



The DERAIL

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Midnight Rider Film Crew Train Accident

David N. Currey

Earlier this year, a movie had just started filming near Jesup, Georgia, by the production company Unclaimed Freight. The movie was titled, "Midnight Rider", and was to be about the life of Allman Brothers Band member Gregg Allman, starring William Hurt. The location of the particular scene, which resulted in a tragic accident involving a train on February 22, 2014, was just a few hundred feet northeast of a railroad place called Doctortown. The scene took place out on a railroad bridge that crosses the Altamaha River belonging to the CSX Corporation. The rail line is a major north-south route along the Atlantic coast, and was once part of the Atlantic Coast Line Railroad.

This portion of the line runs southwest to northeast through the area of the accident, but this article will stick to what the railroad operational directions probably are, north and south, from here on out.

The fallout from this industry-shocking accident—perhaps the worst one since director John Landis' Twilight Zone movie fatalities of Vic Morrow, Myca Dinh Le, and Renee Chen—has resulted in the charges of Involuntary Manslaughter and Criminal Trespassing being levied against the production companies and various individuals and other entities. Director Randall Miller and his wife turned themselves in at the Wayne County sheriff's office over the weekend of July 12, 2014, and posted \$27,000.00 bonds. Producer Jay Sedrish turned himself in on July 17, 2014 and posted similar bond.

The accident is one that truly infuriates railroad professionals and hobbyists alike, because it was so unnecessary. If proper procedures had been followed, nobody would have been in the slightest danger. Instead, production assistant Sarah Jones

was killed, and six or seven others were injured. (Some sources say four or five were injured.) One of the injured, hair stylist Joyce Gilliard, will never be able to straighten out her left arm again, as it was broken in multiple places and she now has a pin in her elbow.

The production company Unclaimed Freight appears to pride itself on its "guerrilla film making" prowess. Such companies are reported to take short cuts, often film dangerous stunts, and sometimes film on locations without getting the necessary permits beforehand, hence the term "guerrilla". In a previous film, for example, the company reportedly allowed a small child to roam unaccompanied in a field of cows. From what I have read on the Internet, the filmmakers actually *did* ask CSX for permission, but CSX refused them permission to be on the bridge. CSX has said as much, and the production company was unable to produce a permit, or any kind of written permission. Yet, as incredible as it seems, the producer and director instructed their film crew to set up on the bridge.

It is not surprising CSX reportedly refused. Can you imagine the liability issues from non-railroad people trudging around on a tall narrow bridge, carting bulky film equipment and such? One stumble, and it is a forty foot drop down to the river or riverbank and death or crippling injury.

Let us pause here to consider may have been going through the minds of the filmmakers: They are evidently trespassing on railroad property, but I would imagine do not expect to get caught. The scene is going to be part of a movie, that they probably hope

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will be seen across the country and be a big success. But if that happens, shouldn't they expect that at least one solitary individual from CSX is going to be sitting in the audience in Timbuktu or somewhere, and see the scene? And after that happens, how long is it going to be before CSX management gets wind of it, and somebody points out that they never gave permission for the filming? Seems awfully risky to me, but hey, I'm not a guerrilla filmmaker.

The filmmakers did have permission from Rayonier, a forest products company, to film on their land, which spans both sides of the rail line. (Doctortown is one of their operations.) That is not in dispute. But when the filmmakers decided to move onto the bridge, that is where the accident happened, and where they went from filming by permit to a purported violation of the law. Here follows the chain of events, based on what I have read in various news reports on the internet:

The scene to be filmed involved a dream sequence with a metal bed (sic) placed out on the railroad bridge. Numerous members of the film crew were on the bridge, and have stated they were nervous about the situation. (More on this later.) The filmmakers told the crew that they would have sixty seconds (!) to exit the bridge if a train showed up. To me, this *proves* they had no permission, as I cannot imagine any major railroad offering such permission under that kind of "safeguard". If CSX had given permission, they would have locked down the railroad, and nothing would have moved. Safety helmeted railroad personnel would have been everywhere. We will revisit this aspect later.

The film company stated they had information from some source (unspecified, and I could not find the source mentioned anywhere) that two trains would go by, and then that would be it for the remainder of the day. This seems ridiculous to me, as this is a major rail line, with six Amtrak passenger trains (including the Auto Train) and many freights through there every day. Some articles on the internet make it out to be a little used rail line, but they may be only repeating what the filmmakers reportedly stated, who might

have been trying to downplay the danger. In a July statement months after the fact, Director Randall Miller stated that he did not know it was a live rail line. If he really thought it was not a live rail line, then how do two trains travel by on a "not live" rail line? This statement makes no sense and contradicts the "two trains" statement back in February. (More on this aspect later. I need some Excedrin.)

A brief mention of the Doctortown complex owned by Rayonier is needed. It is a large facility, with fifteen to twenty tracks of various arrangements and configurations. Google shows it containing over three hundred freight cars, with capacity for many more. The site has rail access from two rail lines, with one being from the CSX line covered in this story. The other is from the west, and has no bearing on this incident. The site's junction is just south of the Altamaha River bridge. There are several grade crossings, one on the mainline and one on the line to the plant. It is certainly possible that if the plant was being switched during the day, that locomotive horn sounds might be heard periodically. If this was happening, this could have amplified the nervousness of the film crew about going out on the bridge. It also could have led to some complacency, as with train horns sounding periodically, they might have begun to assume that these trains were not going to cross the bridge. On Google Maps street view, a switching locomotive can be seen coupled to a long string of cars blocking the road to the plant. This is probably why I could not go into street view at the bridge crossing, because Google's video van could not get there and probably turned around at the crossing.

There is a grade crossing with Doctortown Road about 200 feet south of the bridge. I could not tell from Google Maps whether the crossing has lights, and therefore bells. (As mentioned before, Google Map's Street View did not work there.) If it had bells, this could have given the film crew additional warning, but I saw no indication in any of the internet articles I read that there were any bell sounds heard immediately before the train showed up. Also, the train was probably blowing its horn before it reached the crossing, and possibly before the film crew came in view. Regardless, with the distances involved, this

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would not have given any additional warning, as the film crew would have been only 300 or 400 feet past the crossing while on the bridge.

Not only did they evidently not have railroad permission to be out there, but they did not take the back-up precaution of stationing lookouts with radios to watch for trains. This simple safeguard (though still lacking in safety—what if a radio fails?) could have avoided disaster. Instead, they accepted at face value, from whatever the source was, that there would be no trains after the first two. After the first two trains (one in each direction), another northbound train did show up and this third train was traveling at about 60 mph. It blew its horn (possibly initially for the grade crossing), but only managed to slow down to about 55 mph before hitting the people and props on the bridge. (I am making the deduction myself about the train braking to 55 mph, as I did not see this reported anywhere, but did see the two speeds mentioned.) It is certainly probable that the engineer saw the bridge trespassers, and braked the train, but in such a short distance, he was only able to reduce the speed to 55 by the time he hit them. The train did stop, so it *was* braked. Evidently, no reporters who wrote the articles that I read thought to ask questions about that part of the accident, or perhaps they did not have the opportunity to ask or did not receive satisfactory answers. Also, I saw no indication in all the articles that the speeds mentioned were in fact supplied by the railroad, but you would have to think they were.

The bridge itself is an interesting, and to me, beautiful trestle built about 110 years ago. I have traveled across it several times on Amtrak trains, and possibly have a photograph I took out the window of my Slumbercoach compartment as the train was nearing midway across the Altamaha River. (Actually, I now believe my photo to be of the St. Marys (sic) River, but the topography of both locations do not exactly match my photo, though the two rivers are similar in size and both curve in the same direction. In the Altamaha case, my river's curve does not seem to match Google's. In the St. Marys case, my river's banks are wooded whereas Google shows them to be

mostly treeless. No other rivers on this rail line in this part of the country come close to matching the configuration of the river in my photo.)

Most of the trestle has deck girder type spans, but on the south end is a lift bridge of the bascule type. Most of the time in trestles, the lift portion is near the center where the water is usually deepest, but the Altamaha trestle has it over by the south bank. At one time this was probably the deepest part of the river. Google Maps shows the area under the bascule bridge now to be silted in, indicating that the river is probably no longer navigable by large boats. Probably there is no water under the bascule unless the river is at or near flood stage. I read elsewhere, on a webpage that had nothing to do with the accident, that the lift bridge was for boats with tall sails. The filming appears to have been going on in the vicinity of this section of the trestle, probably because it was more interesting, due to all the trusswork, than the deck girders.

Upstream about one and two-thirds miles (one mile as the crow flies) is a modern concrete divided four-lane highway bridge for US 84. It has fairly short approaches, so I think navigability on this river today is probably limited to fairly small pleasure craft. Also, there are no interlocking signals southbound at the bridge (in Google Maps) to stop trains short of the bridge if it were open, though the signals for the start of double track are fairly close on the south side of the bridge. (The photos accompanying this article do show such signals, but they evidently have been removed since the photos were taken.)

I might mention as an aside, that the Altamaha River and its tributaries and forks, which flow through miles and miles of vast areas featuring low-lying, flood-prone, mostly unusable and uninhabited land, are the location where the cryptid called the "Altamaha-ha" has been seen. This somewhat Champ-like or Nessie-like animal, ten to thirty feet in length, is sometimes called "Altie", and exists in Indian legends from the area. Sightings of Altie swimming in the Altamaha go back hundreds of years, and continue through to the present time.

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Back with the bridge. While using Google Maps' new measuring tool, I was able to determine pertinent dimensions of the bridge. The overall length of the trestle is 705 feet. The bascule portion is 175 feet long. The width of the deck girder structure is exactly ten feet, with a four foot wide walkway along the east side of the structure. On the Bascule portion of the bridge, the walkway seems to be narrower, only about three feet wide, and not extending out to the edge of the trusswork, which is close in alignment with the railing on the walkway of the deck girder spans. The portal is fourteen feet wide, narrower than the more modern standard of sixteen feet, but typical of bridges that old. Many bridges all over the country still have fourteen foot portals. The bascule portion is about eighteen feet wide (external dimensions).

Overall, the bridge seems to be in good repair. The handrails on the bascule's walkway are simple wire cables, not attached to stanchions as they are on the deck spans, but instead, are strung between and looped around parts of the bridge's trusswork. These cables would not supply much for somebody to hang onto when trying to keep from getting blown off the bridge, hence another reason for the railroad not giving permission nor going with the filmmakers' sixty-second "safety precaution".

When somebody yelled that a train was approaching, everybody tried to get off the bridge. The train was coming up from the south and blew its horn. Whether the director yelled first or the train blew its horn first was not stated anywhere that I could find. The quickest way off the bridge was back in the direction of the train, so that is the way they ran. Finally, people were forced to make a decision on what to do. Most of them probably hunkered or lay down on the walkway and held on to bridge structural members or the wire handrails. Nobody seems to have jumped off. I was unable to determine exactly what Sarah Jones did, though it was stated in the article that she was hit by shrapnel from the props and knocked into the train. She may have stumbled or tripped, but was reported to be lying down near Joyce Gilliard just before being hit. The end result was she was killed.

Her last words were something to the effect that she "could not carry all this equipment," to which somebody advised her to drop it. Gilliard was holding on to parts of the bridge when the suction from the train pulled her left arm into the train, where it was then broken in multiple places. It is also possible that it was the shrapnel from the bed and equipment that broke her arm. It is understandable that, in the rush of the train, she may not have actually known what it was that hit her. I imagine the way it went down for her was that the initial shock wave forced her away from the bridge center, threatening to send her under the railing and over the side. Then the suction hit, and before she could adjust to the opposite direction of this force, her left hand's grip gave way, and her arm was sucked into the train.

Once a news item like this hits the internet, you get all kinds of people, some of questionable knowledge but meaning well, and others running the gamut all the way to downright idiots, posting uninformed things (paraphrases follow): "Why didn't the people jump into the water?" (It was 40 feet down to dirt, rocks, and fallen tree trunks. And who knows what might be just submerged under the surface—perhaps a jagged piece of tree limb.) "You can't get sucked into a train." (Simple lack of knowledge about such forces.) "Why didn't they get a copy of the train schedule?" (Trains do not run on schedules nowadays. The dispatcher has a plan with priorities, but once the dispatching starts, the plan goes out the window. It is like Helmuth von Molke's quote about military strategy: "No [battle] plan survives contact with the enemy." Any such dispatching plan printed out would be worthless once the ink dried on the paper.) Fortunately, I did not come across the classic idiotic statement: "Why didn't the train stop before hitting them?"

I would like to further elaborate on the pressure wave and suction aspect of a passing train. From what I saw on the internet, some people believe this would be negligible. I am sure that everybody reading this article has been driving in their car on a freeway when suddenly an 18-wheeler passes your vehicle in

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the next lane, and the shock wave hits your vehicle, either startling you or in some cases scaring the heck out of you. This has happened to me uncountable times, most frighteningly at night, and I would estimate the speed differential to be no more than about 20 mph, often less. With both our vehicles in the center of their respective lanes, I would guess the distance between them would be about 6 feet. This effect seems to have been even more amplified when I once drove a smaller car. Imagine, then, the effect of a train, many times larger than a truck going by you, with a speed differential of 55 mph, less than 2 feet from you, and you have only your body's mass, not the mass of a car, to resist the force.

As far as the suction aspect goes, the moving mass of air associated with the train creates a low pressure area, hence the suction. This is the principle that allows the airflow over an airplane's wing to lift the plane into the air. If there was no suction (low pressure), airplanes could not leave the ground and could only taxi annoyingly around airports.

A gathering was held by the production company at some point later in the week. The following was edited from a *Facebook posting for punctuation*:

Producer Jay Sedrish: "In yesterday's crew gathering, Sarah would want us to finish this film."

Unidentified crew member: No. Sarah would want to be with us in this room now. Show us the permit."

(Silence)

Please. Just show us the permit and explain how this happened."

(Silence)

Somebody answer me. How did this happen?"

Jay Sedrish (glancing at his attorney): We can't answer that right now."

The incident has created an uproar in the filming community all across the country. New rules and regulations will probably be the result of this tragedy. After I spent a good amount of time studying what happened, and what people said, and what people said other people said, and reading between the lines, I feel like some things need to be clarified about the incident, and I have put that in this article next. These things were not covered at all in any of the articles I read on the internet. I am a bit disappointed that the news media has not picked up on these items, but the news media always seem to leave out things and miss the not-so-obvious but important things when it comes to railroad news, particularly when it is about derailments and other accidents and such. They do not really know what questions to ask, nor where to probe. Here follows my clarification of a few things (some mentioned before in this article):

1. If the filmmakers really had received permission from the railroad as they claimed, then where were the railroad personnel who were overseeing the shoot to make sure everything was done safely? Safety-helmeted railroaders would have been everywhere.
2. I cannot imagine a railroad allowing a film crew to be out on a bridge. That is an inherently unsafe proposition without some sort of protective procedures and/or devices to protect the crew. For one thing, they are not trained for walking around on track structures, nor used to doing so. Only one side of the bridge has a walkway. On the other side it is a straight forty or so foot drop down to the river or rocks (depending on the water level and location on the bridge). One stumble or loss of balance, and it is tragedy time. I would imagine this is probably the main reason the railroad refused permission.
3. Some news articles I read on the internet implied this was not a busy line, with only ten trains a day, or that no more trains would be by that day after the first two. These statements have to be patently false. Four Amtrak trains and two Auto Trains a day use this line, and I can assure you the

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freights vastly outnumber the passenger trains. I would expect at least twenty trains a day. One studious look on Google Maps will indicate this is a major rail line, as it is well ballasted with concrete ties. Railroads do not waste excess maintenance on marginal properties. Another thing proves it is not a little used rail line: Double track starts just south of the bridge. What railroad is going to double track a little used rail line with two trains a day, or even ten? No railroad can afford to tie up such a busy rail line for several hours during a film shoot. This is why they usually use less important lines for filming movies. Nowadays, some weed overgrown branch line with a couple of 1920's era coaches pulled by an aging Alco freight locomotive substitutes for a premier name train of the 1950s, or even Amtrak of the present day.

4. The film crew was told by the director or producer that they would have sixty seconds to exit the bridge if a train showed up. This is utterly ridiculous, and by itself proves that they in fact did *not* have permission from the railroad. Do you really think the railroad would rely on the surefootedness of film crew members carrying bulky equipment and props to get out of the way within sixty seconds of a train going by at 55 or 60 mph? If they truly had permission from the railroad to be on the bridge, they would have been able to produce the document saying so, there would have been railroad personnel on site overseeing everything, and *no* trains would have been running by until it had been verified by inspection that everybody and everything was off the bridge.
5. From the direction the train came from, there is a slight curve in the track about two-thirds of a mile away from their position out on the bridge, so without people stationed along the track to initiate a warning, and trains moving at 60 mph, they would have had only about 40 or 45 seconds from the sight of the headlight swinging into view before the train reached their position on the bridge, and probably only about 35 or 40 seconds before the train reached the bridge and cut off their escape. This indicates further ignorance of train

matters on the part of the filmmakers, because their "60 seconds warning" was not even valid based on sight distances and train speeds. (Note: Who came up with this 60 second window, anyway? Sounds like something they got by hearsay to me. I cannot imagine they actually timed the previous two freights to get this figure.) If the film crew members were engrossed in their jobs, they may have had only 30 seconds or less to react. (Note: Simple math would indicate 40 seconds warning, but I am basing my time estimates on the probability of the train's headlight being visible a little before the middle of the curve was reached, which is where my two-thirds of a mile was measured to. Also, I read on the internet, after I calculated all this out, that the film's main star, William Hurt, mentioned they had only about 30 seconds warning.)

In fairness to the accused, who are innocent until proven guilty, I have tried to come up with a way that they are innocent of wrongdoing, or at least innocent of criminal wrongdoing. It may seem facetious, but believe me that this was undertaken in a serious manner. (Note that I expended a lot of effort here rewriting my original text below to thwart those low-lives who take people's statements and report them out of context. Anybody doing this will have to significantly change my statements, so that they will no longer be quotations.) Here are my efforts:

1. The railroad could have given permission, but if so, the director or producer then lost the permission letter or permit, and the railroad has then either lost their records of the approval or is conceivably lying about having done so.
2. This document of permission from the railroad conceivably did not contain any indication that railroad personnel would have to be in attendance at the location while the filming was being done on railroad property. If so, this could have led the director and producer to believe that they could be on the railroad bridge without railroad personnel being present.
3. Possibly, the director and producer believed that

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the person giving them the information about “two trains going by and then no more trains for the rest of the day” was a bona fide railroad employee authorized to give them information about train frequencies and such. If actually given this incorrect information, they then could believe that they did not need to station lookouts north and south of the bridge as a precaution.

4. The director and producer could have somehow obtained information from the railroad about the maximum speed on the line, and could have timed previous trains that went by in order to determine what amount of warning time they would have if a train suddenly appeared. If so, they would also have needed speed guns to be able to determine what speed the trains were traveling that they timed. They would have needed to measure the distances involved or somehow obtain that information. They would then have also needed to perform mathematical calculations to verify their measurements, especially if the trains traveling by were traveling slower than the maximum speed.

Taken in total, the above scenarios seem rather far-fetched. These items also insinuate that the producer and director are lacking in common sense about some of the things, and that their lack of railroad knowledge precluded them from being able to make rational plans for the safe carrying out of their filming on the bridge. Hence the need for obtaining permission in the first place.

It has been argued that the members of the film crew should share in some of the blame. Some of the film crew members held a prayer session earlier before going out on the bridge. They were concerned about the safety of such an episode. Perhaps they were suspicious when no preliminary meetings were held so that everyone would have a clear understanding on how the activities on the bridge would be carried out. In their defense, it is probable that they relied on the producer and director to do their jobs properly and take the necessary precautions. Not being railroad savvy, they may not have known how a railroad would conduct its monitoring of the filming operation, nor even been aware that railroad personnel

would have to be present.

Regardless of the responsibilities of the film crew, it does seem obvious that most of the blame would have to reside with the production company officials there that day. After all, *they* were the ones in charge of the goings-on by the film company that day, not the key grip. It will be interesting to see what arguments the lawyers make in the trial on behalf of the defendants. It will probably be a nasty and long trial. The defense will probably attempt to select jurors who are ignorant about railroads. It is hard to imagine the defense lawyers wanting anybody on the jury who knows anything about the way railroads operate. Of course, the prosecution will definitely want people on the jury who are educated about railroads.

Since I wrote the majority of this article, one of the companies associated with the film project, Film Allman LLC (set up by the filmmakers for the project), has been cited by OSHA for safety violations at the project. One of the two citations was for “exposing workers to ‘fall hazards’” (i.e., lack of handrails). The other citation issued, listed as “willful”, was for “failing to provide safety measures to protect employees from moving trains.” According to OSHA, “willful” is “one committed with intentional knowing or voluntary disregard for the law’s requirements, or with plain indifference to worker safety and health.”

In conclusion, I fervently hope that accurate justice is carried out.

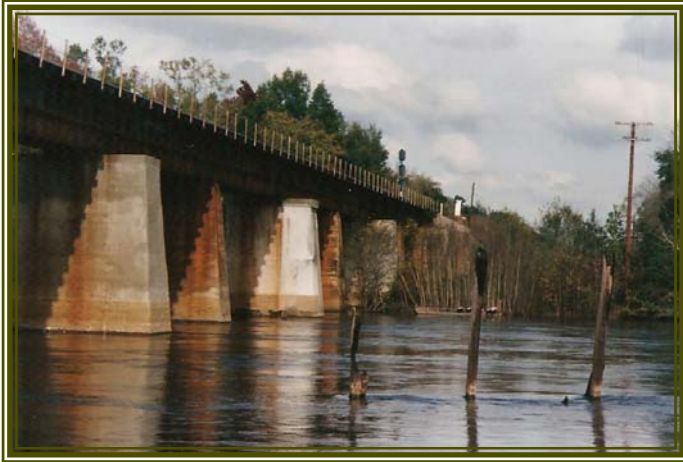
I would like to thank Craig Swain for the use of his Altamaha bridge photos.



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Midnight Rider Film Crew Train Accident (Cont.) David N. Currey

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The following link is to the Google Maps page showing the bridge:

<https://www.google.com/maps/@31.654302,-81.8279438,82m/data=!3m1!1e3>

The following link is to the best internet news article I found on the accident:

<http://edit.hollywoodreporter.com/news/midnight-rider-accident-sarah-jones-death-gregg-allman-685976#comment-1487423498>

The following link is to an article describing the OSHA safety violations:

<http://variety.com/2014/film/news/midnight-rider-death-osha-violation-1201283204/>

The following link is to Craig Swain's *The Defense of the Altamaha Bridge* webpage:

<http://www.hmdb.org/marker.asp?marker=4853>

Kiwi Trains

Don Formanek

When our flight arrived in Wellington, New Zealand we were greeted by the Wellington Friendship Force Club which included our hosts. On our first free day (not part of the scheduled group activities) our host couple took us to a shop that was for my wife's interest in weaving, after that we went to a model train shop at Plimmerton station. It is in an active train station in the center of the two track line. On our way I happened to notice several freight and passenger cars sitting on a siding on the other side of a fence and on one of the large buildings there was a sign, "Mainline Steam". While purchasing some items in the hobby shop I asked what Mainline Steam was. He told me that they were closed but to try walking over there; they may have some people working. We walked over and even though they were not officially open I had found a worker who took us on a tour of the buildings. He opened up an over 100 year old passenger coach that they had just restored. They are the largest heritage rail group in New Zealand; operate out of Auckland, Christchurch and Wellington; 14 steam locomotives. In the last building I was introduced to Ian Welch the founder and managing trustee of Mainline Steam. He personally owns three full size steam locomotives. I talked with him for about 45 minutes before my wife and our hosts told me it was time to leave.



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Our hosts inside of 100 year old coach



Ian Welch, the founder and managing trustee of Mainline Steam personally owns three full size steam locomotives.

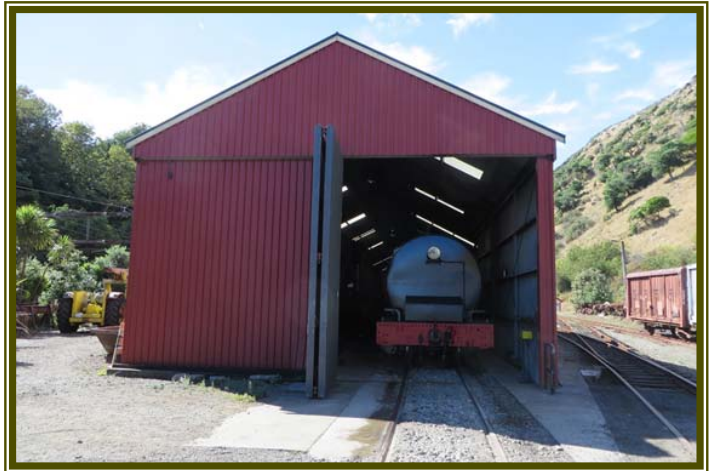
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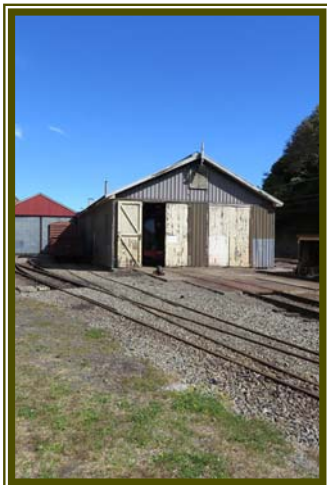
On Tuesday we had group activities and part of the schedule was to visit a former US Marine base. On the way there from the top of a very high overlook on the downhill side of the mountain I could see railroad tracks below. When we got down near the tracks I saw smoke from a steam engine and my hosts were kind enough to pull off the road as soon as we could. I walked back and found another steam heritage operation.



The steam engine is pushing a dead diesel into the shed!



I did not have an opportunity to tour the shed or the Museum since we were running late to have lunch with the group at the tram museum.



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My next steam train adventure was after they had taken my wife to see a wearable art exhibit in the town of Upper Hutt. We went a little bit south to the town of Silver Stream to the Silver Stream Railway. They were closed but I found a maintenance worker who gave us a grand tour.



Our guide



Our host and his granddaughter enjoying the steam engines



I will continue this series with information about my next train experience in New Zealand at the Rimutaka Railway that used the Fell type of locomotives.

August Minutes

Gilbert Freitag

Meeting minutes August 5, 2014

President Dick Louvet called the meeting to order at 7:00PM and welcomed all current members and visitors. Long time club member Cecil Stewart was in town and attended the meeting for the first time in about 6 years.

The Big Texas Train Show will be Sept 6th and 7th. A sign up sign to man the club table was passed around. We will share a table with HALS.

The minutes from last month were approved as published in the Derail.

Treasurer's report, Gilbert Freitag:

Expenses:

\$676.56 (2) Freitag Award bowls

Income:

\$1,000.00 adjustment from 8 undeposited checks dating back as far as 2010.

\$10,499.84 Ending balance

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Vice president Rex Ritz introduced this month's program by Rick Jones, "Western US tourist railroads" Rick had photos/slides from 1988-2001 trips he has made to various railroads.

- 1) 1988 – California Railroad Museum – has lots of cosmetically restored locomotives and equipment
- 2) 1955 – A museum by the Grand Canyon in Arizona, the Durango & Silverton, Cumbres & Toltec, Colorado RR Museum in Golden, the Georgetown Loop RR and the Leadville Colorado and Southern were all shown and visited on this trip.
- 3) 2000 – NMRA Convention in San Jose, CA. , the Nile Canyon RR, the Roaring Camp & Big Tress RR, Roaring Camp Santa Cruz & Pacific, and the Sierra RR.

Rick also showed photos of the Riverside Live Steam RR club in which only live steam engine are allowed to run on their club track. Lots of interesting train photos that were enjoyed by all.

Thanks, Rick

VP Rex asked for ideas or volunteers for programs for the 2015 meetings.

Cliff Cheeseman had a 2 part weathering process handout available.

Fall Layout Tour:

Craig Brantley spoke on this years upcoming tour. Suggested areas will be open on certain weekends to cut down on drive time.

Website:

Brian Jansky suggested the club buy a domain name for about \$15 a year that would redirect to the leoslair site but would be easier to remember. This could be a .com, .net, or a .org. The club need to agree on a name. This will not affect the current functioning of the website. A motion was made and passed to let Brian pick a name and to authorized him to spend the money to buy it.

Club Banner:

A motion was made and passed to authorize Chuck Lind to get a club banner made for up to \$300. This was decided as the desired approach rather than go through the NMRA banner program.

LSR: No report

Division 8: No report

Derail: Bob Sabol

Bob needs some material from us to publish.

Big Texas train Show in September in the GRB. Contact Dick Louvet to help with the club booth.

Fall Elections:

Still open for President and Vice President officers, please volunteer.

Yahoo Group:

<http://groups.yahoo.com/groups/SJMRRRC>

There can be postings of people wanting to sell/give away RR related items.

Rick Jones reported it has not bend very active. We need to try to utilize it more.

NMRA: no report

National Narrow Gauge Convention 2015

Craig Brantley spoke on the upcoming convention in Houston. He will need volunteers. Division 8 members will get a discounted registration. Registration should be open online now. See www.ngc-2015.com for details.

Bob Barnett had a discussion about the less than good attendance at the home layouts tours of the Train Show. Should we even have home layouts with the Train Show? There was several ideas discussed and it was agreed to have them again next year but to come up with plans to promote it better at the Show center.

Jim Lemmond announced the selling of of Bill Hughes rolling stock on 8/22 and 8/23 from 9AM to 5PM. Over 400 pieces of rolling stock are for sale. They will not be priced, please offer a fair bid. Buildings and other items will be offered at a later date.

Refreshments were thanks to Don Formanek and Virginia Freitag. Tom Bailey volunteered to bring them next month.

Meeting adjourned at 8:35 PM

General comments:

-Respectfully submitted,

Gilbert Freitag, Secretary / Treasurer



San Jac RR Club Meetings take place
the first Tuesday of each month
at 7pm

Bayland Community Center
6400 Bissonnet St. Houston, Tx

[Click here for directions](#)
Visitors are always welcome!



Officers

President: Richard Louvet
rlouvet@att.net

Vice-President: Rex Ritz
icrex@yahoo.com

Secretary/Treasurer: Gilbert Freitag
gilbertfreitag@att.net

Director: Robert Ashcraft
crash8473@comcast.net

Derail Staff

Editor: Bob Sabol
bsabol@stillmeadow.com

Production: Terri Brogoitti
tbrogioitti@stillmeadow.com

Regular Contributors:
David Currey
texasandlouisiana@msn.com

sanjac.leoslair.com

Do Not Use www.

Webmaster: Brian Jansky

Next Meeting

TUESDAY, SEPTEMBER 2

“Modular Model Railroading”

by Wil Gage, President

Northwest Crossing Operating Model Railroad Club (NWXMRRC)

Video Corner

LEGO City Train crash compilation

<https://www.youtube.com/watch?v=wYqvkh3iJc>

Guess the Layout!



Answer to August's Guess the Layout: The Fort Bend Model RR Club