

*The Red Caboose
welcomes visitors
to Railroad Avenue
with friendly
volunteers*

*Caboose #700 keeps train
lovers happy and serves as a
Visitor Information Center.
Our volunteers share travel
tips, restaurants, lodging,
trails, shops and answer
traveler's questions.*



*Caboose article researched
and written by Peter Replinger.*

PETER J. REPLINGER is the definition of a railroad enthusiast. Growing up in Shelton, Washington he was at one of the hubs of log trains and lumber mills. He became fascinated with locomotives and watched Simpson Timber Company switch from steam to diesel when he was 13 years old. In his professional career he worked as a locomotive engineer for the Simpson Timber Company in charge of cab number 1200, more commonly known as the "City of Shelton."

Along with his career as an engineer, Pete also has owned, worked on and restored classic steam and diesel locomotives. He has collected hundreds, if not thousands, of photographs of logging in the Pacific Northwest and has researched locomotive history in the Olympic Peninsula. He is the author of *Logging to the Salt Chuck* about Simpson Timber Company's locomotive history and is an associate editor for *Timbertimes*, the magazine of Logging & Lumbering History & Modeling. He is also a frequent contributor to the magazine and many of his articles can be purchased at the Mason County Historical Society Museum.

**Mason County Historical Museum
is on the corner of Railroad Avenue and Fifth Street.**

**Open Tuesday through Friday, 11 am to 5 pm;
and Saturdays from 11 am to 4 pm.**

Check for events, lectures, movies on Facebook

**Post Office Box 1366
Shelton, WA 98584**

360-426-1020

MASONCOUNTYHISTORICALSOCIETY.ORG

CABOOSE #700

VISITOR INFORMATION CENTER



**Mason County Historical
Mini-Series:**

**Stories of Mason County's places,
camps, buildings and trains**

**MASON COUNTY
HISTORICAL SOCIETY
MUSEUM**

CABOOSE #700

VISITOR INFORMATION CENTER

Caboose #700 was built in the 1920s in Shelton by the Peninsular Railroad Company, a subsidiary of Simpson Logging Company. It is a side-door caboose, which is unique in that it was used to haul less-than-carload freight bound for various camps. The caboose was also used to carry passengers to and from logging camps where railroads were often the only means of transportation available. Simpson's Camp 5 was the last of the Simpson camps to be accessible by automobile as it did not have a road connecting it with the outside world until 1935.

Number 700 served the Peninsular Railway until 1936 when it became a part of the Simpson's private logging railroad. In 1938 and 1939 it was converted for night service by the addition of lights powered by batteries which were recharged

when not on a run. In 1946 it was equipped with a phone mounted on the wall below the cupola. One trainman would reach out a window with a long pole to connect the telephone to the telephone line alongside the railroad right-of-way, while the other trainman operated the phone itself.

Long after other railroads had abandoned this type of caboose, #700 remained in service behind Simpson's log trains. It was placed on standby service in the late 1950s and completely retired in 1965. It was then purchased the same year and moved to Snoqualmie and displayed by the Puget Sound Railroad Historical Association.

Number 700 remained in Snoqualmie until May 26, 1983, when it was loaded by a stacker on two low-boys, brought to Shelton and set in place by a large crane

behind 'Tollie'. Caboose #700 worked behind the Shay for many years traveling over this location on Railroad Avenue.

At one time, the side-door caboose was very common on most large logging railroad systems and branchlines. Caboose #700 is probably one of the last surviving examples of this historic style of caboose.

National Historic Register

The Caboose and the 'Tollie' which are on the National and Local Historic Registers, are now used by the Shelton-Mason County Chamber of Commerce and serve as a tourist information center. It is staffed entirely by volunteers and serves as a monument to the logging history of the area.

