



# The Peninsular Lumberman

Volume 3 Number 2

June 2020

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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.



# The Peninsular Lumberman

## *Message from the President*

Greetings Simpson Railroad supporters! 2020 has been an interesting year to say the least. We have had a lull in work parties, though a few intrepid volunteers have soldiered on with several projects. As we move on into the summer, it is time to re-center our focus on track work. FRA Class 1 is required for us to run excursion trains. It will also be required of us to re-instate our connection with PSAP. Class 1 standards determine the amount of good ties we have in a length of rail, quality and tightness of joints, track level and alignment, as well as vegetation. Dale Campbell has put together a simplified list of mainline defects starting at the Interchange Yard moving westward. This list is carried over from the State UTC inspection performed late last summer. Many of the defects are simple hardware adjustments. The largest aspect is the continuing fight against vegetation. Weed whacking, Scotch Broom, and tree removal are all necessary to provide a safe environment for operating trains. If you have an afternoon free, consider putting in a couple hours in town. Vegetation should be clear 10' either side of the track (do not damage or go beyond property fences) and upwards to a height around 20'. Not only will this provide a safer working environment, but it beautifies the community, and is a sign of pride in our Railroad. I look forward to seeing volunteers on the line.

*Josh Kaivo President PRLM*

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To Give everybody an idea of what is needed here is the compiled list of running track defects. Note only main track required to run excursion trains with passengers– siding needed for car storage.

***Track work / defect list : (diagrams page 3)***

***East Switch interchange:*** Left point adjustment -Add second switch point rod, Loose heal, guard rail, frog bolts (#1 on diagram)

Continued page 3

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# The Peninsular Lumberman

## Message from the President

Continued from page 2

**Track three switch:** Loose switch stand, Loose Heel, guard rail bolts (#2).

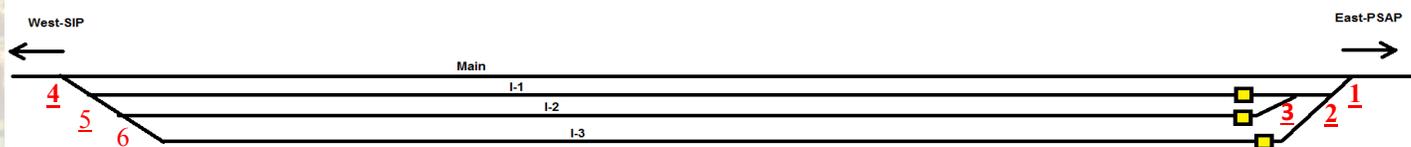
**Track 1&2 switch:** Loose bolts heel blocks, guard rails. Loose guard rail clamp (#3)

**West Interchange:** Missing rail braces, Loose guardrail, frog, heel block bolts. Frog weld up (#4)

**West Interchange track 1 switch:** Loose guard rail, heel block bolts. Tie replacement, 1-13', 2/12'- 6" (minimum required - non mainline) (#5)

**West interchange track 2 switch:** Heel block bolts loose ( non mainline) (#6)

### Simpson Interchange



### Knight's



Continued on page #4



# The Peninsular Lumberman

## *Message from the President*

*Continued from page 3*

**South side siding east:** Frog, Heel block bolts loose, Add second switch point rod, Loose/secure switch stand (#7)

**North side siding switch east:** Guard rail brackets/supports weld up loose bolts, Frog bolts loose, Broken joint bar, Heel block bolts loose, Heel block broken (weld up), Add second switch point rod, Remove joint bars from under 1<sup>st</sup> switch rod (#8)

**East pocket track switch:** Guardrails, frog, heel blocks bolts loose, Frog point weld up (check gauge), Add second switch point rod, Rail braces, Rail replacement diverging (excessive gap diverging rail not required for main line us – other repairs needed east end of pocket siding- switch spiked over & out of service for diverging rail) #9

**West Pocket track:**

**South side siding west:** Add second switch point rod, Rail braces, Broken joint bar, Heel blocks crack (weld up) #11

**West north siding switch:** Add second switch point rod, First switch point rod loose bolts, Heel block bolts loose. (#12)

As you have read a lot of work on switches that include loose bolts, adding of second switch rods, rail braces etc. This list is approximately half of all defects that were identified by the inspection. Not to be confused with ongoing maintenance items such as loose bolts, tie replacement, vegetation and drainage control that are on going efforts. Some items like switch rods will need to be sourced, or custom-made due to switch construction, and are not on hand. If you have time feel free to cut brush/grass on the ROW as prescribed previous. We ask to drop us a note, either on Facebook or our email address, for the time you spent and what you have done, so we can coordinate with others so work is not duplicated. To aid in bolt tightening and replacement a powered impact wrench has been purchased that will be available during work parties. With your help trains can be running by years end.

**Right:** loose bolts marked to be tightened





# The Peninsular Lumberman

## *Working on the Simpson*

Since the March newsletter official work parties and many of the activities around the Simpson Railroad had to be put on hold. A couple volunteers took the time to check in on the equipment for security and worked ongoing projects on their own to maintain social distancing. With the ease of those restriction work parties are once again being planned and many items are once again receiving attention. Here is a run down of what has been happening.

**Weed eating at interchange yard:** Special thanks goes to Ted Svendsen for continuing the weed eating after the first work party at Interchange yard on his own during the week. He completed it end to end now it looks much better and shows what one person can do.

A couple recently donated items are receiving attention and will be ready for service soon.

**The welder:** Our 1978 ex Frisco Railroad welder is now running reliably. Cory Wheeler brought the welder home and cleaned the fuel tank and sediment bowl, replaced fuel line and filter, and rebuilt the carburetor. Once he put it back together it now starts without issue and sounded pretty good. It will be an important piece of equipment in the coming months. Once completely checked out it will be used in track maintenance, for example welding up switch frogs, and welding patches in coach 1212 in the coming months.



**Left:** The welder's carburetor all back together ready to put back on the welder.

**Right:** The welder's carburetor in many pieces on Cory's work bench.



**The Generator:** Another recently donated item was a portable generator. This was the one we used during our Christmas event. During that event it becomes evident that it was in need of some attention. It ran but not reliably. A new carburetor was acquired and has replaced the old one. Now it runs reliably and is ready to go to work for the Simpson Railroad in a variety of ways.



# The Peninsular Lumberman

## *Working on the Simpson*

### *Coach 1212 painting*

Maybe one of the flashiest but under the radar projects that was underway during the shut down was the repainting of the former men's bathroom area in coach 1212 ( Santa's room). This area received some temporary work just before our Christmas event. But after the completion of the event the vinyl wall paper on the ceiling decided to separate from the ceiling and it's backing paper. In addition, the multiple layers of latex paint continued to peel, making that area unusable. So the first task was to remove all the latex paint and ceiling wall paper. Proper prepping of the room was the next task so sanding and repairing of wall and ceiling surfaces commenced. During this time window tracks were removed cleaned numbered and stored away. Part of that painting process, and to follow best museum practices, was paint matching. This involved sanding several location around the car thru the layers of paint in order to obtain a consistent and quality color sample original to the car when in use by Great Northern. Once the color was matched a good enamel paint was chosen and painting was completed. Finally, all the window tracks and trim, fire cabinet, and various parts were cleaned and reassembled. In total Dale spent almost 90 hours just for this repaint project. Much more work on the car's interior, car body, and mechanical components are planned in the coming month's. This area will be an example of what the rest of the will look like in the future.



Before - fall 2019



Painted - June 2020



# The Peninsular Lumberman

## *Working on the Simpson*



**Top two and above:** Pete Panos, Pete Replinger, Cory, Ted ,Josh- and Dale taking pictures are down at Interchange yard weed eating & installing new ties. After picking up the welder and trying to get it to start. Cory determined it needed carburetor work to run reliably so off to his home shop it went.

**Three adjacent photos:** The 1212's men's bathroom area looking pretty spiffy with new paint, polished window trim, and repainted fire cabinet.



# The Peninsular Lumberman

## *News and notes*

### *New Vice President*

Congratulation goes to Cory Wheeler on becoming PRLM's new vice president. Cory has been instrumental in the museums continued development over the last few years. He will be aiding in the museum's ever-increasing business affairs that keep us moving forward.



New Vice president Cory Wheeler taking the first steps to resurrect our new to us welder .

Dale Campbell Photo

### *Model Donation*

Recently the PRLM received a donation of a HO scale model of a logging engine shed with out building. The model is rather typical of many logging engine sheds that were scattered about the Olympic Peninsula and the Northwest. Thanks go to Shelton resident Reg Hern for his donation. It will be used in the museums traveling exhibits with speeder 5-5 at train shows.



The donated model after a oak frame work was built to better handle and show it off. Dale Campbell Photo



# The Peninsular Lumberman

## Historic Photo for March



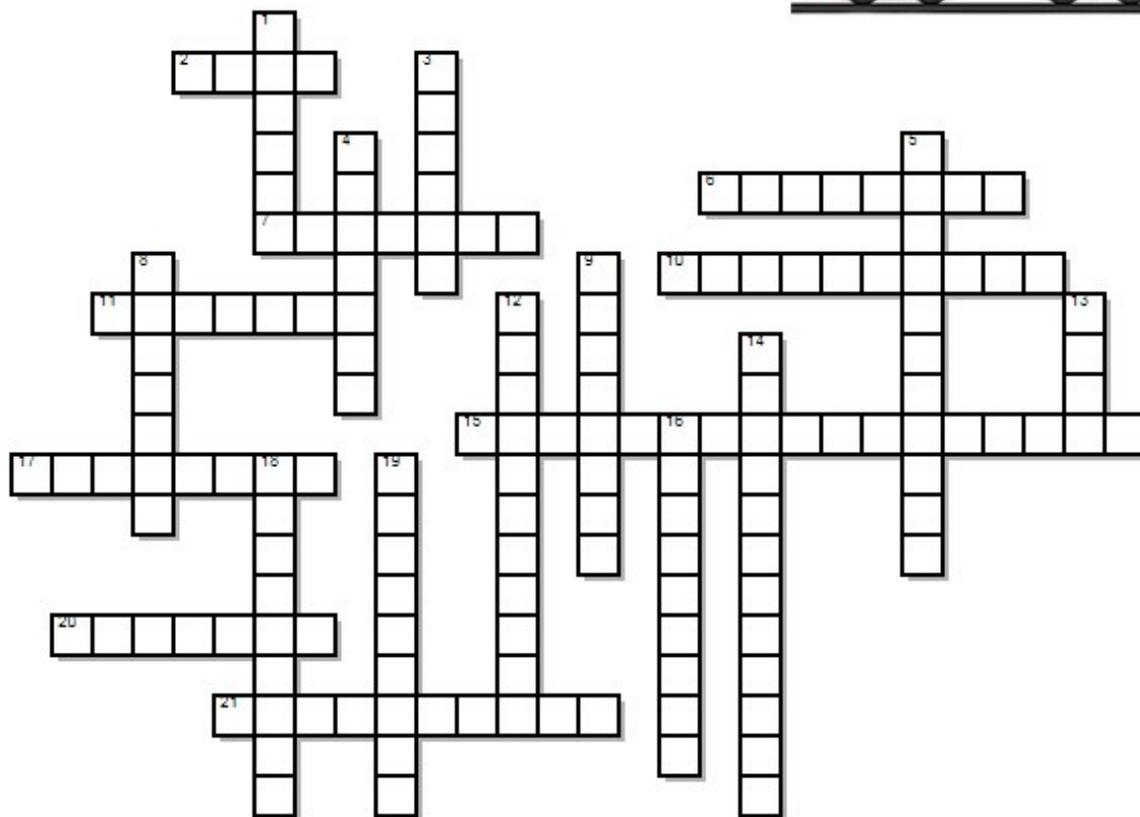
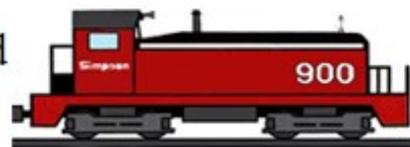
Pete Replinger photo

Engine #900 again makes our historic photo of the month. This time she is in her orange Simpson paint scheme with the red Simpson Diamond on her cab side. Now she is at the Canyon River transfer in 1965 – some 55 years ago. The Canyon River transfer was north of the 110 siding at Mile post 23.2. Already have dropped off the empties she looks ready to take another load of logs to the Dry Sort Yard. Thanks again goes to Pete Replinger for this wonderful photo.



# The Peninsular Lumberman

## Simpson RR crossword



### ACROSS

- 2 The type of locomotive on display in downtown Shelton
- 6 The number of the Simpson Railroads home built speeder that's in the museum's historic equipment collection (spelled out one word)
- 7 The name of the home built cart that hauls ties on the Simpson Railroad
- 10 These are the people who now run the Simpson Railroad
- 11 The heavy grade that starts west of Airport road
- 15 Original name of the Simpson Railroad
- 17 Famous camp just south of Wynoochee lake
- 20 Name of Rail yard along Railroad avenue
- 21 Famous bridge

### DOWN

- 1 Steam locomotive #13 was this type of engine
- 3 Simpson owned many of these that hauled logs on the railroad
- 4 What name is on the side of locomotive 1200
- 5 The branch name of which the Vance creek bridge is located
- 8 These typically where on the end of the log trains
- 9 How long is the current Simpson Railroad (spelled out)
- 12 Name of the yard where outbound lumbers cars were left to be picked up by mainline Railroad
- 13 What city name is on the cab side of locomotive 900
- 14 Creek alongside railroad
- 16 Used to drive spikes
- 18 What is the nick name of the track that was recently repaired that goes around the sort yard
- 19 The second large bridge on the Govey branch

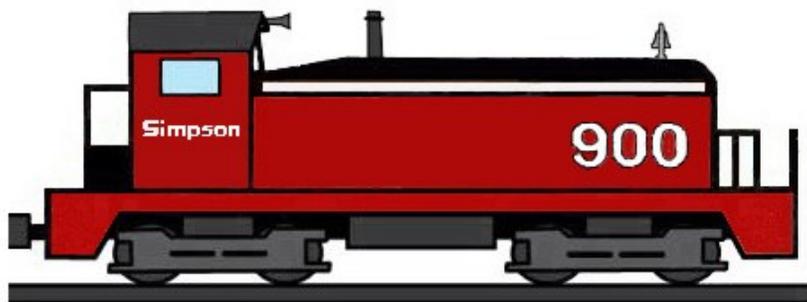


# The Peninsular Lumberman

## Simpson Railroad

H V A N C E C R E E K E L X W S V R C Z  
 E G N K N E X N J G A G S G D H Y A R N  
 O C U O U S B Z E U I N T O D E B U R O  
 C H E O S T H G I N K A I Y R O L A Z T  
 P I Z K R P D J F D C H M G O T C A X L  
 C C P S O O M C Y S T C F S Y E Y I O E  
 X R L E I S B I G B S R E M R N I A V H  
 V H A H Q P C S S D Z E B I U W X I R S  
 K U A N K E J S D Z I T F L I X T G K D  
 V M P G E E V Z W L J N S L W O X M D Q  
 N A L Z A D F B E W O I V F M V K S F Y  
 D L J X F E V U B T J G L O G C A R Z L  
 B H X S O R J G F H M B C R O X G T S Q  
 V Z J V C B V S D G P O Q Q A M M X E N  
 D A X L I M G K W Z L V S S F X D T M K

CABOOSE  
 CRANE  
 FIRECAR  
 GOLDSBOROUGH  
 INTERCHANGE  
 KNIGHTS  
 LOCOMOTIVE  
 LOGCAR  
 MILL  
 SHELTON  
 SIMPSON  
 SORTYARD  
 SPEEDER  
 VANCECREEK





# The Peninsular Lumberman

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 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.

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