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Puget Sound Garden Railroading

April Issue, 2017

Official Newsletter of the Puget Sound Garden Railway Society



At the club business meeting, the Board and club members listen to a presentation by Bill Zingheim on the proposed Mt Rainier Railroad.

Photo by Chuck Carlson.

The Wheels Keep Turning

Article and photos by Norm Baullinger, President.

SEATTLE TO CHICAGO ON AMTRAK

February 21-25, 2017

First I have to apologize for the mistake on the date of our business meeting. I had put it in the newsletter as March 24 whereas it really was March 25. For some reason I had the 24th on my mind.

This year being so cloudy and wet, my wife Gale and I looked to take a trip. Our desire to take a winter train trip lead us to taking the Amtrak Empire Builder, train No. 8 from Seattle to Chicago. In the past we've done several trips on via Rail between Vancouver, BC and Toronto but for some reason, this year the via Rail rates were excessive, \$1700 (Canadian) per person, \$3400 for two, for a bedroom cabin. For two people (seniors) the Empire Builder was only \$834 for a bedroom cabin so it wasn't much of a decision, even with the Canadian discount. The bedroom cabin is room for two persons and has a toilet, sink and even a shower in the toilet stall. The shower is fairly small, so if one really needs to do a shower, there is a larger, public, one downstairs.

We booked the trip for a February 21st departure hoping for a good snowstorm during the trip. As the date ap-

proached, there had been a record rainfall in the Seattle area causing landslides along the track between Seattle and Everett where the train has to go. If a landslide occurs along the track, passenger trains have to wait 48 hours before using the track. Needless to say, we were getting nervous about having to be bussed to Spokane to meet the train, a 6-hour trip in the event of a landslide.

If you haven't been to the King Street station since it was renovated, you should do so. It has been brought back to its original décor.



The train left on time but as we neared Edmonds, we were delayed three hours due to track maintenance as a result of a previous slide.

Even though the train was waiting, they started dinner service. The first serving being at 6 PM, the last at 7:30 PM, reservations are required. With a bedroom cabin, all meals are included. Steak and cod were the two major meal choices. We took the early serving and were finished before the

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train got clearance to move on. By this time it was dark outside so we couldn't see scenery.

Dinner service had cloth tablecloths and napkins, real silverware but "plastic" plates and paper cups for coffee versus china settings on via Rail. This reflects the cutbacks that Amtrak has had. The reason for the plastic plates is that they throw them away, do not reuse, nor recycle as they are non-recyclable. By doing this, they were able to reduce the dining car crew by one, a net cost saving measure though the throwing away of plates/cups, goes against their claim to be a "green" organization.

Right after dinner we had the beds made up, and were in bed before 8 PM. I woke up when we were in Spokane. This is where the Seattle train meets the train from Portland and the two trains are joined. Usually this is a long stop to change crews and reconfigure the train. However, as we were way behind schedule, it was "hook 'em up and go." This was about 3:30 AM whereas normally the train would be in Spokane just after midnight. It was "rock and roll" all night as they tried to make up more time.

Breakfast starts at 6:30 AM and is first come, first serve. We made it to breakfast about 8 AM and we were just east of Libby, Montana. The weather was overcast but not too cold. There was snow on the ground but it was "old" and not very deep. We would pass by some isolated homes and small ranches.



While at breakfast, we passed through a very long tunnel. We had a stop in Whitefish, Montana for about 15 minutes

for a crew change and passenger loading. There is a statue there of "Rocky" the goat, the symbol of the Great Northern Railroad. At this stop, they had a border patrol person with a dog sniffing for explosives.

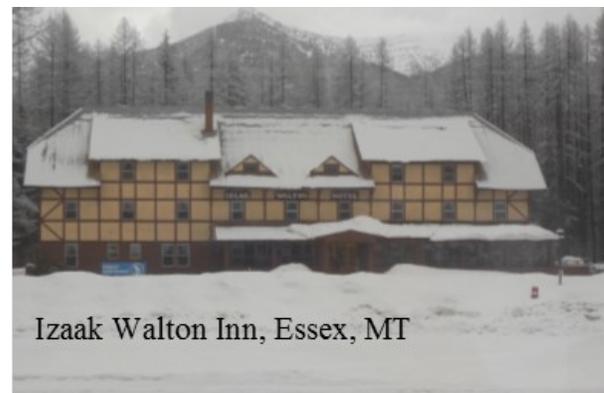


After Whitefish, the train started to climb. We moved to the observation/lounge car to get better views. The train



passed through several small tunnels and then into canyon where we followed a river. We had great views of the canyon, river, and rock formations next to the track from the large windows in the observation car.

The next stop was at Essex where the Izaak Walton Inn is located.



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2017 ANNUAL BUSINESS MEETING

Photos and article By Elizabeth Alkire

The 2017 Annual Business Meeting occurred on March 25th at the Puyallup Eagles Club and I was glad it was rescheduled to the fourth Saturday as I was attending the 39th annual Winterail event in Corvallis, Oregon on March 18th and would not have been able to attend otherwise.

Upon arrival just after the advertised time of noon, and dodging raindrops, I made my way to the restaurant area, only to find that there was a lone cup of soup left and that was it. No sandwiches or any other food was available as they had sold out. So I enjoyed the Irish potato cream soup but felt bad for those members who arrived afterwards and had no lunch. Hopefully that will not happen next year.

A little while later, I found my way upstairs where several members were already gathered, looking with interest at the samples of track that Northwest Railroad Foundry and Supply had brought, as well as Amtrak, Northern Pacific and Great Northern trains that member Leonard Blakely had brought. Forty people were in the audience and it was nice to see some people who live in south King County / Pierce County area who do not always make it to the regular monthly club meetings.



Leonard Blakely's Amtrak train with Ray Mitchell standing guard.

President Norm Baullinger called the meeting to order just before one o'clock and several guests and new members introduced themselves before the minutes of last year's AGM were approved. Norm then gave his President's report, the highlights of which were: a) we have about 135 current members, b) everyone was provided with new name badges (about \$30 for two badges to be made and mailed), c) we gave \$3,000 to the steamers group and improvements to the electric modules were made, d) over twelve people went to the national Garden Railway Society convention last sum-



Bud Harrington and Pat Brown discuss the finer points of live steam with Clark Crandall (barely visible) behind Bill Zingheim while Joe O'Daniels talks with someone off camera.



Peter Comley gesticulating a point to John Bigelow.

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mer; this year's convention is in Oklahoma in July, e) we are getting newsletters from other west coast clubs which can be found on the members' only portion of our website, f) we will be supporting the Rose Garden Society (when they host the national convention in 2019) with open layouts, g) there are minor changes in the newsletter staff as Beth and Bill exchanged duties and finally, club reserves decreased about \$4,000 during the year.

Jerry Madsen then gave the Electric Modules Report which included the news that people have been working on the scenery and have also upgraded the power supplies. These modules are now showing their age; the latch points were a particular item that need to be repaired. He wants to schedule some workshops and is also researching the possibility of a lighter design. Jerry will send an e-mail out to everyone to gauge the interest in participating in the Skagit County Fair this year. We will be attending the Lynden, Puyallup and Portland shows.

John Bigelow then gave the Steamers report, saying it was another good year, they continue to meet twice a month and there are informal steam-ups from time to time.

Next, Dave White gave the membership report for Brent, who could not attend today's meeting. Membership has increased over the last couple of years and at the start of last year, there were 118 and by year's end, 132. There are 129 paid memberships as of today. The Puyallup and Monroe shows peaked interest.

Newsletter editor Bill Thurston appreciates the contributions of articles and requested that they continue. The deadline for submission is the 23rd of the month, in general. We send our newsletter to seventeen garden railway society clubs and while not every club has a newsletter, eight clubs recip-

rocate by sending us their newsletters. If anyone has any suggestions of additions or changes to the newsletter, let Bill know.

Mike Phillips reported on the clinics and gave overview, thanking everyone for their input. There can be seven or eight clinics per event per year. He will happy to be the clinic coordinator for the next couple of years. Paul has posted the past seven or so years' worth of presentations in PDF format on the members' only portion of the website.

The Treasurer's report was next, with Ed Mattison reporting that we have \$26,808.63 in the bank as of today. That was followed by the election of officers and as existing officers agreed to continue for another year, all positions were elected by acclamation.

New business was next and the first item was subsidy for summer meeting hosts. Other clubs have this and it was something that the Board decided to explore and bring to the membership. Norm proposed to reimburse \$50 to the host of each of the six meetings. It would help to encourage people to offer to host meetings. There was some discussion about this followed by a motion, which was seconded and voted upon. It carried with one person voting no.

The next new business item was e-mailing of newsletters, led by Bill Thurston. To provide printed copies of newsletters to 39 people (28 of which have e-mail) costs the club about \$900 a year. After some discussion, it was moved, seconded and carried with one vote against, that the we send the newsletter by mail only to those eleven people who do not have e-mail.

The Garden Railway Society National Convention will be held in Portland OR from September 4th to 8th, 2019. Post-convention open houses will be September 9th (Seattle south)

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Club members and Bill Zingheim ready for the meeting to start.

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and September 10th (Seattle north). So far, three members have agreed to be open those days. A reconfirmation of our support of the Rose Garden Railway Society's post-convention activities and to have Brent as the coordinator was moved, seconded and carried.

The meeting was then turned over to Bill Zingheim of Northwest Railroad Foundry and Supply, who gave some history behind the proposed live steam railway at Mt. Rainier Scenic Railroad. Tom Murray of Murray Pacific Lumber bought 40 acres on American Lake and built 10,000' of 7½ gauge track in a live steam partnership with Weyerhaeuser and others. They ordered 10 live steam locomotives. As time went on and people involved passed on, Tom donated track, locomotives and 28 switches to MRSR who put them in museum. Bill is in the business of building 7½" gauge railways, including the Great Northern and Cascade Railway in Skykomish. He has designed, supervised and built a few of them over the years.

His partner Clark Crandall and he brought samples of track to the meeting. PSGRS provided more volunteers to help remove the track than any other group - 11,000' feet of rail -- and they are ready to be put back down. MRSR is owned by American Heritage Railways, of which Alan Harper is the president. He also owns Great Smoky Mountains Railroad and Durango & Silverton Narrow Gauge Railroad. After studying Train Mountain, he wants to make a destination railroad at Mineral.

Bill envisions this in three construction phases and passed around a drawing. Red is first (estimated cost \$6,000 for grading, \$40,310 total), green is second (estimated cost \$19,790 total) blue is third (estimated cost \$11,302 total) and a speeder area is just a concept at this time. The yard will have a scale lumber mill with logging donkey operation, loading mechanism and display track.



Jack Kowitt looks over one of the drawings being passed around.

Photo by Chuck Carlson



Paul Austin and Alan Melrose with the samples of track brought by our guests.

The club would help run the railroad. General discussion ensued about storage and camping facilities. Norm asked what type of support Bill was looking for, to which Bill replied just bodies. American Heritage Railways is paying for track and has reserves for an indoor/outdoor railroad. The whole area is ten acres.

Bill would like to have a study group of how this would be done - set up regular meetings with interested parties and come up with a game plan. Peter Comley volunteered to be the chairman and John Bigelow said he would be the vice-chairman. Bill Thurston will include an article in the newsletter on this when one is provided. A formal motion was made to have Peter Comley be the chairman of this study group with John Bigelow the vice-chairman. It was moved, seconded and carried.

The meeting ended at 2:30 and I look forward to the first club meeting of the season on April 22nd in Federal Way. Note that this is the 4th Saturday rather than the usual 3rd Saturday.

2017 Monroe Train Show

By Brent Stuvland

The Monroe train show is hosted by United Northwest Model RR Club, or UNW for short. The proceeds of this show benefit the Snohomish County 4-H Foundation. The show is located in three buildings at the Snohomish County Fair Grounds. Years ago I can remember running trains in one of the small display buildings. Today one of the buildings is just a couple of years old, a modern 33,000 sq ft beauty. Our layout was located in the center of this building, which included many vendors.

Friday February 24th started out to be a dicey day. As I awoke and turned on the morning news, there were reports of snow showers in South Puget Sound. I looked out on my deck and saw a light cover of hail. My driveway was bare and wet, so I knew we'd be okay for set up as I live about 5 miles away from Monroe.

As the morning progressed, the skies cleared, the sun came out, and it was a beautiful day. By the time I arrived Barry DiGuilio was there, the little trailer was unloaded, and all the buildings and scenery were neatly stacked. I saw we were given a choice spot. Our layout was located in the center of the main vender hall, so I knew we were going to get a lot of attendees to view our layout.

The following members arrived to help set up the layout: Tom and Judy Briggs, Terry Lattin, Don and Beth Maclaren, Tom Zimmer, Alan Melrose, Rae and Mary Mitchell, Alex Osenbach, Jerry Madsen, Barry DiGuilio, and Brent Stuvland. When Jerry arrived with the big trailer, the modules were unloaded in short order and setup in two hours. By this time it was getting late, and we all agreed we would return during the weekend for a great show.

Saturday February 25th, when I arrived about 9AM, Don and Beth Maclaren, Tom and Judy Briggs, Barry DiGuilio, and Terry Lattin were already around the center table discussing the day ahead over coffee. Just before the public was allowed in, we noticed a line of people wrapping around the building. They flooded into the building and in a matter of minutes the place was packed. Trains were running all day long. I saw no collisions, but there were a few close calls.

The module track power gave us some fits. First fuses were blowing out right and left, then the transmitter was displaying overload; both problems killed power to the track.

It took us about two hours to track it down the culprits, an unmentioned battery loco that was not track isolated, and an all-metal car that was causing a direct short. The following engineers ran their trains:

Don Maclaren – Great Northern GP with a 30 GN boxcar consist.

John Morrison – Steam Loco Passenger consist.

Rae Mitchell – Southern Pacific RS3 with a National Convention consist.

Terry Lattin – Steam Loco Everett and Monte Cristo work train.

Barry DiGuilio – BN GP 38 pulling an Armed Forces boxcar consist.

Brent Stuvland – Great Northern F3 pulling heavy-weights RPO, & a 48-seat coach.

Jim Easley – Swiss passenger train.

David Jenden – 3 Truck Shay pulling a fixed freight and coal cars.

Tom Zimmer – White River 4-6-0 Steam Passenger train, and a Bulldog Mack & mixed freight train.

Nathan Smith – 2 truck Shay with a mixed freight and passenger consist.

Tom Briggs – 2-4-2 steam Canadian Pacific coal train.

Sunday February 26th, brought a trace of snow, but that did not affect the participation for the show. An announcement was made: this year's show had the highest public participation ever! On both days, I heard several times, "I got one of your applications, and I am going to join your club." On this day we saw new engineers and trains in addition to Saturday:

Alan Melrose – Steam 10 Wheeler Denver & Rio Grande boxcar consist.

Jerry Madsen – BNSF Mac 70 boxcar consist and Union Pacific Alco F3.

Ed Mattison – Steam 4-4-0 Bismark and Hillsdale RR mixed freight.

The story doesn't end here. After the trailers were loaded, and members were saying goodbye, police and sheriff's deputies rained down on the fairgrounds with blue – red lights flashing, and sirens blaring. Rumor has it that someone fled from police custody and ran into the fairgrounds. The police were happy to see all the train people leave the show in safety.



Nathan Smith mounted those engines on the flat cars.

“Seattle to Chicago” continued from page 2.

After leaving Essex, there was a lot more snow. As the train continued to climb in the canyon we alternated passing through snow tunnels and getting views of the locomotive as it negotiated around relatively sharp curves, continuing to follow the river.

Just before noon we reached Marias Pass and the continental divide, 5,213 ft. elevation. This is the highest point on the trip. The terrain almost immediately goes from mountain peaks to open relatively flat land.



Open Fields at Marias Pass

As we passed by East Glacier lodge we saw a small herd of wild horses on a hillside and spotted a lone coyote (wolf?) in the open field next to the track. Cattle grazed on hay bundles brought in by the ranchers. We next passed through wide open wheat fields with occasional small towns. At a stop in Cut Bank, we saw grain storage facilities next to the track reflecting the large wheat growing area in Montana. A



Cut Bank, MT



Grain Storage Facilities, Cut Bank



Havre, MT

few more coyotes were seen in another field. There was hardly any snow in the fields which seemed strange, as one would expect a heavy snow covering this far north.

Initially we didn't see any other trains but during the midday, we met several freights. Sections of the road there are double tracked so we didn't have the frequent and long waiting times for a freight train as we have experienced on via Rail.

We arrived at Havre, Montana, still running about three hours late. The weather was still overcast, cool, but still no snow. Havre is where Brent Stuvland from our train club turns around on his tour being a national parks volunteer giving the history and telling about important points between Seattle and Havre. There is a fairly large yard here. Many, many locomotives are stored off in the yard and there is a repair facility next to the track: a long building with three tracks leading into it.

Upon leaving Havre, we saw two bald eagles sitting in a tree next to the tracks. Several deer were spotted in a field outside of town, and just before Malta, an hour out of Havre, there was a herd of 20 -30 deer in a field. This is the most wildlife we've seen on any cross-country train trip.

We had dinner at 6:45 PM. They serve the same menu each night. The first night I had steak, which was very good. Tonight I had cod, and it was good. In general, the food on this train is good though the menu is fairly limited.

The last town in Montana is Glasgow. We could almost tell when we crossed into North Dakota as the track condition changed to "rock and roll". The ride became much rougher. The cars began to rock back and forth noticeably compared to the relatively smooth track we had in Montana. The North Dakota track seemed to be about the same as some of the via Rail track, rough, making it hard to walk in the aisle. Though the track in both states is owned and maintained by BNSF, there must be a change in division maintenance practices. Through most of Montana the train was making good speed. US 2 parallels much of the track and the train was keeping up with or going slightly faster than the cars. The speed limit on US 2 is 70 mph so I assume the train was doing about that same speed.

Williston is the first town in North Dakota. We got there about 9:30 PM (central time now), about 2 ½ hours

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late. Williston is located in the “middle” of where they do a lot of the oil fracking. Even so, we really didn’t see many, hardly any, unit oil trains. After Williston, the track was still rough so we were rocked quite a bit while in bed. Also, there must have been a lot of road crossings as the train horn was almost constantly blowing. This seemed to be the case even as we crossed into Minnesota later that night. The rough ride and the constant horn made sleeping very difficult.

Morning saw us approaching Minneapolis. The track condition significantly improved, becoming much smoother. The Canadian Pacific Railroad owns the roadway here so apparently they do a better job of maintaining the rails. The day started out sunny but by the time we got to the station, it had clouded up and become overcast. It still seems strange that at the end of February, there wasn’t any snow on the ground, just brown grass.



Mississippi River

Here is where we started following the Mississippi River. Lots of bridges crossed the river. Even though there was no snow, there were a lot of ice chunks floating down river. We were then about an hour late. Apparently Amtrak puts an hour cushion in the schedule between here and Chicago, so barring any further delays, we could actually arrive in Chicago on time, about 4 PM.

As we continued south from Minneapolis, past Red Wing, the water near the shores of the river was iced over, though the center of the river was ice free. Eagles were sitting on the ice, strange... Looking at the shoreline, the river seemed to be high. We passed several sets of dams and small locks. These must be for river flood control. We passed a man ice fishing on the ice even though the ice didn’t look all that thick. And just a short distance away, there was a man in a boat, with his dog, fishing in open water.

We stopped in Winona, Minnesota where there was a quaint, old brick station. This still must be Canadian Pacific track as there was a CP pickup in the parking lot. Next to the station there is an old wooden freight house that was obviously used for warehousing and freight shipments in the olden days. Winona is a fairly large, a typical Midwest mid-



dle class town. Nice wide tree lined streets and small, but neat houses. A fair amount of small light industry seems to be here. With the town between the river and the railroad, transportation should be convenient.

Just prior to La Crosse, WI we passed over a couple of long bridges spanning the Mississippi River. Like most stops along here, the La Crosse stop was short, not enough time to get off the train for a short stretch and walk. The La Crosse depot is a real quaint brick depot. After La Crosse



La Crosse Depot

the train turned inland, heading across Wisconsin to Milwaukee on Lake Michigan. The road is double tracked. Both grain and oil unit trains passed in the opposite direction.

The landscape really changed from yesterday where there were wide open wheat fields. Small farms, small towns, rolling hills, wooded areas, etc. now dominated the landscape. It was not unusual to see deer in the fields or a flock of wild turkeys along the edge of the woods.

At each of the short stops we picked up more passengers. The observation car used to be rather empty but now it was almost full. Per the attendant in the downstairs café in the observation car, this is still the quiet season but starting late next month (March) it will begin to pick up. In the summer, there may be up to 900 passengers on the train. On this trip, the coach cars may have been 10% full as we crossed through Montana and North Dakota and into upper Minnesota. Like via Rail, the best time to travel on the train and enjoy it is in the winter months. Good scenery and not many people.

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Milwaukee, Wisconsin was our next to last stop prior to Chicago. Between making up some time and using the “cushion” in the schedule, it looked like we would arrive about an hour behind schedule (3:55 PM is the scheduled arrival time). The stop here was real short, just like at some of the other small town stops. It appears to be a new, modern station.



Milwaukee Station



Private Rail Car for Charter

Across the tracks on the other side of the train there were a half dozen private passenger rail cars for charter.

As we continued toward Chicago, the landscape became more and more urban. That is, continuous houses, businesses, roads, etc., no open fields anymore. For lunch we had a hotdog from the Kids menu. Anything else just seemed too much. By the way, the Angus burger for lunch is big and good. You don’t have to worry about going hungry; all meals are generous. A hint: order what you may really want to try early in the trip as toward the end of the trip, some selections may not be available.

We arrived at Union Station at 4:45, about one hour late. Not bad considering our start. However, it was raining and the forecast was for more rain. We stayed at the Marriott Fairfield Inn & Suites, 216 E. Ontario St. It has free Wi-Fi and free breakfast. It’s a \$10 taxicab ride from Union Station. As the weather was crummy, we stayed in. The hotel directory recommended a restaurant, Gino’s East (312-266-3337) that delivered at a reasonable price. We ordered. Be careful, the portions are large.

It’s a trip I would recommend to anyone interested in trains and wanting to do a long trip. Just be prepared for some rocking and rolling through North Dakota.

This is what I did this winter to keep my wheels turning. Now it will be back to working on my own track, installing electronics and batteries in two locomotives I recently purchased and building a new chicken coop.

This and That

Compiled by Bill Thurston

Paul Clark reports that he has posted the 2017 clinic presentations on the members only portion of the club’s website. Our thanks to Mike Phillips for providing the presentations to Paul and to Paul for getting them posted.

In April Dave Goodson expands his operation schedule to the first and third Friday afternoon and evening of each month from 2:00 PM until 9:00 PM at his home. Members schedule and run trains as would be done on a real railroad. Please call Dave (425 823 3507) for an invitation.

As mentioned in the business meeting report, Jerry Madson told us that the our electric module participation in the Skagit county fair will depend upon how many members are willing to help out. Jerry will send out an email asking for volunteers.

Brent Stuvland, our membership chairman reports that 5 new members have joined or re-joined the club since the last newsletter was published We welcome them:

Michael & Sue Shirkey
1442 Port Williams RD
Sequim, WA 98382
360-582-9196
mdshirkey@gmail.com

David Jenden
263 NE Valley ST #1A
Duvall, WA 98019
425-219-0420
jendendavid@msn.com

John & Yuka Shirkey
1905 SW Webster ST
Seattle, WA 98106
415-370-8484
prionic_one@hotmail.com

George Bono
13608 Valley Ave E
Sumner, WA 98390
253-241-7140
gbono13@hotmail.com

Josh Shirkey
15300 SE 155th PL #D201
Renton, WA 98058
no phone listed
jshirkey22@hotmail.com

Directions and map to the April 22 club meeting at Carlson's are on this page in the members version of the newsletter. Guests are welcome. Please contact President Norm Baullinger if you would like to join us. Contact info is on last page.

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.

South Sound Liars Club

Meets for breakfast different times, places, and dates based on who calls for a meeting. Sometimes includes running trains after breakfast. Notices typically sent to all club members who have email addresses. Contact Chuck Carlson at 253-927-7062 for more information.

Wind Up Train SIG

Jim Montgomery is hosting a monthly wind up, or clockwork, train meet at his house on the first Saturday of each month at 1:00 PM until dark. Bring your vintage windups and have fun! Call Jim at 206-783-0829 for more information.

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 (425-269-9277) for further information.

Operations SIG—Goodson

First and third 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 regularly scheduled meetings and contact information is above)

Date	Time	Event	Place	Comments
April 12	9 AM	South Sound Breakfast	Knapps Restaurant, Tacoma	2707 N Proctor St,
April 22	Noon to 4PM	Club Meeting	Carlson's, Federal Way	Note: 4th Saturday rather than the usual 3rd.
April 20-23		Steam-up	Staver's, Portland	
May 20	Noon to 4PM	Club Meeting	Phillips', Issaquah	
June 17	Noon to 4PM	Club Meeting	Shadduck's, Lynnwood	
July 15	Noon to 4PM	Club Meeting	Osenbach's, Mill Creek	
August 9-12		Skagit County Fair	Mt Vernon	Club participation questionable. Need volunteers. Contact Jerry gerald@comcast.net
August 19	Noon to 4PM	Club Meeting	Drake's, Ferndale	
Sept 16	Noon to 4PM	Club Meeting	Madsen's, Kent	
Oct 7 - 8		Lynden train show	Lynden	
Nov 11-12		Great Train Expo	Puyallup	www.thefair.com/fun/details/great-train-expo
Dec 13		Christmas Party	Lynnwood	Location TBD

Important Note Regarding Newsletter Distribution

By Bill Thurston, editor

At the business meeting held March 25, the club decided to stop providing printed copies of the newsletter to those who are sent the PDF version by email. The decision was made to save the cost of printing and mailing the printed version. If you are one of the few people who receive this April issue of the newsletter in print, please send us your email address, if you have one, so that we can send you the PDF version in the future and further reduce our costs. Thanks



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Puget Sound Garden Railway Society

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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.

Secretary:.....Elizabeth Alkire
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The club website is www.PSGRS.org.

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