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November Issue, 2017

Puget Sound Garden Railroading

Official Newsletter of the Puget Sound Garden Railway Society



HAPPY THANKSGIVING TO ALL



Chuck and Sharon Carlson hosted a Friday night hot dog and hamburgers party at a nearby RV park after setup at the Lynden show.

Photo by Norm Baullinger.

The Wheels Keep Turning

Photos and article by Norm Baullinger, President.

The summer is basically over and I suspect, that like me, most of you have put away your outside buildings and prepared your layout for the winter rains. For me, this was a pretty busy summer and I didn't get to use my layout as much as I would have liked and even missed two of our monthly meetings due to travel. However, I did make the Lynden Train Show last month which I enjoyed. About 16 members attended and ran trains. These were mostly the "regulars", I didn't see any new members. I did manage to find three SP&S box cars in new condition from the Bellingham Railway Museum's booth. These cars are very hard to find so I felt lucky to get them. I did get a chance to run my Northern Pacific MainStreeter passenger train with F-3 locomotives which I hadn't had a chance to do in a long time. See the show write up below.

Our next train show, The Great Train Expo, will be at Puyallup Fairgrounds on November 12-13. As usual, module set up will probably be about noon on Friday, Nov 11. People who help set up the modules get free

admission for the next two days so you can come and go at will and, of course, run your trains. For new members, this is a good opportunity to meet other club members and get involved in club activities.

Our Christmas party is coming up soon, December 16, at the Elks Club in Lynwood. As part of the activities, we have a silent auction and a live auction. If you have items you would like to donate to either, please bring them. This is an opportunity to pick up some needed items, and maybe some not too needed items, at good prices.

I see where we have picked up a couple more new memberships. This brings our total family memberships to 144.

As I noted in my last column, I went on a Colorado five train trip in September. The following is a summary of my trip on the Royal Gorge Train.

Royal Gorge

After the Pikes Peak Cog Railway trip, our tour went to the Royal Gorge Train in Cañon City, Colorado. This is a "meal" train, that is, you can take a breakfast, lunch or dinner train. It is a two-hour train ride, round trip, through the Royal Gorge that follows the Arkansas River. Two GP40-2 locomotives powered our train, one on either end. Of all the railroads visited, this is the only one that is standard gauge, 4 ft. 8 1/2". At the Santa Fe Royal Gorge depot, originally built in 1914 for the AT&SF, there are two locomotives on display, a 3-truck Shay and an F-7.

Continued on next page.

Inside This Issue

- A report on the Lynden train show on page 4 with photos throughout.
- A report on wrecks at the train show on page 7.
- "This and That" on page 7.
- Looking forward to our Christmas party on page 8.
- Again: Sign up to host a meeting next year on page 8.
- SIGs" and "Schedules and Stops" on page 9.



3-Truck Shay & F-7

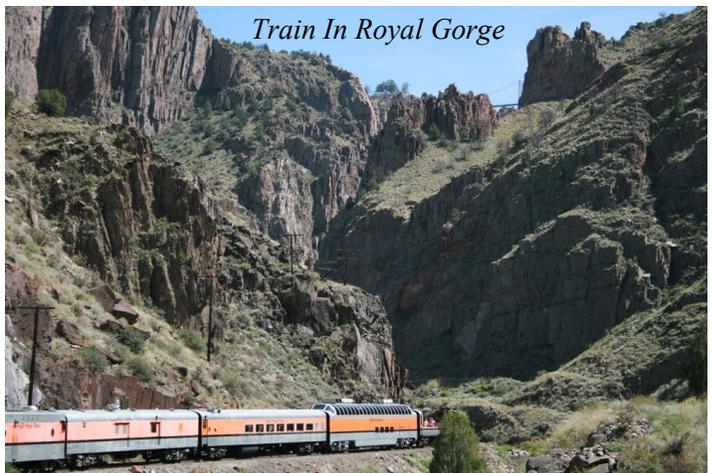
and served shortly after. Alcohol is available. You stay in the train for the entire trip. You can go out in the open gondola car to take photos and enjoy the fresh air. The weather was warm and you don't gain any altitude. Therefore, we didn't need to take a light jacket.

The train departs from Cañon City, elevation 5,330 feet, and goes to Parkdale, a distance of just over 10 miles. Of all the trains we rode, this one was at the lowest elevation. Parkdale is a small town that construction workers used when building the railroad. Today it has a population of three and can also be accessed by Highway 50. It is also a starting point for people river rafting. The canyon (gorge) is quite deep, 1,100 feet or more, with near vertical rock walls: very impressive. It is "deeper" and the walls are more vertical than the canyon that you go through on The Great Smokey Train ride in Bryce, NC. The track gains about 300 - 500 feet in elevation between Cañon City and Parkdale at a grade of maybe 1% or less.



Depot for Royal Gorge

Our train was about 15 cars. It had several coach cars, two open gondola type cars where you can stand outside, one full dome car. The coach cars are nice wood paneled passenger cars with wooden seats. The dome car is plush, richly paneled with soft seats.



Train In Royal Gorge



Dome Car

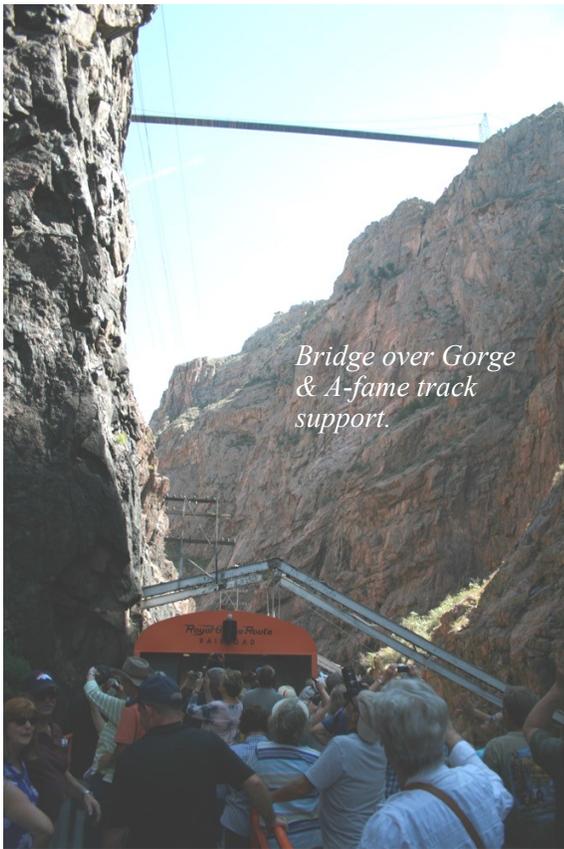
We were on the lunch train and had the vista dome car that gave a much better view of the canyon though it was the high priced car, \$69 versus \$44 for coach class cars. Meals must be purchased onboard the train. Expect to spend about \$25-\$30/person for lunch, at least in the dome car. Your meal is ordered right after you leave the depot

The railway between Cañon City and Pueblo was built in several sections, the Royal Gorge part being completed in 1879. All construction was by hand and dynamite. There was barely sufficient room to construct the roadbed and in fact, in the narrowest place in the gorge it is only 30 feet wide. Here the track was only on 10% land and 90% on a bridge. The track is suspended on a 175 foot long plate girder, A-frame supported, bridge spanning the width of the gorge. Since the initial construction, they have expanded the land portion to about 50%.

The track was originally built by the Santa Fe, but over a dispute, ultimately owned by D&RGW. The D&RGW had to pay Santa Fe \$1,400,000 for the work they had done between the Royal Gorge and Leadville. Today the track is owned by Union Pacific and goes between Cañon City and Salida and then on to Leadville. It can be used by UP in an emergency if their main line can't be used for some reason. After our train ride and on our way to Alamosa, we traveled along Highway 50 through Parkdale, following the river and

Continued on next page..

rail line to Salida where we turned south on Highway 17 to Alamosa and then on to Antonito. On the single track along the way there were at least three groups of 100 gondola cars, one group was loaded with ballast, the others empty. Apparently the track is being used as a long storage siding so no through train traffic until these are moved.



Bridge over Gorge & A-fame track support.

The ride up the gorge is slow and easy. Just after departing the depot, you pass by a medium security prison that has been there since the 1800s. If you have time, I recommend that you visit a prison museum that is located next to and behind the current one. As you proceed up the gorge, you can see an old wood pipeline that comes through the gorge all the way from just below Parkdale. It was constructed by prisoners starting in 1908 and finished in 1910. It just barely “hangs” on the wall on the opposite side of the canyon. This source of water was used for Cañon City due to impurities in the river lower down until 1972. Today they have modern methods for treating the water so the pipeline is no longer needed and has now fallen into disrepair.

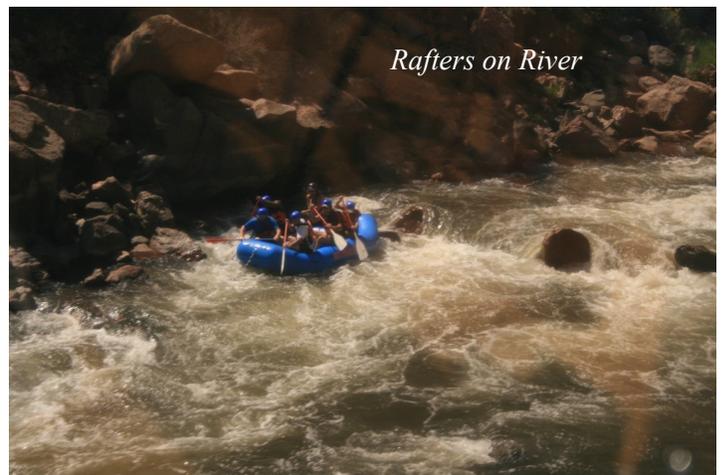
After receiving our meal, the air conditioning in our car failed. With the sun shining through the large windows it soon got too warm so we went down to one of the coach cars, which had good air conditioning. From plush surroundings and soft seats, down to tables with hard benches. About midway along the ride, the train crosses under a 1,200 foot long bridge built across the gorge as well as a gondola ride and a zip line. These are at the top of the



Wood Pipe Remains

gorge, 1053 feet about the track. The views from the train is the river and the steep granite rock walls.

As we approached Parkdale, you could see several rafters in the river next to the tracks. It is said that on occasion, they may moon the people on the train, but no mooning today.



Rafters on River

The return trip was uneventful. Total round trip time was about two hours.

One interesting thing about the area around Cañon City is that it is home to 15 prisons, prisons being one of the main businesses in the area. Included are several federal maximum security prisons. Those prisons are located totally underground except for the administration buildings that are above ground. No fences. If a prisoner is committed there for life, they go underground and never see the light of day until they die there or get transferred.

This was another train trip that kept my wheels turning in September and on into October. Have you kept your wheels turning?

The 2017 Lynden RR Show

By Brent Stuvland

The 2017 Lynden RR Show almost didn't happen for our club. Jerry and Cindy were celebrating their 30th wedding anniversary, so we needed another member with a large truck to tow the big trailer. Paul Austin stepped forward to do the job. Jerry agreed to pull the big trailer to Lynden and store it at David Drake's place of employment in Emerson, the week before the show. Paul would pick the trailer up on Friday and return it back to Emerson. Jerry would then pick the trailer a week after the show and return the big trailer back home.

On the trip to the show, Paul made an unexpected turn, and we found ourselves headed for Mt Baker. After a few miles we realized our mistake and made a turn on a county back road. I wasn't too sure where we were going to end up. Needless to say we found the highway: Guide Meridian, so we knew which way to go. Paul needed to park his travel trailer at the KOA campground, just east of town, then we drove to Everson to pickup the big trailer.

As we returned back to Lynden we were approaching the fairgrounds from the East. We got within 400 yard of the train show entrance, but the fairgrounds has several gates.

We got confused, so Paul stopped and I explored until I spotted our correct gate. I thought we would never make it.

On Friday Paul Austin, Brent Stuvland, Don & Beth MacLaren, Norm Baullinger, Tom & Judy Briggs, Terry Latin, Tom Zimmer, Dwight Malott, David Drake, Alan & Bev Melrose, Chuck & Sharon Carlson, Rae & Mary Mitchell, Alex Osenbach, and Joe O'Brien were in attendance to set up the modules. A surprise showing was Barry DiGuilio's grandson. At the last moment Barry hurt his back, which prevented him from driving long distances and towing the little trailer. Barry's grandson agreed to deliver and pickup the little trailer for the show. (*ed. note : At a club breakfast meeting a few days after the show, Paul Austin told us that he knew it took some work, but never really appreciated before the complexity of putting together and taking down the modules. He said there are more steps to setup than he imagined.*)

On Friday the entire group was treated to a BBQ of hamburgers and hotdogs with all the fixings at the campground where Chuck & Sharon were staying. On Saturday night the entire group had dinner at a local Mexican restaurant. Norm picked up everyone's dinner tab as a wonderful gift.

On Sunday's show our trains were a bit loud. For the first time ever that I can remember, security stopped by and asked us to turn our volumes down!!!



Friday night BBQ.
Photo by Sharon Carlson.



Saturday night dinner.
Photo by Sharon Carlson.



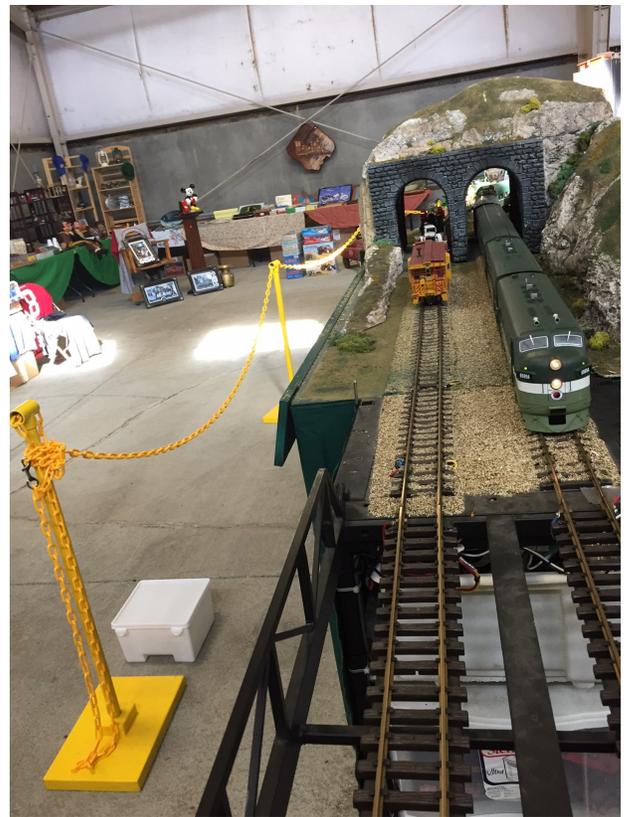
*Dwight Malott's circus train.
Photo by Norm Baullinger.*



*And Dwights circus.
Photo by Sharon Carlson.*



*Puzzle assemblers Judy Briggs, Sharon Carlson, and Beth MacLaren show off their completed masterpiece!
Photo by Tom Briggs.*



*Norm's Northern Pacific passenger train.
Photo by Norm Baullinger.*



*Trains in the yard.
Photo by Norm Baullinger.*



Norm Baullinger and Don MacLaren keeping an eye on operations.
Photo by Sharon Carlson.



Tom Briggs Canadian Pacific passenger train
Photo by Norm Baullinger.



Brent Stuvland's new Atlantic Coast Line locomotive he bought in anticipation of a new layout he plans to build after he moves to Florida .
Photo by Norm Baullinger.



Taking a break.
Photo by Sharon Carlson.



Chuck Carlson cooking at the Friday night BBQ.
Photo by Sharon Carlson.

Wrecked

Photo and article by Norm Baullinger

At train shows, there is usually a minor wreck or two or more. Well, at the Lynden train show, it was situation normal...there were a few minor incidents. To my knowledge, there was one crossing incident and two rear-enders. In the side incident, a train was being moved from the yard to the outside track. As such, the trains on the inside track need to wait while the train coming out is out and on the outside track. That part went well, but as the inside train continued on and was crossing the track coming out of the yard, the locomotive engineer/switch manager forgot to return the switch to the main line and when they started up, the train on the outside track started back into the yard and hit the passenger car right in the side as it was passing the yard track switch. Derail, but no damage as both trains were going slow.

The other two incidents were rear-enders. In both cases, two trains were running on the same track, in the same direction. One train stopped for some reason without letting the engineer of the following train know that they had stopped. And, yup, smacked the stopped train in rear. In one case, the coupler from the front of the following locomotive hit the caboose rear coupler so hard that they stayed coupled and the coupler from the locomotive was left coupled to the caboose coupler. In the other case, 2-8-8-2 locomotive rear-ended freight train that had stopped and it looked just like a real life wreck, cars accorded, derailed several cars, but again, no real damage except to the ego of each of the engineers. It may be noted that the engineer of the stopped train has had incidents before, like just driving off an open bridge and hitting the cement floor.... And the other engineer was a rookie driver.



Lessons learned: (1) when running your trains, make sure the switches are turned to the correct position before proceeding, (2) watch your train and don't get distracted by conversations or your smart phone, and (3) when you are going to stop, go into or out of a yard/siding, please let all engineers who are running know what you are going to do.

This and That

By Bill Thurston, editor

- Norm reports that all the code 250 rail the club had has now been sold.
- On behalf of the club, I would like to welcome new members Cliff and Wanda Hagman who live in Bremerton. (cliffhagman@gmail.com)
- Jerry Madsen confirms that the club will be participating in the Great Train Expo at the Puyallup fairgrounds on Nov 11-12. Module set-up is at noon on Friday Nov. 10 and take down after the event closes on Sunday. Your help in setting up, and taking down the modules and running trains and/or or helping to answer questions and keeping an eye on the layout during the show would be greatly appreciated. The more folks show up, the easier the job. No experience necessary.

To help with setup, please get there at noon on Nov. 10. The show will be in the Mattress Firm ShowPlex building. To get there, go to the back gate of the fairgrounds off Fairview Dr. Use your club badge for free access and the guard can direct you to the parking area for the building.

I also have it on good authority that club member Bob Videmsek will be setting up his circus layout at the show and could use some help in doing so. If enough members show up, getting both the club's and Bob's layouts setup will be a breeze (well at least easier.) Both layouts serve to promote interest in G scale railroading and club membership.

The Christmas Party

By Barbara & Glenn Shadduck

T'was the night before Christmas

(NO, NOT REALLY. IT IS SATURDAY, DECEMBER 16TH AT NOON)

and all through the house

(NO, NOT REALLY. IT IS THE LYNNWOOD ELKS LODGE—MAP FOLLOWING IN THE DECEMBER NEWSLETTER)

not a creature was stirring

(NO, NOT REALLY. EVERYONE WAS UP AND BIDDING ON AUCTION ITEMS)

not even a mouse.

(WELL, THERE WERE THE CLUB MEMBERS FILLING OUT THE BID SHEETS THEY RECEIVED BY E-MAIL, ONE FOR EACH ITEM THEY BRING TO THE PARTY)

The stockings were hung by the chimney with care
(NO, NOT REALLY. THE GENEROUS AUCTION ITEMS—NEW AND GENTLY USED, TRAIN RELATED AND OTHERWISE WERE PLACED ON THE TABLE FOR ALL TO ADMIRE AND DESIRE)

in hopes that St. Nicolas soon would be there.

(NO, NOT REALLY, IN HOPES THAT THEIRS WOULD BE THE WINNING BID. ALL PROCEEDS GO TO THE CLUB TREASURY AND HAS KEPT US FROM NEEDING TO INCREASE OUR DUES FOR THE PAST TEN YEARS.)

The children were nestled all snug in their beds

(NO, NOT REALLY. EVERYBODY IS BRINGING GENEROUS PORTIONS OF SIDE DISHES AND TREATS TO SUPPLEMENT THE HAM TRADITIONALLY PROVIDED BY PRESIDENT NORM)

While visions of sugar-plums danced in their heads.

(NO, NOT REALLY, IT WAS WISHES OF TREASURES FROM THE GIFT EXCHANGE---BRING A GIFT—SUGGESTED VALUE \$10 TO \$20—AND PICK A GIFT FROM UNDER THE TREE)

And mamma in her 'kerchief and I in my cap

(NO, NOT REALLY, JUST WEAR SOMETHING FESTIVE THAT YOU ARE COMFORTABLE IN—UGLY SWEATERS, SILLY T-SHIRTS, GLITTERY ATTIRE, HATS, ETC.)

Had just settled our brains for a long winter's nap.
(NO, NOT REALLY, YOU CAN'T NAP UNTIL AFTER THE RAFFLE)

When out on the lawn there arose such a clatter
(OH, THAT WAS THE PARTY SET UP VOLUNTEERS. EVENT STARTS AT NOON, IF YOU COME AT 11:00 YOU ARE PART OF THE SET UP CREW AND YOUR HELP IS GREATLY APPRECIATED—ESPECIALLY IF YOU ARE THE PERSON STARTING THE COFFEE POT.)

I sprang from my bed to see what was the matter.
(TURNS OUT IT WAS THE SHADDUCKS BRINGING COFFEE. TEA, COLD WATER AND HOT CIDER. BRING YOUR OWN IF YOU WANT ANYTHING ELSE.)

Away to the window I flew like a flash,
Knowing that Dwight only accepts checks or cash.

Now laying a finger aside of our ears,
We wish you all the warmest of cheers--
Happy Christmas to all, and to all a good night!

It's that time again - Again

By Mark Jennings

The response to my article last month seeking members to host meetings next year has been underwhelming. It's not all bad. Two members did volunteer to host a meeting in 2018. I'm keeping their names a secret for now. That is the good news. The disappointing thing is that both volunteers are members of long standing in PSGRS and each has hosted meetings several times in the past. So far, my effort to sign up newer members or members who have not previously hosted a meeting has been a failure.

So think about it! Think positive! While old timers who want to host are most welcome, first timers will take precedence in my scheduling. Don't forget: Meeting months are April, May, June, July, August and September. Meeting day is ordinarily the third Saturday of the month.

Make my day! Call me at 206 218 7008 or e-mail me at m.jennings32@gmail.com with affirmative words.

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 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 during day light savings time (first Fridays only for the other months.) 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
Nov 10	Noon till done	Great Train Expo	Puyallup fairgrounds	Module setup.
Nov 11-12		Great Train Expo	Puyallup fairgrounds	www.thefair.com/fun/details/great-train-expo
Dec 16	Noon	Christmas Party	Elks Club, Lynnwood	Come at 11 to help setup.
Jan 20-21, 2018		Great Train Show	Puyallup fairgrounds	http://trainshow.com/puyallup01
Feb 17, 2018		Clinics	Messiah Lutheran Church Auburn	
Feb 24-25, 2018		UNMRC Train Show	Monroe	https://www.facebook.com/unwclub/
March 17, 2018		Club business meeting	Eagles Club, Puyallup	

Steamer Schedule for remainder of 2017

Nov 11	Johnson
Nov 25	-----
Dec 1,2,3	Staver's
Dec 9	Johnson
Dec 23	-----
Dec 26	Comley
Jan 1 2018	Scott

Don Maclaren checking on the progress of puzzle assemblers Beth MacLaren and Judy Briggs.
Photo by Norm Baullinger.



Puget Sound Garden Railway Society

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The club website is www.PSGRS.org.

Keeper of the e-mail list:.....Tom Briggs
tabtabtab@msn.com

*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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