



The DERAIL

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

June 2020

Volume 51, Issue 6

Thoughts From the President

By Kelly Russell

Greetings ... with the re-opening of Texas starting, I caution everyone to follow the guidelines set forth by officials, also take some time to enjoy the little freedom. We will continue to plan our June meeting using the Zoom platform as the county facility is still not available to us. I have had the pleasure to have participated in several zoom meetings including one last Saturday put on my Div-8 on 3D printing. Thanks to Jim Kelly for setting that up - using the Zoom meeting software, we were able to see the 3D printer actually work which we probably could not have seen any other way. Thanks JayC. . .

Our last meeting was attended by almost 50 people – about the same as our regular meetings. Thanks, Bob, for very interesting photos and commentary on the trucking industry. This month's meeting will be an exciting introduction to a new facet in the future of automating controls... Arduino computing – looking forward to Dick's viewpoints and example(s).

Several things are in the works for the future including 501.c3 charity status for San Jac, hybrid meetings where some will attend in person while others can watch on Zoom, and a classified advertisement section in The Derail where one can post things for sale or things they need. . . Stay tuned in.

Stay Safe - We are about to see the end of this - maybe – I will see all of you all online.

Kelly

June 2nd Meeting

The June meeting will be ONLINE, not in person.
Please stay tuned, and check your emails for log in instructions.

The Horrors of Model Railroading

By Jeff Williams

Just before we all were put in lockdown because of the COVID virus I ordered two different sets of seated passengers to populate my Bachmann heavyweight passenger cars and a future train station scene. Because I am a cheapskate I went with the cheapest price for these items on eBay, meaning I would have to wait 30 days to get them from China vs. getting them in a week or so for a higher price (now, I know you all know what I am talking about!).

My wife took charge of protecting our household once the virus was in full swing. My wife is a nurse and on the front lines fighting this dreaded disease, so who was I to question her? She established a “quarantine zone” in our garage (actually this zone was my external model railroading work space!). Virtually everything that we brought home, even mail and newspapers, were placed in this space. According to the information we found on line the virus lasted on surfaces 3-5 days. For the most part items could be removed and brought inside the conditioned air space of the house after this time. Also, items that could be easily disinfected, like soda bottles and milk containers, etc. could be wiped down with a suitable cleaner and brought in immediately. This was our strategy and became our approach for everything except for one category of items – ANYTHING MADE IN CHINA!

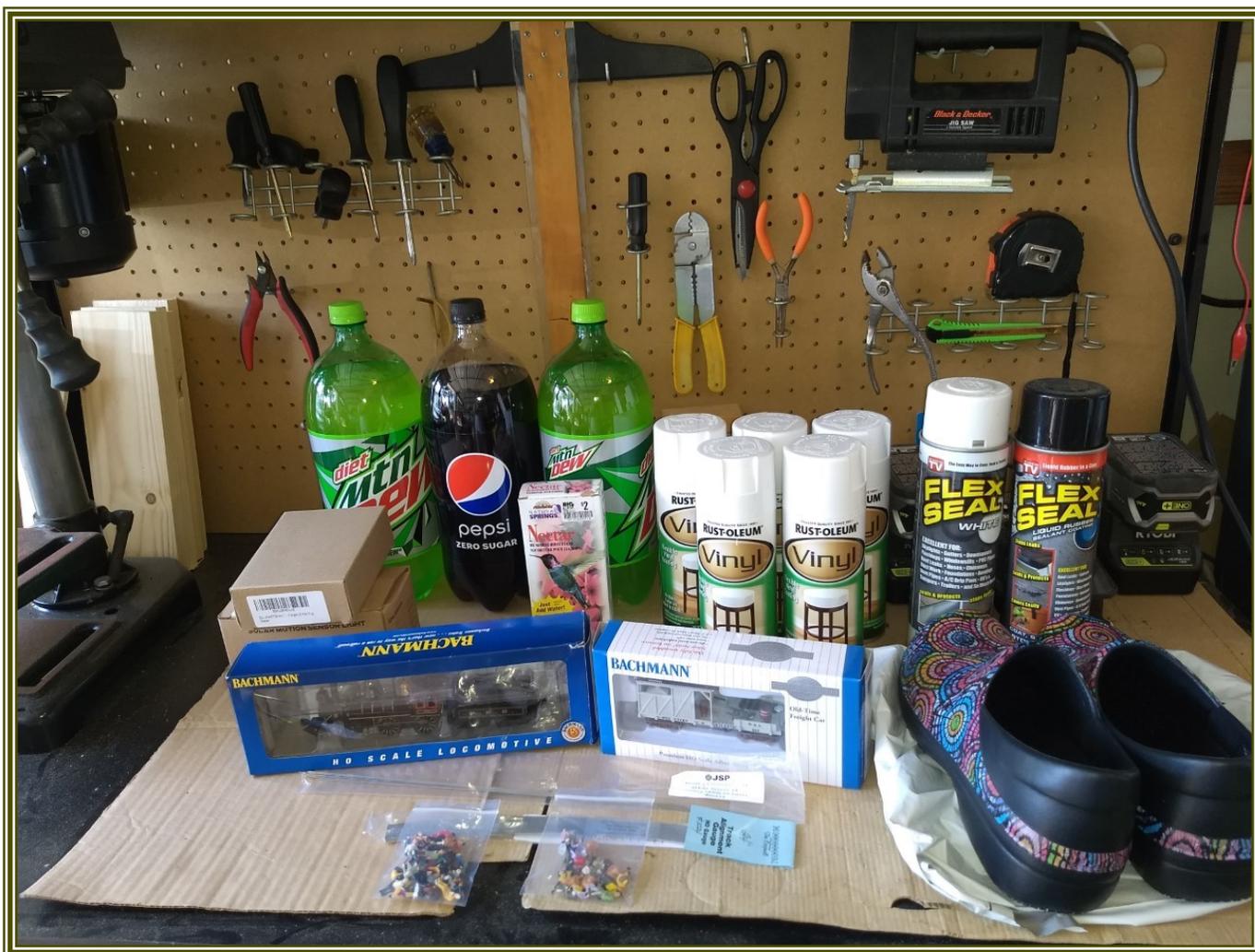


Figure 1 - Our "quarantine table". So much for being able to utilize my garage work bench for model railroading!
(And no, I did not order those shoes, in case you were wondering!)



Figure 2 - Another look at the quarantine table showing the specific model railroading stuff that came in during late March/early April.

Now, I don't have to tell you the percentage of model railroad stuff that comes from China – almost everything! Over my somewhat feeble objections (after all, the wife rules!) we agreed on a two-week (just to be extra cautious!) quarantine period for items made in China. For what seemed like an eternity I would pass by the garage quarantine table several times a day only to see my Chinese passengers lying there – isolated and suffocating in those tiny plastic bags, unable to get out. How terrible for them! However, the worst was about to be endured by my Chinese passengers once their quarantine was lifted and they were finally freed from that suffocating bag.



Figure 3 -

My Chinese passengers suffocating in those tiny plastic zip lock bags while awaiting their "freedom" once their quarantine had been lifted.

The Horrors of Model Railroading

By Jeff Williams

Once out of their bags I could almost hear a collective sigh of relief from my passengers. I organized the seated people by types – children, men, women, old and young – all different sizes and shapes. I did notice something a bit odd about them as each character appeared to have at least one duplicate figure (I guess they must have all been twins or something?). By organizing them as I did, I could ensure that “twins” did not end up in the same passenger car – that would be simply unacceptable, so all twins had to be separated upon their “rebirth”. My Santa Fe heavy weight passenger cars all had lighted and “detailed” interiors, with chairs, beds, tables and such – perfect areas for my Chinese passengers to rest up and recover after their atrocious journey across the mighty ocean to the USA and that dreadful subsequent suffocating quarantine period that they had to endure.

Now, these Bachmann passenger cars were not very expensive (did I mention how cheap I am?) and I have had them for a long time. When it finally became time to pull off the tops of those passenger cars and start seating my passengers another problem arose. While trying to glue the first passenger into a passenger seat bench I found that the figure’s legs were just too long. I tried using smaller figures and noticed the same problem. In fact, in the dining car not even the smallest figure could even fit between the chair and the table. What to do?

After a quick evaluation I realized that the bottom half of these already painted figures would not be visible when viewed through these cheap, poorly lit, passenger car windows. Time for some leg and maybe even hip amputation! Using clippers, I removed as much of each figure’s legs and other appendages as necessary in order to seat them, likely not very comfortably, in their “assigned” seats. I could almost hear the screaming and wailing as I snipped away more and more of their body parts. In a couple of instances, I lost control when trying to seat the figure, utilizing my tweezers, dropping some of the passengers into the car and some of their now gluey paint would “run” onto the seat or floor even making it look like spilled blood. GASP! Oh the horror.....the horror of it all!



Figure 4 - Miscellaneous body parts crudely discarded into a flat car for disposal.



Figure 5 - My now extremely handicapped passengers finally seated in one of my heavy weight passenger cars.

As horrific as the experience has been for my Chinese passengers since leaving their home country things could still have been even worse for them. At least I did not require them to wear paper masks over their non-descript faces and clearly I have not demanded that they “social distance” from each other. See, I am not a total ogre!



Here is a photo of the new industry I just completed. I finished this one in "record" time, 30 days. It often takes me a year to build one of these structures. This was a limited run laser/hydrocal kit produced by Tom's Railroad Corner back in the early 1990s, Wardell Stubblefield Well and Pump Supply. I renamed it McGonigle Well & Pump Supply.

Mark's Minute

By Mark Couvillion

When connecting turnouts from one track to the other, two turnouts must be "switched" at the same time to cross over. These turnouts should be wired together such that when one is switched to the diverging route, the other is switched also. There is no valid reason to have a turnout change position if a complementary turnout also must change position and does not. You should try to insure that there is always a through route and never a potential for derailment.

With complicated turnout installations, there may be more than one pair of turnouts that work together. Where possible, the routes should be connected and aligned to always have a through route. An example is the double crossover, a one-piece section of track that includes 4 turnouts on parallel track. Since to cross from one track to the other requires two of the turnouts to change to the diverging route, leaving the other two aligned to the through route, it is logical to throw all 4 at the same time such that from any direction there is a through route available. The wiring is simplified in that the turnout motors are tied to the same control switch and only one switch is needed.

As with most electronic equipment with tiny terminal connections, it is useful to install a barrier strip adjacent to the electronic component(s) to facilitate connections. An edge-card connector with multiple wires or a dedicated bundle from the component to the barrier strip prevents reconnection errors and simplifies swapping out components and troubleshooting.



Figure 1 - A 13-year old Buick is looking worn parked next to the station in Albion, Maine.

Back in 2011, I made the decision to change my modeling focus to 1925 Maine in O Scale. I knew I would need to start looking for details that were era appropriate. Vehicles were near the top of my list. While browsing vendor tables at a train show, I came across an ugly toy car in someone's bargain bin. Looking at the bottom of the car, I saw it was a diecast ERTYL 1912 Buick Model 35 and the price was \$5. I had no idea if I could use it but for \$5, what the heck! I bought it.



Figure 2 - This is what I got for \$5 at one of those bargain tables at a train show. Not only is the paint job ugly, but ShopRite did not exist in 1925.

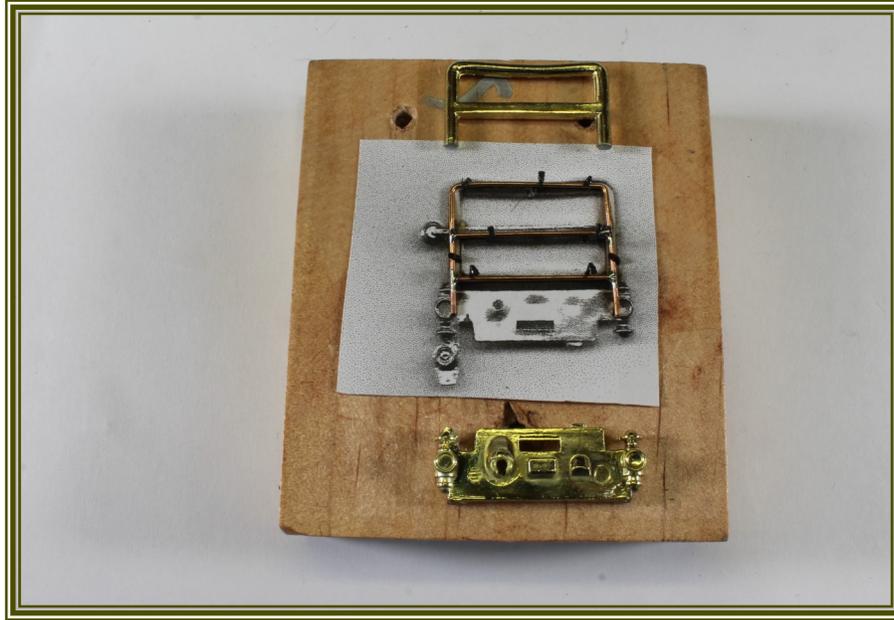


Figure 4 - A new windshield frame is assembled and soldered over a photocopy of the original. The old frame was cut off and sits above the new wire version. The new frame will be mounted onto the stock dashboard seen at the bottom.

With the parts all painted, the model was reassembled. It went back together as easy as it came apart. A little touch up paint was needed for areas missed the first time.



Figure 5 - The finished Buick sits on the workbench waiting for weathering. It is a big difference from the original shown in Fig 2. Everything is stock except for the windshield frame.

This model was going to represent a 13-year-old car on the layout, so some weathering was in order. This was rural Maine and paved roads were rare. Pan Pastels were used to add dirt and grime. It was hard to believe this was the same model purchased for \$5 at the train show long ago! I have more work to do so I am headed Back to Bench.

The Gulf NorthWestern Railroad...the Affiliate and Merger Years

As described in the first two sections, this is the story of the Gulf NorthWestern Railroad (GNW); in actuality this is an **alternate history**. In the first two parts of this story I described the creation of the GNW, founded in 1894 by some shrewd business men from the San Antonio area that were able to get control of the San Antonio and Aransas Pass (SA&AP) Railroad in the mid 1890s. These men were convinced that a direct connection to the Texas Panhandle was essential to the economic growth of San Antonio as well as most of South Texas. The 425 mile Northwestern Line was completed from San Antonio to Lubbock in 1910. As each stage of the Northwestern Line was completed, the railroad became more profitable and successful. The GNW gained access via the T&P Railroad to Dallas and Fort Worth as well as the soon to be discovered oilfields of the Northern Permian Basin. Likewise, the connection with the Santa Fe Railroad in Lubbock doubled the freight business along the line.

As rumors of more oil strikes in the Southern Permian Basin became public, the GNW planned and completed the overall 410 mile Western Line through Fort Stockton in 1925 and the extension to another connection with the T&P Railroad in Kent, TX in 1926. Crude oil shipment revenues alone from the Permian Basin through San Antonio to Corpus Christi coupled with the success of Corpus Christi as a deep water port and refining center for petroleum products made the GNW one of the most profitable railroads in Texas. This and bridge traffic from the Panhandle and West Texas made it one of the most sought after and actually envied railroads in the Western United States. **Now, a continuation of my alternate history...**

Affiliations and Mergers

With the overall success of the GNW Railroad, it was pursued by (or the GNW actually pursued) several other railroads for acquisition, merger, or affiliation: the Southern Pacific, the Missouri Pacific, the Missouri-Kansas-Texas, and The Santa Fe. Each of these railroads are discussed in the following paragraphs as they existed in the early 1930s during the early years of the Great Depression.

Southern Pacific Railroad

The Southern Pacific (SP) Railroad in Texas began in the late 1870s with the expansion of the SP system eastward across southern Arizona and New Mexico to El Paso, TX. The SP Board had an agreement with the Gould Family, owners of the Texas and Pacific (T&P) Railroad that the two railroads would meet in El Paso. The SP got there in early 1881. The T&P was nowhere near El Paso; so, the SP continued eastward to the town of Sierra Blanca, TX...much to the consternation of the Gould's. An agreement was reached where the T&P would have trackage rights over the SP lines from Sierra Blanca to El Paso. The SP construction continued southeastward from Sierra Blanca and met up with the Galveston, Harrisburg, and San Antonio Railway (another one of SP Board member, Clive Huntington's, properties) near Sanderson, TX. In 1881 the SP Board had picked up a new subsidiary, the Texas and New Orleans (T&NO) railroad. The Path from New Orleans to Los Angeles, CA was named the Sunset Route, and operated under the T&NO name. In 1932, the St. Louis Southwestern (SSW) Railroad, another Gould family owned railroad was put under the control of the Southern Pacific System by the Interstate Commerce Commission, with the SSW operating semi-independently. So, the SP under the operating name T&NO in Texas, was a powerful, and solvent, force in Texas railroading as the Great Depression persisted.

Missouri Pacific Railroad

The Missouri Pacific Railroad was originally chartered in the 1850s as the Pacific Railroad. After some ups and downs, it was reorganized and named the Missouri Pacific Railway in the 1870s. The Gould family acquired the railroad in the late 1870s and it was under Gould Family control until 1915...when it went into bankruptcy. It was then merged with the St. Louis, Iron Mountain and Southern Railway (SLIMS) and reorganized as the Missouri Pacific (MoPac) Railroad in 1917. Over the next decade the MoPac gained control over several railroads. The Gulf Coast Lines that stretched from New Orleans, Louisiana via Baton Rouge and Houston to Brownsville was acquired in 1925. Likewise, in 1925 the International and Great Northern (I&GN) railroad which operated lines from Hearne, TX to Laredo, via Austin and San Antonio was also purchased. In 1928, the majority of the Texas and Pacific (T&P) Railroad stock was acquired from the Gould family. So, in the early 1930s the MoPac and its subsidiaries were a powerful railroad as well, but not as financially sound as the SP...or the GNW for that matter. In the MoPac's favor, it actually "touched" the GNW more than any other rail system.

Missouri-Kansas-Texas Railroad

A precursor of the Missouri-Kansas-Texas (MKT) railroad was actually the first railroad to enter Texas from the north. This occurred in late 1872. The Gould Family was also involved with the MKT, with partial ownership for several decades. By the early 1890s the MKT had reached as far south as Waco and nearly to Houston. By 1915, the MKT had over 1100 miles of track in Texas...extending from Oklahoma in the north to San Antonio in the south and Houston in the southeast. There was also a line from Austin and San Marcos to Houston. In 1923, after being in receivership since 1915, the railway became the Missouri-Kansas-Texas. The M-K-T was sporadically successful and profitable. It was solvent and successful in the early 1930s. The GNW and M-K-T were interested, to a degree, of working out some sort of affiliation.

Santa Fe Railroad

In the early 1930s the Santa Fe Railroad in Texas was represented by two subsidiary railroads, the Panhandle and Santa Fe (P&SF) Railway and the Gulf, Colorado, & Santa Fe (GC&SF) Railway. The GC&SF was chartered in the early 1870s and was operating over 700 miles of track in Texas by 1885, but was financially weak. The AT&SF acquired all of the GC&SF assets in 1887. In the early 1930s, the GC&SF was the main Santa Fe operating entity in Texas that interacted with the GNW. The two railroads only touched at one place, Lubbock, TX. So, the Santa Fe was not a serious suitor or a target for GNW interest.

The First steps

The economic downturn during the Great Depression was hard on all railroads. The GNW weathered it better than most due to its robust infrastructure, almost no outstanding debt, and well positioned routes. Several of its neighbors either failed or were acquired by other carriers.

The GNW Acquires MoPac Texas Holdings

In early 1932, the MoPac was beginning to really struggle financially. The GNW Board already had its eyes on gaining control of some of the MoPac routes in Texas, which they had considered over-extended and underfunded. So, the GNW Board sent a proposal to the Missouri Pacific in St. Louis to purchase, outright, the T&P Line from El Paso to Ft. Worth, owned by the MoPac, the MoPac line from Laredo through San Antonio to Hearne, and the MoPac line from Houston to the Rio Grande Valley. The MoPac

board countered with an increased fee and wanted to sell **all** MoPac holdings in Texas. So, after several months of negotiations, an agreed-upon price was reached and all of the MoPac holdings in Texas became GNW Property. This purchase was a key factor in the GNW success in the future. See Figure 1.

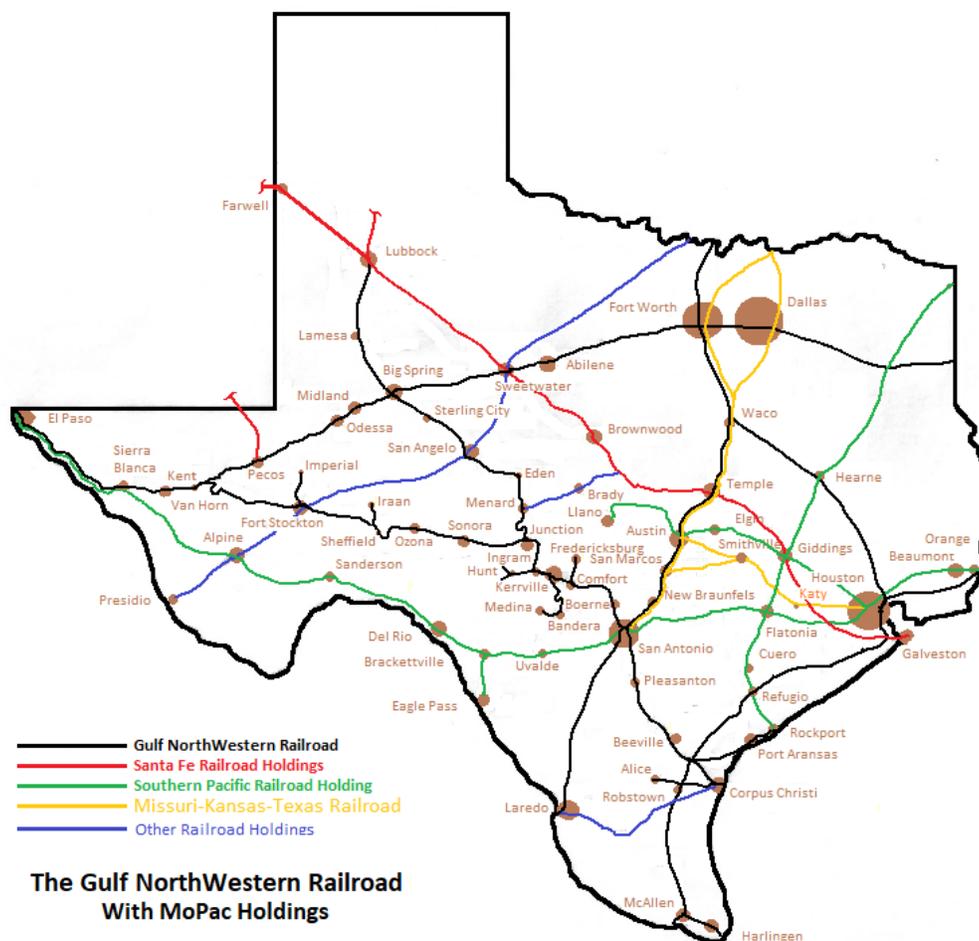


Figure 1 - GNW with MoPac Texas Holdings

The SP Affiliation

Meanwhile, the first attempt at acquiring the GNW came from the SP. The SP considered the GNW, with its connections to the MoPac in West Texas, as a rival for its Sunset Route business. After the GNW acquisition of all MoPac holdings in Texas, the SP became very nervous. So the SP sent a very generous offer to the GNW Board to gain control of the GNW Western and Northwestern lines...the SP wasn't particularly interested in the Southern Line to Corpus Christi. The GNW Board, having just finalized the MoPac deal, graciously declined the offer, but offered an affiliation agreement. The proposed agreement was for some joint trackage right arrangements. The GNW offered the SP trackage rights on the Northwestern Line from San Antonio to Lubbock for GNW trackage rights on the SP line from San Antonio to Houston. The SP countered wanting rights on the Western Line instead of the Northwestern Line and also the line from San Antonio to Austin. After several months of negotiations, the two railroads agreed on the following: The SP would have trackage rights on the Northwestern Line to Lubbock as well as the Line from San Antonio to Austin. The GNW would have trackage rights on the SP line from San Antonio to Houston. This arrangement served both railroads during the remainder of the depression years.

World War Two

All the remaining major Texas Railroads: the Santa Fe, The SP, The M-K-T, and the GNW prospered during World War Two. Freight business and passenger service boomed with the movement of troops from Texas military bases and war materiel including airplanes, tanks, and other vehicles to the Texas Ports as well as to the East and West Coasts. The US Navy built a large naval air station in Corpus Christi, further enhancing the GNW's position as well. With the relatively steep grades in the Texas Hill Country, The GNW was one of the first Texas railroads to transition to diesels from steam. Multi-unit diesels were easier to configure and only required one crew to operate versus a crew on each engine. By 1950, the GNW was diesel only, having retired all steam power.

GNW Acquires M-K-T Texas Holdings

After the war, deferred maintenance caught up with all railroads to some degree. The M-K-T suffered more than the other major Texas railroads and was a prime candidate for acquisition when factors including debts, equipment problems, and weather combined to drive the M-K-T towards near bankruptcy. The GNW made the same type of proposal to the Missouri-Kansas-Texas Management that they had to the Missouri Pacific Management. Except, this proposal was to acquire all of the Texas holdings of the M-K-T. After a period of negotiations, the M-K-T Management agreed and the GNW became the owner of the Texas M-K-T properties. The year was 1953.

During 1953, several redundant lines were consolidated; at first, the former MoPac and M-K-T lines from San Antonio to Austin were investigated and the lines in best repair were kept and the other considered for removal. No rail served customers were abandoned during these efforts. Then, the lines proceeding northward through the Dallas/Fort Worth area were examined...again, no rail-served customers were abandoned. See Figure 2.

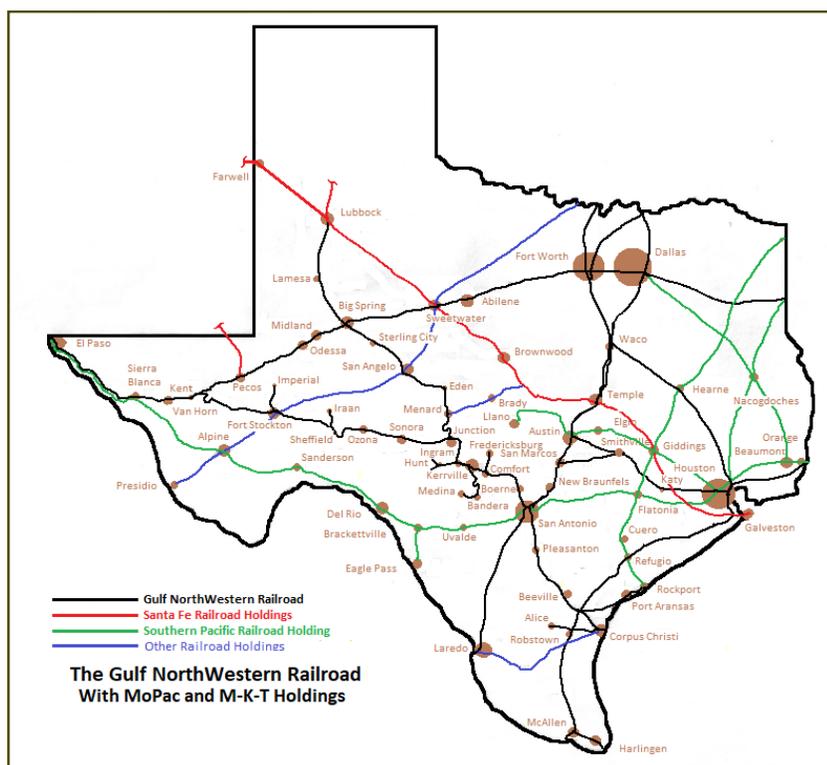


Figure 2 - GNW with MoPac and M-K-T holdings

The SP Merger

As soon as the GNW acquisition of the M-K-T became public, the SP and Santa Fe Railroads really became nervous. Now, the GNW was the largest railroad in Texas...even though the Santa Fe and SP both had larger overall holdings. So representatives from both railroads made overtures to the GNW. Since the GNW already had an affiliation with the SP, they had the inside track. The SP board contacted the GNW Board with a proposal for the merger of the SP Texas Holdings with the GNW. The GNW Board countered with a proposal agreeing to a merger with the provision that the GNW would become a major share-holder in the overall SP corporation, and that the GNW would be allowed to operate semi-independently much like the agreement that the SP had with the SSW. The SP Board agreed to those terms and the merger was ratified in early 1954.

During the late 1950s the “new blood” GNW representatives on the SP board made a difference in the overall operation of the SP System. With the success of the GNW, the SP Board listened and several mistakes were avoided. With the advent of the Interstate Highway system in the late 1950s and the increase in airline passenger travel, rail passenger service was beginning to decline. So, the SP began a program to consolidate rail passenger travel into more regional coverage vs. long distance rail passenger service, which airlines, at that time, had difficulty countering. Likewise, long-distance truck traffic was beginning to impact long-distance railroad freight movements as well. So, investigations into efficient freight handling at SP rail hubs was initiated. Improvements in freight handling as a result of this effort made a big difference, especially for major rail routes like the California Coastal and Overland Routes, the Sunset Route and the Houston to St. Louis route. So, with improvements like these, the SP actually gained market share.

Much like the SSW, in 1959, the GNW agreed to paint their locomotives in the same scheme as the SP... the familiar “bloody nose” scheme. GNW locomotives had “Gulf NorthWestern” painted on the sides of the locomotives, and “GNW” painted on the nose. GNW locomotives appeared all over the SP system. Throughout the 1960s and 1970s the expanded SP System continued to be a profitable enterprise. See Figure 3.

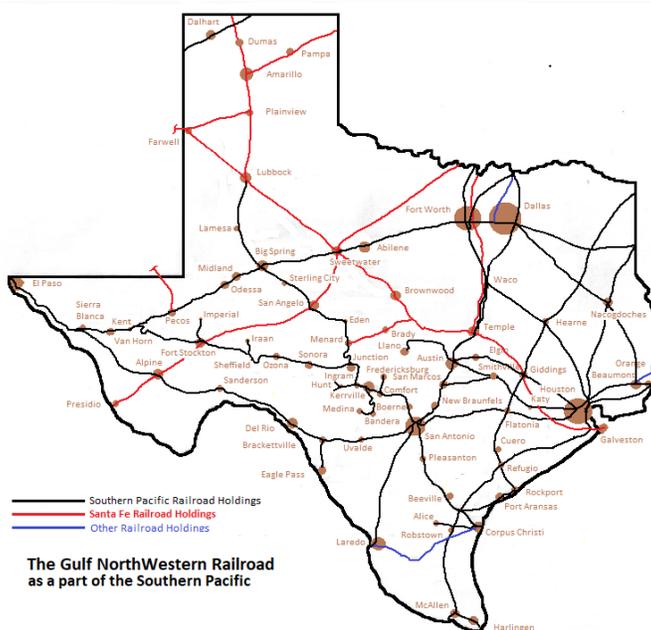


Figure 3 - GNW merged with the Southern Pacific System in Texas

The SPSF Merger

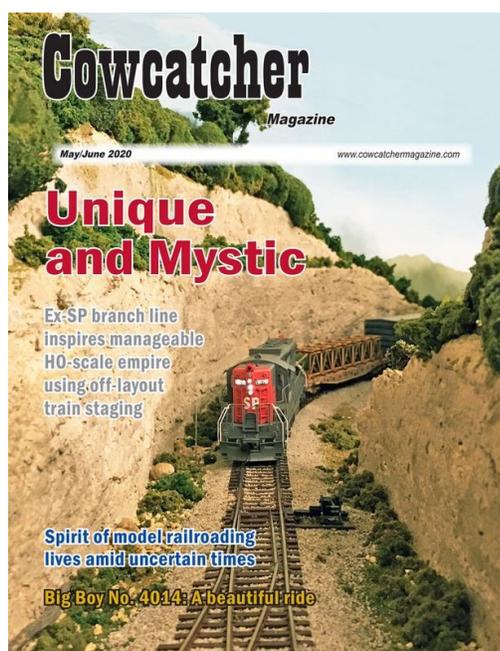
As the 1980s approached it became apparent to the SP Board, and other railroad boards for that matter, that more consolidations/mergers were in order. When the SSW acquired the Golden State Route from the Chicago, Rock Island & Pacific (CR&IP) Railroad in 1980, the SP system had a direct route from El Paso to Kansas City thru Dalhart, Texas. After the Union Pacific (UP) Railroad acquired the Western Pacific (WP) Railroad, the SP wooed the Denver & Rio Grande Western (D&RGW) for a merger to gain access to Denver from the south and west. Clearly, the UP opposed this maneuver...so the SP called on the Santa Fe to assist in the endeavor. Between the two railroads' efforts, the D&RGW agreed to a merger. At the same time, the SP and Santa Fe considered joining forces against the UP. The two boards worked out an amicable arrangement and the merger was done, forming the Southern Pacific Santa Fe (SPSF) Railroad, in 1983. **(IN MY ALTERNATE HISTORY, THE INTERSTATE COMMERCE COMMISSION (ICC) DID NOT SHOOT DOWN THIS MERGER!)** So, at the time the SPSF became one of the largest railroads in the western United States. With GNW Board Members as a part of SPSF Management, even with redundant route consolidation, no rail-served customers were abandoned. This policy really resonated with SPSF customers and actually increased freight revenues through the 1980's and early 1990's.

Great Western Railroad of America

In early 1996 the SPSF and the Burlington Northern (BN) Railroad decided that they should also join forces against the UP and Chicago and Northwestern (C&NW) Railroads that had merged in 1995. **SO**, the new mega railroad was formed and accepted by the ICC in the fall of 1997. The new railroad was named the Great Western Railroad of America (GWR) and is clearly the largest railroad in the US. Without the GNW, the SP would not have been strong enough to accomplish the SPSF merger and subsequent mega-merger with the BN. **So, in my alternate history the wise businessmen from San Antonio who founded the Gulf NorthWestern Railroad are the real heroes!**

Congratulations, Gene Mangum!

Submitted By Scott Parker



Gene Mangum's railroad is on the cover of Cowcatcher Magazine May/June 2020 Issue. There is a two-page spread inside.

Hogger's Luck Adds to Operational Realism

By Mark Couvillion

When a train leaves the yard, the engineer does not know what he will experience on his run. Most trips are uneventful, but occasionally something out of the ordinary happens to adversely affect his schedule. To add some unknown to our operating sessions, "Hogger's Luck" was developed as a simple method to add chance to the operation of the railroad.

Hogger's Luck is essentially a "fortune" drawn from a hat as the hogger leaves the yard with his train. He cannot look at the fortune until he is out on the main line, but he must look at it before he arrives at his final destination. He must also immediately adhere to the fortune. Since we often operate using a fast clock, any problem encountered has a pre-defined penalty period. While most of the fortunes are benign, about 15 - 20 % will cause a delay. Most of the delays are brief, but a few are more substantial. When the dispatcher must reschedule trains or start loading sidings to handle the backed-up traffic, that's when operations get interesting!

Hogger's Luck was built using a word processing program. The fortunes are written in a large font, centered, and with triple spacing between fortunes. On a separate page, "HOGGER'S LUCK" is typed in large bold text to coincide with the spacing of the fortunes. First, print several pages of the "HOGGER'S LUCK" side, then turn the sheet over and feed it back into the printer to print the fortunes on the reverse side. The sheets are then cut into strips and folded so that only "HOGGER'S LUCK" is visible. The strips are then put in a "hat". Each engineer selects one as he is assigned his train.

Examples of fortunes follow. You can make any fortune appropriate to your operation, and any suitable delay. Avoid having more than about 25% of adverse fortunes, since it would not be realistic and could become problematic during operations. Enjoy the addition of chance to your normal operating sessions! Hogger's Luck Adds to Operational Realism.

Fortune / Message	Time Delay
Stop for beans after the next set-out.	N/A
Stay on the high iron.	N/A
Have a great day!	N/A
You are right on schedule.	N/A
You have got a hotbox! Reduce speed and set out the third from last car at the next siding.	5 minutes
You "Died on the Law"! Wait in the next siding for a replacement crew.	15 minutes
Leak in the train line! Stop and replace a glad-hand.	20 minutes
You are on the ground! Stop to rerail the 4th car.	30 minutes
You left your rear brakeman at the last siding! Wait in the next siding for the following train to bring him to you. Following train must pass.	
You broke a knuckle! Emergency stop and repair.	45 minutes

Author's Note:

Hogger's Luck was developed by the Golden Triangle crew at MMR Steve Barkley's in Beaumont. One of the first times we used it, we had an operating session with Mike Spoor and a few others from Houston in attendance. All the operators picked a "fortune" from the hat, but Mickey Taylor made sure that Mike "picked" the broken knuckle fortune – a 45 minute delay! Those of you who remember Mike can probably imagine how well that went over, as the entire railroad was tied up as it had only a single main. I don't know if Mike ever knew what happened!



Happy June Birthdays!



Geoff Hogno



Geoff with wife Divina while cruising Australia-New Zealand

Anne Sandhaas



Anne, wife of Bob Sandhaas, celebrating her birthday

Steve Sandifer MMR



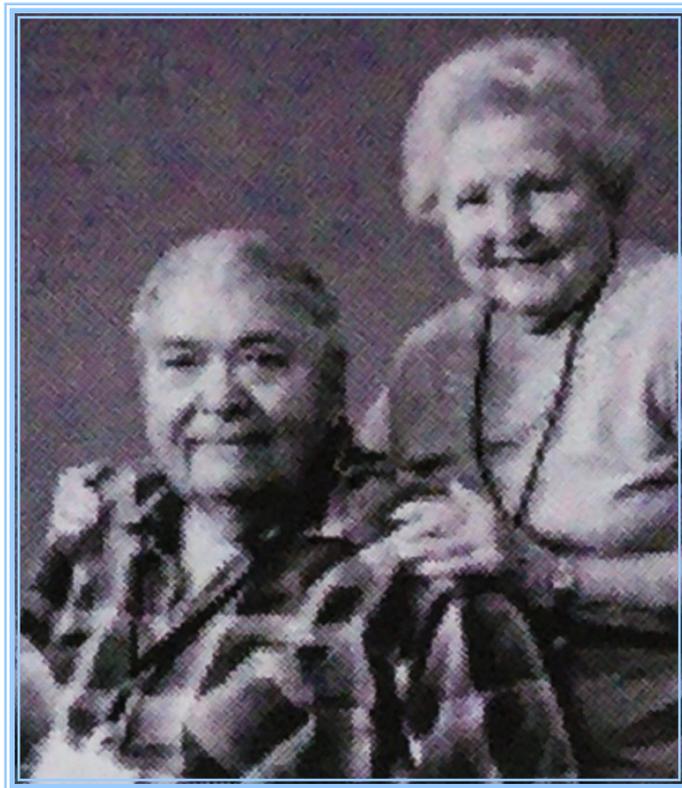
Steve in Winfield, KS, with the Wichita Santa Fe Convention, June 2016

Al Paltrow



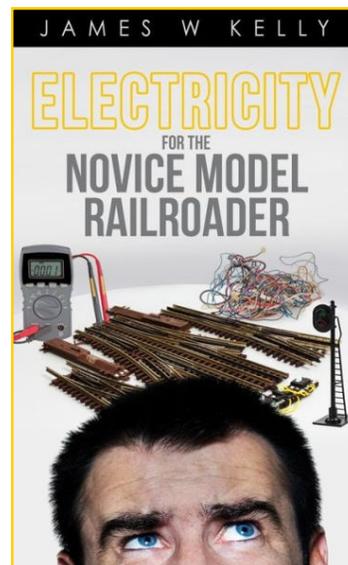
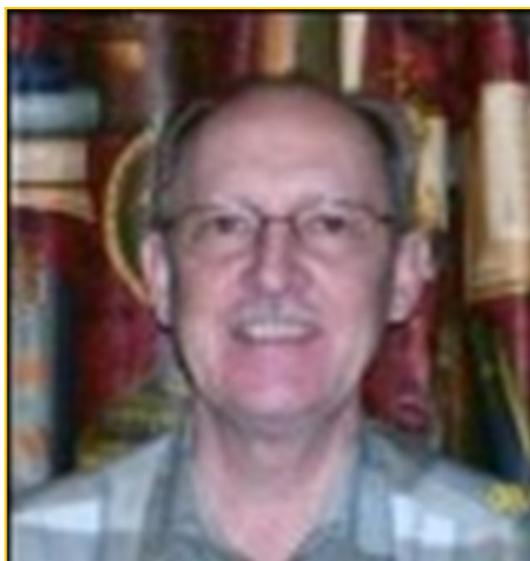
Al standing in front of his Houston Passenger Station with a mural of Downtown Houston circa 1950 in the background

Happy 65th Wedding Anniversary to Ben and Liz Harris!



Congratulations to Jim Kelly for his e-book publication *Electricity for the Novice Model Railroader* with Barnes & Noble!

Click on the book for more info.



The virtual ZOOM meeting was called to order by President Kelly Russell at 7:00 PM. Initially there were about 35 people on the call. By the end of the Meeting, there were 47...about average for a live meeting.

Presentation

Gene Mangum introduced Bob Barnett who then gave a presentation on the trucking industry entitled "History of the Trucking Industry in America". Bob gave a very good presentation with many historical photos of trucks from the beginning in the late 1910's until recently. He discussed the transition from the time that the trucking industry was a real threat to freight railroading to now when the two industries coexist peacefully. The excellent presentation lasted about 45 minutes.

Business Meeting

Kelly called the business meeting to order at about 7:50 PM.

Previous Meeting Minutes - The first order of business was the approval of the last meeting's (March 2020) minutes. The minutes were approved unanimously.

Presentation/Refreshments Schedule - Gene Mangum then briefly discussed the schedule for the remainder of the year. Even though the Bayland Center may be open, it appears that the June meeting will also need to be virtual. Dick Louvet reported that Bayland is supposed to make an opening decision later this month. Since there will be no need for refreshments at the virtual meetings, the refreshment volunteers will be moved forward until we can resume live meetings.

Treasurer's Report The balance as of April 30, 2020 was \$21,154.49 (\$17,154.49 after outstanding checks). Income was a \$2000 deposit refund from the Stafford Centre. Expenses were \$50 for the Dannenbrink Award and \$200 for GHTS module profit sharing. There are two outstanding expenses: \$3000 for the deposit for next year's GHTS and \$1000 deposit return to LSR2020.

Committee Reports

Website, Brian Jansky – The website is doing well...several new links have been added.

LSR, Phil Stewart – Next year's LSR convention will be held in conjunction with the Mid-Continent Division in Tulsa, OK at a time to be determined.

Division 8, Jim Kelley – Kelly received a note from Jim, thanking the Club for donating the club's share of the 2020 LSR convention profits to Division 8...~\$800.

Derail, Bob Sabol – Everything is running smoothly...thanks to all the contributors.

Facebook, Davina Gato-Hogno – Everything is running smoothly.

Convention/Train Show Report, Bob Barnett & Steve Sandifer – Bob Barnett went over a spreadsheet showing the Convention profit/loss statement. Apparently, the convention showed a profit of approximately \$2,700 with an overall attendance of 162. As stated above, the Club donated ~\$800 to Division 8. Steve mentioned that the Train Show was also well attended and profitable. He also stated that next year's Train Show will be held in the Stafford Centre on Saturday, April 10, 2021. As mentioned above, the deposit has been sent.

New Business

Non-profit Status for the Club – Dick Louvet reported that he will begin that process soon.

Honorarium for Terri Sabol-Brogioitti – Dave Currey proposed that the honorarium for Terri be increased this year from \$300 to \$325. JayC Williams seconded the motion. It was unanimously approved.

Offer Zoom as a Supplement to "Live" Meetings – it was proposed that, if possible, any future live meetings would be supplemented with a ZOOM supplement for members that couldn't attend. After some discussion it was agreed that, if possible, we would add that supplement. Further investigation is warranted.

The meeting was adjourned at 8:15 pm.
Respectfully submitted,
Gene Mangum



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!



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Next Meeting

TUESDAY, JUNE 2 AT 7PM

ONLINE ZOOM MEETING

“ARDUINO FOR THE REST OF US”

BY DICK LOUVET

MEMBERS: CHECK YOUR UPCOMING EMAIL FOR THE LINK.



At Home Refreshments:
your drink & dessert of choice

Video Corner

Norfolk and Western Operation Fast Freight

(on the right- how they tracked cars
before computers, RFID, and GPS)

