



October 2017, Houston Area Live Steamers, Volume 2017 Issue 10, Rick White, Editor

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The Presidential Siding October 2017

Hello all,

Well, it looks like the weather may have finally cracked and has brought cooler weather. It sure seemed like a long summer!

As a side note, our Public Run Day ride numbers have been near record highs. Our concessions team has been doing an outstanding job. Thanks again to Marge Leventon, Elizabeth Alexander, Paula Businger, and Case Alexander and Donna Greene. My apologies if I missed anyone.

There are some good activities coming up in the very near future. We have another Operations Day, and our last Public Run Day for 2017, 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. Look for more information on the various activities as we move along.

Things are going well with the County with the only issues being reported being a streetlight that died and the light on the west end of the Engine Barn. The County teams have been very busy with recovery from Harvey, but they are beginning to catch up.

This is a bit of a short update, but things are going smoothly at the moment, which is a good thing.

If you have any comments, please let me know and I hope to see you on the rails soon!!

Bill Smith

Elections will be held at the November 4th General Membership Meeting. JB Cason is running the elections and is not himself up for election. Current Candidates are the following:

President:	Bill Smith
VP OPS:	Bob Barnett
VP Locos:	Gary Brothers
Treasurer:	Dennis Cranston
VP Facilities:	Randy Neville
Secretary:	Rick White VP
Track:	Peder Serkland and Bill Howe
VP Manpower:	Greg Moore
VP Communications:	Bob Dobrowolski
Senior Director:	JB Cason
Junior Director:	Steve Dennis

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**

HALS Work Day, October 7, 2017

Doug Blodgett

Several of us went out to the Anderson Loop section this morning to work under the direction of Bill Howe who has been working to restore the roadbed that got washed out during Hurricane Harvey. Bill had already removed the undercut track between the crossing and the beginning of Anderson Loop and wanted the roadbed leveled with the tractor if possible.

On my first pass, I realized that I was going to have trouble with a couple of overhanging branches that were at eye level, so Steamer Bill went to get the pole saw and brought back Will Liebe along with the saw. Will cut the brush for us and we were in business for grading. Crushed concrete was also added to the roadbed.

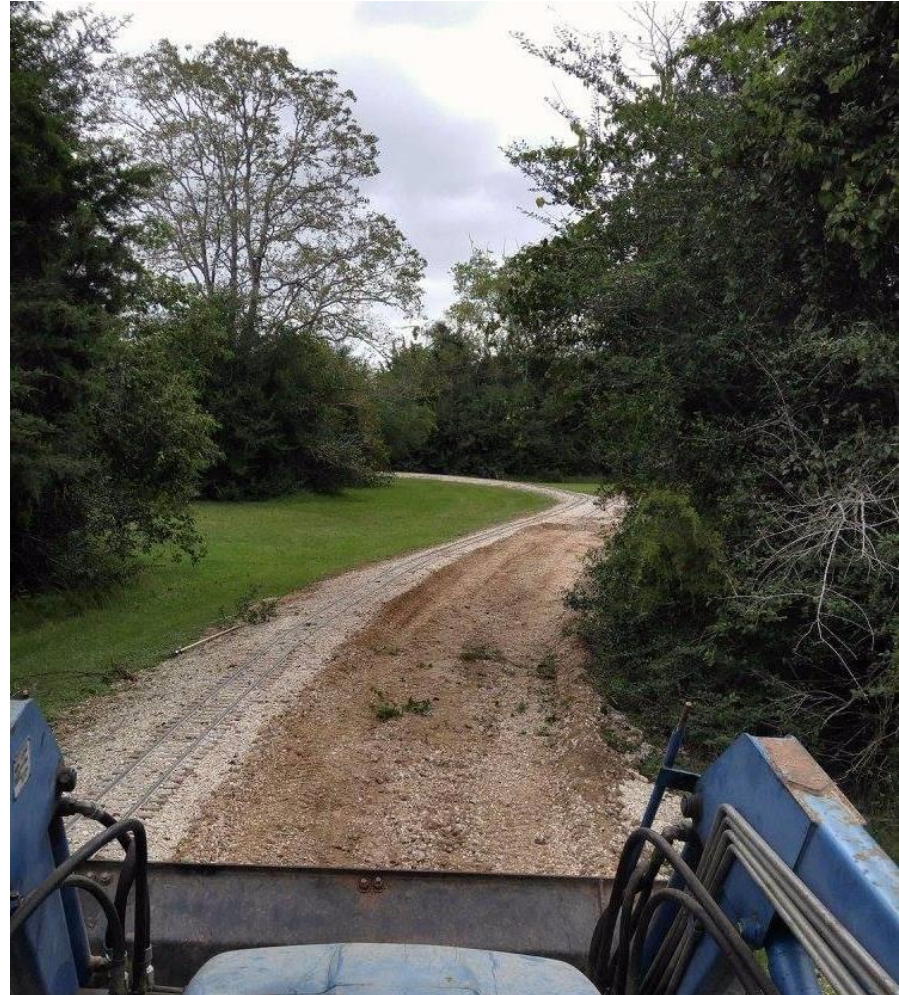
Bill Howe gave his approval of the work and is ready to start re-installing the track.



Bill Smith walking and Bill Howe in Gator, spreading crushed concrete on newly graded right of way approaching Anderson Loop. This was also graded in.



Will Leibbe in back and Bill Smith front loading the brush that Will cut from the right of way so the tractor could grade roadbed.



View from the drivers new seat on the tractor during grading.

On Thursday, October 5th, Spence Gaskin said this about the transfer table: Loaded up my car for the Terrell meet this evening. When taking a quick look I didn't find any legible markers on the damaged spring loaded power cord reel. I attempted a short term fix since I was curious if it would work. It kinda does...will need to take the thing apart later to see if just one end of the spring broke off and it can be repaired or replaced.



Reply to Spence Gaskins post by Doug-

I worked on this retractable cord reel today, with some very welcome assistance from Will Liebbe, to see if I could get to the spring coil causing the problem with retraction. The photo shows the unit removed from the frame so we could work on it easier. (continued next column).

The first thing I tried was to remove the end plate where Spence's ingenious orange strap drive system is located and found that contains the rotary electrical connections (slip rings) and is not the end where the spring is located. The clock-spring is located on the other end but to get to it, I first needed to disconnect the wires shown in the photograph in order to remove the end plate. Those wires are the feeds to the hydraulic and the travel motors on the transfer table.

Before doing that, we should get some new wire identifiers to tag the wires as we disconnect them. I'm afraid the existing markers are going to fall off when we pull them through the tube on the endplate. There are two wires on each terminal and some of the markers are gone already. Also, there are duplicate numbers which further confuse the issue. Tom Moore wired this years ago and I don't know if he kept a diagram, but I will ask. Will and I put it all back together before leaving so we can still use it as is. Spence's orange straps are stored in the MOW shed for now.



Fun Run, Rick White and Doug Blodgett, October 14, 2017

Those of us who did not go to the SWLS meet at the Comanche & Indian Gap RR had our fun run today.

Doug Blodgett ran his Mikado and had Will Liebbe and Cody Crawford as riders. I ran my Badger Line 43 / Badger Line 47 switchers. As a test, I put one behind me and one in front. They run virtually the same speed. The coupler in front of me was moving back and forth between push and pull with no jerking motion.

I dug through the stuff in the engine barn and found a banner that could be used to promote the November Toys for Tots drive we have each year. I did not find the November banner, but did later receive four copies of the banner from our Marines Toys for Tots partner. You will see those at the November public run day. Monterey White is taking on the Toys for Tots drive from Letha Grace McCoy.



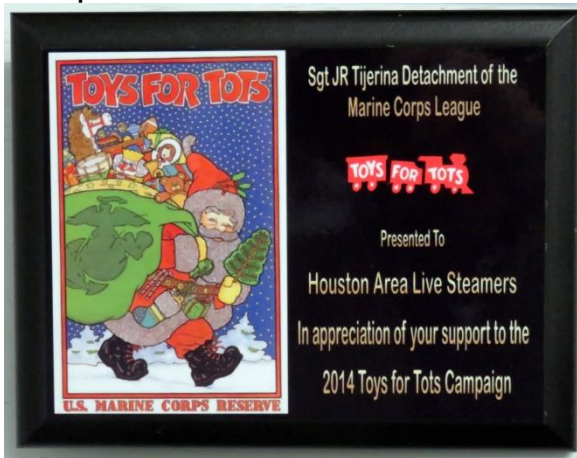
Cody Crawford and Doug Blodgett fueling Doug's Mikado. Rick White's switchers on the right. RW photo



Doug Blodgett's Mikado sitting in front of the station. RW photo.



The Toys for Tots 2012 and 2014 plaques are in the shop. I put up the 2015 one last year and it is not there now. We will get the 2016 plaque on the 18th of November. RW photos.



Rick White connecting chains. DB photos.



LEFT: Doug Blodgett's Mikado in the station between runs. DB Photo.

Bill Smith ran his RS3 and he talked with Dennis Cranston. Gary Brothers ran his SW-1500 and gave me a ride. Gary also trained Will Liebbe to run HALS 5321.. As I left, Pete Greene was getting his Atlantic steamed up. He ran it last weekend at the SWLS meet at the Able Springs & North Texas track in Terrell Texas.



Other equipment ran, but we have no photos and no names. We need more members taking photos and submitting them to Stack Talk.

Public Run Day, Rick White, October 21, 2017

I was conductor on JB Cason's train all day, and have no photos of JB running his train. There were four trains running. HALS has 18 passenger cars and they were distributed:

- 6 with JB Cason
- 4 with UP 9449
- 4 with AU 72 (George Leventon)
- 4 started out being pulled by ATSF 5159 (Gary Brothers and other engineers), then by TSR 400 (Pete Greene's Mikado), then back to ATSF 5159 after Pete had all four drivers go off the rail in Anderson Loop.

The Gauge 1 track had Bob Miller, Art Gibson, and Caleb Roberts running steam. Art's train ran almost continuously all day and I therefore have the most photos of Art and his train.



Art Gibson getting his UP Northern running.



Bob Miller getting his loco running.



Marge Leventon reading and Elizabeth Alexander putting on a shoe.



Case Alexander was the muscle that set up concessions. Thank you Case.

Concessions was set up by Case Alexander and Elizabeth Alexander with Case doing the heavy lifting. Marge Leventon and Paula Businger helped Case and Elizabeth all day.

Rich Businger was our Train Master for the day. Barry Tobias was Station Master in the morning and Rich Businger carried this extra duty in the afternoon.

Not all engineers and conductors are shown in the photos. Steve Dennis, Dennis Cranston, Bill Smith, Gary Brothers, JB Cason, Rick White, Robert Briggs, George Leventon, Will Liebbe (who was qualified on UP 9449 to pull the public!), Cody Crawford, Doug Payne, and Pete Greene also were engineers and conductors.



Bill Howe working track and Rich Businger directing train traffic through a slow order zone.



Rich Businger making us slow down through the slow order section.



David Leventon watching the wheels go over the slow order rail spot.



Rich Businger (resting after directing traffic), Gary Brothers, Doug Payne (waiting for a train assignment), and Bill Smith, our chief cheerleader.

HALS 5321 was not used to pull passenger trains. SP 202 (Alco PA) would not start and was not used. The battery was charged all day. During the week after this, Gary Brothers put in a new and higher capacity battery.

A group left one bag and one umbrella behind.

Not shown, I put up the advertising banner and poster for the November Toys for Tots drive. The Marines Toys for Tots local chapter brought out supplies and boxes for our November collection drive. 2017 will be the first year without Letha Grace McCoy running our Toys for Tots drive! May we do as well as she did leading the toy drive.



Barry Tobias, the morning Station Master.



George Leventon



Bob Miller and Caleb Roberts running steam on the Gauge 1 track.



The afternoon Station Master is Rich Businger - waving at the youngsters. Not the rainy day that was forecast all week.



Art Gibson's UP Northern and passenger train. Ran all day.



Elizabeth Alexander, David Leventon, and Case Alexander, all part of the concessions crew.



Cody Crawford with Gary Brothers's ATSF 5159. Conductor is Bill Smith



Will Liebe being trained by Steve Dennis. Conductor is Dennis Cranston. This is a telephoto shot from Dinkey Creek Bridge. Too fuzzy to blow up any.



Bill Smith and Dennis Cranston
in a rare moment when
the sun was almost out.



Elizabeth Alexander, Paula Businger, and Marge Leventon



Gary Brothers with conductor
Pete Greene on the
very last run of the day.



Dennis Cranston and
Cody Crawford

OPS Day, Rick White, Gary Brothers, and Doug Blodgett, October 28, 2017

HALS Operations Day. The sole passenger train had JB Cason as the engineer. There were three way freights and a work train. A light engine move was made by Gary Brothers. JB ran his Western Pacific F7 ABBA set pulling a passenger train and keeping to the timetable with the guidance of the conductor Greg Moore.

Rick White photos at right.



JB Cason entering Lakeside with the passenger train. Greg Moore has his head down in the timetable. Gordon Bliss, on the right, took photos. Gordon is the conductor on the train at the right.



JB Cason: 55 F and in shorts but with gloves and a sweatshirt. Conductor Greg Moore is keeping the train on time.

I brought in my 14 foot long ramp for moving railroad cars from trailers or pickup trucks to the new car barn. There are six temporary tracks in one bay of the new car barn. A 1" spacer is needed under the wood ramp to match the height of the rail. The tracks in the car barn have to be pulled forward to match the ramp, as shown in the photo at the far right. RW photos.



The wood on the ramp is inside the flanges and only guides the car.



The ramp is lower than the track. 1.5 inch thick ramp. Track is 1.5 inch thick ties and 1 inch tall rail.

In the morning, TP 502 (Bob Barnett with Bob Dobrowolski), HALS 5321 (Gary Brothers and Will Liebbe), and Badger Line 43/47 (Rick White) were the way freight locomotives. Some brakeman and a conductor stopped at lunch time and in the afternoon only HALS 5321 (Bob Dobrowolski, Bob Barnett, Will Liebbe) and BL 43/47 ran. Visitors Chris Tolley, Gordon Bliss and his friend Allen were running with us. Steve and father Steve Tacconelly ran in the morning and had their critter out at lunch time.



Bob Barnett (our Train Master), Chris Tolley, and Steve Tacconelly. Getting the cars out in the morning. Rick White photo



Bob Dobrowolski and Steamer Bill. Doug Blodgett Photo.



Bob Barnett doing a 5 finger switch move while putting back the George Frank riding car and caboose. Doug Blodgett Photo.



Gary Brothers fueling 5321. Doug Blodgett photo.

Greg Moore unloaded his train after having it away at the October SWLS meets. Rick White photo.



Tom Bailey and Rick White collecting cars for setout. Doug Blodgett photo.



Gordon Bliss was the conductor on Rick's train. Rick White photo.

Doug Blodgett cleaned up the shop and removed junk. I saved the Cabin Creek signal (from Ken Smith and Bill Howe) that got thrown out and placed it with the others on a shelf in the old car barn. Gary Brothers provided two photos of Doug working. If you have stuff in the shop that Doug might think is junk, time to remove it.



Doug Blodgett cleaning up the shop. Doug reported that he got help from Dennis Cranston and Will Liebke in the morning. Gary Brothers photo.



Doug Blodgett cleaning up the shop. Gary Brothers reported: I sorted out the wheel sets on work table and on rack underneath, put worn wheel sets and axles in cardboard box under work table and good wheel sets and trucks on rack. Moved box with various hand tools over to work bench on the left of this photo. Cleared more junk truck parts, etc moving them to shelf under the work bench. Gary Brothers photo.

Steel Racks for the new car barn, Rick White, October, 2017

October 19: Today I finished welding the jig that will keep the rack supports square and flat. Took quite a while because I had no jig for building this jig and it was just a ton of measuring, using the square and level, spot welding what was perfect, then repeat with the next piece. Just one or two spot welds at a time until all the steel was in place. Then welding up the joints thoroughly because the jig will be the top back of the last three track rack in the new car barn. Our concrete floor was flat and level. Just placing the steel in place, it was also flat and level. That part was nice.



Three track wide rack being used as a jig. Rusty steel is the jig. Black steel is the support being aligned to the jig.

Getting the steel pieces square in all directions at once was not easy nor a pleasant task. Labels go through how the jig is used. The jig is rusty steel and the new support is a black steel.

Right: A piece of 2 inch square tubing keeps the three inch channel square. The 1/2 by 2 inch bar stock keeps the 2 inch channel legs centered in the 3 inch channel.

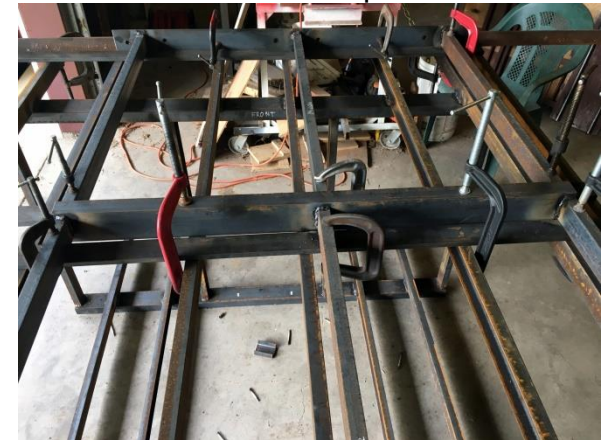
October 27:

Right: Looking along the left hand 2 inch channel leg of the support in the jig and how it lines up with the 2 inch channel track on the jig.

This is the forth rack support of 4 needed and the only one made in the jig that I just completed. Should be flat and not warped like the other three. The other three are very strong, but just not perfect, and they took far more time, plus taking two people to do.



A 2 inch angle iron keeps the base plate of 1/4 by 3 inch bar stock square with the jig. The 1/2 by 2 inch bar stock keeps the 2 inch channel legs centered on the 3 inch wide base plate.



Clamps upon clamps to prevent warping while welding this two track wide support on the welding jig. I was short two clamps, as seen at top left and top center.

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.

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 November Stack Talk

Work Day

Public run day

Toys for Tots drive on public run day

Projects around the track

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

While I was not able to get away to the SWLS meets in October, I still had activities at HALS to interest me. Something was going on each Saturday from Work Days to a Fun Run day to Public Run Day to an OPS day. And I worked on the racks for the HALS new car barn, making the jig for welding the supports. Now I can weld up supports by myself and in much less time than it took Bill Howe and myself. There is still a lot of steel to cut and weld as I am only on the very first rack of 8 racks for the new car barn. At the rate we are going, the transfer table and racks will get done together.

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

HALS Mailing Address

Houston Area Live Steamers, Inc.
P.O. Box 215
Hockley, Texas 77447-0215

HALS Physical Address

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

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

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

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

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

