



The DERAIL

The Official Monthly Publication of the San Jacinto Model Railroad Club, Inc

April 2011

Volume 42, Issue 04

President's Message

Bob Werre

Spring has certainly arrived, so now our modeling efforts will have to compete with the weeds, mowing and doing chores for your better half.

Thanks to the 'Masters of Trainshows' we did have a good turnout; hopefully had some fun, learned something new, made some club money, and perhaps purchased those items you couldn't find any place else.

As most of you know I am long time member of the Houston S Gaugers. We've always enjoyed setting up our modules at many of the past years from our days at the Corpus Christie School, then Humble and now Stafford Centre. Setting up for these shows requires a fair amount of effort on our part to assure that we are operating when the gate opens. I've always said that being a location photographer or a modular club member is like being in a carnival. You arrive early in the morning, setup your equipment, hopefully make some customers happy, collect some money only to pack-up and disappear into the night. Setting up for a train show requires the same sort of discipline in the form of repairs, and hours of setup and strike time to please the crowd.

Now on to the projects were working on. Our updated Club directory is in the production stages. Steve Sandifier hopes to have a dummy copy at the next meeting for us to review. Hopefully the changes will be minor so copies can be distributed shortly thereafter.

Also, I'm hoping that our club shirts are nearing completion. So at the next show we can all look like we stepped out of the pages of GQ magazine or at the very least a page from the shirt-makers catalog! Don't forget to bring your piggy banks to handle the costs.

A recent trip to the hobby shop had me purchasing a copy of

the latest issue of Railroad Model Craftsman---so I'll blow my horn a little---(a five chime Leslie by the way)! This is my first cover for RMC after having three or four for Model Railroader in past years. Three of those were local railroads with Gill's Stony Creek and Western being the only layout still intact.

At the present time I'm starting to put together an article involving several of the local layouts featuring some of the ideas and problem solving that has gone into their construction. I've visited Abraham Tolbert and Steve Sandifier; with a few more to be covered. I also have my eye on two local layouts that I feel should grace our national publications with full features. I'm trying to bring some recognition to the Houston area's fine layouts. However, these projects often take years of approvals, work and waiting to finally reach the publication stage.

Well Lady's and Gentlemen, it's time to sign off again, so in the meantime have some operating sessions, build a kit or lend some help to a fellow modeler with his layout!

Anyone needing crossbucks for use on the Fall Layout Tour

please contact Bob Were BobWphoto.com or
Craig Brantley CBrantley@bjservices.com

as soon as possible.

Since I haven't written a railroad story in a while, I'll refresh your memories about my past history. I was fortunate to have worked for a real railroad for five years from July 1979 to July 1984. The railroad was the Missouri Pacific, and I was there through the merger with the Union Pacific. I remember a UP inspection train coming down to tour the property, and starting several weeks before the event, the Missouri Pacific slapped aluminum paint on everything that wasn't growing, and maybe some things that were. The division sure looked purty!

My brakeman seniority was on the Kingsville Division between Houston and Brownsville. Being proud of the Mop, I never liked to say that I worked for the UP, preferring to say Mop. After all, even the new engines in UP colors were lettered "MISSOURI PACIFIC". But one day in the Angleton depot, I heard the trainmaster pick up the phone and say, "Union Pacific", so I knew the Mop was truly gone.

Around about 1982, due to the recession, I was forced to work on the extra board in Kingsville. I had been working the Guarantee Board in Houston, but they cut off some jobs, and I eventually got bumped down to Kingsville. The "Guarantee" part meant you were guaranteed a minimum amount of pay, even if you didn't work. However, I always got in enough trips to make way more than the guarantee.

Kingsville's board, being the home board, wasn't guaranteed. So if I didn't work, I didn't get paid. Fortunately, even on the bad weeks, I made enough to do fairly well.

Kingsville was a far sight removed from the days when it was headquarters for the then St. Louis, Brownsville, and Mexico Railroad. The land was still there, and you could sort of tell where all the tracks used to be. What was left of the engine service facilities had dwindled to a single track still going by the name "Roundhouse Track". What was once probably a dozen or so yard tracks was down to about three tracks and a mainline, with a recently constructed lead on the south end.

No industries remained in Kingsville serviced by the railroad, but there were two chemical plants four miles north up the track at Bishop, as well as some businesses shipping and/or receiving cars further on up the line to Robstown where the Tex-Mex crossed, on to Odem where the "Sausage" (MP Corpus Christi-San Antonio line) crossed, and on to Sinton where the SP crossed.

Mainline jobs were called out of Kingsville to take trains to Vanderbilt (and on to Houston), and to Harlingen (and on to

Brownsville). I believe there was one switcher job in the small yard. Another job worked the plants at Bishop. Another job was the Sinton Turn (I think that's what it was called), that went to Sinton and back every day and switched mainly the interchange tracks at Robstown, Odem, and Sinton, plus several small business operations.

I remember one of these was a place where we once had to pick up some tank cars of liquid tar or asphalt on a spur track. They may have been "empties"—I can't remember. It was a windy day, with gusts probably up to 30 mph. As we made the joint on the mainline, it was rougher than we anticipated, and a big cloud of droplets billowed out from the tank car upwind from where the conductor and us brakemen were standing. We didn't have any time at all to react, and in less than a second we were covered head to toe in tar droplets. We looked like speckled King Snakes or something.

We all filled out claims for our damaged clothing, which couldn't be cleaned. I didn't think the railroad would pony up, but a couple of months later I got a check for about 55 bucks or so. I think I claimed shoes, pants, belt, shirt, and hat. I did wear the shoes for several weeks until I could find some size 13 work shoes that fit good.

Anyway, I digress. One day I was called for the Sinton Turn. We had about 35 cars or so. It was an uneventful trip on the way to Robstown, about 25 miles north of Kingsville. On the way, an MP maintenance employee driving his truck back to Kingsville flashed his lights and waved at us. What a friendly guy! When we got close to Robstown, the distant signal indicated there was a red signal at the Tex Mex interlocking, and when we pulled up to the signal for the interlocking, sure enough, it was red.

The conductor instructed me to go up and check out the situation. (That's one of the things brakemen are for.) The interlocking was an automatic one—no tower. It was supposed to clear up when a train hit the circuit, unless of course there was a crossing movement that hit their circuit first. I walked up and stood at the interlocking and looked up and down the Tex Mex. Nothing in sight either direction. To the west the Tex Mex disappeared straight over the horizon as far as the eye could see. To the east, the track curved east about half a mile from the interlocking.

Seeing no Tex Mex activity, I proceeded over to the aluminum-

(Continued on page 3)

Station Stops

June 9-12, 2011 – LSR Convention, Lubbock

July 3-9, 2011 – NMRA National Convention, Sacramento, CA

(Continued from page 2)

painted box, and opened the door with my Mop switch key. I read the instructions inside the box, which stated to press the button and wait for 4 or maybe 5 minutes for the signal on the MP to clear.

I pressed the button, and then looked at my watch. Four minutes came and went, and nothing happened—no clear signal. I went back and pressed the button again, and still nothing.

By this time, the conductor had walked on up from the engine (he had been riding the head end) a distance of about 300 or 400 feet or so. He read the instructions in the box. We tried reaching the dispatcher on the company phone, but nothing doing. Everything was still quiet on the Tex Mex.

By now, even the rear brakeman had walked all the way up from the caboose, perhaps on instructions from the conductor. The conductor went back to the box and pushed the button. While we were waiting another four minutes for the system to hopefully time out, I noticed a group of three men walking our way from across the expanse of land that encompassed the interchange and several connecting wye tracks.

I didn't face towards them, but watched them from the corner of my eye. The conductor leaned towards me, and said, "Watch out for these guys walking towards us." I replied, "Yeah, I saw them already."

Oddly, the group kept walking straight at us through the tall weeds, like they were coming over to see us for some reason. They had on white shirts and ties. About the time one of them began to look a little familiar to me, one of them said, "Congratulations. Ya'll just passed a test."

Then it was time for a laugh and a sense of relief. We had stuck to the rules, and as a result, we got to keep our jobs. The railroad regularly gave such tests. Once on the North End out of Angleton, a Palestine crew on the interdivisional run to Palestine was pulled out of service because they failed to follow the letter of the rule and come to a complete stop at a red intermediate signal. It was a test, and the trainmasters were off in the bushes somewhere watching. You're supposed to stop and go at those, but they just slowed down to the prescribed speed without stopping.

Another time, I was brakee on a caboose southbound out of Angleton. We had heard a rumor that the trainmasters would be out and about giving tests. Upon getting a rule 350-104C clearance from the dispatcher at the north end of Sweeny, the head end crew had begun to pick up speed seemingly faster than the prescribed 20 mph. I said to the conductor, "Man, we know they're out giving tests. The head end needs to slow down a little." He got on the radio and warned the headend. Fortunately, there was no test.

Back in Robstown, no Tex Mex guy ever showed. We soon got a clear signal to head on through Robstown, or maybe the dispatcher finally was cleared to answer the phone—don't remember exactly. The whole time I worked out of Kingsville, I never saw a Tex Mex train on that track, though the rails were always shiny. For that matter, I never saw an SP train on their line through Sinton either, though trackage rights trains to the Valley on the Brownsville Sub was a common sight.

Later, as we were headed back to Kingsville, we thought back to the maintenance guy who had flashed his lights at us and waved. Maybe there was more to it than a friendly wave. Anyway, that was the Sinton Turn.

One last little note about Sinton. An old brakeman who was retiring gave me his SP key. I think he had usually worked on the Sweeney Traveling Switcher. It could come in handy if we were ever switching SP tracks, I thought. Actually, such locks on tracks accessed by several railways usually had a rod through the switch locking mechanism, with one railroad's lock on one end, and the other railroad's lock on the other end. That way, either railroad's key could unlock the switch.

A couple of months later, I heard the brakeman had sadly passed away soon after retiring. Never needed his SP key, until one day we were switching the interchange track at Sinton. Sure enough, there was the rod with an MP lock on one end, and an SP lock on the other end. Guess which lock I chose to unlock. That was the last chance I ever had to use my SP key.

Now the MP is UP, and the SP is KCS. Who'd have ever thought? I think it's no longer called the Kingsville Division on the UP, but it will always be Kingsville Division to me.



Union Pacific Railroad's historic steam locomotive, No. 844, stops in Kingsville

Photo by [Rachel Denny Clow](#), Rachel Denny Clow/Caller-Times



Henri Morris

SIDERODROMOPHOBIA

I think that I can safely say that it is probable that none of our members suffer from Siderodromophobia - an actual medical term that refers to an abnormal fear of railroads or of traveling on trains.

Personally, my only fear about riding on a train is having to sit next to an overly chatty fellow traveler who would prevent me from moving to-and-from corridors, windows and doors for viewing and photography purposes as desired.

I got to thinking about this after reading about the impending closure of one of my favorite railroad attractions that was amazingly included in an article about the World's Most Scariest Railroads.

The railroads mentioned in the article were as follows:

The Minami Aso Railways in [Japan](#). Consists of a 3-car train, each carrying up to 133 passengers. It apparently runs around Japan's most active volcano at Mount Aso.

Colorado's Georgetown Loop Railroad. Devil's Gate High Bridge is apparently the scary part here, partly because of its 100-foot drop and partly because of how slowly the train wheezes across it.

The Lynton & Lynmouth Cliff Railway in [England](#) pulls rides roller-coaster style up a 500 foot cliff. When fully loaded, each 10-ton car holds 40 people, and the train has been eco-fueled by water since 1888. Maybe that is the scary part.....?

The Chennai-Rameswaram Route is the only way to get from India's south-eastern coast to Rameswaram Island - one of Hindu's holiest sites. It is frightening because of a 1.4 mile long portion that was built across the sea on trestles in 1914, and if that isn't scary enough, it runs right through the heart of cyclone (hurricane) territory.

The White Pass & Yukon Route in Alaska runs along steep cliffs and climbs 3,000 feet in 20 miles. Along the way, it apparently passes a cantilever bridge built in 1901 that is only anchored at one end - due to recurring earthquakes.

Argentina's Tren a las Nubes (Train to the Clouds), the third highest railway in the world (13,845 feet), runs across the almost impenetrable Andean terrain. It has 21 tunnels, 13 viaducts and numerous spirals and zig-zags, because rack-and-pinion was not used.

Australia's Kuranda Scenic Railway was carved through the dense tropical rain-forest in the late 1800's. There are a number of tunnels, dramatic trestles and gushing waterfalls along the way.

The Cumbres & Toltec Scenic Railroad in New Mexico was

included because of the apparently frightening narrow ledges over the 800-foot Toltec Gorge along which the train runs, also because of the numerous teetering trestles, and the fact that at 10,015 feet, the Cumbres Pass is the highest railroad pass in the US.

How do you feel about this list? Have you ever been on any of these trains and if so, was the ride scary?

I somehow have my doubts, because also included in the list was the soon-to-be closed Outeniqua Choo-Tjoe in South Africa. This train runs through some of the most dramatic scenery in the world and is absolutely and completely safe. So why was it included in this list? As I understand it, it is because the train goes over the 118-foot Kaaimans River bridge with the Indian Ocean running at the side (see below)!



The line, completed in 1928, links the towns of George and Knysna, and other than a mishap that occurred during construction, there has never been an accident on the line.

So why was this and some of the other seemingly innocuous railroad lines included in this article? Maybe by stating that they were scary, the writer hoped to attract travelers to try them for themselves. Maybe the writer truly was scared when riding on these trains.

I suspect however, that this was an armchair traveler who had to submit an article and did so with no actual experience riding these rails. What are your thoughts?

San Jacinto Shirt Order

The San Jacinto shirts are in and will be delivered to the meeting Tuesday April 5th. Please try to attend the meeting or have someone pick your shirt up for you. I do not particularly want to carry them around with me for a month.

Also please plan to bring a check or cash to the meeting to pay for the shirts. The club has agreed to pay for \$10 of the cost for NMRA members.

The prices are as follows:

Denim – M, L and XL = \$25 2X and 3X = \$27

Polo/Golf – M,L, and XL = \$24 2X = \$26 3X = \$27

OLD FASHIONED TRAIN DAY

Saturday, April 30,
2011

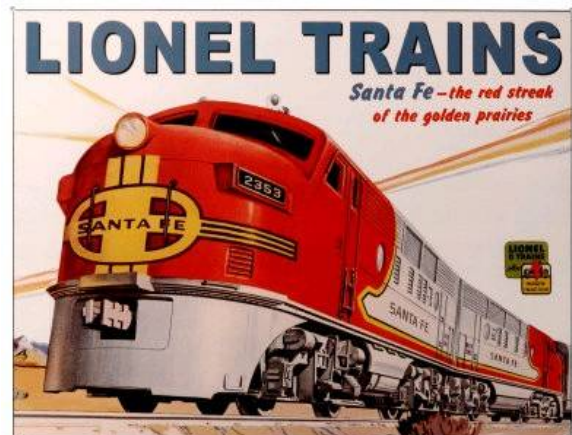
11:45 a.m.—4:00 p.m.

On Saturday April 30th the Temple Railroad & Heritage Museum is having a train ride. BNSF is sending us seven of their "vintage rail cars". These cars are similar to ones used for their employee appreciation specials. We will be running two trains on that day. The first train runs at 1:00 and the second at 4:00. The cost is \$25 for children and \$45.00 for adults. Any adult wishing to ride in the lounge and or dining car the cost is \$65.00 (beverages served in these two cars).

In addition to the train ride, there will be children's games, music, food and drinks. Make your reservations soon because seats are filling fast. For more information call 254-298-5172 or 254-298-5175.

Congratulations are in order to our President, Bob Werre for making the front cover of Railroad Model Craftsman and an article inside the April 2011 issue. Job well done!

[http://carstens-publications.com/images/covers/
Cover_Craftsman_large.jpg](http://carstens-publications.com/images/covers/Cover_Craftsman_large.jpg)



Editorial Request

One of the features I would like to promote is the sharing of our individual history with trains (layouts, model building, railfanning, history, or whatever is part of you). Thus far we have received excellent articles by Craig Brantley in last months Derail and by Peter Bryan in this months issue. One article a month would last 5 or 6 years of sharing with one another our hobby. If you are not a writer we are willing to put together an article with information you provide. To continue this feature we need your help since the only two submissions are by Craig and Peter. I can be reached at bsabol@stillmeadow.com and Kathryn can be reached at kmonds@stillmeadow.com. We are look forward to your participation.

Thanks, Bob Sabol

“Rhythm and Rails”

The Houston Railroad Museum's
third annual

Music Festival and Trainfair

Featuring



DIGGER DAVIS AND TOMBSTONE



MIKE STINSON



TEXAS HARMONY

Saturday April 9th
noon to five

\$8.00 adult/\$3.00 child 4-12 at the gate; \$7.00 adult/\$2.00 child 4-12 advance purchase on website

Directions: The Museum is located at 7390 Mesa Road. Take McCarty Exit off IH 610, north one mile to Mesa, left on Mesa, museum is on the right in one mile.
www.houstonRRmuseum.org....713 319 8906

Model Trains, Food and Fun....Bring a Lawnchair

This will be a new column that Bob Sabol has asked me to write. I hope to do it monthly. The main thing I want to accomplish is to have **YOU** do one of the following:

- 1) Get your existing railroad ready to operate
- 2) Build an operating railroad
- 3) Operate your existing railroad MORE often

By way of introduction, I have been interested in operating model railroads ever since I have been in the hobby. Of course part of that reason is I have no other talents i.e. wiring, carpentry, etc.

My first railroad was on a 5X9 ping-pong table. It had a 3 track yard, 14 industries, engine facilities and both trailing point and facing point switching. I could keep myself entertained for an hour or so each day. This was before I discovered other operating railroads in Houston.

And as it turns out going to other railroads and inviting friends (both old and new) over to my West Virginia Western Railroad is the best part of the hobby for me. To be able to spend a relaxing 2 to 4 hours with friends once a week is a real enjoyment.

The most important book and real inspiration for me in opera-

tions was Bruce Chubb's book "How to Operate Your Model Railroad" I have read this book at least 5 times (as recently as last month). It has a wealth of information for novice and experienced operators. If you can find a copy I highly recommend it. It was published in 1977.

Here is my offer. I have my copy of "How to Operate Your Model Railroad" that I am willing to GIVE to anyone that asks for it. Of course, there has to be some incentive for me to give it to you so you. You have to invite me to your next operating session!! If you don't have an operating layout, then show me your plans and what you intend to do. This book can be a big help to you. Keep in mind also there a lot of people in this hobby and this club that will be glad to help you in any way they can.

Lastly, you should join the Operations Special Interest Group (OP SIG). They have a great quarterly publication called the Dispatchers Office that provides many operating tips, real life stories, list of operating weekends, etc. Dues are only \$15 a year. The web site is www.opsig.org to get more information. I highly recommend and encourage you to check it out.

If you have any questions or comments (or even want to invite me to an op session at your railroad!) please contact me at peterb@pdq.net or 832-237-4388.

Guess the Layout!



Both pictures are from the same layout.

Answer to last months' Guess the Layout: Don Bozman

The **2011 Greater Houston Train Show** is now history, and it was a successful show. The attendance was 1020 adult attendees, 63 teen attendees, and approximately 80 vendors, 55 display layout crew members, 30 show staff, and 8 clinicians. We estimate approximately 250 children attended without fee, so, the total attendance approaches 1500 to 1600 people.

The show was a success because of the efforts of **many San Jacinto Club members**:

Ed Dibble headed up the **advanced publicity** mail outs for the last three years. This highly focused form of advanced advertising (mailing a reminder of the show location and time) has produced record numbers of repeat attendees. **Steve Sandifer** handled the advanced notices of our show date to hobby publications and area news papers. Steve has handled this “invisible” task that occurs well in advance of our show for several years.

Don Bozman handled the vendor tables and prepared the floor plans as he has for the last 6 years. This is a particularly time consuming job as Don not only sells the tables, but continually tweaks the floor planning based on the vendor requests right up until a week before the show. Without Don’s service the GHTS would not be possible.

This year’s Set-Up crew (6:00 am Call Time) included: **Don and Bettye Bozman, Don Formanek, David Gilchrist, Peter Bryan, Bob Barnett and Tracy Mitchell**. We must be getting better at this as the layout locations were marked, most Vendors in and things were running smoothly by about 7:30.

Robert Ashcraft and **Gilbert Freitag** headed up the **Registration Desk** with assistance from several San Jac members listed below. The “Rush Hour” for this train show was similar to our experience in 2010. We kept four people taking admissions to keep the registration lines short. **David Gilchrist** assumed the role of traffic cop/ line director and kept the line moving to the next open ticket window. Working shifts at the front desk were **Peter Howell, Bob Sabol, Arthur Penny, Don and Bettye Bozman, Rex Ritz, Peter Bryan, Denny McGonigle and Chris Tolley**.

Tom Bailey did an excellent job handling the **San Jacinto Club sales table** again this year as the club members turned their excess railroad stuff onto other modelers’ rare finds. Tom was assisted by **Dick Louvet, Peter Howell, Bob Werre, R. A. (Van) Vanderwilt, Diane Tolley, and Angie Caulking**, with Diane and Angie working multiple shifts each.

David Currey assembled a great line up of clinics and was assisted by **David Milton and Gilbert Freitag**. Several clinics attracted capacity crowds and overall attendance was very good. I was able to attend two and they were excellent.

The **Model Contest** headed up by **Tracy Mitchell** attracted a large number of entrees for the third year in a row (over 40 this year!!). Not only was the number of entrees good, but the quality of the entries was outstanding. The Denver & Rio Grande station qualifies as the largest contest entry I have ever seen. We also had a large participation in the photo entries. .

Dave Shafer once again transported the **San Jac Switching Layout** to the show and handled the staffing for the duration of the show. Dave was assisted by **Peter Bryan, Don Bozman, Arthur Penny, and Chris Tolley**. This layout is always a hit particularly with new-comers and the kids. The combination of the switching layout, the G-Scale layout and the 35/45 Z-Bend Track layout, kept the smaller ball room filled with people all day.

Our display layouts this year included:

- **The Fort Bend County Model Railroad Club (N-Scale)**
- **Galveston County Model Railroad Club (N-Scale)**
- **Bay Area Railroad Fellowship (HO scale)**
- **35/45 Z Bend Track (Z-Scale)**
- **Houston Area G-Gaugers (G-Scale)**
- **Houston S-Gaugers (S-Scale)**

NASA Area N-scale Operators (NANOS)

The Houston Area Live Steamers brought two of Gary Brothers’ tank cars, one still under construction, to give attendees an in-depth look at 1 1/2” scale. And if that was not enough a member of HALS and HAGG had a G-Scale live steam locomotive under steam out in front of the hall for the duration of the show. This display attracted a good-sized crowd for most of the day.

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Craig Brantley organized the layout tour this year. Craig put the tour together on very short notice having just assumed the job of layout tour coordinator a few weeks ago. We had a god selection of layouts open both Saturday and Sunday.

The Tear-down crew of **Dave Currey Walter Saunders, and Tom Leffler** rendered an invaluable service to vendors and display layouts helping to transport and load layouts and boxes of merchandise. The Main Ball Room was cleared out this year by 6:20 pm, an incredible feat, thanks to the hard work of the Vendors, Layout Crews and San Jac tear-down crew.

Once again this year the Greater Houston Train Show was a success thanks to the hard work of the San Jacinto Club members, the participating layout clubs, the visiting clinicians and home/club layouts in the tour.

A job Well-Done: Get some rest. Next year we have a Greater Houston Train Show AND a Lone Star Region Convention. We will need all of the experienced help we can get!!

Aprils' Presentation

Steve Sandifer had to cancel his clinic in February because of a death in his family, but that has allowed him to get his clinic on soldering even better. Steve will bring his video camera and projector set-up so we will be able to see his work as he explains and demonstrates various applications for soldering.

He will demonstrate 4 heat sources including soldering gun, irons, and resistance soldering; show several types of solder and flux, including the often overlooked paste solder; and will show clean ways to solder rails and feeders, switch frogs, buss wires, make an HO scale fence gate, solder LEDs, and repair/customize brass rolling stock. Like so many things, a little knowledge and the right tools makes for fun modeling.

He will show us the ATSF dynamometer car he has recently reworked <<http://atsfrr.net/resources/Sandifer/29/Index.htm>> and a diamond gate that he has soldered <<http://ssandifer.com/Lay/Howard/Const/Gate/Index.htm>>.

March Minutes

Gilbert Freitag

President Bob Werre called the meeting to order at 7:00PM and introduced four visitors.

Vice president Don Formanek introduced the night's presentation:

McKenzie Bros tree making machine by Craig Brantley

Craig demonstrated this jig to mass produce "bottle brush" style trees. Pre-made/store bought trees are getting better looking each year but still can be crude. They make good background trees but can cost over \$1 per tree, which adds up fast for a moderate sized layout. Better looking trees are also available commercially but those costs are even greater.

Craig showed how the McKenzie jig is available for about \$120 and comes with enough supplies to make over 160 trees. 22Ga wire works best for "N" scale trees and 18ga for HO/S/O scale trees. Craig likes to flock the trees with static grass rather than foam for a more realistic look. The kit recommends Krylon's "H2O" spray paint for a foam/grass "glue". It is water based and gives more working time, but can be hard to find at some stores.

Craig went through the fabrication process:

-Start with about 1-1/2" lengths of rope

-Comb out to untwist the strands

-Feed in between the two wires in the jig

-Give a few twists to the tighten the wires

-Fan out the rope pieces fairly evenly down the wires

-Crank to twist and form the tree

-Remove from the jig and trim with scissors into the final tree shape

-Spray with a cheap brown paint and sprinkle static or foam grass on before the paint dries

- Plant in clusters of 3 or 5 for a realistic look.

-Foreground trees can have a grape vine or crepe myrtle piece added for a trunk.

April's clinic will be on soldering by Steve Sandifer. We still need more program ideas for the coming months.

Old Business:

None

New Business:

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March Minutes *continued*

(Continued from page 9)

Abraham Tolbert told us about how we meet amazing people everywhere and explained one he meet at dinner on a cruise ship.

Jim Lemmond announced there is a 13 x 15 layout available in the Clear Lake area if you will come and remove it. This would make a good kid's layout.

Bob Ellis reported the Bob Fisk has had a stroke and is in a nursing home now. He has a 4' x 6' N scale layout that needs a home.

Club Shirts – Peter Bryan and Steve Sandifer

Peter brought sample shirts for display. The company will do two types of shirts with the club logo and your name embroidered on it. The shirts will cost \$24-\$26 depending on quantity. The members voted on the grey Polo with pocket and the light blue denim style button-up shirt. 2X and 3X will cost \$3 & \$4 more. Orders were taken and will be placed within a few weeks. Robert Ashcraft made a motion the club subsidize \$10 for each NMRA club member wanting to buy a shirt. The motion passed.

Hermann Park railroad is looking for employees.

Bob Werre discussed building crossbucks for those who don't have them for home layout tours. A motion was make to buy supplies for about 20 units. Motion passed.

Bob also discussed the plaques/awards for layout owners that open their homes each year. Ideas about a onetime plaque or a once a year tag were discussed.

Derail: Bob Sabol

no report

Great Houston Train Show: Bob Barnett

Great show, about 1020 paid adults, 65 teens. 80+ vendors and 50-60 show staff members. All in all about 1500-1600 people. Gross profit was about \$3000 with about \$1000 of that going to the clubs and layouts. We had about 42 contest entries. Thanks again to all that helped.

Division 8: Jim Lemmond

There is a chili cook-off planned for April 16, 10AM at the train station in Alvin.

The LSR convention will be June 9-12 in Lubbock.

Refreshments were thanks to Helen Vanderwilt and Virginia

Freitag. Peter Bryan volunteered to bring the treats in April.

Treasurer's report, Gilbert Freitag:

Expenses:

\$1700 GHTS startup cash

\$308.38 GHTS expenses

\$1800 paid to layouts/clubs

\$25 Table refund

Income:

\$155 GHTS table sales

\$620 table sales

\$8225.50 Front door and SanJac table deposits

\$11,048.53 Ending balance with all bills paid.

NMRA:

no report

Meeting adjourned at 8:50PM

General comments:

-Respectfully submitted, Gilbert Freitag, Secretary / Treasurer



San Jac RR Club Meetings take place the first Tuesday of each month

Bayland Community Center

6400 Bissonnet St. Houston, Tx

[Click here for directions](#)

Visitors are always welcome!



Officers

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April 5 Meeting

Soldering

Presented by

Steve Sandifer

Greater Houston Train Show Contest Results!

There were 42 entries (15 were photos) in the contest this year. As best as I can recall, a twenty year high. I would like to thank all those that helped in the contest room. Kelly, Loren, Ray, Jim, Bob, John, Jeff, Cora, and Robbie. With the large amount of entries, this ensures that next year there will be another contest. In fact, I am looking into bringing back trophies and/or gift certificates to be handed out to the winners. There were no entries for Diesel or Caboose.

Prototype Photos

- 1.) Gordon Bliss – Moving Steel
- 2.) Steve Sandifer – At Rest
- 3.) Charles Lee - Snow in Texas

Steam

- 1.) Jason Smith – FEF-3 UP844

Passenger Cars

- 1.) Gordon Bliss – ATSF #1526

Display

- 1.) Richard Mullen – Long Key Viaduct under Construction
- 2.) Richard Mullen – Christmas Visitors
- 3.) Arthur Penny – Coal Distribution Company

Complete Trains

- 1.) Bruce Baker – Logging Cars
- 2.) Tracy Mitchell – TCH Candy Train

Model Photos

- 1.) Steve Sandifer – End of a Busy Day
- 2.) Cliff Cheeseman – Close up Barge Unloading Facility
- 3.) Cliff Cheeseman – Blast Furnace View

Freight Cars

- 1.) Barry Bogs – DRGW 30ft #6000 Flat
- 2.) Cliff Cheeseman – B&O M24 Boxcar
- 3.) Lindsey Bodak – ATSF #146206

On Line Structures

- 1.) Charles Lee - Coal Trestle
- 2.) Charles Lee – Delay Jct Freight Station
- 3.) Barry Bogs – Durango Station

Off Line Structures

- 1.) Jim Lemmond – Blacksmith Shop
- 2.) Jim Lemmond – Woodshop
- 3.) Jim Lemmond – Congress Mercado

[An Amazing Railroad Crossing!*](#)

You can barely see the train, but you can't see the track for the enormous amount of snow.

This was taken at a crossing near Donnybrook, North Dakota, about 40 miles northwest of Minot on US 52.

Almost makes you want to see it in real life....or not!

*Click the title link to open the file, which may take a moment to load, depending on your internet connection speed. You will need to click "allow" and "open" as you see the dialogue boxes appear. If you don't see a dialogue box, minimize all other windows; it will be there.