



The Peninsular Lumberman

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Peninsular Railway & Lumbermen's Museum
PO Box 1333 Shelton Washington 98584

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

PRLM goes on Display

Saturday May 19th the PRLM , with engine 900 and caboose 201, went on public display for the first time at the Olympus Rally. The Olympus Rally is a “Stage Rally” held by the American Rally Association west of Shelton. It has a public viewing area and part of its rally course going through the Green Diamond sort yard. Being new neighbors in the sort yard we saw this as an opportunity to get to know us by going on display close to home. Work in preparation for display started on the Thursday prior to the event by getting the 900 started and some light switching to position the locomotive and caboose 201 for the Saturday morning move to the public viewing area. Friday The 18th also saw another first for the PRLM as volunteers from North Olympic Peninsula Railroaders, organized by John Kumpark, drove down from Port Angeles in support of the PRLM. They spent the day washing locomotive 900 along with caboose 201 which included a thorough cleaning of its interior. Saturday morning brought excitement and energy to the sort yard.

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Team Subaru stops for a photo op with and to check out the 900



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Working on the Simpson

With the worst of the rainy season behind us and few issues clarified work on the museum owned equipment and sort yard grounds resumed in may. With lease negotiations still underway for permanent use of the remaining Simpson Railroad it was decided to spend time and efforts on the equipment and grounds maintenance. The continuing grounds maintenance for our portion of the sort yard is still concentrating on brush and scotch broom *Continue page 6*



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PRLM goes on Display

That morning locomotive 900 was started and readied for the short move to the Rally's public viewing area. Once readied engine 900 and caboose 201 moved down the main and to the east end of the "balloon track" the switch was thrown and down to the public viewing area for display they went. That movement was the first movement of a train over that track since the Railroad shut down three years ago and was preceded by brush cutting and inspection a couple days before. The Balloon track is appropriately named because it loops around the sort yards southern boundary and had log cars placed on it for loading/unloading of logs. Once in position PRLM volunteers and supporters set up an information table and opened up both pieces of equipment for display. The PRLM display was well received by Rally organizers and the public. Thanks to the efforts of many volunteers the event was successful for the PRLM. For a video on the 900 and caboose 201 move and display at the Rally check on YouTube and search for "SHOWTIME FOR THE PRLM SW900" produced by Joel Hawthorn.



Left: On display next to the viewing area

Lower right : Every kid just has to blow the horn.

Lower left: Team Subaru took the unique opportunity to film from inside one of the speeder as the racers flew by.





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Museum Collection Spotlight: Caboose 201

One of the most iconic pieces of railroad equipment is the caboose. At one time it was used on just about every railroad big or small from mainline railroads to logging lines. The caboose traditionally marked the end of its train. Its purpose was generally the same no matter who owned one. It gave the conductor & brakeman a place to ride do paper work and watch the train for any issues from the train's end. The PRLM is proud to have not only have a caboose but one with ties to the logging and lumber industry for its entire life in the state of Washington. Historically significant the Simpson ca-



Above: Caboose 201 looking sharp right after its painting into the Simpson red.

boose #201 was ordered by the Chehalis Western Railroad (Weyerhaeuser) with purchase

order #CW072271 as Chehalis Western #597, along with sisters 598 & 599, on June 20 1981 from Paccar. It was built by Paccar's subsidiary International Car at there Kenton Ohio plant for \$80850.00 each for sum total for the three of \$254,677.50 including tax. These three cabooses would be among the last produced by Paccar with ours possibly being 3rd to last caboose built by Paccar. Once completed the three cabooses were released from the plant at Kenton on September 28 1981 for shipment. Chehalis Western #597 arrived on October 9 1981 after being routed on Conrail to Chicago then BN to The Chehalis Western . This 30' foot caboose weighs in at 57,400 lbs. and was built to standard wide vision spec IC-3161. After serving its time on the Chehalis Western Simpson bought the caboose for use on its railroad in Shelton after the Chehalis Western shut down in July 1992. Having spent approximately 11 years in active service for the C.W. the 201 has spent nearly 25 of its 37 years of active logging service life on the Simpson. Once on Simpson property it was repainted in the Simpson red with white end stripes. *Continued page 5*



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Museum Collection Spotlight: Caboose 201 Conclusion:

The 201 has seen a light work load after its arrival which has contributed to its overall excellent condition. Slated to be used on excursion trains and special events it will be repainted into the Red with white end stripes as shown on the previous page when time and resources permit. The last round trip it served as a caboose for a logging railroad, and possibly the last use of any caboose for a logging Railroad in the U.S., was a round trip to the sort yard which occurred on June 9 2015 just prior to shutting down the Railroad. Accompanied by engines 900 and 1201 it was sent to retrieve log cars from the sort yard. It served as host to a number of Officials who wanted to mark the occasion with that one last ride. Amongst those on the trip were future PRLM board member Josh Kavio and Stathi Pappas. A video produced by board member Joel Hawthorn documenting that last trip of the Simpson logging Railroad can be seen on YouTube at <https://www.youtube.com/watch?v=rHuXHKWH1ug&sns=sms>. Currently the volunteers use the 201 as a place to have lunch get out of the sun and weather and will be used as class room for crew training.



Above left : The builder plate for the 201
Above Right: The 201 arrives in Shelton.
Left: Future board members Josh Kaivo and Stathi Pappas ride the last round trip on the 900 with the 201 in tow.



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Working on the Simpson

From page 2: cutting and its removal to reduce fire danger. Janice Vocke in particular has spent many hours digging up scotch broom stumps to reduce tripping hazards. Dale Campbell, George Vocke and Jacob Higgins have been the metal pick up crew picking up scrap & metal items along with identifying and sorting usable track parts and other items from that have been dumped and scattered along the main in the sort yard. William Clark and Cory Wheeler have been working on the water stand pipe to give the fire car a place to fill the tank and provide fire protection along with a source of non potable water when needed. A majority of the work has concentrated on the museum's equipment which is being lead by William Clark with a host of others in support. Reliability and reversing deferred maintenance being an important factor and the museums focus moving forward with the impending line maintenance once lease negotiations conclude. The two Fairmont speeders and ballast regulator in particular have been a focal points because they will be relied upon heavily once track work begins (and no one wants to be stranded out on the line and work on them instead of track). Here is a run down on what has been accomplished for each piece of equipment. Also to be noted maintenance items listed below have been generously funded by those performing the work.

Speeders 53 & 55: New front and rear headlights, horns, & light bulb replacements as needed. Replaced strobe light and new ignition switch on 53. Oil changes, auxiliary compressors serviced/repared as needed (for brakes and air horn), Brake block fabrication and replacement, new brake shoes and components as needed. Starter and heater core rebuild for 53. Floor and sill replacement has started on 53. 55 has had exhaust work. One of the more visible items in process is seat and side curtain replacement for both speeders by Randal Washburn. Randal has been replacing cushioned seats pads Simpson had added with good looking and appropriate black vinyl pads (photo page 7).

Canon Ballast Regulator: Engine maintenance includes valve setting & servicing, injectors checked and serviced with Fuel filter replacement and Fuel drained. Fuel issues have remained a large issue for this machine. After filter change and tank drain it was determined the tank needed to be removed (no easy Task) and cleaned of sentiment, and rust from years of service. *Continued page: 7*



Above and Below: Collected scrap from our work area and along the main track in the sort yard





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Working on the Simpson: Conclusion

Speeder 54: Interior cleaned and organized

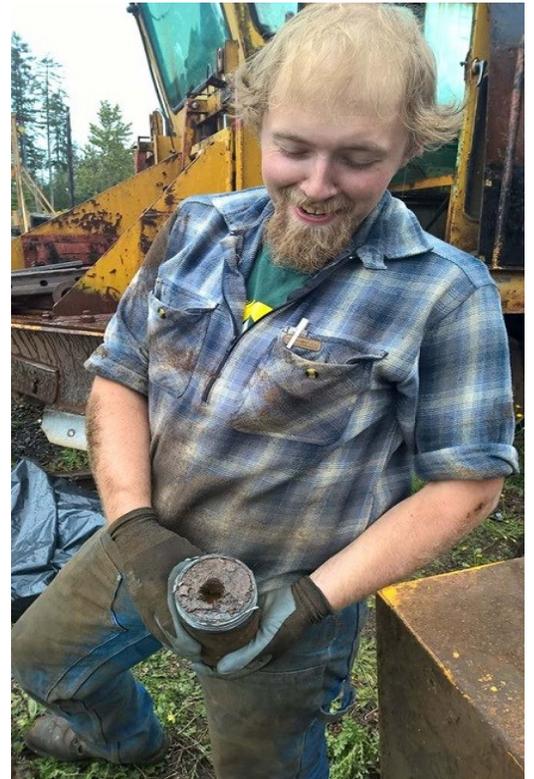
Crane: Fuel filters replaced exhaust flapper installed. installed drain and quick connect for compressed air.

MOW Carts: all carts received a good thorough cleaning and organizing of supplies and parts, removed several bags of trash. Fire cart has had pump and engine removed for servicing and rebuilding (engine is running without issue, pump is in progress). This cart is important for fire protection during work and future train operation particularly in hot dry weather.

Engine 900: Batteries checked and charged, engine started and moved for display, Door deadbolt repaired, Engine washed , started on regular bases to maintain batteries.

Caboose 201: Cleaning of interior for display and volunteer use. Non caboose related parts moved to storage trailer. New step boxes fabricated.

Many items remain to be completed or work undertaken prior to starting track work . Work parties are scheduled every other Sunday for anyone wishing to help. Next work party is July 8Th approximately 9am. Check our face book page for all dates and times or contact Janice Vocke through Facebook.



Above: Cory shows off the reason the fuel tank needed to be removed. The sediment bowl was just a little full. The smirk on his face is his surprise the engine ran at all.



Left: The new spiffy seats cushions that have replaced By Randel Washburn with help and advise for wife Gunvor.

Right: New side curtains in process By Randel.





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News and notes

Board Meetings: Meeting of the PRLM board of directors are open to the public and held on the third Wednesday of the month at Roosters restaurant meeting room. Those dates are as follows for the rest of 2018: July 18th, August 15th, September 19th, October 17th, November 21st, December 19th.

Safety-Crew Training:

Josh Kavio is putting together our safety and crew training program. If you are interested in train crew positions, when official operations start, or Speeder/MOW operators for up coming track work stay tuned for more information. All qualified operators and crew positions will require a rules testsand hands on training per insurance and FRA regulations.



Randal's new side curtains for our Fairmont speeders.

PRLM Volunteers

The following is a list of dedicated individuals who have donated there time for the months of May and June to further the goals and visions of our organization . Without their efforts and support (in some cases self funding of those efforts) we would not keep moving forward .

James Davenport, Cory Wheeler, Jacob Higgins, Janice and George Vocke, Bill Clark, Josh Kavio, Daryl Lund, Pete Replinger, Dale Campbell, Joel Hawthorn, Pete Panos, Randal & Gunvor Washburn, John Kumparak, Bill Van Slyke, Les Bagley, Bill Busacca, Amy Clark, Mike Huntzinger, James Wheeler

North Olympic Peninsula Railroaders

A special thanks to John Kumparak for organizing volunteers from the North Olympic Peninsula Railroaders. Those volunteers assisted with a number of tasks as we got ready for display at the Olympus rally. Volunteers Dave Anderson, Dick Wolfe, Gene Blaettler, Joe Watkins, Guy Pinta , Jaden Blaettl all spent the afternoon washing and cleaning the 900 and caboose 201 along with general clean up and a host of other tasks They also donated a specify 55 gallon garbage drum painted in black and red with matching lid.

There efforts marked a mile stone in PRLM efforts. The NOPR were the first Organization to organize a work party to show hands on support for our efforts.





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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 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 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

Officers:

- President Josh Kaivo (360)589-9201
- Vice President Daryl Lund (360)269-0380
- Treasurer Joel Hawthorn (360)490-3604
- Secretary Les Bagley (360)908-1734

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- Peter Replinger (360)426-8386
- Stathi Pappas soupac@aol.com
- Bill Busacca 360-789-0135

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Distribution/Editor : Joel Hawthorn

Historic photos and information: Pete Replinger

For submission: Dale001@ centurylink.net or

Joel@Peninsularrailway.org

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

Submission and publication policy: Submissions should be concentrated on logging and/or railroading on and around the Olympic Peninsula with PRLM activities and information being its main focus. 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 or unduly controversial for this publication.