

During Covid,
Meetings
Via Zoom

NEXT MEETINGS SEPT 14TH & OCT 5TH



NEWSLETTER OF KITSAP LIVE STEAMERS INC.

ORDERBOARD

SEPTEMBER 2020 • VOL 30 ISSUE 8 • WWW.KITSAPLIVESTEAMERS.ORG

2020 CALENDAR at-a-glance

For updated schedule go to:
www.kitsaplivesteamers.org

MONTHLY MEETINGS

Usually 1st Mondays at 7pm
*During Covid, board meetings
will be held via Zoom. Watch
your email for meeting links.*

**IT IS OFFICIAL —
All 2020 public runs
have been cancelled!**

**Track work and private
runs continue.**

**CONDUCTOR/ENGINEER
TRAINING** See page 5 for
details. Watch for notices
of rescheduling after the
pandemic restrictions end.
Stay tuned!

Mark Your Calendars!
2021 ANNUAL MEETING
January, 2021 / exact date TBD



IN THE DAYS OF COVID

From the President's Desk

Another month is again upon us and no real Covid relief in sight. As I've mentioned in the recent past, the Board of Directors has elected not to do any public runs for the rest of this season. Train owners and KLS members are welcome to come out and run a train provided they adhere to the KLS guidelines and don't take on any public riders.

Maintenance continues, as you'll read below; the track is in great shape. The last new section of track installation has begun. A few of us, under the guidance of Foreman and MOW expert Don Rogers, have constructed the first of two new turnout switches for the last leg: the Northwest Internal Run (I'm calling it that for lack of a better term).

Some great videos are getting posted of our Video Master Lynn Peterson running his new UP train set. Dan Simmons new F7 unit was seen also. I'm jealous.

I'm still hopeful that come April 2021 we can start running as usual.

Steve Tinner, KLS President



*George
and Joe
Allen on
the track
for the
day*



NEWS ITEMS, PERSONAL AND EDITORIAL COMMENTS IN THIS
PUBLICATION DO NOT NECESSARILY REFLECT THE VIEWS AND OPINIONS OF THE KLS
CORPORATION. KLS IS AN ALL VOLUNTEER, NON-PROFIT 501C3 ORGANIZATION.



ADA passenger car available



Like us on Facebook

Facilities & Track Work Continues

By Don Rogers

The work of the yard and track work groups for August has been on track (so to speak). We are trying to keep our working groups small in number during the pandemic. Even so, we are getting a lot of projects done.

Here is what we were able to accomplish in August 2020.

- Installed protective plywood paneling on the lower walls of the new metal building. Thanks Steve Tinner, Bill Dumbaugh and Dan Simmons.
- Removed the concrete crossing on the middle loop and replaced with standard track and ties.
- Installed additional barbed wire at the loading area pad to enhance security in that area. Thanks Dan Simmons and Jim Sigman.
- Installed new wheels on 10 foot donated engine maintenance stand for the new building. Thanks Steve Tinner, Jim Sigman and Greg Slobodzian.
- Constructed a new right hand remote operated switch. Operating mechanism is in progress. Thanks Dan Simmons, Steve Tinner, and Tom Huffman.
- Replaced the remote switch frog at the concrete crossing near the derail switch. Thanks Greg Slobodzian.
- Installed track hold down pins in various sections of mainline and new loop track. Thanks Bill Hartung, Russell Bates and Bill Dumbaugh.
- Sized and cut ties for a left hand remote operated switch. Thanks Tom Huffman.

Upcoming plans as conditions allow:

- Install in ground wiring for the wye signals system.
- Continue to replace aluminum frogs with steel frogs as they become available.
- Install new track panel hold down pins.
- Continue working on trimming and grading the new track.



THINGS TO REMEMBER IF YOU MAKE IT TO THE TRACK

1.

Don't forget to sign in every time you visit the track and be safe.

2.

Please, return borrowed tools to where you got them from. We are missing some tools. If you find you have tools engraved or marked as belonging to KLS, please return them.

3.

Lower the hydraulic lift completely, turn off the power and lock the switch after use.

4.

Make sure the heater / lights are off, alarm system is on and all doors and gates are locked when leaving the track.



Left: New loading area barbed wire.

Top: Completed paneling in the new metal building

TRACK EXPANSION UPDATE!

On Track

By Tom Huffman
Track Committee Chairman

Work continues on the trimming and ballasting of the track. We have also started to build switches for the next leg of our expansion.

The proposed route may be changed to connect farther north. The new connection will be just south of the concreted crossing at the North end. A long approach would have to be built like there is at the "Y" if the route selected now was built. There will be a savings on fill and ballast due to the grade differences, and it should also be a more interesting route for viewing and train operation.

Thanks to everyone who helps with track maintenance. It can be pretty physical shoveling ballast and such.

Track Work Days

Join us on a Tuesday or Thursday.

The fun starts at 9am weather permitting.

Top Right:
Dan Simmons finishing the RH switch.

Right:
Greg Slobodzian working on the Y-1 switch frog replacement.

See the full track map at www.kitsaplivesteamers.org



September Sunshine

Please encourage our members that we miss; email, call or drop an encouraging card. Especially during this time of requested isolation, please don't hesitate to keep in touch with each other to just say "Hi, we're thinking of you." It's always nice to know someone is thinking about you! Also, please remember caretakers if appropriate. *Please stay well!*

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Auburn, WA 98092-9627
360-880-9713

GEORGE HOKE — GET WELL
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Bellevue, WA 98006-2148
gengh@aol.com / 425-641-5026

NICK BUELL — GET WELL
4606 SW 314th Place
Federal Way, WA 98023
nicktrain@aol.com / 253-252-2764

If you know of someone who needs encouragement, call Carole 253-566-3843 or email withane65423@gmail.com



A PESSIMIST
sees a dark tunnel

AN OPTIMIST
sees light at the end of the tunnel

A REALIST
sees a freight train

THE TRAIN OPERATOR
sees 3 idiots standing on the tracks

Switch Fundamentals

By Walt McGowan

Originally Published June 1992

Reprinted January 2007

This is an update of Switch construction which Walt wrote for KLS in June 1992. Reference the sketch of a right hand switch (not to scale).

The stock rail is a tangent, that is a straight line and is set in the main line. It must always be a tangent, no bending.

The curved stock rail is a radius to match the frog, which has a number. Most frogs at KLS are a #9 which dictates a curved stock rail of 75' radius. The radius may have a tolerance of +/- 5' but no more. If a lesser radius is used its like the frog is putting a kink in a curved rail — not a good thing.

We bought about 13 switches from the Monroe track and there was one frog #10 amongst them, 100' radius curved stock rail. I do not know where it is in our track.

The curved stock rail must not have a kink at the toe point "A". It must be a smooth exit from the tangent. See the offset method of joining curves to tangents. If there has been a reverse curve approaching the leading switch points, there must be a tangent of at least 6' to 10' before the switch points.

Switch throw: The movement of switch points must be at least $\frac{1}{2}$ ". The switch points may be recessed very slightly into the toe "A" and the stock rail. The recess must not be more than 0.05". More than that will cause a bump and when the train is coming the other way, (trailing point) it will hit the bump and derail. A small recess can be taken care of by the 10 degree wheel profile and 0.09" flange radius.

The curved closure point is usually a machined tangent. It should not bang before joining the curved fixed closure rail. It is part of a curve to match the curved stock rail radius. Lets see what happens when the train is directed to the curve. Obeying the laws of motion, the train wants to continue on the tangent. When the curved closure switch forces it to go right, it runs hard against the curved closure rail, heading towards the frog point. To avoid this, a guard rail is used at a point before and aft of the frog on the curved stock rail. This guard rail forces the wheels hard against the

curved rail. The gap must not be more than $\frac{1}{4}$ " to ensure the left wheels do not pick the frog point. There is quite a force on the guard rail and it must be well attached to the curved rail as shown. The lead in angle should be very shallow as the idea is to nudge the wheels into the guard rail slot, not bang them in.

There is another guard rail on the

stock rail. This is not heavily loaded as its purpose is to just keep the wheels well to the left on the stock rail to avoid picking the frog point.

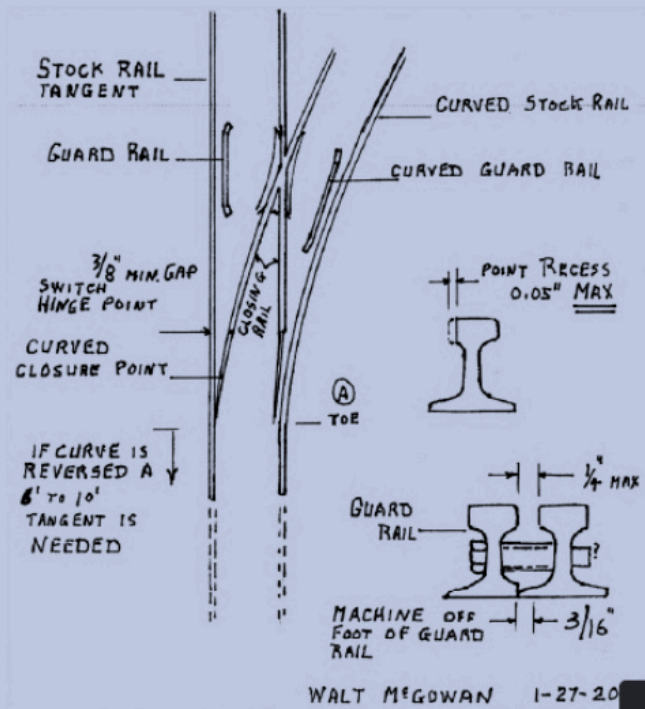
Spring switches: Springs should be strong enough to hold points in place, but still allow a light car such as a caboose to work the switch.

Problem: Sometimes the switch looks OK. Points closed, no muck in sight, yet sometimes the points get

picked. This may be caused by lack of stiffness in the fore and aft direction of the switch. When a heavy load enters the switch, it may cause a slight dip in

the switch middle, which is enough to open the switch point the small fraction to derail the following wheels. Fore and aft 2 x 4s on edge running the length under the switch, or hard tamping when the switch is placed, should prevent this. Use the radius gage on edge to check for level of the switch from the points to the frog.

"Leading" into a switch means you are facing the points and can go either left or right. "Trailing" into a switch means you are approaching the switch on one of the two divergent tracks."



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Conductor and Engineer Training

ANNOUNCEMENT

KLS Engineer and Conductor Training will be held at some point after the pandemic restrictions end. Watch for future emails and Facebook announcements for more news.

Now is a great time however, to download and study the KLS Conduct of Operations. Prospective Conductors and Engineers can go ahead and fill out the Conductor and/or Engineer Qualification Exams as applicable and bring their COMPLETED exams with them when we finally do the training.

Refer to August 2020 newsletter for more details.

If you have questions contact Don Rogers at 360-649-7463 (leave a message if no answer) or email: drogers@kitsaplivesteamers.org

Happy Birthday!

SEPTEMBER

Joe Myall 1st
Ken Klakowich 3rd
Gayla Olsen 4th
Steve Young 5th
Mike Feeley 12th
Andy Frame 15th
Kimberly McCullough 15th
Teddy Karanson 15th
Patricia Gundlach 20th
David Graham 23rd
Mike Skripeck 26th
James Nystrom 28th
Brittany Bowie-Morrell 30th

OCTOBER

Nathaniel Wagner 1st
Brian Stanley 3rd
Jesse Thompson 4th
Alice Brown 13th
Michael Parker 15th
Chuck Frame 20th
James Graverigkt 28th



Welcome New Members

MABEL & THOMAS CHIN

P O Box 13811 / Mill Creek, WA 98082
smm.crew18@gmail.com / 425-218-1602

FRED FEIETAG

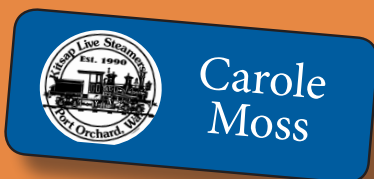
2821 SW 172 nd Place / Burien, WA 98166-3245
ouofofeietag@gmail.com / 206-235-1037

Name Tags

One name tag is provided free for a new Individual Membership, and two are provided for a Family Membership. Replacements or additional name tags for members can be ordered for \$14.00 each.

These are provided with a pin back. If you would like a magnetic attachment, it is available for \$16.00.

Please contact Carole at withane65423@gmail.com or 253-566-3843 for replacements or additions.



If you would like a personalized ID badge shown at left, call Steve Tinner at 360-990-2577 or email: cat.scan@yahoo.com.

Each badge is double sided and comes in a water resistant pouch with a clip.

They are \$5 each paid directly to Steve.



Notify Carole (info above) if you have changes to your contact information. The Membership/Renewal application form is also downloadable from our website www.kitsaplivesteamers.org.

MEMBERSHIPS KEEP KLS MOVING AND GROWING!

Don't let your membership get derailed *Watch for emailed Membership Renewal Notice forty-five days before expiration!*

Renew and pay by Mail: Go to www.kitsaplivesteamers.org, click "Become a Member" on the green header, or log on and see "Membership Renewal." You can print an application and mail with your payment. Be sure to verify your information.

Renew and pay by Online: Click the red renewal button appearing beside your name in "Profile." You will have the opportunity to review and verify information before clicking "Finish and Proceed to Payment." Your credit card billing statement will show as CKB#KLSteamers. Print your receipt and you're done for another year!

Fees remain the same:

Family membership \$60; Individual membership \$40; Associate Membership (50 mile radius) \$20.

When you shop on Amazon

Choose Kitsap Live Steamers as your charity and Amazon will donate a percentage of your qualifying purchases to us! It doesn't cost anything and is so simple!

If you need help, contact Brittany Bowie at Brittany.bowie@hotmail.com



NOW AVAILABLE Logo Flexfit Ball Cap

Black with embroidery KLS logo, one size fits most. No minimum required.

Call Carole: 253-566-3843 or email her at: withane65423@gmail.com



GO THE KLS WEBSITE'S HOME PAGE AND CLICK ON THIS LOGO ON TO SEE ITEMS FOR SALE! WWW.KITSAPLIVESTEAMERS.ORG