



The DERAIL

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

November 2016

Volume 47, Issue 11

From the President

By Robert Barnett

It's that time of year again. We have football season, baseball season, the "Holiday Season", and now..... it is Train Season.

In a couple of weeks we open up the 2016 Fall Layout Tours, followed by our annual Christmas Party. Then shortly after the New Year's holiday we will host the Greater Houston Train Show. That is a lot of our San Jacinto Club activities in a fairly short stretch of time. So, it's time to enjoy the fun and fellowship.

Craig Brantley has done a great job of assembling and publishing the Fall Layout Tours. The annual Christmas party is always an enjoyable and fun occasion, especially the gift exchange. The Freitags have graciously agreed to host the Christmas Party again as they have since the early 1970's.

Steve Sandifer will be looking for a few good volunteers to help with the Train Show coming up in February. So sign up for a shift or two and help us educate and entertain both modelers and the public as well as raise funds for the club.

I'm looking forward to every minute of it.

See you at the November Meeting.

Bob Barnett

2016 ANNUAL SJMRC CHRISTMAS DINNER PARTY

SAVE THE DATE

2016 ANNUAL SJMRC CHRISTMAS DINNER PARTY

AT GIL & VIRGINIA FREITAG'S HOME

TUESDAY, DECEMBER 6th AT 6PM

During the November meeting, you can sign up to bring a food item . See you there for an evening of lots of fun.

ALSO: DON'T FORGET TO BRING AN EXCHANGE GIFT TO GET IN ON THE FUN!

RAILS: Put your name inside the wrapped gift and mark the scale on the Outside (approx. \$15 value)

NON-RAILS: Put your name inside the wrapped gift (approx. \$15 value)

Location:

1835 Alta Vista St.

Houston, TX 77023

Whether you are an inexperienced or an experienced operator attending an operating session on a layout for the first time, there are several things you can do to put yourself at ease and in turn make the session more enjoyable.

First, assuming that the layout owner has not already provided advance information on the layout, you should look for a basic track plan or schematic of the layout. You should pay particular attention to whether the layout is single track with passing sidings or has multi-track main lines. If no schematic is available, simply take time to walk around the layout and visually observe how the layout is configured. This knowledge will prove invaluable once the session begins. This is also the time to determine if the layout is signaled or if train movement is controlled by track warrants or train orders or by some other means.

Second, determine the directions the railroad operates. Regardless of the true compass direction the railroad runs, railroads operate either East-West or North-South. Ideally, this information will be on the layout fascia in multiple locations.

Third, find out what type of control system the layout utilizes. In other words, is it a DC layout with numerous operating blocks or is it a DCC layout (NCE, Digitrax, EasyDCC, etc.)? If DCC, it is good to familiarize yourself with the type of throttles provided (radio or plug-in or both) and actually make sure you know how to acquire a locomotive and which function button controls what feature of operating the locomotive (bell, horn/whistle, lights, etc.).

Fourth, determine the type of car forwarding system used on the layout. This could be car cards/waybills, switch lists, or computer generated paperwork such as JMRI. If car cards/waybills, take a look at one or two to make sure you are able to decipher the information on the cards/waybills. Remember, that where the car is going is the pertinent information and that origin, shipper, contents and all of that sort of information is usually irrelevant. The information you need (destination, consignee/receiver, specific spots) should be on the left hand side of the form if a prototypical waybill.

Fifth, if you are going to be working at a large yard, determine how the tracks are configured. Are there Arrival/Departure tracks and how many of each are there? How is the Yard Lead configured and how much “head room” do you have before fouling a main track? Also, where do Yard Limits begin and end? How many Classification tracks are in the yard and how are they numbered? It is also a good idea to find out the source of motive power for both switching operations and for road power. In other words, does the motive power originate/terminate at a nearby roundhouse or engine terminal, or simply an engine service track in the yard. Also, if in the “caboose era” where is the caboose track?

Finally, what are the stations (towns or large industrial areas) on the railroad and how are they configured? Does the station have a passing track or will you have to occupy the main track to perform any switching, set out or pickup work? If you have facing point turnouts to contend with, hopefully your train is blocked where those cars are readily accessible, typically on rear of train. Remember, you will have to have access to a run-around-track to switch a facing point spur. For trailing point spurs, your train should have those cars in station order from front to rear.

Here are several other helpful hints or reminders:

- Get clearance from Dispatcher before you begin movement or enter a main track
- Make sure your headlight(s) are on prior to movement
- Line all switches to main track on departure
- Re-spot “hold cars” to where they originated
- Pull pickups or “shippers” first before spotting inbound cars
- Protect the point in direction of movement to prevent run through switches and for lining switches as needed

This is a great time of year for operating model railroads, so set up a session on your own layout or get with some friends and operate on their layouts. Whether you have two operators or twenty operators, it is always fun to run trains with fellow modelers.

“What,” you may be asking, “is an 'aluminum document box'?” Your second question is likely, “And what does that have to do with railroading?” Thanks for asking, and I will now proceed to answer those pertinent questions. And shame on you for making me have to drag them out of you!

Sometimes, a simple something from the past can provide a ready source for reminiscing. The other day, for some strange reason, I was wondering what had happened to this something-or-other from my railroad days that was so important back then that I carried it with me on every job I was assigned on the railroad. It was just as important as say a rule book, a lantern, or an airhose wrench. Not that everybody carried an airhose wrench with them every assignment, though I did my last year on the railroad after an engineer stuck one in my grip as a joke.

I got to thinking, and figured this thing was probably still in my grip. So that was the first place I looked. No dice. Wasn't there. Then I thought I remembered looking at it maybe ten years ago, so it might be on the shelf in my bedroom. Still no dice. Then I remembered I had some employment items from my railroad days in my living room bookshelves, so I looked there, and voila! There it was.

I showed it to a friend, and asked him what he thought it was, and he said, “A laptop?” That was certainly an interesting answer, and a pretty good one. Actually, what it was was basically a folder. But the folder to end all folders. The mother of folders. Most folders can be folded, hence the name. However, stuff can fall out of folders, and it's not a good thing to spill coffee on a folder, as they are generally made out of material that soaks up coffee, grease, and just about anything liquid.

I searched the internet for my “folder”, and perhaps not surprisingly, I found it for sale, and not only that, but the one for sale appeared to be identical in all respects to my folder—right down to the dimensions, construction, hinges, springs, and various features. The only difference I could see was in a sort of bar that hinged across the left half of the inside. It had two friction bumps located about a half inch from where the ones on mine were located. So the only improvement they could come up with for the product in 35 years was moving some friction bumps a half inch. That's what I call progress, or perhaps that's what I should call a good product that was well designed to begin with. However, I *am* a little jealous of the improved location of those friction bumps.



Photo by David N. Currey: Closed Aluminum Timeslip Case

On the railroad, working a job assignment was a good way to make money. (Okay, the only way.) But you could work all the 139-mile and 2.5-hours-overtime jobs on the board, and it wouldn't do you a lick of good if you didn't turn in a timeslip for the work. Trainmen's pay revolved around timeslips. Not punch-cards or time clocks. Timeslips. It was instrumental to the way things pay-oriented worked.

If you worked a switcher job, you turned in a timeslip. If you were deadheaded somewhere by bus or car, you turned in a timeslip. If you were guaranteed some work, but they didn't call you, you turned in a timeslip. If you sneezed, and getting paid for sneezing was in the union agreement, you turned in a timeslip, or included the sneezing on some other timeslip. Even the time spent filling out the timeslip was included in the timeslip time.

Being a brakeman, I was lucky and only had to turn in timeslips for such things as deadheads, guarantees, vacation pay, etc. All crew-oriented pay was handled by the conductor and engineer, who turned in timeslips. A conductor turned in his timeslip, which included the brakemen, and for passenger service, the baggage-man and the porter as well. Yup, our timeslips still contained rows for those passenger personnel. Likewise, the engineer's timeslip also covered the fireman, if he was assigned one. (Firemen were engineer-trainees during my tenure on the Mop.)

My “folder”, perhaps better termed on the railroad as a “timeslip case”, still contains everything I had in it when I resigned from the railroad. I had no reason to do anything with the stuff, and it was there if I ever needed to refer back to it. The BettyMills website

calls the folder an “aluminum document box”, though with a name like that, you might think it was about a foot deep instead of the 9/10ths of an inch it actually is.

It is sturdily constructed, and has a hinge the entire length that connects the left and right sides so that it can be opened. The left side has a thin bar that is also hinged and snaps into place to hold documents. The right side has a wide 6-inch spring loaded clip at the top. The springs number three, and are really sturdy. A pivoting lever enables the powerful clip to be lifted clear of papers it is holding. The BettyMills photo of the box has this lever in an ill advised position that would negate the benefits of having such a wide and strong clip. Hinged from the bottom of the right side is a metal panel that swings upward, providing a smooth writing surface, and keeping any documents containing carbon copies underneath from being accidentally written on.

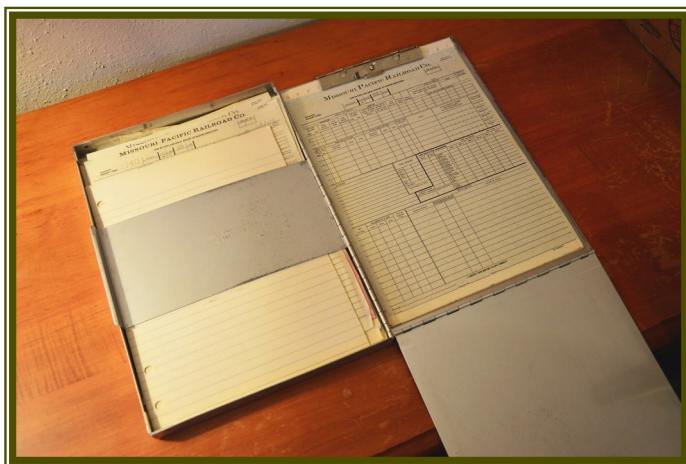


Photo by David N. Currey: Open Aluminum Timeslip Case

For myself, I kept my blank documents, each of which had triplicate carbon copies, on the right side under the clip. I kept my employee copies of documents I submitted on the left side underneath the thin bar. I also kept some blank sheets of paper there.

My copy of a timeslip dated 5-28-83 has the following information in it which I wrote by hand:

Time Slip No.: “4”
 Division Budget Code: “5540”
 Check: (checked) [Have no idea what the check is for, but was told to always check it.]
 Date: “5/28/83”
 Kind: “Deadheaded”
 Stations and Times: On duty “B-321 5:29 pm”, off duty “B-379 6:50 pm”

Miles: “58”

Diesel Unit Numbers: “by Auto”

Then there was some duplicate information that also contained the names of the stations, “Angleton” and “Houston”, my name “D. N. Currey”, my Social Security number, and under “Remarks” I wrote:

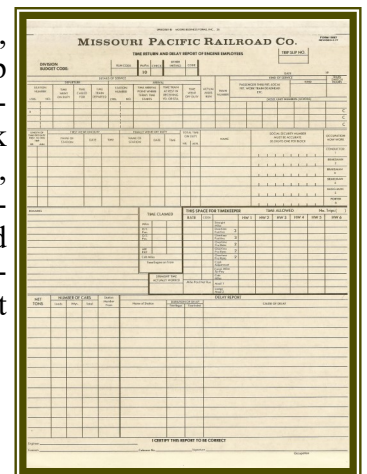
“Claim 58 mile deadhead Angleton to Houston account released from Angleton 7:59 am TSE account Bkm. G. Garcia okayed to work following day. G. Garcia was off sick. Also claim \$12.18 auto allowance at 21 cents per mile. See accompanying authority slip release.”

The “off sick” part was important, because you did not receive deadhead pay if the employee you were protecting was laying off to go see an Astros game or something—only if he was off sick or on vacation. If it was personal leave, you paid your own way down there, though the railroad would pay your motel.

I signed the report at the bottom as “D. N. Currey” with my Occupation as “Brakeman”.

You kept the copy that was for you, and turned the others in, usually to one of the clerks at one of the depots, who would forward it to the timekeepers. If there ever was a pay dispute, then you would know what they were disputing. I never had a pay dispute, except one time, and I didn't even know it. About two years after resigning from the railroad, I received a letter from the Union Pacific. Inside was a check for about \$75.00, from a pay dispute years before on a timeslip the conductor had turned in for the trip. I've forgotten what type of work it was for. \$75.00 would have been less than a day's pay, so it would have had to have been for overmiles or overtime, or perhaps a dispute over a guarantee at Vanderbilt for not getting us out of there within 24 hours.

Time to tie this one up, and turn in my timeslip for the time I spent writing this article. I think the rate is \$0.00 per hour, with \$0.00 per hour overtime and \$0.00 per word overwords. I should renegotiate this amount with the train club.



...NEWS RELEASE...

The Raton & Western Railroad celebrated its 100th Operations Session October 8, 2016. The Raton and Western began operations, December 4, 2004 with a Golden Spike ceremony attended by Dave Milton, Don Bozman, Dave Shafer, Gil Freitag and Ronnie Pendleton. Trains were run that evening by that first crew using handwritten switch lists and paper placeholders designating the various sidings and industries. Since then the Raton and Western has grown and prospered with the towns and sidings now populated with buildings, people and various types of scenery. The car forwarding system has gone from handwritten switch lists to modern day computer generated switch lists by RailOp and train control by EasyDCC.

The 100th Session is a milestone in the history of the Raton & Western, considering the fact the railroad came close to complete destruction in 2008 due to Hurricane Ike. But it was able to pull itself up out of the destruction around it and rebuild to become the railroad it is today. The crew for this momentous occasion consisted of Dave Shafer, Tom Bailey, Randall Wilson, David Currey, Steve Sandifer and Gilbert Freitag. Nineteen trains were run and 205 cars moved over the railroad.

Thank you to all who have participated in Operations Sessions in the past. Each of you have made this occasion special.

Robert Ashcraft

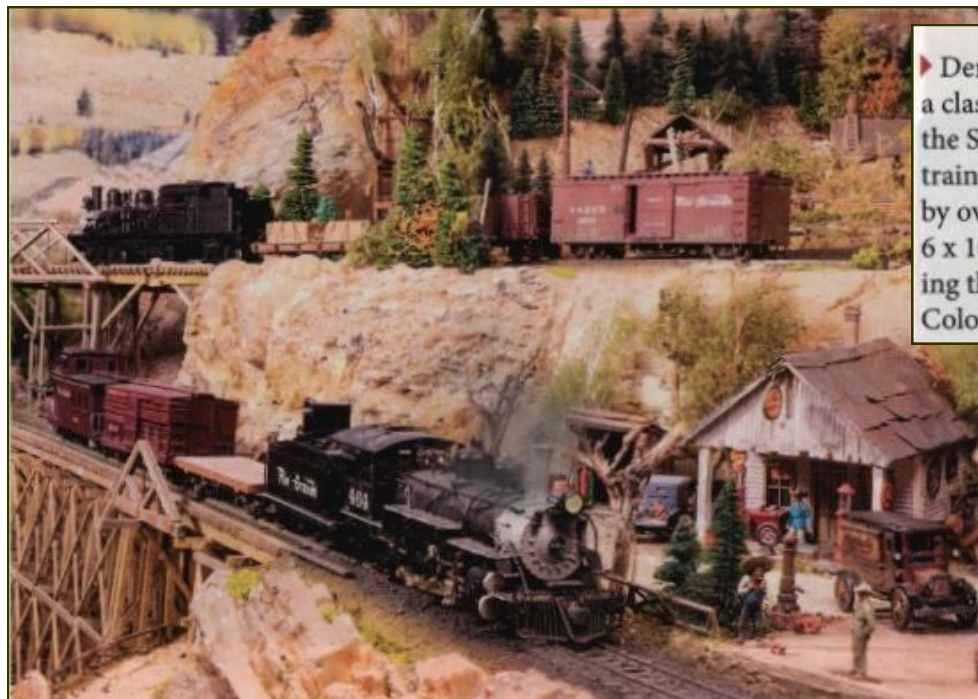
General Manager

Raton & Western Railroad



Pictured from left to right: Dave Shafer, Tom Bailey, Randall Wilson, David Currey, Steve Sandifer, Gilbert Freitag and yours truly in the center.

Congratulations, Bob Werre!



► Denver & Rio Grande Western no. 464, a class K-27 Mikado recently leased to the San Juan del Oro RR, brings a mixed train into town while a freight rumbles by overhead. Eduardo Romo built his 6 x 10-foot HO scale layout after catching the narrow gauge bug on a trip to Colorado. The photo is by Bob Werre.



Bob Werre's photograph of Eduardo Romo's layout made the November's issue of Model Railroader on page 74. The complete article can be found in the special Holiday issue of Great Model Railroads on page 56.

Fall Layout Home Tours

By Craig Brantley

Join us for the 42nd anniversary of the Fall Layout Tour. What started out with a handful of fine layouts has grown into 5 weeks of excellent model railroads of all scales. This year we offer 51 layouts and clubs open for Model Railroad Month. Get out and visit, observe and learn from our talented model railroading community.

Nov. 5-6 Navasota/Bryan/College Station.
Nov. 12-13 North/East
Nov. 19-20 West/Southwest
Nov. 26-27 Thanksgiving Layouts - Beaumont Area
Dec. 3-4 South

There are layouts scattered in these dates that are outside of the designated regions too.

The Bayou City Limited

By Robert Ashcraft

THE BAYOU CITY LIMITED has left the station and is High Balling towards its final stop in Houston, Texas. It is scheduled to arrive at the Hilton Westchase Hotel on June 7, 2017. It sounds like a long trip, but it will be here before we can say... "All Aboard". As the conductor aboard the LIMITED, I will need all of your help and support. I have a seasoned crew on board and each of them will be looking for good staff to assist them along the way.

On schedule for the limited will be a full line-up of clinics, prototype tours, op sessions and modeling contests for the modelers. There will be a host of activities available for the non-modelers as well. We will be calling on you to assist us in all these areas. If you have a clinic to present or know of someone who does, let us know. If you have contacts with any prototype business, let us know. Together we can make THE BAYOU CITY LIMITED a first class convention. I'll have more as the LIMITED gets closer to the station. For now all Track Warrants and Clearance Cards have been issued and the LIMITED is rolling.

Robert Ashcraft, General Chairman



The Railfan by Bob Dannenbrink

(Reprint from the February 2000 Derail)

How did you get to be a model railroader? Many of the printed interviews with modelers start with the notation that they received a Lionel or American Flyer train set at an early age. The implication is that a seed is planted and that later, after girls and education, a true modeler came into bloom. Not so with me. Most kids in my neighborhood got a train set at Christmas which circled the tree, then back to the attic until next year. My standard gauge train now graces the fireplace mantle not to denote the start of my modeling career, but as a memorial to my uncle and dad who loved to set it up and run it. The early tin plate collectors had a bonanza since many attics contained sets whose original owners had long ago departed.

My fascination with railroad modeling comes from several sources. One is the fact that I grew up in a railroad town. Summer nights when the windows were open I went to sleep to the sound of L&N and Southern trains hitting the diamond at the Alton & Southern crossing. The St. Louis & Belleville Electric, "the day line", ran a few blocks to the south. They had big orange steeple cabs pulling coal hoppers to an interchange with the TRRA. We went downtown in street cars built in nearby St. Louis car shops. On occasion we rode the big interurban cars of the Illinois Terminal to other cities. The trip to my grandparents was made on the Mobile & Ohio local passenger. We kids rode bikes to the river front where the row of freight houses had such names as; Big Four, Baltimore & Ohio, Chicago & Alton, Nickle Plate. The sights and sounds of railroads are things I won't forget and the desire to duplicate them in miniature is a part of my model railroading drive.

Another factor was model building itself. As a kid, I built model boats, cars and planes. Planes were my favorite because they did something. Mostly what these rubber band powered creations of balsa wood and tissue paper did was to fly into trees and power lines. Later I had a period with gas engine powered U-control planes. The engines were hard to start and made a lot of noise when they did. Control was by long wires and turning in circles got old. I was at Penn State at the time and the basement hobby shop I frequented had a Mantua Goat, a camel back switcher. I had seen them during war at a shipyard, busy shunting cars and I just had to have it. I still have it and it still runs great. Equipped with the switcher, a few Silver Streak box car kits and some track and I was a model railroader!

I realize that not all modelers are passionate fans of the prototype. After leaving school, my first job was in Neenah, WI. A visit to the local hobby shop put me in touch with four guys building layouts and we made up an informal club. It always amazed me that none of the four were interested in the local railroads. In fact, one lived on the other side of the Soo Line from where he worked and constantly complained about being held up by a freight or passenger. I went out of my way to get stopped by a train. I worked in a large paper mill complex, switched by the Soo, C&NW and the Milwaukee. After a quick lunch I would stand by one of the tracks and would soon be riding in the cab of a ten wheeler or a diesel switcher. I sometimes found that I had to be at the west end of the plant; overlooking the Northwestern tracks coming off a long trestle, usually in time for the 3:30 Green Bay-Chicago local. I have some great memories, with the only regret that I didn't have enough sense to take photos! Some weekends our family would take the Soo local down to Fond du Lac, cross over to the CNW and catch the Flambeau 400 back up to Neenah. You can find both of those trains on my layout. We model what we see and remember.

Behind the Bench Work

Seven Questions with Ed Dibble

How long have you been into Model Railroading?

Since 1990

How did you get into the hobby and what interested you in your prototype?

I had a Marx train set when I was a kid growing up. My mother saved that set and when I became involved in Model Railroading she sent it to me. It is now displayed on a shelf in the train room.

We moved to Houston in 1986 and in 1990 my wife, Darlene, went back to school to obtain a Master's Degree in Library Science. She knew I would need something to do while she was studying and going to class all day Saturday. So for my December 1, 1990 birthday she gave me a Tyco train set, which is also displayed on a shelf in the train room.

It wasn't long after that I realized that a Tyco train would not satisfy me, thus making me a model railroader.

One of the bedrooms in the four-bedroom house we bought on moving to Houston, my youngest son claimed. We moved in December of 1986 when our son was a senior in high school. He left home for college for 4 years, did a year of post-graduate work for a year, came home and worked at MD Anderson for a year, then went to Illinois University for a year and half, then came home for half a year before accepted a job at Valdosta State University.

When he finally left home I was able to take over his room to build my layout. But, first I had to take off the carpet tile on one wall and cork tile on the facing wall. Both attached with floor mastic. In doing that most of the paper on the sheetrock came off so I had to refloat the walls. The good part of this was that once the paper was off the sheetrock I knew exactly the location of all the studs. I also removed the shag carpet and installed a mottled brown Berber carpet to represent the ground. When this was complete I started building the bench work.

Did you have any previous layouts before this one?

I have had two different layouts in another bedroom. The first was a 4'x 8' sheet of plywood. The second was when I added a 4'x4' addition to the original layout.

My other layout was two 4' modules for the Northwest Model Railroad Club. This layout was a model of a container terminal.

All of these ended when I moved into my current train room.

Anybody or any layouts inspire you?

The biggest influence and help on building my layout is Kelly Russell. Kelly was president of the NWX when I starting thinking about building a module and I went to him for instructions on building a module railroad. That began a model railroading friendship. He is now the Executive Vice-president of Engineering on the MSL

What is your favorite part of the hobby?

First is I really like doing the layout wiring.

I also like making up stories for the scenes on the MSL. Darlene and I have been able to travel too foreign locations and I always look for something to put on my layout, either in a hobby shop or a gift shop.

I also enjoy having my grandkids come see the railroad and actually run a train.

Being an older retired couple we have several workmen to come into the house for repair and they always enjoy seeing the layout which I very much enjoy. Maybe one of them will get the bug to be a model railroader.

Is there anything else you would like to share?

It seems like in the past two years I have hardly been in the train room. I have purchased a model kit to put on the layout for my youngest grandson. I need to get off the computer and get to making that that model.



Ed Dibble's

Midnight & Sometimes Later Railroad

Quick Glimpse

Name: The Midnight & Sometimes Later Railroad. A take-off on the Minneapolis & St. Louis Railway that my mother rode and called it the Midnight & Sometimes Later.

Scale: HO Scale

Railroad: Minneapolis & St. Louis Railway

Era: Early to present. Primary diesel electric engines. I don't have any steam and they don't have any appeal to me.

Location: Central Illinois

Size: 10ft x 15ft plus a 6.5ft x 2.1ft extension in the room's closet.

Percent Complete: 99% complete but there is always something new to add, change or fix

Control: Digitrax

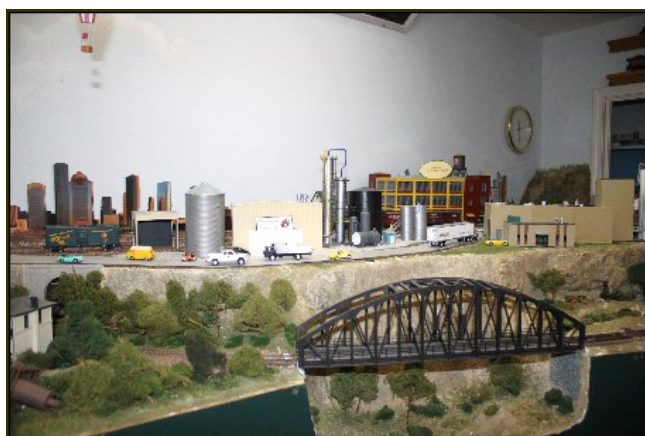
Track: Code 83 Atlas Track. Yard is code 100 Walthers

Switches: Mostly Shinohara with several Pecos and one Atlas

Bench Work Style: L girder with legs lag bolted into the wall studs.

Roadbed: Cork glued and nailed to a plywood base.

Scenery Method: Sculpulta mold and plaster impregnated cloth strips



By the Numbers

Mainline run: Have never measured it.

Minimum radius: Not known either. It curves enough to fit in the space for the curves

Minimum turnout mainline: Mainly #6

Minimum turnout yard: #4

Maximum grade: Really steep in places.

The actual grade has never been measured. One track into the NWX yard that a helper from the yard sometimes has to be called to help trains in.

Layout height: 48" – 57"

No. of Locomotives: 14

No. of Freight Cars: 290 but only 30 on layout at a time.

No. of Passenger Cars: 7 plus 1 Doodle Bug used in local passenger service

Date Started: 1993

Date Mainline Completed: Not known



Operations

Date of 1st operating session: Unsure

Number of operators: Two road engineers and one yard operator

Session length: About an hour and a half

Number of trains per session: 8



The track plan is from the book *Suggested Track Plans* by Kalmbach. The layout has three levels. It goes all the way around the bedroom and into the closet. There is a hole in the wall for entrance into the closet. In the closet is the NWX yard consisting of 5 yard tracks and 4 engine service tracks. Kelly Russell and I first became friends at the Northwest Model Train Club. In fact for many years we were the driving force on the HO division of the NWX. Thus, our yard is named after the Northwest Model railroad club. There also is a six track storage yard under the layout.





The Story of the Midnight & Sometimes Later Railroad



In the early 1900s, the towns of Midnight and Sometimes Later petitioned the Minneapolis & St. Louis Railway (M&SL) to build a spur line from Peoria, Ill to their towns. Both towns promised sufficient freight and passenger traffic for the M&SL to justify the cost of building the line. Construction started in 1910 and while Midnight did not provide much traffic, Sometimes Later became a thriving industrial area generating much freight for the M&SL Railway. The new line came to be known as the Midnight & Sometimes Later (MSL) branch.

The 1920s saw the construction of the Red Wing Milling and Hardwood Furniture Company in the town of Ledgeville. These two industries and the people of Ledgeville petitioned the M&SL Railway to build a spur off the Midnight & Sometimes Later branch to serve the town. The M&SL railway agreed to this spur and completed the line in 1925.

Many times during its lifetime, the M&SL found itself in bankruptcy and operated by a bankruptcy receiver. While the branch line to Midnight and Sometimes Later and Ledgeville provided considerable freight for the railway, they were not big shippers. The M&SL found that providing service to these communities was not producing a sufficient return on the capital committed to the line. While in bankruptcy it became necessary for the M&SL to raise capital by divesting itself of some of its assets, thus the decision to sell the Midnight & Sometimes Later branch.

In 1980 the Minneapolis & St. Louis approached Ed Dibble to determine his interest in purchasing the Midnight & Sometimes Later branch line. Mr. Dibble was interested in this particular property of the M&SL as part of the line used to run through his great-grandfather Kanne's farm. When the M&SL decided to build the line through the Kanne farm, his Mr. Dibble's great-grandfather sued the M&SL in an attempt to stop the construction. He was unable to so, as the railway used its right of eminent domain to acquire the railroad right of way.

Thus, Mr. Dibble became the owner of the Midnight & Sometimes Railroad (MSL). After acquiring the railroad, he soon discovered that the property was not in good shape. In need of a strong engineering department to bring the property up to standard, Mr. Dibble asked Mr. Kelly Russell to be Executive Vice-President. Mr. Russell advised that a new yard be built at Midnight. Completion of the yard occurred shortly after Mr. Dibble acquired the property. In addition, Russell felt that the railroad needed a better connection to Peoria and this was built during Dibble's second year of ownership. While this construction was going on, Dibble realized that a better way of controlling trains on the MSL would be the purchase and installation of a Digitrax DCC system. Construction continues on MSL property bringing up to an acceptable standard.

In 2007 the MSL decided to develop the Midnight Yard into an industrial area to develop more traffic for the railroad. So a new classification yard, the Northwest Crossing Yard, was built over Dibble's work bench. The new yard is named after the Northwest Crossing Model Railroad Club where Russell and Dibble first met and were actively involved in the club until 2007 when they decided to pursue other interests in model railroading.



President Bob Barnett called the meeting to order at 7:00pm

Visitors

Bob Laroe (our clinician)
Scott Merryman
Darren Carter

Clinic

David Currey introduced Bob Laroe who presented a slide show on the White Pass and Yukon in Alaska. Jim Lemmond had invited Bob to repeat his LSR clinic.

The first part of the clinic was a history of the railroad starting with the '98 gold rush to its re-opening as a tourist railroad in 1988.

The next section was a series of pictures of his ride during a 2013 cruise in Alaska.

The show was followed by a Q&A session.

A version of the clinic can be found on the club's website.

Refreshments

Laurie Lind handled both cookies and punch for the meeting.

Treasurer's Report

The August 31 bank balance was \$11,599.78.

There were no expenditures for the month.

Next year's meeting dates were finalized with the Bayland Center.

The September minutes were approved as published.

Fall Layout Tour

There are approximately 40 layouts and 10 club layouts on the tour.

Cross buck lawn signs are available for owners. See Craig Brantley.

Rex Ritz brought the display stands and club brochures for handouts at the various layouts. Bob Were reminded the group that the stands/brochures can also be used to advertise the club at places were potential members might be found.

Revision 0 of the tour descriptions and directions were handed out for distribution to local hobby shops. The latest information will be available on the

website.

Train Show

About half the vendor tables are sold. If people want a table for themselves, they should not wait.

Lone Star Region/Division 8

Ray Byer again reminded the group of the continuing clinics at the Bayland Center Annex on the first Saturday of each month from 10:00am to noon. Check:

www.texasgulfddivision.org/clinics.html

Derail

Bob Sabol continues to encourage member submissions. Consider highlighting your layout, a favorite loco, car or structure, perhaps a prototype station. The club has a wealth of information to share.

Website

The new website is up and running. (Adding each month's clinic to the site was discussed after the meeting.)

Old Business

The Galveston Railroad Days was a success according to Ray Byer. The attendance was estimated at 10,000 to 12,000 and the excursions were almost sold out.

New Business

David Currey needs cookies (~3 packages) for the meetings starting in January.

There is also a need for clinics starting next year. Contact David.

Steve Sandifer mentioned the need to think of Cliff Cheeseman after the sudden loss of his wife. Cliff was at the meeting and expressed thanks for the support.

The meeting was adjourned at 8:39.

Respectively submitted,
Dick Louvet
Secretary/Treasurer

November Meeting Moved Back a Week

The Bayland Center will be an early voting location for the November elections. Because of the expected crowds, all other uses of the center have been canceled. We have moved the San Jac meeting from November 1 to November 8.



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: Robert (Bob) Barnett
rbarnett@ljaengineering.com
Vice-President: David N. Currey
texasandlouisiana@msn.com
Secretary/Treasurer: Richard (Dick) Louvet
rlouvet@att.net
Director at Large: Chuck Lind MMR
chucklind46@gmail.com
Past President: Rex Ritz
icrex@yahoo.com

Derail Staff

Conductor: Bob Sabol
bsabol@stillmeadow.com
Engineer: Terri Brogoitti
tbrogioitti@stillmeaow.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, NOVEMBER 8

“The Cotton Industry and Modeling Opportunities”

by

Bob Barnett

Refreshments:

Virginia Frietag (drinks)

Denny McGonigle (cookies)



Video Corner

Southern Pacific Railroad in the 1940s and 1950s

<https://www.youtube.com/watch?v=TH9zsCwyitg>





The DERAIL

