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Puget Sound Garden Railroading

September Issue, 2015

Official Newsletter of the Puget Sound Garden Railway Society



Cindy & Jerry Madsen, our hostess and host for the August meeting.

Photo by Mark Jennings.

The Wheels Keep Turning

By Norm Baullinger, President

I've had some contact with other Garden Railroad clubs through the efforts of Bill Derville, Portland, Rose Garden, President. Bill has put out a survey in an effort to get some coordination between clubs with the intent to exchange newsletters between the club presidents and newsletter editors. The Bay Area Garden Railroad Society is by far the largest. Their newsletter is almost like a book, 25 pages more or less. One thing I find interesting is that they have a lot of information regarding their members. By that I mean, they have members who are doing projects and these projects are updated via photos and a short word description of what they have recently accomplished. A wide variety of subjects are covered, from kit bashing a model, to buildings, to riding steam locomotives, to trips that someone has taken. I think that having these types of articles make a newsletter more interesting to members as well as sharing ideas.

As part of the survey Bill circulated there were several ideas (wants) of what some of the presidents wished they could include in their newsletters like a Tip & Hints col-

umn, a technology column, a member profile section, a Question and Answer column. The problem with these ideas is that each one needs a volunteer to be the "column" editor, recruit inputs, etc. However, like our club, volunteers seem to be on short supply so they (the ideas) go wanting.

One thing the Portland club is doing is to buy up any used track that comes up for sale, say for \$1 a foot. Then they sell it to new members who need track for \$1.50 per foot. This is a way to help new members inexpensively acquire track for their layouts. The same principle could be done for other items also. The volunteer heading this up must locate the track, purchase it (they get reimbursed from the club), store it, and then distribute it to the new member.

The Sacramento club has pursued 3-D printing of model parts and has formed a 3-D Modeling Special Interest Group (SIG). They have teamed up with the local "Friends of the Library" group. The local library has computers, software and 3-D printers that are free to use. The software used, Tinker CAD, is a real simple computer aided design program and can be obtained from TinkerCAD.com. The club has sponsored sessions that members can attend to learn how to use the software and equipment. This is an idea that club came up with to generate interest and introduce members to a new technology that can help them in their modeling projects.

The bottom line of all this is that there are things a club can do to make the club more interesting. All it takes is for someone to volunteer to take an idea and run with it. So, if anyone out there has an idea that we can incorporate into our activities and is interested in doing something along these lines, let me know.

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Report on the August Meeting at Madsen's

By Mark Jennings

It was a most propitious day and forty-one members attending the meeting at Madsen's agreed with me. Sunny, but not hot with the occasional zephyr wafting by. The last I saw of Jerry's layout, the new track around the koi pond and some trees had just been built. The remaining back yard wasn't really the stuff of Better Homes & Gardens. Things have changed. The old deck has been replaced by a tiled patio including a grill, dining table & chairs and, most importantly, an outdoor bar. But there is more. A wall of concrete pavers now (almost) completely surrounds another bunch of trees which when filled in will be the foundation for another 200 feet or so of track for the layout. The old and new layouts are separate, but will be connected by two opposing bascule bridges which can be raised to allow Jerry to get his tractor through. That I gotta see.

Cindy, ever the gracious hostess, lined up the food donations and a half dozen types of beverages. I regret to say we did not do justice to all the available food, but the tacos were a hit.

Lunch over, President Norm opened the business meeting. No new members or guests were announced. He then moved on to the SIGs and Liars. Jerry Madsen stated that the Skagit Fair went well, though not as many PSGRS members or fair-goers as last year. He said we received \$300 for our efforts - probably enough to pay for gas to haul the trailers. We will be attending the Lynden Train Show, as has been our custom, on October 3rd and 4th with set-up on Friday, the 2nd. No commitment yet on the Puyallup show in November.

Ken Nesland spoke about the September meeting at the Great Northern & Cascade RR. He described the facilities available and said hot food donations would be welcome, contrary to what I wrote last month. Chris Johnson spoke for the live steamers announcing they would be at Staver Locomotive in Portland the weekend of September 17, 18, and 19. Contact Chris or Pete Comley or John Bigelow for more info. Speaking on behalf of the Little Liar's Club he said that IKEA has raised the price of their breakfast from 99 cents to \$1.00. An obvious case of rampant inflation.

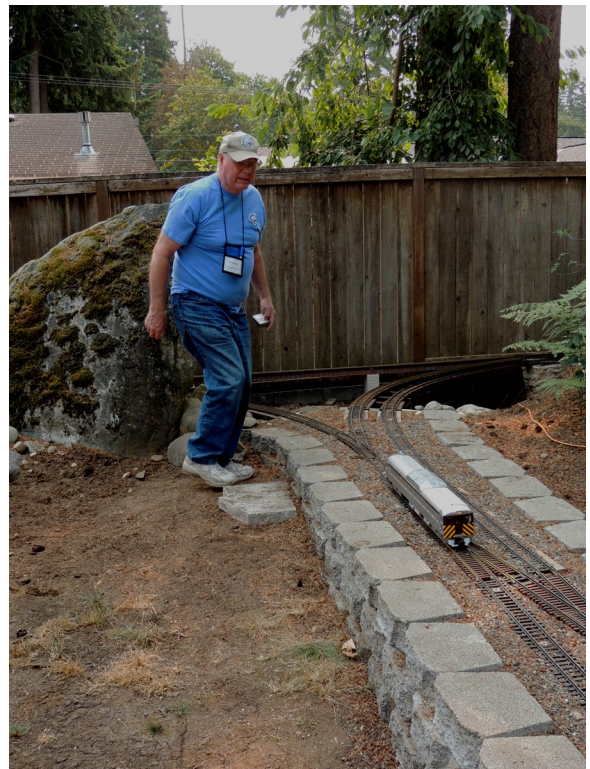
Next came Show & Tell. Jim Easley spoke of former member Clint Riggs (now deceased) who had quite a talent

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The promise of things to come - a major expansion Jerry has under construction.

Photo by Bill Thurston



Bud Harrington running a Canadian Bud car.

Photo by Bill Thurston

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for making and fixing things. Jim displayed a track cleaner made by Clint which he has "inherited". Ron Ball, who has an interest in military history displayed and explained a model WWII armored train with anti-tank guns. Why guns on rails? Because the roads in Europe were frequently so bad that rails could be more effective in bringing power to bear on an enemy. Mark Jennings displayed a box of old Marx toy train parts and requested members to evaluate the stuff. Mark Howe did so and gave Mark Jennings a full report on the probable value of the cars and locos along with a history of Marx toy trains. Jerry Madsen showed a model of a 737 fuselage and the long flat car designed to carry it from Kansas to the Boeing plant in Everett.

What about trains? Tom Zimmer ran a five car heavy-weight passenger train pulled by a 4-4-2 Atlantic loco. Ed Mattison ran a nifty 4-4-0 pulling a mixed freight. Also heading a mixed freight was a BN diesel owned by Fred Konkell and I ran a Swiss 0-6-2 with four Swiss two axle cars. There were a few more trains being run, but I didn't get the details. See you next month in Skykomish.



*The new grain elevator on Jerry's layout.
Photo by Mark Jennings.*



*Jim Easley displays a scratch built track cleaner made by Clint Riggs.
Photo by Mark Jennings.*

*Tom Zimmer's five car heavyweight passenger train pulled by a 4-4-2 Atlantic loco.
Photo by Bill Thurston.*



*Jerry feeding his koi was a popular event.
Photo by Mark Jennings.*



*The lunch bunch. R to L; Mark & Julie Wright, Peggy Phillips and Patty Johnson. Unable to identify others.
Photo by Bill Thurston*

*Mark Howe and Brent Stuvland keeping a close eye on operations.
Photo by Bill Thurston*



Notes on the Skagit County Fair

By Mark Jennings with help from Brent Stuvland and Alex Osenbach

Brent Stuvland gave me a list of members who helped with set-up. They were Jerry Madsen who is chairman of the Modules SIG, Brent Stuvland, Mark Howe, Alex Osenbach, Joe Sommer, Rae Mitchell, Larry Hawk, Ron Ball and Terry Lattin. Those helping with the take-down were Alex Osenbach, Jerry Madsen, Rae Mitchell, Mary Mitchell, Ron Ball and David Drake. Thanks and appreciation are due to these members for their hard work. Does the frequent mention of these names tell you anything? Like we could use more help with set-ups and take-downs?

Thanks are also due to Sue & Larry Hawk who provided donuts and maple bars, cookies and chips for the general welfare and to Jerry Madsen who provided cold bottled water.

I was at the fair only Wednesday and Thursday so don't have any eyeball evidence about who attended on Friday and Saturday.

I was pleased to see that the whole visual aspect of the layout has improved considerably. There is much less clutter from too many toy buildings and fire trucks. Some toy buildings remain, but most are now on an embankment raised above the track. The refinery has been cut down to size. Most of the remaining buildings and structures are attractive and fit well with the general layout. Special mention goes to Alex Osenbach for the new tunnels and the excellent scenery surrounding them. Alex has a talent for very realistically sculpting rock. I suspect he either made or had a hand in several other rock faces on the layout. The bridge over the stream remains a favorite of mine.

The tracks were active. I am indebted to Brent for a partial list of train runners and trains with apologies to those inadvertently left out. Also, some members brought several trains to run, but I won't list them all.



The new tunnels built by Alex Osenbach. Notice the nice rock work on the cut leading to the tunnels.

Photo by Mark Jennings.

Mark Howe ran a White Pass diesel pulling a mixed freight and also an NW2 switch engine in Santa Fe colors.

Joe Sommer ran his Muncie Pitt & Lunisee ten wheeler with a mixed freight plus a logging train pulled by a 2 truck shay from the KleerKutt Logging Co.

Another mixed freight was pulled by a "Sky Blue" and white Great Northern diesel belonging to and run by Brent Stuvland. The caboose was also GN with a mixed freight between loco and caboose.

Ron Ball's sleek Amtrak Acela was seen frequently zipping around the outside loop. Ron attended all four days of the fair.

Jerry Madsen ran several trains. One was a 2-8-0 Consolidation hauling a logging train and another was a BNSF SD-70 with an executive paint scheme pulling a mixed freight.

Mary Mitchell was running the famous Hershey chocolate train being pulled by an Alco RS-3.

Later, on Wed afternoon, David Drake arrived with a mixed freight with a Santa Fe diesel in warbonnet colors on the point.

Norm Baullinger came that PM also, but I don't recall what train(s) he was running.

Speaking of warbonnets, Alex Osenbach ran a really classic full suite - ABBA - of Santa Fe F-3(?) diesels.

Thursday afternoon was interrupted by a lot of drilling, hammering, chiseling and discussion by Jerry and Brent and Rae. The net result was the installation of four kill switches on yard #2 allowing one or all four yard tracks to be deactivated for the benefit of train runners using track power. There was also much discussion, mainly by the aforementioned, about adding two more sidings on the church end of the layout. I can't finish without thanking Ron Ball for his donation of a great looking yard tower. And that's it for another year at the fair.



Don't know who owns it, but a nice shot of a switcher emerging from a tunnel.

Photo by Mark Jennings.

Directions to the Great Northern & Cascade Railroad

By Mark Jennings

Coming from either east or west on US Hwy 2 turn off at the Skykomish exit. There is only one exit into Skykomish. Cross the river (use the bridge). I quote from Ken Nesland, "The meeting is in the Maloney store where the historical museum is. It is the first bldg on the right when you come into Skykomish. People can unload food right in front of the Maloney store and parking is all around or down in front of the old hotel. We will have coffee, tea, hot chocolate, pop and water to drink. There are plenty of chairs, tables etc. We will have a big coffee pot and a pot to heat water. I can bring my microwave to heat things so they can bring any kind of food, not just picnic food. This is probably one of the best facilities we have ever met at. Everything is on schedule and figured out so you don't have to worry about it".

I wuz rong. My understanding was that food facilities would be limited thus my previous suggestion to bring picnic style food is no longer valid. So if you feel like bringing a hot dish, do it. Ken has also told me that we will eat first (in the Maloney building) then have our usual business meeting, followed perhaps by some words from either Bob Kelly or Kevin Weiderstrom about the GN&C. Then its on to train riding. The rides are free, but donations accepted. Ken told me that this would be a good meeting to bring kids, grandkids and great grandkids and that parking is also available on Railroad Ave and across the BNSF tracks at the GN&C. See you there.

Notes & Comments

By Mark Jennings

Mark Howe will be taking over the task of mailing print copies to members who are not online. The newsletter staff sincerely appreciates the fine job Sandy and Jim Arlint have done for several years. If you have any question about mailing print copies, please contact Mark at 360 668 4764.

One more time. If you are planning to attend the Lynden Train Show and will be staying overnight you have only a few more days (till Sept 1st) to take advantage of the \$69.00/nite discount offered by the Baymont Hotel in Bellingham. Call 360 671 6200, let them know you are a PSGRS member attending the Lynden Train Show and ask for the discount.

Dick Wolf announces that the North Olympic Peninsula Railroaders will be having a train show and swap meet on Saturday, October 17th and on Sunday, the 18th. It will be held at the Sequim Prairie Grange, 290 MacLeary Road in Sequim.



Jerry Madsen eases his log train onto the main with Mark Howe looking on.

Photo by Mark Jennings.



The yard tower donated by Ron Ball.

Photo by Brent Stuvland.

Special Interest Groups (SIGs) and Regularly Scheduled Events

Big Liars Club

Meets the 2nd and 4th Thursday of each month at 9:30 AM at Denny's Restaurant on 148th Ave. NE (in the Overlake area – next to Fred Myers and across from Sears) for breakfast and friendship.

Little Liars Club

Meets at 9:30 AM the 1st, 3rd and 5th Thursday of each month at Ikea, 600 SW 41st St, Renton for breakfast and friendship.

West Sound Liars Club

Meets at 9:30 the 2nd Thursday of each month at the Family Pancake House, 3900 Kitsap Way, Bremerton for breakfast and friendship.

Tall Tales Club

Meets at 9:00 AM on the 1st and 3rd Wednesday of each month at the Denny's in Monroe located at 18824 US Rt 2, for breakfast and friendship.

Live Steam SIG

The Live Steamers meet on the 2nd Saturday of every month at Chris Johnson's. We also meet at a member's home as shown in "Schedules and Stops" below. Contact John Bigelow (206-284-5038) or Peter Comley (253-862-6748) for further information.

Modules SIG

Constructs and displays the club modular layout at various shows throughout the region. No set schedule, but shows are publicized well in advance. Contact Jerry Madsen (253 307 9055) to join.

Boating SIG

For PSGRS members who are also interested in model boats. Meets the 1st Sunday after the 1st Thursday of each month at the Bellevue park just south of Bellevue Square mall. Call Dave White at (425 821 3617) for further information.

Operations SIG—Goodson

First Friday afternoon and evening of each month from 2:00 PM until 9:00 PM at Dave Goodson's home. Scheduling and running trains as would be done on a real railroad. First and third Friday operations commence in May. Please call Dave (425 823 3507) for an invitation.

Operations SIG—Briggs

Second Friday of each month starting in May and ending in October from 2:00 PM until 9:00 PM at Tom and Judy Briggs' home. Battery powered engines available for visitors to use. Call Tom at 425 885 3894 for more information.

Schedules and Stops (SIG contact information is above)

Date	Time	Event	Place	Remarks
Sept. 12		Steam-up	Johnson's, Federal Way	
Sept. 19	Noon –4 PM	Club meeting	Great Northern and Cascade Ry., Skykomish	
Sept. 22		Steamers at Staver's	Portland	
Oct. 3,4		Lynden train show	Lynden	Set up on Oct 2.
Nov.		Great American Train Show	Puyallup	
Dec.19	Noon –4 PM	Christmas Party	Elks Club, Lynnwood	

"Wheels" continued from page 1.

Speaking of volunteers, I was pleased to hear from Mark Howe. He and his wife, Marie, will take on the job of mailing out the printed version of our newsletter. Thanks to Jim and Sandy Arlint for doing this for so long. Those of you who receive your newsletter via snail mail should send Mark a big thank you. Otherwise, you would have to go out and buy a computer!

Our next meeting will be at Skykomish and be a little different. You will have an opportunity to ride a train, the Great Northern & Cascade Railroad, so bring your kids and grandkids for an enjoyable time. Note, the meeting will be in the Maloney's Grocery Store building, start time will be a half hour later, lunch start at 12:30PM, then our short meet-

ing and then we will have a lecture on the history of the area in the Museum and then go out to ride trains (free, though donations would be appreciated). This will be our last "general meeting" for the year. Upcoming will be the train show in Lynden, WA, October 3-4, the train show in Puyallup in November and our Christmas party in December. As a reminder, we have both a silent and live auction at the Christmas party so donations will be appreciated.

Keep your wheels turning.



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Dues are \$36.00 per year payable each January first. New members prorated. Send dues to Brent Stuvland at POB 357, Bothell, WA 98041. Send changes in membership information to Brent by e-mail or to the above address.

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Items are generally on display and for sale at club meetings.

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