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# Puget Sound Garden Railroading

June Issue, 2016

Official Newsletter of the Puget Sound Garden Railway Society

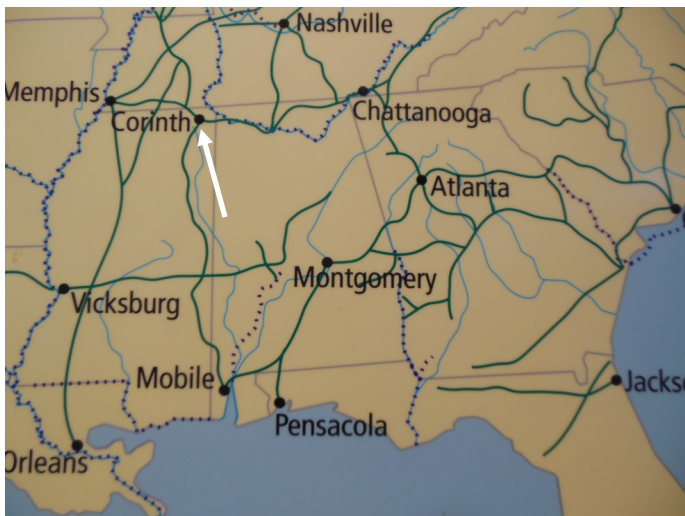


Our genial host and hostess Patty and Chris Johnson.  
Photo by Mark Jennings.

## The Wheels Keep Turning

Article and photos by Norm Baullinger, President.

I've done a few columns on local train related history items but this time I ventured far and visited the famed Corinth Railroad Crossing. For those of you not familiar with Civil War History, this is a strategic railroad crossing in Corinth, Mississippi. Two of the most important Confederate railroads crossed here. The east-west Memphis & Charleston Railroad, linked the Mississippi River at Memphis to the Atlantic by the way of Chattanooga. The north-south Mobile & Ohio Railroad connected Columbus, Kentucky with Mobile, Alabama. The crossing was double tracked through the town of Corinth, home to about 1,000 residents.



The "common" locomotive of that time was the "American", a 4-4-0.

There were several battles fought between the Federals (Union) and Confederate armies for control of railroads. The bloodiest railroad battle was for control of the Corinth railroad crossing that occurred on April 6-7, 1862, the Battle of Shiloh. Shiloh is about 22 miles NW of Corinth. This is where 44,000 Confederate troops lead by General Johnston attacked 40,000 Federal troops, lead by General Grant. Grant's objective was to take control of the Corinth railroad crossing. Johnston's objective was to prevent that from happening by attacking Grant before the Federals were prepared and entrenched. That is why the battle started in the late afternoon versus most battles starting in the early morning hours.

*Continued on next page.*



Diorama of 1862 Corinth Rail Crossing

## Inside This Issue

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The battle began at 4:55 PM on April 6 and the Confederates pushed the Federals back two miles though General Johnston was killed that day during the fighting. The Federals held and were reinforced by 25,500 troops under General Buell. Buell's army arrived via land marching from Nashville, whereas General Grant had arrived at Pittsburg Landing earlier via the Tennessee River. The next day, April 7, with Buell's reinforcements, the Federal troops were able to push the Confederates, now under the command of General Beauregard, back toward Corinth. Total casualties (killed, wounded, missing) between the two armies in the two days of fighting numbered 23,746.

Exhausted, the Federals refrained from immediately pursuing the Confederates and cared for their wounded and dying. Then they slowly started their march toward Corinth, arriving on the outskirts on May 25. After bombarding Corinth with cannon for several days, the Confederates brought in train after train to evacuate their troops, the last left on May 29, leaving Corinth to the Federals. Thus this strategic rail line crossing now stayed in the control of the Federals and shortened the war as this limited the Confederates moving troops and materials either north or west.

The story is well told and documented in the museum located right next to the crossing. It is remodeled extensively from the original depot.

looks relatively unassuming and no different than any other rail crossing. I observed locomotives with BNSF, NS and CSX colors using these tracks with loads of general freight, plus oil and coal unit trains.



Freight Approaching Corinth Crossing

This was a bit far to turn my wheels, but I recommend those of you who may want a bit of adventure and early railroad history to visit the Franklin - Shiloh - Corinth area. While there, also tour several of the houses such as the Carnton Plantation and the Carter House (Franklin, TN), and the Rippavilla Plantation (Spring Hill, TN) where many Civil War battles took place and family/battle histories are recounted.

For those interested in watching a movie about a railroad and the Civil War, the movie "The General Locomotive and the Great Locomotive Chase" recounts the Union's effort of April 12, to capture and destroy part of the Western & Atlantic railroad between Big Shanty, GA (now called Kennesaw) and Chattanooga, TN.



Corinth Rail Museum

The crossing is still in use today, but is only single tracked versus being double tracked during the Civil War days. It



Corinth Rail Crossing

## Where to Find It – Magnets

By Norm Baullinger

In a recent discussion regarding magnets for badges, the concern came up that the magnets supplied for plastic club identification badges, versus using pins to hold a badge on your clothes, really should be stronger and may allow the badge to fall off. So the question was, where to find stronger magnets? The "best" magnets, that is, very strong ones, are neodymium magnets. K&J Magnetics, Inc. has a wide supply of neodymium magnets for almost any purpose. They have square and rectangular ones, ones in shapes of blocks, round ones, ones with countersunk holes in them, ring magnets, spherical ones, etc. All come in various sizes and two strengths. If you are in need of strong magnets for your train, home and badge applications, check out K & J Magnetics, Inc. at [www.kjmagnetics.com](http://www.kjmagnetics.com)

*Ed. Note: Part 3 of Norm's article on his trip from Vancouver to Montreal will be in the next issue of the newsletter.*

## Report on the May Meeting at Johnsons

By Elizabeth Alkire and Mark Jennings

It was a typical Puget Sound day – not really wet; not really dry, but that did not stop thirty three of us from enjoying the Johnsons' hospitality. While Chris was greeting members, Patty was slaving away in the kitchen to set out a variety of main course dishes, salads and tasty desserts. Four tables were set in various rooms of their interesting and unusual home. And as is always the case at PSGRS meetings, no one went away hungry.

After lunch we watched the Live Steamers group operate their trains on the Steam Sig's huge oval track. The Johnsons have generously provided space in their yard for the steamer's layout while the Georgetown steam plant museum is being rebuilt. The second meeting of 2016 was called to order by Norm, but led by VP Jerry Madsen. There were no new members or guests in attendance. The first topic was the Modules Group, who will be at the Skagit County Fair in August. They will set up the weekend before the fair, which occurs from Wednesday, August 10<sup>th</sup> to Saturday, August 13<sup>th</sup>. Take-down will occur on Sunday. Help is needed for set-up and take-down and to have a member at each of the four corners of the display area to keep childrens' hands off the modules – look, don't touch!

New member Mark Sauerwald, son of the founder of Bridge Works, is relocating to Fife. Mark wants to build a test layout and is working on a new controller that will run any type of remote control loco wirelessly. Members of our group could beta test it.

Next topic was the Operations SIG. Dave Goodson was not attending but he has operating sessions on the first and third Fridays of each month. The Briggs will not put on operating sessions, but plan a couple sessions this summer. Tom will e-mail members beforehand with necessary information.

Regarding the newsletter, Beth MacLaren said that there are plenty of articles lined up, but that shouldn't dissuade anyone from sending submissions. Jerry reported that he is very close to taking over the chore of putting issues of the newsletter on our website. *(Ed. Note: Paul Clark has graciously continued that work until Jerry is able to do so and all past issues of the newsletter are currently available on the site.)*

The next meeting of the South Sound Liars Club is June 7<sup>th</sup> in Puyallup and Barry DiGuilio will let us run trains at his home afterwards. Jerry offered to host the train running portion of the South Sound Liars Club in July. It was mentioned that there is a Liars Club breakfast at Ikea in Renton on the first, third and fifth Thursdays of each month.

The live steamers were well represented at today's meeting. A new portable layout has been approved (twin bars of steel for various gauges), 20' x 14'. It should be ready by July or August.

Rae reported on the new name tags. They can have pins or magnets and will fit into a lanyard holder. Everyone will get the new badges. He displayed two colors – white lettering on green background and white lettering on red. It was the unanimous approval of everyone in attendance that the red background was preferred. Norm suggested getting two or three design choices and letting the membership choose. However, rather than have this project drag out and be more involved that it needs to be, a motion was made to go ahead with the white lettering on red background name tags. Moved by Ken Nesland and seconded by Chris Johnson. The motion was passed with full approval of everyone. A list will be sent around to everyone to ensure all names are spelled correctly. Those couples who have only the husband listed on the membership roster can decide if the wife would like to have a name tag as well. Once ordered, the name tags can either be mailed to everyone or picked up at the meetings, whichever is preferred.

Ken Nesland reported that after two-and-a-half months, Skykomish Town Council has approved a G scale layout in the garden at the Great Northern and Cascade Railway. Anyone could run trains, hold special events on weekends, etc. He needs a committee to design the layout, volunteers to construct the layout and to donate needed items. Norm mentioned that all the old rail items have been removed from Bill Purdy's house. Norm has a stack of rail and ties and will strip off the ties. The rails are nickel/silver. He was thinking of auctioning them off at the Christmas lunch but some could go to the Great Northern and Cascade. There are also a number of switches, some of them in good shape.

Dwight mentioned that a block of rooms at the Baymont Hotel in Bellingham has been set aside for the Lynden Train Show in October. The rate of \$64 (1 person) or \$69 (2 persons) has not changed from last year. If there is interest, he will work on a block of rooms for Mount Vernon and Portland train shows. More info on the Lynden show later.

Jerry asked who was going to the national convention in Santa Clara. There was quite a show of hands.

The only Show & Tell item was reported by Dwight in the form of a RLD Hobbies new GN hopper car, painted bright blue and on display in the Johnson's home. The meeting adjourned with thanks and applause for Chris and Patty. The next meeting will be June 18<sup>th</sup> at the home of Peter Comley in Bonney Lake.



*The new name badge unanimously approved by everyone in attendance. Photo by Elizabeth Alkire.*





*One of many, many trains in Chris' museum collection, this one in Milwaukee Road colors. The museum is dedicated to Chris' father who collected many of the trains on display.*  
 Photo by Elizabeth Alkire.



*Dawn Brightwell with her coal fired live steam loco.*  
 Photo by Mark Jennings.



*More of Chris' collection.*  
 Photo by Elizabeth Alkire.



*Norm Baullinger, Bud Harrington and John Bigelow.*  
 Photo by Elizabeth Alkire.



*L to R: Barry DiGuilio, David Drake, Rae Mitchell, Don MacLaren, and John Bigelow.*  
 Photo by Elizabeth Alkire.

**More photos from meeting on pages 9 and 10.**



# The First Winterail in Corvallis, OR

## Part 2

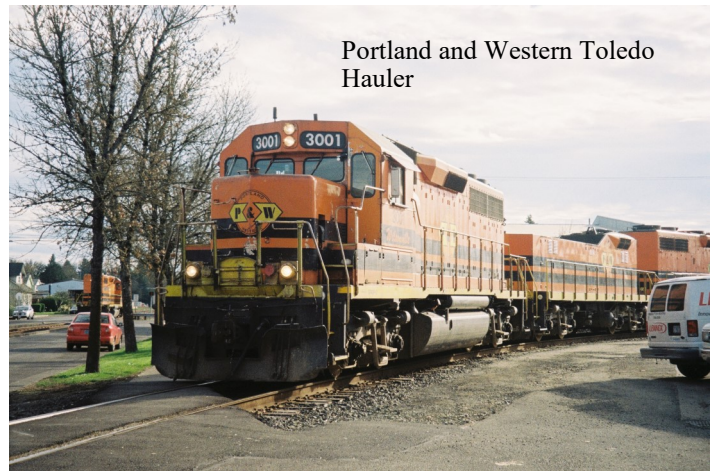
By Elizabeth Alkire

The three of us continued to Mt. Angel to photograph the Southern Pacific station with its unique clock tower. Then we drove to the Galton Covered Bridge, photographed the Silverton SP station which is now the Chamber of Commerce, the Lebanon SP station and the Weddle and Dahlenburg Covered Bridges. Upon our arrival at Corvallis, we first went to Avery Park to photograph Georgia Pacific 2-6-2 #5 then at NW 6<sup>th</sup> Street, we saw an engine coming down the tracks in the middle of the street. This was the Corvallis



Southern Pacific station in Mount Angel

Switcher coming to throw the switch for the Toledo Hauler, which arrived soon after. Next we found one of the two remaining train stations in Corvallis, photographing it along



Portland and Western Toledo Hauler

with Spokane Portland & Seattle Pullman #2427 Cromwell and SP&S baggage car #91. It was then time to go to Corvallis High school, where we met Bob, for the Winterail Friday Night Pizza Party and Slide Show.

The Friday Night Pizza Party and Slide show is a long standing Winterail tradition. It is co-sponsored by Railfan and Railroad magazine and the National Railway Historical Society. It is an informal evening of slides and digital presentations narrated by the presenters. Two presentations of note were a trip to Ecuador and eastern Europe, including Ukraine and the site of the Chernobyl nuclear disaster. The final presenter of the night was Chris Guenzler who showed his annual recap of all the various trips and events he attended the previous year. We returned to our motel for a short night.

Early Saturday morning we headed west to the Chitwood Covered Bridge. After photographs, we retraced our steps to the Harris Covered Bridge. Our final covered bridge was at the Irish Bend Covered Bridge near the County Fairgrounds. Back in Corvallis, we stopped and photographed the Old Spaghetti Factory which was the former Oregon Electric passenger station. When we arrived back at the high school, the doors to the swap meet were already open. Since the programs didn't begin until noon, we walked around the vendor's tables. Bob made a few purchases then it was time to go into to the 650-seat auditorium for the day's presentations. It was nice to see many of the programs had a Pacific Northwest theme to them and/or were presented by people from around the area. We recognized several names of the presenters as being from the Seattle area. It was also nice to run into people we hadn't seen in a while, and a few people who we knew from the Seattle area making their first visit to Winterail.

The scheduled dinner break was from 4:30 to 7:00. After a nice meal at Elmer's, Chris and I walked off dinner by strolling around the school's track four times for a distance



Weddle Covered Bridge



Georgia Pacific 2-8-2 #5

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of a mile while Bob went off in search of dessert. When he returned, he told us that he had watched the Toledo Hauler go by. Then we returned to the auditorium for the evening's programs. The evening started with the photo contest award winners and the annual induction to the Winterail Hall of Fame. The Hall of Fame award is given each year to a person or persons who have made significant contributions to Winterail. This year's award winner was Tom Savio who has been to every Winterail and was the person whose idea it was to have a swap meet as part of the event.

Whereas the afternoon programs had a decidedly Pacific Northwest theme, the evening programs had a decidedly California theme. Bob was looking forward to Elrond Lawrence's program "Chico and Me: Three Decades of the Santa Fe". Bob has Elrond's book about Route 66 Railroads and has also had him as a guest on Let's Talk Trains, the internet radio show we (mostly Bob) host once a month. Elrond has also had pictures published in numerous railroad books and magazines and his photos are generally excellent. Bob was not disappointed. We both thought what followed was the most spectacular program of the event. Noted rail photographer Dick Dorn presented a program called "Searchlights, Signal Bridges and Cantilevers". The photos were taken along the Southern Pacific and Western Pacific showing the searchlight signals, signal bridges and cantilevers that are being replaced by PTC adaptable tri-colour signals. Most of the photos were night shots so that one could easily see each colour the signals display. In addition, there were shots in all kinds of weather, clear, snow and fog along with some time lapse photos of trains passing the by the signals. I was eagerly anticipating the next program on McCloud River Rails since we would be riding behind McCloud River Railroad #25 the next day. Number 25 was relocated to the Oregon Coast Scenic Railroad in Garibaldi in 2011. After the final program about railroading in and around Los Angeles, we headed back to the motel for another short night.

On the Sunday after Winterail, it has been a tradition to run a steam photo charter. The Niles Canyon Railway provided most of these trips during the Stockton years. Now, however, with Winterail moving to Corvallis the question was whether or not the tradition would continue. When the Oregon Coast Scenic Railroad announced they would run a charter behind McCloud River Railroad 2-6-2 #25, the tradition was kept alive.

We arose much too early on Sunday morning and checked out of our motel, then met the two Chris' following them to Tillamook where we stopped at McDonald's for breakfast. By the time we arrived, we were driving in a light rain, so we knew that the sunny weather from the last three days had come to an end. After breakfast, we continued on to Garibaldi where we boarded the train. All along the route people came out of their houses to wave at us. We also had a few chasers since Highway 99 parallels the tracks most of the way to Wheeler. At Wheeler, we stopped for fifteen

minutes so the locomotive could be watered. In the 21<sup>st</sup> Century, with no water towers available, watering a steam locomotive consists of taking a fire hose, hooking up one end to the nearest fire hydrant and the other end to the tender and turning on the water. It's a time-consuming process.

Once the locomotive was watered and coupled back onto the train, we continued on our way to the Nehalem River Bridge. From Wheeler to the bridge was the rare mileage part of the trip since the regular train also runs to Wheeler before returning to Garibaldi. We stopped on the bridge and detrained as that was the safest location for passengers to get off. Then we walked across the bridge and down to the river bottom's flood plain for the photo run-by. The bridge was selected since this location is inaccessible to the public and only those people riding the train would have photos. With everyone in place for the photo line, the train reversed and made two run-bys over the bridge in the rain with plenty of steam and smoke and the whistle echoing off the nearby hills. We climbed back up the muddy embankment and back onto the train. The train was reversed going through Wheeler until we reached the siding just outside of town. Here the engine was uncoupled to run around the train but a problem occurred when the second switch would not unlock. After fiddling around with it for a while, someone got a rock and started banging on the lock which made the tumblers move enough to open it. Number 25 moved through the open switch and coupled back onto our train for the trip back to Garibaldi. Bob spent time in the open car getting rained on and listening to the locomotive while Chris Guenzler enjoyed the views from the open door of the baggage car. The slow pace of the train made for a nice leisurely trip, but all too soon we arrived back in Garibaldi. We said our goodbyes to both Chris' and returned to our car and drove on Highway 101 to Astoria, stopping for a combined lunch and supper, then travelling east on Highway 30 to Kelso-Longview where we joined I-5 for the trip back to Lynnwood.

We had a wonderful time during the whole weekend. The new location at Corvallis High School far exceeded our expectations. The vendor location was compact and it was easy to get to each vendor although browsing could be a little difficult at times. Most of the vendors were selling memorabilia, slides and photographs, or books. There were some modelers there, but most of it was HO gauge and we didn't see any G gauge items. Bob said that he overheard a conversation saying that the vendors were quite generally pleased and most planned to return. The auditorium was beautiful compared to the Scottish Rite Temple in Stockton. Even though it was only half the size, everything worked well and the seats were comfortable. We will definitely be back next year and hopefully we can come up with a way to take Amtrak there and back.



## A Passage to India

*Photos provided and article by Pete Comley*

Nick Fisher and I joined 20 others on a 30-day railway tour of India in March to ride most of the narrow gauge and steam railways left in the country, and also to see some of the famous sights. The trip was organized by Darjeeling Tours of Doncaster, England, and the owner and tour guide, Peter 'Fuzz' Jordan, led a very comprehensive and well-planned trip. He obviously had a lot of influence in India, getting special charters and behind-the-scenes tours of engine works, sheds, wagon builders and other railway sites that are not normally accessible, especially as India is in some sort of alert status. Photos of railways, stations etc. are prohibited. We took plenty of photos though.

We started in Calcutta with a chartered tram to ride the old tram system there, and see the famous Howrah station and bridge. We then flew north to Siliguri and spent several

ride ahead to a favored photo opportunity spot to get the best shots of our train. At Darjeeling, and at other 'Hill Stations', we enjoyed staying at some old British colonial hotels from the 1800's. Afternoon tea and cucumber sandwiches anyone?



Darjeeling train

Back in Siliguri we tried our hand driving 'Tuc-Tuc's, the little 3-wheeled scooters that are the ubiquitous transport throughout India. We then rode on the specially arranged very last trip of the narrow gauge train from there to Bagdogra, with the local press and TV in attendance.



Tuc-Tuc

Flying to Delhi, we then picked up a broad-gauge mainline train north to Kalka. Their mainline trains are something special. They are all 23 coaches long, and all packed with people. Some are electric, some diesel, and they go pretty fast, I'd say 80 mph. They are dirty (I pitied the ladies having to use the restrooms) and there is limited food on board but when they reach a station, vendors rush on board selling hot treats and cold drinks. Nick and I didn't dare to eat or drink any of the stuff though; we were having plenty of 'Delhi belly' problems already! At Kalka we boarded two

*Continued on next page*



Calcutta tram

days on the Darjeeling railway, including a visit to the locomotive works, a special dinner train, and our own private steam-hauled train up to Darjeeling and back. Peter also hired a minibus so we could get off the train at intervals and



Nick and Pete at Darjeeling



chartered railbuses for the 5 hour journey up the narrow gauge railway to Shimla, a wonderful day! We spent a day exploring Shimla and the governor's mansion, home to the British colonial government during the hot season. How they managed to govern what is now India, Sri Lanka, Pakistan, Burma, Bangladesh, Nepal, Afghanistan and Bhutan from a remote site in the Himalayan hills is remarkable. We also visited the Dai Llama's temple and town near Shimla.



Shimla railcar.

We then boarded minibuses and drove for about two days to a remote part of the Punjab/Kashmir area to catch another tiny train, the Kangra valley railway. We visited a hydroelectric power station, and Fuzz managed to get us in to look around it, and even inside the 50MW turbine, which was being refurbished. We also got to ride their extremely rickety tramway 2 km up a steep-incline hill, nerve-wracking but with a spectacular view from the top of the hill. The



Power station tram

Kangra railway got us to Amritsar, home of the Sheikh religion. We went round the Golden Temple, impressive with 800 lbs of gold on the outside, but the highlight for me was going round their kitchen and dining area, which provides

60,000 meals a day for the poor. The loud clatter of thousands of stainless plates, the huge grills churning out chipatis, the lines of people being herded into the rooms where they sat on the floor while buckets of food were sent down the lines, it was an incredible experience. There were 100,000 pilgrims that day at the temple, including us 20 barefoot, headscarved railway fans, and the color, bustle, noise and atmosphere was almost overpowering.



Amritsar dining hall

Back to Delhi on a 10 hour train trip, we went on a tour round the capital and then to the National Railway museum. We were now getting used to our privileged status and were invited an hour before the opening so that we could experience the unusual monorail train, which they steamed up especially for us. Alas, it didn't work and only rolled forward a few feet.

Next day another high speed train to Agra, and we were treated to an evening drive to view the Taj Mahal from across the river. Next morning we went back very early to visit it as the sun rose (through the smog) giving a soft pink light to it. Very, very beautiful. We also visited the Red Fort and then took minibuses to Dholpur to ride the narrow gauge train across the plains. It was crowded and hot and a long day, but it certainly gave us a taste of the way the locals travel in the countryside.

We slept in a Maharajah's palace at Gwalior, and the next day I visited the palace museum, where a famous model railway, which is about G gauge built in the 1920's, runs the length of the main dining table, about 80 ft. The train is solid silver, with 6 cars carrying drinks decanters; as the train goes past you pick up a decanter and that stops the train!

The following day we visited the other narrow gauge railway in the area, and what an incredible sight the incoming train was. The small train was covered in people, all over the roofs, all over the engine, stuffed around all the doors, god knows what it was like inside. Thank goodness we didn't have to travel on that one!

*Continued on next page*





The Gwalior Railway

We then flew down to Coimbatore (the internal Indian flights on Indigo Airlines were pretty good, clean and efficient), to ride the Nilgiri rack railway to another hill station at Ooty. I was particularly intrigued with the steam engines, which were made in Switzerland. The engines have two sets of cylinders, one above the other. The lower set drives the wheels for when the train is going on the level and small gradients, and the upper set drives the cogs for the rack when going uphill. In operation on a hill you can see the lower set working as normal with the upper set seemingly going in reverse due to the cog mechanism. Very complicated.



The rack loco

We then flew to Mumbai and travelled on the Matheran narrow gauge up the hills, which was very pretty. This was all diesel hauled, and very cute with tiny coaches. These were shunted by hand, 6 people pushing the coaches around to form the train. Our train overheated going up the hill but they fixed it up at a small hillside stop. On the way back we came into Mumbai on a commuter train. The scale of this operation is staggering. Mumbai Suburban Railway carries 2.6 billion people a year, 8 people a day die on it. We were travelling at 50 mph with open doors on the coaches, people standing nonchalantly in the doorways engrossed in their smartphones but inches away from certain death. We were told how to get off at the Victoria terminus in Mumbai: don't try leaving normally, but wait until the mad rush gets in first. Sure enough, while the train was still travelling at a running pace into the platform the first commuters bolted into the coach under our arms as we pressed ourselves against the side of the door. We had to get out quickly though, the train only waits 2 minutes for a few thousand people to get on before it goes back out again.

India was an incredible experience. We were glad we did it all, although it's hard on your body, with the dirt, strange food, intestinal bugs and 12 hour time difference, but absolutely worthwhile. If you want to try it, let me know and I'll put you in touch with Fuzz.



Even more of Chris's collection.  
Photo by Mark Jennings.



Though president Norm was present, VP Jerry Madsen officiated to an attentive audience.  
Photo by Mark Jennings.



## Sunset Valley Railroad

*By Pete Comley*

The Sunset Valley railroad is a mainly single line track running some 700ft around the garden. Built primarily for fast running of live steam, it is level, with 50 - 60ft diameter curves. There is one 200ft passing loop and a few smaller ones. The track features a 20ft single span bridge with views of Mt Rainier behind, and a 30ft curved concrete viaduct, along with a small tunnel. There are some modest attempts at landscaping and scenery, with one station modelled after a small English country station. The garden also has a 300 ft long 7 1/2" gauge ride-on track and you will be able to ride the 3 passenger "Jolly Trolley" on your visit. Please bring your battery powered G and O gauge trains to run, they will enjoy the exercise!

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*John Bigelow sets up his scratch built live steam loco pulling a load of historic figures at the May meeting.  
Photo by Bill Thurston.*

*Map and directions to Comley's in member issue of newsletter.*



# 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

Kurt Sykes is hosting a monthly wind up, or clockwork, train meet at his house on the first Saturday of each month at 1:00pm until dark. Bring your vintage windups and have fun! Kurt at 253-941-4218 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 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
June 4		Wind Up	Sykes, Federal Way	
June 7	9 AM	South Sound Breakfast	Cattins restaurant , Puyallup	105 Ninth Avenue SW
June 11		Steamup	Johnson's, Federal Way	
June 18	Noon –4 PM	Club Meet	Comley's, Bonnie Lake	
June 25		Steamup	Bennett's, Burien	
July 16	Noon –4 PM	Club Meet	Emerald Heights, Redmond	
August 10-13		Skagit County Fair	Mt Vernon	Module setup August 7
August 20	Noon –4 PM	Club Meet	Morrison's, Redmond	
Sept. 17	Noon –4 PM	Club Meet	Howe's, Woodinville	

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[www.ngrc2016.org](http://www.ngrc2016.org)





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