



The DERAIL

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

May 2016

Volume 47, Issue 5

2016 Greater Houston Train Show Wrap-Up

By Bob Barnett

The **2016 Greater Houston Train Show** is now history. I would like to thank all of those in the club and the other clubs who participated for making the show a success.

Steve Sandifer and Phil Stewart for sending out advanced notices to publications. This work starts 6 to 7 months in advance of the show. Phil got us an article in a local newspaper (The Fort Bend Sun I believe). Good work gentlemen.

Robert Ashcraft has the most time consuming job of advertising, selling and coordinating the vendor table sales. Once again we were sold out by around Christmas time. Great work Robert and a big thanks to **Don Bozman** for handling the floor plans again this year.

Ed Dibble has handled the post card printing and mail out for several years. This is our most successful form of advertising as these are known customers who are likely to come back to the show if properly informed of the date. Great work again Ed.

Dave Currey organized the clinics this year as he has for most of the last few years. And **Kelly Russell** served as the clinic assistant so we would have club presence in each clinic room. Dave brought in some new clinicians this year and the presentations were excellent. Great work Dave and Kelley.

Chuck Lind hosted the Contest Room and once again drafted and organized the contest judges. He also had the added work of managing the new **Bob Dannenbrink- Open Loads Contest**. We had a good turn out in the NMRA style contest and in the Open Loads Contest. Next year I will send the same flyer and invitation to participate to all of the other local clubs. We did have participation from other clubs but not everyone got the advance warning that the San Jac Club did. Several of the open loads that were also entered in the NMRA contest were off the charts in detail. Great work Chuck and your judges.

Tom Bailey again organized and ran the San Jacinto Club sales table and moved a lot of equipment that needed a new home. Tom has this activity down to a science and has done a great job for several years. Thanks again Tom Bailey!

Dave Shafer hauled, set up and monitored the crew of the switching layout again this year. The club switching layout is an endless source of fun for kids and adult newbies in the hobby. You can learn a lot about operations and switching in a few minutes on the layout. Great work Dave and don't sell your Suburban or we will need a shorter layout!!

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Then there's the business end of the show. **Club Treasurer Dick Louvet** acquired the cash and change necessary to keep the show going. **Bob Sabol** spent much of his day at the registration desk along with **Dick, Gilbert Freitag, Ed Dibble, Steve Sandifer, Rex Ritz, Chris Tolley** and others I missed in the rush of the registration desk.

Don Formanek is always there for the set-up, serves as a judge in the contest room during much of the day, and there for the tear-down. Many thanks to the Set-Up Crew: **Steve Sandifer, Don Formanek, Chuck Clark, and Robert Ashcraft**. Six O'clock comes early especially for those coming from the far-east end of the Houston area, like Crosby and Pearland. Thanks for showing up before the sun came up!!

And our Tear-Down Crew: These are the die-hard stay till the end guys who were *finally* rewarded with an early close out. The first time we have ever beaten the 6:00 pm close out time. **Thanks Dave Currey, Steve Sandifer, Ed Dibble, Chuck Clark and Don Formanek**.

As Chairman for the last few years I handled the Display Layouts. My thanks to the several Clubs who regularly come out and set up their layouts. This year we had: **Northwest Crossing HO Division, Houston S-Scalers, Gold Creek Timber Company, Bay Area Railroad Fellowship, Houston Association of G-Gaugers, and Southeast Texas Model Railroad Club**. In recent years we have also had Northwest Crossing N-Scale Division, Galveston County Model Railroad Club, Fort Bend County Model Railroad Club and 35/45 Z-Bend Track. My Thanks to all of you.

We also have several Clubs and Museums who regularly set up displays: **Houston Area Live Steamers, Gulf Coast Rail Museum/National Railway Historical Society, All Points North Model Railroad Club, Houston N-Crowd and Rosenberg Rail Museum**. This year two new groups set up: the **Houston Tinline Operating Society** (Layout in Memorial City) and **Eagle Lake Depot Museum**. Thank you all for participating the GHTS and promoting model railroading and rail fan organizations.

AND FINALLY: Thanks to Steve Sandifer who will be chairing next year's show. Steve worked closely with me this year as Co-Chairman and has participated in many parts of the train show in the past. With the dedicated group of volunteers we have in the San Jacinto Model Railroad Club, Steve has a lot to work with.

We had an attendance of approximately 1250 (Including those working the show) and the club made \$2700 before final distributions to clubs. All in all, it was a good year.



Realistic Operations On Your Model Railroad Part 8 By Al Partlow

This month we are going to discuss prototypical car placement in your freight trains, something that I notice early on when attending operating sessions on other layouts. Many times modelers assemble trains in a random order, with very little consideration given to efficient and safe train handling. By paying more attention to the placement of loads and empties, as well as cars transporting special shipments such as “high wide loads”, you will find that your trains will not only operate better, but also look more like trains on the prototype.

Real railroaders are very much aware of the location of various types of cars in their train and whether they are loaded or empty. Car placement not only affects train handling, but also has serious safety implications. The proper “blocking” of cars also facilitates more efficient switching of cars en-route to destination. Railroad personnel should always be aware that cars containing livestock, hazardous materials, munitions, oversized shipments, perishables and other materials receive special treatment in their movement over the railroad.

When trains are “built” at terminals, the basic goal of the yardmaster is to put loads on the head end and empties on the rear. This objective is sometimes difficult to accomplish as cars are also being “blocked” in station order to make “set-outs” readily accessible and preclude switching cars or handling “long cuts” of cars along the way.

Cars containing hazardous materials such as chlorine, liquefied petroleum gas, ammonia, sulfuric acid, and other similar commodities need to be separated from motive power and an occupied caboose. Obviously, train length will have some effect on the location of hazmat cars, but the further away from crew members and ignition sources the better. For modern era modelers, the prototype separates motive power from cars containing crude oil, ethanol or other hazardous commodities with at least one “buffer” car.

For those modeling eras when railroads handled large volumes of livestock, keep in mind that stock

cars should be positioned on the head end of trains, to minimize slack action and facilitate handling at feeding and watering stops along the route.

“High wide” loads such as large pressure vessels, gas compression equipment, and large structural steel items are also moved on the head end of trains, sometimes restricted to movement in local service or via special train service. By setting up your operating session to include the movement of a “high wide” load(s) in special train service, you will certainly affect other train movements and create some interesting situations during the session.

Even gondola or flat car loads of steel beams or steel pipe require special handling and are not placed (assuming train length permits) next to a locomotive or occupied caboose. Another car referred to as a “cover” is placed between these loads and the motive power or caboose to protect crew members from a “load shift” or possible derailment of that car.

Military movements of munitions and accompanying military personnel must obviously receive special attention when placed in a train. They certainly should be separated from motive power or an occupied caboose, as well as any other cars in the train that contain hazardous materials. These cars must never be “humped” or “kicked” when they are switched.

Perishable traffic also should be located on the head end of a train, primarily to facilitate handling at icing facilities or other switching along the route. Such cars should also be expedited whenever possible to avoid spoilage of the commodity being transported.

So, give some thought to how you “build” freight trains on your layout. Also, make your operators aware of the safe placement of certain cars when making pickups along their routes. This is the sort of “prototype modeling” that will result in more realistic operations on your layout.

Behind the Bench Work

Seven Questions with Dick Louvet

How long have you been into Model Railroading?

I've been interested since childhood. I got serious with the hobby in the 80's.

How did you get into the hobby?

The usual Lionel train sets at Christmas. I did a lot of armchair modeling and several aborted attempts at small switching layouts or portable layouts. It was not until we bought our present home and the kids left home that I had the space to build a more permanent layout. The initial part of the layout was built by Jeff Springer at Custom Model Railroads in Baltimore. That got me kick started into building expansions to the layout and building kits, kit-bashing and scratch building. My membership in the San Jac MRRC has opened up a new world of modeling, prototyping, and operations.

Did you have any previous layouts before this one?

None, this one is the first.

What interests you in your prototype?

I came across the Walther's book "Railroading Along the Waterfront" and thought it would be a way to pack a lot of modeling in a small space. At the time my wife had business in the New York City area. We made vacations of her visits and I used the time to investigate the area. I fell in love with the car float operations around Manhattan and did a lot of research of railroading in the area. The story of the South Shore was just too good to pass up. I even adapted a logo from a 1906 timetable.



Anybody or any layouts inspire you?

I designed the original layout from many years of studying switching layouts. For the Phase I expansion (2013), I incorporated ideas from David Popp in an article in the May 2011 issue of Model Railroader. I've also admired John Pryke's series "Union Freight" in the September to December 2000 Model Railroader. The Phase II Kingston Yard design (under construction) evolved from Andy Sperandio's 2004 book on Freight Yards. I've tried to design for operations based on my sessions on Robert Ashcraft's Raton and Western, Peter Bryan's West Virginia Western and Don Bozman's Great Great Northern. But I won't know how well I did until I host op sessions myself.

What is your favorite part of the hobby?

Track planning. I use a CAD program that allows me to accurately lay track and turnouts in any space without kinks or S curves and accurately model spiral easements. Lately I've discovered kit bashing and scratch building to the detriment of faster layout progress.

Is there anything else you would like to share?

Based on the original CMR built layout, I have built everything with light-weight, easy to handle modules. This allows me to build at the work bench in phases while still operating the rest of the layout. Phase II is a yard and additional loop to add mainline length. Phase III will be a second deck loop to lengthen the main line even more. Phase IV will be a branch line around the room to represent the Wallkill Valley branch.

I'm trying to avoid a helix by using one wall to change elevation of several tracks similar to an idea from Steve Sandifer's Santa Fe Howard District.



Dick Louvet's

New York West Shore & Buffalo

Quick Glimpse

Name: New York West Shore & Buffalo
Scale: HO
Railroad: New York Central River Division
Era: 1950s
Location: West Shore of the Hudson River from Jersey City to Albany
Size: 3' x 22' shelf with 6' x 10' expansion
Percent Complete: 50%

Control: Easy DCC
Track: Peco code 75
Switches: Peco with tortoise switch machines and live frogs, some with stationary decoders
Bench Work Style: Steel stud
Roadbed: Cork
Scenery Method: Foam



By the Numbers

Mainline run: 85'
Minimum radius: 30" and 24" with 12" spiral easements
Minimum turnout mainline: Peco Medium Radius
Minimum turnout yard: Peco Small Radius
Maximum grade: 4%
Layout height: 34"

No. of Locomotives: 20
No. of Freight Cars: 100+
No. of Passenger Cars: 20

Date Started: 2005
Date Mainline Completed: 2013

The West Shore is a proto-lanced layout based on the New York West Shore & Buffalo Railroad that was chartered in 1872 and acquired by the New York Central in 1885.

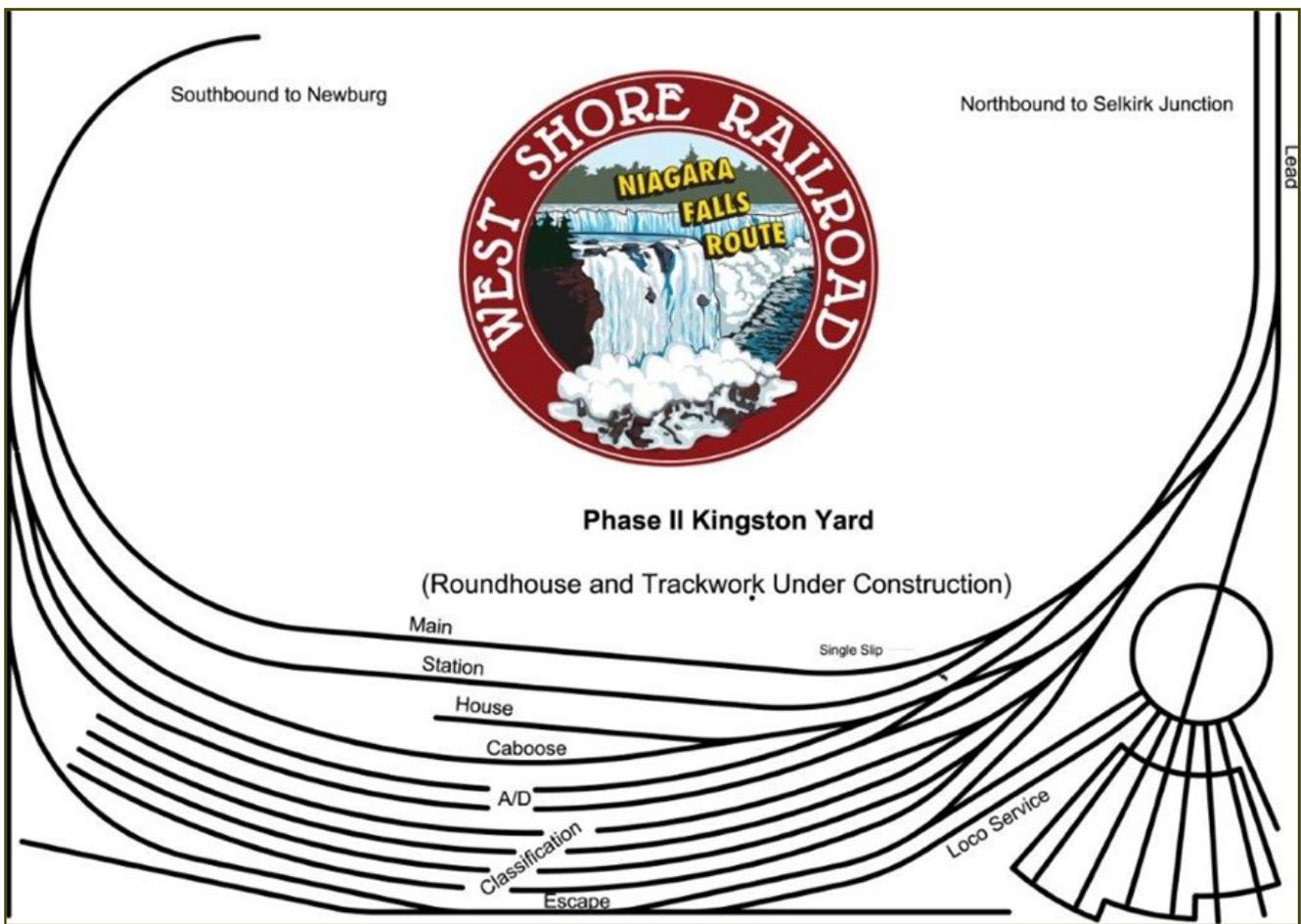
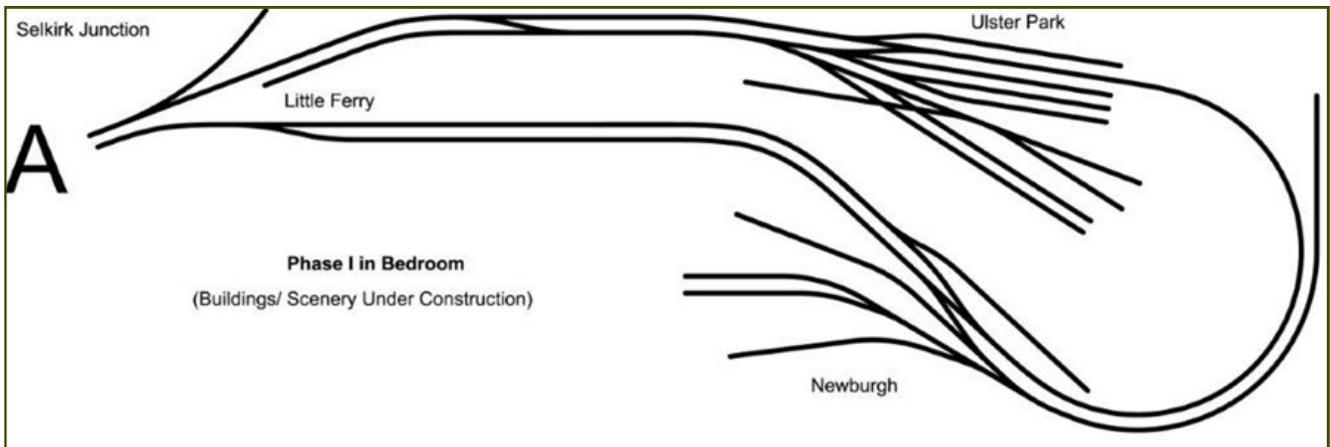
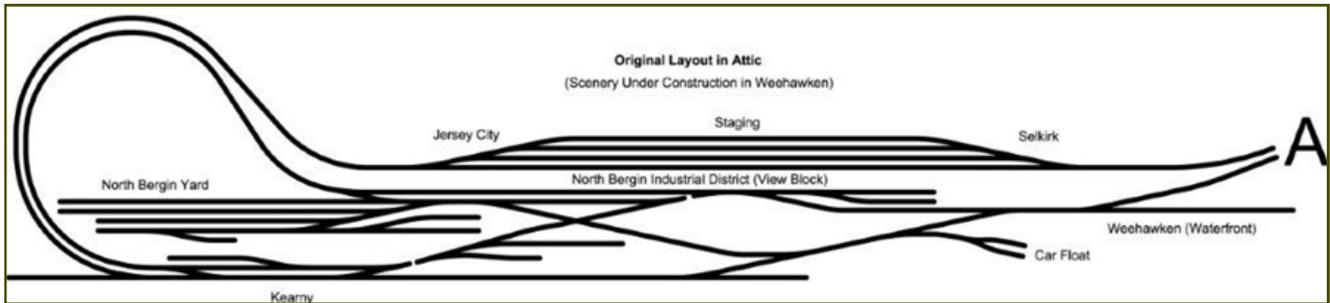
The prototype part of the railroad uses New York Central equipment from Weehawken, NJ to Selkirk, NY including the wholly owned New Jersey Junction Railroad from Weehawken to Jersey City, NJ. A double-ended staging yard represents Jersey City and Selkirk. Future expansions will include a longer main line and yard at Kingston, NY and the Wallkill Valley branch to Campbell Hall, NY.

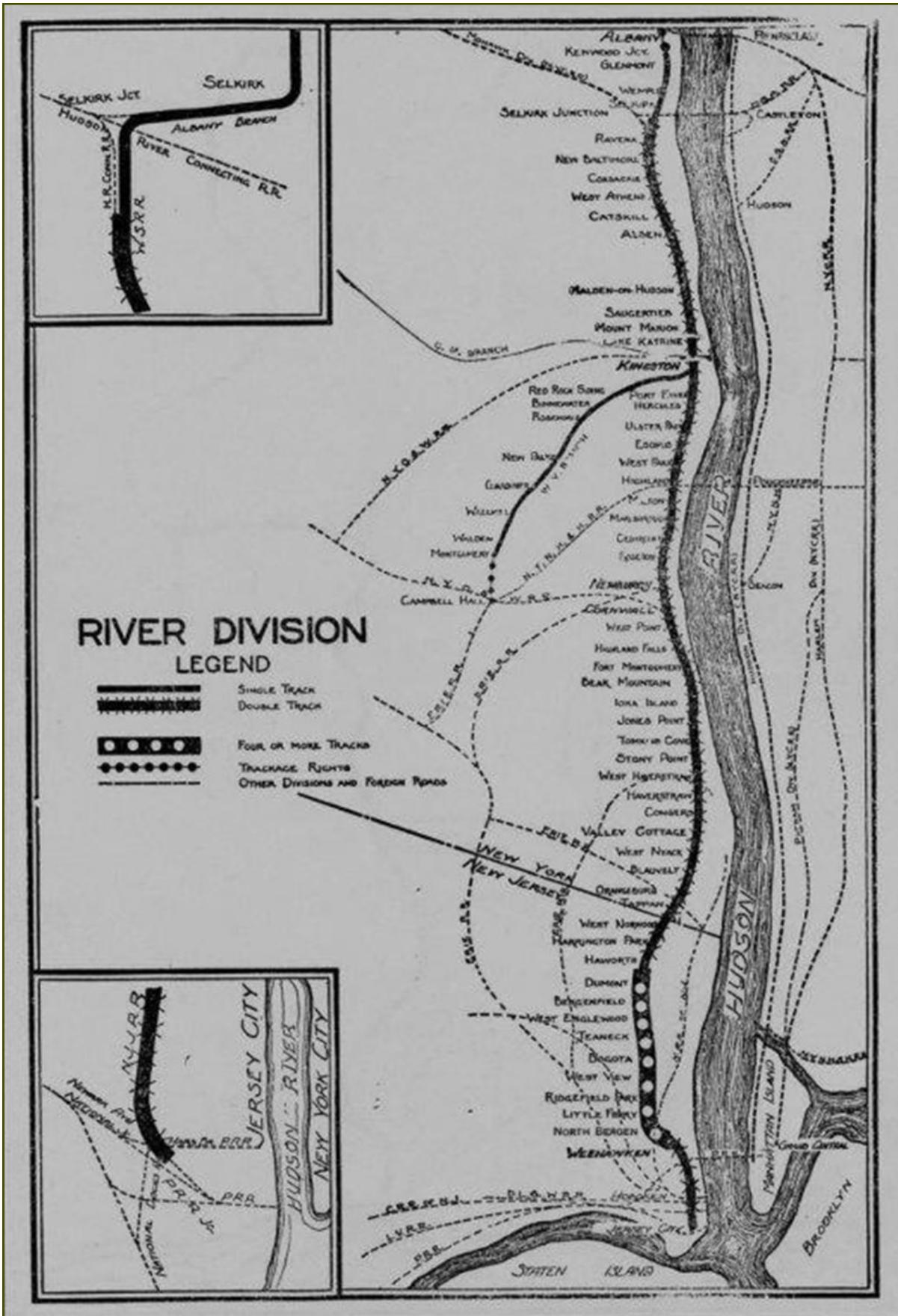
The freelanced part of the railroad allows me to move locations on the road to make use of interesting place names: Doodletown Bite, Rondout Creek, West Point, Little Ferry, Weehawken, and Schenectady. I can also move some crack passenger trains to the Weehawken-Albany side of the Hudson.

I was continually revising published switching layouts to fit my space in the attic. I like the idea of an urban switching area with street running and that was the origin of the first phase of the layout. The second phase was meant to expand and improve the layout for operations and was made possible once the kids left home.

You can find tracks plans of all three phases of the layout on the next page. The following page contains a system map.







Hawk vs. Pig
A Short Story About Railroading
In an Alternate Universe
by David N. Currey

Main Cast of Named Characters in Order of Appearance or Reference:

Fred “Bull” Harding – Engineer on the *Night Hawk*

Jeff Greene – Extraboard conductor on the *Night Hawk*

Alberto “Al” Suarez – Fireman on the *Night Hawk*

Jack Staub – Engineer on the “Pig Train”

Ben Caverly – Medina Division Dispatcher

Jim Hawkins – Brakeman on the *Night Hawk*

Hank Hamilton – Engineer on the *Purple Sage*

Otto Schoenfeld – Stationmaster at Utopia

Ezekiel “Zeke” or “Easy” Jefferson – Dining car waiter on the *Night Hawk*

Joseph “Joe” Bordelon – Pullman porter on the *Night Hawk*

In the following fictional story, the Texas and Louisiana Railroad just happens, purely by chance and coincidence, to be the real-life alternate universe alter ego of the author's designed but unbuilt model railroad by the same name.

Engineer Fred “Bull” Harding stared back down the platform of track #6 at San Antonio Union Station. He was already starting to simmer a bit. The dwarf signal up ahead had just turned green fifteen seconds ago, so the conductor had obviously already keyed in his readiness for departure. What was keeping him from closing up shop and giving him a highball? Bull wasn't about to depart behind schedule. Would this wet-behind-the-ears conductor off the extra board get him out of here on time? What's he talking to the station master about? Suddenly, the conductor climbed up the steps on the last Pullman and gave Bull the high sign. Bull smiled grudgingly to himself, answered the signal with an almost inaudible toot of the horn, and began working the throttle of his five year old E7 diesel-electric—still in pristine condition—easing the train out of the station thirty seconds late.

In bedroom D in the next to last car, an ecstatic little girl gazed out the window at the next track. “Look, Daddy! That other train is moving,” she said excitedly. Her father, a seasoned train rider from his many years as a traveling salesman, took a quick glance out the window and replied, “No, sweetie, it's us who's moving.” The girl glanced down at the platform, saw its concrete expanse receding backward ever so slowly, and marveled at the lack of any other sensation of movement.

Texas and Louisiana #7, the *Night Hawk*, eased over onto the lead, each car rocking ever so slightly as it went through the switch, angled slightly to the right, and proceeded down the lead onto the Passenger Main. Waddling through the junction with the Westside Connector just outside of the station, Bull got up and walked over to the fireman's side, poked his head out, and looked back. The last passenger car was just now straightening out on the lead. He made a quick count of the cars, just a little double-check he always did to make sure he knew how many cars he had. The train list had said seven, his fireman had said seven, and now he counted seven. “We have seven cars,” Bull mumbled mostly to himself.

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“Just like I said,” mouthed Fireman Alberto Suarez. Al wasn't really ticked off that Bull never trusted his count, for after all Bull was just being extra cautious, but he did wish that Bull would show a little more confidence in him. Alberto had cut his teeth firing the old 2-8-2 Mikes and the newer 2-10-2 Big Mikes on the Rio Grande Division out west between Presidio and El Paso. He had built a good reputation system-wide of being able to fire those lousy-steaming Big Mikes better than any other fireman on the division, or hell, the entire railroad. In freight service, other engineers would often let him run, and he had a real smooth hand on the throttle, plus a light touch on the train line. One engineer had even complimented him, saying, “Al, if you'd just get off your duff and become an engineer, you'd be the one they'd pick to run the inspection trains for the big hats. No fooling! You've got a touch better than any engineer on the T Line.” (“T Line” was the nickname of the T&L Railroad.)

Bull returned to his seat as the *Night Hawk* eased down the slight grade to Freight Junction. Down below, as the *Hawk* passed over a series of girder bridges above the west Commerce Yard lead, the 3:59 PM yard switcher had their SW7 out on the lead and were gathered around discussing their next move of the day. Proceeding on down the Passenger Main, the train approached the signals at Freight Junction. “High green,” said Bull.

“High green,” echoed Al.

Just before the junction was the facing point lead that angled off up ahead and to the right into the piggyback terminal. Leaning out the window, Bull eyed a train over in one of the pig tracks hanging out on the lead. It was doubling some cars over to another track while the gantry was easing a trailer onto another car back further in the yard. “Jack's goin' to be right on our tail with that blasted pig train, and he's got a trio of those new GP9s. It's a bigger train than usual, but you know how Jack is, always pushin' his horses to the limit. Let's don't give him the opportunity to say we held him up, okay Al?”

It was more a statement of certainty than a question. Fireman Al nodded in agreement, and indeed he didn't want to hear Jack mouthing off in the beanery either. Somehow, Jack always managed to insinuate that the fireman was part of the problem as well. Pig trains! Who needs them?

They had a bit of an edge over the Pig Train in San Antonio, as it would first have to head eastbound on the Passenger Main, and then go around a balloon track on the east side of the yard, before it could head west out of town down the Freight Main or up the Westside Connector back to the Passenger Main. However, on the west end of the division, the *Night Hawk* would have to run via the Old Main in dark territory between Agarita Junction and Montell so it could make a station stop at Reagan Wells. The Pig Train would not need to stop there of course, as it was a nonstop through freight between San Antonio and Brackettville, so it would take the Cutoff with its CTC, higher speeds, and shorter distance. This evened things out enough to make the daily race between the two trains even-steven.

The *Hawk* rattled through Freight Junction, the staccato sounds of the wheels echoing off the brick warehouses to the right. The towerman waved at Bull with a thumbs-up, and Bull waved back. Hard-nosed Bull may be, but he had a friendly side as well. Actually, the towerman this shift was his nephew, and how could he possibly not be friendly to somebody nicknamed, “Little Bull?”

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Al was looking back, and finally said, “Clear of the yard limits,” exactly when Bull figured that was the case. He had to grudgingly admit that Al was sharp and a good fireman, but as usual, he always kept such thoughts to himself. He notched the throttle out to run 5, then 6, then 7, and finally 8—not all at once, but in fairly close succession. He didn't want to stand the waiters on their ears in the diner, so gave them a little time to adjust to the acceleration, but he did have a schedule to maintain, and a pig train to beat.

[Until the inauguration of the *Purple Sage* in 1950, the *Night Hawk* had been the T&L's prestige train—always having the best passenger equipment on the railroad, and maintained to a T. Crystal in the diner and such. Now, the *Purple Sage* was the flagship headliner, and the *Night Hawk* was beginning to show its age. Still, it was a fine train, with excellent service in the diner and lounge. There were some rumors flying around that the train was due for a sprucing up, and would receive new equipment, but what actually happened was that about a year later, the existing equipment was gradually rebuilt, and some surplus cars were purchased from the New York Central to enable a few maintenance hogs to be retired to wreck train service.

The Finance and Accounting Department was becoming concerned that the decline in passenger business by railroads across the country was casting a dark shadow on the financial wisdom of purchasing new equipment, though the T&L had itself yet to really see any decrease in ridership numbers or in passenger revenue. Unlike the Texas and New Orleans Railroad, which was the T&L's chief competitor across Texas and Louisiana, the T&L was experiencing almost a renaissance in its passenger service as the 1950s moved into the last half of the decade. The T&NO had been cutting trains left and right, while the T&L was maintaining the status quo. The T&L had considered purchasing some of the surplus T&NO equipment, but it was all pre-streamlined relics, worn out by the war years, and would not have been cost effective to rebuild. By this time, the T&L could boast, and not idly, that they ran 100% streamlined passenger equipment. The Monon and the Western Pacific were just about the only other railroads that could boast the same.]

The train picked up speed as it cruised through the rolling hills west of San Antonio. The almost dry Geronimo Creek came and went in a cloud of limestone dust. It was a nice almost warm early spring day in 1955. Wildflowers were in full bloom. Indian blankets, sunflowers, and bluebonnets waved in the breeze. The agent at Mico Junction shielded his eyes a bit as the train zipped past at 60 mph, and waved a highball to the brakeman in the last car. The train was now fully in the Texas Hill Country, which was all abuzz with the rights of spring.

“Highball engineer's side,” yelled Bull over the clatter as the train hit a crossing.

“On the money,” yelled back Al.

[A few decades before, Mico Junction had been very important in the building of the Medina Lake dam, the largest concrete dam in the United States when it was built. Hoppers full of rock, sand, and concrete had been hauled to the site of the dam during its construction. The railroad had high hopes that a tourist trade might spring up with perhaps a full-fledged passenger train down the line to Mico on holidays and weekends, but the Great Depression squashed those hopes, and the branch never had

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anything more than a mixed train, though occasionally a private car or extra coach might be in the consist. Now even the mixed was in jeopardy, as the only real freight going into Mico were LCL shipments to the combo station there, and occasional carloads of lumber to a small lumberyard that were offloaded on a team track. The railroad was considering either applying for abandonment or selling it off to a short line operator, but who would want to purchase a rail line to a dam?]

The train went through cut after cut on the east side of dragon-shaped Medina Lake, which shimmered a rich turquoise blue in the lowering sun. Soon flat-topped Smoothing Iron Mountain flew by on the right as the *Night Hawk* sped on into the late afternoon. Eyeing his pocket watch, Bull nodded with satisfaction. Jack wasn't going to be riding him tonight at the beanery in Brackettville about holding up the hottest freight on the railroad.

Al noticed Bull's checking of his timepiece every couple of minutes, and decided to distract him. "Who's dispatching tonight?" asked Al.

"It's the weekend shift, so that would be Ben Caverly," replied Bull.

"Well, that's a pretty good omen if I should say so," responded Al.

Bull looked at Al with a bit of a twinkle in his eye, and spoke up. "I see what you're gettin' at. Ben ain't too fond of ole Engineer Hank. I remember how he called him on the carpet last March and bawled him out for haulin' a smokin' hotbox across the High Bridge on the Cutoff tryin' to get by us that time. I heard the dispatcher's sheet had him at 68 mph. That's darn fast for a Geep 7."

Al thought back to the incident. "Yeah. I'd just bid onto this job a week or so before. The Reagan Wells agent saw the smoke and got on the wire to the dispatcher since Hank wasn't responding to the agent's calls on the radio. Sure was hell to pay. He's lucky he didn't get six months off."

After a pause, Al continued. "If I remember correctly, a few days before that hotbox incident, Ben gave the Pig Train the high iron at Montell just as we were homing in on the distant signal on the Old Main."

"That's right," agreed Bull. "I could have told Ben we were past the distant when he radioed for permission to take the block signal away from us, but I hate to start lyin'. Anyway, I'm not real sure—he may or may not know when we knock down a distant signal. I'd hate for him to catch me in a lie. I like to stay on a dispatcher's good side."

Al agreed, "You bet. I believe that's when Ben found out about our little race." Since then, we've had to keep it under our caps, but I think ole Ben knows it's still on and kind of roots for the *Hawk*. If it came down to flippin' a coin, he might just see to it that it came up heads for us, and tails between their legs for the Pig Train."

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Bull tooted his horn for a grade crossing, the melodious horn echoing off the hills and especially from a barn on the left, and that ended that little bit of reminiscing.

Roland Rock, which was just closing down its rock crushing operations for the day, flew by on the right. Two long lines of gondolas loaded with rock and gravel awaited pickup by the evening eastbound rock train, known on the division as the “Rock 'N Roll”. Clouds of dust swirled up from the train, adding to the pale fog of rock dust that always seemed to permeate the area.

Traversing a big curve at the foot of a steep bluff, the train approached the Medina River bridge as it sliced alongside Snake Apple siding. “Wonder what those little snake apples taste like?” asked Bull.

“Tart,” replied Al. “Make you sick.”

The single-span Warren truss over the Medina River swung into view, and the train sped over the glistening water, the first of three crossings of this shallow river, at 70 mph.



Photo manipulation by: David N. Currey

(Hawk vs. Pig to be continued in June's The Derail)

President Rex Ritz called the meeting to order at 7:00pm. The club signed up two new members. Jeff Fowler was a visitor to the meeting.

In an effort to clean up the meeting name tags, members we will be dumping tags in a bin at the end of the meeting rather than putting them back in the rack.

Clinic

Rex introduced Steve Sandifer for his clinic on LEDs. He started off by showing some household LED lighting that is increasing in variety and decreasing in price. Copies of this and other of Steve's clinics can be found at ssandifer.com/Lay/Howard/Clinics.

Refreshments

This month's refreshments were provided by Virginia Freitag and Tom Bailey.

Treasurer's Report

The March 31st bank balance was \$15,139.66. Activities for the month were \$100 for module reimbursement and \$60 table refund from the Train Show. We paid \$293.09 in income taxes and had a \$10.20 fee reversal from Chase. The March minutes were approved as published.

Train Show

Bob Barnett reported that the Stafford Centre has returned our deposit. He plans to return an additional \$50 to each of the clubs that displayed layouts at the show.

Lone Star Region/Division 8

Members are reminded of the LSR convention Daylight Express 2016 in Arlington from June 22 to June 25. See www.mainlinerrails.com for details and registration. Deadline is June 15, 2016.

Jim Lemmond said the Galveston Model Railroad Club is liquidating their layout. It is a very large layout in HO & HO_N3. The sale will be at the Galveston Model Railroad Club & Museum, 314 27th St. Galveston, TX 77550, April 30-May 1, 2016, from 10:00am to 5:00pm. Go to www.frolin.net/forsale/GMRCM for details. Cash or Credit Card only - *NO CHECKS*.

Jim reminded the group of the continuing clinics at the Bayland Center on the first Saturday of each month from 10:00am to noon. Check www.texasgulfdivision.org/clinics

Derail

Bob Sabol thanked the membership for their continuing support. The Derail now has music thanks to David Currey. (youtu.be/ZIjvadEHeFM). Brian Jansky reminded everyone of the "Behind the Benchwork" feature that highlights member's layouts. He will be contacting ALL members for possible submissions over the next several months.

Old Business

The tabled motion for a new projector was brought up and passed. Dick Louvet will purchase an identical projector to the NEC we have now along with required cabling and carry bag.

New Business

Steve Sandifer will price new easels for the Train Show.

Dick Louvet will price a credit card reading system for the Train Show.

Cliff Cheeseman will investigate new shirts for the club. Jim Hinds volunteered to help.

Bob Barnett reminded the club of the HALS operating session on April 9 (these minutes will be published after the fact). The next op session will be in September

Virginia Freitag mentioned that the non-rail Arts and Crafts contest at the upcoming LSR convention will have a "Daylight" theme – not the train, just "Daylight". The web site needs to better highlight non-rail activities.

The meeting was adjourned.

Respectively submitted,

Dick Louvet
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
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Secretary/Treasurer: Richard (Dick) Louvet
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Director at Large: Denny McGonigle
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Director at Large: Gilbert Freitag
gilbertfreitag@att.net
Past President: (vacant)

Derail Staff

Conductor: Bob Sabol
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Engineer: Terri Brogoitti
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www.sanjacmodeltrains.org
Webmaster: Brian Jansky

Next Meeting TUESDAY, MAY 3

“Estate and Insurance Planning”

by

Chuck Lind

Refreshments:

Virginia Freitag (drinks)

Richard Bartlett (cookies)



Video Corner

“The Flying Scotsman- After ten years of work and \$5.8 million USD, the Flying Scotsman returned to the rails today in Great Britain.”

<http://www.dailymail.co.uk/news/article-3463466/Flying-Scotsman-travels-London-York-official-journey-legendary-steam-train-refit.html>

Link submitted by Stephen Sandifer: “When I was in college I got shots of it and its train stored in the ATSF roundhouse in Slaton over one winter. When it came out that Spring I chased it from Slaton to Brownwood. Then when I lived in Britain, I went to the Liverpool docks one snowy day and photographed them unloading it from a ship as it returned home. Brits know how to do preservation steam!”





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