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Puget Sound Garden Railroading

October Issue, 2015

Official Newsletter of the Puget Sound Garden Railway Society



Ken Nesland was the idea initiator, guiding light and host of the September meeting.

Photo by Mark Jennings.

The Wheels Keep Turning

Article and photos By Norm Baullinger, President

Last month I took a day off and drove down to Oregon to see Camp 18. Camp 18 is located on Oregon Highway 26 between Portland and Seaside. What caused me to go down there is that two years ago I was at the Portland Historical Society Railroad Museum and saw a Spokane, Portland & Seattle (SP&S) Northern locomotive, #700. Then last year I kit bashed a SP&S Northern locomotive from two Mikado locomotives and needed a bay window SP&S caboose to go along with it. I just got through writing an article for *Garden Railways* magazine on converting a USA Trains Southern Pacific bay window caboose into a SP&S caboose and needed a photo of a SP&S bay window caboose for the article.

Camp 18 not only has a great and very popular restaurant, but it also has an outdoor logging museum. Much of the outdoor equipment is railroad oriented from the steam era, early to mid 1900's. It also has a SP&S bay window caboose that I could take a photo of and use for my article. Therefore, my interest in going to Camp 18 was to get my photograph.

Other than the SP&S caboose, there are many other railroad related pieces of equipment. The largest and most impressive is a steam powered "slack-line yarder".

This is basically a large steam powered donkey used with a spar pole that was used to hoist the logs as they



came into the yard onto railroad skeleton cars. This one was made by the Willamette Iron and Steel Works with patents from 1912 to 1922. A later version that was converted to diesel is also there.



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They also have a 160 foot spar pole that is used together with the slack-line yarder to lift logs onto a nearby skeleton car.

Other railroad-related logging equipment there included a mobile crane, oil tank car, several steam powered donkeys, a heavy weight passenger car used as a dormitory, other cabooses, and a water tower. No locomotives though. A water wheel built for electrification of a local farm is there and would make a good prototypical wheel to model for your layout. If you are interested in saws, there must be a hundred or more old chain saws of all sizes and age.

I didn't stay to check out the quality of food in the restaurant as there was a waiting line for lunch, this on a Wednesday no less. I did buy a cinnamon roll which they advertise as fresh every day, all day. If you are familiar with the cinnamon rolls from the Maltby Café in Maltby, just north of Woodinville, off of Highway 522, this one was about twice the size for about the same price. And, I might add, just as good or better.

All in all, this was a nice day trip though it was a bit long, about 200 miles from Bellevue, via Kelso, and Oregon Highways 30, 47, 202, and 103. The address is 42362 Highway 26, Oregon, two miles west of the four-building town of Elsie. If you are into steam era logging railroad equipment, this is a place worth checking out.

This was how I kept my wheels turning last month, how about you?



Report on the September meeting in Skykomish

Article and photos by Mark Jennings

I arrived at the Maloney building early to find Fred and Pat Brown, Ken Nesland and Elizabeth Alkire already hard at work. Pat and Elizabeth were putting tablecloths and flowers on the tables (yes, tablecloths and flowers) while Ken was placing chairs and Fred was getting coffee started. The Maloney building was large, well suited to our needs and kept us out of the occasional drizzle. Then I wandered over to the Skykomish depot where the Great Northern & Cascade company store was being set up and then out to see railroad operations.

A very true to prototype BNSF diesel was idling while visitors climbed aboard the cars behind it. Some of those cars were made by our own Fred Brown. All aboard and the train departed on the two thousand foot loop which is the mainline of the GN&C.



Ron Ball eyeballs the sleek BNSF diesel.

I then went to the steam-up bays where three men were getting a 4-6-0 fired up and ready to run. I learned later that it used coal for fuel, not propane or another fuel not proto-



The steamer exits the tunnel. It burns real coal.

type. All polished and true to prototype, it was a work of art in steel and brass.

Last - and least - of the motive power available that day was a small 0-4-0 boxcab built from a kit and is about the size of an old apple crate and owned by Carl Bradley. It pulled one passenger car plus a trail car behind the loco for the engineer, but moved right along on the rails. Carl plans to upgrade the box cab by adding working couplers and a pantograph among other things.



Carl Bradley and his mini boxcab.

The depot was given to GN&C by BNSF which also leases the land the GN&S uses for \$50.00 per annum. Big plans are afoot. Ken informed me that the shop which is now covered only by a wooden canopy will be walled in for equipment repairs and loco storage. A turntable is to be built nearby. Additional track is to be added in various places to provide alternate routes for trains and visitors. A park-like picnic area is to be installed at the back of the property along with a general upgrading of the parking area and landscaping.

Lunch was called at 12:30. Suffice it to say we dined very well indeed. During my absence photo albums had been placed on the tables, compliments of Karen at the museum next door. President Norm then got the meeting underway with a call for new members & guests. It did not seem to me that we had as many members in attendance as usual, but the number of children of members and grandchildren more than made up for that. Perhaps the distances from Skykomish kept some away. I can't list everyone here, but here are the grandchildren: David Briggs, Alyssa Bodeatsch, Nathan Bodeatsch, Sage Osenbach, Zakry Osenbach, Aubrie Osenbach and Stella Osenbach. Though not present, new member Josh Delk was announced. Not much new on the SIGs. Alex Osenbach explained new work being done on the modules and reminded us of the train show at Lynden on October 3rd and 4th and the Puyallup show on November 14th and 15th. Tom Briggs said that he is done operating for the year leaving only Dave Goodson to host operating sessions. Pat Brown then held a drawing for gifts she was giving away, mostly to children. A thoughtful touch to the

meeting. Fred Brown told of taking one of the pax cars home to fix it; wound up rebuilding it and then built ten more cars for the GN&C. Then, bored with the meeting, some of the kids departed to throw rocks into the river.

The meeting ended with the introduction of Kevin Weiderstrom, founder and president of the Great Northern and Cascade Railroad and also a GN steam era historian. The GN&C started in August of 2012 and the first track was finished in April of 2013 with first passengers being carried the following month. Needless to say, the GN&C is inspired by the old Great Northern Railway. Very interesting to me, Kevin also told of a second purpose for the GN&C - beyond running trains by hobbyists for tourists.

As is true of so many former railroad towns, Skykomish was virtually wiped out by dieselization. I remember from years ago that Skykomish was pretty much reduced to a filling station and a convenience store along Highway 2 with everything beyond the Skykomish River being run down and beat up. Thanks to citizens like Kevin, reinventing Skykomish is well underway. Buildings like the Maloney store have been fixed up and made useful again. The Superfund and BNSF have cleaned up the area where the GN&C now resides. Sidewalks have been laid and there is a nice park-like parking area along Railroad Ave. There remains only one building in the downtown area that is derelict and Ken tells me that it has been purchased by an owner who will restore it. The whole idea is to get people off the highway and into town to enjoy its heritage, ride the GN&C and maybe drop a little cash.



The hosting crew. Elizabeth Alkire, Ken Nesland, Pat Brown & Fred Brown.



Chow hounds Brent Stuvland, Bud Harrington and Tom Briggs make nice for the camera.



Our young engineer gets the live steam Ten Wheeler ready to run.

Notes & Comments

By Mark Jennings

We welcome new member **Josh Delp**. Hope he will be able to join us in Lynden or one of our other events between now and New Year.

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.

This issue is my last as newsletter editor. **Beth MacLaren** will be taking over with the November issue. I want to thank all of you, especially Bill Thurston, for the information, advice and photos you have shared with me these past several years. Please give Beth the help and friendship you have given me.



Our new newsletter editor, Beth MacLaren.

Photo by Alex Osenbach.

Thanks

By Bill Thurston

As Mark noted above, he is retiring from the job of club newsletter editor. On behalf of all club members I would like to extend our thanks for his many hundreds of hours of effort over the past (at least 15) years to ensure we have had a high quality, informative, and entertaining newsletter. It has been my pleasure to work with him and look forward to his continued involvement in the club.

It's That Time Again

By Mark Jennings

Time to seek volunteer hosts for the 2016 meeting season. As always meetings will be held each month starting in April and ending in September. In order to be fair, I will accept offers to host starting, Monday, October 19th, 2015, at 9:00 AM, first come, first served. I will be back from a cruise by then. Call me at [206 218 7008](tel:2062187008) or e-mail me at m.jennings32@gmail.com.

July and August are the most sought after months and I always have more than one offer for them. April and September are hardest to fill, though both are usually pleasant months weatherwise, esp September. Also, our meetings, with few exceptions, are held on the third (3rd) Saturday of the month. I would like to emphasize once again that you don't need to have a fancy layout or a yard from Better Homes & Gardens to host a meeting. You will need room for about 35 - 40 members & guests, a restroom and nearby parking space as a minimum. Having tables and chairs and facilities for heating foods and making coffee is a plus. I can help out with some tables and chairs, a coffee pot, etc.

The Fall/Winter Train Show Schedule

By Jerry Madsen

The train show schedule is as follows:

- Lynden Lions show at the Northwest fairgrounds; setup is Noon Friday, October 2nd. Show is Saturday the 3rd, 9 am to 5 pm and Sunday the 4th, 10 am to 4 pm. For more info go to www.lyndentrainshow.com.
- Puyallup GTE show at the Puyallup fairgrounds; setup is Noon Friday November 13th. Show is Saturday the 14th, 10 am to 4 pm and Sunday the 15th, 10 am to 4 pm. For more info go to www.greattrainexpo.com.
- Portland GTE show at the Portland Expo center; setup is Noon Friday January 15th. Show is Saturday the 16th, 10 am to 4 pm and Sunday the 17th, 10 am to 4 pm. For more info go to www.greattrainexpo.com.

That's the schedule as I know it now.



Richard Jarratt.

Photo by Beth MacLaren.

Southern California Garden Railroads

Article and photos by Chuck Carlson

June 15th Sharon and I embarked on a 3 month stay in southern California dropping anchor on the RV in Valencia, Ca. I used the Garden Railways magazine to locate two garden railroad clubs; one in Santa Clarita and one in Ventura, Ca. and made contact with their presidents.

Alan Wight, founder and past president of the Santa Clarita club responded first. He invited Sharon and me to his home to check out his garden railroad. His wife is a champion gardener and former employee of the executive office of Walt Disney. The inside of their home was wall to wall, floor to ceiling of Disney characters and mementoes, Wow! Even a G Scale Disney train set.

Alan's layout was in a corner of their backyard and slightly uphill. Some Photo's attached.

A week later we were invited to the club's monthly meeting at a member's home in Granada Heights. Their meetings are during the week early evening with dinner and most members do not have layouts. At this meeting I met Jim Cary (featured in the Oct Garden Railways) and was invited out to the Morning Glow Railroad. Unbelievable! Jim has only been at it for four years, same as me, and his collection and layout makes me look like I just started today. In GR the structure listed as workshop is actually a 5th wheel RV with slide outs; the train storage is a trailer and he has a complete N scale layout in another trailer. I counted over 25 GP38 Southern Pacific engines, some GP-9's and SD-70's (no wonder I can't get a SP). He has a separate AirWire controller, receiver and Phoenix sound board in each engine. Each engine has its own battery charger. Jim's layout is SS track, turnouts with pneumatic electrical control all purchased from Pete Comley. In GR, the second picture of signals, Jim has them mounted on a pvc plug that he turns over and puts in a pvc drain pipe when not displayed and covered with a pvc cap. Neat Idea! Some other pictures attached. Visit his website: www.MorningGlowRR.com

You can see the signal turned over in the drain pipe and also all the AirWire controllers mounted on his arm. Also, Jim is an organist and has a massive organ as you enter his house. He let me play it.



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. Please call Dave (425 823 3507) for an invitation.

Schedules and Stops (SIG contact information is above)

Date	Time	Event	Place	Remarks
Oct. 3,4		Lynden train show	Lynden	Set up on Oct 2.
Oct 10		Steam up	Johnson's, Federal Way	
Oct. 31		Steam up	Bennett, Burien	
Nov. 14-15		Great American Train Show	Puyallup	Set up on Nov 13
Dec.19	Noon –4 PM	Christmas Party	Elks Club, Lynnwood	

Where to Find It – LEDs

By Norm Baullinger

Off and on I've been asked where to find LEDs of different sizes and colors. I use LEDs from *Model Train Software* (Evans Design), www.modeltrainsoftware.com. They have LEDs that will operate from 7 volts to 19 volts and are polarity independent. That is, they come with a bridge and resistor so one can connect them either to a plus-minus or minus-plus set of leads and not worrying about the voltage. They have various colors as well as flashers. This is ideal for our trains as most people run on battery power, 14.4 volts to 18 volts, or with track power on our modular layout. They have various sizes, 5 mm, 3 mm, 1.8 mm, on down to a "pico" size which is smaller than the size of a ball in a ball point pen. They also have LEDs that are designed to operate on 9 volts or 3 volts and those that simulate a fire.



Julie Stuvland, Marie and Mark Howe rest after lunch.
Photo by Mark Jennings.



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**Purveyor of club T-shirts,
Sweatshirts, etc.:**.....Dwight Malott
djm98292@yahoo.com.....360 652 2311
Items are generally on display and for sale at club meetings.

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