



Conservation Considerations for “Two Spot” Logging Train

Overview of Presentation

- Historic Background
- National Register of Historic Places
- Municipal History
- Previous Treatments
- Current Condition and Suggestions

Historic Background

Baldwin Locomotive No. 25 was built in 1911 in Pennsylvania and acquired by the Arizona Lumber and Timber Company (AL&T) in 1917 where it served the local lumber industry.

- AL&T used the engine continually until 1941, when it was leased to Saginaw & Manistee Lumber Company
- Southwest Lumber Mills took control of the AL&T and Saginaw's lease beginning in 1952
- Southwest Lumber and its successor, Southwest Forest Industries/ The Stone Forest Company continued to operate the train until its retirement in 1966 (the company folded in 1993.)

The train is significant as it is one of two local logging trains to survive the scrap needs of World War II and all of its service remained in the Flagstaff region.

According to stories, the number 25 on the train became a two, with a worn spot where the five was scoured off due to water bags hung from the windows by the train crew.



Historic Background

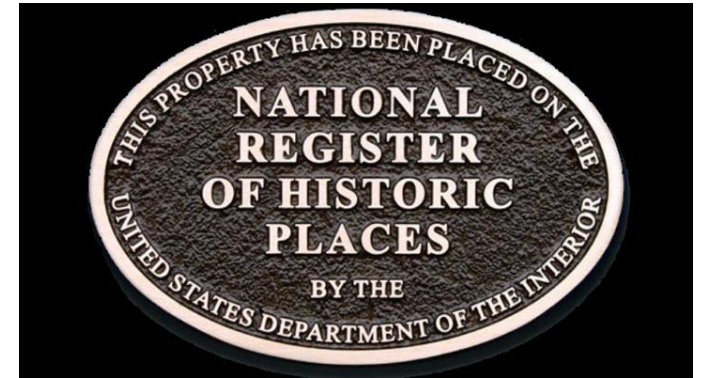
- The tender attached to the locomotive is not original but is of historic vintage; Brown of *The Stone Forest Company* replaced it with a slope-back "switcher" tender that gave the brakeman greater visibility.
- The age of the log carrier is not known. From at least 1966 to the present, the car has been attached to locomotive



Slope-back "switcher"

National Register of Historic Places

- The “Two Spot” Logging Train (Baldwin Locomotive #35938), which includes the locomotive, the tender car, and the log carrier car, was added to the National register of Historic Places on September 14, 1999.
- The registration paperwork contains exhaustive detail of the history of the train until that date.



<https://npgallery.nps.gov/GetAsset/08421c20-9c3f-40ab-8fdf-97e799d66794/>

Municipal History

- A group of residents, led by Malcomb Mackey, raised funds to purchase and restore the train and its tender
- Acquired by City in 1995 for about \$45,000.*



*https://azdailysun.com/flagstaffs-iconic-50-two-spot-mark-of-flagstaff-logging-days/article_8cad3f91-bd42-5722-a2c5-c882f6359f5b.html

Previous Treatments

- New firebox installed in 1950
- According to Vernon J. Glover (1967), circa 1951 Saginaw & Manistee renumbered the engine as "2," the number it retained under subsequent Southwest Lumber and Southwest Forest ownership. **The engine has since been repainted with its original AL&T roster number of "25."** *
- Lauren Clementino's research shows that the Two Spot Logging Train had already undergone restoration prior to the City acquiring it in 1995.



*National Register of Historic Places

Lead paint and asbestos

- In January 1999, Spray Systems Environmental scraped peeling lead-based paint from the cab and removed reachable asbestos
 - Asbestos does remain but is inaccessible and should remain undisturbed
- 2003, Spray Systems Environmental performed a full lead-based paint abatement and repainted the train engine and tender car for \$29,500.



2009 Treatment – Painting and minor repairs*

- The purpose of this treatment “is primarily to stabilize the historic “Two Spot” Logging Train, **to halt the deterioration process to the greatest possible degree**, and to "buy time" until a preservation process can be initiated. Secondly, the work of this project will restore the current general appearance so that **the train remains attractive and remains a valued feature within the downtown of Flagstaff.**
- “The logos and identifying signage were painted on at the time of the last overall painting project. They appear to be recreations from historic photographs.”
- Log carrier was not painted.

*Report from Karl Eberhard Historic Preservation Officer, City of Flagstaff

Current Condition – Lumber

- Lumber is decaying
- Suggestion: Replace the decaying logs with new timber



Replacing lumber with treated logs

- Pros: Strong visual link to the historic function of the train; treating the logs will help slow decay.
- Cons: Weight of logs burdens the structural integrity of the logging car, reducing its longevity. Logs will eventually need to be replaced in the future.

Alternate: Replace with fewer logs to reduce weight



Current Condition – Number “25”

- Original 1911 “25”, as part of earlier restoration efforts, remains.
- Suggestion: Remove the “5” to reflect the history of “Two-Spot”



Removing the “5”

- Pros: Visually reflects the utilitarian wear and tear of the train over the years.
- Cons: Mimicking the “rubbing out” of the 5 would damage the restoration effort; painting over the 5 could result in a poor color match and is not historically accurate.

Suggestion: Hang water bags from train window to illustrate how Two-Spot got its name

- Pros: Strong visual educational impact
- Cons: Exposed to the elements, these props could rub against the train and cause damage. Sourcing historically accurate water carriers would need to be researched.



Alternate Suggestion: If historic water bags can be found, hang water bags from train window to illustrate how Two-Spot got its name **at special events only**

Discussion:



1. Lumber in Log Carrier
2. Removing “5”
3. Placement of Water Bags