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HALS **25** Years
1991 **2016**
Houston Area Live Steamers



Howdy Everyone

The fall 2016 Train meets are 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. Closes noon Sunday.

Everyone who 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

Upcoming HALS Events

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

Presidential Siding

September, 2016

Hello all,

More progress has been made on the New Car Barn. Bob Barnett has ordered the doors and by the time you read this they may have already been installed. The remainder of the team is working hard to prepare for meeting with the County so we can have the Barn operational before the end of this year.

Track repair from the floods is progressing nicely with the final major piece, Sand Springs, Blacks Crossing, having started with expectation to be finished before the Anniversary Meet.

Speaking of the Anniversary Meet, Greg Moore is putting together what appears to be an outstanding agenda for that Meet. I will not steal any of his thunder, but I believe you will enjoy it. I hope that you can all attend. The more the merrier. We are hoping for excellent weather. At least it should be cooler.

After missing Public Run Day last month, we had what looked like a record crowd this month. Mid-morning the line was out into the Parking Lot. We were able to provide rides to all who stayed and the last train running about 01:15 p.m.

Speaking of Public Run Day, Doug Blodgett had his NYC 7113 steamer out pulling the Public and Pete Greene had Engine 400 steamer out pulling as well. These guys put on a good show for the riders and I heard many compliments about the work those two engines were doing. A big Thank You to Doug and Pete!!! Also, a big Thanks to all of the Concessions Team, the Engineers, Conductors, Stationmaster, Trainmaster, and anybody else I may have missed. We had very near a record day by providing rides to a little over 1,400 rides!!!

The election of Officers for 2017 is scheduled to take place during the General Membership Meeting in November. Gary Brothers is leading the election effort again this year and has begun working on the Slate of Candidates. If you have any interest in running for office, please let Gary know and he can put you on the list. If you are looking for Job Descriptions, they are available in the By-Laws which are available on the HALS Members Only page in the website. If you have any questions, please feel free to contact Gary or any of this year's Officers. This is your opportunity to get involved in the management of HALS on several levels.

Another big Thanks !! to Rick White who headed the Operations Day this past weekend. Rick did a great job with multiple freight trains, multiple passenger trains, and some other trains thrown in just because. If you haven't attended an Operations Day, you need to come out and see what it is about. It is a lot of fun, and you will learn something new along the way...

With the weather beginning to cool off a bit and with the track repair coming to a conclusion (at least the flood damage), be sure to come out to the Park, get your train out, give the kids, family, friends, and relatives a ride, and enjoy!!

Hope to see you on the rails!

Bill Smith

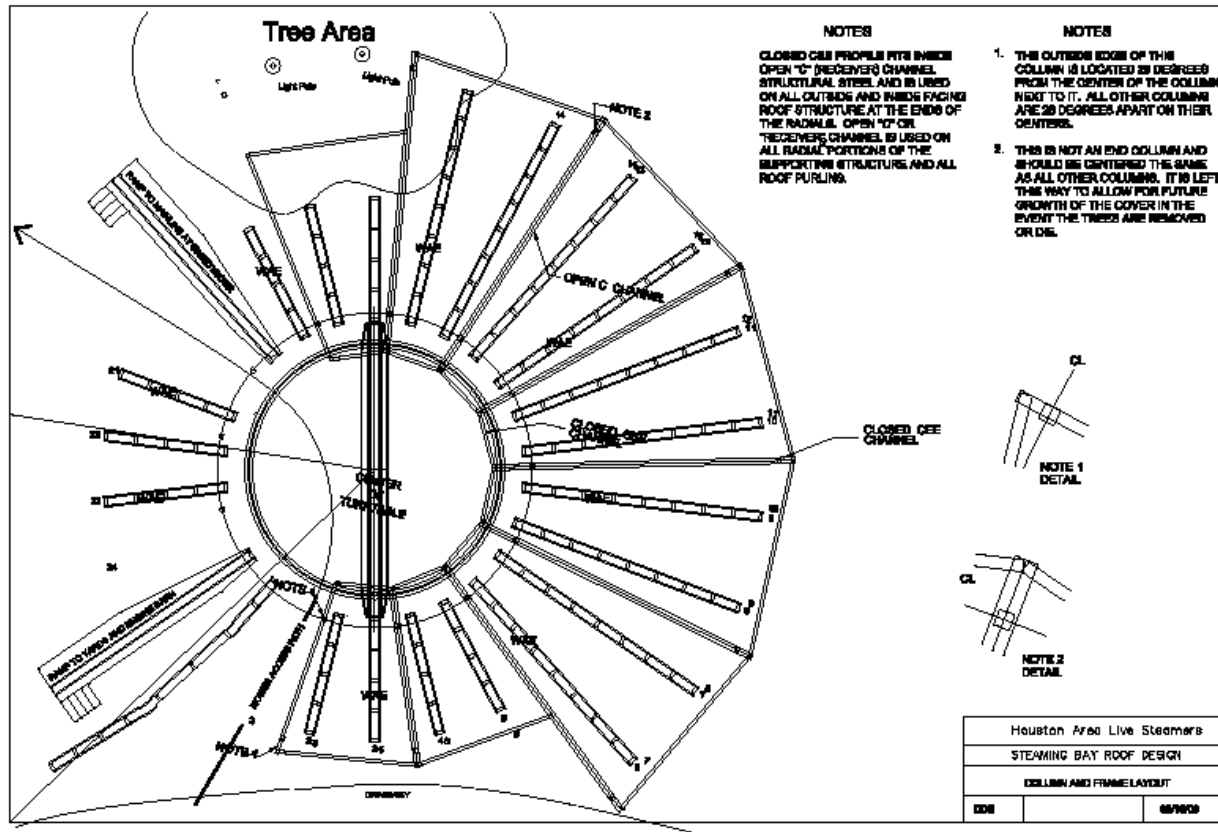
President, HALS, Inc.

Home of the Cypress Creek & Southern Railroad

The Great Houston Cover Up - Part 2

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

Designing the Cover



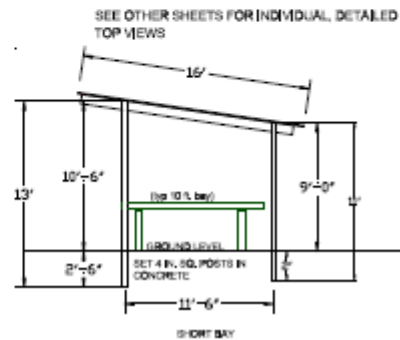
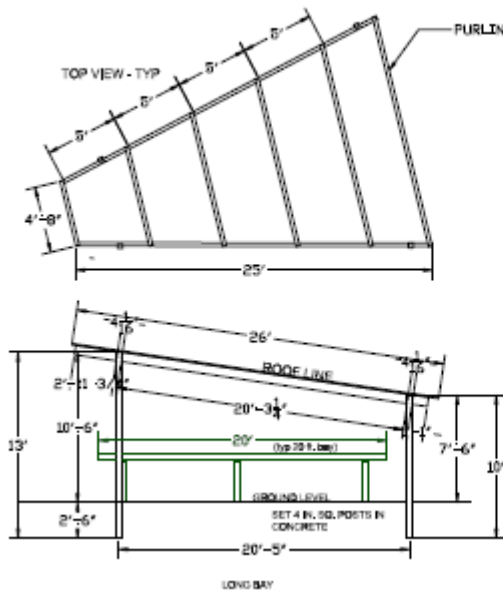
HALS has 20 steaming bays arranged in a circular pattern around a central turntable. There are three ramps intersecting this arrangement at various points leading to the transfer table, the yards, and the mainline. To simplify the design of the Roundhouse, we did not cover the ramps, but still managed to install a continuous cover over 16 adjacent bays. This has proven to be more than adequate for our needs.

When I first started playing with designs for the project in 2001, I realized that this would be a big project for our club to complete so I tried to design something that could be erected in stages as funds became available. Almost immediately, the wedge design came to mind as an easy way to come around in a circle, just like they do in a gazebo. Each wedge

would be just big enough to cover two steaming bays and the wedges could be easily added to as funds permitted. As it turned out, we were able to fund the entire project in two stages, but the wedge concept was still a winner.

Initially, I planned a wood structure because I thought this would be easier for the club members to construct but steel buildings are quite common in this area and several members suggested that I try the design in steel instead. I didn't know anything about steel building design, so I paid a visit to the folks at a building supply company several miles down the road from our track and they easily convinced me that steel would be the better construction material. They helped me convert my wood design into steel and I was surprised how long the unsupported spans could be. I got rid of a lot of the internal bracing that the wood design required, which made for a much cleaner looking structure. Better yet, the cost of building in steel was cheaper than building in wood which, coupled with less maintenance on the finished structure, made the steel building a winner for the club.

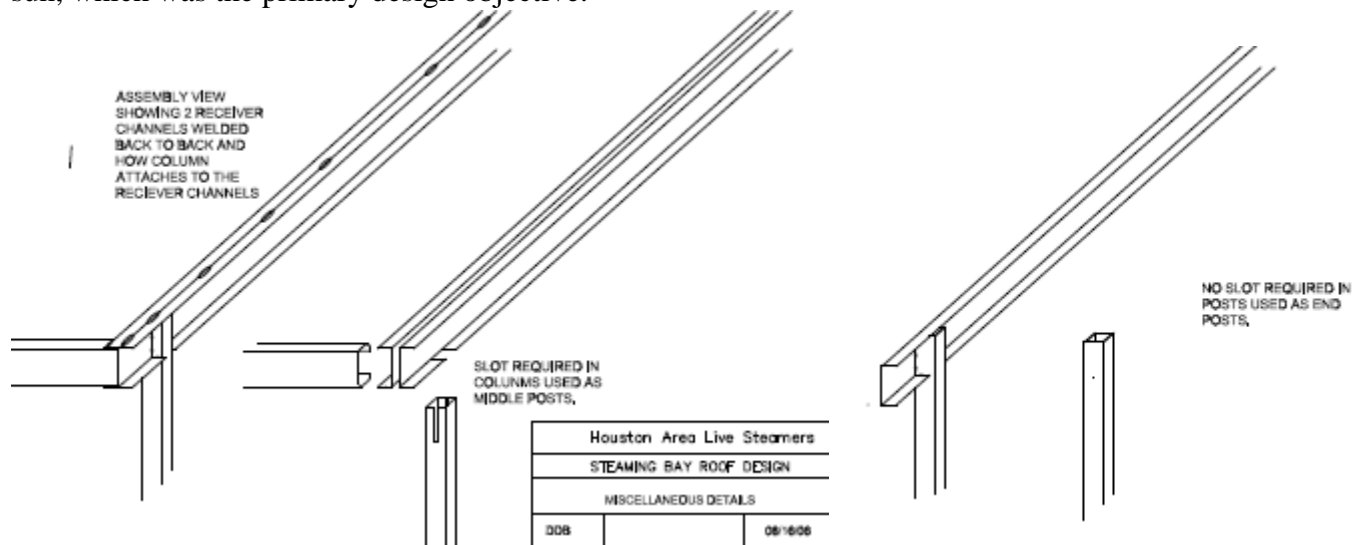
Houston is in an area threatened by hurricanes from the Gulf of Mexico and every now and then we actually have one sweep through our area. The design we chose is an open structure with a sloped roof so I was very concerned about what might happen if hurricane force winds ever hit it. On September 12, 2008, Hurricane Ike roared through Galveston and hit the Houston area with Category 2 winds and much to my relief, didn't so much as lift a panel on the completed structure.



One unique part of this design is, that unlike a gazebo, each wedge needs to be able to stand on its own since the central portion of the roof was going to be left open. In fact, the design didn't even call for coming around in a full circle because of where the access ramps are located. This is where converting to steel really paid off. Steel posts could easily support the cantilevered roof and I was able to provide more overhang to the cantilever without additional support because of the strength of the steel.

As the design became more refined, we discovered that the wedge design had some additional benefits. As mentioned earlier, not all of the steaming bays are the same length, but all of the various lengths are arranged in pairs with the exception of two. That made it easy to design wedges of different lengths and still cover two bays with each wedge. One of the "odd man out" short bays next to the mainline ramp has simply been left without a cover. If it ever becomes necessary, we could still cover that one and maybe the ramp too at some time in the future. Three short bays standing by themselves between two ramps were left out of the plan because they are hardly ever used.

The roof has a decided slope to it and that is by intentional design. I made it high and open in the center with the hope that a natural draft would be formed by rising hot air from the steamers, thus bringing cooler air in from the sides. The jury is still out on that theory, but so far we haven't had any trouble with smoke collecting under the roof. And it is **always** cooler under the roof than in the sun, which was the primary design objective.



It took a year and several meetings before the club was able to convince itself and the county parks supervisor that we had enough expertise in HALS to design and erect this structure. The HALS track is located in a Harris county park and per our lease agreement; everything we put on that property has to be approved by the county engineers before it can be constructed. All previous structures erected on our leased property had been built by the county with funding from public grants. Naturally, the county's primary concern is with safety for anyone in the park, whether a lessee or a visitor, but over the years we have taken on more and more complex jobs and their confidence in us as builders has been growing.

1 Panel 13'-5 1/8
Ordered 1 Panel 13'-6

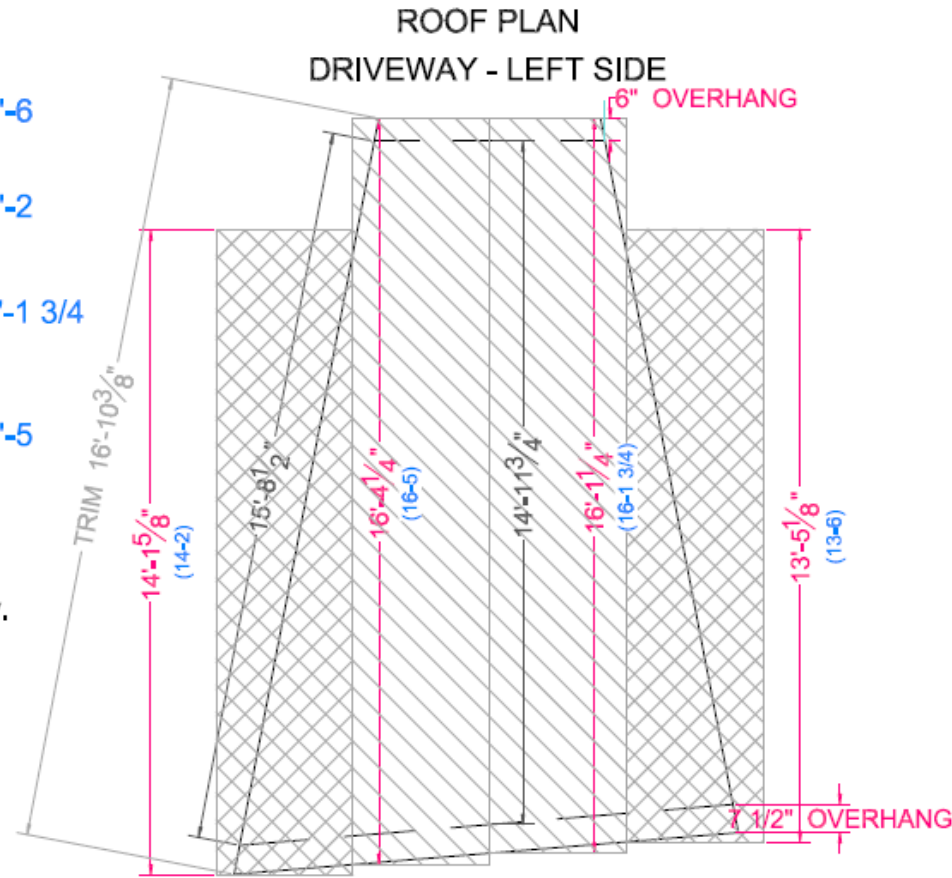
1 Panel 14'-1 5/8
Ordered 1 Panel 14'-2

1 Panel 16'-1 1/4
Ordered 1 Panel 16'-1 3/4
(1 of 3)

1 Panel 16'-4 1/4
Ordered 1 Panel 16'-5

Seam tape - 60 ft.

Trim - 17 ft or equivl.

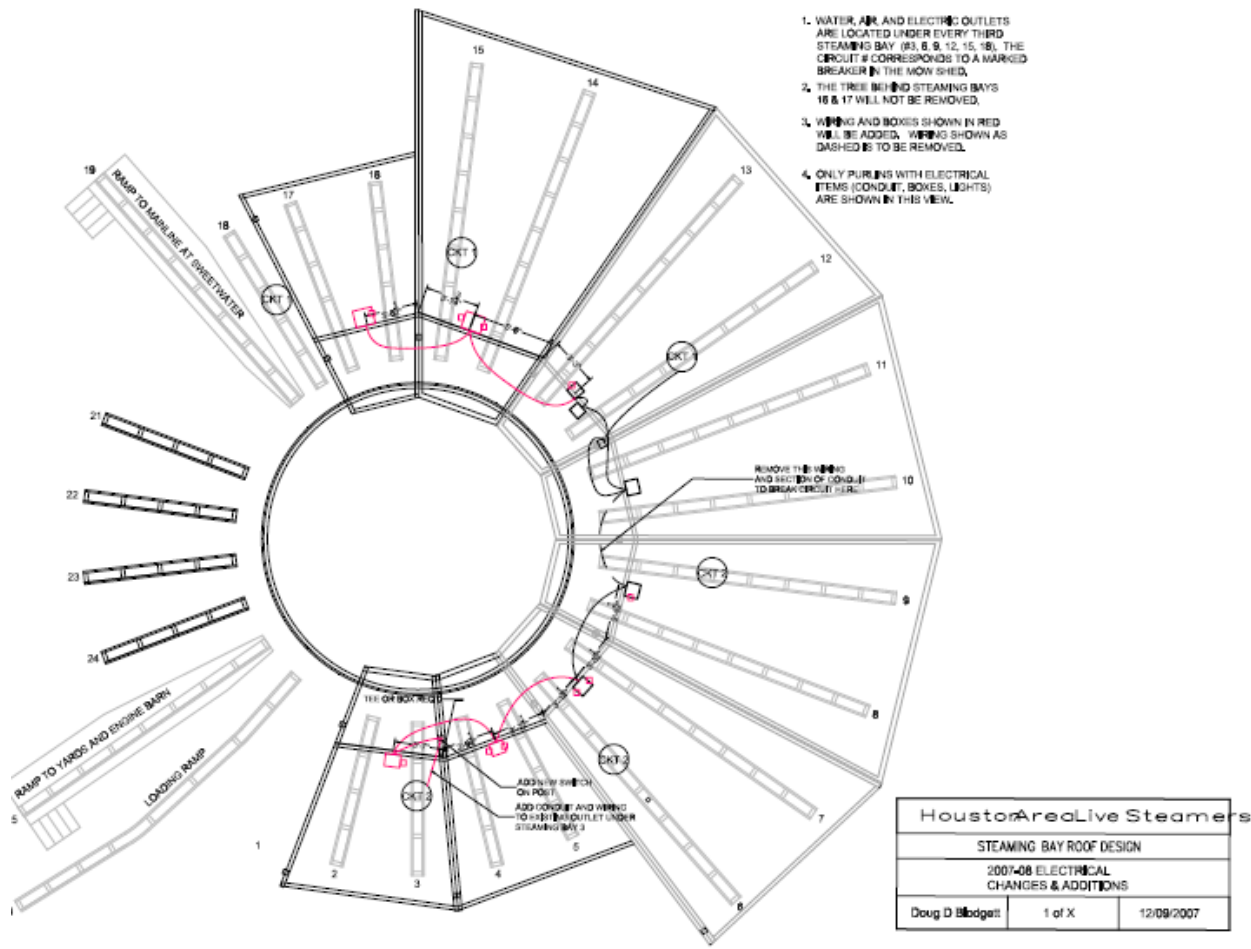


While the approvals were wending their way through the county process, the general membership was presented with the cost estimate and it was decided that we would be able to do the whole project in two stages. The first stage was scheduled for the winter of 2007 and the second stage for the winter of 2008. It should be self-evident as to why we build things in the winter. After all, getting out of the heat was the whole point of the project.

During the approval process, I finished up the drawings needed to complete the project. When I first talked to the steel supplier, I discovered that the usual practice was to order all the parts for a steel building pre-cut to length.

That meant the drawings had to be spot on accurate because as it turned out, none of the steaming bays were evenly spaced out in the circle around the turntable. I didn't know about the uneven spacing when I did my initial drawing and of course, the dimensions didn't check out when I paid a visit to verify post distances. I had just measured two or three of them and assumed that all the rest were evenly spaced. I ended up making a lot of changes to the drawings before we ordered anything, because almost every wedge eventually required a different width at both the front and backside. That meant different panel sizes for roofing on every wedge and different purlin lengths in every wedge. We had a real time of it sorting out all these different pre-cut pieces after picking them up. There will be photos of that in the next part of this article.

The final part of the design was to install some lighting which had to be integrated into the existing circuitry in the steaming bays. Our supply panel for the steaming bays is in the MOW shed and was close to its capacity so we were limited to the amount of lighting we could install. There are two lighting circuits in the steaming bays operated by switches on two different columns.



In the next article, we will discuss how the building was put up and I promise a lot more photos.

Southwestern Railroad Meet
September 9, 2016
Spence Gaskin

September brought the first SWLS railroad meet of the Fall, and I was planning to attend the whole of the Friday portion of the meet. Gary Brothers was generous enough to open up his home to me, so I was actually able to unload my train Thursday afternoon. Upon arrival, Phillip Bell was already steaming around on his colorful Daylight SP engine, and Doug Blodgett and Rolland Boutwell had already unloaded their equipment. After unloading the puzzle that is my engine plus six-car train from the Subaru, Gary arrived and unloaded his Santa Fe switch engine, and Clyde Brown unloaded his steam engine filling up the steamer bays.

Friday morning started off at a relaxed pace, with the main excitement centering around the unloading of equipment. Jb Cason brought in his new Santa Fe GP-9, for its first run with the matching B-unit that had arrived the day before. He had never been to the track before, so pulled straight in the driveway with his trailer. Unfortunately his enclosed trailer was too heavy for Brent's tractor to maneuver, but Jb proved he is a true professional with a trailer and was able to back out of the driveway, and all the way back into the property to unload with little guidance.

The steam engines made a strong showing on the Southwestern. The greatest spectacle was

Doug Blodgett and Phillip Bell double heading their big engines around the track for most of the day. Standing near the yard their train would often disappear into the woods, but you could always hear their engines making good work of the grades. Rolland Boutwell's 0-6-0 made its first run on the Southwestern, and did quite well pulling around several passengers. He had purchased the engine, along with some cars and a trailer off of Discover Live Steam. The engine required more work to get it running than was originally expected, including re-plumbing the burners, straightening some bent running gear, and braking free many stuck, yet virtually wear free parts. Some adjustment of the drawbar connecting to the tender at the track fixed an early derailing issue. Clyde Brown attempted to steam up as well, but his engine's injector appeared to have a stuck check valve at the last time I checked in, so he didn't get out on the track Friday. JT Bailey was in attendance, but unfortunately some truck issues kept his locomotive at home.



The more modern engines also made a strong showing. Beyond JB's outstanding engines, Brent Courtney's Southwestern Alco & Alex's Speeder was in frequent use. My little switcher did the best it could with the grades, and the newly installed smoke unit got some good smiles. Greg Moore brought out his switch engine, matching passenger car, and detailed combine.

During the combine's successful maiden run, he also gave Dallas, a co-worker of mine with his son, a ride around the track. This was the first time one of my "full scale" railroad co-workers had attended a meet. He and his son had a great time, and are interested in becoming involved in the hobby!



As always there were some improvements and repairs to be made at the track. Gary replaced his old ditch lights with some new led ones obtained from Greg, which he made use of during night running. Shane Murphy brought his newly acquired electric engine to the track, which made one lap just fine. After that it decided reverse was the only way to go...so some diagnostics were performed with the help of Phillip Bell, but no solutions were found.

Friday was a great day, with the only breaks in activity occurring during a brief bit of showers in the afternoon, and the necessary stops for meals. Lunch was Subway sandwiches, and dinner featured plenty of barbeque while the steam engines cooled down.



After dinner JB Cason, Gary Brothers, Alex Courtney, Greg Moore, and I all participated in some night running. Despite its small footprint, this relatively steep and signaled railroad can “swallow up trains” as Brent put it. The night running always gives a bit of a different feel, and the darkness made the railroad feel even bigger.



JB Cason tinkers with the settings on his GP -9s. The nice remote control was handy when watching to see if things centered properly.



Riding with JT behind the double header.



Host Brent Courtney helps Rolland bend the drawbar to help prevent lifting up the front of his engine.



Clyde firing up his engine 99 in the full steaming bays.



My little old switcher and train. The Southwestern is an impressively smooth track, my often temperamental equipment didn't derail until I was backing up to the loading ramp...I think it didn't want to leave! Spence

2016 Southwestern Railroad Meet

By Doug Blodgett

The first order of business is to let you know that I don't have a list or photos of all the engines that were at this meet, but present my report based on what I saw and my own experiences during the 3 days I was there. If I missed you, please accept my apologies. My focus was on the live steamers that attended.

Of the diesels I know, JB Cason was there with his new train (GP-9, A & B units no less) along with Gary Brothers, Spence Gaskin, and Greg Moore. As I was leaving Saturday afternoon, George Leventon was unloading his rail cycle so I'm sure he legged around the track a couple of times. There were others of course and I think Spence Gaskin has most of the photos of those.

From my previous experience at this track, I already knew that it is ideal for steam engines and has enough grades and crossings to keep you on your toes and working the engine at all times.

I arrived at Southwestern Railroad with my Mikado in tow on Thursday morning, thinking I would get a jump on the steaming bays. I was pleasantly surprised to find that one of the three bays was already occupied by Rolland Boutwell's 0-6-0 switcher and thought to myself, "Brent is probably going to get his wish for a lot of visiting steamers this year". And sure enough – we ended up with 4 steam engines running the track. They were my 2-8-2 Heavy Mikado, Rolland's 0-6-0 Switcher, Phillip Bell's 4-6-2 Pacific, and Clyde Brown's 2-6-0 Mogul. Pete Greene had wanted to bring his newly boilered 2-8-2 Heavy Mikado but unfortunately had a previously scheduled engagement elsewhere.

To Brent's delight, Philip and I double headed for two days during the meet. At some point Brent commented that he had never expected to see two large engines double head on his track. Well, I can tell you Brent, your track is a fun place to double head and I had more fun than

I have ever had on an engine anywhere. On Friday, we were stopped on a hill behind the station to throw a switch and Phillip asked if I wanted to try pulling everything, including his engine, from a dead stop. I said yes, and the sound was awesome. One beat after another, very slow at first - almost a second apart, until I got it rolling and then we picked up speed. The Mikado never slipped a driver, but of course the track was dry at that time.

Things changed up a bit on Saturday when we had a shower around lunch time. Phillip and I got caught in the rain and both of us were slipping a bit coming up the hills with passengers. There are a lot of trees on this property and the exhaust blast from the steamers blows one of two things from the trees – pine needles when it's not raining or standing rain drops when it is. You get showered with one or the other. Luckily, I carry my rain coat behind my seat and didn't suffer too much, but Phillip got thoroughly drenched from the water being blown off the trees after the rain stopped.

Stephen Balkum posted a short video of us coming out of the station after a shower. You can find it at <https://www.youtube.com/watch?v=wjTkDphEd1c> . We are coming from a stop in the station. I did spin the drivers a bit just for the "Hollywood" effect when we passed Stephen, but really didn't have to.

Early on, Rolland was having a bit of trouble keeping his recently purchased 0-6-0 on the rails until a derailment in the yard caused him and Brent to discover that the drawbar was set at a bad angle, causing the engine to be light in the front. Once that was fixed, his engine seemed to track well. Clyde had some minor problems with his engine at first, but once those were worked out, he seemed to run well. Such is the way with steam engines.

By Saturday afternoon, I was worn out so I loaded up and left for home but I had a really great time while I was there. Brent and Melissa are perfect hosts and took good care of all their visitors.



Phillip Bell unloading his Pacific and cars.



Doug Blodgett's NYC Mikado



Phillip Bell's SP Pacific



Phillip Bell making up his train.



Brent Courtney and JB Cason covering JB's GP9s.



JB Cason with passengers

**Public Run Day
September 17, 2016
Gary Brothers**



Red cap Train Master Bob Barnett watches over his passenger trains. Doug Blodgett with NYC 7113, Pete Greene with TSR 400, while Randy Neville (conductor for #400) watches.



Robert Briggs brings UP 9449 into the station with a load of passengers.



David James prepares to move forward after unloading passengers. His hands are on the servo controls for his loco.



HALS 5321 was in reserve and was used by Doug Blodgett to put NYC 7113 to bed.



Laura Brown giving away tickets on the left, Letha Grace McCoy in pink looking at the camera.



Letha Grace McCoy in pink and Marge Leventon looking at the camera.



Gary McCoy came with his new walker with better brakes. Nothing like a runaway walker.



HALS Alco PA ran well.



Randy Nevelle (conductor) and Pete Greene putting water in TSR 400.



Conductor Rick White guards rear of JB Cason's train.



Bill Smith



Conductor Rick White beside engineer JB Cason. Pete Greene and Randy Neville just arrived with passengers.



JB Cason talks with Train Master Bob Barnett while conductor Rick White leans on a railing.



Doug Blodgett waves goodbye as he leaves the station.



Gary Brothers, the photographer of this article. Rick White photo.

Public Run Day, September 17, 2016,, Rick White

I was a conductor on JB Cason's train all day which very much limited my view of what others were doing. Please see Gary Brothers's article with photos taken at the station.



George Leventon putting a work train together at 9:17 AM with Robert Briggs



Gary Brothers, George Leventon with his son at 9:49 AM, the work train is assembled.



David James has unloaded passengers and is pulling up to the loading station.



JB Cason's new ATSF GP9 units



Station Master Barry Tobias



This Gauge 1 train is running faster than us as its loco disappears around the corner.
Taken from JB Cason's train that is moving, also.



Case Alexander with his speeder.



Peder Serkland resting from his track work on the line behind him.



Pete Greene with his heavy Mikado.



Train Master Bob Barnett looking for the next train that will arrive. Photo taken from my conductor's position as we left the station.

Work Day

September 22, 2016

Doug Blodgett

It started with a note from Spence Gaskin that he was going out to the track today and all of a sudden, quite a few people showed up to do different things.

Ironically, I didn't get a shot of Spence doing his thing. Spence worked helping Peder Serkland with some surveying today and then moved on to checking out the little engine barn that Jim Jackson built. He is going to refurbish this building.

Another person I didn't get a shot of was Dennis Cranston who helped Peder with his surveying.

I managed to put a temporary pilot beam back on the Mikado. The original one ended up under the engine last run day during a derail.

The photos have their own captions as to what is going on in them.



Bill Howe getting ready to take apart track salvaged from Sand Springs after the flood. At 83, Bill is still going strong but wishes some other members would take an interest in this type of work.



Brian Campopiano changing the battery and checking out BNSF 2008 in general. Brian's loco cab is on Rich Businger's loco. New battery helped with the starting.



Nothing is simple when it comes to working on an engine. Brian is very organized. That is Rich Businger's box cab under that protective black quilt.



Doug Blodgett, Peder Serkland, and Pete Greene discussing work to be done at Sand Springs. When I left, Pete was getting ready to cut down a bit more on the roadbed with the tractor so we can put a layer of crushed concrete down as a new base. Doug's camera and Gail Campopiano behind the camera.

Work Day, September 22, 2016 Spence Gaskin



With operations this weekend, I decided it was time to mow the yard.



And use the weed eater



Home depot made a good match for the faded paint on the little car barn.



Dry fit of the plywood Home Depot cut for me.



New plywood hinged & hardware up.



The doors in place over the plywood. They will be repaired and re-painted at a later date.



Pete Greene using the removed dirt for good use!



Pete Greene and Peder Serkland



Pete Greene and Peder Serkland



Bill Howe parted out the damaged track panels.



Bill Howe parted out the damaged track panels. Looks nice with them gone.



Rain in the evening.

OPS Day

September 24, 2016

Rick White

The HALS OPS day started at 8 for me, and earlier for JB Cason and Doug Blodgett. JB had placed passenger car sets in front of the station, one in each direction. However, our first passenger train was Bill Howe, who cannot pull even one loaded passenger car, let alone a set of three. Bill Howe ran Train 6 at 9:35 AM and Train 4 at 10:03 AM. Bill Smith used his Alco RS3 to pull passenger Train 1 at 10:00 and Train 3 at 10:32 AM before retiring for a lunch appointment. Gary Brothers ran passenger train 4 second section at 10:03, passing Bill Howe at some point, then Train 6 at 10:35. Gary had Rick White run his loco for Train 1 at 11:00 AM, and Rick learned again why he likes electric locos. No photos of any of those trains, but our LSR Division 8 visitors at their annual BBQ at HALS did get rides in the morning.

JB Cason, Randall Wilson, Gordon Bliss, Robert Ashcraft, Chuck Lind, and others helped us get freight cars out. About 36 cars in total for two way freights. HALS 5321 was run with one and JB ran his paired ATSF GP9 locos. Both trains had large crews with 5 to 7 people.

Engineers were Randall Wilson and JB Cason. Conductors were Chuck Lind and Gordon Bliss. Brakeman were a crew of 3 indoor model railroaders that Godon brought, Robert Ashcraft, Chuck Lind's grandson, and others. Both ran in the same direction and seemed to bunch up at Sweetwater and Lakeside.

In the afternoon Jason Bienke had fixed his diesel (fuel or carburetor issues) and was ready to pull passengers. With conductor Steve Dennis, he pulled Passenger Train 1 at 1:00 PM and Train 3 at 1:32 PM. Lots of visitors rode those trains after eating BBQ with the Division 8 group. Good thing Jason was available to give those rides and we had a conductor ready and able.

A good size group was available to put the freight and passenger cars away and we were done about 3 PM. It would have been 4 or 5 PM without them. One tank car for Track 1 ended up on Track 9 with Gary Brothers's tank cars. Other than that, we got everything to bed. We did not need any cars from the upper levels or from Track 12.



Bill Howe with timetable in hand ready to start as Passenger Train 6 at 9:35 AM



Steve Dennis, our passenger train conductor for the day.



HALS 5321 on a way freight at Lakeside. Engineer and conductor with the loco. Brakeman scattered about.



Dennis Cranston is working signals and Bill Smith is walking around.



Bill Smith putting his loco away at 10:54 AM after running Passenger Trains 1 and 3 once each.



Bill Smith putting his loco away at 10:54 AM after running Passenger Trains 1 and 3 once each.

Work did take place. Steve Dennis mowed with the riding mower at the direction of Doug Blodgett before the operations. Doug worked on his Mikado and then turned to mowing. The plate tamper was used by Nathan Leventon.

Peder Serkland used the tractor Walt to move dirt where Nathan was working the right of way between Black's Crossing and Sand Springs. Nathan was expecting his dad to come out in the afternoon.

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). **You have to renew this every year for Kroger, please do this now.** 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.

Coming in October Stack Talk

Work Day October 1
Public Run Day October 15
Your Project

2016 HALS Board of Directors

President	Bill Smith
V.P. Operations	Bob Barnett
V.P. Facilities	Peder Serkland
V.P. Track & Right of Way	George Leventon
V.P. Motive Power & Equipment	Gary Brothers
Secretary	Rick White
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

This is the first edition with a landscape presentation. This was tried to get a whole page to show up on the computer screen at once. I borrowed this idea from Model Railroad Hobbyist, a free monthly model railroading magazine. I always read MRH using the Landscape issue. Makes reading the issue easy. Set your PDF viewer to one page. Works nicely?

Thanks to Doug Blodgett, Spence Gaskin, and Gary Brothers for their photos and words. We get different perspectives from different members and that helps tell the whole story. Please take photos and submit them for your perspective.

See the last page for a new ad.

Rick White, Stack Talk Editor

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

Two Intermodal Cars with containers

Owner: Jerry Salsbury: [785-893-4241](tel:785-893-4241)

Posted by Richard Osborn: [254-721-0438](tel:254-721-0438)

Brand new and listed for sale, two well or stack cars from Mountain Car Company. Both cars are complete with MCC trucks and couplers. These new cars have never been pulled, only on the rail for pictures. Beautifully built, painted and lettered by MCC. Owner ordered and has now decided to retire from the hobby and sell out. Asking \$6,500 for both. Please contact the owner or me for more information. Richard Osborn

