



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

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## **The Presidential Siding September 2017**

Hello all,

I was contacted last week by Steve Dorman concerning the New Car Barn Project. He notified me that he and his engineering team had reviewed our project documentation, approved it and were moving it forward to the County Permitting Office. Once that has been done, we should be given a contact name and number that we can use to track the progress of our request. This is good news, and keeps us moving forward.

Weather wise it has been quite the month.

A major storm named Harvey paid the Gulf Coast a visit. We had our 3<sup>rd</sup> '500 year+' flood as I know you are all aware. Zube Park and HALS came through in pretty good condition. Unfortunately some of our members did not fair so well.

For those that were affected, our thoughts are with you and we are hoping you have a quick recovery.

As we move towards fall and cooler weather election time is nearing. As the Junior Director, JB Cason is leading the Nomination Committee. 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.

There are some good activities coming up in the very near future. Operations Days, Fun Run Days, and Public Run Days, not to mention the SWLS / HALS Anniversary Meet, as well as Meets at other railroads. So be sure to get out to the various activities and enjoy railroading.

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*

Hope to see you on the rails soon!!

*Bill Smith*

### **HALS Events 2017**

#### **Events at Zube Park**

September 2: Track Repair Day.

September 9: Work Day and General Membership Meeting

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  
Elections will be held at this meeting. Volunteer!

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

December 9: Board Meeting at 9 AM at Zube Park

### **HALS Events 2018**

#### **Events at Zube Park**

January 6: Work Day and General Membership Meeting at 1 PM

January 20: Work Day

January 20: Board Meeting 9 AM

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

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 30: Board Meeting at 7 PM

May 5: Work Day and General Membership Meeting at 1 PM

May 12: Board Meeting at 9 AM

May 19: Public Run Day 9 AM to 1 PM

May 24-27: Memorial Day Weekend Meet

June 2: Work Day and General Membership Meeting at 1 PM

June 9: Board Meeting at 9 AM

June 16: Public Run Day 9 AM to 1 PM

June 23: Fun Run Day

July 7: Work Day and General Membership Meeting at 1 PM

July 14: **OPEN**

July 21: Public Run Day 9 AM to 1 PM

July 28: **OPEN**

## Work Day, Rick White and Doug Blodgett, September 2, 2017

### Rick White:

Doug Blodgett brought out ballast to the Phase II track just north of West Sumrall. This track has less damage than the one next to it and will be ready for public run day in two weeks when we finish up on the September 9 work day.

I installed signs on the old car barn tracks 1 - 12 plus upper 11 and upper 12 that explain which cars are on which track. Should help when putting cars away. I will update when the cars change.

The seats on my conductor's car had bolts which proved to be too long and you could feel them after the seats settled in with my weight. I removed all 8 bolts and installed 1/2 inch shorter bolts. Should be better, but better seats would also help. But, I like the 15 inch wide seats when I load these cars in my van.



Thank you Bill Howe for installing the repaired and refurbished high remote switch stand. I like the yellow! Ken Smith repaired the high switch stand.



Doug Blodgett with ballast.



Toby White is facing away. Bob Dobrowolski and Bill Smith standing. Phase II track to Dead Man's Curve on the left is the track being worked. Phase III track to Anderson Loop on the right needs far more work.

**Doug Blodgett**

Hurricane Harvey Recovery work at the Houston Area Live Steamers in Zube park as of yesterday and continued today.

When I got to the track a bit late this morning, after helping my hurricane guests move out, work was just starting. I noticed Rick White was attaching placards to the rail-heads of each track in the car barn. Each placard shows which cars belong on the track the placard is attached to. All part of the plan to better organize and help keep some order in the car barn.

After that, everyone started work in the field out by Sumrall to restore track that had been damaged during Hurricane Harvey and I didn't have time for more photos. The crew managed to straighten one of the few sections that actually floated out of place during the hurricane close to Sumrall Station. The rest of the work involved re-ballasting the stretch from Sumrall to Dead Man's Curve.

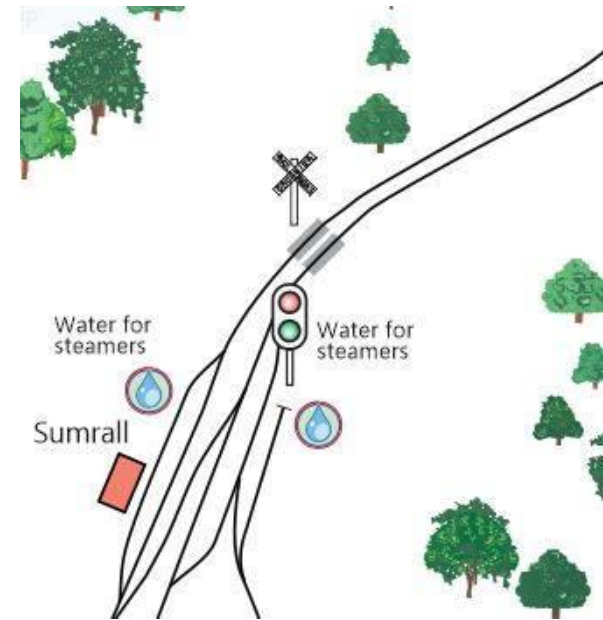


Rick White adding placards to show what cars belong on each track.



New placards showing cars on track.

That will be the route for run day after coming out of Phase II. Others I saw working at Sumrall were Dennis Cranston, Bill Smith, Rick White, Bob Dobrowolski,



This is the area the work crew was in today.

Toby White, and JB Cason. (sincerely apologize if I missed anyone). I spent my time driving the tractor bringing ballast to specific spots and filling the tipple. Also used it to do a bit of "landscaping" in front of the tractor barn so the door could be opened and closed easier. We really need to re-level both those tractor shed doors - at least a 3 man job.

## Houston Area G Gaugers, Brenda Cauthen, September 10, 2017

The Houston Area G Gaugers visit HALS at least once each year. September 10<sup>th</sup> brought out HALS and HAGG members to run steam on the HALS Gauge 1 track.



Left and above: Art Gibson and his train.



JB Cason using his ATSF GP-9 trio to pull HALS and HAGG members.

## Public Run Day, Rick White, September 16, 2017

Doug Blodgett ran his Mikado with a show freight train. The engineers and conductors are named in the photo captions.

JB Cason opened the park at Dark 30 and together with Bob Dobrowolski, set up the four passenger trains that we ran today. JB Cason's ATSF GP-9 units with 12 powered axles pulled six passenger cars and a two seat conductor's car where we trained four people today. Bill Howe helped Doug Blodgett with the tractor seat and talked to us.



JB Cason arrives with six passenger cars.



Greg Moore is the conductor on JB's train and is training Will Liebbe.

UP 9449 with 10 powered axles pulled five passenger cars



Cody Crawford is the conductor about to leave town.



Justin Schade was engineer on UP 9449 all day, enjoying pulling five cars.



Cody Crawford is the conductor on UP 9449's train.

SP 202 with five powered axles pulled four passenger cars. Barry Tobias was the Station Master in the AM and he trained Greg Moore, who was Station Master in the afternoon.



Randy Neville with SP 202, which he ran all day.

George Leventon's AU 72 with four powered axles, but 1200 pounds on those axles, pulled only 3 cars, but could have pulled three more if we had had them. We need more passenger cars. Marge Leventon and David Leventon ran concessions. Dennis Cranston alternated with Gino Arrue to give out tickets.



Randy Neville and Bob Dobrowolski worked together all day using SP 202.



George Leventon stopping to let passengers off.



Bob Dobrowolski is the conductor on SP-202. Station Masters are Greg Moore in the afternoon and Barry Tobias in the morning.



Will Liebbe is now a certified conductor.

Brian Campopiano set his BNSF 2008 loco out as a backup loco, but nothing happened at all to give him any business. Brian changed oil on his loco's engine before bringing it out. Gary Brothers wanted to run his loco around for the fun of it, but was pressed into conductor duty, helping to train Noyers. Bill Smith wanted to act presidential, but was a conductor instead.



Brian Campopiano and Bill Smith

Doug Blodgett ran his Mikado with a show freight train. Bob Dobrowolski is standing at left is a conductor on SP-2020. Brian Campopiano's BNSF 2008 at right is waiting action, but nothing broke down.



We got a nice surprise, Ken and Betty Smith stopped by on their way to a wedding. Was good to see them and hear about their new house and how they are working hard on the C&IG to be ready for the October meet.

**Training:** first we trained Will Liebbe on JB Cason's train with two different conductors (Greg Moore and Bill Smith). They declared him fit and Will worked as conductor for half the time. The next step is training Will Liebbe as an engineer. Then Greg and Bill trained the William Noyer crew of Bill Noyer, Billy (big Billy) Noyer, and Billy (little Billy) Noyer. Gary Brothers on George's train was also involved in training Noyers. When we vote Bill Noyer and Billy Noyer into membership next month, they will be already qualified to be conductors. These are long time live steamers having been Sacramento Valley Live Steamers for 30+ years. They have had their equipment at HALS for a meet already. Doug Blodgett provided some enhanced photos where the dark shadows were a problem. Thank you, Doug. I then did the same to my photos.

Bill Smith said:

I did a little Conductor training with William E Noyer (the youngest)

Talked to some really nice visitors...

Proud of the whole team, especially those that stepped into new roles. Specifically Greg at Stationmaster, JB Cason and Rick White at Trainmaster.

Gino Arrue and Dennis Cranston handed out tickets. Dennis was also a Conductor.

Bill Courtright, Art Gibson, Caleb Roberts, and John Frank were over at the Gauge 1 track running steam and attracting interested visitors.

Special thanks to Marge Leventon and David Leventon for handling Concessions. Great job done there.

Others in attendance were the following: Gary Brothers (conductor), Barry Tobias (Stationmaster), and Cody Crawford (Conductor). Bill Howe looked at some track issues with me. Ken and Betty Smith visited with us. The Noyers trained as Conductors.

Engineers – George Leventon, JB Cason, Randy Neville, Bob Dobrowolski, Justin Schade, Doug Blodgett (Steamin!)

## Tractor Seat Replacement, Doug Blodgett

September 17, 2017

First off - the tractor is temporarily out of service because the seat and its mechanism is in my shop for refurbishment. I will get it back as soon as possible. Bill Howe offered to change the seat out yesterday while I was running 7113 on public run day but he couldn't get the hinge pin out so he removed the whole assembly and I brought it home to work on it.

**Right left:** This is the new seat for the tractor. It's hinged so all you have to do is pull the old hinge pin, replace the seat, and put the pin back. NOT!!!!

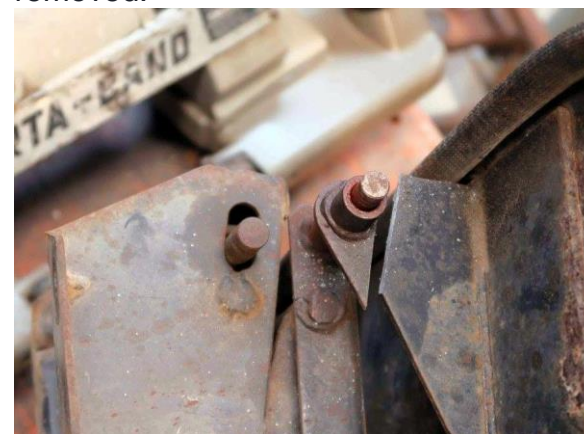
When I discussed replacing the Ford's seat with a dealer he told me all I had to do was pull the hinge pin that the seat hinges on and put the new seat in. He must have been talking about a tractor a lot newer than ours because our shaft didn't come out until after soaking it for a day in Kroil and



The seat mounts on a spring loaded mechanism that wasn't working. Here are the supposed rollers after 30 years of wear. Care to guess why the springs don't help cushion the ride any more?



This is the old seat. The hinge pin shaft is rusted in place and could not be removed.



I was finally able to get the seat off by cutting one of it's brackets but the pin was still frozen inside the tube. I finally managed to remove the shaft after heating the tube with an acetylene torch.

then resorting to heating the tube the hinge pin was in with an acetylene torch. Even then, it took my 20 ton press to get it out.

Just to get the old seat off the spring mount, I had to cut one of the seat's brackets. The seat brackets have a little short tube on them and those were still loose on the shaft. It was the shaft frozen inside a tube that's part of the spring lift mechanism that was the problem.

September 18



This is the new set of rollers and the axle they ride on.



Rollers are a much better fit than the ones I removed.



I've known for a long time that the spring lift mechanism wasn't doing its job and was anxious to lube it up for a softer ride. Surprise! It's not just a lube job it needs. Take a look at the photos of the rollers and their mounts. Everything is worn flat and must have been like that for years.

September 18



**ABOVE:** Here is the original roller axle before I cut it out.

**LEFT:** After cutting the axle out but before fitting the new axle.

September 18, 2017

I did some more work on the tractor seat suspension today and made a new set of rollers and a replacement axle for them. I really agonized about whether or not to cut the old axle out because I knew it was going to be difficult to get it back in place properly, but finally decided to give it a go.

I used my trusty Porta Band for most of the cuts and reshaped the weld area with a die grinder. I used soft iron wire to hold the new axle in place for tack welding with my MIG. I will use a stick welder for better penetration after I get it tacked. Unfortunately, it started to thunder and rain just as I was ready to weld, so I packed it in for the day.

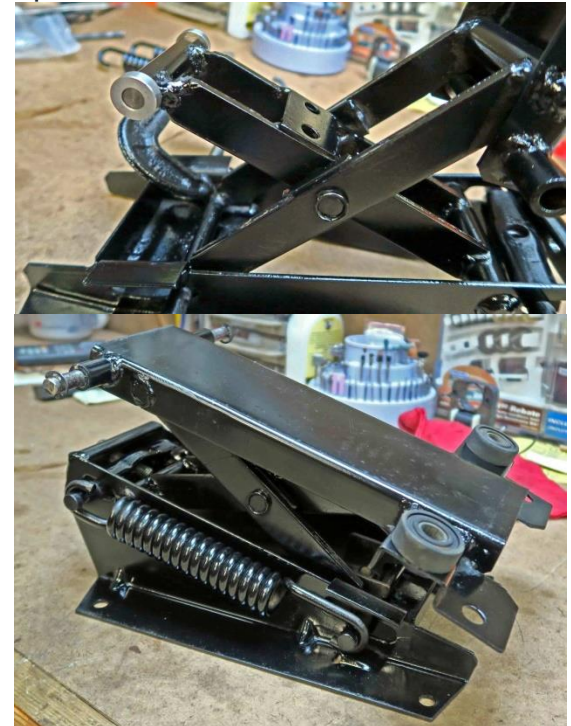
I have no idea if this work is going to improve the ride, but I just couldn't leave those oblong rollers in there.



New axle is in place ready to be welded in place.

September 19

No photo albums today - just two photos at right showing the new roller axle welded into place and the reassembled seat suspension with a fresh coat of paint. Almost like new.



September 20

I picked up my engine for Brent's meet that starts Friday. While at Zube Park, I installed the seat in the Ford tractor. What a difference!

## Racks for the new car barn, Rick White, September 19, 2017

Dennis Cranston starting to work on the new car barn. I better get going on welding the racks he needs. But first, a welding jig is needed. The first rack is two tracks wide and the first three leg supports have been welded together with Bill Howe's help. But, not flat, we need a jig for that. Lots of steel in a jig, so make the jig that will end up part of the last rack, a three track wide rack in the left hand bay. This will end up being the top rear of that rack. For now, a welding jig.

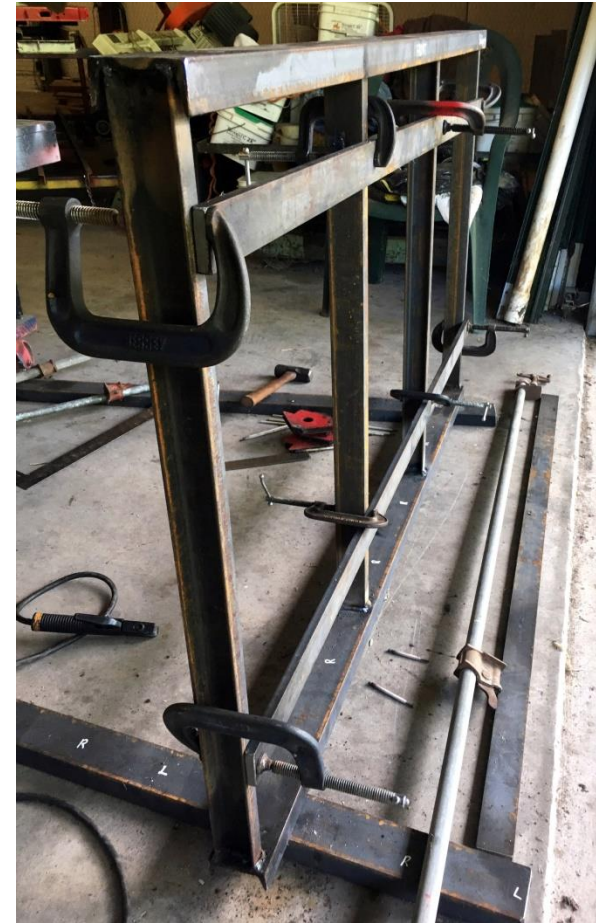
Keeping the 2" channel centered in the 3" channel is 1/2" by 2" bar stock. Works well, but is heavy. Takes lots of clamps. My grandson and I put the outside legs and the top and bottom together when lying flat so we could use the 1/2 x 2 inch bar stock. Now I am using it standing up. Easier to weld.



The 1/2" by 2" bar stock pieces hold the two center legs 1/2 inch off the edge of the 3" channel, centering them in the 3" channel.



R marks were the rails go. Rail is 2" channel to span 7'.



Now to weld up the second leg support and add the rails.

## Refrigerator Cars

Rick White

There are three wooden yellow refrigerator cars in the old car barn that we want to make sure who owns them. One has definitely been identified as Pete Greene's single door refrigerator car. One car Jim Cash owns and the other is owned by Tom Herbert. This is what Tom has to say about the two yellow two door refrigerator cars *"The two Hanrahan refrigerator cars were kits that came from David Hannah to me. The one that is cream and red oxide is the one that I did the assembly, detailing and painting on. The second one was unassembled when it left my shop, and I'm not sure who did the assembly on it."* We have heard from Jim Cash and he did assemble the car. Funny how the membership forgets who owns what in the old car barn!



Pete Greene's yellow refrigerator car. One center door. Ladders and grab irons.



CS #1492 double door yellow refrigerator car. This should be Jim Cash's car.



Both sides of CCS (Cypress Creek & Southern) #34. This sounds like Tom Herbert's car.

## SWLS at the Southwestern Railroad

Rick White

HALS Members attended Brent and Melissa Courtney's SWLS Meet on their Southwestern Railroad. Our gracious hosts obtained lunch for us on both Friday and Saturday so we could stay at the track and enjoy trains and the company of other live steamers. Thank you Brent and Melissa!



JT Bailey



Phillip Bell



Spence Gaskin with JT Bailey's Pacific



Ed & Helen McCamey



Ed & Helen McCamey with Monterey White



David James and Brent Courtney



Bob Dobrowolski with his box cab loco and train.



Doug Blodgett and Phillip Bell



Engineer JT Bailey with passengers Will Liebe and Bill Howe (orange shirt).



Shane Murphy and Jonathan Canfield



Spence Gaskin with Frankie



Amanda and Melissa Courtney



Walking by is Stephen Balkum. Seated are Paula Businger and Monterey White



Ron Canfield and Jonathan Canfield



Engineers Doug Blodgett (on right) and Phillip Bell



Roy Tomlin with Rusty



Engineer Stephen Balkum and James Hitzfelder

## SWLS at the Southwestern Railroad

Spence Gaskin



My first time to travel with some of the Hannah cars. The caboose is heavy going up the hills!



David James' engine was operating on remote control. He said it needed some tweaking, but seemed to work well.



JT Bailey with his Plum Cove box cab.



Bob Dobrowolski's loco looked good with the restored pantograph.



JT Bailey with his Pacific



Rich Businger and Ken Rhodes



Doug Blodgett and Phillip Bell



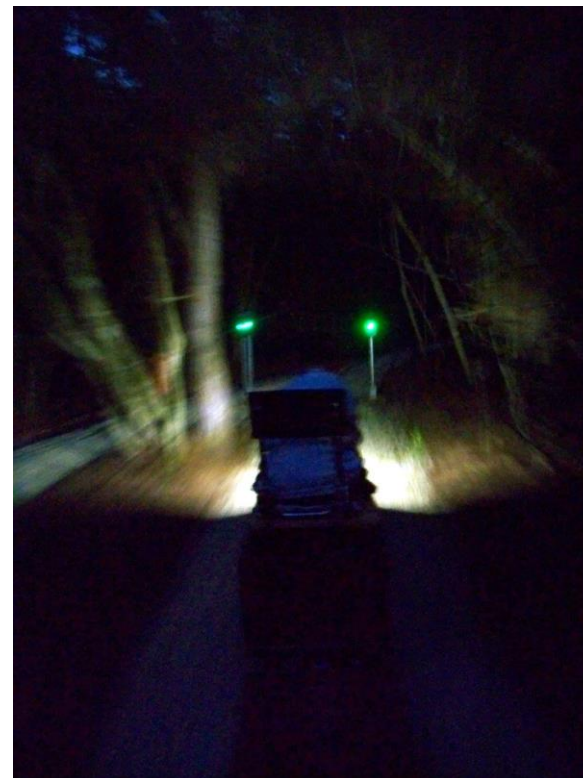
Ed & Helen McCamey with Shane Murphy's loco.



Stephanie Gaskin



Four photos, night running.



## SWLS at the Southwestern Railroad

Andy Blodgett



Three steam locomotives steaming up. Will Liebke on far left. JT Bailey kneeling (no head), Phillip Bell, and Doug Blodgett.



Doug Blodgett



Ken Rhodes, Spence Gaskin, Brent Courtney (orange shirt), and Bob Dobrowolski



Stephen Balkum, Rich Businger, and Ron Canfield (blue cap).



On the locomotive are Shane Murphy (engineer) and Ron Canfield. Standing: Ken Rhodes and Spence Gaskin.



Doug Blodgett and Phillip Bell

## **HALS OPS Day, September 30, 2017**

Spence Gaskin



Dennis Cranston testing the golf cart.



Will Libbe, Craig Brandley, and Rick White switching Lakeside



Bob Barnett watching Doug Blodgett pass through the station.



Bob Barnett watching Doug Blodgett pass through the station.



Bob Barnett at Sweetwater with my flat car and two cars in the foreground



Bob Dobrowolski and Chris Tolley



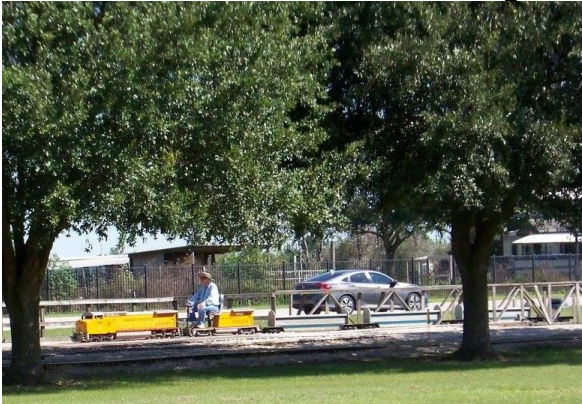
1830's steam train on the Gauge 1



1830's steam train on the Gauge 1



Bob Barnett



Bill Howe had passengers earlier.



Doug Blodgett going through Lakeside. Will Liebke walking.



Rick White switching Lakeside



Frankie and train at Sweetwater



A 1938 black and white photo of my train.



Frankie in Sumrall with the Peder Serkland's work train.



Rick White and Will Liebke giving a ride after lunch.



Katy Freitag and Gilbert Freitag getting a ride after lunch.



Peder Serkland finishes repairing the track between Lakeside Jct. and West Sumrall.



Bob Dobrowolski and his boxcab pull 14 cars while sweeping up cars.



Bob Dobrowolski and his boxcab pull 14 cars while sweeping up cars.



Two photos by Craig Brantley.  
Rick White switching with Terry Burkhardt, conductor.



Be careful with the transfer table. The return spring is broken in the cord winder so it ends up laid out and liable to be run over and cut.

**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 October 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	
V.P. Facilities	Spence Gaskin	
V.P. Track & Right of Way		Peder Serkland
V.P. Motive Power & Equipment		Gary Brothers
Secretary	Rick White	
Treasurer	Dennis Cranston	
Former President	Pete Greene	
V.P. Communications	Open – main duty is writing Stack Talk and taking photos for it.	
V.P. Manpower	Rich Businger	
Junior Director	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

I decided to delay Stack Talk to get the HALS OPS day in this issue. Thank you Spence Gaskin for the photos. Craig Brantley submitted two photos of OPS Day and I put them at the end of Spence's photos. Bill Smith was also taking photos and perhaps next month we will see them. Three contributors provided photos for HALS members at the SWLS Meet at Brent & Melissa Courtney's Southwestern Railroad. Thank you!

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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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.createpace.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

