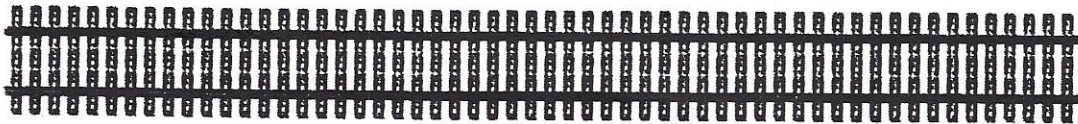


STACK TALK

Newsletter of the
Kitsap Live Steamers
December 1989



Thanks

Everyone receiving this newsletter either gave us their name at one of the train shows in November or has been involved with the formation of the club sometime during the fall. We'd like to thank everyone for their interest and support.

I'm Phil Stone and until we formally elect a set of officers I'm your Kitsap Live Steamers newsletter writer. If you have comments, suggestions, or material for future newsletters please give me a call at 889-2383. I actually live in Kirkland, so if you live "over here" please don't think you are not welcome in the club because you are.

The Club

In April, Dennis Weaver learned that a park in the Port Orchard area was being developed. Realizing that it would be a good place to build a 1 1/2" scale 7 1/2" gauge railroad he approached the park board with the idea. They

were enthusiastic but wanted an organization of some sort to make it happen. Dennis wrote to Live Steam, and had a letter published, soliciting others to help make it happen.

Because of some unforeseen events, people answering the letter with a phone call could not get through. I happened to answer with a letter and have been working with Dennis since last summer helping to make the railroad happen.

The Opportunity

To us the park represents the opportunity to build a park railroad like those found in Burnaby British Columbia, or Griffith Park in Los Angeles. Though there are several impressive private tracks in the Puget Sound area, there are no generally accessible public tracks.

Efforts This Fall

Most readers will remember the park map which we used at the

train shows this fall. The interesting aspect of this is the sheer size of the park and the ability to build just about anything given enough time and effort.

Projects of this size, though, are not one or two person efforts. They require a team of people interesting in making it happen. Our efforts this fall have been towards building such a team. Here is a summary of what we've been up to.

Boeing Show

The first major event was a display at the Boeing Employees Model Railroad Club annual swap meet. On display were Dennis's engine, Phil's caboose, a park map borrowed from the park board, various publications and catalogs and a video showing a meet at a railroad of similar size. Over the day we took the names of 58 people who where interested in helping make a railroad happen.

The level of encouragement which we received from the public during the day was amazing, more than any of us manning the both had expected. We were surprised by comments from visitors who though that the clearing which has taken place in the park was a new development. We were careful to explain that what has been done so far is the future main entrance to the park.

Pacific Science Center

Our other major event this fall was the 4th Div. PNR-NMRA's annual train show at the Pacific Science Center. This show ran for the three days immediately after Thanksgiving. This show, too, was a great success.

We collected 64 names of individuals interesting in helping build a railroad. We had essentially the same display as at the Boeing show and had many of the same comments of support and encouragement.

At several times during the PCS show we received comments about putting up a track at the show to give rides. This has been done at past shows by other groups. We respectfully declined the idea, considering that the purpose for being at the show was to generate new adult club membership, something quite different than giving kids rides. (Never mind that none of us has the equipment to do such a thing.) Maybe in a future year we'll have a different attitude.

At both this show and the Boeing show we were asked back next year. Hopefully by next year we'll be able so show off scenes from our own railroad.

Donated Train

During the PSC show we were approached with an offer of a donation of a complete 12" gauge amusement park train. Included in the offer was an Engine, three riding cars and about 700 feet of 12" gauge track. Not being ones to turn down a free train we accepted the offer and picked it up the following weekend.

The train itself does need some work -- cleaning, painting, new seats and some engine work - - but it is otherwise in good shape. The track can be put down as is, but it would be better if we found some gravel and a liner to go under it. This would give the track better looks and some drainage, and a liner would let us move the track and pick up the gravel should the need arise.

Of course, 12" gauge is not what we had started out to build, but this does give the club a starting point which we did not have before. For those of you familiar with some of the other public tracks, like the Burnaby track, you'll know there is always pressure to be operating as many days as possible.

With a train like this we will be able to operate more frequently and sooner than we could have hoped for with the 7 1/2" gauge track. Of course, this does not end our intent to build a 7 1/2" gauge

track. On the contrary, it gives us an immediate project while we get going on the long term project.

Working on the train is but one of the projects which are facing us after the first of the year. Here are some of the others.

Formally Forming a Club

So far we have been a "club" in name only. Actually, to this point, there has been little reason to go further. Our intent, though, is to incorporate. This formalizes the group allowing us to work with the park board, to get insurance, to accept donations and generally set up a group able to outlast individual members.

We will be setting up a group to work on the incorporation papers at our first meeting. (More on the meeting a little later.) Hopefully all this will be taken care of by spring.

Building a Railroad

The 12" track needs to be layed in the park. In addition to this we need to start working on where we'll build the 7 1/2" gauge track. If there is any interest in the club for other gauges we'll need to get going on them too. At both shows we had questions about 1" scale trains. If there are enough members interested in laying 4 3/4" track we can do that too.

Before we start building, there is a lot of planning to be done. We need to decide many things relative to the 7 1/2" gauge track. Things like what type of rail (Aluminum or Steel), ties, grades, curves, locating track, how much track should we start with, etc, etc, etc. Once we get some of the other paperwork out of the way this is where we will be concentrating our efforts.

Financing will also be a topic for discussion. What sort of club dues do we need. Several of us believe that dues should be kept as low as possible, say \$25/year, to cover postage and reproduction costs on the newsletter. Charging for rides is out, we become commercial if we do that. Insurance must be covered and so on.

Working with Park Board

Nothing will happen in the park without the approval of the park board. We will need to work with the various members of the board to get their OK for what we set out to do.

The park board meets the first Thursday of each month. (at 7:30, in the Port Orchard area) If you are interested in attending please ask one of us for directions.

We'll need a formal agreement between the club and

the park board. It should basically spell out the principles behind our railroad, how often we must run, how to go about changing the agreement and what happens if we (or they) want out.

This is yet one more area where we will net a group to work out the details. Fortunately, we have at least one sample club/park agreement to use as a guide for this effort.

January Meeting

Several of us have strong feelings that business meetings should be held on weeknights. Weekends are for working on railroads. But, for at least the first one, we'll make an exception. This gives many of the folks on the East Side (of Puget Sound) a chance to come over for the day, hike the park, explore the area and find their way around.

We'll meet at the main entrance to the park at 10:30 AM on Saturday January 13th. It will take about an hour to walk the park. If it has been raining (of course it will...) you might want to bring boots for hiking through mud.

We'll break for lunch at about 11:30 (nothing formal, there are several fast food places in the area) and then reconvene for a formal meeting at 12:30 at the Eagles Hall on Jackson Ave. (We've

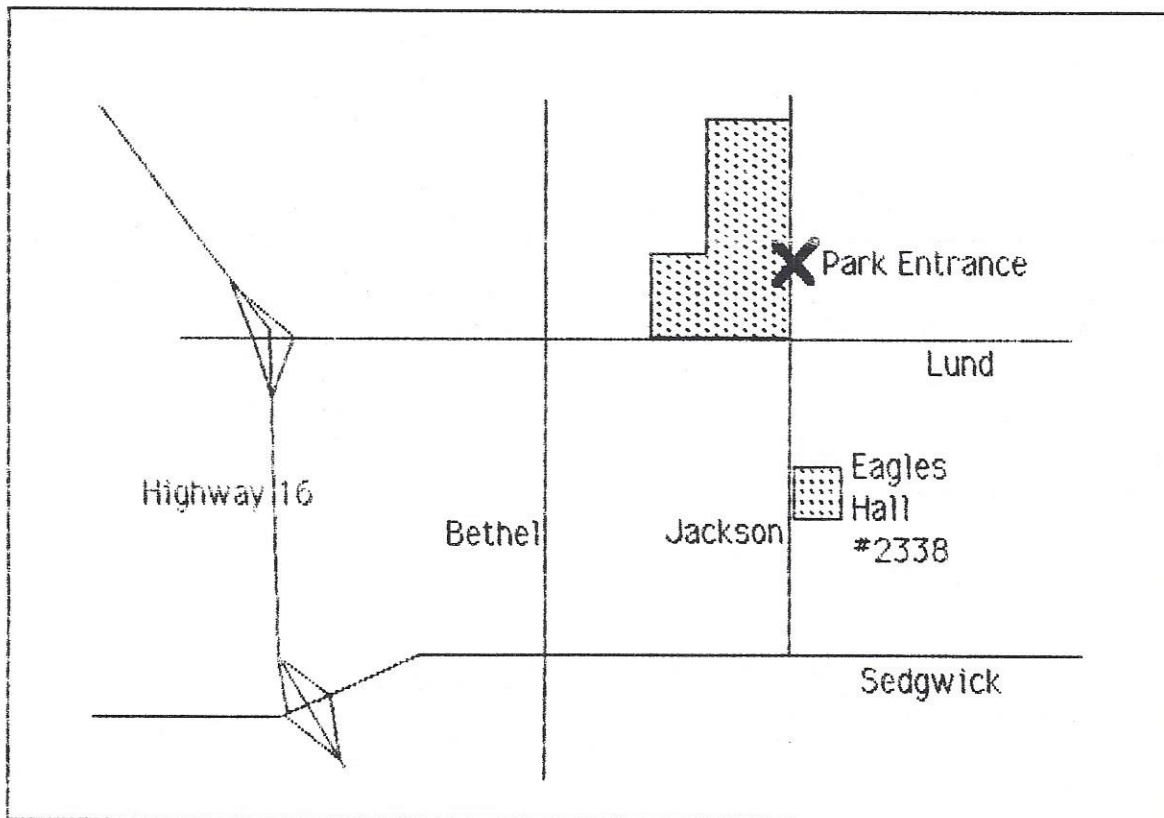
reserved the hall because we don't know how many people to expect.) See the map for directions.

Hopefully, the information presented here gives everyone some background. If you want any more information, or just want to talk to someone, please give either of us a call.

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Hope to see everyone on
Saturday, January 13th at 10:30.
Mark your calendar!



A large, dense grid of small, repeating patterns, possibly a decorative border or a textured background. The patterns are arranged in a regular, repeating fashion across the entire width and height of the image.

A large, dense, black and white image showing a close-up of a textured surface, possibly a book cover or a piece of paper with a repeating pattern. The texture is highly detailed, with many small, dark, irregular shapes and lines creating a complex, almost abstract pattern. The overall appearance is that of a high-contrast, grainy scan of a physical object.

A circular postmark from Seattle, WA, dated 21 DEC 1989, 1 AM. The text "SEATTLE, WA" is curved along the top inner edge, "1 AM" is in the center, and "21 DEC 1989" is curved along the bottom inner edge.

