



The Peninsular Lumberman

Volume 1 Number 6

December 2018

Peninsular Railway & Lumbermen's Museum
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Stamp

Address



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.



The Peninsular Lumberman

2018 a year in review

The PRLM closed out 2017 with the move out of the Shelton roundhouse and area on December 4th which marked a sad end to railroad activities at that historic structure. On that day The "Simpson" had come back to life to the pleasure of the railroad personnel in attendance but also the folks in the heart of Shelton. By day's end and after dark all the remaining equipment for the former Simpson Timber Railroad would be moved out to the Dry Sort Yard and in possession of the PRLM.



Above: December 4th Cory and John K move the speeders 53 & 55 and MOW carts out of the roundhouse area after being readied for their trip to the sort yard. They will shortly head up Goldsborough Creek on their way to the sort yard.

Dale Campbell Photo



Above. Inside the Shelton Roundhouse on December 4th. The Roundhouse for decades was the home to locomotives 900 & 1200. On this day they sit idling one last time, their way of saying goodbye, they are receiving attention and being readied for the day's work.

Dale Campbell photo

Once out of the roundhouse SPI quickly removed the turntable and it's hardware to make way for better access, so they may repurpose the roundhouse into a forklift maintenance building. Generously SPI made the turntable available to the PRLM for a future reconstructed roundhouse. After last minute fundraising the turntable was moved by the PRLM out to the sort yard on February 22nd.

Right: The Shelton Roundhouse turntable waits to receive the 900 on December 4th.

Dale Campbell photo





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2018 a year in review

With the move completed and having started serious negotiations with Green Diamond, Simpson land-holding company, for long term use of the remaining 10 miles of track from Shelton to the Dry Sort Yard near Dayton, we settled into the sort yard work. Work there concentrated on brush-cutting, equipment maintenance and light track maintenance and inspection. After a couple years of non-use, the area of the sort yard that we will be occupying had become overgrown, with scotch broom in particular. In order to use the area as a maintenance and operating base, brush-clearing became a main focus. Work parties continued through the summer and focused on a couple main items. One was to get the area clear of the scotch broom and the scrap metal that littered the area, to make it safe to work in and around the Railroad. The second was to bring the speeders and regulator and other MOW items into reliable working order after a few years of deferred maintenance.



Above Left and middle : Showing the before and after view of the main line area we occupy in the sort yard. With scrap metal hiding under all the brush it made for an unsafe situation for PRLM volunteers that had to be corrected.

Above Right: Main line track cleared to it's end and new home made switch stand target.

Middle Scrap collected one afternoon.

Right: Many usable needed track materials were found and sorted.

Dale Campbell photos



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Maintenance and rehabilitation work concentrated on speeder 53 & 55 and the ballast regulator. These items will be on the front lines when track work begins, once a permanent lease is signed. Speeders 53 & 55 received routine maintenance items like oil changes, and light replacements. 55 brake system needed rebuilding with many new components, also with several floor boards, and both side rails were replaced. Both needed new side curtains and rings to keep the weather out along with new seat cushions. Along with being cleaned out and some other small items these two are ready for the upcoming year of work.



Collage: The 55 received new floor boards and operator floor panels. Side curtains and curtain rings and curtain chains on the 53 & 55. Seat covers for both and brake rehabilitation brought the 53 & 55 up to reliable working order.

Dale Campbell Photos





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Certainly the piece that was in need of the most attention was the museum's ballast regulator. The Cannon Ballast Equalizer, as they call it, will be a focal point and the machine with the highest demand once track work starts. This machine needed more intensive maintenance and work to bring it up to reliable working order. Fuel tank removal and cleaning, electrical work, and significant engine work were all on the list. It even received new roof cleaning and painting to help protect it from the weather.



Above right: Cory shows off the sediment trap and why the fuel tank needs to be taken out and cleaned.

Above Middle: Josh and Cory inspect the fuel tank once cleaned and reinstalled and discuss how "easy" of a project it was.

Above right. Jim Davenport takes an after noon to chase electric ghosts and starter relay issues.

Left: With the fuel tank removed, rare access to the area gave an opportunity to clean and repaint the area.

Joel Hawthorn and Dale Campbell Photos



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2018 a year in review

2018 was not all just brush-clearing and maintenance in the sort yard. The PRLM went on display for the first time at the Olympus Rally, which is held in the foothills west of Shelton every year. The sort yard has a public viewing and stage area set up during the rally. The 900 locomotive and caboose 201 went over to the loop track and gave visitors a chance to climb aboard. The beginning of 2018 saw some light work out on the line, such as damaged or corroded bolt replacement, track clearing of debris and general inspection. This type of work had to be halted in the spring when it became apparent that lease negotiations would be taking longer than anticipated. That decision was in both parties' best interest and necessary so we would stay in compliance with our nonprofit status. Even one trip to mark miles posts and inspect the line for any issue that might have popped up during the year, and to enjoy the fruits of our hard work over the summer was worked in.



Right: On Display at the Rally

Left : The Regulator clearing debris off of the ties.

Joel Hawthorn Photos



Below: clearing a fallen tree

Middle: Down at Knights tightening new bolts

Right: Washing the 900 for Display

Joel Hawthorn and Dale Campbell photos.





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What's next for 2019

2019 is shaping up to be an ambitious and critical year for the PRLM. As the calendar turns to December, lease negotiations are still underway, but in the final stages and on their way to completion. Negotiations like these often take time and need to be carefully thought out and gone thru by both sides, as neither party wants some thing that will be unworkable or unrealistic. That lease is the first step to the completion of PRLM's first objective of preserving the Simpson legacy in Shelton. Operating the remaining 10 miles as a tourist railroad and museum with the purpose of interpreting the significant history that the Simpson Timber Company had on Shelton and the surrounding area and it's development is our immediate focus.

Once lease negotiations are concluded, many activates can finally start moving forward at that point and we can regain the momentum we had at the start at 2018 . Identifying and securing funding sources for insurance, coaches and track repair, and various start up costs, is a critical need. Without those funds train operation can't and will not start. Track maintenance items that have been identified can restart and begin in earnest and be worked on throughout the year. Starting train operations will require a safety and training program , which has been started, along with volunteer recruiting for a variety of positions, including train crew, MOW machines operators, and a host of other positions of need that will be needed to run a railroad. Railroad operations planning and marketing will need to be organized and set up. Many of these items will require hours of work on supports items & documentation that are all but invisible to most, but are a required part of any Railroad operation.

Meeting Reminder

December Board Meeting: Dec. 19th at 6:15pm at Roosters Restaurant meeting room.



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A view of PRLM Volunteers of 2018:

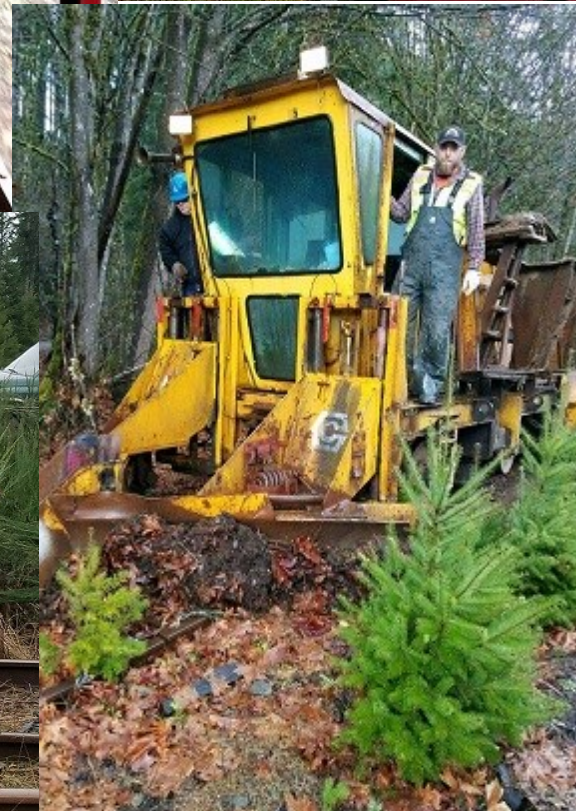
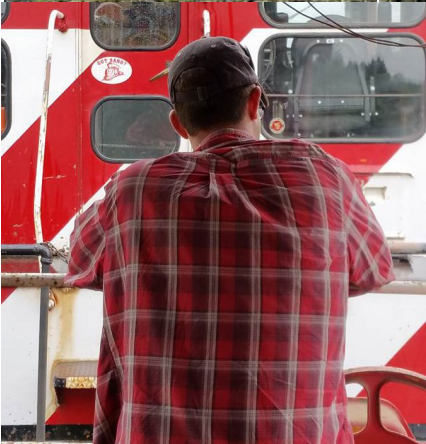
Thank you each and every volunteer for all your hard work and commitment for a wonderful 2018.





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A view of PRLM Volunteers of 2018:





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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 Lumbermen's Museum**

P.O. Box 1333

Shelton Washington 98584

Membership \$25 per year

Donation

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

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All donations are tax deductible Peninsular Railway and Lumbermen's Museum is a registered

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Deadlines for submissions: the 25th of the proceeding month for the following month's newsletter.

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.