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Puget Sound Garden Railroading

Official Newsletter of the Puget Sound Garden Railway Society

October Issue



Sharon and Chuck Carlson, our hostess and host for the September meeting.

Photo by Bill Thurston

President's Message View from the Cupola

By Beth MacLaren

Hi, friend, glad to share some time with you here in the caboose. The stove is fired up, but the heat is rising, so it's warmer in the cupola this chilly day. Climb on up!

Since we went separate ways this month, I'll share a bit about the time Don and I spent in Astoria, and then I will love hearing your stories about the meet at Chuck and Sharon Carlson's while we were away.

Don and I left about 9 AM to drive to Astoria on Wednesday, September 18th, so we could be there in the early afternoon. It was a beautiful drive, with a stop in Centralia for brunch. We were attending the Spokane, Portland & Seattle Railway Historical Society annual convention, where we were scheduled to be the Registrars, essentially the welcoming committee. Registration was to start at 8 AM on Thursday, and the opening was set for 9:15.

By opening, nearly everyone had arrived already, so we had only to be available for a few late registrants. We sat at the back of the room, allowing us to excuse ourselves without disrupting the meeting.

Agenda: talks on Thursday into the evening, with breaks for lunch and dinner. Friday was tour day, with a

56-person coach for our travel comfort, and Saturday had more presentations, followed by a buffet banquet, an auction, and a raffle of items donated by both members and businesses. The raffle and auction are a significant source of income to the organization.

If you want to know about the nitty-gritty details of the presentations, I am not the right person to consult. Don may be able to help you out there.

The Tour included the old Astoria SP&S Train Depot, The Astoria Railroad Preservation Association, where restoration of a locomotive is underway, and the Astoria Trolley Barn, with the trolley that runs daily in the summer. Then on to Seaside, where a former SP&S Freight House still stands, and on to see an OE Caboose (for many years seen next to the highway at the west end of Astoria) now in much need of repair that its new private owner intends to undertake.

Having made good time, and being nearly an hour early in our travels, we stopped at the Tillamook Creamery where we ate our box lunches and then most of us indulged in the very tempting Tillamook ice cream bar selection, where it was hard to stop at one scoop, and some chose 2 or even 3 scoops in spite of the chill, windy weather.

Continued on next page.

Inside This Issue

- "View from the Club Car on pages 2-3.
- Report on the September meeting on pages 3-5 with other photos throughout.
- Report on the convention on pages 6-8.
- Time to sign up to host on page 9.
- This and That on page 9.
- A request for assistance on page 10.
- SIGs" and "Schedules and Stops" and Steamup Schedule on page 11.
- Some railroading and related events of possible interest to club members and club contact information on page 12.

Continued from previous page.

Then back to Garibaldi for a trip on the Oregon Coast Scenic Railroad. Four members, randomly selected, were jointly treated to a cab ride in the locomotive, two outbound, two inbound. By this time the overcast had burned off and we were able to enjoy a sunny trip and good photo ops.



The McCloud Prairie Loco that pulled our consist. The loco was originally built for the McCloud River Railroad that operated on the southern slopes of Mt Shasta in California.

Photo by Beth MacLaren.

Finally, back to the Holiday Inn Express for dinner and evening presentations. Note: I long ago gave up on Holiday Inn, but I have to put them back on my list of good places. It was a great stay!

The group in attendance this year included 7 or 8 folks who actually worked for the SP&S. Not surprising to see those numbers have gradually declined, due to the age or health of those folks. However, many of the presentations involved serious research that didn't require contribution from past employees. Such presentations often bring out kibitz and comment from the audience, and sometimes some serious discussion. It's all both expected and appreciated,

along with a good dose of laughter that often comes with those extra commentaries. If there were not that regular by-play going on, it wouldn't be nearly as fun for me. I love the dynamics of how these long-time friends play.

Each time we attend I get to know some people better than before, and add to my list of folks I can actually recognize again from year to year. The venue changes each year, and we try to time our get-together to coordinate well with either GN or NP, or even both, so that those who wish can take in more than one convention. We have co-hosted a time or two, but for me those were less than satisfactory experiences, because as the smaller group, we may lose to the big-brother group if there are two interesting presentations going on at the same time. On our own, we have everyone's full attention.

As I hear it, the larger groups, with something like 1600 members, field about 10% of their membership at their annual meetings. SP&S Ry Historical Society, however, fielded 25% or better member participation. And the group continues to grow, to a considerable extent due to the excellence of our publication TNOR (The Northwest's Own Railroad), ably edited, very often written by Richard Wilkens.

Rich is our contact at the Northwest Railroad Archives, and we enjoy working with him. He comes close to being a walking encyclopedia of knowledge about the SP&S, it's routes, it's timeline of changes, it's who's who, it's classification systems and working structure, and just about anything else you wish to discuss or learn.

So that's the look past, and the view forward is promising for a beautiful fall, filled with friends and spectacular color and cheer. See you next in Lynden, for a reprise of our participation in the Lions Club show the first weekend in October. Set-up is at 11 AM on Friday, for the Saturday-Sunday show. For those who show up for set-up, Chuck Carlson will again be hosting a barbecue at their camper location. Saturday there will likely again be dinner at the local Mexican restaurant that has also become a tradition. See you there!

View from the Club Car

By Mark Howe

Well, another October is upon us and we will be at the Lynden Show with our new modules soon after this newsletter comes out. I have been pondering life, after losing a dear friend, Brent Stuvland and something has been rattling around the back of my mind. I just could not put my finger on what it was.

I follow a few YouTube channels and a gentleman named Jessie on his channel, [Pure Living For Life](#), said what I have been contemplating. "Now What?" That is what he said and then he proceeded to explain with the help of an older gentleman, whatever you do in life has stages. In the moment they were talking about flying, they are both pilots. You can learn to Fly, then you get your Pilots License. Now

What? Now comes being an Aviator and being part of a Community.

Here in the Puget Sound Garden Railway Society we, most of us, have learned to fly (our first trains). Then we got our Pilots License (our first real Garden Railway Layout). And Now What? Now we become part of a Community, a community of Garden Railroaders. We learn from our fellow railroaders, no matter what scale or gauge they use.

Within our club you can find any type of help you need, whether it be for track power versus battery power versus live steam versus clock work. Or projects such as electronic builds, scenery, scale, gauge, detailing, what type of track to use, on the ground versus elevated railway or just what looks better in a specific space in the garden. We have,

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whether they realize it or not, people with really great skills in our community. We see it when we go to their homes during the summer meetings, when we have the clinics, when we attend the various train shows, when we have the Christmas party and when we have the business meeting.

Our club is a great community to be a part of, so please come out and join us if you can. We are just a phone call or email away if you need some help or advice. I look forward to seeing more and more of you in the future. Brent was a really big part of the community for me and I will miss him dearly. I will also try to be a part of our community as was Brent.

See you all down the rails at Lynden.

PSGRS SEPTEMBER MEETING REPORT

Photos and article by Elizabeth Alkire

Autumn was only two days away when about twenty-five members gathered at Chuck and Sharon Carlson's for the last meeting of the season. There were some clouds but it was warm (downright toasty in the sun, much to my enjoyment).

I knew the Carlson's had hosted during the time since I became Secretary but upon entering the back garden, it all seemed new to me. There were several members already there and the food table was starting to fill. Two things immediately caught my eye - the voluminous clematis cascading over the entrance way to the garden railway and the covered bridge. I have seen several covered bridges in Oregon but this was the first time that I had seen one incorporated into a garden railway. Also very impressive was Chuck's Southern Pacific station which I understand he built himself. Tom, you have a competitor!



The covered bridge



The gorgeous clematis bush at the entrance to the railway



Chuck's handmade Southern Pacific station

Sharon announced lunch was ready and most of us followed her directions for the line to go around the outside of the sundeck. It was a little longer than we expected and Judy and I were wondering where Sharon was leading us. But soon we were all enjoying lunch and conversation, as well as the sun.

Beth was not able to attend this month's meeting so Chuck called the business part of the gathering to order at 13:00. Tongue-in-cheek, he thanked Sharon for hosting and then introduced the visitors and new members - Nathan's friend Kaya and the O'Ryan's from Olympia. There was an excellent turnout for the National Garden Railway Society convention in Portland and the pre- and post-convention tours were a huge hit, garnering outstanding comments and even a letter of thanks to each host from Chris and Elizabeth Lau of Celebration, Florida. Their letters were highly personalized, including pictures and written details of the items that were highlights for them. It was mentioned that Marklin had commissioned a German film crew to come out to Seattle and include several of the members' layouts.

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Alex took the microphone to update everyone on the modules. All is set for the Lynden show the first weekend of October. Assembly will start at 11:00 on Friday, October 4th. The show is 9:00 to 17:00 Saturday and 10:00 to 16:00 on Sunday. So far, about half a dozen people have committed to help set up. We are also scheduled for the Puyallup show in January but they are not the most organized group. The Society continues to be under budget for the cost of assembly.

Dwight has a box of sample jackets and information on shirts for those interested. The next South End breakfast is to be October 1st (*Ed. Note: the date for the breakfast was changed after the meeting to Oct 2nd to avoid a serious conflict with an influential club member's schedule :)*) There was no show and tell but Nathan recounted his unexpected encounter with Ballard Terminal Railway and a late evening switch job that they were doing. He also mentioned that he was hosting a steam-up on September 28th.

Norm announced that he had a 2001 convention car for sale. Terry reported on the Narrow Gauge convention in Sacramento earlier this month and it is planned for the Seattle area to host this in a couple of years.

In an extreme example of 'it's a small world', Chuck reported that he and Sharon went on an Alaska cruise recently. One of the evenings, they were seated with a couple over dinner and conversation led to garden railways. It turns out they were close friends of (the late) Brent Stuvland and his wife Julie!

Chuck reminded everyone of the December 21st Christmas Party, the January Puyallup show and the clinics in February, asking anyone interested in giving a presentation to contact Mark Phillips. In reply to a question, it was confirmed that PSGRS will not be at the Monroe train show in February.

With that, the business portion of the meeting finished, trains resumed running and the last meeting of the season ended very successfully.



The working water mill



Norm's train on the lower trestle



Entrance to the moss-covered tunnel



Gayle, Tom, Norm and Nathan in conversation while Chuck checks Nathan's train



The Maxwell Gravel Mill



Feeding gravel to the mill in the photo to the left.



A parade makes its way down the street.



Norm, Dwight, and Alex in conversation, with Stan admiring the scenery.

Portland National Garden Railroad Convention - August 2019

Photos and article by Norm Baullinger

The Portland RR Convention started well over a year ago when Bill Derville, the president of the Portland (Rose City) RR club, asked if our club would support a pre-convention tour. We agreed and Brent Stuvland, our then Membership Chairman, agreed to be the coordinator. Due to a potential conflict with the Narrow Gauge RR Convention in California, Portland moved their Convention dates one week prior, August 27-31. After Brent moved to Florida, Chuck Carlson took over as coordinator. Two days, Aug 25 and 26, Sunday and Monday, were scheduled for our club to have our railroads open. A total of 14 members opened their railroads. My railroad, the Phantom Lake and Adventure RR, had about 50 visitors on Sunday. Some others reported that they had up to 75 visitors. Overall, the pre-convention tour here in the Puget Sound area was a bigger success than anticipated.



The main convention started on Tuesday. They had just under 1,000 registrations which is a respectable number of attendees. I was surprised by the number of our club members that attended. It seems like almost every time I turned around, I saw someone from our club. It's a wild guess, but I would estimate that nearly 30 club members attended.

I arrived Tuesday afternoon to check in at the convention hotel as I had to give two clinics that evening, "Building a Portable Indoor Layout" and "Dual Floating Roadbed – an Alternative". The first was a presentation on building our new electric module layout and was attended by a surprising number of people, 40 -50. (I'll probably give a shortened version of this at our February clinics). Eight people requested a copy of the presentation which also surprised



me. I can't relate to all the clinics but there was a good variety and all seemed to be well attended. I did get a copy of the "3-D Printing" clinic if anyone would like me to pass it on to them.

The layouts were arranged in various areas of the Portland area, a total of 51 layouts over five days. It averaged



about 6 – 8 open railroads each day. The hours seemed to be early and a little short. They were open from 7:30 AM to 2 PM. As usual, busses were available for those who didn't want to, or couldn't, drive. I was only able to see two days worth of layouts as I had to return home to go to Ellensburg the next day.

A main draw on Wednesday was the Baker & Grande Ronde Railroad, hosted by Gary and Jonette Lee. With over 600 feet of mainline and a 25 foot long, five foot tall trestle, it was the major focal point.

Another impressive layout was WWI Railroad hosted by John & Meredith Stiger. It featured a railroad that was built on a near vertical slope overlooking a lake 50 or more feet below. It had stainless steel track and was track pow-

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ered. Like Tom Brigg's railroad, it had a Bascule bridge that connected over 1,000 feet of track.

On Thursday I was impressed with the Bearspaw Southern Railroad hosted by Warner & Brooks Swarner. It basically covered every square foot of their corner lot, back yard, side yard and front yard. With over 1,300 feet of mainline track, it would take 15 minutes for a train to cover the entire layout. However, there were several complete circuits with bridges and mountains and many trees. A really nice layout with over 100 turnouts.

For me, the other highlight of the convention was a ride



Bearspaw Southern RR, Warner & Brooks Swarner

in the cab of the Southern Pacific Daylight No. 4449 steam locomotive as it pulled people to and from the BBQ. Busses took people to the Oregon Rail Heritage Center where the train is located. It took everyone to the Oaks Amusement Park along the Willamette River in four separate rides. Chris and Patty Johnson managed to get one of the cushioned seats in the only air conditioned passenger car. Other cars weren't air conditioned and just had simple benches or chairs for seating. The locomotive is a Northern type configuration, a 4-8-4, and burns oil instead of coal. It was the first public event for the locomotive this year. It was used to pull the 1976 Bicentennial Freedom Train around the country, painted in red, white and blue colors.



SP Daylight 4449



Chris & Patty Johnson

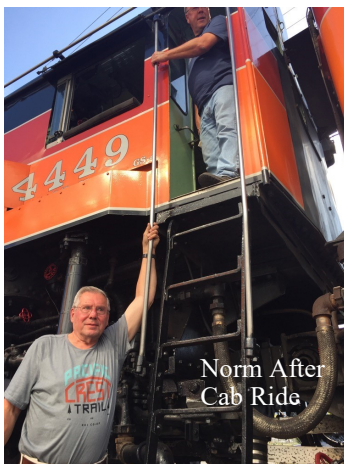
I've seen the inside cab of a steam locomotive before, but was amazed again at the number of valves that the fireman has to keep track of. The primary activity was to keep the boiler pressure at 290 psi by controlling the amount of water in the boiler and the oil feed which at times had to be atomized (made into a fine spray). The fireman used either an injector or a pump feed for the water. On occasion, flames would escape from the fire box door. Speed control was just by a lever on the engineer's side. Communication was by radio to a conductor in the rear of the train. I was impressed by how accurately the engineer could locate the train with just that limited amount of communication. The air brakes were fed by an air pump that was run by steam. Electrical power to the passenger cars was provided by a generator, also run by steam. It was warm in the cab, but not overly hot even though the outside temperature that day was close to 90 degrees.



Valves in 4449 Cab

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The BBQ was good for those of us who were on the first couple of train loads. However, those that came on a later train (there were four train loads) had slimmer pickings as the caterers didn't/couldn't keep up with the number of people they were to serve.

The vendor hall was lacking many vendors though the space they had set up was full and it seemed like there were a lot of vendors there though there were less than at prior conventions. Our club had two of its members as vendors, Sunset Valley, Peter Comley, and Bridgeworks, Mark Sauerwald. I talked to the Split Jaw rail clamp vendor and they confirmed that they will close business at the end of the year



unless someone buys them before then. So if you need/want any Split Jaw rail clamps you must do it ASAP. Nashville, is where the next convention will be held, May 31 – June 6, 2020. They had a booth and one can already register for the convention, www.ngrc2020.com.

In the modeling contest, Peter Comley won first prize in the rolling stock category for his Carnation train display. *(see below for all contest winners.)*

At the banquet, Denver put in a bid for the 2021 convention and as it was the only club to request a date, it was approved. I believe that the 2022 convention will be held in the Bay area.

I know that there were probably many other interesting layouts and things that went on during the convention that I didn't get to see or hear about. However, this is what I saw and did. Overall, I believe the Portland club can claim a successful convention.

Model contest winners provided by Jim Dunk from the Portland club

Structures	water tower	Bruce Mckinney
Railroad-ana	beaded toy train	Scottie Erikstrup
Engines	2-6-6-2 mallet, weathered	Kristine McNary
Rolling stock	Coronation train	Pete Comley
Diorama	derelict engine	Bruce Mckinney
Photo		Gary Everitt
Best of show	tank at camp six	Rick Marty



Club members enjoy the shade while watching trains run at the club meeting hosted by the Carlsons.

Photos by Sharon Carlson.



Alex is caught in the mirror next to Judy as Stan tends to the dessert table. Joe, Gail, and new member Andrew Stanger seem intent on different matters.

It's That Time Again

By Mark Jennings

Let me begin with a very sincere thank you to the members who hosted club meetings in 2019. They were: Tom Gilchrist in April, Rae & Mary Mitchell in May, Alex & Cauline Osenbach in June, Tom & Judy Briggs in July, Peter Comley in August and Chuck & Sharon Carlson in September. Regrettably, I missed the April and September meetings, but the four I did attend were excellent and most enjoyable without exception. I think the six meetings we hold each year are the best way for members to get to know each other in an "up front and personal" way.

And now it is time to seek six other members to host meetings in 2020. Mark Howe informs us that we now have 132 members so I trust getting six members to step up should not be too big a problem. I would particularly enjoy members who have not hosted before or not hosted for a long time to volunteer. Our meetings are quite informal and although they follow a pattern, are very flexible.

So e-mail me at m.jennings32@gmail.com or text me or call me at 206 218 7008 with good news.

Thanks



Bill Thurston's work train rounds the curve at Carlson's.

Photo above by Bill Thurston and below by Elizabeth Alkire.



Tom Briggs' train navigates the trestle bridge at Chuck Carlson's railway.

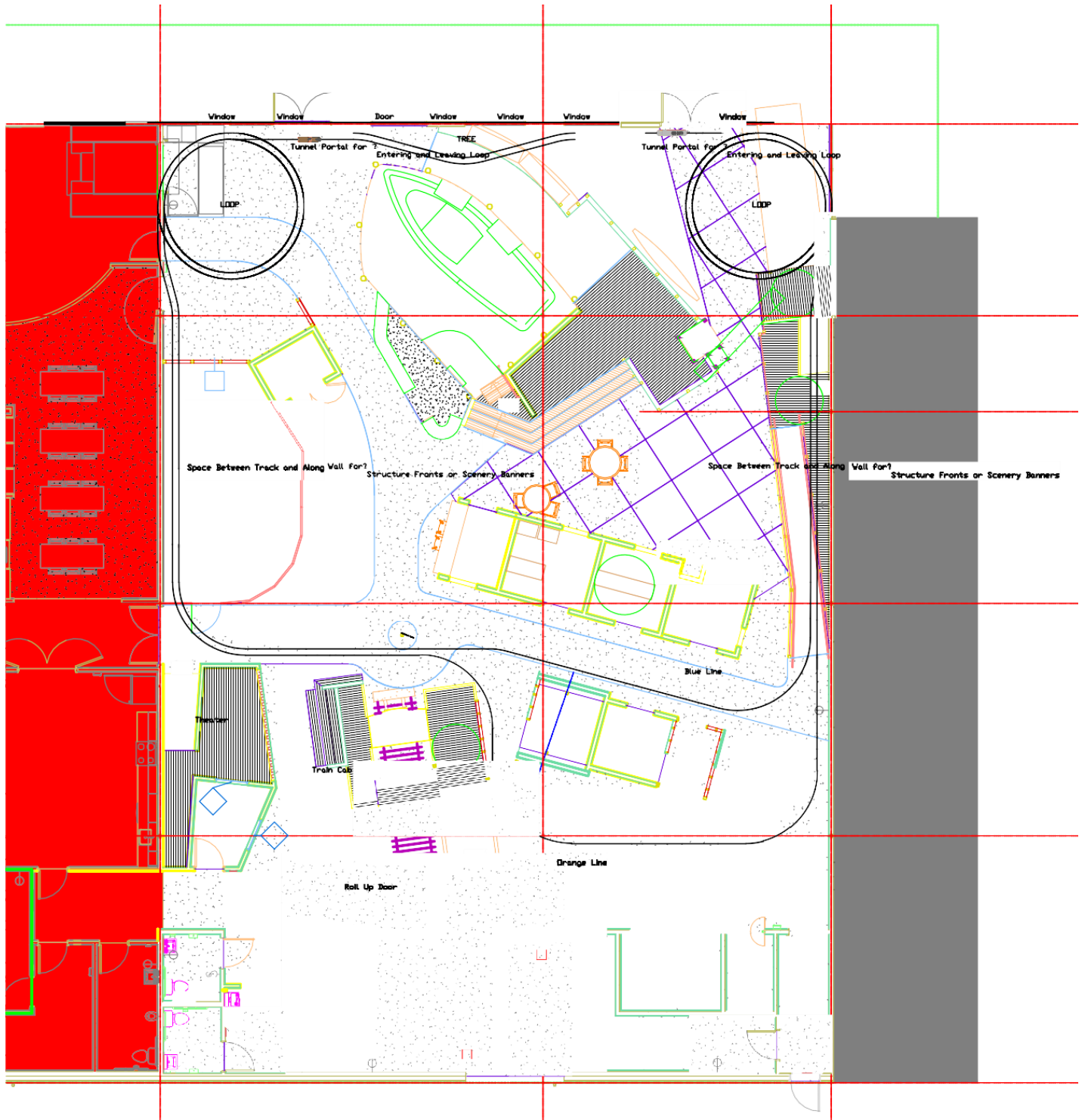
This and That

By Bill Thurston, editor

- Mark Howe, our membership chair, reports that our membership is now up to 132 with several people signing up in recent weeks. Welcome to :
 - ♦ Peter Severud
 - ♦ Andrew Stanger and his son Orion Stanger
 - ♦ John Black and his wife Jeanne Kleyn
 - ♦ Joel Kneisley
 - ♦ Jeff Larsen and Linda Christensen
- Terry Lattin reports that he came across several interesting railroad related sites on his travels this summer. He encourages us all to be on the lookout for these kinds of finds as we travel around. Two examples that others might enjoy seeing if they are in the area:
 - ♦ The Dayton historic depot which is reported to be the oldest standing depot in WA. See their website for more info: <http://www.daytonhistoricdepot.org/>
 - ♦ Nampa Train Museum, an historic Union Pacific depot in Nampa, Id. :<https://canyoncountyhistory.com/>
- The Portland club passed along a note from the German film company about a segment they filmed of the Tom Miller's layout that was open for the convention:
Hello dear Garden Railway friends in Oregon, the segment about Tom Miller's layout will now be broadcasted at November 15 and 18 (2:15 pm).
It will be available online from November 19 on. Please connect to <https://eur02.safelinks.protection.outlook.com/?url=www.eisenbahn-romantik.de&data=02%7C01%7C%7C2126779481db46ff9d5f08d7360b8000%7C84df9e7fe9f640afb435aaaaaaaaaaaa%7C1%7C0%7C637037295324277632&sdata=w5AEo8JcKXAFcbSb4PFFzfbjLkGgTytx5W2811VzEI%3D&reserved=0>.
Best Wolfgang
Mit besten Grüßen
- Jeff Namba, one of the visitors who toured many of our club layouts open for the pre-convention tour, has begun posting his photos on flickr. They can be found at <https://www.flickr.com/photos/jn56/albums/with/72157710669572906>
- And a note from our visitors from Scotland: *Hello from Scotland. Just a note to say how much we enjoyed visiting your layouts and the very warm welcome we received. If you are ever over this way be sure to say hello. Best regards, Tom Young, Secretary G Scale Scotland*
- Chuck Carlson provides us with another trivia question: The building of the Royal Gorge Route of Colorado was highly disputed by two railroad companies; it even went to the U.S. Circuit Court. One of the companies even hired Doc Holliday and other hired guns to sabotage the other. Who were those two companies and which one hired Doc Holiday? Answer on page 11.

Ed. Note: James Harvey contacted President Beth MacLaren with a request for assistance on a special G scale project:

The Skagit Valley Children's Museum located in the Burlington Outlet Mall (Old Bass store) is building a hanging G Scale model railroad with over 700 feet of track as an interactive display. The main layout is suspended 9 feet high due to the other museum structures. There will be false building fronts and wall murals depicting that area of the layout, farm land, city, industrial etc. The trains will be controlled by push buttons and the kids will be able to view the trains from cameras inside the cabs. A lot of items have already been donated for this project and grants from BNSF have been given. This project is ready to begin. We need volunteers to build this layout. If you work with wood, wiring, landscaping and painting, we need you. I've included the drawing of the layout. If you would like to participate in this project, please contact me as soon as possible: James Harvey 360 914-7714 or James.c.harvey@comcast.net



Club Special Interest Groups (SIGs) and Regularly Scheduled Events

Big Liars Club

Meets the 2nd and 4th Thursday of each month at 9:00 AM at Redmond Family Pancake House 17621 Redmond Way, Redmond 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 the steam-up schedule. 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 Alex Osenbach (206-369-2446) 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 - Briggs

Second Friday of each month starting in May and ending in September 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. (Goodson's on page 10)

Schedules and Stops

(SIG regularly scheduled meetings and contact information is above)

Date	Time	Event	Place	Comments
Oct 2	9 AM	South Sound Breakfast	Knapps, Tacoma	
Oct 5 - 6		Lynden Train Show	Lynden	Set up Friday Oct 4 at 11AM
Dec 21		Christmas Party	Lynwood Elks Club	Mark your calendar.
Jan. 18-19 2020		Great Train Show	Puyallup Fairground	More details in future newsletters
Feb 15		Clinics	Messiah Lutheran Church Auburn	More details in future newsletters
March 21		Business meeting		More details in future newsletters

Steam up Schedule - Remainder of 2019

Date	Place	Date	Place
Oct 18-19	Ravensdale	Dec 7	Staver
Nov 9	Johnson	Dec 14	Johnson
		Dec 26	Comley

Answer to trivia question on page 10: Denver & Rio Grande Western and Santa Fe Railway; Santa Fe won the court case and started building through the Gorge. They also hired Doc Holiday. Eventually, Santa Fe conceded the battle between them and sold the track they laid to Denver & Rio Grande Western for 1.8 million.

Other events of possible interest to club members*

* If you know of a railroading event that you would like to see posted here in the future, please send it to me
(Thurston.bill@gmail.com)

Date	Event	Website
Third Friday afternoon and evening of each month.	Operation sessions @ Goodson's (Briggs info on SIGs page)	Please call Dave(425 823 3507) for an invitation.
Oct 13	The Spokane Train show. Spokane Fair & Expo Center	https://www.eventcrazy.com/Spokane-WA/events/details/768104-Spokane-Model-Train-Show
Nov 9-10	Vancouver B. C. Train Show	http://www.vancouvertrainexpo.ca/information
Oct 2019- May 2020	NMRA sponsored events in the northwest.	http://pnr.nmra.org/
Oct 21-24	Southern Pacific Historical & Technical Society Convention, Reno NV	https://sphts.org
Oct 19-20	Ravensdale, WA train show.	http://gmvuac.org/train-show/
May 31 - June 6, 2020	2020 National Garden Railway Convention, Nashville TN	https://www.facebook.com/ngrc2020?_tn_*s-R
2021	National Garden Railway Convention, Denver, CO	
2022	National Garden Railway Convention, Bay Area, CA	

Puget Sound Garden Railway Society

Officers and Staff

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Dues are \$36.00 per year payable each January first. New members prorated. Send dues to Mark Howe, POB 1551, Woodinville, WA 98072. Send changes in membership information to Mark by e-mail or to the above address.

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Keeper of the web newsletter archives:.....Paul Clark
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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
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Items are generally on display and for sale at club meetings.

Newsletter Staff

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