



The DERAIL

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The 2016 Greater Houston Train Show

By Bob Barnett

THE 2016 GREATER HOUSTON TRAIN SHOW

FEBRUARY 20, 2016

It's almost here!!

With all of the effort many of our members were putting in the for the 2015 National Narrow Gauge Convention, the 2015 Lone Star Region Convention, and the 2015 Missouri Pacific Historical Society Convention, it has kind of "snuck up" on us this year. But with the group we have in the San Jacinto Model Railroad Club, we can put on the train show even after using up so much energy in the recent past.

SO: I give you Six Good Reasons to attend the 2016 GHTS:

1. You get a **REAL** Convention, complete with a model contest, full slate of clinics, and lots of bargains at with the vendor sales tables.
2. **We won't be undersold!!** Our Admissions is 25% under the "Other Guys".
3. **We don't charge for Parking.** For the price to Park at the "Other Guy's Show" you can pick up a box-car or small structure kit at our show.
4. **What happens in Houston stays in Houston.** We are a non-profit club. We retain enough profit to sponsor next year's show and pay the printing on the Fall Layout Tour. We have traditionally been very generous with our sister clubs and rail-fan organizations that bring layouts and displays, supporting the hobby locally.
5. **We are not a Fly-by-Night operation.** We have sponsored the Greater Houston Train Show/San Jacinto Model Railroad Club Jamboree since 1972. **That's 44 years.** Counting the years we did not put on a Jamboree because we were sponsoring an LSR Convention, **that is still 41 Train Shows!!**
6. **If you don't come and participate, you'll miss out on a great time- and we'll miss you!**

Some info on the 2016 GHTS:

David Currey has lined up some great clinics, some not seen before in Houston.

Robert Ashcraft has once again sold out of tables.

Chuck Lind and company are planning a great contest including the Bob Dannenbrink "Open Loads" Contest.

Steve Sandifer is Co-chairing the event to get more members trained in the show management.

Dave Shafer (and his trusty Suburban) will again have the Switching Layout available for all to run.

And, there are still a few time slots left on our various sign-up sheets. We'll have the sheets at the February Meeting.

SO, COME ON OUT AND SHARE IN THE FUN AND FELLOWSHIP. SEE YOU AT THE SHOW!!

Train Show Clinics

By David N. Currey

Below are the clinic times, rooms, clinician names, titles, and descriptions for this year's train show.

TIME	R M	CLINICIAN	CLINIC TITLE	SUMMARY OF CLINIC TOPIC
11:00 AM	A	Jim Williams	"Scratchbuilding Structures from Brazoria and Sweeny, TX"	Jim will show how the process of modeling structures can be organized into a sequence of steps. This includes gathering information on the structure and surrounding area, determining the dimensions, creating scale drawings, building the model, preparing the layout for the structure, and installing the structure. This process will be demonstrated for two passenger depots and a hardware store located in Brazoria and Sweeny, Texas. These models are part of the Brazos Valley Railroad Society modular layout, located Brazoria, Texas.
11:00 AM	B	Steve Barkley	"Scratchbuilding Freight Cars"	Steve, one of the top model railroaders from the Golden Triangle area of Texas, will give a clinic on scratchbuilding freight cars. His presentation will cover the different techniques and materials he uses. After attending this clinic, the user will feel much less intimidated at the prospect of scratchbuilding rolling stock.
1:00 PM	A	Jim Williams	"The Model Railroading Hobby"	Model railroading is all about having fun, watching scenery, and running trains. Model railroaders build train layouts with themes, constructed either by themselves or with a few friends, or as part of a club or even larger. Model train layouts are built in a wide range of scales, with a variety of locomotive power, track configurations, and scenery. Jim will review the whole spectrum of model railroading through photographs of things model railroaders talk about.
1:00 PM	B	Jim Lemmond and Loren Neufeld	"Building the Gold Creek Timber Co."	Jim and Loren will give a presentation that covers the inspiration, planning, and building of their impressive module that won first place at the National Narrow Gauge Convention held in Houston, Texas this past year. Included will be photos, a discussion of their research and planning, features of the module, its construction, the wiring and controls, scenery elements, and demos of several of the techniques they used in its construction.
2:30 PM	A	Gordon Bliss	Basic Passenger Train Operations ATSF Style	Gordon will give a presentation on how the ATSF Railroad ran its passenger trains. Gordon has one of the largest, if not the largest, N scale model railroads in this part of the country, and the operation of passenger trains is a major portion of the operations on his model railroad.
2:30 PM	B	Al Partlow	Southern Pacific-Texas & New Orleans Passenger Trains in the Post WWII Era	In the early 1950s there were still twenty plus passenger trains operating over the rails of the SP-T&NO in Texas and Louisiana. Al's presentation takes a look at the trains and their motive power, including the facilities that served these trains during the final years of SP-T&NO passenger service.

The 2016 Greater Houston Train Show is:

**February 20, 2016 from 10am to 4:30pm
at the
Stafford Centre in Stafford, Texas**

Realistic Operations On Your Model Railroad Part 5 By Al Partlow

In this installment, we will take a look at the concept that I call “universal industries”, and by that I mean an industry that may receive any type of freight car over a period of time I am referring to Rip Tracks, Interchange Tracks, Team Tracks (Transfer Facilities in the modern era), Rail Car Storage Yards, Locomotive Maintenance Facilities, and Car Floats/Railroad Ferries.

Repair-in-Place or RIP Tracks are located at basically any major rail terminal for the purpose of handling car repair work in an expedient manner. Repairs to draft gear, brake components, steps and grabs, trucks and wheels, as well as any miscellaneous safety appliances are all types of work performed at these facilities. The facility can have a single track or multiple tracks, depending on the space available and the traffic volume moving through that particular yard. Operationally, “bad order cars” are cut out of arriving trains and spotted at the RIP by a yard engine. This can be accomplished on a model railroad by inserting “Bad Order” slips in a waybill pocket or by a notation on a “Wheel Report” in a computer generated system. The Yardmaster subsequently directs the yard crew when to pull cars when repairs are completed and placed on the appropriate outbound train.

Interchange Tracks are typically located at any point where railroads physically intersect, and can be of whatever length deemed appropriate to handle the number of cars interchanged on a daily basis. Interchanges do not necessarily have to be at a major terminal, and can literally be located in the “middle-of-nowhere” depending on the railroads involved. Even at some of these isolated points, thousands of cars a year are interchanged between railroads. This can make for some very interesting operations for your trains passing through these locations.

Team Tracks got their name from the days when horse drawn wagons were used to pick up freight from the closest rail siding. Places like Houston were covered with these Team Tracks or Public Freight Tracks as they were also called. In 1953, there were still 64 Team Tracks throughout the Houston area. Cars of materials such as brick, lumber, shingles, and structural steel, as well as pipe, and other commodities were common to many of these Team Tracks. Most of these tracks were switched on a daily basis

by the serving carrier.

In the more modern era, Team Tracks gave way to fewer, but strategically located, Freight Transfer Facilities which usually specialized in a specific commodity such as Plastic Pellets, Building Materials or Bulk Liquid Products. As with Team Tracks, these facilities usually transferred products from rail to truck and many times were switched by a Third Party or Contract Switching Company, rather than by the Class I Railroads.

Congestion and capacity restraints in recent years at Class I Railroad facilities also created the need for private rail car storage yards. These facilities are located throughout the country and store cars containing everything from plastic pellets to various chemical and petroleum products. Again, many of these storage yards are switched by a Contract Switching Company rather than the serving Class I railroad.

Locomotive Maintenance Facilities are another example of a “universal industry” as they receive all kinds of materials for use in maintaining and servicing a railroad’s motive power. Commodities such as fuel oil, lube oil and grease, sand, and locomotive repair parts are received on a regular basis in cars ranging from covered hoppers to tank cars to box cars. Switching frequency would depend on the number of locomotives serviced and could be anywhere from weekly to even a daily basis.

A final “universal industry” for your consideration is Car Floats/Railroad Ferries. While these are obviously only used in waterfront areas, they nevertheless create numerous unique operating possibilities. Here again, virtually any type of rail car and commodity may be handled by this equipment. Regardless of the size of the car float, the task of unloading and reloading the car float requires a great deal of “real time” to prototypically “balance” the car float while moving cars on and off the vessel. Several of our local modelers have car floats on their layouts which make for really great switching operations.

Hope you will consider these “universal industries” on your layout as I think you will find the operational possibilities most interesting.

In the old days of railroading, railroads had something called a “timetable”. They still have timetables today, but they hardly live up to the name. Most modern “timetables” for railroad use (as opposed to the ones Amtrak passes out) don't have any times in them at all. This article will be about the days when a timetable contained times of trains, and was what the trainmen used to move their trains from one place to another without interfering with each other and particularly not running into each other. It concerns itself only with United States practice. Classes of trains are probably different in different parts of the world.

I also might mention that I am not an expert on this topic, so I will try to confine myself to those parts that I know something about.

When railroads were first built, there was no means of fast communication (i.e., phone, telegraph, or radio), so railroads needed a means by which a train crew could know that they were authorized to move their train from one town to another, to occupy the mainline for switching, to run around their train, etc. A timetable was the answer to this problem. The timetable specified when each train was authorized to “do its thing”. There were various operating rules for when things conspired to mess up this time-keeping function, as things are wont to do.

For instance, if a train was delayed for some reason, rules specified how and when the train had to provide protection so that following or facing trains would not run into them. Such a rule might state that if a train was delayed for more than a certain amount of time but still moving, fuses would have to be dropped behind the train on the track at certain intervals. Any following train coming by such a fuse would have to either stop and then proceed slowly, or slow down to a certain speed.

If the train was stopped when the delay occurred, a trainman would have to hop off and walk back a prescribed distance and place two torpedoes on the rail not less than 150 feet apart and a lit fuse. He then would proceed back half the distance to the train and remain vigilant. Flagging distance is usually based on the maximum speed on the division. When recalled by whistle signal, he would place a fuse and proceed back to the train. Something similar would

have to be done for opposing superior trains. In the Casey Jones wreck, it appears possible, even probable, that though Casey was indeed speeding, he was also short-flagged by the brakeman on the train ahead, as neither he nor his fireman saw a flag, fuse, or heard a torpedo. In the nightmare situation before the wreck, the town ahead had been clogged by four trains, two of them attempting a saw-by, and two of them subject to a pulled drawbar and a broken air-hose.

This type of operating was ripe for malfunctions, which could cause accidents, and in the early days of railroading, many wrecks happened. Indeed, about a hundred years ago, and I forget what the exact number was, well over a thousand brakemen were killed every year on American railroads. Many a ballad about train wrecks were written, such as “The Ballad of Casey Jones”, “Ben Dewberry's Final Run”, “The Wreck of the Old 97”, “The Wreck of the Number Nine”, etc.

Contributing to this rash of accidents initially was the fact that time was not the same across the country. Every town determined when noon was by when they determined the sun was at its highest point (straight overhead). So, for example, two trains that were supposed to meet at 2:03 pm might have different ideas of when exactly 2:03 pm was. So when the time zone system was installed nationwide, it certainly helped matters. In fact, it was developed by the American railroads. Railroads required every train employee to have a certified watch and get it inspected and certified every year. It was a matter of life and death.

The printed system or division timetable helped to bring order to this mess. It divided trains up into different classes. From what I've seen concerning American practice, there were three classes of trains: First Class, Second Class, and Third Class. The highest priority trains were First Class. Chiefly, these were passenger trains, and all passenger trains were first class, even the lowliest local stopping at all stations. (Mixed trains were not first class, as they were considered to be freights.) I would imagine that there might have been first class trains that were not passenger, such as hotshot reefer trains and the like. Second Class was generally your through freight trains. Third Class was generally local freight trains.

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Mixed trains were generally also third class. In fact, some railroads, such as the Missouri Pacific, did not use the “mixed train” moniker at all, and simply called them “freights”. While they carried passengers, they are not generally regarded as passenger trains. Switchers operating within yard limits are not trains and have no class designation.

First Class trains had priority over Second Class and Third Class. Second Class had priority over Third Class. In addition, one direction in the timetable would be specified as superior over the other. For example, if northward was the superior direction, a northbound local passenger train with a single rider coach carrying three passengers would have right over a southbound Pullman-only deluxe fifteen-car limited train.

An inferior train would have to wait at a scheduled meet with a superior train until it showed up. It might be close to an hour late, but the train would still have to wait. Usually there was a specified amount of time where if a scheduled train became later than that, it lost all rights by timetable, and could then only be moved by train orders as an extra. However, I have heard of instances where a train, that did not have any authority for whatever reason, was moved over the line by the dispatcher as the following section of another train. That was certainly an option for the dispatcher, and would have been arranged by train orders.

With the advent of the telegraph and later phone and radio, it became possible for dispatchers to modify things in order to circumvent, so to speak, the timetable. For instance, the dispatcher could give an inferior train superiority over a superior train. He could annul a train that became too late, and run it as an extra. It also seems logical that before the telegraph, there were no dispatchers, because what could they do besides sit and twiddle their thumbs? With no way to communicate with their train crews and therefore control trains, that's all they could do.

I have a Southern Pacific Lafayette Division Timetable from April 27, 1975. On the line from Houston to Lafayette Yard (the Lafayette Subdivision), there is one first class “Psgr.” in each direction, *The Sunset Limited*. There are three second class “freights” in

each direction. Englewood to Beaumont has a tri-weekly “Local Freight”, Lake Charles to Lafayette Yard has a Daily except Sunday “Local Freight”, and the middle part of the subdivision between Beaumont and Lake Charles Yard has no third class train at all. Obviously, any local work would have to be done by one of the second class trains.

The Avondale Subdivision between Lafayette Yard and Avondale (near New Orleans) has four second class “Freights” in each direction, and a daily except Sunday “Local Freight” between Lafayette Yard and only as far as Morgan City, with no “Local Freight” between there and Avondale.

Interestingly, the Midland Branch has a second class train from Eunice to West Tower (near New Iberia), and a third class train from I&V Junction to West Tower, but the second class train has the label “Local Freight”, while the third class train is termed “Freight”. So a local freight is not necessarily always a third class train.

Any of you who have ever operated on The Comanche and Indian Gap Railroad have an idea what I am talking about. Typically, the passenger trains there operate on timetable schedule, while the freights operate as extras (by dispatcher instruction). Being a conductor on a local freight on the C&IG can be a really nerve-wracking experience. With passenger trains going by about every fifteen minutes while you are trying to also figure out switching moves and meet freight trains, it's easy to foul up and miss a passenger train and nearly have a corn field meet. In fact, they did have a slight cornfield meet in the blind curve at Mexican Hat during the 2015 Spring Fling, and the guilty party allowed himself to be roasted at the dinner that evening—all in good fun. Often times, my nerves are so frayed by the last day of operating, I either don't operate on the last day at all and only take photos, or I do a brakeman's job instead of being conductor. It is usually quite a relief when, near the end of an operating session, the dispatcher announces that all the passenger trains have been annulled.

Operating on the C&IG can give you an idea of what it was like in the old days, especially considering the

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Classes of Trains (Cont.)

By David N. Currey

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2		Timetable No. 125				LAFAYETTE SUBDIVISION						April 27, 1975		
EASTWARD						STATIONS	STATION NUMBER	WESTWARD						
THIRD CLASS		SECOND CLASS			FIRST CLASS			FIRST CLASS	SECOND CLASS			THIRD CLASS		
68	58	48	244	242	2			1	47	243	241	57	69	
Local Freight	Local Freight	Freight	Freight	Freight	Psgr.	FACILITIES AND LENGTH OF SIDINGS IN FEET	Mile Post Location	Psgr.	Freight	Freight	Freight	Local Freight	Local Freight	
Lv. Mon., Wed., Fri.	Lv. Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Lv. Sun., Tues., Thur.			Ar. Mon., Wed., Fri.	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	Ar. Tues., Thur., Sat.	
					AM 10.30	1.1	Yard Limits A-R HOUSTON BKPO 5.0	76102	PM 9.30					
AM 7.00		PM 5.30	AM 11.30	AM 4.30		357.4	TO-R ENGLEWOOD BKIYPO 0.5	76100		AM 6.40	AM 9.30	PM 2.30	AM 11.25	
7.10		5.35	11.40	4.40	10.45	356.8	TO-R TOWER 87 IPQ 0.5	79007	9.03	6.30	9.10	2.15	11.10	
7.59		5.45	AM 11.55	4.55	10.54	349.9	Yd Lmts FAUNA IP 5.9	79014	8.53	6.16	8.59	2.03	10.54	
8.53		5.51	PM 12.05	5.05	10.58	345.4	Yd Lmts SHELTON P 4.5	79018	8.46	6.07	8.53	1.56	10.30	
9.01		5.57	12.15	5.15	11.03	340.7	Yd Lmts CROSBY P 4.7	79024	8.40	6.01	8.45	1.49	10.01	
10.10		6.15	12.45	5.40	11.19	326.8	Yd Lmts DAYTON BKIYPO 13.9	79039	8.26	5.40	8.25	1.30	9.40	
10.25		6.22	12.55	5.47	11.26	320.8	Yd Lmts LIBERTY P 6.0	79207	8.18	5.23	8.13	1.21	8.40	
10.40		6.26	1.01	5.52	11.30	317.6	Yd Lmts AMES P 3.2	79211	8.13	5.16	8.08	1.17	8.25	
10.58		6.32	1.11	6.01	11.34	313.4	Yd Lmts RAYWOOD P 4.2	79216	8.09	5.09	8.02	1.11	8.15	
11.25		6.40	1.17	6.10	11.39	308.3	TO DEVERS P 5.1	79221	8.04	5.02	7.55	1.05	8.05	
AM 11.49		6.52	1.30	6.24	11.49	297.9	Yd Lmts NOME P 10.4	79232	7.52	4.47	7.40	12.53	7.50	
PM 12.47		6.59	1.37	6.31	11.54	293.0	Yd Lmts CHINA P 4.9	79239	7.46	4.40	7.30	12.47	7.35	
1.15		7.30	1.59	7.05	12.20	280.2	Yd Lmts TO-R BEAUMONT BKIYPO 12.8	79250	s 7.30	4.20	7.05	12.20	7.10	
						277.0	Yd Lmts TOWER 31 IP 3.2	79505	7.10	3.39	6.47	12.04		
						271.7	Yd Lmts CONNELL IP 5.3	79507	7.05	3.31	6.40	11.57		
						267.9	TO ORANGE SIDING BP 13.8	79523	6.51	3.13	6.23	11.39		
						256.6	Yd Lmts ORANGE P 1.4	79530	6.48	3.10	6.20	11.35		
						251.4	Yd Lmts TO-R ECHO BKPO 5.2	90000	6.41	3.01	6.10	11.25		
						241.7	Yd Lmts VINTON P 3.7	90021	6.30	2.44	5.57	11.10		
						236.5	Yd Lmts EDGERLY P 5.2	90027	6.25	2.36	5.50	11.03		
						230.7	Yd Lmts BRIMSTONE P 5.8	90034	6.19	2.28	5.42	10.55		
						222.8	Yd Lmts LOCKMOOR IP 7.9	90045	6.10	2.13	5.30	10.40		
						218.8	Yd Lmts LAKE CHARLES IP 4.0	90200	s 6.05					
						217.2	TO-R LAKE CHARLES YARD BKIYPO 1.6	90250	5.53	2.03	5.20	10.30	AM 10.55	
						215.3	Yd Lmts MALLARD JCT. P 2.4	90410						
						207.2	Yd Lmts IOWA P 8.1	90611	5.40	1.42	5.03	10.10	10.35	
						201.4	Yd Lmts LACASSINE P 5.8	90617	5.34	1.34	4.55	9.55	10.18	
						195.3	Yd Lmts WELSH P 6.1	90624	5.27	1.25	4.45	9.44	10.01	
						191.4	Yd Lmts ROANOKE P 3.9	90631	5.22	1.19	4.40	9.38	9.38	
						185.2	Yd Lmts TO JENNINGS PQ 6.2	90637	5.14	1.10	4.28	9.30	9.20	
						180.1	Yd Lmts MERMENTAU P 5.1	90642	5.07	1.02	4.20	9.20	8.35	
						174.8	Yd Lmts TO MIDLAND YP 5.3	91000	5.01	12.55	4.12	9.13	8.23	
						166.5	Yd Lmts TO CROWLEY IP 8.3	91320	4.52	12.42	4.01	8.59	7.38	
						164.9	Yd Lmts CROWLEY SIDING IP 1.6	91340	4.49	12.39	3.59	8.54	7.15	
						160.0	TO RAYNE P 4.9	91345	4.43	12.28	3.50	8.44	6.55	
						155.1	Yd Lmts DUSON P 4.9	91351	4.38	12.21	3.43	8.36	6.35	
						149.7	Yd Lmts SCOTT P 5.4	91358	4.33	12.15	3.36	8.30	6.27	
						147.1	Yd Lmts TO-R LAFAYETTE YARD BKIYPO 2.6	91362	4.30	12.05	3.30	8.20	6.10	
Ar. Mon., Wed., Fri.	Ar. Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Sun., Tues., Thur.		(215.9)		Lv. Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun.	Lv. Tues., Thur., Sat.
68	58	48	244	242	2		ADDITIONAL STATIONS See Page 3		1	47	243	241	57	69

LAFAYETTE DIVISION

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fact that an individual C&IG train crew usually cannot see what is happening on most of the rest of the railroad. In some cases, they might be able to see to the next town, or catch a glimpse of a short section of other track through the trees, but that's about it. They might even be able to hear a train doing something in some direction, but then not be certain whether it is on the C&IG or the Rabbit. The dispatcher is quite necessary to run the C&IG. The C&IG telescopes things, however. In the real old days, a local train might have 20 to 30 minutes until the next town—plenty of time for the conductor to check his timetable, check his waybills, and plan his switching moves coming up. The nearest train might be 50 miles away. On the C&IG, though, the conductor might only have one or two minutes to do this, and the nearest train is probably only the next town or two away.

I don't know if there are any model railroads around Houston that operate like the following, but I would like to suggest a method of operating model railroads that incorporates the idea of classes of trains. Of course, being a model railroad, it would be simplified and not exactly prototypical. For example, I don't think any model railroader wants to spend fifteen minutes in a siding taking down a whole slew of train orders from the dispatcher via radio, repeating them back verbatim, and then getting the okay back from the dispatcher that he copied each one correctly. I don't think it's possible to write down orders in fast clock time.

In this proposed operating method, all passenger trains on the railroad would be designated as First Class, and would operate on schedules. Perhaps a reefer train might also be designated First Class. Through freights would be second class. These First and Second Class trains could then be run without dispatcher permission or input. The timetable gives them authority. When it is time for them to leave their originating station, they go, and the dispatcher (if one exists) better just like it.

Actually, with this method of operating, a dispatcher may not be needed, and the other trains not listed in the timetable would operate self-dispatched. Self-dispatching is where a train determines by itself through observation and eavesdropping, or through

queries to other train crews, if he can go to the next town or switch in a particular location. Basically, he would mainly try to keep out of the way of superior trains, and battle it out with the other self-dispatched trains.

Local trains would be Third Class trains, but in reality, they would be more like Extra trains. Extra trains are trains that operate without timetable authority—authority is given to them usually by train orders. It would be their job to stay out of the way of the scheduled First and Second Class trains. Unlike the Third Class trains of old days, they would not have any schedules. The main reason for this is that it is hard to predict how long their switching is going to take at each station on the line. In the old days, such a train would have 16 hours to get its work done. Slack time was built into their schedules so that at each stop they usually had more than enough time to get all their switching done. Model railroads are usually limited to a three or four hour operating session, and usually the train crews are expected to work more than just one train. The reason I would call these Third Class trains instead of Extra trains is that to me it seems more historical. Call them Extras if you like, with the knowledge that the term Extra is actually more accurate based on how they are operating in the model railroad environment.

To summarize my operating suggestion:

1. Passenger trains (and possibly hotshot freights) operate as First Class trains on schedules in the timetable, and only have to keep out of the way of First Class trains in the opposite direction that are superior by direction.
2. Through freights operate as Second Class trains on schedules in the timetable, and have to keep out of the way of all First Class trains as well as Second Class trains in the opposite direction that are superior by direction.
3. Local freights operate as Third Class or Extra trains (pick your term) and have to keep out of the way of all First and Second Class trains. If self-dispatching is in effect, they work with other trains of the same class to get across the line.

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As mentioned, this can possibly be done without the need for a dispatcher, depending on the number of crews on and size of the railroad. If a scheduled train is delayed, possibly the train crews can work out between themselves where they will meet. It might just be better for the third class train to simply wait until the superior train shows up, as by the time they could get everything worked out verbally to change the meet, the superior train might be there by then. The nearest yardmaster might be designated as the authority in case of any questions on the matter. For instance, the yardmaster might give one train authority over another train because he needs to get that particular train into his yard quicker.

Dispatching by an actual dispatcher can add an element of realism to operations. I really like operating on railroads with dispatchers, as the interaction with the dispatcher is part of the fun. However, it can also, to a certain extent, delay things. For example, a train crew may know that the track is clear to the next town, and no train is headed there to work, but he can't get hold of the dispatcher, because the dispatch-

er is conversing with a yardmaster or another train, or is off to the water closet (realistic things that happened on the real railroads as well). Finally, by the time he can talk to him, circumstances have changed, and the dispatcher may have already given another train permission to go to that town, and you are left with the option of visiting the snack table. However, the dispatcher may know about a logjam that might occur at a spot, and so it might be advantageous to have a dispatcher to clear trains to a town instead of using self-dispatching. Mainly, whether or not a dispatcher is required depends a lot on the number of crews operating on the model railroad and what type of realism is being attempted. I might inform you that my comments on dispatching are based almost entirely on personal observations, and I've only worked on a model railroad as a dispatcher once. I like the realism of working under a dispatcher, but also enjoy running via self-dispatching.

Let's tie this one up before Terri and Bob realize I still have time to write two more pages. Once I'm off the clock, by federal law, I'm entitled to a minimum of eight hours rest.

Division 8

By Ray Byer

Hi to all Division 8 Members,

I hope you and your families are doing well. This year the Division 8 board met in January to set up a list of clinics for most of the year. Starting in February we will have the first clinic scheduled. It is Building the Gold Creek Timber Co. Layout. Here is an outline of the clinic.

Building the Gold Creek Timber Co. Layout

Jim Lemmond and Loren Neufeld

Jim & Loren will present a slide show on how they designed and built their award-winning modular layout. Included will be discussion of the scenery design concept and demonstrations of many of the techniques they used, including improving the appearance of flex track, making conifer trees, building redwoods, creating water scenes, building and weathering structures, and others.

An outline of Division 8 Clinics has been proposed for 2016. The clinics have been set-up to take place at Bayland Park Community Center at Bayland Park on the second Saturday of each month starting at 10:00 am to 12:00pm. Below is a list of clinics for each month. Updates will follow as more information is made available. Bayland Park and Jim & Joann Fonteno Community Centers are located at 6400 Bissonnet Street in Houston, Texas.

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Division 8

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Division 8 Clinics for 2016 starting at 10:00am to 12:00pm On the second Saturday of each Month			
Month/Date	Location	Clinic	BY
January 9th	Bayland Park	Set-up meeting	
February 13th	Jim & Joann Fonteno at Bayland Park	Building Gold Creek Timber Co. layout	Jim Lemmond & Loren Neufeld
March 14th	Bayland Park	Graffiti On Railroad Cars (Hands-on Clinic)	Paige Prater
April 9th	Bayland Park	Making of a Tree Flocking Machine	Ray Byer
May 14th	Jim & Joann Fonteno at Bayland Park	To Be Announced	?
June 11th	Bayland Park	Entering, Filling out a Contest Entry Form (NMRA Forms)	Chuck Lind & Loren Nuefeld
July 9th	Bayland Park	Decoder Installs (Hands-on Clinic) You bring engine to work on.	Ray Byer
August 13th	Bayland Park	LEDS	To Be Announced
September 10th	Bayland Park	To Be Announced	?
October 8th	Bayland Park	To Be Announced	?
November 12th	Bayland Park	England Train Layouts	Keith Hick a visitor to the USA from England
December 10th	Bayland Park	Building Reefers	To Be Announced
<p>The areas in yellow will be updated later as information is made available. September / October clinics will be determined after a date for the Annual Meeting at <u>Zube Park</u> is set up. A Weathering Clinic (with Pan Pastel's pencil) is set up for one of these months.</p>			

If you have any questions or would like to do a clinic, feel free to contact me. And I will add you to the list of clinics. Thank you for being a Member of Division 8 and the NMRA.

Ray Byer

Division 8 Prez

ANNOUNCING

The First Annual

Bob Dannenbrink "Open Loads" Contest

Most San Jacinto Club Members remember Bob's excellent clinic on open loads. Originally titled "**Loads in-Empties Out**", Bob gave the clinic at the San Jac and at the Greater Houston Train Show several times.

He grew embarrassed to present it so many times, but it was literally "Back by popular Demand", the modelers loved it!

Joyce Dannenbrink donated a significant amount of the proceeds for the sale of Bob's equipment to the San Jacinto Model Railroad Club. What more fitting way to use some of the funds than to hold a contest in his honor featuring a type of modeling that he championed for so many years.

So, go to your layout (or storage closet) and dig out a couple of your open load cars. If you do not have any built, get to work. You have until the February meeting for the first "trial run" contest and till the GHTS on February 20th for the main event:

- The February meeting contest will be judged by popular vote of the members present with a \$50 cash prize.
- AT the GHTS contest, the judging style is to be determined by the contest staff and there will be a \$100 cash prize.

The Rules

- The open load needs to be built by you or at least installed on the car (as in a model of a tank, truck, earthmover, etc. you bought to place on a flat).
- Any car that carries Open Loads is qualified for entry: Flat, gondola, Hopper, Bulkhead flat, TOFC flat, COFC Well Car, etc.
- Limit of three cars per contestant (for judging purposes, you can bring additional cars for display).
- If you have a unique open load that you acquired built by others, bring it for display. This is an exchange of ideas and techniques.

President Rex Ritz called the meeting to order at 7:00pm. There were no visitors.

Clinic

Rex introduced David Currey for his presentation of "Operations on the Brownie 1979 – 1984. The clinic covered David's work the on MOPAC Kingsville Division.

The group was treated to an insider's view of work life on the MOPAC with excellent photographs from David's collection. He covered history, structures, types of freight, and jobs. The talk was geared to modeling the railroad and the pictures and maps were very informative.

The final part of the talk was a couple of audience selected stories by David from his years of work.

Derail Assistant Editor Thank You

Rex presented gift cards to Terri Brogoitti in recognition for her work every month on the Derail.

Treasurer's Report

The December 31st bank balance was \$11,218.20. Deposits for the month included Train Show vendor table receipts. Expenditures included rental for the upcoming Train Show, layout tour brochures, Christmas party rentals, the Stony Creek 50th Commemorative picture, and a yearly subscription for Office365 software. The November secretary's report was accepted as amended.

Train Show

Bob Barnett announced the first annual Bob Dannenbrink "Open Loads" contest. The club will have an "Open Loads" contest at the February meeting with the winner chosen by popular vote of the members with a \$50 cash prize. These models can be entered in the show contest under regular judging rules with a \$100 cash prize. (A flyer has been sent to all San Jac members by email.)

The sign-up sheets for jobs at the show will be

available at the February meeting (the sheets were emailed to all members last week).

The switching layout will be at the show. It was decided the younger show visitors really like it.

The show will be February 20 at the Stafford Centre.

Lone Star Region

Robert Ashcraft said that hosts for the continuing LSR convention are down to Dallas/Fort Worth and Houston on a rotating basis. This effectively means that Division 8 will be sponsoring the 2017 convention. San Antonio or Austin may re-join the rotation in the future.

Division 8

Jim Lemmond covered some bylaw changes in Division 8. Division 8 will effectively oversee future convention host selection as an umbrella organization. This will better utilize the limited resources of potential sponsoring clubs and reduce potential conflicts. The seed money was also changed to encourage potential sponsors.

Ray Byer reminded the group of the Division 8 meeting at the Bayland Center on the second Saturday of each month 10am to Noon.

Derail

Bob Sabol encouraged members to submit articles, especially to the new series on layouts overviews and the new series on stations.

Yahoo Group

Rick Jones reported little activity in the Yahoo Group. To access the group, simply create a yahoo account and join the SJMRRC group under Trains and Railroads.

New Business

Virginia Freitag expressed her and Gil's heartfelt appreciation for the Stony Creek picture. It was unexpected and the family will treasure it.

Respectfully submitted,
Dick Louvet



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: Richard (Dick) Louvet
rlouvet@att.net
Director at Large: Denny McGonigle
denny_mc@hotmail.com
Director at Large: Gilbert Freitag
gilbertfreitag@att.net
Past President: (vacant)

Derail Staff

Conductor: Bob Sabol
bsabol@stillmeadow.com
Engineer: Terri Brogoitti
tbrogioitti@stillmeadow.com
Brakemen:
David N. Currey
texasandlouisiana@msn.com
Brian Jansky
brianj844@gmail.com
Al Partlow
alswitch@aol.com

www.sanjacmodeltrains.org
Webmaster: Brian Jansky

Next Meeting

TUESDAY, FEBRUARY 2

“DCC Zephyr”

by

Mike Gulley

Refreshments:

Virginia Freitag (drinks)

Robert Ashcraft (cookies)



Video Corner

“Steam Train Maintenance in the 1950’s (British)”

<https://www.youtube.com/watch?v=9fWnjd2eftY>





The DERAIL

