



The DERAIL

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

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Volume 45, Issue 10

President's Message

Rex Ritz

Note from Rex.

Thanks to everyone for giving me the opportunity to sit at the conductor's desk and hopefully keep the club on track for the CY2014 / 2015 Program Year. I look forward to working with Chuck, Gilbert, Denny, and Dick to make things run smooth and be totally receptive to improvement opportunities that come our way. The club deserves our best efforts.

I had a serious problem in 1995 when I attended the train show at the Reliant Park and saw everything going on that took my breath away. I had no idea that there was such massive participation in the hobby of "model trains" in the modern era. I picked up an Illinois Central Geep 30 from Bill Harris's table. He had to explain to me why it was O.K. to run a pair of diesel locomotives together in one

train. I had never seen that done before. Green? I also picked up a flyer advertising a "Jamboree" event for this club that was hosting an open house event with model layouts and vendor displays. So I found my way over there and ran flat dab into you guys- The San Jacinto Model Railroads Club. Ken Caulking was one of first members I remember be-friending me. I was soon hooked on joining in with your hobby and the price was right. As I said I had a serious problem in 1995 because that is the year I acquired MRV. It has been a problem for me over the years-sometimes it is overwhelming but at other times it is controllable. There really seems to be no cure. You may have heard of this disease or even know someone who may have it. It is called "MRV" and goes by the common name Model Railroad Virus.

New Officers

Congratulations to the newly elected officers for the San Jacinto Railroad Club for 2014-2015.

President: Rex Ritz

Vice-President: Chuck Lind MMR

Secretary/Treasurer: Gilbert Freitag

Director at Large: Denny McGonigle

Thank you to the previous officers who dutifully served from 2013-2014.



New Derail Feature Coming Soon

Beginning in January 2015, we will highlight different layouts in the Houston area, including general information, 4-6 pictures of the layout, history and information about the builder. Chris Tolley will be putting these monthly articles together. He can be reached at hct9679@hotmail.com. We would very much like to have you show your railroad layout to the rest of the world. Contact Chris or he may contact you. This new article feature will replace Guess the Layout.

I have been reading and studying *Official Guides of the Railways* for at least 42 years. The first one I saw was back in college. A clarinetist in the Longhorn Band, whom I had somehow found out was a railfan, lent me a copy of the October 1958 *Official Guide* for about a week. I bought my first one, a January 1965 issue, about 1979. Then I bought a reprint of the January 1930 *Guide* about 1981. Then I went a long time without buying one, but acquired a January 1955 about fifteen years ago. Since then, I've purchased the rest—all on eBay, except for one at a Lone Star Region convention silent auction.

I won't cover too much about what the *Official Guide* is, but for those of you who have missed my clinics on the *Official Guide*, here's the basics: The *Official Guide of the Railways and Steam Navigation Lines of the United States Porto Rico Canada Mexico and Cuba Also Time-tables of Railroads in Central America Air-Line Schedules* was a periodical in book form, typically about 1500 pages, and was published by the National Railway Publication Company. It was designed to be used primarily by travel agents and railroad ticket agents. It contained the passenger schedules of virtually every passenger train running in the countries mentioned on the front cover. It also had a wealth of related information, such as railroad officials, listing of stations in a city, connecting trains, consists and accommodations, locations of military bases, locations of national parks, time zone changes, etc. It was also usable for freight related matters as it usually had all the freight-only lines as well, and some railroads even published their freight schedules in it.

I own at least a dozen, or that is how many I could find when I began writing this article, though I think one or two are out of pocket. I also have another three on CD, now loaded on my PC. It is simply fascinating to me to look through these *Guides* and peruse the various schedules and other information. It's pretty much a several-times-a-day 24-7 activity for me.

One thing has always impressed me, or at least by the time I owned three or so: I had never found a typo. NOT ONE SINGLE SOLITARY TYPO! This seems incredible, as even well-edited books I've read all contain a few typos between the covers. And the

Guide has 1500 pages, whereas your average book is about 300. Really incredible!

The worst example of typos was a book I read within the past year that had an average of about two typos a paragraph. And they weren't just misspellings. Sometimes it was a missing word, or a word in the wrong place, or extraneous words accidentally left in, or wrong punctuation. About once every second or third page, I would come across a typo that was so bad I had to reread the sentence several times before I could figure out what the author meant. Occasionally I had to study the entire context of the sentence in the paragraph to figure it out. Needless to say, I found the book extremely difficult to read, and not pleasant to read either, though it was still interesting. It made me question the author's ability to do the research he was writing about if he couldn't even write clearly.

Having written quite a few articles for the San Jacinto Model Railroad Club's *Derail* now, and occasionally for the LSR newsletter, I've found that typos have a habit of just jumping in there regardless of the time and effort I spend checking for typos. My general rule is that when I reread an article for typos, if I find even one, or make some other kind of change, I then have to read the *entire* article again. Not until I have read the entire article and not made any changes am I reasonably convinced that there are no typos.

I think SpellCheck has perhaps actually increased the numbers of typos for some people. If you rely on it 100%, some typos will undoubtedly creep in. SpellCheck is not good at all for checking things such as context, or missing or additional words, or if you misspell a word so that the new spelling is a different actual word. SpellCheck is not 100% at grammar. It is also no good at technical jargon. I'm constantly adding railroad terms to its dictionary.

Back with the *Guide*. So for 42 years, I have never ever found a single typo in the *Guide*. Not one. Or at least not one I could be sure about. Sometimes I'd find something I was not sure about. Here is a made-up example: Let's say I find a station named "Butter Fly" in some *Guide*. Now the word "butterfly" should usually be spelled as one word—not two. In recent years I might check Google Maps, and perhaps

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it would have neither a Butterfly nor a Butter Fly in the state. In that case, I have to give the *Guide* the benefit of the doubt. Since I'd never found even one of the most common typos (such as transposed letters or missing letters), I take it that the spelling is probably correct. "Butter Fly" might be some local name that has nothing to do with the insect.

So I never found a bona fide typo, until about 8/12/14. On that day I was shocked, chagrined, mortified, and stupefied to find one in the April 1961 *Official Guide*. It was on page 815 where the CB&Q's Omaha to Denver and Colorado Springs schedules were listed. I didn't have my reading glasses on, and I found it interesting that, by that date, the Coloradoan was now combined with the California Zephyr between Lincoln and Denver, though they arrived at Lincoln as separate trains. Both trains' schedules, though, were still listed in their own columns. I was squinting and trying to read the scheduled times at the stations. All the times between the trains were the same for the various stations, and I saw that at Crete, the Coloradoan was due out at 12:47 am. Looking over at the California Zephyr schedule, I thought it read 12:42 am for Crete. Since I didn't have my reading glasses on, I just assumed it was my eyesight, since a seven could look like a two, especially if there was a speck in the paper or something. Later I looked at it again, still without my glasses, and it still looked like 12:42. Finally, I retrieved my glasses and was shocked to see that it indeed was 12:42. My gosh! Heresy! How could it be? But it *did* be! I double-checked everything again. Sure enough, all the times were the same between the towns for the two trains except for the times at Crete.

Finally, I installed the new version of smarts in my brain and thought: Okay, I'll check the other trains and see how long they are scheduled between the two towns. Most of the other trains were allowed 23 minutes to go the 20 miles, except for one train that was allotted 22 minutes. The timing for the CZ was only 17 minutes—5 minutes faster than the fastest other train. That was conclusive to me. This was not some case where the CZ uncoupled at high speed (let's forget about air brake systems for the moment)

from the Coloradoan equipment on the rear of the train, and then the Coloradoan cars somehow coasted downhill gradually slowing down to stop right at the station exactly five minutes later, where they then coupled a half dozen locomotives onto the three cars, and then caught up with the CZ at Fairmont 38 miles down the line. That might happen in some ridiculous Hollywooded-up movie such as "Silver Streaking Through Unstoppable Darklike Territory" or something, but not in real life railroading.

Nope, and this was conclusive. Even if the Coloradoan was running as a second section of the CZ, this timing between Lincoln and Crete proved it was a typo. For those unfamiliar with train speeds, a speed of 23 minutes to cover 20 miles and including a stop is very fast. On many lines, trains are lucky to average 50 mph, or even 40 mph, and on branches, speeds may average only 20 to 30 mph. The reasons the average speed suffers are many: speed restrictions at curves, slower speeds through crossovers, slow orders, yards, meets with other trains, etc., so even if the passenger speed limit is 80 mph, the average speed will not be that high. A railroad averaging 60 mph with its trains makes a big deal out of it in the advertising department. The C&NW named an entire series of trains, "The 400s" (400 miles in 400 minutes), on this ability.

In the accompanying page print from the *Guide*, you can find the discrepancy by reading down the first two columns for trains #17 and #19. You'll notice that they arrive in Lincoln as separate trains. The Coloradoan, #19, then waits for the California Zephyr, #17. They then depart Lincoln on the same schedule at 12:25 am. The error is at the very next stop. The CZ departs at 12:42 am, and the Coloradoan at 12:47 am.

Well, I could not help but wonder how the typo happened. I came up with a story that somebody was changing things in this particular timetable, and left for lunch with the changes partially completed. This was most likely on a Monday, since I've read that most or at least a high percentage of errors or made on a Monday. Upon returning from lunch, he typed in the wrong time.

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That's a good story, but not the truth. I remembered I had a May 1960 *Official Guide* from eleven months before, and decided to check that one. Lo and behold, I discovered the true story. In fact, it was not a typo at all. (My tears are like falling rain over this turn of events.) What happened is that some of the times in the schedule needed to be changed, including the combined CZ-Coloradoan schedules. The person changing them changed all the other times in the columns, but simply forgot to change the time for the CZ at Crete. He changed it for the Coloradoan's column, but not for the CZ. So it was not really a typo—only a change that was not made.

This is sad for me. I thought I had found a typo in an *Official Guide*. It is a mistake, but not a typo. I suppose now it will be another 42 years until I find another mistake. Maybe that one will be a typo. Let's see...I will be 103 years old by then. I won't hold my breath on that one.

Hmmm. I just had a pleasing thought. My faith has been restored in the *Official Guide of the Railways*. I can still say that I've never found a typo in the *Official Guide*—a mistake, yes—but not a typo. I'm a happy camper again.

Let's tie this one up, but not until I've checked it for typos.

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P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	#102	#1020		#850	#250		#B20	#A251		1:08	6:04	7:50	#1120		#1550	#1000			live....	live....		live....	live....		live....	live....		live....	live....		live....	live....		live....	live....		Omaha, arr.	Omaha, arr.		Omaha, arr.	Omaha, arr.		Omaha, arr.	Omaha, arr.		Omaha, arr.	Omaha, arr.		Omaha, arr.	Omaha, arr.		Omaha, arr.	Omaha, arr.		Chalco	Chalco		Chalco	Chalco		Chalco	Chalco		Chalco	Chalco		Chalco	Chalco		Chalco	Chalco		Gretna	Gretna		Gretna	Gretna		Gretna	Gretna		Gretna	Gretna		Gretna	Gretna		Gretna	Gretna		Ashland	Ashland		Ashland	Ashland		Ashland	Ashland		Ashland	Ashland		Ashland	Ashland		Ashland	Ashland		Greenwood	Greenwood		Greenwood	Greenwood		Greenwood	Greenwood		Greenwood	Greenwood		Greenwood	Greenwood		Greenwood	Greenwood		Waverly	Waverly		Waverly	Waverly		Waverly	Waverly		Waverly	Waverly		Waverly	Waverly		Waverly	Waverly		Lincoln, arr.	Lincoln, arr.		Lincoln, arr.	Lincoln, arr.		Lincoln, arr.	Lincoln, arr.		Lincoln, arr.	Lincoln, arr.		Lincoln, arr.	Lincoln, arr.		Lincoln, arr.	Lincoln, arr.		Crete	Crete		Crete	Crete		Crete	Crete		Crete	Crete		Crete	Crete		Crete	Crete		Dorchester	Dorchester		Dorchester	Dorchester		Dorchester	Dorchester		Dorchester	Dorchester		Dorchester	Dorchester		Dorchester	Dorchester		Friend	Friend		Friend	Friend		Friend	Friend		Friend	Friend		Friend	Friend		Friend	Friend		Exeter	Exeter		Exeter	Exeter		Exeter	Exeter		Exeter	Exeter		Exeter	Exeter		Exeter	Exeter		Fairmont	Fairmont		Fairmont	Fairmont		Fairmont	Fairmont		Fairmont	Fairmont		Fairmont	Fairmont		Fairmont	Fairmont		Grattan	Grattan		Grattan	Grattan		Grattan	Grattan		Grattan	Grattan		Grattan	Grattan		Grattan	Grattan		Sutton	Sutton		Sutton	Sutton		Sutton	Sutton		Sutton	Sutton		Sutton	Sutton		Sutton	Sutton		Northville	Northville		Northville	Northville		Northville	Northville		Northville	Northville		Northville	Northville		Northville	Northville		Harvard	Harvard		Harvard	Harvard		Harvard	Harvard		Harvard	Harvard		Harvard	Harvard		Harvard	Harvard		Inland	Inland		Inland	Inland		Inland	Inland		Inland	Inland		Inland	Inland		Inland	Inland		Hastings, Neb. lve.	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NOTE 1—All space on the Denver Zephyrs is reserved and specifically assigned in advance. Coach seat reservations must be claimed at train gate at Chicago by 4:50 p.m., at Denver by 3:50 p.m. No train baggage. Checked baggage is carried only for through movement between Chicago and Denver—Colorado Springs and not to or from intermediate points.

NOTE 2—No train baggage. Checked baggage is carried only for through movement between Lincoln and Omaha and Chicago and points beyond, not to or from intermediate points.

NOTE 3—All space on the California Zephyr is reserved and specifically assigned in advance. Coach seat reservations westbound from Chicago must be claimed at train gate by 3:00 p.m. Dome seats are not reserved. Checked baggage is carried only for through movement between Chicago and Denver or beyond and not to or from intermediate points. Banana messenger, caretaker and circus tickets not honored.

NOTE 4—Checked baggage is carried only for through movement between Chicago and Kansas City and not to or from intermediate points.

NOTE 5—Checked baggage will not be handled on this train between Galesburg and intermediate stations to Chicago.

* Daily; † daily, except Sunday; ‡ daily, except Saturday; § Sunday only; † stops to discharge revenue passengers from Omaha and east or to receive revenue passengers for Hastings or beyond when notified at Lincoln; ‡ stops to let off revenue passengers from Burlington, Ia., and east; § C. & S. Ry.; † stops to let off revenue passengers and to receive revenue passengers when notified at Akron by 9:10 p.m.; ‡ bus service operated by Rocky Mountain Motor Co. during Summer season; † flag stop; ‡ stops to pick up revenue passengers connecting with Train 30 at Omaha and destined to St. Joseph or beyond when notified at Lincoln.

Members Highlighted in National Magazine

Congratulations to Bob Werre (a former club president) for his article and photographs featured in the October 2014 issue of NMRA Magazine. The article, "Touring = Knowledge", is a six page long spread beginning on page 24 and highlights many SanJac RR Club members. Be sure to check it out.



New Website

The San Jac website now has an additional way you can access the site! Along with sanjac.leoslair.com you can also access the site by www.sanjacmodeltrains.org. Please note, all of your old bookmarks will still work! Sanjacmodeltrains.org merely is a second, easier to remember, path the same website! Thanks, Brian Jansky

September Minutes

Gilbert Freitag

Meeting minutes September 2, 2014

President Dick Louvet called the meeting to order at 7:00PM and welcomed all current members and visitors. The Big Texas Train Show will be Sept 6th and 7th. We still have a few more slots to sign up to man the club table there. A draft copy of the club banner was proposed with a final decision to be made soon by the board members. An estate sale of Bob Barleson's father in law's large model train collection, including several brass engines was made to the club. Dick will look into getting them in contact with someone to help get a fair price for the items.

Treasurer's report, Gilbert Freitag:

Expenses: none

Income: none

\$10,499.84 Ending balance

Vice president Rex Ritz introduced this month's program by Wil Gage on Modular Model Railroading. Wil has been the president of the Northwest Crossing club for the past two years. The club is located in the mall near Hwy 290 and 610 and is open to the public most Saturdays from 1PM to 5PM.

Wil opened with a definition of a module: a component/section of a layout with a standard end plate to allow interconnectivity. Examples of modular groups were then explained.

1) N-TRAK – N Gauge group, has 2 main lines and

one branch line going through every module. They have the possibility of up to 9 other lines.

- great for "orbiting" trains
- you can have lots of trains running at one time
- not very prototypical
- not easy to use with operations
- must use a "joiner track" between all modules (possibility of loss of power there)

2) NMRA HO modules

- similar pros and cons to N-TRAK

3) T-Trak

- small form factor
- easy to build
- simple to join modules together
- not very prototypical
- very small, not room for much of a "scene"

4) oNe-trak

- single track N-Track branch line modules

5) Free-Mo/Free-MoN

- 50" track height
- has scale/prototype operations
- ensures reliable operation and visual continuity between modules
- low wiring costs
- operate from either side of the modules, no backboards

(Continued on page 6)

(Continued from page 5)

-no fixed size or shape, free form setup
-can eat up a lot of display room floor space

Wil then showed several photos with example of Free-Mo setups from the last 3-4 years around the country. He then played a video of a train traversing an entire Free-Mo setup.

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

Club Banner:

Up to \$300 was approved last month for the purchase of a club banner. Discussion was made as to have some "modern era" layout photos included on the banner. No actual club contact information will be on the banner since that can be outdated at any time. It is to be used strictly as an eye catcher and the handouts with give those interested the details. The banner will be revised and then purchased.

The estate mentioned by Dick at the start of the meeting was discussed a little more. Bob Barnett suggested they contact Caboose Hobbies as a possibility for the brass. Steve Sandifer said he would look into it some too.

Officer Elections:

President: Rex Ritz
Vice President: Chuck Lind MMR
Sec/Treasurer: Gilbert Freitag
Director: Denny McGonigle

Nominations closed and all were elected by voice vote. Thanks to the outgoing officers and thanks for the new officers for volunteering.

New president Rex Ritz then took over the meeting as Dick stepped down.

NMRA:

No report

LSR:

No report

Division 8:

No report

Derail: Bob Sabol

Bob stated the Derail staff will be out of town the 8th to the 21st but can still get email. The 15th deadline for submission is still in effect. Chris Tolley will be heading a new department highlighting the "layout of the month". This will consist of a few photos and a short write-up on the featured layout.

Other articles are always welcomed and encouraged. David Currey has always been a great contributor, but others need to help too.

Website:

Brian Jansky has purchased: sanjacmodeltrains.org for about \$15/year as a club address. The old leoslair name will continue to function also. Both get you to the same website.

Fall Layout Tour:

No report

Old Business:

The club table sign-up sheet for the Big Texas Train Show has now been filled. Thanks to also those who signed up.

Yahoo Group:

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

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

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

National Narrow Gauge Convention 2015 in Houston.

See www.ngc-2015.com for details.

Refreshments were thanks to Tom Bailey and Virginia Freitag.

Meeting adjourned at 8:45 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: Rex Ritz
icrex@yahoo.com
Vice-President: Chuck Lind MMR
chucklind46@gmail.com
Secretary/Treasurer: Gilbert Freitag
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Director at Large: Denny McGonigle
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Derail Staff

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Production: Terri Brogoitti
tbrogioitti@stillmeadow.com
Regular Contributors:
David Currey
texasandlouisiana@msn.com

www.sanjacmodeltrains.org
Webmaster: Brian Jansky

Next Meeting

TUESDAY, OCTOBER 7

“Making Signals and Control Panels ”

by Gilbert Freitag

Refreshments: Virginia Freitag

Video Corner

Train Runs Over Two Women Attempting To Cross Indiana Railroad
Bridge; Women Survive

<https://www.youtube.com/watch?v=CvpngT1wtvM>

Guess the Layout!



Answer to September's Guess the Layout: Tim Giraud