



August 2016, Houston Area Live Steamers, Volume 2016 Issue 8, Rick White, Editor



March 27, 1943 – August 16, 2016

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Houston Area Live Steamers
25th Anniversary Meet
November 9-13.

HALS 25 Years

1991  2016

Houston Area Live Steamers

Howdy Everyone

The fall 2016 Train meets will soon be here. There are several great meets on the schedule and one you really need to have on your schedule is the **Houston Area Live Steamers 25th Anniversary Blowdown Meet November 9-13**. We will open the gates at noon on Wednesday for the early arrivals and RV'ers. Then Thursday will be open track all day.



Everyone whom participated last year in the On-Time competition on Friday had a great time and we will repeat that contest again this year. I know last year's champion is already talking about defending his title. Returning also this year will be the train parade on Saturday afternoon. There are a couple more events in the planning stages and will be announced as they become finalized. And like always Sunday will be time to wrap it up and plan for our next crossing.

We missed very much visiting with everyone at our SWLS Memorial Day weekend meet when we had to cancel for rain, so now's the time to come back and catch up with old friends and make some new friends. Mark your calendar now. Schedule that vacation time. Dust off, clean, fuel, charge them engines now. More info at www.hals.org/meets Questions? E-mail to halsmeets@hals.org

Greg Moore

SWLS Meet
Southwestern Railroad
Magnolia, Texas
Brent & Melissa Courtney

As I write this it is HOT and miserable, but September will be here soon and that means cooler temps and lower humidity and our first September meet at the Southwestern Railroad. Official dates are September 9-11, but you are always welcome to come early. The track is in great shape and ready for some heavy use.

In the past we have had Thursday and Friday meals at the track, usually just something Melissa puts together at the last minute, I am sure we will do this again. Saturday we will have a fajita dinner and it should cost about \$12 - \$15 each.

Magnolia Inn (281) 259-6119 and Executive Inn (281) 259-8200 are about five miles away. Unfortunately I don't have room for campers but a brand new campground just opened about four miles down the road at Magnolia Forest RV Park 281-259-9700 stay@magnoliaforestrvpark.com.

I do have plenty of space for tents.

If you have any questions call my cell 832-651-6812 or home 281-259-9995 or e-mail: southwesternrailroad@gmail.com

The address is 20327 Sapphire Circle Magnolia TX 77355, hope see y'all in September.

Brent & Melissa



Upcoming HALS Events

Date	Description (All activities at Zube Park unless otherwise indicated)
September 2016	
03 September	Work Day (9:00 AM)
09 – 10 September	SWLS Meet at Southwestern RR in Magnolia
17 September	Public Run Day (09:00 AM to 01:00 PM)
19 September	Board Meeting (07:00 PM) at Zube Park
24 September	Operations Day (8:30 AM set up, 9:30 AM start up).
October 2016	
01 October	Work Day (9:00 AM) & General Membership Meeting (01:00 PM)
15 October	Public Run Day (09:00 AM to 02:00 PM)
24 October	Board Meeting (07:00 PM) at Zube Park
22 October	Operations Day ((8:30 AM set up, 9:30 AM start up).) DATE CHANGE
November 2016	
05 November	Work Day (9:00 AM) & General Membership Meeting (01:00 PM) with elections.
10 – 13 November	HALS Anniversary Meet
19 November	Public Run Day + Toys for Tots (09:00 AM to 02:00 PM)
28 November	Board Meeting (07:00 PM) at Zube Park
December 2016	
03 December	Work Day (9:00 AM) & General Membership Meeting (01:00 PM)
05 December	Board Meeting (07:00 PM) at Zube Park (Optional)
10 December	Christmas Party, time to be determined.
January 2017	
January 7	Work Day (9:00 AM) & General Membership Meeting (01:00 PM)
January 21	Work Day
January 23	Board Meeting 7 PM at Zube Park
January 28	OPS Day 8:30 AM to 3:30 PM
February 2017	
February 4	Work Day (9:00 AM) & General Membership Meeting (01:00 PM)
February 18	HALS at Greater Houston Train Show
February 20	Board Meeting 7 PM at Zube Park
February 23-25	Chugga Chugga Chili Fest
March 2017	
March 4	Work Day (9:00 AM) & General Membership Meeting (01:00 PM)
March 11	Work Day, prepare for our 2017 first public run day
March 18	Public Run Day 9AM to 2 PM
March 25	OPS Day 8:30 AM to 3:30 PM
March 27	Board Meeting 7 PM at Zube Park

The Presidential Siding**August 2016**

Hello all,

HALS lost a long term member this month after a long battle with illness. Ed Rains passed and will be missed.

Rest in Peace...

It looks like we are beginning to make more progress on the New Car Barn. Bob Barnett is working on getting the main doors and having them installed. Dennis Cranston is working on the design of concrete pad the Transfer Table will sit on. Peder Serkland is working on the design of the Transfer Table. Rich Businger is working on the approach tracks and associated yard. Rick White is working on the Racks for the inside of the New Car Barn.

Dennis Cranston and I met with the County personnel to discuss the design of the concrete pad and any impact it may have on the environment. We received some good input from the County and are incorporating the input into our design work. Due to the size of the project, we will be required to obtain written approval from the County before we can pour the concrete slab. Our goal is to have the New Car Barn operational by the 1st of January. We are hoping to have the concrete pad, the base for the Transfer Table, the approach tracks and the first layer of Racks operational by that time. It will not be easy, but that is the goal.

On a different note, 3 HALS Members have stepped up and procured steel grating for the Phase IV Bridge which Dan Droogleever is leading. As we use that steel decking on the bridge, we will reimburse them for the steel decking. Where the original plans show wood for the deck, it will be replaced with the steel decking which should be stronger and will certainly last longer.

Even though we have received a lot of rain in the last week or so, the track has held up very well. There is still some work to be done in the Anderson Loop area and Gator Crossing, but it is all useable. There has been some work done in the Sand Springs area and the repair in that area and in Black's Crossing will be starting shortly and is scheduled to be complete before the Anniversary Meet, returning us to full operation. A big Thank You to all of you that are still working on track repair.

Greg Moore is hard at work on the details of the upcoming 25th Anniversary Meet. We will see the return of the Parade of Trains and speed (controlled!) contest from last year that were such big hits. Donna Greene and the Concessions Team have special Anniversary shirts and hats available which look really nice.

Looks like the weather is improving a bit and I personally plan to get out and run my engine. I look forward to seeing others come out and do the same without needing a Meet and without the activities of Run Day.

Later,

Bill Smith

President, HALS, Inc.

Home of the Cypress Creek & Southern Railroad

Email - steamerbill@att.net

Ed Rains

March 27, 1943 – August 16, 2016

The Builder

Ed has made a few things for HALS that we still use all the time. Ballast cars, spray car, critter to pull the spay car, and six side dump cars. The ballast cars still belong to the Rains family, but the rest were made for or sold to HALS. Photos by Rick White.



Above: From January 7, 2005, when we put in the first concrete ties at HALS. Labeled for GRR, now covered over.

Right: Jim Cash and Ed Rains ballasting the new spur at Boneyard. 2005-0402





Left: Pulling ballast back to the door that flops open when the ballast hits it. No more back breaking shoveling. Ed Rains ballasting the new spur at Boneyard. 2005-0402

Below: Version 1 of the HALS Spray Car on a standard flat car. Ed still has this MKT flat car. 2005-0716



Ed Rains pushing Version 1 of the HALS Spray Car that is on a standard flat car.



Bill Howe Version 2 of the HALS spray car. Longer, with storage at one end. 2012-0421



HALS Spray Rig ready to roll with three containers of herbicide. 2016-0131



Bill Laird and Ed Rains build the HALS spray rig critter at the WOF Critter Clinic 2011-0625. Bill was the teacher and Ed built.



Left: Ed Rains with the HALS critter running while up on blocks. 2011-0625

Below: HALS Spray rig critter with two jugs of herbicide on for the ride. 2014-0227





Ed Rains is filling the second C&IG sidedump car. Norman Beveridge looks on. The reason we knew we wanted side dump cars for fixing phase III came from this trial. And three was just not enough. 2012-1201

Gilbert Freitag cut and bent the steel for the six cars.



Ed Rains welding on the end of the first car, a trial before doing the other five. Red glow should be there. 2014-0410



Ed Rains checking his welds. We used a rope to hold the body tight to the end piece. Frame with trucks mounted,, ready for the body. We designed the weight to transfer straight down to the truck bolster and not through any frame pieces. 2014-0410



Ed Rains, tired after welding for hours. We built one car and tested it before building the other five. 2014-0410



Ed Rains is dumping a load of crushed concrete into the test side dump car. 2014-0412

The test car worked well and we proceeded to make five more.



Bob Barnett and Ed Rains dump a load of crushed concrete using the new side dump car. 2014-0412



Ed Rains beside the side dump cars that he welded together. 2014-0710 Yes, it took three months to get here, five times the work!



Painted and lettered CC&S 211. Metal fabrication for the body by Gilbert Freitag. Rest of work by Ed Rains and Rick White. 2014-0802 One of six. Four months work.

HALS Work Day

August 5, 2016

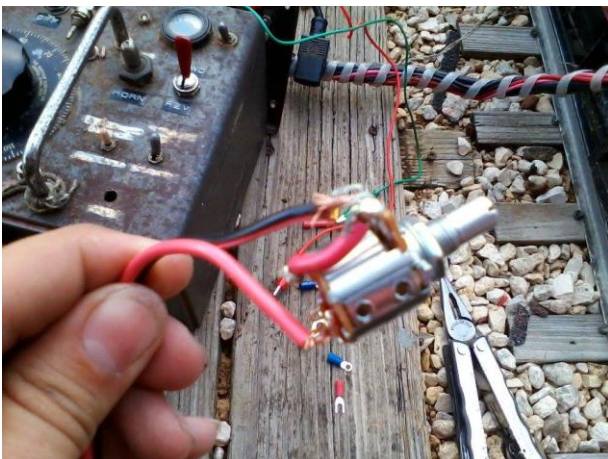
Spence Gaskin

Peder Serkland and JB Cason sent out the message for a work day today, and I made it back to the track for the first time since mid-June. Rick White and JB Cason ran a spray train taking care of weeds. Doug Blodgett ran the Ford tractor, and with help from Pete Greene and the others cleared out the area behind the back shop enough to reach some of the Ford's attachments. Doug Payne ran Ed Rains's Kubota tractor some, but it will be leaving HALS soon. Pete and Peder worked on the track approaching Anderson loop, but the heat kept anyone from working into the afternoon. The main exception to that was a new member Brent Lowery who was doing some great work shoring up the tracks next to the old car barn. He dug out the rotting lawn timbers and was replacing them with concrete blocks. I had to leave early, but it looked like he might be getting some assistance, or at least observers.

I was working on the wiring on my locomotive for most of the morning, so I may have my work credits a bit mixed up. My main accomplishment was tracking down a pesky short that had yet to leave me stranded, but did produce a slight 'tingle' when touching the metal control box. In the process I did burn out my headlight while tracking it down, but glad to have that problem out of the way. I also added a pot switch to the control box in order to operate an artificial smoke unit. I bought the item off eBay and the shipping has really delayed it...but I figured I could at least get the engine ready for when it arrives. Smoke unit was ordered from:

http://www.ebay.com/usr/chopperflyboy?_trksid=p2047675.l2559

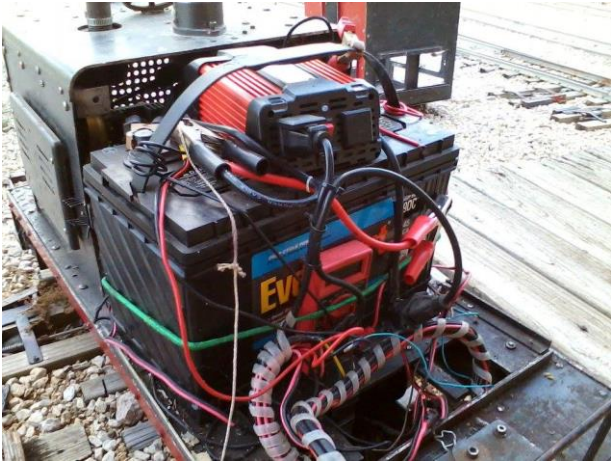
I did find one guard rail knocked off a switch by the crossing under the powerlines near lakeside. I screwed it back into place and ran my engine through it...but it could probably use a more experienced eye checking it out.



The new pot / switch



Metal control box with tingle



Wiring Frankie



The metal control box close up



Rick White on the spray car and JB Cason running UP 9449



Looking at Lakeside Junction



Switch without guard rail



Guard rail re-installed



Brent Lowery, Peder Serkland,
and JB Cason

HALS Work Day
August 5, 2016
Rick White

Spence Gaskin gave the story in words, just some more photos.



Doug Blodgett taking the Ford tractor out to clear behind the back shop.



Doug Payne has spent many hours fixing and maintaining the Ed Rains's Kubota Tractor. He takes it out for his last run before the tractor leaves HALS.



ABOVE: Doug Blodgett clearing behind the back shop.

LEFT: Pete Greene clearing behind the back shop.



Spence Gaskin working on Frankie



JB Cason taking the spray train into the car barn tracks.
UP 9449 went into each car barn and engine barn track.

Help HALS get \$\$\$ while you shop!

Amazon Smile

Kroger's Community Rewards

Amazon Smile and Kroger's Community Rewards are efforts by Amazon and Kroger to support the non-profit organizations that their customers believe in. You can help HALS by using them. Instead of going to Amazon.com, go to <https://smile.amazon.com/> to do your Amazon shopping. Pick out Houston Area Live Steamers as your choice of non-profit organizations. If you shop Kroger and have a Kroger rewards card, then go to <https://www.kroger.com/account/enrollCommunityRewardsNow> and select Houston Area Live Steamers (oops, they wrote down streamers). This does not take anything away from you – it just gives money to HALS! These programs bring in 30 dollars a month with only three members in each right now. This does not cost you more, but does contribute to HALS.

Ed Rains

March 27, 1943 – August 16, 2016

Worker



October 5th, 2002,

Ed Rains leveling the right of way for Anderson Loop.

This is why Ed bought his Kubota tractor, to have fun building the railroad!



May 5, 2004

Phase III is complete! Linked the ends. Ed used his tractor to help build the right of way.



May 31, 2008

Ed Rains smoothing the classification yard while carrying road base. By spreading thin layers and packing by driving over, the road base was smooth, level, and packed for the classification yard and passenger station.



December 1, 2012

Ed Rains filling the ballast tipple.

April 6, 2013

Ed Rains filling his ballast car right next to his loco.

These were emptied by tipping over, the reason we needed side dump cars.



November 28, 2014

Bob Barnett holding on tight and Ed Rains drilling away.

New car barn post holes going in.





March 14, 2015

Ed Rains's nail gun was a real time saver. Pete Greene looking on.

This may have been Ed's last work day at HALS.

Bill Smith Photo

HALS Work Week Report

August 6 - 12, 2016

Peder Serkland

The Saturday, August 6, workday was a great success! We had a good turnout despite the increasing heat and we got much accomplished. I fear that in recounting the days I too often leave out many of the things that get done; my apologies to all that I have overlooked.

The two big Saturday accomplishments were the opening of Anderson Loop and painting of the north and south sides of the new car barn.

Anderson Loop was done by a tremendous turnout: Pete Greene, JB Cason, Bill Smith, George Leventon, Robert Briggs, myself, and a young fellow named Asher, who is working on a merit badge. It was the biggest track crew I can recall for a recent effort and I was astounded at both the amount of help and the effectiveness of working together.

Unfortunately for Bob the turnout for the car barn went the other direction. With tremendous resolve he kept the project moving in a solo effort and painted two of the three main walls. Kudos! The east wall remains to be done. It isn't so tall so less ladder/scaffold work is needed. Please do contact Bob Barnett and give him a hand on this major enhancement to the park.

The southern steel support for the steaming bay gantry was cemented in by Gary Brothers, Rick White, and Rich Businger. The north support was placed on Wednesday, August 10, by Gary and Rick. Some hands will be needed to wrestle the crane track into place. Contact Gary Brothers if you can lend a hand.

Rick White and JB Cason got some much needed weed spraying done on Friday, August 5 . The heat has spurred some incredible growth. The effects of the spraying are now showing well.

The Thursday, August 11, mini work day with JB Cason, Spence Gaskin, Gary Brothers, and I, also got a few nice things done. The areas of Anderson Loop that were thin on ballast were filled in as were some of the smaller washout areas of East Sumrall. The car barn lead from the main had developed a severe lean to the north. Building on the great work Brent Lowry had done on repairing the shoring along the ditch, the track was ballasted and leveled. Gary continued work on the crane with assistance from Spence. And Spence worked on his Frankie.

This coming Saturday, August 13, isn't an official work day but it is the last weekend before the public run day and the last weekend to make ready. Mowing is needed in the areas the county does not reach. There are a couple of squawks on track near the small engine shed and on Anderson Loop. There were no derails running in the public run day direction but there have been several derailments while running in reverse. The ballast tipple needs refilling. As always there is much for anyone looking to do their favorite flavor of tinkering.

Again, my thanks to everyone sticking it out through the heat and especially to those who quietly work behind the scenes with little recognition.

HALS Work Day

August 6, 2016

Rick White



Doug Blodgett working on his blow down valve, it lets the boiler pressure out.



The blow down valve shows on the outside of the fire box behind driver #4.



ABOVE: Gary Brothers levels the legs for his gantry lift.



RIGHT: the 12 volt battery charger that Clyde Brown uses. Clyde has this because it fixes sulfated batteries.



ABOVE: The wall made from concrete blocks. Looks great, should last much much longer than the landscape timbers.

LEFT: Brent Lowery's supplies to fix the walls in the back ground.



Doug Blodgett returning his loco to the engine barn after working on the blow down valve.



Bill Smith headed off to other work sites. He rotates through the work sites and gets members to compatible work groups.



Gary Brothers levels the legs and gets them to the proper height.



Looking down in the hole at the leg, flash on the camera.



Bill Smith checking on the steaming bays which is Doug Blodgett and his blow down valve and Gary Brothers with his support for the Gantry Crane.



Robert Briggs and George Leventon resting after moving tons of ballast. The line between East Sumrall and Anderson Loop was fixed!



Robert Briggs and our boy scout helper.



Lunch time at 12:42 PM. Robert Briggs, Bill Smith, JB Cason, and George Leventon.



Gary Brothers with his rail concrete packer and Rich Businger with his shovel of concrete.



Gary Brothers packing the concrete on the first post.



Rich Businger and Peder Serkland discussed the track to the transfer table and how much longer the concrete pad needed to be.



Bob Barnett single handedly painted the north side before the meeting and is finishing up the south side at 3:09 PM.

Ed Rains**March 27, 1943 – August 16, 2016****BOD Member**

The board positions held by Ed were:

2003: VP Admin

2004: VP Admin

2005: VP OPS

2009: VP Admin

2010: VP OPS

2011: VP OPS

2013: Jr. Director

2014: Sr. Director

2015: VP Manpower

Thanks to Greg Moore for this list. We do not have the 1991 – 1999 list of officers.

During the 2003 – 2005 years, HALS put together the operations manual we use today for safe operations of trains at HALS. Ed was a critical thinker and in charge of this effort, feeling very strongly about getting practices documented and followed. We did not want to have written practices that we no longer followed nor have practices that were unsafe. That critical thinking has helped us stay safe these many years. We continue to use the safest type of public ride car we know about. We gave up entirely on models of passenger cars. And recently, we tried cars with boat seats and found that unsatisfactory from a safety and cost perspective. This focus on safety has continued in the HALS organization with the emphasis by the VP Track on improving the track significantly and by widening the right of way. The emphasis on annual maintenance of all passenger equipment also continues.



2011 Board of Directors



2005 Board Meeting with food and the big gavel



2009 Ed leading a training session. Ed gave dozens of training session like this and on the trains. DH3 photo

LEFT:



Conductor Ed Rains is training Brandon to be conductor, HALS Public Run Day, 2012-0421

HALS Work Day
August 8, 2016
Gary Brothers



Leg assembly set in holes, needs raising a bit and leveling before cementing in place. I used Walt, the Ford tractor, to lift the leg assembly.

HALS Work Day

August 6, 2016

Rick White and Gary Brothers

Gary Brothers asked for help setting the second pair of legs for the steaming bay Gantry Crane and I answered the call. Last Saturday, Gary, Rich Businger and I set the first pair of support legs. One more set of support legs needed concrete, and we did that today. First Rick's photos.



ABOVE: Two bags in the hole and the vibrator is packing the concrete.

LEFT: Two bags in the hole with Gary Brothers packing the concrete with his vibrator. We did not have the vibrator last Saturday and Gary had to pack concrete by hand.



Both posts set and Gary Brothers is resting. 9:46 AM



LEFT:
Dennis Cranston talking about the steel grating for the Phase IV bridge.

Now Gary's photos.



Rick White mixing concrete.



Rick pouring concrete into the hole.



Rick shoveling thick concrete on the top for Gary to smooth out.



The finished concrete after Gary smoothed it out.

HALS Work Day**August 11, 2016****Spence Gaskin**

Went to do some more tinkering with my locomotive today, and found some good work going on. After replacing some damaged sockets and adding a voltmeter to my engine, I joined JB Cason and Peder Serkland who were working on the track leading into Anderson Loop that had washed out so badly. They continued the work done last Saturday that had already filled in all the washouts. Quite an achievement! The track looked great and is back in service.

Between last Saturday and today, JB and Peder had almost emptied the tipple by this point. I used my engine to fill up the side dumps a couple more times and we filled in the worst of the washouts around Sumrall, including the "water for steamers" siding. These tracks are now in good enough shape to at least use for operations etc.

When we made it back to the station, we saw Gary Brothers was working around the steaming bays. He rigged up some rails to check if the two gantry supports were level with each other. They were within half an inch! At most a shim will be put in between the road side support and the gantry track as required. JB offered to donate a chain hoist rated between 2,000 and 3,000 lbs. to use with the gantry.

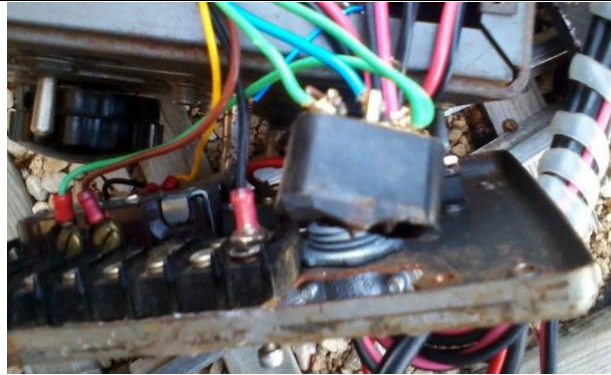
Brent Lowery's work from last week along the ditch by the car barn looked great. Peder checked it out some, and worked on a switch in the area while I assisted Gary. Peder said the switch was quite uneven, but is better now.

Just while we were near the steaming bays the county must have removed half a dozen pine trees from somewhere in the Eastern part of the property. They were trucked out intact on one of those stump removing trucks, presumably to plant in another park, or part of Zube.

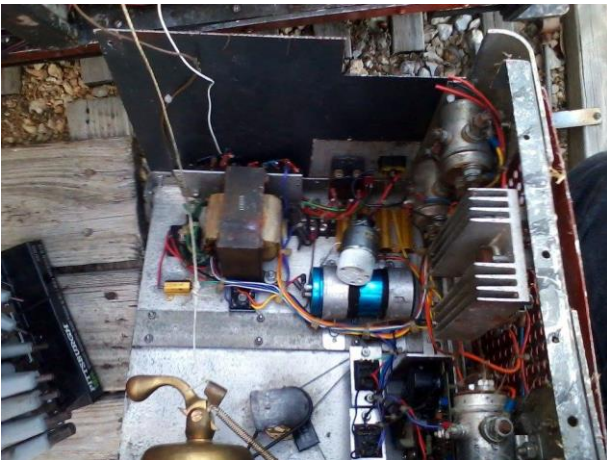
All in all it was a productive day despite the heat. We went through plenty of water. I forgot to bring sodas; we have a number of diet ones, but no regular Coke, Dr Pepper, Sprite, Root Beer etc. Also, the ballast tipple is empty, but the two ballast cars, and two side dump cars have ballast in them.



JB Cason and Peder Serkland were already headed out on a work train when I arrived around 7:20.



Power socket damaged by a drop during the washed out Memorial meet. "before" photo so I would make sure to wire in the new one right. This is inside the control box.



Underside of Frankie's hood. None of these electronics are hooked up except a pair of wires that go to the headlight and the power socket above the blue capacitor thing. That is where I plug in the onboard charger. The outer plug on this was damaged in Nacogdoches. Bell is at bottom of photo.



The little drive motor.



The harbor freight charger that sits inside.



The two replaced sockets. On left from control box, on right from the side of the locomotive where the charge cable plugs in.



Peder Serkland fixed the Spray Rig critter.



JB Cason takes a short phone break while I get some photos. These guys put down a bunch of ballast today. The tipple is empty!



Peder Sekland leveling ballast by hand. Tools are right behind him.



ABOVE: JB Cason on the phone and Peder Serkland using a rake to level the ballast.

RIGHT: The hard to see (in door way) digital multimeter will be removed eventually. Found a vintage voltmeter that seemed like a good fit. Put it in today, will do some more permanent wiring later.





Gary Brothers did some checks to see how level the gantry track will be. Looked good!

Ed Rains

March 27, 1943 – August 16, 2016

Operations

Ed has been involved in operating sessions on indoor model railroads for over two decades. He was often the dispatcher of Gil Freitag's layout. He brought that enthusiasm to outdoor ride on railroads. Before HALS started operating, he took part in operations on the Comanche & Indian Gap at Priddy, Texas. I do not know when HALS operations started, but it was before 2003 when the first photo here was taken. Ed has always supplied the waybills we use, having written the program in Pascal. He changed computer languages over the years, but he has always been our supplier of waybills. Often he has been trainmaster, running the show.



Ed Rains sorting out cars for an OPS session. 2003-1129



The only one with paper work for the OPS session: Ed Rains January 29, 2005



At Left:

HE&WT Mixed train during a C&IG Spring Fling. Three passengers and three empty seats. It was loads like this that let Ed know he needed a larger loco. May 13, 2005



A year later, May 6, 2006, Ed has that new and bigger loco operating at the C&IG.



Ed Rains switching the Michigan Central at Romeo. September 9, 2007



Ed Rains engineer with conductor Doug Geiger and brakeman Virginia Freitag. C&IG May 16, 2008



August 29, 2009 Doug Blodgett, Ed Rains (Trainmaster - making out waybills), Wiseman grandson, Claude Wiseman, checking waybills against the cars in each sting. DH3 Photo



Gordon Bliss (conductor) and Ed Rains (engineer). 2013-0126



Ed Rains and Dan Droogleever at Lakeside Jct. February 14, 2015 Ed's last operations at HALS.

Work Day

August 13, 2016

Rick White

Saturday, August 13 was a traditional HALS Work Day. Lots of action all over the place. Gary Brothers headed up a crew that put up the beam for the lift over the steaming bays. Bill Smith checked the track and we will be cutting a few branches on run day morning. Dennis Cranston paid bills. Doug Blodgett filled the ballast tipple and made sure that the Hannah loco was ready for pickup on Monday. Robert Briggs painted the east side of the new car barn after helping Gary. Peder Serkland mowed with the push mower after helping Gary and checking track near Sweetwater with Bill. The photos show some of what happened, but I missed the painting.

Doug Blodgett getting out the Kubota Tractor because Gary Brothers has the Ford at 8:37



Peder Serkland and Bill Smith ready to work at 8:27 AM.



Gary Brothers measuring the beam for drilling holes for the mounting bolts.



Bill Smith checking out the track at 8:42 AM



Robert Briggs and Peder Serkland installing the bolts to hold the beam up at 9:25 AM



Dennis Cranston after paying bills for supplies at 9:27 AM.



Doug Blodgett using Walt to lift one end of the beam at 9:27 AM



Gary Brothers up on his ladder getting ready to instill bolts at 9:27



Peder Serkland installing bolts and nuts at 9:30 AM.



Bill Smith, Gary Brothers, and Peder Serkland relaxing after all the bolts and nuts installed at 10:42 AM



Peder Serkland mowing at 12:43 PM



Robert Briggs using his airless spray rig to paint the east side of the new car barn. 11:28 AM on August 13, 2016. Photo by Doug Blodgett.

Gantry Crane Completion

August 15, 2016

Gary Brothers

Today, I changed out the PVC shim for two steel shims. Then added lock washers and cut off excess length of the U bolts so the trolley would travel entire rail length. I plan to come back later and weld the rail to the leg assemblies and nuts to secure the beam to the supports. The captions add to the story. Only welding and painting needed.



ABOVE: Gary Brothers added the steel plate, nuts, and lock nuts by 10:42 AM 2016-0813 RPWhite. The before cutting off the bolts.

RIGHT: This is the support by the turntable and has no spacer and the bolts have been cut off. 2016-0815 Gary Brothers



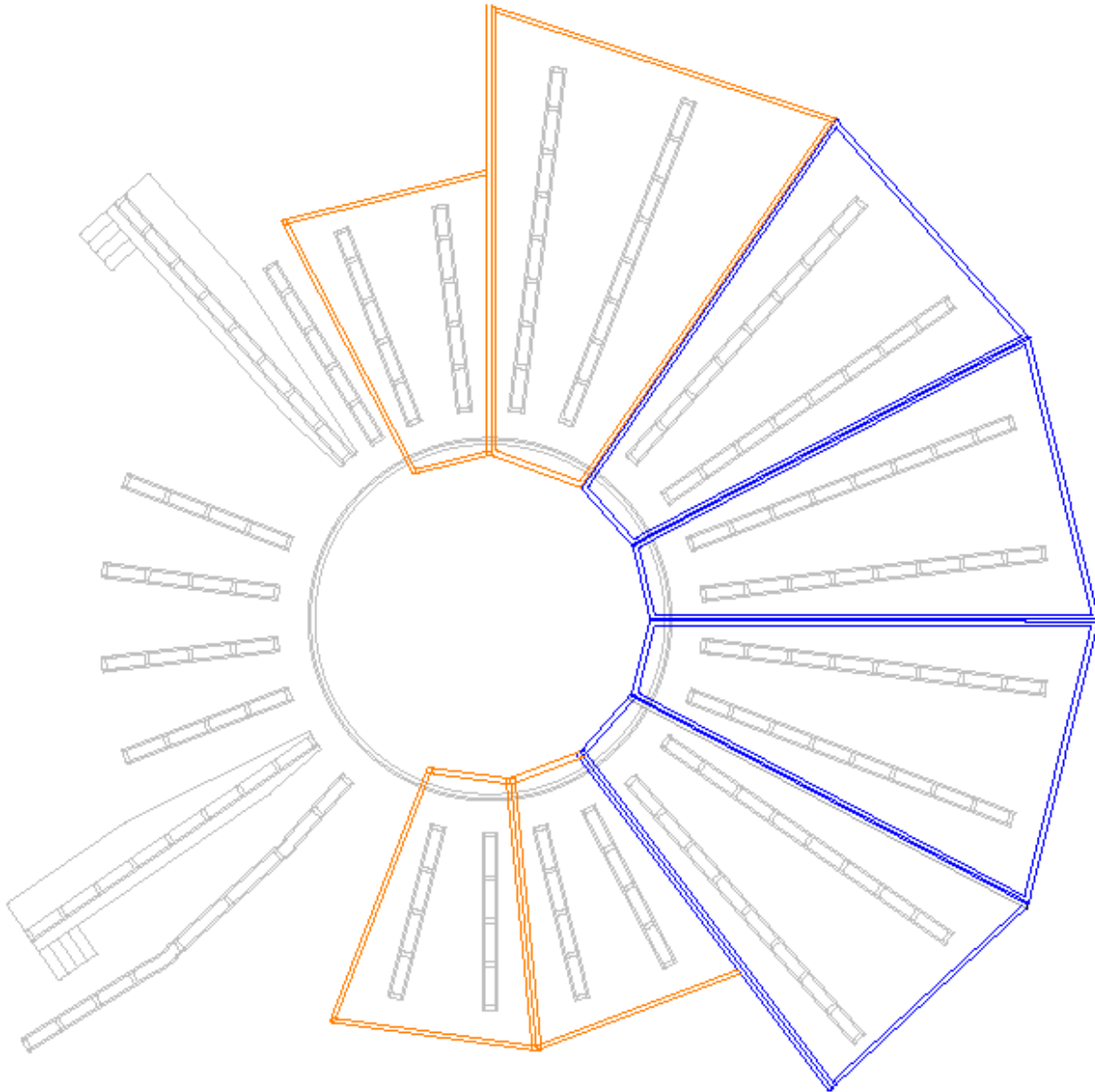
Gary Brothers has both ends complete by 10:42 AM 2016-0813 RPWhite The spacer here is PVC. With the spacer, the bolts do not need to be cut off.



The metal spacers are in place, replacing the PVC. This is the support by the road. The beam overhangs so a load can be dropped onto a pickup bed or a trailer. 2016-0815 Gary Brothers Can be used now for weights under 500 pounds.

The Great Houston Cover Up - Part 1

The Story of How the Houston Area Live Steamers “Roundhouse” Was Designed and Built – by Doug Blodgett



Bays in blue were the initial construction in 2006. Orange bays are the 2007-8 addition.

History of the Name

When it's summer time in Houston, members of the Houston Area Live Steamers can always count on Mother Nature to dish up a measure of heat, rain, and humidity, leaving no one to doubt why Houston is claimed to be one of the most air-conditioned cities in the US. I've lived in Houston since 1976 and I didn't really mind the heat when I was younger, but in recent years I feel that heat more and more during the middle of the day at the steaming bays where there is very

little natural shade. The humidity is bad enough, but when you bake in the sun at the same time, conditions can be very dangerous if you don't remember to take care of your body's needs.

Since 1992, members of the Houston Area Live Steamers have fired up locomotives under these conditions, so in 2006, I proposed a construction project to make life a bit easier for those who of us who yearned for some cool shade to fire our engines in. The club liked my idea and decided to do the construction in two phases. We completed the first part of the project in 2007 and the second part in 2008. The shade provided by the cover not only protects us from the sun, but also provides welcome cover from our sometimes torrential rains.



When I presented the initial proposal to the club, I just called it the Steaming Bay Cover, but the sloped, semicircular design reminded so many people of the shape of prototype roundhouses, that it was nicknamed the "Roundhouse"; the name stuck and has become part of the HALS standard lexicon.

I will present the story in four parts. Part 1: The History of the Name, Part 2: Designing the Roundhouse, Part 3: Building the Roundhouse, and Part 4: The Roundhouse – 9 Years Later



Here we have a couple of photos, courtesy of Rick White, showing what the area looked like before the steaming bay cover was even conceptualized. The top photo, taken in 2006, shows me with my 1.5" narrow gauge scale Shay . The lower photo, taken in 2005, shows three engines on the bays from a different view. Shown in the photo are Barry Tobias with one of his famous all brass engines and an unknown helper, Clyde Brown, Cody Crawford (backside), Dennis Cranston, and Tom Herbert.

Next time I will discuss the design of the Roundhouse. It started out as a wood structure and was soon changed to steel which has worked out well.

Ed Rains

March 27, 1943 – August 16, 2016

Meets

Ed loved meets. He always wanted to be where the action was, so he took his travel trailer to meets local and out of town. At HALS he got family to come out and enjoy the train rides with him. He moved from just attending meets to making breakfast meals at HALS. Then he added grilling Friday night dinners. He was in his element behind the grill cooking and talking with other live steamers.



Ed loves dogs.
May 26, 2007, SWLS Meet



Ed and Mary Rains
Ed loves dogs
Chugga Chugga Chili Fest
February 27, 2010



SWLS Meet May 26, 2012



Ed Rains, Gil Freitag, Barry Tobias,
and Virginia Freitag. Anniversary
Meet, November 13, 2010



Above: Ed & Mary with Mary's mother. Anniv. Meet, Nov 10, 2012
Right: Ed & Mary. Ed loves dogs. SWLS Meet, May 25, 2013.



Mary Lou Schoenberg and Ed.
SWLS Meet, May 23, 2014



Ed Rains and Bob Barnett preparing Fajitas for Friday dinner.
Anniversary Meet
November 7, 2014



Above: Ed & Mary SWLS Meet
May 23, 2015

Right: Mary in front of her plantings of a visual barrier with Phase IV. Grew up nicely and needs no more watering. Ed is the conductor.
Chili Fest February 25, 2016





Ed at Lakeside
Chili Fest
February 25, 2016
Ed's last meet
Ed's last day at HALS

Fun Day

August 27, 2016

Rick White

August 27th at HALS started with Doug Blodgett moving his Mikado to the steaming bays and Bill Smith getting his Katy loco ready for a trip around the track. Rick White unloaded his engineer's car and conductor's car and attached the latter to Bill's train. JB Cason unloaded his brand new equipment just after Rick unloaded. JB had help from his son. Bill and Rick followed JB on his first trip around in case there was a problem. We even got Dennis Cranston to go for that trip around. JB had not one issue with his brand new equipment. Thank you Bill for all the good trips around.

Doug Blodgett was steamed up and came around through the station and to the old car barn, where he picked up his freight cars. Then JB's wife Meloni arrived for a ride with the well trained family dog. Meloni took photos of the new train as did Doug Blodgett and I. The photos from Doug and Meloni are posted on the HALS Facebook group and I hope to gather photos for a more thorough JB equipment photo spread in September. JB will be at AV&W on Labor Day weekend meet and the Southwestern SWLS meet the next week. If you go, you can see his new equipment that any Santa Fe modeler will love.

Bob Barnett came out ready to paint, only to find that Robert Briggs had already painted the long east side of the new car barn. Bob made some more door opening measurements for the door contractors.



JB Cason's new box car and caboose.



JB Cason & son. A train has come out of the trailer. Two gondolas from Scott Weatherford. Rest from Titan Trains (old MCC).



Above: JB Cason on the phone on the train on his first run around the track. No derailments. No issues.



Right: Bill Smith looking over JB Cason's ATSF GP7



Above: Dennis Cranston and Bob Barnett.

Left: Bill Smith with his train. Strips and Zebra stripes.



Doug Blodgett with his Mikado.



JB & Meloni Cason with their Santa Fe train on its first day of running.



The east side of the new car barn was painted by Robert Briggs



Bob Barnett making additional door opening measurements.

Coming in September Stack Talk

- Work Day September 3. No meeting.
- SWLS Meet at Southwestern RR in Magnolia, September 9-10
- Public Run Day September 17 from 9AM to 1PM
- Board Meeting September 19 at 7 PM
- HALS OPS Day, September 24 at 8:30 AM
- Your Project

2016 HALS Board of Directors

President	Bill Smith
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V.P. Motive Power & Equipment	Gary Brothers
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Treasurer	Dennis Cranston
Junior Director	Connor Witkowski
Former President	Pete Greene
V.P. Communications	TBD
V.P. Manpower	TBD
Senior Director	TBD

(NOTE: Pete Greene is continuing as the "Former President" since Bob Barnett is still on the Board.)

Editor's Comments

Long hot month. Many work days. Much accomplished. And we threw in some fun runs at the end. That will not make up for our loss of Ed Rains. It was very hard to write up the articles about Ed.

Rick White, Stack Talk Editor

I can be reached and submissions may be made at either of the following email addresses: editor@hals.org Rick.White.Jr@gmail.com

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To reach **all HALS members** send email to roundhouse@hals.org **and** roundhouse1@hals.org

To access the **HALS Public Facebook** page use the following link:

<https://www.facebook.com/HALS.ORG>

NOTE: No Login required

To access the **HALS Internal Facebook** page use the following link:

<https://www.facebook.com/groups/1424915724430631>

NOTE: Login required



Things for Sale

FOR SALE: Screws, #8, 1-1/4" long. 5,000 for \$25.00. **Contact Barry Tobias (713) 729-2199**

FOR SALE: 3/16" Copper Rivets 1-1/4" long. \$10.00 a pound. **Contact Barry Tobias (713) 729-2199**

FOR SALE: 1/2" o.d. Copper Tubing, 3/8" i.d. Type L. \$1.15 per foot.

Contact Barry Tobias (713) 729-2199

FOR SALE: 45% Silver Solder 1 oz. \$12.00 **Contact Barry Tobias (713) 729-2199**

For Sale by Art Morris

Arthur Morris

Email: ruhtra.sirrom@gmail.com

Phone: [832-576-4637](tel:832-576-4637)



Union Pacific high cube box car with MCC trucks and 1.6" steel couplers, \$1200.00.
On Track 1 of the old car barn.



1.6" scale battery powered critter complete and ready to run, \$2500.00.
Call Art Morris to see this critter. In the engine barn.



Art Morris critter kit: main frame parts on the left and cab/hood parts on right.



Art Morris critter kit: electrical components for loco. Parts not easily visible include controller with a MU adapter, headlight castings with sockets, stack, and parts for corner steps.

Critter Kit: steel critter kit with all electricals, hood and cab - \$1500.00. Art will help you assemble this kit at his shop if you purchase this from him.

THE END