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Puget Sound Garden Railroading

May Issue, 2017

Official Newsletter of the Puget Sound Garden Railway Society



Sharon and Chuck Carlson hosted the April meeting.
Photo by Mark Jennings.

The Wheels Keep Turning

Article and photos by Norm Baullinger, President.

The General & the Great Locomotive Chase

Summer is coming, or so the weatherman says. So under the assumption that we will have a summer, it is time to start thinking about taking a vacation. Here is a suggestion, and it will help with increasing your knowledge of the Civil War.

In one of my last summer Wheels columns (June 2016), I talked about a key railroad crossing in Corinth, Mississippi. This crossing was part of the major east – west rail supply line for the Confederate Army between the Atlantic and the Mississippi River via Chattanooga and was the site of a major battle for control of the railroad. Another major railroad incident is recounted in the movie “*The General Locomotive and the Great Locomotive Chase*”. It recounts the Union’s effort of April 12, 1862 to capture and destroy part of the Western & Atlantic railroad between Big Shanty, GA (now called Kennesaw) and Chattanooga, TN.

On a recent trip to the east coast, where I visited and rode the Great Smoky Mountains Railroad in Bryson City, North Carolina, I took the time to visit the *Southern Museum of Civil War and Locomotive History* in Kennesaw, GA where the great locomotive chase started. The chase was between two American type locomotives, the *General* and

the *Texan*. The *General* was run by Union soldiers and the *Texan* by the Confederates.

The Chase started during the second year of the Civil War. The objective of the Union was to infiltrate men up to 200 miles behind the Confederate lines, steal a locomotive, and then traveling north and west, destroying as much of the Confederate Western & Atlantic rail line as possible behind them. James Andrews, a civilian, and 23 men volunteered for the mission.



Southern Museum of Civil War and Locomotive History

The Southern railroad infrastructure was already deteriorating. In early 1862, the second year of the war, the Confederates needed at least 50,000 tons of new iron rail just to maintain the track they had. Rail would wear out within a year with heavy usage. Most of the iron works were pro-

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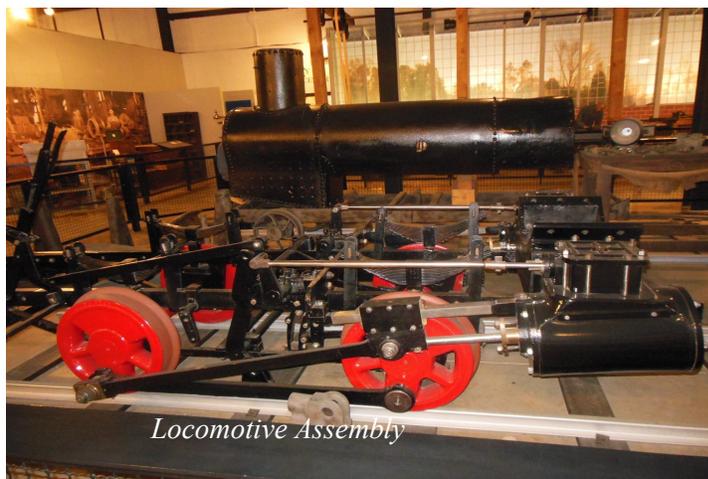
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ducing ordnance and none were producing rail. Replacement rail was obtained by pulling up rail from branch lines. Iron for castings, boilers, wheels, etc. was almost impossible to obtain.

So it was in this situation when the Union decided to try and shorten the war by disrupting one of the South's main supply lines. Andrews broke up his band into two and three man groups where they were to separately cross the Confederate lines and meet up in Atlanta. The raid started when the men met up in the town of Big Shanty, now called Kennesaw, just outside Atlanta. While the northbound train, the *General*, was stopped at the Lacy Hotel in Kennesaw and everyone was having breakfast, Andrews and his men boarded the train and left. The conductor of the train, William Fuller, and two men started chasing them on foot. After running two miles they came across a work hand-car and used that. All the while Andrews and crew were gaining distance on them. They would stop and cut telegraph lines and pull up rail to prevent communication with Atlanta and to stop any train from following them. However, Fuller and his men wouldn't give up. They kept after them having to jump from the work hand-car when they came across pulled up rails. Putting the cart back on after the break, they finally came to a small locomotive called *Yohab* which they commandeered. Fuller then found a larger locomotive, the *William R. Smith* and continued the chase. Just before Adairsville they again came across torn up track and had to continue on foot. However, at Adairsville they found the locomotive, *Texas*, which they promptly took over but as it was southbound, they had to run it backwards, tender first.

Even though Andrews and his crew tore up track and cut telegraph wires, Fuller, with the *Texas*, eventually caught up to Andrews when the *General* ran out of fuel. After capture, Andrews and seven others were hanged. In a later escape attempt, eight made it back to Union lines, two floated down the Chattahoochee River and were rescued by the Union vessel USS Somerset and the remaining six were exchanged in a prisoner swap. All were awarded the Medal of Honor except Andrews, who as a civilian, was not eligible.

The museum not only has the *General*, but contains a very good display of how locomotives were made during that time period. Much of The Glover Machine Works, maker of locomotives and other steam power, is displayed here. There is a good demonstration of how castings of the various locomotive parts were made. I was impressed by how they made precision wooden forms for all the parts that were to be cast, everything from wheels, to gears, to cylinders. The wood forms (patterns) were then used to make sand molds which were then used for the actual iron pour to make the casting. The patterns had to be made in multiple pieces depending on the complexity of the part.



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The machines, lathes, milling, drill press, grinders, etc., used were belt driven from an overhead power distribution system. Assembly of a small locomotive would take up to 900 man-hours. Larger locomotives, like the *General*, would take up to 3,000 hours. A small 3' 4" gauge 0-4-0 locomotive for the Splint Jellico Coal Company is displayed showing the process of assembly.

The *General* locomotive is at the *Southern Museum of Civil War and Locomotive History* in Kennesaw, GA (2829 Cherokee St). It is a 4-4-0, No. 3, wood fired American type locomotive. It was built in 1855 for the Western & Atlantic Railroad.



The General

Since the war, it hadn't been steamed since 1914 and had been stored at the Chattanooga Union Station. The Louisville & National Railroad pulled it out and refurbished it for the centennial celebration of the Civil War, 1962 -1965. It was converted from wood to diesel oil, injectors added and an air pump and brakes to bring it up to standards for a tour. During the tour, it covered 9,000 miles in the first year. It last ran on September 20, 1966 between Gilbertsville and Paducah, KY for the Southern Governor's Conference. It was then transported back to Kennesaw, GA where the great chase started, and refurbished.

This is a museum well worth your time to visit. It tells the story of the great locomotive chase, has a very good display of how early locomotives were built, a nice display of the part of the Civil War that occurred in that area, and of course, it has the actual locomotive that was involved in the great locomotive chase.

This was just another trip to keep my wheels turning. There is a lot of history out there, don't let your wheels get rusted in place. Summer is (almost) here and if we don't get a summer, get the movie, "*The General Locomotive and the Great Locomotive Chase*" and enjoy.

(Another) Great Race

Photo and article by Ed Mattison

In my continuing effort to create a background story for my railroad I came upon this idea after a photo I took on our electric modules. I encourage other members of our club to come up with short stories about their railroads and send them to our newsletter editor. You can see your story in these pages.

The Great Race

When the mail contract came up for renewal the railroad had competition. A young man had the idea to bring back the pony express. He found a shorter route between two mail stops and believed he could make the route on horseback quicker than the train. This idea came about one winter when the snow was real bad and the train didn't run for three days.

Everything was shut down and immobile except for a few brave souls on foot or the lone cowboy on horseback. To decide who would get the contract a race was set up to see who could deliver the mail the most quickly and safely.

On the morning of what became known as the 'Great Race' a crowd gathered at both the start line and the finish line. It was the day to see which was faster, the iron horse or the flesh and blood horse. At the stroke of 10:00 and the sound of the gun the race was off.

The railroad had a longer route and an extra stop but they were determined to win. The new pony express was determined to prove it was a better way to deliver the mail. As the routes were different at first nobody knew who was ahead until the two competitors came together at Dayton pass.

The pony express was in the lead at first, until the train came around the corner. Even riding at a full gallop it didn't take long for the train to overcome the rider and take the lead in the race. It was a valiant effort for the young man on the horse, but he was no match for the speed and power of the steam locomotive.

And that is the story of how the railroad almost lost the contract to deliver the mail.



Report on the April, 2017 Meeting at Carlson's

By Mark Jennings

Occasional spritz of rain notwithstanding, the first yard meeting of 2017 at Carlson's got off splendidly. Perhaps because of inclement weather only about half the usual number of members were there. Too bad; they missed a good outing. Most of us had not seen Chuck's layout before and were very impressed to find a large, well planned and well-constructed layout. Chuck's description of his layout in last month's newsletter was all technical so finding the esthetic side of the layout, including two towns and an industrial area with fine landscaping was a treat. Till now I had thought that Brent Stuvland was the club trestle champion, but I declare Chuck to be the new champ.

Brent Stuvland was first on the track with his Little Hustler pulling a gondola loaded with coal, followed by a caboose. Also running were Tom Briggs with a log train pulled by a Climax and Bill Thurston, who ran a Heisler pulling a water car with a wooden water tank. Bill pointed out that Heislers could not carry much water, thus the tank car. Coincidentally, the tank also housed a battery. Later, I had my Euro boxcab pulling 4 pax cars, but had a compatibility problem between loco and track.

The covered area under their deck provided protection from the occasional sprinkle and Sharon had the food area all set up to receive donations and soon announced that lunch was ready. Do I need to say that donations were generous and despite hardy eaters and tasty dishes, there was plenty to go around?

Hunger abated, President Norm called us to order for the business portion of the meeting. He welcomed us to the first garden meeting of the year and noted that it was also the first meeting where the host received a \$50.00 appreciation. It was well earned that day. There were no new members to welcome so Norm moved on to SIG reports. Jerry Madsen, speaking for the Modules SIG, said that he is putting together a show schedule to be announced later. He said we will be at the Skagit County Fair in August and made a plea for many volunteers to attend. Fairgoers are generally not modelers or railroad fans and we have no good barriers to keep back curious fair goers. So volunteers are needed to keep eager hands from handling track and rolling stock. You can contact Jerry at geraldmadsen@comcast.net.

Nothing from the Live Steam SIG. They were all in Portland for a steam-up at Staver's. Membership chairman, Brent Stuvland announced that our membership remains at 132. He also said he now works with Mark Howe to print the newsletter at Kinkos and send the 10 copies to members not using the online version. Much cheaper; the club saves several hundred dollars a year by reducing the number of printed copies and using the local printer. (BTW, a new



Brent Stuvland's Little Hustler hustles on by.
Photo by Mark Jennings.



Tom Briggs' log train pulled by a Climax.
Photo by Bill Thurston.



President Norm calling the meeting to order.
Photo by Bill Thurston.

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club roster has been recently published. Please download if you have not already done so.) Tom Briggs informed that he will not be holding regularly scheduled operating sessions, but will have some on an ad hoc basis. He will make announcements accordingly. Norm then announced that the club has brass code 250 Sunset Valley rail for sale and is soliciting offers from members. Contact him at climber729@aol.com and make an offer.

Show & Tell was next. Jerry Masen showed a group of medieval knights and soldiers he painted on long winter nights. They are tiny, but the painting Jerry did with numerous colors and fine details is quite remarkable. Ron Ball has also been busy, but instead of the past, he went to the future. He showed a collection of various “vehicles” he has made that were used in various Star Wars movies. Each has a motor and wheels and can run on track. Very creative and unique.

Norm then announced our next meeting will be at Mike and Peggy Phillips home. Parking there is minimal, so please ride-share if at all possible. Then Norm called up Chuck who said a few words about the building of his layout and future plans. We thanked Chuck and Sharon for their hospitality with a round of applause. Thus endeth the April meeting.



*Mark watches over his Euro boxcab pulling 4 pax cars.
Photo by Bill Thurston.*



*Chuck directs train routing on his layout using pneumatic operated switches.
Photo by Beth MacLaren.*



*Club members gather under Carlson's covered deck to stay dry while watching trains run.
Photo by Bill Thurston.*



*Jerry Madsen's medieval knights and soldiers.
Photo by Bill Thurston.*



*Ron Ball's Star Wars vehicles mounted on motor blocks to run on his layout during winter when trains are stored..
Photo by Bill Thurston.*



Main Street with red depot and complex track in background. A good example of Chuck's excellent work.



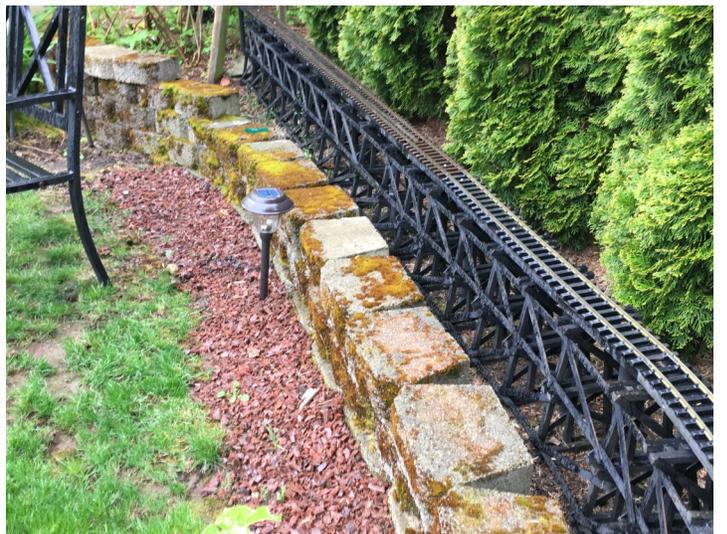
Chuck's trestle is REALLY long. It goes on ...



And on ...



Bud Harrington, Jerry Madsen and Terry Lattin relax and stay dry under a canopy.



And on.

All photos on this page by Mark Jennings.



Judy Briggs and Dwight Malott giving the photographer a hard time!



Brent Stuvland and Bud Harrington telling tall tales.

The park fountain is a favorite gathering spot. Look closely and you can see the water flowing.



A couple on the creek-side are warmed by a flickering fire.

Photos on this page by Bill Thurston.

Kansas City Union Station

Photos and article by Chuck Carlson

Sharon and I, along with our daughter and son-in-law, visited the Union Station on February 27, 2017.



The magnificent beaux-arts architectural Kansas City Union Station had its first train Missouri-Kansas-Texas Flyer arriving November 1, 1914. During WWI it had 271 trains arrive and/or depart in one day. The famous Union Station Massacre happen on June 17, 1933 where the mobster Frank Nash and FBI agents escorting him were gunned down. Supposedly bullet holes still exist in the building. Because of this event the Congress gave the FBI more powers.

The interior of Union Station was designed to serve every traveler need. The ticket office and main lobby were encased in the soaring head house, along with railroad offices, restaurants, the city's largest barbershop, a post office and a drug store. A small jail and an emergency hospital space were also included in the station. The architectural design utilized three sub-levels of the station to reduce collisions between departing passengers, baggage transportation and local citizens using the station's services. Arriving passengers were channeled down concourses on either side of the north waiting room toward the grand lobby, allowing separate space for those arriving and departing. The complex was lit, heated and cooled by its own power plant, located west of the Station. Today the North waiting room is stripped of the benches that used to line the hall and most of the arrival and departure doors are closed. I remember as a kid riding the train into the Kansas City Union Station and coming up to this waiting area and then on to the main lobby.

At the end of the main waiting room in an old store sits a huge model railroad layout consisting of G, S, O, HO & N Scale trains. See photos in adjacent column.



The Squak Mountain Railroad

By Mike Phillips

The Squak Mt Railroad was started in 2008 and is loosely tied to the logging and mining that once took place here on Squak Mountain. The layout currently consists of a double loop main line with an over/under, a couple of passing sidings, wye, four track yard and a turnaround loop. The railroad is still growing with the recent construction of a second passing siding and industry spurs. A 22 foot addition to the main line now allows for continuous loop operation around the entire railway. Most of the 400 feet of code 332 brass track is elevated and was built using the ladder roadbed technique. Several of the switch throws are pneumatic with a majority being manual. The turns are 10' diameter minimum and the maximum grade is approximately 2%. I have several battery powered locomotives available for use and please feel free as usual to bring and run your own.

Construction of a 12' x 14' train shed is well underway and a major expansion of the railroad is planned which will double the size of the layout. I had hoped to have it completed but that job/work thing (along with all the rain) keeps getting in the way of my fun!

There is room for 3 or 4 cars at the top of our driveway and 3 more in the middle of the driveway. As our driveway has a bit of a grade, please save the driveway parking for those having trouble walking. Parking is available on SE 127th St in front of the house with additional parking about a block away on 202nd Pl SE. Peggy and I are looking forward to hosting the club on 20 May 17 and look forward to your visit.

This and That

Compiled by Bill Thurston, editor

- Pete Comley reports that eight people have expressed interest in helping with the proposed Mt Rainier ride on railroad. He will be calling a meeting in early May to make a list of our skills, resources, availability etc.
- Please note a schedule change for the Sept. club meeting at Jerry Madsen's. It will be on the second Saturday (Sept 9) rather than the usual 3rd Saturday.
- At the club meeting Jerry solicited interest in attending the Skagit County fair. Based on the response, he is going to make arrangements for the electric modules SIG to participate. With lots of kids attending the fair, it is especially important to have many club members attend to help keep small hands out of trouble. Please plan on attending and helping out if possible.
- Norm Baullinger got several questions about LEDs at the recent club meeting. He wrote a short article a couple of years ago for the newsletter that answers many of those questions and it is repeated here for all interested:

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

Monday 7/10	Tuesday 7/11	Wednesday 7/12	Thursday 7/13	Friday 7/14	Saturday 7/15
Registration Open Arkansas & Missouri Train Trip	Oklahoma City Tours Oklahoma Railway Museum Clinics	Garden Layout Tours Clinics Vendor Hall 1 - 6 pm Ice Cream Social	Garden Layout Tours Clinics Vendor Hall 1-6 pm Barbeque	Garden Layout Tours Clinics Vendor Hall 1-6 pm	Clinics Vendor Hall Open to public 9 am - 2 Banquet

www.thinktulsa17.com

Directions and map to the May 20 club meeting at Phillips' 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
May 2	9 AM	South Sound Breakfast	Black Bear Diner, Federal Way	Run trains at Carlson's afterward - weather permitting.
May 20	Noon to 4PM	Club Meeting	Phillips', Issaquah	
June 17	Noon to 4PM	Club Meeting	Shaddock's, Lynnwood	
July 15	Noon to 4PM	Club Meeting	Osenbach's, Mill Creek	
August 9-12		Skagit County Fair	Mt Vernon	Set up on Sunday the 6th. Take down on Sunday the 13th.
August 19	Noon to 4PM	Club Meeting	Drake's, Ferndale	
Sept 9	Noon to 4PM	Club Meeting	Madsen's, Kent	Note a change to 2nd Saturday
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

Steamer Schedule for remainder of 2017

May 13	Johnson	July 29	Bigelow	Oct 28	Steam n Scream – Bennett
May 27	Buchan	August 5	Emerald Heights	Nov 11	Johnson
Jun 10	Johnson	Aug 12	Johnson	Nov 25	-----
Jun 24	Jarrett	Aug 26	Buchan	Dec 9	Johnson
Jul 1	Bigelow	Sep 9	Johnson	Dec 23	-----
Jul 8	Johnson	Sep 23	-----	Dec 26	Comley
Jul 12	Morrison	Sep 20-24	Staver???	Jan 1 2018	Scott
Jul 22	Bennett	Oct 14	Johnson		
Jul 19-23	Sacramento	Oct 14-15	Ravensdale		



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The club website is www.PSGRS.org.

Keeper of the e-mail list:.....Tom Briggs
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Items are generally on display and for sale at club meetings.

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