



April Meeting

The next meeting will be on April 6th, 2010. At Bayland Park Community Center.

The Meeting starts at 7:00 pm.

Program - The Railroads of Longleaf Louisiana by Everett Luck

San Jac Trip to the Texas State Railroad

A Ride on the Texas State Railroad

Mark Couvillion

We started our trip on a comfortable morning that promised a day of rain. The bus arrived on time and we only had to stop once to pick up a few stragglers. The route to Palestine seemed to be intended to get our train juices flowing, as we followed many back roads that seemed to parallel railroad tracks. We never saw a train, or even a single car in a siding or spur, on the entire trip. The weather deteriorated as we got closer to Palestine, with the most rain falling just as the bus stopped at the depot! The temperature had dropped noticeably, but the 33 determined souls on the bus made a run for the depot. We quickly learned that our train would be pulled by #7, a 1947 Alco RS-2 in Black Widow Livery. Something was amiss with the steam engine scheduled to pull our train. Oh well, a first-generation Alco diesel is almost a steam engine, and in that paint scheme! The passengers huddled in the depot, trying to find a warm spot, as the station and all of the facilities are designed for warm-weather excursions. Our group boarded Coach # 44 and waited. We noticed that one window did not want to fully close, and there was a good bit of water in one of the light fixture globes. Otherwise, the car was in very good shape, if but a little cold. Our windows were covered in condensed moisture, so seeing out would require wiping off the surface. Our train left on time and we were on our way to Rusk.

Shortly after departure, our train was "held up" by a band of desperados, one with more guns and bullet straps than I have ever seen on any one guy. The loot they collected was destined for the needy in the immediate area, and they hopped on the other train as we passed it in the mid-way siding. We continued on to the small town of Maydelle, where numerous movies on the railroad have been filmed. Maydelle has an 1890s turntable that is just off Highway 84 and should be able to turn the smaller engines on the TSRR. The TSRR has several wyes for doing that, so the turntable is probably not often used.

The train departing from Rusk was pulled by #300, a 1917 83-ton Baldwin Consolidation all the train enthusiasts wanted to see. On our ride to Rusk, it was already waiting in the passing siding and our opportunity to get good photos was limited. We continued on to Rusk, crossing the Neches river bridge, the longest on the railroad, arriving in Rusk on time.

See Couvillion continued on page 2



Photo by Bruce Sommers

Texas State Railroad - Couvillion

The train was full, except for the open air car, which, due to the rain and cold, was mostly abandoned except when something interesting was going on. The passengers disembarked the train at Rusk and began looking for something to eat, and a warm, dry place to do so. The picnic area was covered, but otherwise open, so that was not an option due to the cold wind. There were many seats outside under the covered areas of the Rusk Depot, but the wind found its way to most of them. The folks with their own sack lunches found the inside seats quickly and then swapped places with the ones buying their meals at the depot. Inside the theater, Lauren Alexander, a local teenager, sang contemporary pop and folk songs, along with a few ballads, while playing the guitar and sometimes also playing the harmonica, to entertain the passengers as we waited to board for the return trip. The drizzle continued to fall until the train was ready to leave. The passenger cars had been left at the station as the engine was taken to be turned, but it did not return until just before departure, limiting the opportunity of the group to inspect the Alco diesel up close. When the whistle blew signaling departure time, it was obviously colder than when we arrived and most were happy to stay inside the closed coach.

The rain stopped on the way back to Palestine, and some of the gloom disappeared. We got to the mid-way siding first and dropped "in the hole" to await the arrival of #300 with its train. Many folks went into the open window car to gain a good vantage point to take pictures of its arrival. After waiting about 10 minutes, smoke could be seen down the track and then the #300 rose to the occasion, actually coming up a rise in the tracks! The #300 crept slowly by our train, allowing for many good photos to be taken, along with a thorough inspection by the SanJac members. After the main cleared, we started forward, only to feel a heavy bump and stop. Many speculated that we might be "on the ground", and the coaches going through the switch appeared to be at an odd angle, but the train crew continued on and soon we were out of the siding and on our way. The trip back to Palestine was uneventful, allowing time for many of the members to visit with friends or catch up on a quick nap.

Our arrival in Palestine was met with a rush to find both a warm spot and the restroom facilities. The parking lot cleared rapidly of the passengers who had driven to TSRR themselves. Some of the SanJac members waited patiently in the cold for #7 to be turned on the Palestine wye, then waited some more to go into the shop building to see #610, one of the steam engines on the TSRR. By now the temperature had dropped to a reported "34.8 degrees F", and the wind was really blowing. Almost no one was prepared for the weather to be so cold and cutting, as our clothes were easily penetrated by the biting wind. Fortunately the bus was warm and cozy for the return trip home. Most enjoyed the trip but wished it could have been either the day before, when the weather was perfect, or a little later in the spring. All-in-all, an interesting memorable adventure. Thank you SanJac for arranging the trip.

Texas State Railroad Trip

David Curry

Those who braved the early departure times and cold rainy weather probably ended the day with more positives than negatives. Departure from the southern terminus was at 6:15 am, meaning most people were probably up and at 'em by 4:00 am at the latest. That's when I got up, and I boarded at the northern "stops to receive passengers only" stop. The trip north also included a flag stop at an outlet center when somebody flagged down the bus via cell phone. Bet that doesn't happen very often with Greyhound.

Caledonian provided the bus. The driver was named Michelle, and she gave us prompt and safe transportation to Palestine and back to Houston. Palestine (pronounced "Pal ess TEEN") is situated in northern east Texas, where the trees outnumber the mosquitoes about 500 to 1. Rolling hills are the rule rather than the exception. Palestine is the junction of the ex-MP line from San Antonio and the ex-MP line from Houston. From there, the line heads to Longview where it joins the ex-MP line from Dallas, Ft. Worth and El Paso.

The Texas State Railroad also terminates in Palestine, though there is no current connection with the national rail network, though plans exist to eventually restore the connection at Palestine. Previously, the line also connected with the ex-SP line in Rusk, but those tracks are gone. The TSR was built by prison labor, and was never much of a success financially. It wound up in the SP fold, and ended its days in the late 1960s operated by a shortline.

The Texas Parks and Wildlife Department obtained the railroad in 1972, and the park opened to the public in 1976. Management has been by the American Heritage Railways since 2007.

Despite several short delays on leaving Houston, the bus arrived in 9:30 am at the TSR--30 minutes before the advertised. It was lightly raining the last few miles into Palestine. A few people drove up in private vehicles and joined us in Palestine. In the hour and a half before departure, everybody was able to partake of the conveniences in the depot which included a gift shop and food service area. Food could be either purchased there and carried on the train, prepaid there and picked up in Rusk, or purchased in Rusk.

The train departed at about 10:00 am. Sadly, the steam locomotive wasn't feeling too well that day, so an Alco RS2, dressed in a paint scheme very similar to the old SP Black Widow scheme, provided the Power. It had a nice pleasant-sounding horn. Western garbed railroad personnel on the train entertained the train and "robbed" passengers for donations to local charities. A snack car was behind the engine. I believe that was the first time I'd ever been in a moving baggage-coach. Not sure what the heritage of the cars were, but somebody said the baggage-coach was ex-ATSF, and one of the coaches looked Pennsy to me. A point of interest to the people in our coach was one of the overhead lights which had about a quart of water sloshing around in the globe. At one point when the grade changed, a steady stream of water began coming out of the ceiling near the light for about a minute.



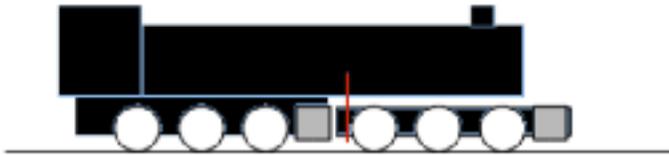
MALLET VS. GARRATT

As is evident from the title of my column (anyone notice the pun?), I have a love for Garratt locomotives. Many club members and other train enthusiasts have also shown an interest in these amazing machines and have watched in fascination as they ‘steam’ around my layout during our annual open house tours at year-end.

But why were Mallets and Garratts designed and why was the Garratt so popular overseas but not in the US?

Anatole Mallet (pronounced "Mallay"), a Swiss engineer, invented Mallets in order to enable larger locomotives to be able to negotiate the tight curves of narrow gauge railways. Mallets have two sets of powered wheels - the rear set rigidly attached to the main body of the locomotive, while the front powered truck is attached by a hinge that enables it to swing from side to side.

The design then caught on in the US because much larger single, rigid frame locomotives could be built. (Note that the “Big Boy” is techni-



cally not a Mallet because Anatole designed compound engines in which live boiler steam enters the rear cylinders and their exhaust then powers the forward low-pressure cylinders. ‘Big Boys’ however, as well as many other articulated steam loco’s, used simple expansion where live steam is delivered to both sets of cylinders at the same time.)

Unlike Mallets, Garratts are articulated in three parts - a boiler, mounted on a centre frame, plus two steam engines - each of which is mounted on a separate frame - one on each end of the boiler.



The principal benefit of the Garratt design is that the boiler and firebox unit are slung between the two engine units. This frees the boiler and the firebox from the size constraints imposed where they are placed over the frames and running gear.

Another advantage is that Garratts can generally operate at higher speeds than Mallets. There are two reasons for this. The first is that when rounding curves, the boiler and cab unit on a Garratt move outward, thus keeping the center of gravity over or inside the track centre-line when rounding a curve, and reducing the centrifugal forces that can over-turn a loco running at high speed. Mallets on the other hand, tend to move the centre-of-gravity outside the centre-line on tight curves and this leads to stability problems. The second reason is that due to the rigid set of driving wheels at the rear, the enormous boiler and frames on a Mallet is directly subjected to any shocks caused by rail damage or

other inequalities – thus its speed is restricted.

The Garratt’s short, large diameter boiler and deep, square-bottomed firebox gave superior evaporative capacity and was easier for firing. Also, unlike Mallets that often had unusual arrangements like 4-4-0 + 0-6-2 or 2-6-0 + 0-8-0, Garratts always had the same formula for both sets of wheels, for example 4-8-4 + 4-8-4 or 2-8-4 + 4-8-2, which was easier for maintenance.

The most powerful of all Garratts, regardless of gauge were the South African Railways’ GL class loco’s, each of which delivered 89,130 lbf of tractive effort.

Another big advantage of a Garratt was that it was a tank-engine, i.e. it carried its own fuel and water on it instead of pulling it behind in a tender. It could therefore be run tender-first, thus eliminating the need for expensive turntables or wyes, and running it that way also kept smoke and soot out of the eyes of the engineers.

A major disadvantage of the Garratt was that the adhesive weight decreased as water from the front tank and coal from the rear bunker was used. This caused a decrease in weight that resulted in wheel slippage. In order to overcome this problem, a water-wagon was attached behind the Garratt, and this practice also permitted the engine to operate over longer distances.

So, why didn’t Garratts make it to the US? In his book “Garratt Locomotives of the World”, A.E. “Dusty” Durrant speculates that one reason was that the US never made great use of tank engines. Another was that the US generally had heavier rail and road-bed than other areas of the world, so having to spread a loco’s weight over a greater area of track was not as great a concern.

Interestingly, I found that Beyer-Peacock teamed up with Alco to build a “Super Garratt” for the U.S.A. This was to have been a 2-6-6-2 + 2-6-6-2 with a grate area and tractive effort exceeding that of the Union Pacific “Big-Boy” without exceeding the then stipulated axle loading of 67,200 lbs. Unfortunately, the proposal never got off the drawing board, although I did find two Alco advertisements for Garratts (see one below).





Texas State Railroad - Curry

Rain began falling more in earnest, and shortly after we arrived in Rusk, it got very cold and windy. Many people elected to eat on benches in the depot, while I elected to eat in a covered area by the lake, which was downright chilly. I wolfed down the very decent hamburger, and raced to the depot.

Not sure what the event was, but there were two cages with pet goats and rabbits at the covered area. A couple of people were attending these critters. In the depot's east room, Lauren Alexander, a Texas singer-songwriter from Bullard aged 15, provided solo entertainment. She has been singing since the age of 6, has her own band, and has opened for the likes of Dan Seals and Asleep At the Wheel. An obvious talent, you may be hearing more from her in the future.

After an hour and a half in Rusk, the train left for Palestine. Not sure what the short grade is heading out of Rusk, but it's got to be at least 5%. The RS2 managed it with ease.

The "feature" of both trips was the meet at the halfway point with the train originating at Rusk. It's steam engine was feeling well, so we at least got to see an operating steam engine. Other points of interest were a wye about 1/4 of the way from Palestine, where engines can be turned to head back to Palestine for short jaunts. Likewise, there was a turntable about 1/4 of the way from Rusk for a similar purpose.

After arrival back in Palestine about 10 minutes late, Station Master Clifford allowed some of us access to see the #610 in the engine house. This large 2-10-4 was the T&P locomotive that pulled the American Freedom train on several of its runs in Texas along with the SP 4-8-4 #4449. Clifford said it would cost about \$1,000,000 to get her in operating condition. They sometimes pull it out of the engine house when the weather is pleasant.

Thoughts were with Gil Freitag and Don Bozman. We hope Gil will recover from his stroke soon, and Don's back procedure will go well.

Despite the adverse weather and no steam engine on our train, I think most people had a swell time. I know I did. The TSR is definitely in good hands, with people who have a positive attitude running it. Judging by the number of people on the trains, it should stay in good shape for the foreseeable future.

THE ADVENTURES OF SAN-JAC

-or-

THE GREAT TEXAS TRAIN RIDE

Thomas H Bailey

The highly anticipated TEXAS TRAIN RIDE took place on Saturday, March 20, 2010. About, 33 members of the San Jacinto Model Railroad Club took part in this fine adventure of railroading.

While the weather was not, really, 100 percent perfect, it was still a perfect day for a train ride. Of course, ANY DAY and ANY KIND of weather is "perfect for a train ride."

You just make the best of what you have.

Part of our group left the Southwest Central Church of Christ at 6:20 A.M. The tour bus was provided by Caledonian Bus Lines, and our chauffeur was Michelle Gamill. She did an excellent job all day long.

A brief stop was made at Larry's Hobby shop, at I-45 and 1960, to pick up more of our group, and yet a third stop at League Line Road at I-45 to pick up two more of our group. Then on to Palestine, Texas, and the west end of THE TEXAS STATE RAILROAD.

We goofed off from the time of our arrival in Palestine at about 9:20 A.M., eating, drinking coffee, and spending money and supporting the local economy. Of course, we were all discussing various aspects of railroads and railroading.

Soon our locomotive of the day, TSR number 7, arrived and coupled to our train, which consisted of five cars.

The Texas State Railroad is now operated by American Heritage Rails., which is also the operator of the Durango and Silverton, in Colorado, plus the Great Smoky Mountains Railroad in North Carolina.

It did not take long for the crew members and others to make us all feel very welcome ---- these folks obviously loved what they were doing that day. '

Our train left Palestine at 11:00 A.M., pointed in the general direction of Rusk, Texas. Our club members were in car number 44. Train crew members frequently communicated with the train passengers about various points of interest along the line, including the Jarvis Wye, The Mewshaw siding, and the Maybelle complex.

We arrived in Rusk at 12:30 P.M., (or so), and we at once began our lunch adventure. The weather was still not that perfect, but there signs that improvement was on the way. Quite cool but the rain was easing up.

The Texas State Railroad operates two trains at the same time, and the meet is at Mewshaw. Generally, the eastbound train holds the main track, while the westbound takes the siding.

On March 20, while our eastbound train had locomotive number 7, an ALCO of 1500 HP, RS-2, the westbound had number 300, a 2-8-0. ALL EYES WERE AIMED AT NUMBER 300.

We boarded our train for the return trip to Palestine at 1:30 P.M., and we departed at 2:00 P.M.

We Arrived back in to Palestine at 3:30 P.M.

It can safely be said that we all had a GREAT TIME on a now GREAT TOURIST RAILROAD, STAFFED BY FOLKS WHO OBVIOUSLY LOVE WHAT THEY ARE DOING.

The Texas State Railroad is a true gold-mine for Texas.

American Heritage Rails has long-range plans for this railroad, including an extension of the west end of the line into Palestine, and additional rolling stock. Currently, all equipment is being repaired and upgraded. The depots at Rusk and Palestine are being upgraded, and with FOOD SERVICE a lot better than it used to be.

Oh, I must say that we did have a robbery on our east-bound ` trip ----- a robbery pulled off by several Texas style desperadoes, who relieved us of our change, and some paper money, and who promised us that local charitable organizations would get the money. These hoodlums were Nice, Texas-style desperadoes.

Our bus trip from Palestine back to Houston began at 4:15 P.M., or so. The weather was now clear (no rain), but still a bit cool. STILL A PERFECT DAY FOR A TRAIN RIDE.

I did observe that the riders of both trains were of ALL age groups, and, believe me, THERE WERE PLENTY OF YOUNGSTERS ----future railroad fans and modelers, as well as Boy Scouts and Girl Scouts.

AGAIN, A PERFECT DAY OF RAILROADING.

Meeting minutes for March 2, 2010

President Robert Ashcraft called the meeting to order at 7:05PM.

We had 1 visitor.

Vice president David Currey informed us that Matt Dillo couldn't make it to do his clinic so he solicited Tracy Mitchell & Jim Long to explain the judging process in a model contest. Arthur Penny volunteered to have his display judged live on the spot. Tracy and Jim explained each judging category as it related to that model. They explained how flaws in construction, such as: bad fitup and visible glue take off points. Most important is filling out the form. If items are not spelled out on the form, chances are, the judges will miss it. With 100+ models in some contests, judges only have a few minute per model to score you and the more you write down, the easier it is for them to give you credit for it.

Bob Barnett took a few minutes to present an electronic static grass applicator project he saw from Al Boos.

Next month's clinic will be by Everett Luck on the railroads of Longleaf, LA.

Refreshments were thanks to Mark Couvillion and Virginia Freitag. Chris Tolley will bring them next month.



*San Antonio, TX
June 2nd - 6th, 2010
for more information, go to
<http://alamorails.org>*

San Jacinto Model Railroad Club Visits the Texas State Railroad,

Bill Wright

We had thirty-six people more or less in our group. Eight others for various reasons were not able to make the trip. David Currey did a superb job as conductor for the club.

The trip was scheduled to be pulled by #201. But mechanical difficulties put #201 out of commission and our train was pulled by RS-2 #7. We met the train from Rusk pulled by #300 at the passing siding between milepost 11 and 12. We had only 4 cars on our train and easily fit into the siding. #300 had more cars and barely fit. But we did not have to do a saw by. The morning trip left Palestine on time and arrived on time in Rusk. The return trip also left Rusk on time but because we had only 11 miles to travel from Rusk to the passing siding, we arrived first. We waited 3-5 minutes for #300. But now we had 40 minutes to travel the remaining 13 miles. We returned to Palestine 10 minutes late.

After the conductor had passed through our car punching our tickets, hijackers entered our car. I think that is the modern term, although this group of gun-toters called themselves train robbers. We were asked to make a contribution to a worthy cause. Here is a photograph of the leader of the gang.

Upon arriving at the Palestine depot in the morning, the longest line was for pre-ordering lunches to be available upon our arrival in Rusk. My understanding is that McDonalds would be high cuisine compared to the hamburgers and hot dogs the railroad served.

As I said it started raining about 10 o'clock. The light fixture in the center of our car had a glass bowl half filled with water. I guess the roof leaks. As the car rocked the water would slosh around in the bowl.

Here is a photograph of the conductor punching our grandson Hudson's ticket. He did not just put one punch in it, but punched a "H" for Hudson in the ticket. Judith Neufeld and Betty Wright watch while the conductor completes his punches.

One of the cars on our train did not have any passengers most of the time. This was the open air car. The temperature started out in the 50s and continued to drop during the day. But when we got to the midpoint and #300 passed us, the open air car filled up. There were lots of cameras pointed out of the open windows. This photograph shows the approaching #300 and three photographers doing their best to get a photo.

It was good to see several of the wives and friends of our members that we don't see all that often. This is a photograph of Jo Sandifer sitting in front of Tracy Mitchell and his latest pick, Cora Price. Tracy announced to us that Cora was for keeps. Steve Sandifer and Cora Price are engaged in conversation while Tracy looks on.

Upon arriving back in Palestine, Conductor Currey went to work. He rounded up an engineer to give us a tour of the engine house and T&P #610 of Freedom Train fame. My grandson got a kick out of finding Thomas was also in the engine house. He didn't know quite what to think of the 610. But he did count the drivers - five on each side. Wow! That is a big locomotive.



The Valley Eagle Heritage Tour

**Dates in Houston - Open to Public April 12, 2010
Layover (no Public) April 18, 2010**

Fact Sheet/Schedule

Catch No. 844 Tweets on Twitter.com

Omaha, Neb., March 15, 2010 – Union Pacific Railroad's historic steam locomotive, No. 844, will travel more than 3,500 miles from its base in Wyoming on a 28-day, eight-state tour to South Texas, to celebrate the railroad's history and heritage.

The "Valley Eagle Heritage Tour" will begin April 2 when No. 844 leaves Cheyenne, Wyo., and travels to North Platte, Neb. The locomotive will make overnight stops and be on display in the following cities before arriving back in Cheyenne April 29:

North Platte, Neb.;
Marysville, Parsons and Coffeyville, Kan.;
Kansas City, Mo.;
McAlester, Okla.;
Ft. Worth, Hearne, Houston, Bloomington, Raymondville, Harlingen,
Palestine and Longview, Texas; and
North Little Rock and Van Buren, Ark.

"This will be the first time No. 844 has operated south of Houston and we look forward to bringing a piece of living history to this part of our rail network," said Joe Adams, vice president of public affairs for Union Pacific's Southern Region. "Our steam locomotives play a special role in our collection of historical railroad equipment, which is the largest of any U. S. railroad."

The tour was named after a Missouri Pacific Railroad passenger train that operated between Houston and Brownsville. The Valley Eagle began running in late-1938 until the train was discontinued in June 1962. Missouri Pacific merged with Union Pacific in 1982.

No. 844, also known as Union Pacific's "Living Legend," returned to

Visit to Texas State Railroad

Arthur Penny

Thirty three club members and families set off in the early hours of Saturday March 20th to visit the Texas State Railroad. The rain started soon after leaving Larry's Hobbies and continued for most of the day. By the time the group reached Palestine it was torrential and so it was necessary to make a quick dive for the depot where hot coffee and snacks were most welcome. Also the gift shop had many railroad items for those who love to shop. One of the first signs visible on entering the depot was an announcement that the steam engine scheduled for the journey was having mechanical problems and that our power would be diesel.

Promptly at 11 a.m. we pulled out of Palestine – still in heavy rain. The train was full, except for the open car of course. Nevertheless, with its open windows it provided good shelter for on the run photos. Power was provided by diesel locomotive RS-2 No.7. This locomotive was built by in 1947 by Alco and was in service at Point Comfort chemical plant for many years before being donated to the Texas State Railroad. It has been maintained in pristine condition and performed very smoothly.

Soon after leaving Palestine passengers were accosted by a group of railroad bandits who were well armed and ready for business. Fortunately these bandits were modern Robin Hoods and their purpose was to encourage donations for the children's charities which they support.

During the outward journey we were provided with a very informative commentary of the various points of interest on the route. The most interesting one being the quite extensive maintenance sheds at Maydelle which are complete with a working turntable. Because of the severe winter which we have just experienced one of the main attractions of the ride, the dogwoods, were mostly absent. Many of them were showing buds and should be beautiful in a couple of weeks.

At Rusk lunch was available and those who had pre-ordered were quickly served. The remainder had to wait awhile until the hamburgers were cooked but they were well worth the wait – even though the wait was in the cold rain. The return journey was quite uneventful but was at least blessed with dry weather. In both directions we were fortunate enough to meet steam locomotive No.300, which is a Baldwin 2-8-0 built in 1917, and had plenty of opportunity for photos. On arrival back at Palestine one small, brave group fought the 30 mph wind and rain to visit the engine sheds and get photos of engine no.610, a 2-10-4 built by Lima in 1927.

On the bus returning to Houston, Loren Neufeld was able to persuade the driver to make a couple of U-turns so that he could photograph some old buildings at Lovelady for reference in future prototype modeling. There was also the necessary stop at McDonalds for coffee and other essentials.

In summary, certainly not the best weather for this trip but everyone made the most of it.

Valley Eagle Heritage Tour

service in 2005 after one of the most extensive steam locomotive overhauls in the United States since regular steam service ended. The work, which started in 2000, included overhauling the locomotive's running gear, pumps, piping, valves and springs, along with replacement of its firebox and extensive boiler work. The cab interior also was refurbished. No. 844 was the last steam locomotive built for Union Pacific Railroad and was delivered in 1944. A passenger locomotive, it pulled such widely known trains as the Overland Limited, Los Angeles Limited, Portland Rose and Challenger.

When diesel-electric locomotives took over all passenger train duties, No. 844 was placed in freight service in Nebraska between 1957 and 1959. It was saved from being scrapped in 1960 and held for special service.

No. 844 has run hundreds of thousands of miles for UP's Heritage program. It has made appearances at Expo '74 in Spokane, the 1981 opening of the California State Railroad Museum in Sacramento, the 1984 World's Fair in New Orleans and the 50th Anniversary Celebration of the Los Angeles Union Station in 1989. During the 1990's No. 844 pulled several of the Denver Post Cheyenne Frontier Days specials and visited several Oklahoma cities during the Oklahoma Centennial in 2007.

A Global Positioning Satellite (GPS) transmitter was installed on one of the rail cars that will travel with No. 844. The GPS system has been integrated with a map on UP's Web site. Enter the word "Steam" in the search box on the homepage for a shortcut to the map.

Web site visitors will be able to access route maps with varying amounts of detail. The GPS system will update the map every five minutes showing No. 844's location. GPS updates are also available at http://twitter.com/UP_Steam.

During 2010, the Reed Jackson concession car displays a commemorative sign celebrating the National Model Railroad Association's 75 years of service to the model railroad community.



Treasurer's report, Gilbert Freitag:

\$3312.93 Opening Balance

Expenses:

\$385.00 - Train Show Sales Table refunds

\$1300.00 - Train Show – Startup cash

\$700.00 – Train Show payment to layouts

\$5.64 – Cash deposit bank fee

\$38.94 – Train Show name tag stickers

Income:

\$805.00 - Train Show Sales table

\$560.00 – Rusk trip sales

\$202.00 – Silent auction layout sale

\$8587.90 – Train show gate deposit (includes startup cash)

\$11038.25 Ending balance with all bills paid.

Minutes for January were approved as published.

Thanks to Rex Ritz for setting up the sale of the layout which netted \$202.00.

Lee Milne will be having a train clearance sale on 3/27/2010 – see flyer for details.

LSR - Tracy Mitchell

Ballots have been mailed.

San Antonio June 2-6

Division 8 - Ray Byer

There are plans for a picnic in Alvin.

The clinic session will start in May, one Saturday a month at the Houston R.R. Museum

We still need a Division Youth nominee to sponsor.

NMRA: No report

DeRail: N/R

Old Business:

Staford Train Show

Bob Barnett gave us a recap of the event. And thanks to all who helped make it possible. We are already putting down a deposit to have the Staford Center for the 2011 show. Approximately 1800-2000 heads came through the front gate...the biggest turnout in many years. Tracy Mitchell said we had 45 entries in the contest.

Robert Ascraft brought up the fact that we have 8+ MMR's in our club which is a great source of talent and advice.

The Texas State RR trip – Saturday, March 20th – Tickets available for \$20 (member and guest)

6:15AM Bus departs Stella Link & West Belfort

7:00AM Bus pick up at Larry's Hobbies

11:00AM Train departs

-lunch on your own

3:30PM Train arrives back

7:00PM Buss back to Larry's

7:45PM Buss back to Stella Link

Dave Shaffer told about Kingsville Train days, May 7,8,9. Contact Dave if someone can bring the club switching layout there.

Sn3 Symposium recap: Craig Brantley:

February 24-27, www.sn3-2010.com

About 110 registrants. There were several comments that this was the best collection of home layouts and clinics. Everyone had a good time.

New Business:NONE

Meeting adjourned at 8:40PM

General comments: 54 people were present at the meeting.

-Respectfully submitted, Gilbert Freitag, Secretary / Treasurer

8• April 2010



Meetings are the First Tuesdays of January through December at the Bayland Community Center, 6400 Bissonnet. Meeting time is 7 to 9 pm. Visitors are welcome.

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