



August 2017, Houston Area Live Steamers, Volume 2017 Issue 08, Rick White, Editor

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## The Presidential Siding August 2017

Hello all,

Thanks to the efforts of Bob Barnett who leads RJB Engineering (the HALS Engineering partner) and to Dennis Cranston the engineering package for the New Car Barn Project has been completed. The package was provided to Steve Dorman of Harris County last week. Steve volunteered to 'drive the process' and to assist us in getting approval (permit) to proceed. We are waiting patiently to hear from Steve or the Permit Office. As more information is available, I will let you all know..

Based on our ability to get this application completed and into the County process, I am sure that we will learn a lot in the next few weeks on how to push that Project through to completion, which leads me to 2018.

Since we have our Engineering Partner in place, hopefully our ability to put projects together and carry them out will improve. We will still be extremely resource limited, but at least we should know better what we can and cannot reasonably do. I do not expect a sudden onslaught of approved projects but we need to start thinking about (and documenting) what might be next.

Here is my short list (These can be parallel activities)–

- 1.) Complete the New Car Barn and get it into operation.
- 2.) Obtain approval on the Berm restoration activities and get going on that. I am assuming that approval is imminent.
- 3.) Finish the construction of the Phase IV bridge. We can continue with this as soon as we can get back to it.
- 4.) Work with the County to understand what our possibilities for a Phase IV project might be. (I am assuming this will be late in 2017 if we are lucky.

And remember, the Wild West will never come back like it was.

A few weeks ago, and based on feedback from the County, several HALS members were able to do some serious trimming at Zube. Specifically on the north edge of the Tractor Shed, interior to the Back Shop, and behind the Back Shop. There is still more work to be done, but great progress was made. We are expecting to call another Work Day to finish that activity. If you can participate, it will really be appreciated.

As we move towards fall and cooler weather election time is nearing. As the Junior Director, JB Cason will be leading the Nomination Committee. The activities of that Committee will be starting shortly. If you are called to participate with that Committee, let JB or me know. If you are interested in running for a position, please let JB know. The actual election will be held at the November General Membership Meeting, with the successful candidates assuming their positions effective 01 January 2018.

The process for storage of rolling stock and locomotives in the Old Car Barn and Engine Barn is officially in place. There has been a serious effort to straighten out both of those storage areas and the effort is paying off. If you need to store equipment please follow that process and we will get you taken care of as soon as practical.

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 and to improve as we can.

Hope to see you on the rails soon!!

*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 (Cancelled)  
September 2: **Track Repair Day.**  
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 22 – 23: SWLS Meet at Brent Courtney's track.  
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

## Greg Moore: Loco Horn

I was recently asked about the horn in my engine. I took the cover off today, August 4<sup>th</sup>, and looked very close and could not find any part numbers. As you can see in the pictures, on the small one it says HI and on the large horn it says Lo-Lo. On the other side it says 12 volt . I did find a similar one on eBay at

<http://www.ebay.com/itm/322123208300?rmvSB=true>



Lo-Lo on large horn



HI on small horn





12 Volt



## Spence Gaskin: Golf Cart and other repairs, August 4, 2017

Scheduled to work this weekend I figured I wouldn't make it to the workday, so made a trip out this afternoon to take care of a couple things that needed my attention. The power cord for Frankie had been adjusted and fell down where it was catching on the garage door. It was raining when I reached the track, so didn't get a ladder from the back shop...but was able to use the shop broom to lift the extension cord up & hang it from the screw that holds it away from the door's track.

The county had replaced rotten wood in the ticket booth...and somehow some of it was painted blue. Today I gave it a coat of brown paint using the paint I had used on the Jackson mini engine barn. After drying the match isn't perfect, but is pretty good.



Nail holds cord away from the track for the engine barn door.



Coat of brown paint looks like a good match here with my phone camera, is a bit more of a contrast in person.



Very thankful the county was able to replace the rotten wood.



The parts Bill Howe found. Doug Blodgett: It's mine. I checked that rigging just a couple of weeks ago and it was fine. Looks like the turnbuckle just worked itself loose and the crossover link finally dropped off.



. I had been curious about 256, the old 3 wheeled golf cart at HALS. It has not moved in the last three years since I have been around. I pulled it out, rinsed it off and topped off the batteries. Batteries are of varying age, newest from 2012...but they are toast. Tires are weak as well, but have found a cheap source on Craigslist I will be checking out.



Golf Cart as it has sat for years.



In the sun. The right rear tire has an audible leak and is cracked. The air lasts only a few minutes.

I borrowed a battery from my locomotive, the riding lawnmower and the welder. The one on the welder didn't have a charge, so I didn't use it, just put it on charge so hopefully it will have some life in it next time. Connections are heavily corroded in the cart, but after some cleaning and breaking loose the seized accelerator, the borrowed batteries and jumper



\*some\* corrosion on old batteries.

cables were able to propel it forward. After bypassing a little solenoid looking device with the jumper cable I was able to control the speed and go forward and reverse. I will be doing some research into how these things work & hope to get it running soon. Dennis Cranston has offered to lend some batteries to the cause so I don't have to raid other devices.





Small flatbed trailer in backshop beside the wheel barrow. Maybe it could be towed by the Gator or the golf cart.



Four Wheel cart blocked by culvert. The wheels on this 4 wheel cart are slated to be fixed or replaced.



A "before" of the seat cushion.



Found two golf cart chargers, one near the gasoline storage cabinet near the cart. The other one was in the old car barn on a shelf near the back. I left both near the gas cabinet to be handy for the cart.



This is the device I had to bypass in order to use speed and reversing controls. Hooked up the yellow to the faded red on the right with a jumper cable.



In this fashion I was able to drive the cart round some with 2 borrowed batteries.



Will try looking up serial numbers soon.





Rusty layer on the steel.

I need to clean or remove the astroturf.

Definite improvement!



## Rick White, Work Day, August 5, 2017

Hot Penny was moved from the engine barn to a shelf in the Tractor Shed by Bill [William Howe](#), [Greg Moore](#), [Bob Dobrowolski](#), and [Rick White](#). We used the John Deere Gator with Bill driving. The rest did the lifting and moving.

Bill [William Howe](#) changed the track making jig from 30 ties per ten foot panel to 24 ties per ten foot panel. All nicely varnished. Now the ties are a loose fit so the panels come out easily. Thanks Bill.



The narrow part is for straight track.



Bill Howe drove the John Deere Gator carrying Hot Penny from the engine barn to the tractor shed.



Greg Moore and Bob Dobrowolski helped Bill Howe and Rick White with the move of Hot Penny.



Hot Penny up on a shelf. The loco is too tall to fit on a lower shelf. The whistle on the cab is the tall part.



Bill Howe replaced the 30 tie per ten foot track panel with this 24 tie per ten foot panel jig. Nicely varnished. The wide part is for switches.



Rick White hooked up his battery chargers on his new locos and they ran. Thanks to JB Cason for running the cord and moving the ladder. These chargers came on just where I wanted, "24 Volts Normal". There are many other settings, but not any that I want to use. The cord does run along the cabs of the locos. For now, keep Doug Blodgett's Mikado in front so the cord does not have to run over the Mikado. Thanks.

The chargers come on slow and build up the charge rate only if the batteries will take it. Then they taper off to maintenance.



ABOVE: Using "24 Volt Normal" setting.

RIGHT: Rick White's new SW7 locos with charging cord running over the cab to the chargers.



## Spence Gaskin: Golf Cart Repairs Part 2, August 11, 2017

I picked up some free golf cart tires from Craigslist and replaced the flat on the golf cart this afternoon. Plenty of golf carts get modified with fancy wheels, .so the old small wheels can be found for cheap and apparently free!



The free tires. I picked up extras in case some were duds and stacked them behind the cart in the "gator barn."

I used the hoist for a tire change, the other two tires didn't seem to have lost air in the last couple weeks.



Hoist holding up golf cart.

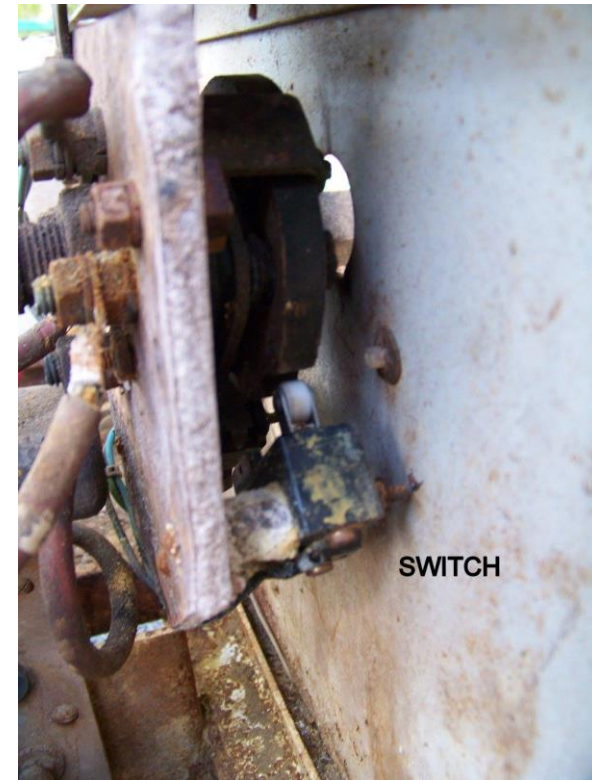


The old batteries and watering tank were removed to help inspect the cart more, and it turns out the solenoid seems good. Two of the micro switches that are electrically between the on off key and the solenoid need replacement. I have found these switches online but hope to find them locally to keep moving on the project. Dennis Cranston is dropping off some batteries for further testing before new ones are purchased.

I forgot to mention the golf cart's horn was repaired. It is a squeeze bulb operated bronze horn that must have been clogged up with an insect nest. The bulb is rather cracked, but it lets out an amusing honk now.



Batteries removed for easy access...electrical switch seen here was not working...I cracked it in removal and attempts to get it unstuck. Solenoid tested good.



This switch was also stuck and it is covered in battery corrosion. I will be picking up replacements soon.

## Doug Blodgett: Organizing the Old Car Barn, August 12, 2017

Saturday, August 12 was the day Rich Businger picked to see if he could bring some order to the old car barn by consolidating cars by function and owners. Various methods of assigning space have been used over the years, but they eventually resulted in a bit of chaos and inefficiency. Rich wanted to get all the club riding cars in the same place, all the work cars in the same place,

private owners cars on the same track if possible, etc, etc. There were also a couple of 'mystery' cars in the barn that no one was sure who owned but I think that all but one of those was finally resolved.

About 7 people showed up to help Rich (Doug Blodgett, Bill Howe, Peder Serkland, Dennis Cranston, Bob Dobrowolski, Bill Smith, and Rick White) and it took all morning to do the job.



Bob Dobrowolski has his Pantograph equipped box cab under remote control to pick up another string of cars for the car barn.



Rick White demonstrates gymnastics moves to tag a car.



Rick White working inside the car barn on a hot, humid, day. He has produced a new list of the car locations that is very easy to read. Good job Rick.



Part of the work train cars waiting for track reassignment.



Previous attempts to allocate car space by using car measurements worked pretty well, but nothing beats actually putting cars in place to see if they fit and that's what Bob Dobrowolski did with his box cab pulling and pushing cars all morning. Bob has only had that engine a couple of months but has probably put more miles on it than some members do on theirs in a year.

I do not have photos of everyone who was there, but it was a monumental effort for an impromptu work day and I commend all who helped out.



Bob Dobrowolski and Rich Businger. Rich led the effort today to make the car barn more "user friendly" to users.



Doug Blodgett's cars waiting for track space in the barn. These cars started on Track 4 and ended up there.



Rick White inspecting cars in the car barn. Empty tracks have not been reassigned with cars yet. At the end of the day, all tracks were full.



Bill Howe and Peder Serkland conferring before Peder, on the ballast car, heads out to work on the curve coming into the station from Black's Crossing. Peder finally decided to simply remove a section of the curve in order to level the roadbed under it. Makes for a much better job. That curve may be blocked for run day coming up but it can be bypassed. It will not affect public run day.



Cars waiting outside for reassignment to tracks. Many cars went right back to their old locations.



Bob Dobrowolski shuffling cars with his #17 box cab. Bob worked at this all morning but I don't think he considered it "work".



Rick White's signs for the tracks. Laminated and ready to screw down to the ties. Rick White photo



## Public Run Day, Rick White, August 19, 2017

Today was public run day. Hot August day. Excruciatingly hot. The heat did me in, no matter how much water I drank. Also, my camera lens had dirt on it and I lost the first dozen photos to sun flare. Gary Brothers made it out, just for support, not to do anything. Gary is recovering from a recent hospital stay. Rich Businger arrived to deliver drinks and give moral support, riding with me a couple of times. He needs to recover before working in any heat, let alone today's heat. Thanks for not over doing it today, Rich.

.Bob Barnett was both Station Master and Train Master, working hard all day in this heat.

I was the conductor for JB Cason except for the last two times around when Andy Isles took over while I put away JB and my cars on track 8. Doug Blodgett came



Elizabeth Alexander ran concessions with the help of Laura Brown giving out tickets, and with Case Alexander and Jadalee Isles working providing drinks and souvenirs.



out to Zube Park to add an air line to the tender of his Mikado. Pete Greene ran his Mikado pulling the public. Robert Briggs gave up the cool Colorado mountains to brave our heat and run locos and be a conductor. David James, Bob Dobrowolski, Andy Isles and Randy Neville ran almost all day! Dennis Cranston helped out before the heat drove him out. Bill Smith rode with me, otherwise he supervised. Art Gibson ran his Gauge 1 steamers and his UP passenger set all day and then had help from Caleb Roberts.

Peder Serkland and Clyde Brown worked on track in front of the station in all this heat, bless them. Shoveled ballast in the sun!

Lots of volunteers. More volunteers would be welcome. I cleaned my camera lens and should better with the photos next time





## **Dennis Cranston: Transfer Table Drilling, August 20, 2017**

Dennis Cranston: Drilling the transfer table frame to attach the wheels. Having to do a little shade tree setup.

Doug Blodgett: That's called "normal operating procedure" in my shop.

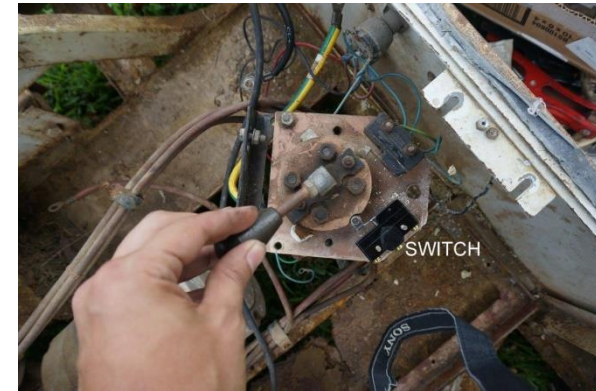


## Spence Gaskin: Golf Cart Repairs Part 3, August 21, 2017

Unable to find parts locally, I ordered the two replacement switches online, with a new set of battery cables. The new switches were a perfect fit, but a poorly crimped connection between the solenoid & the new accelerator activated switch caused some head scratching. Soldering the connection fixed the issues, and the golf cart now operates as it should! Even the backup buzzer kind of works...but it was annoying and I disconnected it for the time being. Many thanks to Dennis Cranston for providing a set of batteries to test with. They are in the cart, but not hooked up a charger. **Please to not use the cart** for the time being so we do not run down the battery charge.



Start of the day, rolls out so much easier now.



Replacement switch going into the reverse unit.



Motor and Switch



A good dusting with the blower cleaned out the filthy Astroturf pretty well, and another leaking tire was replaced. The sidewall was too cracked to make out the date on the tire, but the rim was marked '88. I wouldn't be surprised if it was an original 1988 tire.



The dirty Astroturf carpet. A key switch & forward reverse switch. The interlocks now work.



Not stapled down, but the Astroturf dusted out pretty well.



Happy Cart #256. Headlights are burned out, can be obtained online.



Replacing another tire with a slow leak. Coil behind shock is where power is intentionally wasted to create lower speeds.



Current layout with three 12v batteries. Jumper cable only in use because bolt was missing from one terminal connection.

I was also able to take a video, as I had brought my wife's camera (mine refuses to take video anymore):

<https://youtu.be/JNtXaMT8fKc>



Ready for the video at  
<https://youtu.be/JNtXaMT8fKc>



Driver's view, note old brass bulb horn...it works now too.

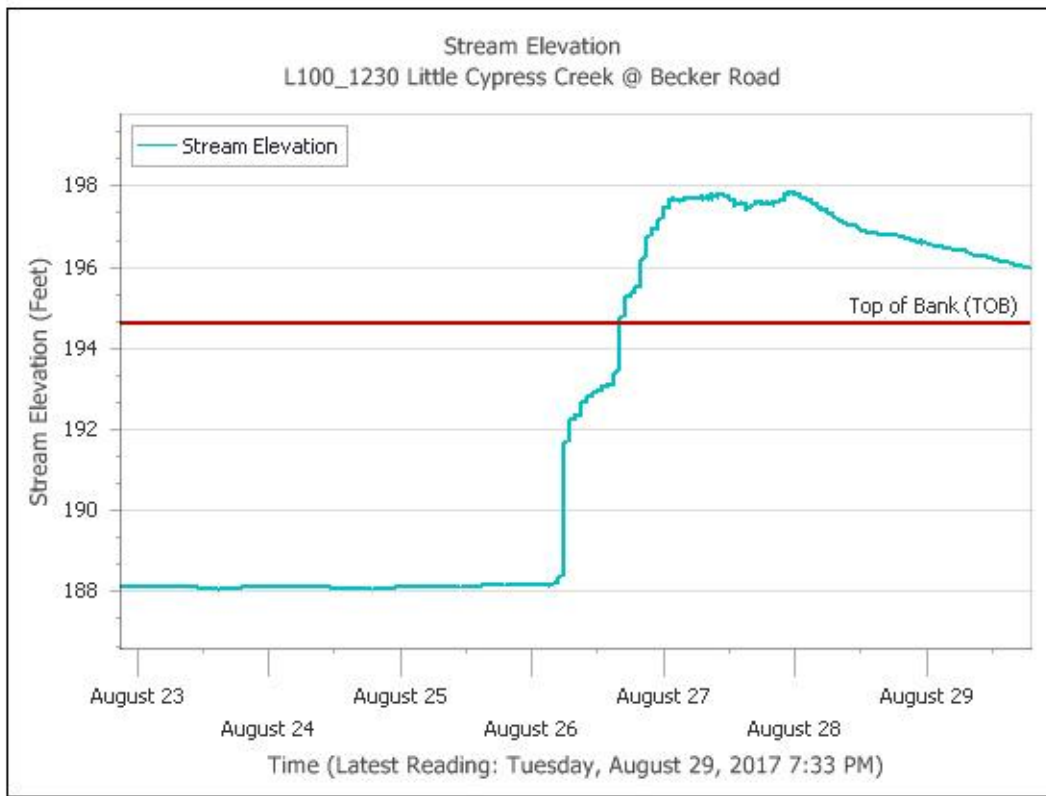


## Flooding, Rick White, August 29, 2017

The rains are over. No rain for 12 hours as I write this. Photos in the next article. Rain total was 29.76 inches! More than we had at either the April 18, 2016, or the May 27, 2016, flood events. However, those two 2016 events were one day massive rains, not spread out over several days like this flood. Still, there is track damage. Like the 2016 floods, this one was a 500 year flood, see the numbers on the next page.

Rain by the numbers using data from the Harris County Flood district gauge of Little Cypress Creek and rain gauge just ½ mile east of HALS on Baker Road at Little Cypress Creek. See <https://www.harriscountyfws.org/GageDetail/Index/1230?span=24>





Flood Frequency	Elevation
10% (10-year)	195.20'
2% (50-year)	196.00'
1% (100-year)	196.20'
.2% (500-year)	196.90'

**Historical Storm**

Date	Event	Elevation
10/18/1994		197.10'
10/19/1998		195.80'
11/14/1998		195.80'
6/9/2001	Allison	196.40'
9/13/2008	Ike	193.50'
4/28/2009		195.40'
7/12/2012		197.20'
3/10/2016		195.13'
4/18/2016		197.80'
5/27/2016		197.30'

High water mark elevations are approximate.

The floods of April 18, 2016, and May 27, 2016, made the list of worse floods. Over the 500 year flood level were 1994 and 2012. Five times since 1994.

You might ask why so many floods stop at the 197.1 – 197.8 foot level. Look at the photos from May 2016, the water is spread out almost everywhere when it gets to this level, spreading out more miles each side of the creek when it reaches this height. To rise another foot requires another foot of rain in a short enough time to not run off. This August 2017 storm got the extra foot over the two 2016 storms, but not in one day. From viewing the photos from 2016, the car barn was a foot above water. Doug Blodgett's surveys put the engine barn a foot higher than the car barn.



## Flooding, JB Cason, August 29, 2017 with historic 2016 photos from Spence Gaskin



JB Cason photo. August 27, 2017: Water about same place on stop sign as the Spence Gaskin photo from May 27, 2016.



Spence Gaskin: Looks bad, but I think it is about the same height as last time (May 27, 2016, leaving the buildings safe. I was stuck inside during the Memorial floods last year, and the water looks about the same height on the stop sign on the gate.



JB Cason photo: August 28 at 11 AM.  
Water is going down. Still too deep to go into Zube Park.



About 11 AM on August 29, the water has gone down and you can drive into Zube Park.



Little Cypress Creek. HALS is on the left. 2017-0829 11 AM



From this view, hard to tell there was ever a flood. The car barn and engine barn are dry inside. 2017-0829 11 AM



May 27, 2016, Spence Gaskin photo of flooding. Three members in campers at HALS for meet. Water fills infield, which must have happened again in our 2017 flood.





Looking away from Sumrall. Track on left to Dead Man's Curve. Track on right to Anderson Loop. 2017-0829 11 AM



Closer to Dead Man's Curve. Track Anderson Loop than photo at the left. 2017-0829 11 AM



From the middle of Sumrall looking north, looks pretty good. 2017-0829 11 AM.





Looking north across all of Sumrall. The cross over washed out and some West Sumrall track moved. 2017-0829 11 AM



Looking toward West Sumrall on Phase II. That tree was down on August 19, public run day. Some ballast washed out. 2017-0829 11 AM



Looking across Lakeside Jct from the SW end of Sand Springs. Track on curve was leveled and ballasted to perfection. Just forgot the tie downs. 2017-0829 11 AM





Looking across a Sand Springs switch at Lakeside Jct. A lot of tender loving care went into this track after the May 27, 2016, flood, but no tie downs to hold it in place. 2017-0829 11 AM



These concrete tie track panels were installed after the May 27, 2016, flood. The concrete ties held the track in place! 2017-0829 11 AM



Looking towards Sand Springs from near Black's Crossing. Concrete ties holding track in place. The ballast washed out. 2017-0829 11 AM





Standing on the 4.75 inch gauge track looking toward Sweetwater. The 4.75 inch gauge track washed out. 2017-0829 11 AM



The dual gauge track close to Black's Crossing looking toward Dinkey Creek Jct. Familiar washout. 2017-0829 11 AM



From Dinkey Creek Jct. looking at Dinkey Creek bridge and Lakeside. Not all the track is damaged! 2017-0829 11 AM

Editor's note:

JB took many more photos and they show the good track we are used to. No photos were taken of Phase III. The condition of Phase III is to be determined.



### **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](mailto: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](mailto: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 September Stack Talk**

Work Day  
Public run day  
Projects around the park  
Your Project



## 2017 HALS Board of Directors

<b>President</b>	Bill Smith	
<b>V.P. Operations</b>	Bob Barnett	
<b>V.P. Facilities</b>	Spence Gaskin	
<b>V.P. Track &amp; Right of Way</b>		Peder Serkland
<b>V.P. Motive Power &amp; Equipment</b>		Gary Brothers
<b>Secretary</b>	Rick White	
<b>Treasurer</b>	Dennis Cranston	
<b>Former President</b>	Pete Greene	
<b>V.P. Communications</b>	Open – main duty is writing Stack Talk and taking photos for it.	
<b>V.P. Manpower</b>	Rich Businger	
<b>Junior Director</b>	JB Cason	

*(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.

Was a calm month until Harvey. Now the work begins. A few dozen more tie downs could have prevented a lot of washed out track! The ballast would have still washed away.

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

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**HALS Mailing Address**

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To reach **all HALS members** send email to [roundhouse@hals.org](mailto:roundhouse@hals.org) and [roundhouse1@hals.org](mailto:roundhouse1@hals.org)

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](mailto: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**

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## 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](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](mailto: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

