



July 2017, Houston Area Live Steamers, Volume 2017 Issue 07, Rick White, Editor

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The Presidential Siding

July 2017

Hello all,

It is that time again. Time for annual dues renewal. If you haven't sent in your renewal yet, we would appreciate it if you could get them in. We are running a bit behind again this year and need to get that taken care of.

The July Public Run Day has come and gone. This Run day was the first time in a very long time where we had more equipment available than we had crews to operate. It worked out well we use providing rides to 1,100 people. Weather was good. We had no major track or equipment issues. All in all, a pretty good day.

We have another Workday and General Meeting scheduled for the 5th of August. We will once again be providing a free lunch. Unless I hear different, I assume that we will be doing Pizza this month. Be sure to come out for the Workday as we always have plenty to do. Roll Call for lunch will be at 11:00 a.m. with lunch to be served at noon with the General Membership Meeting starting at 01:00 p.m.

The New Car Barn is still progressing and we are getting close to having the Permit request completed and submitted.

As I mentioned last month we have put into place a more formal process to manage the number of Engines in the Engine Barn and Rolling Stock in the Old Car Barn.

The process is easy. If you need space in the Engine Barn or the Old Car Barn, please send a request to Board of Directors stating your request. If you can provide description of the

Equipment as well as each piece's overall length over the Couplers, that would help move the process forward. The Board will then review and comment back to you shortly after the next Board Meeting.

As I mentioned last month, Gary Brothers was in the hospital. Good News! Gary has finally gotten out of the hospital and was out at Zube last week! He has lost some weight, but overall was looking pretty good and was enjoying being at Zube.

The relationship with the County continues to be good, with no serious issues outstanding. I have been notified by our Zube Park Superintendent, David Tambeorella of three areas where we need to do some serious trimming of shrubbery. We are putting together Workday activities to address those areas.

In closing, please remember that we need you at the Park to assist with the various maintenance activities that are required to keep us going.

We are in the heat of the summer, but with the shade at Zube and the prevailing winds, it is nice if you can get out relatively early. After lunch, it is warm!

Hope to see you on the rails!

Bill Smith

HALS Events 2017**All events at Zube Park**

July 8: Work Day and General Membership Meeting at 1 PM
July 15: Public Run Day 9 AM to 1 PM
July 24: Board Meeting at 7 PM
August 5: Work Day and General Membership Meeting at 1 PM
August 19: Public Run Day 9 AM to 1 PM
August 28: Board Meeting at 7 PM
September 9: Work Day and General Membership Meeting at 1 PM
September 10: Houston G-Gaugers
September 16: Public Run Day 9 to 1
September 25: Board Meeting at 7 PM
September 30: OPS Day
October: 7: Work Day and General Membership Meeting at 1 PM
October 14: Fun Run Day
October 21: Public Run Day 9 to 2 October 23: Board Meeting at 7 PM
October 28: OPS Day
November 4: Work Day and General Membership Meeting at 1 PM
November 9 – 12: SWLS Blow Down Meet and HALS Anniversary Meet
November 18: Public Run Day 9 to 2 with Toys for Tots.
November 27: Board Meeting at 7 PM at Zube Park
December 2: Work Day and General Membership Meeting at 1 PM
December 11: Board Meeting at 7 PM at Zube Park

HALS Events 2018**All events at Zube Park**

January 6: Work Day and General Membership Meeting at 1 PM
January 20: Work Day
January 22: Board Meeting 7PM
January 27: OPS Day
February 3-4: HALS at World's Greatest Hobby Show, NRG
February 10: Work Day and General Membership Meeting at 1 PM
February 17: HALS at Greater Houston Train Show, Stafford
February 19: Board Meeting at 7 PM
February 22-24: Chugga Chugga Chili Fest
March 3: Work Day and General Membership Meeting at 1 PM
March 10: Work Day, prepare for public run day.
March 17: Public Run Day 9 AM to 2 PM
March 24: OPS Day
March 26: Board Meeting at 7 PM
April 7: Work Day and General Membership Meeting at 1 PM
April 14: Fun Run Day
April 21: Public Run Day 9 AM to 2 PM
April 23: Board Meeting at 7 PM
May 5: Work Day and General Membership Meeting at 1 PM
May 19: Public Run Day 9 AM to 1 PM
May 21: Board Meeting at 7 PM
May 24-27: Memorial Day Weekend Meet
June 2: Work Day and General Membership Meeting at 1 PM
June 16: Public Run Day 9 AM to 1 PM
June 23: Fun Run Day
June 25: Board Meeting at 7 PM

Bob Dobrowolski: Fun Run, Forth of July

Doug Blodgett was out to work on his Mikado. Bill Howe made an appearance. I was out running my box cab and train with my transfer caboose, bulkhead flat, flat car, and engineer's car.



Work Day, July 8
Spence Gaskin

Busy workday with a good showing. I arrived at 6:30 after working overnight, fully expecting to be the first arrival. I was surprised to find JB Cason and Steve Tune already hard at work on the F7s. Steve had brought the second A unit, and was installing updated higher speed gear boxes on the other two engines.

Peder Serkland & Bob Dobrowolski showed up early and went to work on the track. They re-gauged the concrete crossing in Anderson Loop removing a couple kinks potentially caused by a mower or other vehicle clipping the rail. The club was out of bottled water, so a big thanks to Peder for bringing a large case that carried us through the day.



Using the chain hoist to lift the body off of the trucks.



Chain hoist installed by Gary Brothers. Steve Tune working.



Peder Serkland and Bob Dobrowolski preparing the work train.



Peder Serkland and Bob Dobrowolski.

Bob Dobrowolski 's Boxcab was pressed into MOW service when the HALS critter was found to not be in running order, and the Boxcab seemed to perform well moving around the big car of tools.

Pete Greene went on a quest to obtain new batteries for the critter, which were eventually found at Interstate Batteries, putting the engine back on line. Battery replacement would be a common theme during the day.



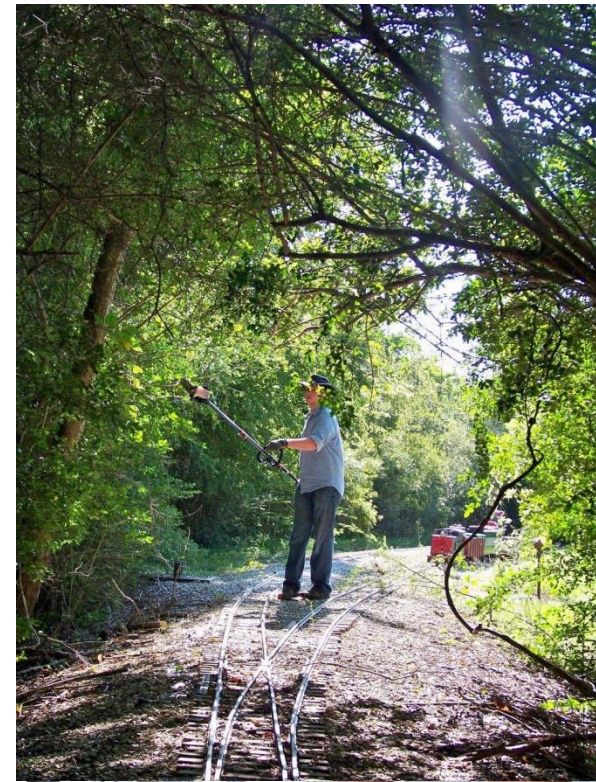
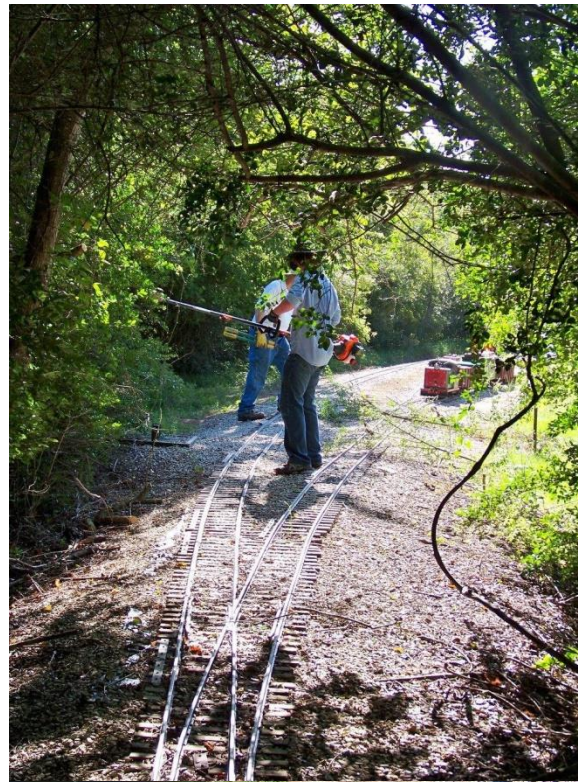
Box cab with work train.



Bob Dobrowolski.



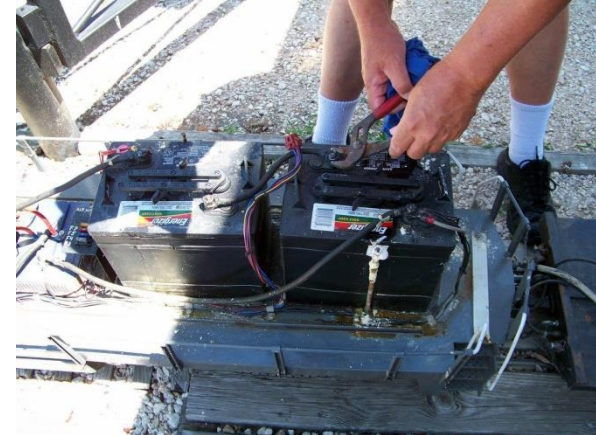
Doug Blodgett and new member Will Liebke headed up the project of clearing brush out near boneyard. The two of them had gotten the club pole saw running, and Bill Smith and I tagged along to help with clippers. Will ran the saw and was able to cut down some serious limbs easily, which should maintain our clearances much longer than previous efforts with limb cutters. Will and Doug made many runs with the Gator to clear the cut limbs which had piled up quickly. It is great to have a new member and a new tool as well.



Mary Rains arrived to prepare Ed's Cotton Belt engine for sale, I took a break from mowing to help out. Removing the shell eventually revealed four 6 volt golf cart batteries that were completely dry. Five gallons of distilled water were added in an attempt to prepare the engine for a test run. Shane Murphy, the engine's new owner, wisely made the choice to seek out new batteries, and also picked up some more distilled water so we



Two of the old batteries.



Removing old batteries.

could top off Mary's engine. Rick White and Bob Barnett who were familiar with the engine explained its controls. Shane was able to install the new batteries and started on a test lap during our meeting, and Mary Rains took her locomotive out for a lap as well, both engines ran great! Spence followed behind each in case there was a problem, which there was not.

Throughout the day Greg Randall toiled away at the 4.75 inch gauge track. He asked about using some ballast, and since he already knew how to drive the tractor he used it to bring the ballast right to where he needed it. The 1" track is quickly looking professional! Michael Scherpenberg will be impressed upon his return. Thanks Greg!



Shane Murphy, the new owner.



Mary Rains



Bill Howe worked on building the final switch to use out near the new car barn. He made do with what he had, but said he will need some longer ties to make it right.

After the meeting Bob Barnett performed the overdue maintenance on the MoPac public riding cars.

Dennis Cranston was on hand, and picked up Lunch from Jersey Mikes. It was nice to cool off in the AC and enjoy lunch with most everyone and chat before the meeting. We had plenty of food. Dennis counted cars instead of having members sign up. Many members left without lunch, upsetting the member count for lunch. Our meeting went pretty well, and had good attendance.



Some buckled track in front of the engine.



Bob Barnett



JB Cason (sitting), Dennis Cranston, and Bill Smith



Pete Greene, Doug Blodgett, Will Liebke, Bill Smith and Greg Randall.

Since I had arrived early I took some time to mess with my equipment before the chores began. I went to remove the dead battery from the wide body Rio Grande caboose and found that the caboose had been damaged. I had left it coupled to the other cars in the track, so it seems like when the public cars were pulled out on run day it got beat up against some of the chair cars in an adjacent track. It was a good day though, and I put together all my cars for the first time (with the exception of extra cabooses) and the cars all behaved! A squeaking sound I had worried about on the other Rio Grande caboose just turned out to be a retaining pin on the foot peg that rubs against a wheel.

Rich Businger also solved a problem I had with the timer for my engine's charger. I always set my engine so it never has power to it for more than two hours at a time when I am away by using a timer that hung from the ceiling with the power cord. Unfortunately the last three times I had visited the park it



Damaged exterior, revealing plywood underneath.



Cupola is wider than the car and the seat next to it is wide.



Long train for little Frankie (note smoke is on a little).



Another shot of the full train.



JB Cason (sitting) with his Western Pacific F7 ABA.



Rick White running the transfer table for Shane Murphy.

had been bumped and messed with so that it was charging for 7+ hours at a go. Rich moved my timer to the wall, and we adjusted my extension cord to fit.



My caboose in the sunshine.

I left the track at 5pm and Pete Greene was still working. After getting the spray critter up and going he took care of what had not been sprayed on the right of way and in our yards. A broken reverse switch made his work difficult, but he kept at it and also briefed a new Constable on our operations. It was nearly 6 by the time he left, and as thanks he got stuck behind a wreck on 290. I hope you got some good rest in! Thanks everyone for the hard work helping make this club better one day at a time. Visitor Steve Tune was impressed with our track, saying it was very smooth compared to Train Mountain and other spots in the Northwest.



Running the PA over new track work is the ultimate test and it revealed no defects!. Bob Dobrowolski and Peder Serkland



This window sill was very rotten. The county has done a great job replacing the worst of it with the new wood painted blue.



Shane Murphy loaded to leave.



County has a serious fence around their new shed. No office space.

Work Day, July 8 Rick White



Spence Gaskin (working on the batteries for the Rains loco), Bill Smith, Shane Murphy, and Bill Howe.



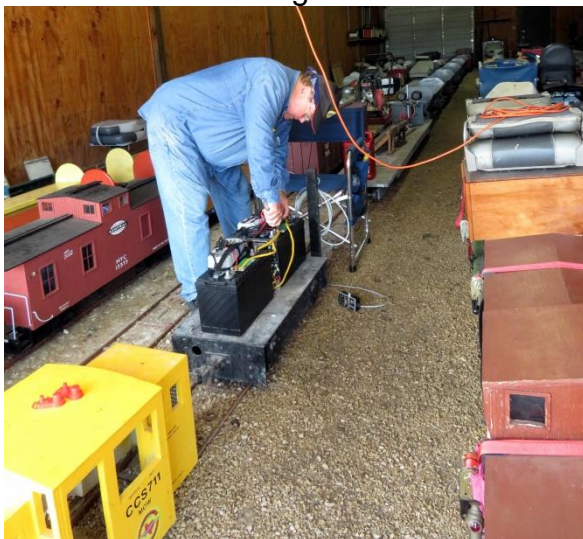
JB Cason on his first run of his A-B-A set JB just received the rear A unit that Steve Tune brought to HALS from Oregon.



Greg Randall adding ballast to the 4.75 inch gauge track.



Greg Randall adding ballast to the 4.75 inch gauge track.



Pete Greene putting new batteries into the HALS spray critter. Also added a battery cut off on the battery terminal.



Greg Randall adding ballast to the 4.75 inch gauge track.



The Rains Cotton Belt loco without batteries. Shane Murphy is out pruchasing 4 new batteries.



Mary Rains, Will Liebbe, Steve Tune, and JB Caaon. Resting before the meeting.



The Rains Cotton Belt loco control stand. Different from the rest.



Greg Randall working on the 4.75 inch gauge track.



Peder Serkland and Bob Dobrowolski, with Bob's box cab pushing the work train.



Shane Murphy after replacing the batteries in the Ed Rains's loco.



Mary Rains with her Katy industrial switcher.



ABOVE: Now the Shane Murphy train. Two custom made cars for a full four person way freight crew, made by Ed Rains. One GE electric in Cotton Belt colors. First owned by Ed Rains.

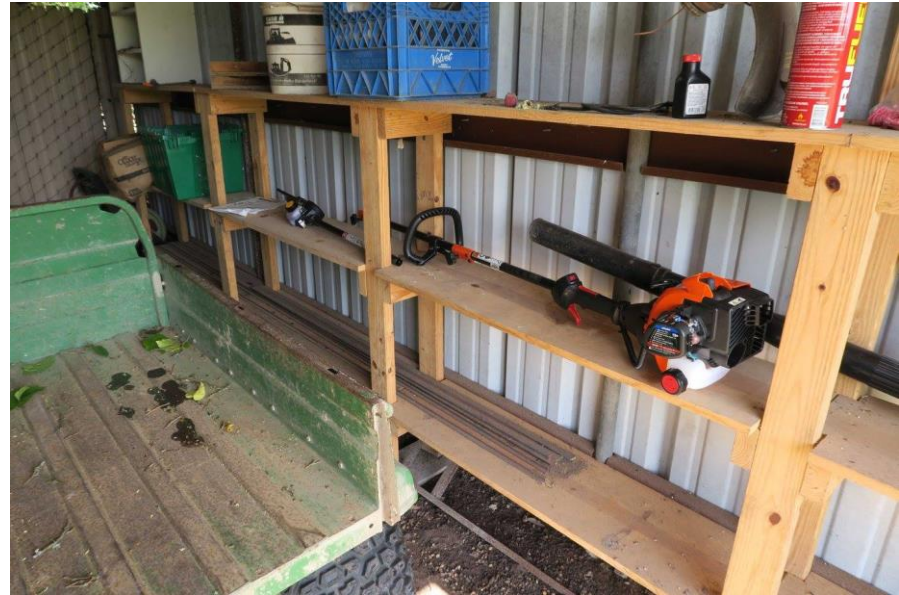


LEFT: Shane Murphy: Picked up this B40-8. It is 1.5" scale and is battery powered. I think the lettering is a tad small compared to the real ones, but I will be ok with that. I am told by an ex-SP guy that the real ones were really slow loading and not strong pullers. This one will pull anything you can couple behind it. Spence Gaskin photo.

Doug Blodgett: Work Day, July 13

If you are like most people, you don't think much about trimming brush and trees, but it's something we have to live with at our track in Zube Park whether you are aware of it or not. I probably notice the overgrowth more than most because I have to trim it out fairly often in my back yard which spans two yards behind me. A contractor friend introduced me to pole saws about 5 years ago to help with the work. He uses them to trim brush and limbs away from houses and fences he is working on.

That's why I was happy to see that the club now has its own pole saw which is one of the handiest gadgets for trimming "just out of reach" branches and small trees ever invented. Will Liebbe and I first unpacked the pole saw last week during work day. We had a few problems with it, mainly bogging down when you touched the saw chain to a branch you wanted to cut. You had to be real gentle with the feed in order to cut anything. That wasn't at all like my own pole saw so I decided to go out today and check it out to see what was wrong.



This is the new Remington pole saw. It comes in three sections and will be stored in the tractor shed. Here you can see the cutter section removed for easier storage. When fully assembled, the three sections extend to 8 feet, including engine, for a working reach of up to 12 feet. The middle section is 26" and can be removed at any time.

Guess what? I couldn't find anything wrong. I tried various combinations of the saw, with and without the 26" extension. I noticed that with the extension installed, it did run slower. I removed and reinstalled the chain thinking that maybe it was too tight but it wasn't.

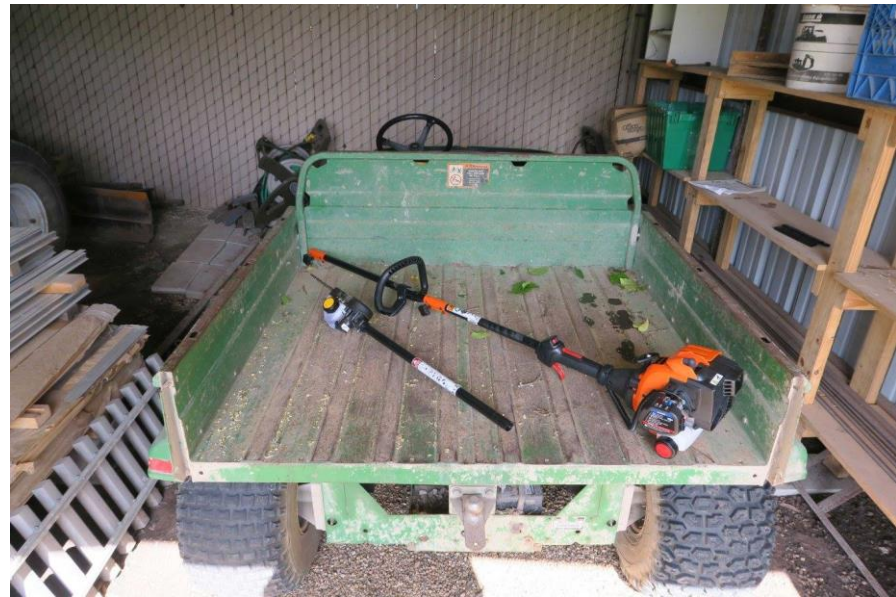
Anyway, after putting everything back together including the extension, it ran and cut perfectly without bogging down, so who knows. Maybe something was out of whack and I just didn't see it. I cut 2 Gator loads of branches that were hanging over and sitting on the roundhouse roof for a test but there are still a lot left to trim.

I've included more information about the saw in the captions to the photos. Also, I've included a couple of photos of easy things that need trimming that are close to the county pick up point in the parking lot. These are good places to get practice using the saw if you are so inclined but there are plenty more out on the track, especially in Phase 3.



This is the fuel and chain oil we have for the pole saw. Use this for now until it's gone. No mixing required. JB is going to be supplying non-ethanol gas for the club engines soon and that can be mixed to a 40 to 1 ratio for the saw. What is shown here is engineered fuel with an engineered oil that will work for either 40:1 or 50:1. ratio. 40:1 will eventually be phased out per some environmental legislation according to an interesting article about these fuel ratios on the Home Depot website.

Be careful cutting limbs that are resting on a roof as they are unevenly loaded and can rotate and trap the blade. Always undercut these before cutting on top. You might even need to do it more than once. Areas around steam engine watering stops need to be kept cut back. Same with some of the sidings used only for operations days. I cleaned out Gary Brothers siding last year and it probably needs it again. That would be a job where you would not require the extension in the saw. Anderson loop brush occasionally grows way too close to the track for passengers and needs to be trimmed every year. Just keep your eyes open - you will find plenty of work to keep someone busy just trimming.



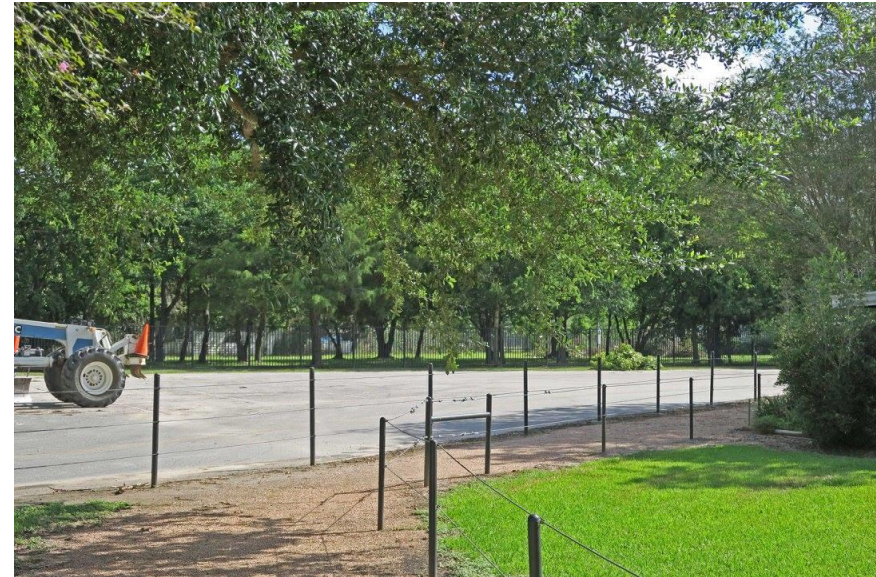
The pole saw is easy to carry in the Gator when shortened. There are three sections. First is the power section, next is an extender which fits in the middle. The 26" extender is really only needed if you need to reach out 12 feet. If you just put the saw section on the power section, you should be able to reach most of the stuff around our track.

I have heard comments that suggest that the county trims this type of stuff for us. In all the years I have been in the club, I have never seen any documentation that indicates that. They mow the large areas and we do the rest. I think they occasionally trim some trees that might not look good to the public, but not too often. Whether it's true or not, we as members, should take pride in what is admittedly, a very nice facility, and do our bit to keep it nice looking.

RIGHT: I already trimmed 2 Gator loads off of the steaming bays but it doesn't look like it. Needs a lot more work. All limbs on the roof should be trimmed back.



More stuff on the roundhouse that needs trimming. This type of thing can damage a roof during a wind storm by lifting the edges of the roof.



Some trees on the public's path have low hanging branches that needs trimming. A few brushed my head as I walked by.



LEFT: Coaling tower is becoming engulfed with tree overhang. This building also needs a rebuild but that is another project to do.

Bill Smith: Public Run Day, Saturday, July 15th

Another Run Day has come and gone...

Considering the heat, I think we had a very successful day! We had no major issues with the track, engines, or trains. We were a little short on crews, but with some creative shuffling of crews we pretty much kept all trains running all day. Both Pete Greene and Doug Blodgett ran their Mikados for long periods of time. As always, they were a big hit with the riders.

Engines & Engineers were UP 9449, the SP 202 (the PA), David James, George Leventon with AU 72, Mike Profota, Bob Dobrowolski, and Greg Moore. Conductors were Doug Payne, Barry Tobias, Dennis Cranston, Bill Smith, Bob Barnett,

Gauge 1 was manned by Bill Courtright, Art Gibson, and Caleb Roberts. They had a pretty good crowd most of the day.

As is usual, the Concessions Team did a great job in handling the crowd. Thanks to Donna Greene, Marge Leventon, Elizabeth Alexander, Laura Brown, and Case Alexander.

If I missed anyone, it is not intentional.

Thanks again to all that were able to come out, it is definitely appreciated.

Thanks to you all,

Doug Blodgett: Work Day, Saturday, July 22

Today was a kind of "add on" work day for those so inclined. I managed to get a couple of photos in the locations I was working, but missed the folks in other areas of the track. I know that Peder was working on track but didn't get a photo of him.

Gary Brothers showed up today and that was a very nice surprise. Gary had a pretty rough go of it in the hospital recently so we were all quite happy to see him back.

It was hot, as usual, and I actually ended up curtailing part of what I had planned to do today. I brought my NYC Pacemaker boxcar back from my shop where I had been equipping it with the air supply stuff needed for adding air brakes to my freight consist.

After unloading that I moved my Rio Grande boxcar from another storage track so it would be in the main consist. It was on track 11 which is the second longest track in the yard. That wouldn't have been so bad, but the little electric engine in front of it had a dead battery and had to be pushed all the way down and then back again after getting the Rio Grande out.

I've had some trouble with uneven coupler heights on my freight cars causing uncoupling so I checked all the coupler heights and decided the hoppers were the worst ones (way too high). I cut them from the consist and loaded them on the trailer for a trip to the shop. They had some gravel in them and I had never tested the dump mechanism since purchasing them, so before loading, I took them to the steaming



Bill Howe stands next to a pile of ties he and Rich Businger have just cut for a new switch at the new car barn.



Bill Howe and Rich Bussinger are assembling a new switch for the new car barn trackage

bays and tried it. Worked a treat as the English would say.

JB was mowing with the newly refurbished mower. Thanks JB for getting those repairs made.

By then, I was soaked and decided I had had enough of the heat for one day. I originally planned to also mount the various hose brackets needed for the new brake controller on the tender but decided that would have to wait for another day.



ABOVE: Doug Blodgett brought back his NYC Pacemaker boxcar after equipping it with a battery, compressor, and air storage tank for the air brakes he is adding to his train.

RIGHT Bob Dobrowolski checking something out on his boxcab loco in the steaming bays.



Gary Brothers came out to visit with us today and he is looking good after his recent stay in the hospital. He is still weak, but we were all very glad to see him up and about



New SW7 Locos, Rick White, July 26, 2017

Twenty two months and a week after ordering these switchers, they arrived. I ordered NW2 locos, but they are SW7 design. In waiting, the builders (David Gehrke, George Sorenson, and David Newell) changed some things for the better. Instead of dual 4QD 120 Pro controllers per loco, just one 4QD 200. I have been with Ron Canfield and at the C&IG with Danny Click when the dual 120 Pro systems caused problems and had to be reduced to just one 120 Pro. Both of those problems will be avoided here. David Newell has been improving the interface between the Airwire and 4QD board. Better system now. David Gehrke has added details that my old NW2 never had, the locos look great.



- Monterey and I both graduated from the University of Wisconsin, and are therefore Badgers.
- Switchers because I like to switch cars not run.
- Two of them because the NW2 that I had (same model loco as these SW7 locos) would not run the hills switching at the C&IG, Mill Creek Central, Michigan Central, or White Creek all day. Even on the flat Maricopa Live Steamers track, one loco would run out of batteries about 5 PM before dinner!
- Numbers: I use prime numbers on my cars and locos to get a sense that these are part of a series and not the only two. My engineer's car and conductor's car are 269 and 277, consecutive prime numbers.
- Radio control using the AirWire system that is also on the Tomas Sandoval loco, the Rich Businger loco, and the Bob Dobrowolski box cab. There are more at the WRRR , AS&NT, and C&IG.

Peder Serkland: Work Day, Saturday, July 22

Saturday had a great turnout despite the heat. Bob Dobrowolski helped get station track 1 ballasted, JB got some mowing done with the newly repaired mower (kudos!). JB has taken the John Deere Gator to get repairs and hopefully it will be back for hauling brush.

Plans for Saturday the 29th

The summer heat is a bit rough on us but the plants seem to like it. Bill's mentioned the cutting that's badly

needed around the back shop and tractor shed. The track also needs spraying. The parts that particularly need attention are the out of the way spots like the phase IV lead, rock pile, and other odd spots where weeds are encroaching on stock piles and future work areas.

If time and weather allows I'm looking for help with finishing off station track 1 and more critically, the curve from the station area into Black's crossing. It's currently passable but take it slow and careful. A sun kink has pushed it up and out of level leaning out of the turn.



Car and loco storage January 1, 2002. Rick White I was a HALS and SWLS member at this time, but for some reason had no storage of equipment at HALS. I used my 1999 F350 to move equipment; it is the truck behind the RR equipment. Two Harbor Freight hydraulic lifts to hold my equipment. A Cannonball box cab from the late 90s. A Bobby Bridges flat car from the late 90s. And, two brand new Bobby Bridges ballast cars. Nick Edwards and Bobby developed this design and Nick has six of them. Now called Bridges Ballast Cars. Ed Rains liked the design and copied mine, but I asked him to build them 2 inches shorter so a normal human could reach around the car to re-rail the car, when empty. HALS now owns the two Rains built ballast cars. My two ballast cars are at the WRRR on loan.



Greg Moore, July 2017

Well I have owned my engine a little over a year now and I could not be happier with my train. It is a Morris SW7 built in 1994 and has a Honda 5.5 hp GX160 engine.

The train has grown a little and to be fair I got the combine car and a flat car frame before the engine. When I first got the engine I was determined to change the colors and adopt a different road name. With both of my grandfathers' working on the Railroad their whole careers, I first looked very hard at the railroads they worked for, Grandpa Moore on the Santa Fe and Grandpa Crow on the MKT. But there are a lot of Santa Fe and Katy engines on the local tracks. I also looked hard at adopting the MC&SA since it was a nearby small active railroad and it remains a possible choice down the road.



Figure 1 Engine as received from Builder



I next tried to create my own railroad and paint scheme. Finally I took a long look at the current paint scheme (I know Illinois Central), quality and no one else down here are using these colors and then decided let's keep these colors awhile. After making that decision I then decided all my equipment would have the same color scheme.



This summer I added a Jack Haskins 2 seat car to the railroad which forced me to now use a trailer when I travel with all of my equipment. I tried every way possible but just could not get it in the back of the SUV. Combine before painting at right.



Anniversary Meet, November 11, 2016

Doug Blodgett: Work Day, Thursday, July 27

I went out to the track today to do some work on the tender that I didn't get to last Saturday and overall had a pleasant enough, although sweaty, morning.

First things first though. I went into the engine barn and tried to open the door and it hung up about 2/3 of the way up. Thinking it was the spring locks I checked to make sure they were pulled all the way in and tried again. It hung up again so I started looking at the top of the door to see what on earth was stopping it. I was quite shocked (not literally though) to see that an extension cord had been looped across the door rail and the back of the door was pushing on it. Hard! I unplugged the cord at its wall switch and since I didn't want to drag a ladder out, just let it float so the door would push it out of the way. My plea to members is if you are going to run an extension cord, please make sure it won't get in the way of something that might cut it and shock someone. This is a safety issue.

Before bringing my engine into the barn last Saturday, I decided to temporarily park my Mikado on track 2 while I used the diesel to move another engine out of the way. Unfortunately that switch was literally "stuck in the mud" from years of non-use so I knew that I would fix that this morning, as well as the one for track #1. See the photos. Not hard work, but one of those things that will stop you in your tracks when you are hot and tired and can't get the points to throw.



This is a no-no. I tried to open the door before I saw this and it snagged and stopped the door about 2/3 of the way up. I unplugged it at the timer and let it float free for now.



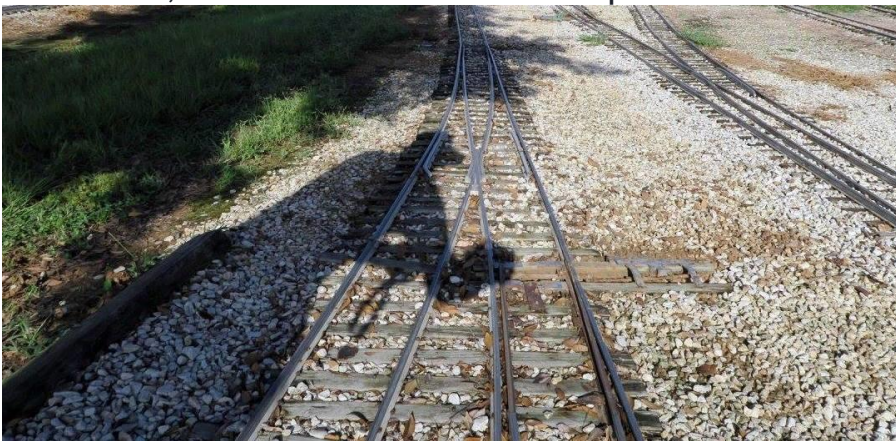
Rick's new engine in the engine barn before I moved it in order to get to my Mikado. The color scheme really brightens up the place.



Here's yard switch #1 after digging out. It wasn't as bad as #2, but still couldn't throw it's points.



Yard switch #2 that had to be dug out today because it wouldn't operate properly. The whole track has sunk into the dirt (mud today) over the years



Yard switches #1 and 2 to the engine barn now operational.

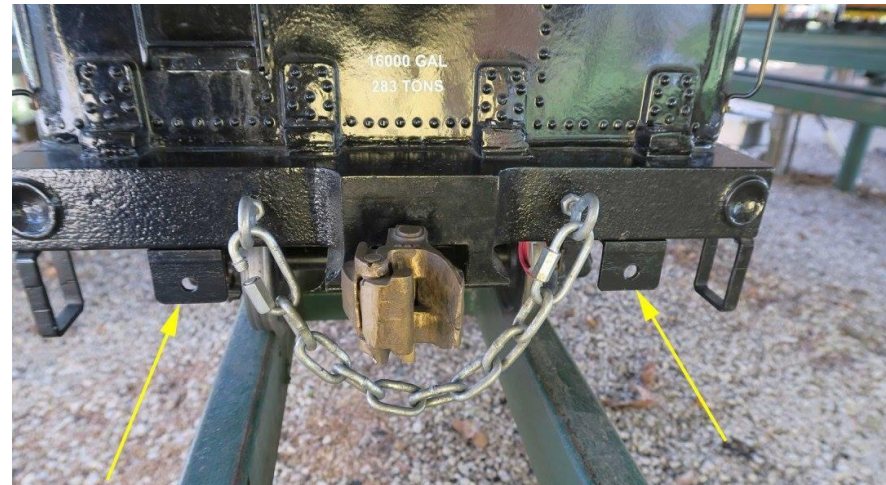
Once I got the preliminaries out of the way, I finally got 7113 down to the steaming bays and was able to install the brackets on the tender for the air supply and brake lines. I still need to install another dual hole bracket on the front of the tender, but will have to unhook the tender from the engine so decided to wait until Saturday to do that one. I felt good about this work because it's the type of thing (drilling, tapping, etc. underneath) that I am more comfortable doing in the shop but I planned the work, made drilling jigs to locate the holes and help hold things in place, and it all went well.

I did have to roll the tender right to the edge of the bay (after removing the stop first) in order to get the drill under its sill, but I used chains under the wheels to make sure it didn't roll off.

Well, maybe the planning wasn't as complete as it could have been. After I got the holes tapped, I discovered that I hadn't brought any 5-40 bolts with me so I "borrowed" a few from the engines front end steps to use temporarily.



Two Mikado's side by side look pretty good. I've decided to leave the covers off of my engine for a trial period. My wife made those for me when I first brought the engine out and I like them, but have decided that they are more trouble than they are worth to just keep dust off the engine. In fact, they might even cause damage because no one can see what detail might be under the cover and



These are the brackets I mounted on the tender today. They are for the air supply and brake lines on the train. Another one with dual holes has to be mounted in front but I haven't decided exactly where yet. Nor have I picked the final location for the brake valve and gauges.

accidentally do some damage without knowing it. Then there is the issue of where to put them - on another engine?, on the floor? And if you need to move another engine, it sometimes becomes necessary to remove their covers too just to see where it's safe to grab them.

Doug Blodgett: Work Day, Saturday, July 29

Today's add-on work day was requested by president [Bill Smith](#) in response to concerns by the county that we were getting behind in maintaining one of our gardens. As you should know, if we plant them, we are required to take care of them to the county public park standards.

Several members including Doug Blodgett, Bill Smith, Peder Serkland, JB Cason, and Justin Schade, responded to the call this morning and started work shortly before 8:00am. By 9:30 the garden was cleared and trash stacked in the parking lot where the county will pick it up. They also managed to clean out some growth in the back shop building.

Other members who showed up later in the morning, included Rick White, Dennis Cranston, Gary Brothers, and Doug Payne, to name a few. By then it was getting pretty warm and everyone was doing their own thing, mostly with their various engines.

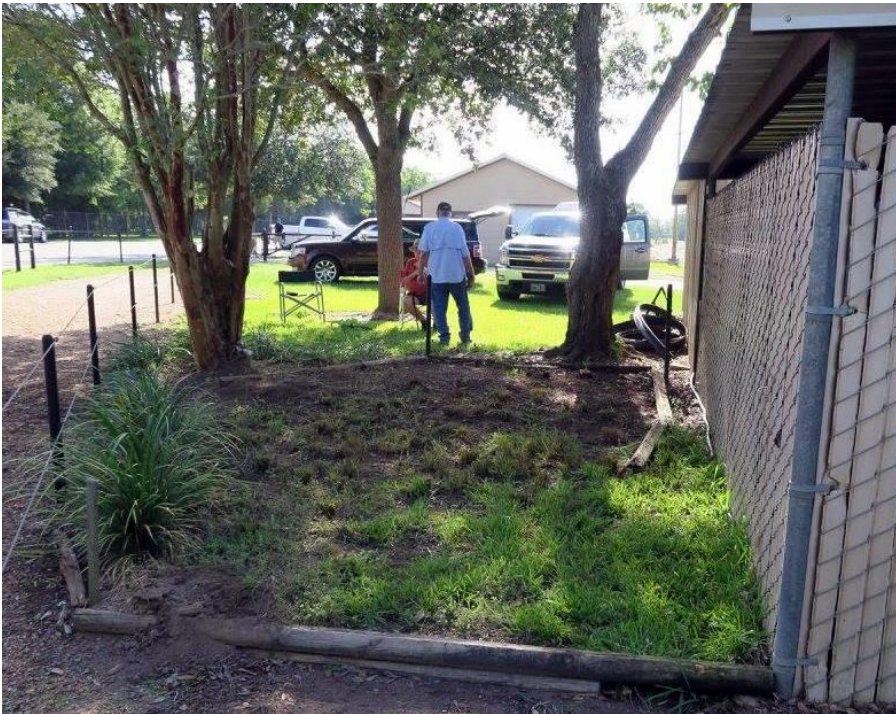
It turned out to be a low key, pleasant day with an agreeable sense of accomplishment.



Garden area before clean-up.



Justin Schade putting some muscle on a very large rake. Below is the cleared area.



Bill Smith and Jb Cason taking a break after cutting and clearing the garden in the morning.



Peder Serkland is aligning track on the lead from the station after working on the garden earlier.

Rick White & JB Cason, Saturday, July 29



JB Cason parked in the shade, making it hard to photograph his black ATSF GP9 units.



Rick White taking a photo of JB Cason at Sumrall.

Public Facebook pages

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

No Login required

Greg Moore is in charge of this Facebook page.

E-mail is bubbadawg@gmail.com

Facebook Group:**Houston Area Live Steamers**

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

Facebook login required

This is where you can post your photos.

Tomas Sandoval is in charge of this group and he approves membership requests.

E-mail is tomas_sandoval@hotmail.com

Many non-HALS members belong and you can share photos from here to your timeline for your friends to see. Photos from the track and your train related projects are normally posted here.

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.** 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 the August Stack Talk

Work Day
Public run day
Projects around the park
Your Project

2017 HALS Board of Directors

President	Bill Smith	
V.P. Operations	Bob Barnett	
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V.P. Manpower	Rich Businger	
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(NOTE: Pete Greene is continuing as the "Former President" since Bob Barnett is still on the Board.)

Editor's Comments

Rick White, Stack Talk Editor

Please consider being editor of Stack Talk for 2018. I am retiring after two years.

Thank you to Doug Blodgett, Spence Gaskin, Bill Smith, Peder Serkland, Rick White, and Bob Dobrowoski for your photos and words, they make Stack Talk the members newsletter. I just wish we had more members writing up their projects they carry out at home and the work they do at the track.

I can be reached and submissions may be made at the following e-mail address: Rick.White.Jr@gmail.com

HALS Mailing Address

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P.O. Box 215
Hockley, Texas 77447-0215

HALS Physical Address

Houston Area Live Steamers, Inc.
17802 Roberts Rd.
Hockley, Texas 77447-0215

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

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

Greg Moore is in charge of this Facebook page(s). E-mail is bubbadawg@gmail.com

NOTE: No Login required

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

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

NOTE: Facebook login required



Things for Sale

NEW: Five inch Kurt Vice \$175, which is a machine vice. **Contact Barry Tobias (713) 729-2199**

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**

Climax A in Gauge 1 Ed Hume



Ed Hume's book, "A Climax Class A Live Steam Locomotive", is newly available for online ordering at <http://www.createspace.com/7097131> or from Amazon.com (use the link below or just search for Hume Climax A). A download website for the computer files that accompany the book is at

<http://Model-Shop.net>. A .zip archive is available which contains DXF drawing files and G-code program files to help builders use CNC machine tools to fabricate selected parts of the locomotive model. See the [Catalog](#) page on the Model-Shop.net site for more information on the book.



Amazon link: https://www.amazon.com/Climax-Class-Steam-Locomotive-Model/dp/1545404895/ref=sr_1_1?s=books&ie=UTF8&qid=1494506764&sr=1-1&keywords=Hume+Climax+A

Texas Mexican Equipment Sale

Tomas Sandoval

Here is what I still have left of the TEXAS MEXICAN ROLLING STOCK LISTED BELOW..

- TM Gondola 78" \$1100 MCC trucks and couplers
- TM Gondola (Fred Springer estate) 78" \$1500 (only one graphic is clear coated)
- TM Tank Car 73" \$1350 MCC trucks and couplers
- New Southern Pacific RR BulkHead Flat Car 83" \$1850 with TOM BEE trucks and couplers

I can be reached by email tomas_sandoval@hotmail.com
or by Phone (e-mail me or message me to get my phone number).
If I do not answer, please leave me a message and I will call you back.
Thanks for your time and consideration,
Tomas Sandoval IV

