



ORDERBOARD

The Publication of the Kitsap Live Steamers



Track Repair

Greg and Don relay track before the Sunday, April 30th public runday.

Photo taken by Bill Hartung

Next Meeting:

June 5, 2017
7PM

Poddle Dog, Fife

May
Volume 28 Issue 1

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News items, personal and editorial comments in this publication do not necessarily reflect the views and opinions of the KLS Corporation.

Visit our website at www.kitsaplivesteamers.org

Yahoo KitsapL@yahoo.com

Happy Birthdays to

May Birthdays –

Nick Buell (May 5th),
 Andy Orford (May 15th),
 Caden Powell (May 21st),
 Jerry Crane (May 23rd)

June Birthdays –

Jackson Mourer (June 6th),
 Avery Robinson (June 10th),
 Grant Robinson (June 10th),
 Ken Olsen (June 19th),
 Jordan Johanson (June 21st),
 Braeden Hughes (June 23rd)

Printable Roster

A complete printable Membership Roster is now available. From the Home Page follow the green menu strip to Membership Directory. Two options are available; the first is a quick search providing phone number and if the member has email, a link. The second option will provide a comprehensive roster including member's mailing address, phone and email. Click on the first line, titled "KLS Membership Roster (date)," and it will automatically load. This can be printed for your future reference, however, you will need a pdf program such as Adobe.

If you would like to have a printed copy sent to you, or there is an error in a listing, please let me know, 253-566-3843 or withane65423@gmail.com.

President's Message

by Tom Huffman



Clockwise this week?

It's been a very busy month, opening day, tree cutting, new run day on Sunday, Hudson boiler, store sales the list is endless. Thank you for the continued growth of K.L.S.

The tree cutting will be completed soon, then we start on the surveying and main line grading. It's taken longer than anyone had expected we are moving forward, and will have a great addition to the mainline. I'm looking forward to the new track work it should be fun and another learning experience.

It's time to start looking at our limited storage for K.L.S. owned engines and member engines. We desperately need a maintenance area that's dry and somewhat warm during the winter months. This is our opportunity to look at the next 10 years and our growth. What will fill our current needs and allow for the growth. Do we need a new standalone building in another location, extend the Thompson building, cost, and funding? These are some hard decisions over the next few months, approval by the Parks Department, permitting, disruption to our steaming bays. I would like to have a completed builders plan by the annual meeting in January. We can then find the money under a rock and get started.

K.L.S. is a team effort we all rely on each other for the continued growth and success of our Railroad.

Tom Huffman

Please Welcome Our New Members –

David & Mary Graham
 P O Box 774
 Snoqualmie, WA 98065-0774
 wp650385@nac.com
 206-954-9407

Garrett A Zimmerman
 10173 B Manley Road NW
 Seabeck, WA 98380-9727
 trainman1641@gmail.com
 443-929-6853

Time to Renew

Thank you to those of you who have renewed. If you haven't yet, please do. You don't want to miss all the new and exciting things that are happening.

Be apart of our future!

Timber!

The trees are coming down.

I was at the park today, checking on a few spots on the track that didn't feel right to me on Saturday, and I looked at the remote for switch M6, the clockwise entrance to the yard. That switch is essentially down, because the reach (push-pull) rod in the buried PVC conduit has broken. I was able to remove the broken end from the remote end, but it's firmly stuck at the points end. I left the broken piece that I removed on the table in the building, with a note describing it.

With no connection to the remote controller, there is no positive locking of the points on M6, so it isn't ready for clockwise traffic. If we run counter-clockwise this coming Saturday, that shouldn't be a big deal, but we need to get it fixed. I can't be at the park again until Thursday, but if anyone wants to get going on it, the broken rod needs to be pulled out and replaced. And it's probably wise to dig up the entire length of the PVC pipe, to find out why the rod isn't moving. It may have been crushed, or plugged by a root, but no matter the cause, it probably needs replacement.

And oh, by the way, the loggers were really working on cutting trees while I was there. You will see an obvious difference as you turn into the park from Jackson...many of the big trees are gone. And it turns out the large, double trunked tree at the south-west corner of our entrance grade crossing was heavily rotted internally. The logger started to cut the first of the two trunks and it suddenly fell over before he expected. It was so bad inside that they just pushed with their logging machine and the second half of the tree came down, right across our entrance, a few feet inside our swinging gate. Take a look at the stump of that one, it's amazing it hadn't fallen already.

I might see some of you at the park Thursday, or on Saturday. Right now it looks pretty certain that we won't be able to restore the short loop until Saturday morning, so I'll be there about 0730, getting ready to re-lay the three track panels (again). Billl



AmazonSmile Site

KLS is now set up so that when you place an order with Amazon. Amazon will donate 0.5% of your Product purchase to KLS. In order to make this happen, type in this link: <https://smile.amazon.com/ch/91-1472937> to access the AmazonSmile site and then place your order. Note that for an item to qualify the agreement reads: "A Product" is any item sold on the AmazonSmile Site and which is marked "Eligible for AmazonSmile donation" on the relevant item detail page. Obviously if you return the item purchased, the donation will not occur as well as recurring Subscribe-and-Save purchases and subscription renewals.

For more information download and read the "AmazonSmile Participation Agreement". The link is: [AmazonSmile Participation Agreement](#).

Thanks to our Treasurer Ken Kavio for setting this up,

We had a motion to spend \$10,000.00 for the Boiler replacement and additional items for the Hudson at the last Board Meeting.

We plan on a vote for approval June 5th at the next Board Meeting.

Kitsap Work Week 2017 At Train Mountain

By Jeff Mills

This year's Kitsap Crew arrived at Train Mountain with a number of objectives to accomplish. The Kitsap Crew consisted of KLS members and some non-members. They were Jerry Crane, Jeff Mills, Pam Williams, Dick Peterson, Dave White, Joe Simon, Dave Waterstreet, Jim and Judy Davenport and Chris Holland. Our main focus was the installation of the power unit to the new transfer lift at Container Ville. We started the first day with some minor repairs to the New York Central Room at Central Station and then Unloaded the Power Unit. Dick Peterson and Dave White started inventorying the TMRR Locomotives and Rolling Stock. This allows us to start formulating a plan to repair or replace locomotives for the Train Tours. They inspected and repaired as needed the rolling stock during the rest of the week.

Jim and Judy Davenport hauled many loads of brush and pine needles and were seen cleaning the drainage ditches of mud flows along the main line. This is important work that helps us maintain the railroad. Joe Simon and Chris Holland laid the first course of cement blocks along the uneven eco-blocks that support the existing containers. Joe went on to help Dennis Ward and Charlie Bill on the first switch ladder replacement in the Main Yard. There is some reconfiguration planned to the switch lay out so the Main Yard could feed both tracks leading to Central Station. This would improve traffic flow at the Parade of Trains at the next Triennial.

Jerry, Jeff and Chris worked on the installation of the power unit on the new Transfer Lift. With Dustin's welding, the power unit was joined to lift and installation of the East-West switch operators was accomplished and then wired into main switch box. A light pole and mount was fabricated and installed. There is now a main power switch on the unit. When turned on, it powers the East-West movement and the Hydraulics for lifting. This switch also powers the overhead Dusk to Dawn Led lamp. Debra was hard at work gathering and disposing of pine needles with the help of her son and Pam.

Wednesday was a very rainy, windy with a snow hail mix so we spent most of the day in the Hall of Flags using the man-lift to add a new flag for the State of Missouri as well as repairing and repositioning all the flags. Late afternoon, the weather cleared and a group from the Oregon Travel Bureau was taken on a brief train tour. We left a great impression of Train Mountain and expect to see their recommendations for state grants and funding to develop our venue as a Tourist Attraction.

Friday afternoon we did a track inspection tour and found quite a bit of forest debris on the tracks causing a few derailments. With foresight, we brought a chain saw to buck up 8 windfall trees on the Aspen Grove loop. Fortunately, there was damage to only one track panel.

As usual, our small group accomplished a lot in that week opening up Train Mountain for the Spring Awakening Meet. A lot more needs to be done before we can start running trains in **earnest** there.



Sunshine

By Carole Moss

Please encourage our members that we miss. You can send a card, email, call or drop an encouraging card. It's just nice to know someone is thinking about you! Also, please remember the caretakers, if appropriate. If you know of someone who needs encouragement, please contact Carole at withane65423@gmail.com or 253-566-3843

Your friends at KLS have been missing you at the track. Our thoughts and prayers are with you. We hope you will soon be back! by Barb Lanchester

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2360 NW Ridgeline Drive
Pullman, WA 99163-5117
rabrownjr@roadrunner.com
509-338-4507

Nelson Lanchester – Sympathy
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Port Orchard, WA 98367-7324
gooselady@centurylink.net
360-871-6414

Bulletin Board

“On Track”

by Bill Hartung

As I write this, our first month of public runs is behind us, and it was an interesting April. With the help of several stand-out members who have turned up multiple times to take out and re-lay track panels on the south loop, we've been able to run public trains four times in April. We had removed three ten-foot track panels just west of the south loop grade crossing when we were told to expect the loggers to get started. Then, of course, the wheels of government turn slowly, and the logging permit was delayed, and delayed again. So the track was taken up and put back several times during April, with most of the credit going to Tom Huffman, Don Rogers, Dan Simmons and Greg Slobodzian. Other members helped out when they could, but those four gentlemen did the lion's share of the work.

After the public run on Sunday, April 30, we were able to leave the track intact. Logging will continue through the early part of May, mostly to the west of our track. But no further tree falling will take place inside our south loop until after the first May public run day, on Saturday the 13th of May. Justin Melton, the owner of the North Hills Logging, told me that he plans to spend one more week inside the south loop, then he'll be done, he hopes, in our part of the park. That is, with the exception of several trees in our parking area, that he won't attack until he's moved to the area south of Marbeth Lane, the entrance road to our part of the park. When that happens, I'll let everyone know to stay out, because the trees will be falling right where we park. And please be aware that all these plans are subject to change, without us getting much advance warning.

You may have noticed by now that I've referred several times to the 'south loop', instead of the 'short loop'. It's the same track, but I'm changing my track reference names to get my brain ready for the new

track we'll start laying, hopefully, by the end of this year. Up to now, we've usually referred to the short loop and the extension. But since we're about to add another 2000 plus feet of mainline, what will be another 'extension', it's time to change our naming convention. So, I now refer to the south loop, the track that's still in service, mostly, during the logging; and the north loop, that's currently closed because track is taken out in two spots; and soon we'll be laying track on the middle loop, the new section of mainline that's coming.

Recently I was approached by Arno, the county forester, about reminding all KLS members to avoid coming into the forest when the loggers are cutting the trees. Yes, it's really interesting to watch the trees falling, but it's inherently dangerous, and the loggers can't always make the trees fall where they want them to go. And each falling tree tends to knock branches off its neighbors as it comes down. I've seen some pretty big pieces of trees rain down for several seconds after the target tree had hit the ground. So please stay safe and avoid being in the forest when the cutting work is underway.

We've all heard the news reports about this past Winter being the wettest on record in our area, and from what I've seen our track doing, I fully agree. The ground in the park is softer than I've ever seen and there are numerous dips, humps, and kinks that seem to appear over night. I'm asking any KLS member who spots a rough spot in the track, most commonly a dip at a rail joint, to let me know. Or even better, get the level, the mirror and a tamper and take care of re-trimming the offending track so that we can all enjoy a smoother ride.

Please contact me if you have questions, my number is in the roster.

New subject: last July when Sylvia and I visited the British Railway Museum in York, England, we met David Christie, a delightful gentleman who helps as a volunteer to run the museum's miniature railroad. I was contacted by David recently, offering to help any KLS members who plan to visit that wonderful museum to possibly see some special features of the collection. He can't promise exactly what arrangements he can make, as the collection is often changing and so it depends on the timing. But if you plan to go to York, or know anyone who does, let me know and I'll advise David that you're coming.

Rolling Stock

By Tom Caparella

This past work day we replaced one of the trucks on straddle car 401 because the wheels on one of the axles were loose. We replaced it with one of the reworked trucks. We didn't seem to have any other problems with any of the other cars. I hadn't heard of any derailments as well. I heard at the last meeting that the truck on 501A straddle car sounds like it is rubbing. This truck will be inspected and any repairs will be done. With all the track maintenance, it has helped us not to have many derailments.

Bulletin Board

Buildings and Yard Equipment

By Don Rogers

- Supported Tree Cutting Operations with multiple removals and reinstallations of track sections on the short loop. (Ongoing)
- Replaced 90 feet of aluminum rail on mainline outside curves with steel rail.
- Replaced mainline switch M-6 broken remote operator linkage.
- Built new lighted X Buck electrical panel, ready for installation. (Thanks Greg Slobodzian).
- Painted graffiti off various whistle posts and structures.
- Repainted F7 and Dash 9 engineer cars.
- Added Graphics to the F7 engineers' car.
- Installed new easy glide casters on the electric powered lift.
- Painted out graffiti in the depot area.

We had a couple of incidents this past month where individuals have caused the Hydraulic Powered Lift to derail due to running into and over obstructions. Running our equipment into things can cause some pretty serious damage as you might imagine. The reasons for something like this happening could stem from becoming distracted, unfamiliarity with the equipment, or people just plain not watching what you're doing. What ever the reason, I hesitate to call these events "accidents" because that would suggest that the incidents in question could not have been helped or avoided. We really can't afford these kinds incidents. We depend on these lifts to get our equipment to and from the track and without them we are shut down. If you have not operated our equipment in some time or observe someone about to operate our equipment who may not be familiar with it you and or they should be seek help or get some refresher training so we can keep our valuable machinery in good working condition. In any case, while moving equipment, keep your head up, do not get distracted, use common sense and pay attention to what you are doing! I am glad to help if there are any questions. Remember also, You Break It, You Fix It!

I want to again thank our new Member of the Year co-recipients Greg Slobodzian and Dan Simmons, as well as Tom Huffman, Bill Hartung, Ted Karanson, Carole Moss, John Thomas, Jessie Thompson and the many others who come out, lend a hand and donate all their hard work on the KLS Railroad.

Happy Rails, Don Rogers

Membership

By Carole Moss

KLS will provide one name tag for an Individual Membership, and two are provided with a Family Membership. Additional or replacement name tags can be ordered for \$10.00 each. Please contact Carole at withane65423@gmail.com or 253-566-3843 for replacements or additions. Please notify us if you have a change of your contact information. The Membership/Renewal application form is also downloadable from our website www.kitsaplivesteamers.org.

Open Invitation to Skagen's Private Track in Shelton

June 17th – 9am to 4pm \$5.00 each

RSVP! – Register on our KLS website calendar. Click the date, June 17th, and the button "register now," then just follow the prompts. You will receive an email confirmation of your registration. Or register by calling Cherri at 360-426-6280, or Carole at withane65423@gmail.com We need to have your registration by June 6th!!

Don't miss this opportunity!

Please bring your locomotive!

Don't forget to attend this upcoming event.

Fun Run and conductor and engineer training
Saturday, May 20, 2017 at 9:00 AM

South Kitsap Regional Park
3101 SE Marbeth LN
Port Orchard, WA 98366

Come and enjoy your engines and we will also be providing instructions on how to run our KLS engines. Learn to be a conductor and an engineer.

Sunday Special Run Days

June 4th, July 30th,
and Oct 15th

Holiday Run days

Memorial Day: May 29th,
4th of July: July 4th and
Labor Day: Sept 4th

Kitsap Live Steamers

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Track Superintendent	KenOlsen ken@ivycourtaps.com	(206) 718-9401
Webmaster	KenOlsen ken@ivycourtaps.com	(206) 718-9401

For Sale

Complete Train - 7 ½ in gauge 2 ½ in scale electric RMI 0-6-0 switcher, flat car, gondola and work caboose. Upgraded Parvalux (EMD) 24 volt electric motors and gearbox and 4QD 300 amp controller. Battery charger, 5' and 8' maintenance stands and miscellaneous parts. Asking \$20,000.00 Contact Larry Harper at 619-507-4137 lharperinwa@gmail.com



For Sale:

Miller 275 Amp AC Welder
220 Volt AC, 30 amp cord
Includes cart. \$200
George Hoke
GENGH@aol.com 425-641-5026

Time to Renew

Thank you to those of you who have renewed. If you haven't yet, please do. You don't want to miss all the new and exciting things that are happening.

Be apart of our future!

Kitsap Live Steamers
 P.O. Box 1765
 Port Orchard, WA 98366



Kitsap Live Steamers Calendar

May	13	Run day in the Park AM - Nick Buell PM - Don Rogers
	20	Fun Run and conductor and engineer training
	27	Run day in the Park AM - Tom Huffman PM - Tom Huffman
	29	Memorial Day Run Day in the Park - TBD
June	4	Sunday Run Day in the Park TBD
	5	Board Meeting - Poodle Dog 7pm
	10	Run day in the Park AM - Dave Hoefer PM - Don Morrell
	24	Run day in the Park AM - John Lee PM - Bill Hartung
July	4	Special Run Day in the Park TBD
	8	Run day in the Park AM/PM - TBD
	10	Board Meeting - Poodle Dog 7pm
	15	Friends and Family