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Hello all,

The recently held HALS Memorial Day Meet was blessed with absolutely perfect weather again this year. I don’t know how he does it, but, Meet Coordinator Gary Brothers facilitated another excellent meet with Dennis Cranston arranging the meals. It was well attended with more than a few Steamers running. No major issues encountered and lots of action on the track. A big “Thank You” to Gary for facilitating and to everyone else who assisted. Be sure to check the various Facebook pages for the multitudes of photos that were taken and have been posted. Thanks to those that provided pictures.

We had some good progress on the New Car Barn this month. Thanks to Dennis Cranston who coordinated the procurement and laying of the concrete floor which was professionally done. A delivery of steel was also made during the month which is enabling the work on the Car Racks which is being led by Rick White, with assistance from Bill Howe and JB Cason.

The permitting process is making progress. Slower than we would like, but still moving forward. We had a professional survey done, which allowed us to make significant progress on the overall Site Plan which is nearing completion.

We had another successful Public Run Day this month as well. Even though the weather was marginal, we managed to provide rides to just over 1,100 people and managed to avoid the rain.

We are moving into the summer months which will hopefully bring us good weather for running trains. Be sure to take advantage of the good weather and come out and run.

Thank You for your continued support and I really hope that more and more of you can come out and enjoy what HALS has to offer.

Hope to see you on the rails!

Bill Smith

President, Houston Area Live Steamers, Inc.
Home of the Cypress Creek & Southern Railroad
## HALS Events 2017

All events at Zube Park

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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.
Public Run Day, May 20
Rick White

We started early with concessions setting up and trains set up. All was ready about 10 minutes before our 9 AM start time. JB Cason just took delivery of his Western Pacific F7A and F7B and used them to pull the public. All 8 axles powered (battery powered) and the set pulled well. Geared low and running flat out about 4.5 to 5.0 mph depending on the grade. JB Cason asked me to be his conductor, so I was all day, not giving me a chance to take photos. JB and I were running about 10 minutes before 9 and the crowds built up until noon. Five trains running passengers with Doug Blodgett running a photo freight with his Mikado. Pete Greene ran his Mikado in passenger service.

Many many loco changes today. Must have had 8+ different locos pulling trains as locos had issues during the day. Robert Briggs took his steamer home to work on. Got to remember to save his space. David James has added radio control to his loco. He took his loco back home to make more adjustments. Rich Businger used his Tex Mex loco for a short time, but the batteries wanted to drain down quickly. I used my engineer's car as a conductor's car so that I did not have to ride a sulky.

Donna Greene, Elizabeth Alexander, and Case Alexander setting up concessions.

Dennis Cranston, Randy Neville, and Greg Moore. Locos are MKT 1551 (Bill Smith), SP-202 (HALS), and WP 921 (JB Cason).
one truck conductor's car. Much more comfortable. Gary Brothers was on stand by, then pressed into service, then pressed back into service.

UP 9449 started the day, but was out of service a short time with a problem with the choke, which was fixed. Then UP 9449 came back in service. Just one of those days, but, JB's new F7A and F7B ran well all day!
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?ie=UTF8&keywords=Hume+Climax+A
HALS “Street View” on Google
Spence Gaskin

I was using Google Maps today (5-19-2017) to try and determine how long our longest straight track was (Looks like 1,162 feet if you run straight through the yard) and noticed something on the site. This may be old news, but last year a public rider took some 360 degree pictures while riding around, effectively giving us a virtual view of the public run day route. He appears to have ridden behind Pete & his Mikado, with Randy as the Conductor in (or uploaded during) October 2016.

If you find Zube park on Google's satellite view, select the yellow stick figure. Drag him onto the map, that is when a bunch of blue dots will appear along the track. Each dot is a 360 degree photo location taken by Curtis Densmore. Note little yellow stick figure drug with cursor over to Anderson Loop.
I had to zoom in a bit on the track in order to easily select a circle by lining up the little yellow guy with a dot until the square "preview" came up.
Once inside the track "street view" you can rotate the camera around, and move forward and back along the track like you were using Google maps on a street.

Anyway, I thought this was fun & I had not seen it before, so thought I would share. Hope to be able to attend the run day tomorrow (5-20-2017). in better than screen shot form.
Concrete Pour
May 24, 2017

Dennis Cranston arranged for a construction company to install a concrete floor in the new car barn. The ground leveling, forms, and re-bar completed. Then the concrete was poured. Photos are from Gary Brothers, JB Cason, and Spence Gaskin.
Pouring the steps, a bonus!  JBC

Smoothing the front right.  JBC

Pulling concrete to left rear corner.  GTB

The steps are complete.  GTB

The Floor is in.  3 photos by Spence Gaskin
Memorial Day Meet 2017 vs 2016 by Spence Gaskin

2017

2016
2017 the yard is much more lively below

The sign below summarizes 2016’s meet

Memorial Day Meet 2017
Photos by Gary Brothers

Bill Noyer - Wednesday
Clyde Brown - Wednesday
Rolland Boutwell on the steamer, Bill Noyer, and JB Cason fixing the track at Sweetwater. Thursday
Pete Greene fixing track at Sweetwater - Thursday

Caleb Roberts and Rolland Boutwell. Thursday

Caleb Roberts, Rolland Broutwell, and JB Cason, who is fixing the track at Sweetwater. Thursday

JB Cason - Thursday

Out early to beat the wind that blows over their cars. Saturday 7 AM

Doug Gillory loco with riding car and tool car. Saturday
Memorial Day Weekend Meet: May 25-28
Spence Gaskin

My train as it ran most of the weekend. Caboose added later for night running. Only car with issues is the long gondola which needs new wheels to stay reliable on the track.

Always good conversations in the steaming bays. Bill Smith and Doug Gillory

Bill Smith with Bill Howe by 13 stitches

Gary Brothers testing 5321 and its riding car, which used to derail.

Surgery begins on the F Units — with Larua Walter, Rich Businger, Rick White and Jb Cason. Friday
Dominic and Laura Walter working on a remote control system for gasoline powered locomotives.

Cody Crawford has steamed up and is moving to the track.

Great club with those willing to lend a helping hand! Rich's engine now has fresh batteries & ran well. Rich Businger, Bill Howe, and Bob Dobrowolski

The advantages of a remote control locomotive...sitting wherever & however you like in the train. — with Ken Rhodes and Greg Moore.

Kari Wirth and Letha Grace McCoy

"So, you got that thing running" says Greg Moore

JT Bailey with John Carroll Enders.
Rich Businger sets up another member with equipment! He got me hooked on the hobby by selling me my engines. Thanks again Rich! With Bob Dobrowolski.

Rich Businger shared the throttle with several others during the weekend, smiles all around.

Marge Leventon, Wayne Moore, and Greg Moore.

George Leventon on his rail bike

JT Bailey

George Leventon

Stephen Balkum

Gary's rehabbed locomotive looking good among the flora. Long tank car train.
Doug & Pat Gillory on the steam train, Alexander Balkum and family with the diesel.

Dominic Walter from Ohio.

Kari Wirth (engineer) and Don Riddle (conductor)

Roy Tomlin

Doug & Pat Gillory with friends

Gil & Virginia Freitag getting a ride on the local freight.

Pat Darby operating Caleb Robert's train.
Memorial Day Weekend Meet: May 25-28
Rick White

For the first time in ages, the HALS Memorial Day weekend meet was not a SWLS meet. We moved the SWLS meet to November when we have our Anniversary Meet to have cooler weather. The heat did not disappoint this weekend, getting over 90 and starting near 80 on Friday and Saturday. First arrivals were the travel trailer / RV live steamers (Gary Brothers, Clyde Brown, and Joan & Bill Noyer who just moved to Texas from California to be near their son Billy Noyer and his family). More arrived each day until Saturday when we had a full house even though the AV&W had a competing event. Meals were served Saturday at lunch and dinner thanks to Dennis Cranston. The photos with captions tell about the trains, but I missed the 1” scale steamer and a 2-6-2 on the 7.5 inch gauge. And, for those who rode few to no trains, I also missed getting your photo as I concentrated on train photos.
JT Bailey connecting water to his boiler.  
Friday

Rolland Boutwell ran for a while but developed a problem and went home. 

The left bearing came out of the frame and needs a keeper and a replacement. If you move the tender down the track, the left bearing cap moves when it should not. Rolland Boutwell.

Rich Businger moving the four cars that he has for sale. The flat has been sold.

Clyde Brown moving his steamer to the steaming bays. Friday

Gary Brothers put a spring back in a truck and is testing SP 202. The spring came out last Public Run Day during a derailment. Friday

Brian & Gale Campopiano

JT Bailey lost his riding car and does not know it yet. Friday

Rich Businger
JT Bailey coming to a stop to correct a switch in front of him.

Bill Howe putting his critter away, here running opposite normal traffic. Friday

Pat & Doug Gillory Friday

Laura Walter is fixing JB Cason's sound system in his Western Pacific unit. She designed and built the sound units.

Rich Businger taking out the batteries to replace them. Friday

Donna Greene running Greene's Mikado. Donna is looking toward Caliente on the bi-directional track.

Kari Wirth (engineer) and Pat Gillory (conductor). Saturday.

Stephen Balkum (engineer) with his mother's loco that his grandfather built.

Ken Rhodes with remote control of Rusty. Saturday
Laura Walter (electronics for these F7s) and JB Cason.

1" scale Atlantic that Carroll Enders got running well for Tony Bertucci. Doug Gillory at the right.

Bill Howe. Carefully looking ahead at switch points in Sweetwater.

Tony Bertucci picked up his 1" scale Atlantic today.

Roy Tomlin (in red) taking it easy with his own engineer.

Linda Rhodes, Gary McCoy, and Letha Grace McCoy.

Gary McCoy, Letha Grace McCoy, Gary Brothers, Carolyn Balkum, Linda Brown, and Becky Enders

Barry Tobias standing at far left. Greg Moore and his dad.
Spence Gaskin moving along behind his "Beast"

Doug Blodgett with his Mikado and freight train. Saturday.

Steve Campa with his Critter.

Bob Dobrowolski with the box cab he is purchasing from Rich Businger.

Marge Leventon (feet up), Rich Businger, and Alexander Balkum.

Greg Moore and Cody Crawford.

George Leventon showing Cody Crawford how easy the rail cycle is to run.

Cody Crawford and George Leventon.

John Carroll Enders with grandsons.
Alexander Balkum and family

Engineer Spence Gaskin with the Sandoval train.

Stephen Balkum with Pete Greene's Mikado. Riding behind Pete are Donna Greene and Steve Campa.

Stephen Balkum with Pete Greene's Mikado and Donna Greene and Steve Campa.

Bill & Claudia Smith, and Claudia is without camera.

The Balkum Family

Bill & Claudia Smith

Stephen Balkum, Pete Greene, Barry Tobias, Donna Greene, and Cody Crawford.
The Beast
Memorial Day Weekend Meet: May 25-28
Spence Gaskin

What a great meet! So many good people and trains. My main project this time was getting the Beast running...it wasn't until the meet was winding down that I realized I never ran any steam this go around, even on the gauge 1 track. Being on call keeps you from getting too wound up in a commitment like steam.

Anyway, the real reason for this post is a thank you to all of those who helped get this big ol' critter running again! Rich Businger figured it was the starter solenoid, Jb Cason helped me test the old one & drove all the way home just to get me a replacement even though he wanted to help with the work on his engine. I could not have gotten it running so quickly without him. The NOS International Harvester replacement he brought was a perfect fit, and was installed quickly with JB & Peder Serkland's help and troubleshooting skills. The engine fired up surprisingly well for having sit a couple months, it derailed some, but is much better than before.

Gerald Lee also provided me the means to cut down the replacement pulleys for underneath the engine by giving me his old combination lathe/mill a few years ago. It has opened up many possibilities in the world of these trains and more. My work is rough, but without this machine I wouldn't have a way to learn at home!

The steaming bays were pretty crowded by Friday evening, and I felt guilty of taking up some prime real estate with my non-steamer. So a thanks to all those who worked around this gas-electric and never complained about tools and stray pieces left about. Thanks for all the shared tools and advice! I also owe Kari some gasoline since she helped me fuel up on the go when I was running low out at Sumrall. The Beast rolls easy...but that would have been embarrassing.

Finally, another thanks to Rich for selling me Frankie & the Beast! These old Vernon Groeschel engines are something special. Frankie is rather portable, the Beast is a bit beyond my means, so thanks for the original delivery Rich, and I am grateful it has a place to stay in the engine barn! Some days it feels like our club needs some help, but I certainly feel like I have received plenty of assistance from our members and visitors. The trains bring us together, but the people are what make up the club. Keep up the good work everyone.
They may be the steaming bays, but the elevated tracks are great for working on any equipment.

Old beat up solenoid on the left, replacement solenoid on the right may be just as old, but has lived a much easier life so far.
The first go around it made it through Anderson Loop & Phase III without derailing! It would usually derail 3+ times on each of those curves when going this direction before the wheel spacing was adjusted a few months ago. It did derail some later, but not as frequently as previously.

"The Beast" making my riding car looks small.
Above: The Beast

Right top: The old solenoid

Right bottom: the new solenoid.
Spence Gaskin and Peder Serkland working on the Beast. RPWhite photo

New belt and pulley underneath. Pulleys are a weak link, this one has already been warped in a derailment, but still better than before.
Spence Gaskin moving along behind the "Beast"  RPWhite photo.
Air Brakes

Doug Blodgett

May 30, 2017

I'm working on the components for air brakes for my train and had already made a storage tank out of schedule 40 plastic pipe. However, during a meet at Brent Courtney's last year, I noticed that Phillip Bell had used an old fire extinguisher bottle for that purpose and thought it was a great idea.

While at Nick Edward's Spring meet this year, I had occasion to use the fire extinguisher I carry in my tool car to put out one of several grass fires they had during the meet. Since I had an empty extinguisher at hand, I decided to make it my new air storage tank. The problem was, I couldn't find anything with a matching thread to screw into the top of the tank, so I decided to machine an adapter.

I measured the threads and found that they were 0.97" diameter with a pitch of 12 threads/in. No problem if you can machine your own. I had some 1 1/2 inch aluminum bar stock left over from building the Mikado and machined the adapter from a piece of that. I drilled a hole all the way through, threaded the female end with a 1/8 pipe tap and then turned the 0.97-12 threads on the male end in my lathe. On a job like this, with no specs to follow, you keep checking the fit all the time when you start getting close to the end. After a couple of fit-ups, I finally hit it right and you can see the results in the photos. That's a compression fitting screwed into the adapter.
Western Pacific Engineer’s Car
JB Cason
May 30, 2017

A new engineer’s car for the Western Pacific F7 locomotives. Built and painted by Titan Trains. I will add one seat and a cup holder. The panel at the front is on hinges and the remote can be stored inside.
Went out today to unload new WP engineers car and this is what I found. They are repaving the first straight section as you go in. They let me through with my trailer! Nice of them.
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 April Stack Talk

Work Day for June
Public run day of the year.
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

Senior Director  
Connor Witkowski

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 will step down as editor of Stack Talk at the end of 2017. **We need a Stack Talk editor for 2018.** If you think you cannot make it to the track often, but have time to contribute to HALS, you can be editor as that is done at home. Currently done with MS Word, but you can choose the software. The editor needs to be a Facebook member to snag those photos off Facebook that members post.

Someone who likes to take photos can greatly assist the editor by supplying photos regularly. If you love photography and want a place to display some of your skills, try being a Stack Talk contributor.

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 bubbadowg@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
Shay for sale – Gauge 1.
Bob Dobrowolski

Accucraft 2 cylinder Shay for sale. Asking $1200.00 or best offer. E-mail: oscale2r@gmail.com
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