hat.

The Simpson Railroad will be hosting a Horn Blow on September 21st from 9:30am to 4pm, & 22nd from 10am to 4pm. We will be using the upper end of the mainline at Mill #5, Stillwater Industrial Park, between Shelton and Matlock. For those bringing an air horn the charge will be \$40 per person. Our Simpson Railroad historic SW-900 locomotive will be used for this event. For more information, contact Pete Replinger at 360-426-8386 or email him at [fehorse@basicisp.net](mailto:fehorse@basicisp.net).



Both:  
On Display at  
Pioneer Power  
on Johns  
Prairie Rd.



## PRLM Volunteers

The PRLM wishes to thank following individuals listed below who have volunteered their time and have participated in a variety of ways this summer in helping the Simpson Railroad. Since our last newsletter in June a total of 948 hours have been contributed up to August 31st. These volunteers help in any way they can. From brush cutting to locomotive maintenance there is always something for anyone to do.

Pete Relpinger, Bill Van Slyke, JaniceVocke George Vocke, Mark Vocke, Pete Panos, Josh Kaivo, Cory Wheeler, Ted Svendjen, Johnny Ringos, Jacob Higgins, Dale Campbell, Kamai -Maddi -Carly Kaivo, Mike Huntzinger, Jim& Barbra Wheeler, Charlie Dockins, Bill Busacca, Les Bagely





# The Peninsular Lumberman

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

Or send it to the following with the form below to: **Peninsular Railway and lumbermen'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 nonprofit 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

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For submission: [Contact@simpsonrailroad.org](mailto:Contact@simpsonrailroad.org)

Deadlines for submissions: the 25th of the proceeding month.

**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 withhold any submitted articles which do not meet these requirements or are deemed inappropriate for this publication.