NPS Form 10-900
(3-82)

OMB No. 1024-0018
Exp. 10-31-84

United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only
received DEC 15 1983
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Simpson Logging Company Locomotive No. 7 & Peninsular Railway Caboose No. 700

and/or common "Tollie"

2. Location

street & number ~~Third~~ 3rd and Railroad Avenues, ___ not for publication

city, town Shelton ___ vicinity of

state Washington code 053 county Mason code 045

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	_x_ occupied	___ agriculture	___ museum
___ building(s)	___ private	___ unoccupied	___ commercial	___ park
___ structure	_x_ both	___ work in progress	_x_ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
_x_ object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	_x_ yes: unrestricted	___ industrial	___ transportation
	n/a	___ no	___ military	_x_ other: display

4. Owner of Property

name City of Shelton (locomotive) Shelton-Mason County Chamber of Commerce

street & number Second and Franklin Third and Railroad (caboose)

city, town Shelton ___ vicinity of state Washington 98584

5. Location of Legal Description

courthouse, registry of deeds, etc. Mason County Courthouse

street & number Fourth and Alder

city, town Shelton state Washington 98584

6. Representation in Existing Surveys

title Washington State Inventory of Cultural Resources has this property been determined eligible? ___ yes _x_ no

date October 1974 ___ federal _x_ state ___ county ___ local

depository for survey records Office of Archaeology and Historic Preservation

city, town Olympia state Washington 98504

7. Description

Condition		Check one	Check one
___ excellent	___ deteriorated	_X_ unaltered	_X_ original site
_X_ good	___ ruins	___ altered	___ moved date _____
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

The Simpson Logging Company Locomotive No. 7 and the Peninsular Railway Caboose No. 700 are located on a short display track next to Railroad Avenue between Second and Third Streets. The locomotive and caboose are coupled together and are oriented as if they had just arrived in town from the woods. The Shay-type locomotive is a large steel vehicle whose most prominent features include an engineer's cab, oil fuel bunker, large boiler, and exposed engine. The caboose is constructed of wood with a metal undercarriage. Its most notable features include its cupola and sliding side doors. The two vehicles are in an excellent state of repair, though the engine of the locomotive is not in a functioning condition at this time. Alterations to the caboose have been minor and limited primarily to the interior.

The coupled cars are located on a narrow strip of land in downtown Shelton. This narrow parcel was the original right of way for the Simpson Logging Company railroad, but has since been truncated to this patch of ground between Second and Third Streets. The property has been recently landscaped with grass and shrubs to the east and west of the cars. The surrounding area is primarily commercial except for the small park around the post office north of the locomotive.

Locomotive No. 7 is constructed of steel and measures 41 feet 2 inches long, 16 feet 2 inches high, and ten feet wide. In spite of its unusual drive system, No. 7 incorporates many features common to locomotives of its period. The locomotive's boiler is of standard horizontal wagon-top design. Boiler, engine, cab, and fuel bunker are located on a reinforced girder frame, similar to a flat car. This frame rests on two four-wheel trucks which are driven by the engine through a system of bevel gears, universal joints, and interlocking shafts. An additional driven truck is located under a tender tank which is permanently coupled to the main frame behind the fuel bunker. The three cylinder vertical engine is located midway along the locomotive's right side. In order to counter-balance the engine's weight, the boiler was been mounted off-center to the left. Most locomotives of the period employed rods or a direct drive system rather than gears. This Shay-type geared system gave the engine great pulling power, but was rather slow and sounded like a noisy truck in first gear. The cab and fuel bunker are built of riveted steel and are located behind the engine and over the rear of the boiler. The tender tank is of similar construction and is rises to same height as the fuel bunker. A rearward facing headlight, originally mounted on the tender tank, is located on the arched cab roof. The cab has three windows and a door on each side and three windows in each end. A turbine generator, whistle turret, steam dome, bell, sand dome, unornamented smoke stack, and headlight are visible forward of the cab along the top of the boiler. Brass builder's plates, originally located below the smoke stack on either side of the smoke box, are now gone, but the brass number plate on the smoke box front is intact. A duplex air pump, cooling coils, and air tank are located on the locomotive's right side forward from the engine. Foot boards hang from both front and rear end sills. The couplers mounted on these sills are an early style of Master Car Builders (MCB) automatic. Wide running boards are mounted on both sides of the boiler above the running gear. Access to the cab door and tender top is provided by ladders. Restoration plans call for the refurbishing of the cab interior, doors and windows. No. 7 has been returned to its original paint scheme of green cab, tender, and boiler with black running gear, piping, and smoke box. The lettering on tender and cab is white.

Caboose No. 700 is constructed of wood with steel hardware and trucks. The most obvious feature on No. 700 is the cupola located midway along the length of the body. Other important body features include the large sliding doors located on either side to the

rear of the cupola and the covered platforms located at both ends of the car. Single pane-over-panel doors provide access to these platforms. Steps leading to the ground are located on either side of both platforms. Handrails for these steps are mounted to the side of the body, and rise from the end sill. Also mounted to each end sill are a brake wheel, air hose, ladder, and MCB automatic coupler. The caboose body and cupola are sheathed in narrow vertical-grooved siding. There are three windows on each side of the caboose body. Two of these windows are grouped just forward of the cupola and one is located to the rear of the large sliding door. Low pitch gable roofs cover both cupola and car body. The original surface of this roof was probably tar paper; however, the roof is presently covered with 90 lb. stone-surfaced roofing. A narrow walkway runs the length of the roof peak, interrupted by the cupola. There are two four-wheeled arch-bar trucks under Caboose No. 700. Other under-body hardware includes truss rods and complete brake rigging. The interior of Caboose No. 7 was remodeled to house the Shelton-Mason County Chamber of Commerce office. A new counter and display rack have been attached to the old walls. An inobtrusive wooden stair has been added to the exterior to allow public access. Surviving interior details include novelty and shiplap siding and four elevated benches in the cupola.

The locomotive and caboose have maintained their integrity as historic objects, and their present location on the original right of way is authentic. However, the tracks beneath the cars and the landscaping around them have been recently installed for display purposes. These minor alterations to the setting have not adversely impacted the integrity of the cars themselves.

8. Significance

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	___ architecture	___ education	___ military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	___ music	___ theater
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation
x 1900–	___ communications	x industry	___ politics/government	___ other (specify)
		___ invention		

Specific dates Locomotive: 1924
Caboose: 1920's

Builder/Architect Locomotive (Builder): Lima Machine Works
Caboose (Builder): Peninsular Railway Co.

Statement of Significance (in one paragraph)

The Simpson Logging Company Locomotive No. 7 and the Peninsular Railway Caboose No. 700 are good examples of the kind of specialized railroad equipment used to transport logs from woods to mill. Built in 1924, Locomotive No. 7 represents a relatively late development of the Shay-type locomotive invented in 1879 by Ephraim Shay, a Michigan logger. No. 7 is one of many Shay locomotives sold in the Northwest during the early 1920's logging boom. Caboose No. 700 was built by the Peninsular Railway Company, a subsidiary of Simpson Logging Company, and is typical of caboose cars used by logging firms throughout the Northwest. The year that Locomotive No. 7 was built, 1924, has special significance to the City of Shelton. In that year, construction began on the first of two sawmills which later brought unprecedented growth and stability to the town. Today, the caboose and locomotive serve as vital historical links to an important era in the development of Mason County's timber industry.

In 1879, Ephraim Shay designed the prototype of the locomotive that would bear his name. He developed a gear-driven system in response to the special problems of moving heavy loads out of remote locations on temporary trackwork. Previously, railroads had been rarely used for logging because of the expense involved in laying tracks for locomotives of the period. Animal power was still the primary means of hauling logs out of the forest. The new Shay locomotive had a revolutionary effect on the timber industry. It was easy to maintain, as most of its moving parts were exposed on the outside and easily accessible. The Shay traveled almost anywhere that tracks could be laid--and it could traverse steep grades and twist its way around short radius curves that rod-driven locomotives could never have managed. It could find traction on rails laid on floating ties set on road beds of little more than forest humus. It could safely traverse shaky timber spans that men of the woods had put together with more optimism that skill to cross rivers, streams and deep ravines in the forests. Where other locomotives could not venture, the Shay was sent to do the job. Without such a reliable transportation mechanism, effective timber operations would have been precluded in vast areas of the Olympic Peninsula. After Shay patented his invention, the Lima Machine Works in Lima, Ohio, bought the right to build Shay locomotives and went into production. During the next fifty years, the Lima Machine Works made many improvements to the basic Shay design, and ultimately 2,770 were built. Shay locomotives were used in every state and many foreign countries for a variety of specialized work. Pacific Northwest loggers started to make extensive use of the Shay locomotive in the 1890's. Locomotive No. 7 spent most of its working life deep in the woods, but was eventually transferred to other duties on the main line. Locomotive No. 7 ended its active career switching cars at Simpson's McCleary door plant in the late 1950's. In the late 1940's, No. 7 was given the name "Ed Elliot" after Simpson's first railroad superintendent. Upon retirement in 1959, the locomotive was donated to the City of Shelton for display in Brewer Park and its name was changed to "Tollie." Mrs. Mary M. Simpson, wife of the company's founder, had given her nickname, "Tollie," to the first geared locomotive Simpson had bought in 1896. In June of 1983, No. 7 was moved to its present site next to Railroad Avenue.

There are six other Shay locomotives remaining in the state. All are on display and in a non-running condition with the exception of one that continues to operate in a recreational capacity at a park in Tacoma.

9. Major Bibliographical References

Drake, George L. Hear the Train Blow, address given at dedication of Shay Locomotive presented to the City of Shelton by Simpson Logging Co. on May 22, 1959 (copy bound with Railroading in Mason County at Washington State Library).
Knapke, William F. The Railroad Caboose, Golden West Books, San Marino, California, 1968.
Johnson, Kenneth. Interview with Mark Brack, October 14, 1983. (cont.)

10. Geographical Data

Acreage of nominated property less than one

Quadrangle name Shelton **Quadrangle scale** 1:24,000

UTM References

	Zone	Easting	Northing		Zone	Easting	Northing
A	10	492360	5228630	B			
C				D			
E				F			
G				H			

Verbal boundary description and justification The south 20 feet of Block 11, Frances Shelton's Plat. The nominated property includes the narrow elevated strip of land bordering Railroad Avenue between Second Street and Third Street, the original right of way for the railroad.

List all states and counties for properties overlapping state or county boundaries

state	n/a	**code**	**county**		**code**
state	n/a	**code**	**county**		**code**

11. Form Prepared By

name/title	Bruce T. Weilepp, Development Chairman		Edited by Mark L. Brack Archaeology & Hist. Pres.
organization	Mason County Historical Society	**date**	July 11, 1983
street & number	West 621 White Road	**telephone**	(206) 426-0144
city or town	Shelton	**state**	Washington 98584

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state x local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature Jack E. Thom

title State Historic Preservation Officer **date** December 5, 1983

For NPS use only

I hereby certify that this property is included in the National Register

Entered in the National Register

for Keeper of the National Register **date** 1/12/84

Attest: **date**

Chief of Registration

GPO 894-785

Caboose No. 700 is similar to earlier cabooses built in the United States. Its large side doors recall the first box cars that were converted for the comfort of the train crew. By the 1920's, side door cabooses were used primarily on short line and logging railroads. The design facilitated the movement of less-than-car-load (LCL) freight to remote communities along a rail line. Automobiles could not reach Simpson's Camp 5 until 1935, and the side door caboose was used to bring in the necessities of life, such as food and mail, to this camp.

No. 700 was constructed by the Peninsular Railway Company in Shelton in the 1920's and served that system until 1936, when it was shifted to the exclusive service of Simpson logging operations. Caboose No. 700 remained in service behind Simpson's log trains long after railroads had abandoned this type of caboose. It was placed in standby service in the late 1950's, and retired in 1965. It was then moved to a historical museum in Snoqualmie where it remained until it returned to Shelton in 1983. This type of side door caboose was once very common on most large logging railway systems; but today Caboose No. 700 is one of the last surviving examples of this type of rail car in the state.

The Satsop Railroad, one of the first logging railroads on Puget Sound, was begun on Oakland Bay in 1883. The company's tracks ran from tide water to virgin timber, several miles up the valley. When David Shelton decided to plat the surrounding farm land for a town in 1884, the streets he laid out were either parallel or perpendicular to the Satsop line. Log trains rolling down the main street (Railroad Avenue) presented a striking symbol of Shelton's dependence on the logging industry until the main line tracks were removed from downtown Shelton in 1948. Although there is no direct evidence that this locomotive and caboose operated together, it is not unlikely that the two cars would have been paired sometime during their histories. Both cars regularly operated with vehicles similar to the other. Although it would have been more common for these types of cars to operate with flatbed "skeleton" log cars between them, the present configuration of locomotive and caboose would have occured during switching or repair operations.

The Simpson lumbering operations used a variety of locomotives. The Shay was the most effective engine in the backwoods and is closely associated with that most difficult phase of the logging operation. At one time the company employed three or four of these engines. The Simpson Logging Company developed into one of the most powerful logging operations in Washington. The company's political and economic impact on the area cannot be underestimated. Shelton was virtually a company town and the timber industry remains the primary employer in the region. Two turn-of-the-century Simpson Company locomotives have been preserved at other locations; however, Locomotive No. 7 is the only Shay type engine that is associated with the powerful company from this period of its history. More significantly, Locomotive No. 7 and Caboose No. 700 serve the community as unique reminders of the importance of the lumbering industry in the development of Mason county.

Koch, Michael. The Shay Locomotive, Titan of the Timber, World Press, Inc., Denver, 1971.

Master Car Builders Association. The Car Builders Dictionary, (1888), reprint by Newton/Gregg, Kentfield, California, 1971.

Railroading in Mason County, 1884 to 1959, Simpson Logging Company, 1959.

Replinger, Peter J. "Caboose No. 700" Sounder, Puget Sound Railway Historical Association, Seattle, Washington, February 1970.

Replinger, Peter J. "Simpson" Pacific News, August 1974.

Replinger, Peter J. Interviews with Bruce Weilepp and Mark Brack, June 20, 1983 and October 9, 1983.

Rouger, Dan, Jr. Pacific Coast Shay, Strong Man of the Woods, Golden West Books, San Marino, California, 1964.