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Hello all,

This is the time of year when changes take place in preparation for 2018. The weather seems to have finally cooled off; we have had our last Public Run Day of the season which went very well with near record attendance.

The annual Board of Directors election was held in November. The results of that election (with some comments) are shown below:

2017 vs. 2018 Board of Directors

President
2017 & 2018 – Bill Smith

V.P. Operations
2017 & 2018 – Bob Barnett

V.P. Facilities
2017 – Spence Gaskin
2018 – Randy Neville
Randy has agreed to take on the repair / refurbishment of the 'small buildings' located around the track and to install additional cameras to see if we can stop the vandalism we have been seeing recently.
V.P. Track & Right of Way
2017 – Peder Serkland
2018 – Bill Howe

V.P. Motive Power & Equipment
2017 & 2018 – Gary Brothers

V.P. Communications
2017 – None
2018 – Bob Dobrowolski
Bob is assuming ownership of the HALS Facebook pages, the replacement for the current email groups as well as the Stack Talk which has been very capably edited by Rick White for the last couple of years.

V.P. Manpower
2017 – Rich Businger
2018 – Greg Moore
Greg is assuming the Training & Certification role previously held by Rich. Greg is also in the process of transition activities with Jim Thompson and will be assuming the role of HALS Webmaster.
November 2017  Houston Area Live Steamers  Page 4 of 50

Secretary
2017 & 2018 – Rick White

Senior Director
2017 – Connor Witkowski
2018 – JB Cason
JB moved up to the Sr. Director role automatically.
As Jr. Director, JB led the Election Committee. He was able to coerce, find, and convince new members to run for the Board of Directors for 2018. A big Thank You to JB for leading this effort. It is a lot more difficult than one might think.

Treasurer
2017 & 2018 – Dennis Cranston

Jr. Director
2017 – JB Cason
2018 – Steve Dennis
Steve is a fairly new HALS member and has shown great interest in becoming more involved with the Board.

Former President
2017 & 2018 – Pete Greene

For those of you leaving the Board for 2018, I want to personally Thank each of you for your service. As you know being a Board Member certainly has its up and downs. Without your efforts, and ideas HALS would be a different organization.

For the new members of the Board, we look forward to your enthusiasm, and motivation to make HALS a better place.
For the ‘experienced’ Board Members Thank You for your continued membership on the Board. Your experience and continuing motivation is much appreciated.

Our activities with the County are continuing to be positive in both directions. We are continuing to make progress with the Permitting Office on the New Car Barn Project. We have submitted the official Permit request and are now in the process of answering questions. We have another meeting with them being scheduled as this is written.

Our membership numbers are up this year. We are seeing several younger members joining HALS, which is great news for the future.

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

Bill Smith
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<th>Date</th>
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<td>December 2</td>
<td>Work Day and General Membership Meeting</td>
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<td>December 9</td>
<td>Work Day – repair track (Hurricane damage)</td>
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HALS Work Day, November 4
Rick White

Bob Dobrowolski moving a large plastic culvert. Pete Greene watching. Steve Dennis is pulling the next one out.

Steve Dennis and Bill Smith moving the third culvert out. Bob Dobrowolski and Pete Greene watching.

JB Cason with a load of scrap.

Loading up culverts to take to the Bone Yard. Steve Dennis on left, Steve Tacconelly and JB Cason on the other culvert.

Loading up concrete tie track panels to deliver where repairs are being made. Bob Dobrowolski, Bill Smith, JB Cason, Steve Tacconelly, and Steve Dennis.

Doug Blodgett found the ways on the HALS Atlas Lathe were badly worn. Doug polished up before taking measurements.
The track work crew of Pete Greene and Peder Serkland. The Mike Hales ballast tamper is under Peder's feet.

Discussing the transfer table cable and how to wind it up. Pete Greene, JB Cason, Bob Dobrowolski, and Clyde Brown.

Discussing the transfer table and how to wind up the cable, which is wound up on a post right here. Doug Blodgett, Pete Greene, JB Cason, and Clyde Brown.
Transfer Table Fix, November 5
Pete Greene

Doug Blodgett introduction: We have a meet coming up later this week and are having a problem with the transfer table used to load and unload engines and cars. The take-up spool for the electrical power cord is inoperable due to a broken clock spring in the take-up mechanism. The cable needed to be repaired the other day when we discovered that someone forgot to wind the cable up by hand and apparently nicked it.

Pete Greene: The photos show my rendition of a Clyde Brown proposed solution. Still needs some tweaking to keep the counter weight from hanging up on the wooden post. This was a $29 fix, instead of the $500 spring loaded spool.

Later, JB Cason purchased window weights and attached two and they do not hang up on the wooden post.

Table pulled out, cable stretched out a good deal.
Cable is pulled out.
Table all the way in and the cable is pulled high with the weight low.
HALS – SWLS Meet, Doug Blodgett

November 9 to 11, 2017

**Thursday** was the first day of the annual Blowdown Meet at HALS and we couldn’t have asked for better weather. Highs in the 90's have been the norm until Wednesday when a cold front blew in to cool things down nicely with highs in the 70's during the meet days.

Attendance for Thursday was higher than normal for a first day which hopefully signals good attendance. We were unable to complete repairing two sections of track before the meet started so we have compensated by changing the normal route for train meets. Trains will now depart the station heading east and there will be no figure 8 to allow running both directions.

Long Gauge 1 live steam train.
Signs at the steaming bays warn you beforehand to depart in a different direction from normal, but if you should happen to come off of the steaming bays in the wrong direction, you will automatically be routed to the correct route after passing caution signs warning you of opposing traffic in some short sections you will have to traverse.

We are running a different route due to flood damage from Hurricane Harvey.

Saturday’s weather was in the mid 70’s and couldn't have been better for our meet. Steamers started running early in the morning and continued all day long. I have included a couple of photos of the various engines that were on the steaming bays when I took the photos, but others were also there. Not shown is Greg Randall’s 1” scale Pacific, for one. This was the first time he had run it and he reports that it did very well.

Spence Gaskin has installed new batteries in the golf cart and did a lot of test driving with it during the meet.

Not sure what they were doing here, but that's a lot of motive power for a yard engine. JB Cason's engine on the left. Gary Brothers's switcher on the right.

Overall view of the engines occupying the steaming bays during the 2017 Blowdown meet. Doug’s Mikado up front.
LV 99, Clyde Brown. Engines in the steaming bay on Saturday morning.

Pete Greene's TSR 400.

Doug Blodgett's Mikado.

James Hitzfelder's 2-8-0

In spite of running on a totally different, and shorter, 7.5 inch gauge route due to Harvey flooding, there were relatively few complaints and almost no derailed that I heard of. Greg Randall worked on the 4 ¾ inch gauge track in the morning and had it operational by noon. There is a problem for the 1” scale trains where they cross the larger track after coming from the steaming bays, and Greg is fabricating a new steel crossover for that spot. It is based on the successful design used out in Sumrall. Someone brought a new ALICE with them, which I have included in the photos along with a description for fans of English engines.
Early Saturday morning view of the classification yard taken from Jackson Tower.

Beautiful little 4.75" gauge English engine. Chris Sortina brought this 4.75 inch gauge engine, a 7.5 inch gauge loco, and Gauge 1 steamers to HALS to operate. That is his tent behind the loco. The English assign names to their engines and this one is an Alice.

For those of you interested, the Alice is a Hunslet 0-4-0 ST and was used to work in the Dinorwic slate quarries at Llanberis, in North Wales. Built in 1902, as Works No. 780, the locomotive was originally called No. 4. There was an earlier Alice which was built in 1889 (Works No. 492), later renamed King of the Scarlets. Alice spent all of its life working on various galleries at the Dinorwic slate quarry. By the early 1960s the locomotive was out of use and was partially dismantled to provide spares for her sister locomotives at Dinorwic.

One of the things I really like at train meets, are the ideas I get from what others have done in the hobby. One thing that caught my eye immediately, was the way Tomas Sandoval IV anchors his engines and cars in his trailer. I use E-track on my trailer too, but never thought to do it his way. I might change. See the photos for details. Title for this photo “Tomas Sandoval IV has come up with an ingenious way to tie down his cars and locomotive in his trailer using E-track hold-downs. It eliminates the need for cumbersome straps over the equipment. Tomas reports it works well and he has had no problems in many miles traveling with this system.”
The new car barn doesn't have racks in it yet, or a transfer table, but a couple of temporary tracks are there and I decided to put two of my extra cars in there for now. Since there is no transfer table yet, and the turnaround area is short in front of the doors, it wasn't real easy to do but Peder Serkland and I managed to get them stored without too much effort. See the photos for visuals.

Doug Blodgett decided to store two of his hoppers in the new car barn and used the Gator to pull his trailer for greater maneuverability by the car barn.

Peder Serkland helping Doug Blodgett unload the cars in the new car barn. The 14 foot long wood ramp was provided by Rick.

One of the highlights of the meet for me was to present the Marshal Black award to Barry Tobias at lunchtime. See Rick White's article for photos of that event.
Marshall Black / Lee Balkum award presented to Barry Tobias

Text by Doug Blodgett

Photos by Rick White

November 11, 2017

Doug Blodgett presented the 2017 Marshall Black - Lee Balkum award to Barry Tobias. In Doug's words: This is a reward that is goes to someone who has made long term contributions to the club without any fanfare.

Barry, when he realizes that Doug is talking about him.
The one person whom I think qualifies for that is Barry Tobias. He definitely works in the background and is totally forgotten. Almost from the first, he has been the provider of parts and machinery that the club would never have had access too. In addition, he has benefited members by providing them with quality brass and materials at scrap prices. I for one probably saved over a thousand dollars with the brass I used in my Mikado because of him. He provided most of the components, including electrical, for the transfer table and probably some of the things on the turntable.
The golf cart was provided by him and the list goes on and on. Not to forget that he teaches shop classes to members who want to learn. Several have built steam engines in his shop. Many a switch at HALS has points machined in his shop. Then there are the countless hours he has put in as station master. We have had run-in's occasionally, but over the years Barry has been a consistent background force in the success of the Houston Area Live Steamers.
Clyde Brown is showing his steam pump and the lubricator lines to Pete Greene, whose steam pump has no lubricator lines.

2011-1110 Rick White Photos

Six new batteries installed by Spence Gaskin, shown below.

2011-1110 Rick White

Photos
Bill Smith put a coupler on his Alco RS3 so he could try out different engineer's cars. Shown here with a Badger Line flat car with one seat. 2011-1110 Rick White

Doug Blodgett after dropping off his freight train in the yard. In the sun it was warm; in the shade with the breeze it was cold. Just what to wear depended on where you stood. 2011-1110 Rick White

Gary Brothers built a new freight car. Lots of nice looking wood over a steel flat car. 2011-1110 Rick White

Engineer John Carroll Enders with passengers Carolyn Balkum and Becky Enders. 2011-1110 Rick White

Bill Smith installed a coupler on his loco and removed the sulky that is a single truck engineer's car. Bill is trying out various cars to find a comfortable one. Now on my 3 seat riding car that Bobby Bridges built as a traditional HALS bench riding car in late 90s. Bobby also built the flat car at the right that Bill Smith is trying out. The flat car rocks too much. The low 3 seat riding car may have the front seat removed to give Bill the leg room that he is seeking. The seat leans back about 5 degrees. The three seat car has swing motion bolster trucks from Tom Bee. The car design and the trucks make the ride smooth. But, Bill needs a red with yellow stripe car. 2011-1110
Engineer Bill Smith with JB Cason. 2011-1110 Rick White

Greg Moore running through the yard. 2011-1110 Rick White

Spence Gaskin with Frankie. Running great! Nice flat car loads. 2011-1110 Rick White

Engineer Bob Barnett with his T&P 502. 2017-1111 Rick White

Steve Campa 2017-1111 Rick White

Craig Thomasson with his narrow gauge train using shop built arch bar trucks in 2.5 inch gauge. 2017-1111 Rick White
Cole Sortina and his father Chris Sortina.
2017-1111 Rick White

Greg Randall with his 1" scale Alco RS unit. 2017-1111 Rick White

Cole Sortina on the 4.75 inch gauge track had the most fun today. George & Marge Leventon with their 7.5 inch gauge narrow gauge loco for comparison.
2017-1111 Rick White
Steve Dennis and Pete Greene with Pete’s Mikado.
2017-1111 Rick White

Bill & Claudia Smith. They got rid of the Badger Line single seat flat car and are sticking with the R&M Lines 3 seat riding car.
2017-1111 Rick White

Steve & Ester Campa
2017-1111 Rick White

Bill & Claudia Smith testing out a riding car. 2017-1111 Rick White

Paul King with the Cotton Belt GP7. 2017-1111 Rick White

Billy Noyer, Bill Noyer, John Carroll Enders, and Pete Greene talking.
My photos of the 4.75 inch gauge track and of the Marshall Black – Lee Balkum award are in their separate articles. Gauge 1 photos are in the Spence Gaskin article about the meet.

Pete Greene blowing down out in the clear where he would not blow on the equipment of others. Long shadows for the late afternoon.

2017-1111 Rick White

Pete Greene and Clyde Brown talking steam locos.

2017-1111 Rick White
HALS – SWLS Meet, The 4.75 inch gauge

Text: Rick White
Photos: Rick White, Spence Gaskin, and Doug Blodgett
November 9 to 11, 2017

Cole Sortina's 4.75 inch gauge critter. In the background, Greg Randall is working on the 4.75 inch gauge track. Spence Gaskin photo

Cole Sortina with his 4.75 inch gauge critter. Spence Gaskin photo

Chris Sortina with his steam loco. Spence Gaskin photo

Greg Randall with his Pacific. Cole Sortina watching. Spence Gaskin photo

Chris Sortina with his steam loco. Spence Gaskin photo

Michael Scherpenberg with his GP 20. 4.75 inch gauge. Spence Gaskin photo
RIGHT: Beautiful little 4 3/4" gauge English engine. The English assign names to their engines and this one is an Alice. For those of you interested, the Alice is a Hunslet 0-4-0 ST and was used to work in the Dinorwic slate quarries at Llanberis, in North Wales. Built in 1902, as Works No. 780, the locomotive was originally called No. 4. There was an earlier Alice which was built in 1889 (Works No. 492), later renamed King of the Scarlets. Alice spent all of its life working on various galleries at the Dinorwic slate quarry. By the early 1960s the locomotive was out of use and was partially dismantled to provide spares for her sister locomotives at Dinorwic. Doug Blodgett photo.

Cole Sortina
Spence Gaskin photo
HALS – SWLS Meet, Spence Gaskin
November 9 to 11, 2017

Fun times with lots of action on the Gauge 1 and 7.5" track. The 4.75" track was the busiest I have ever seen it, with 5 different engines used, two of them being steam! The photos of the 4.75 inch gauge track are in a separate article along with the photos of others. We ran a limited reverse public run day loop instead of our SWLS route due to damage from Harvey, but everyone had a great time! The weather was perfect, Thanks to all who attended!

Bill Courtright is replacing switches
Pat Darby

Rick White's SW 7 locos.

JB Cason and Rick White

Bill Courtright under the Gauge 1 fixing switches.
Bill Courtright's live steam boat.

Bill Courtright's live steam boat.

Bill Courtright's live steam boat.

Doug Blodgett with his Mikado

John Carroll Enders

Bill Noyer

Bill Noyer

Greg Moore's train with caboose

Greg Moore’s train

Bill & Joan Noyer
James Hitzfelder

Gary Brothers (engineer) and Bobby Bridges

Bill Howe, always working on track. A rail in the Gator.

The Sandoval train.

The Sandoval train

Stephen Balkum waiting on his engineer.

Cole Sortina and his father Chris Sortina.

Clyde Brown

Craig Thomasson

Rolland Boutwell
November 2017  Houston Area Live Steamers

Pete Greene  Caleb Roberts

Paul King  Caleb Roberts

Two gauge 1 steamers.

Caleb Roberts's UP Big Boy
Stephen Balkum and James Hitzfelder

Chris Sortina with his K-27.

Bill Courtright with his coal fired Gauge 1 loco.

Linda Rhodes.

With grand children
Chris Sortina and Bob Miller

Caleb Roberts

Caleb Roberts

Greg Moore's caboose on Spence Gaskins's train.
HALS Public Run Day, November 18
Rick White

All set up for Toys for Tots with 30 minutes to spare. Logan, Monterey, and Michael.

Doug Payne, Dennis Cranston, Claude Wiseman, and Barry Tobias killing time with about 30 minutes before start time.

Bob Dobrowolski and Will Liebbe ready for passengers about 30 minutes before start time.

Gerald Lee, engineer, ready to roll about 30 minutes before start time.

Rich Businger (engineer) and Bill Smith (conductor) returning to the station after their first trip, and it is not yet start time.

Rich Businger in the bright tee shirt returning from his second trip around, Claude Wiseman, and engineer JB Cason with his long engines.
Gary Brothers leaving the station on his first trip, from track 1. The Toys for Tots sign is double sided.

Conductor Greg Moore on JB Cason's train. Passenger Claude Wiseman.

Engineer JB Cason leaving the station with passengers. Station Master Barry Tobias with the yellow cap. Train Master Bob Barnett with the red cap.

Engineer Rich Businger waiving to the waiting crowd.

Conductor Bill Smith on Rich Businger's train.
Will Liebbe and Randy Neville returning to the station with passengers.

Train Master Bob Barnett

Engineer Will Liebbe with trainer Randy Neville looking over his shoulder, and conductor Bob Dobrowolski.

Engineer Gary Brothers coming into the station. Lots of party covers along the parking lot today.

Case Alexander, working concessions most of today.
Bill Smith, Bob Barnett, George Leventon, and Nathan Leventon.

Gerald Lee putting a screw back into his seat, wobbles otherwise!

Gerald Lee coming into the station.

JB Cason arriving at the station. Conductor Greg Moore.

Station activity. Two spare locos on track 1 and one on the far right.

Conductor Mike Alexander
Monterey White, the Toys for Tots lady, and Doug Blodgett.

Conductor Cody Crawford with new member David Sands in the training seat.

JB Cason with a full load of passengers. The sky is getting brighter.

George Leventon with three empty cars between him and the passengers.

Conductor Bill Smith

Engineer Rich Businger.
Gary Brothers (engineer) and Claude Wiseman (conductor).

George Leventon

Barry Tobias (conductor).

Randy Neville (engineer)

Bob Dobrowolski (conductor)

The HALS Toys for Tots drive had $500 in donations for the Marine Corps Reserve “Toys for Tots” campaign plus five 55 gallon bags of toys and two bicycles. The cash is used to buy needy teenagers gifts since we never get gifts for them in our toy drive.

Engineer Randy Neville and Conductor Bob Dobrowolski.

Logan and Michael, our Tots for Tots helpers, under their sign.
HALS Work Day, November 30
Gary Brothers photos and Bill Howe work

Bill Howe and others have been out these last two weeks fixing the road base and installing track in Sand Springs and onto Lakeside Junction. Bill made the switches with plastic ties cut from 2x6 boards so that the ties are 2.75 inches tall, just like the concrete ties. The single track on the right has concrete ties. The switch has plastic ties, except for the head block. We are now out of plastic lumber for mainline switches. Today, November 30, Bill cut in this last switch, a wye switch. Bill custom made the wye switch for this location to get smoother track work. During normal operations, this switch is used trailing point (left to right).
Getting bolts ready for the rail joiner.

Drilling for the rail joiner bolt.
Drilling a hole for the rail joiner.

Bolting the rail joiner in place.
Public Facebook pages
https://www.facebook.com/HALS.ORG
No Login required
Greg Moore is in charge of this Facebook page.  
E-mail is  bubbadawg@gmail.com

Facebook Group:
Houston Area Live Steamers
https://www.facebook.com/groups/1424915724430631
Facebook login required
This is where you can post your photos.  
Tomas Sandoval is in charge of this group and he approves membership requests.  
E-mail is  tomas_sandoval@hotmail.com
Many non-HALS members belong and you can share photos from here to your timeline for your friends to see.  
Photos from the track and your train related projects are normally posted here.
Help HALS get $$$ while you shop!
Amazon Smile
Kroger’s Community Rewards

Amazon Smile and Kroger’s Community Rewards are efforts by Amazon and Kroger to support the non-profit organizations that their customers believe in. You can help HALS by using them. Instead of going to Amazon.com, go to [https://smile.amazon.com/](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](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 January Stack Talk**

Work Days
Projects around the track
Your Project, some possibilities:
- Gary built a new car
- Doug is working on his loco
- Greg is painting a caboose
- Doug is making a steam driven generator detail for his Mikado
- Dennis is building the transfer table
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.)

2018 HALS Board of Directors

President            Bill Smith
V.P. Operations     Bob Barnett
V.P. Facilities     Randy Neville
V.P. Track & Right of Way Bill Howe
V.P. Motive Power & Equipment Gary Brothers
V.P. Communications  Bob Dobrowolski
V.P. Manpower       Greg Moore
Secretary           Rick White   rick.white.jr@gmail.com
Treasurer           Dennis Cranston
Former President    Pete Greene
Senior Director     JB Cason
Junior Director     Steve Dennis

(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

When I started the year, I thought we would have 12 issues. But here it is December 5 and I have no photos from last Saturday’s work day to write up for December. Therefore, I will pass on Stack Talk to Bob Dobrowolski without putting out a December Stack Talk. If I get any photos for December, I will pass them onto Bob at oscale2r@gmail.com and he will have a head start for January, 2018. Have a great Christmas and New Year’s. I will see you at Zube.

Rick White
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 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?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