



The DERAIL

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

September 2022

Volume 53, Issue 9

Thoughts From the President

By Gene Mangum

Mark Couvillion gave an amazing and well-researched presentation at the August Meeting. The first part of the presentation discussed and detailed truly vintage model railroad rolling stock and locomotives. The second half was just as entertaining and informative, showing a neat technique for redoing vintage open-framed motors. Very well done! As usual, I encourage everyone to consider providing a clinic or presentation. Just get in touch with JayC and he can put you on the schedule. I believe that he has clinics well into 2023, but still consider preparing one and presenting it to the club. Remember, your presentation can be a short one...20 minutes, or so.

As usual, of late, the August Club Meeting was well attended at Bayland Park as well as on-line via ZOOM – 41 at Bayland and 21 on ZOOM. You know. Of course, that I will keep on reiterating that we need to keep our “in-person” presence as high as we can to ensure that we get to keep the “Big Room”.

As I mention every month, we really need to continue to support the Lone Star Region and, for sure, Division 8, especially the clinics. The next one is scheduled for some time in September. More details will be provided via email. One other thing...we will be considering and voting on a change in the makeup of the board at the September session. The proposed change essentially separates the role of Secretary/Treasurer into two roles, Secretary and Treasurer, eliminating the need for the “At Large” position.

So, that’s it for this month! I want to wish all of my SanJac club colleagues...HAPPY RAILROADING! See you at the September Meeting!

Gene

NMRA Recognizes Two Members

By Steve Sandifer MMR

The August 2022 issue of the *NMRA Magazine* brings honor to our club. The Division Business Car (p. 37) cites Mark Couvillion’s article in *The Derail* on the use of voltage regulators instead of resistors with LEDs. The article goes on to refer to Pete Leach’s article on painting figures for the railroad. Both articles are now on the NMRA website. Marks is <https://www.nmra.org/sites/default/files/sr202208-voltageregulator.pdf> while Pete’s can be found at <https://www.nmra.org/sites/default/files/sr202208-paintingfigures.pdf> Good work gentlemen. Good work San Jac. *The Derail* is internationally known.

Background

Valley Aggregates in Val Verde is clearly the largest industry in Val Verde. It serves many customers, both rail-served via aggregate hauling hopper cars and local via dump trucks. The primary rail-served customers are the TxDOT and a large aggregate dealer/ready-mix business in the Kerrville area and several other aggregate dealers in the San Antonio area. The Kerrville area customers are served by the Val Verde Turn from Kerrville on a daily basis. An every other day “rock train” from/to San Antonio serves the San Antonio area customers. Local Val Verde Area Customers are served via dump trucks that use the truck loading facility at the complex. The facility uses aggregate from two discreet quarries – one from the local Verde Creek area downstream of Val Verde that features natural gravels and another one “over the hill” that is a more traditional limestone quarry where the aggregate is extracted via blasting and then crushed. Figure 1 shows an “aerial” view of the Valley Aggregate loading complex.



Figure 1 - "Aerial" View of the Valley Aggregates Loading Complex

The idea for including multiple quarries came from a Model Railroader Article in the January 2013 issue. In this article the author included the “over the hill” concept. It seemed like a really great idea, one that I knew I had to include when/if I ever needed an aggregate loading business. As can be seen in this view, and Figure 2, below, the aggregate from the “over the hill” quarry is transported via a conveyor and the aggregate from the Verde Creek quarry is transported via heavy duty trucks and then loaded into the facility via a front-end loader and a conveyor. As also can be seen in this view, Valley Aggregates receives electrical power from the LCRA via the two power poles.

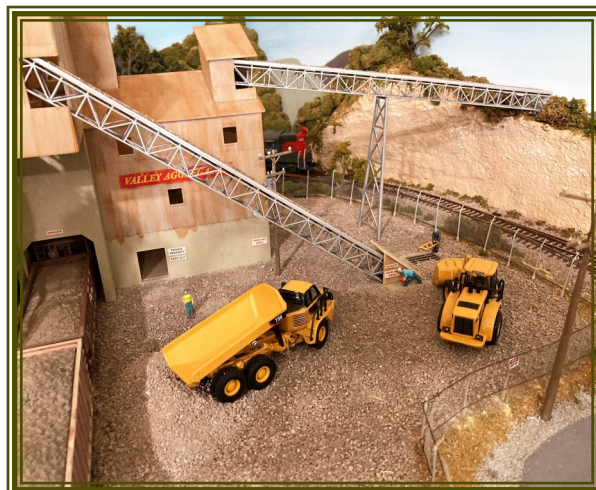


Figure 2 - Front View of the Complex

Figure 3 and 4, below show the two conveyor systems in context.



Figure 3 - "Over the Hill" Conveyor



Figure 4 - "Verde Creek" Conveyor

As shown in Figure 3, the top conveyor is coming from the “over the hill” quarry and as shown in Figure 4, the bottom conveyor is used to load aggregate brought in by heavy duty trucks from the Verde Creek quarry. As can be seen in Figure 4, the trucks dump the aggregate into a pile and the front-end loader transfers it to the conveyor loading pit.

Construction

The Valley Aggregates building, conveyors, etc. were constructed from Walthers Kit #933-3062, Glacier Gravel. This is an excellent kit that accurately represents these types of facilities. As can be seen, the foundation is reinforced concrete with corrugated metal for the remainder of the structure. The conveyors, support columns and ground loading facility are faithfully reproduced. I added some leftover conveyors and some other details to the interior in areas where they could be seen. The concrete foundation was painted with Model Master Aged Concrete. The corrugated metal is a natural galvanized color and was left unpainted, but weathered with Testors CreateFX Rust Stain. The chain link fence that surrounds the facility and the gates were created using the Walthers Kit # 933-3125. This is an excellent kit that produces very realistic results. The lot foundation is several layers of ¼” cork covered by a mix of HO and O scale grey ballast. Figure 5 shows a more or less front view of the facility.



Figure 5 - Front View of the Valley Aggregates property

In this view of the Valley Aggregates facility the two railroad tracks are shown with loaded aggregate hoppers, ready to be transported by the Val Verde Turn. The rail gates are open as is the front vehicle gate. The warning signs are likely from Walthers. The rail crossings were created using Blair Lines laser cut wood grade crossings. The crossing is used by the heavy duty trucks to and from the Verde Creek quarry and by dump trucks to local customers. Figures 6 and 7 show additional views of the facility.



Figure 6 - Detailed View of the Rear of the Structure

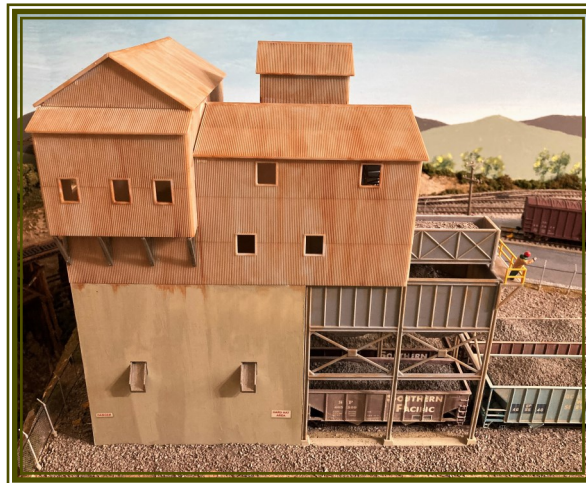


Figure 7 - Side view of The Structure Showing the Truck Loading Facility

As mentioned in the Figure 6 Caption, this view shows a detailed view of the rear of the structure. As can be seen, the tracks go through the structure. Wheel stops from Tomar are painted yellow and protect hoppers from ending up in Verde Creek. The stairway goes to the second floor and is used primarily as a fire escape. All of the signs on the structure are decals furnished with the kit. Again, I want to commend Walthers for producing a very good kit. Figure 7 shows a more or less side view of the loading structure. Dump trucks are loaded from this side of the facility and use the same path used by the heavy duty trucks over the rail siding tracks and then in and out of the front vehicle gate.

Well, that's it for this month. See you next month with a new subject.

Observing DCC Performance Changes?

Do you run your DCC-equipped engines on more than one layout? If you do, do you notice a performance difference between layouts? I have to answer “Yes!” to both questions. I have wondered what was going on for a while and it finally dawned on me what is happening.

I program my decoders on a system with 13.1 volts indicated voltage. Sometimes I reset the programming to address a specific problem on a different system with a different base voltage. I have wondered why I got unreliable results at times.

I run on systems with power supplies of 12, 14, or 19 volts. I sometimes find it hard to run MUed engines on one layout after they have run fine on another layout.

When setting the speed tables, many of the decoders use three-point speed tables: low, mid, and high, or a 28-point speed table. You can adjust the starting voltage for the low point so that the engine begins to barely move at speed step 1. The mid-point can be set at a nominal speed for switching or other low-speed movements. The high point should be the maximum speed you want the loco to obtain when maxed out. Here you should have some idea of scale miles per hour, because many of our engines can run significantly faster than prototypical speeds! But that's the rub – if you program on a 12-volt system and have set the high point speed to match your scale maximum, at 14 volts or 19 volts, it will run faster than you intended. By the same token, if you program at 19 volts and then run your trains on a 12 volt system, the decoder will never see the voltage required to reach your maximum scale speed, and it may have trouble reaching your start speed until well past speed step 1.

If you program and run on only one layout – Never Mind!

Next Month - Dispatch Your Engines When Shutting Down

Communications on the railroad are handled by a surprising number of different modes. This article will use a broad definition of the word “communication”, but not overly broad. So it will not include written forms of communication that stand for long periods of time such as timetables, and rule and safety books. Instead, it will cover forms of communication that are very fluid and are used daily on most railroads.

Railroad communication is probably the most important instrument involved in running a railroad, for without reliable and adequate means of communication, not many wheels would be turning, nor turning in the right direction. Let’s start out with a list of the various methods or forms of communication. The list will be roughly in the order of when that method of communication began being used on the country’s railroads.

1. Word of mouth.
2. Hand and lantern signals.
3. Train orders and later track warrants.
4. Whistle signals.
5. Railroad telegraphs and telephones.
6. Ma Bell telephone system.
7. Trackside signals.
8. Radio communication.
9. Computer terminals and printers.

That should get us going. I won’t get into quibbling about other possible means of communication, such as the facial expressions of an irate trainmaster, or an angry brakeman throwing his signal rag into the ground in disgust (like I caused to happen one time).

1. Word of mouth: This was definitely the earliest form of communication. Way back when, what would become known as a yardmaster might have told a train crew to run to the next town and bring back all the empty gondolas and leave their loaded gondolas in the track next to the depot, and to watch out for another train that might be coming this way. With speeds of about 20 mph or less, that might have been sufficient to enable the safe running of trains.

This method of communication would have been used by train crews within ear shot of one another. It would have been used within the locomotive cab, within the caboose, and from these two places to trainmen nearby on the ground, and between trainmen on the ground. We won’t delve anymore into word of mouth, as most people can understand and visualize when this form of communication would have been the best option in a certain situation.

2. Hand and lantern signals: These methods of communication were probably the first developed when yelling as loud as you could was no longer viable. These signals are very similar and are for the most part basically day and night versions of the same signals. The first hand signal was probably the “Come here” signal. Then, when the person being told to “come here” got close enough for loud talking, the two persons reverted to word-of-mouth communication. From there, the signals of “Come to me”, “Go away from me”, “Stop”, and “Sit on the spot” came into being. Very soon, the “Uncouple” and “Couple” the cars signals were invented. Then, the signals for various numbers came into being. At some point, a head brakeman probably asked his conductor, “What was that signal you made up to use when I should protect a grade crossing?” The signals “Lace the air” and “Cut in the air” didn’t come along until much later when air brakes were invented.

Day signals were probably the first developed. Then one day, a train was late getting back into town, and somebody started using lanterns to signal with. It was soon found that some hand signals couldn't be distinguished over the long distances that lanterns enabled, and also at night you couldn't tell the position of the signaler relative to the signal he was giving, so some of the night signals evolved to be different from the day signals, notably "Come to me" and "Go away from me" became "Go forward" and "Go backward".

3. Train orders: When track speeds became higher, and more trains were being run, it became necessary to come up with a method to formally instruct trains what to do. Thus, train orders were born, along with timetables. (I said we wouldn't talk about timetables, but I promise this is the last mention of timetables—maybe.) Train orders told train crews when their train should move on the track from one place to another, and also cautioned them about things, such as a walkway having fallen off a bridge somewhere, or something.

In current times, train orders have almost been completely committed to history. Track warrants are now issued instead of orders, and give trains authority to occupy a section of track. They are also used in other situations necessary to move trains safely.

4. Railroad telegraphs and telephones: These two modes of communication may seem very different, but they're really just variations on the same thing. One uses Morse code, while the other uses the actual transmission of vocal sounds, so both in a way are the equivalent of yelling really loudly over long distances. Telegraphs and telephones greatly helped in the issuance of train orders, and train orders could be issued simultaneously over long distances to multiple recipients.

The installation of line-side telephones was a boon to dispatchers. They could then instantly (or at least soon) have a direct talking conversation with rail crews and station agents all along his jurisdiction. A train coming upon some delay, or need for new orders, could stop at a line-side phone, and have the head brakeman call in from the phone box to the dispatcher to see what was happening, and find out if the dispatcher could give them permission to do something they needed to do. If it was something complex, the conductor might call in.

During my period on the railroad between 1979 and 1984, telegraphs were already a thing of the past, but common reasons to make a call from a line-side telephone included (1) getting permission to go past a red signal, (2) getting the dispatcher to turn a red signal to a permissive indication, (3) finding out how long a delay was going to be, (4) to get track and time (permission to occupy the mainline without protection), and (5) calling a limo for the crew, either to go eat or to go home for the day.

These line-side telephones were like a Ma Bell party line. Anybody on the phone could hear everybody else talking on the entire division. So, the first thing you did after unlocking the phone box, jumping back in case there was a wasp nest, and picking up the phone, was to listen for a few seconds. It was considered ill manners at the very minimum to interrupt a conversation in progress, and especially problematical to interrupt a dispatcher giving out train orders. When it was determined that a conversation was not in progress, the trainman would give his location (name of the station) such as "East end of Clarksville." If the dispatcher was able to talk to you, he'd do so. At that point, the trainman identified himself and what train they were working on, such as, "the last train to Clarksville." Such procedures minimized the chances for the trainman's possible interruption of a conversation in progress.

5. Whistle signals: Because a locomotive's signal was quite loud, it was ideal for signals. In fact, the reason whistles were added to locomotives was for the purpose of signaling. Most people are familiar with the grade

crossing signal, which is two long notes, followed by a short note, and ending in a very long note. Other signals included sending flagmen out when a train was stopped and recalling them when the reason for sending them out no longer existed.

6. Ma Bell telephone system: This might seem like an unwieldy method of railroad communication, but one part of the railroad used this method practically all of the time: the crew callers. Crew callers called up trainmen who were on-call to inform them of the job or deadhead they were to take. In more modern times, they would also dial beepers for those trainmen who had one, but beepers were no excuse for a missed call. During the several years I had a beeper, I had two wrong numbers, and one time the beeper did not go off. Only once did the beeper go off when I actually had a job call to accept. So, when away from home, I was so nervous about missing a call, that I called in to the crew dispatchers even when I had my beeper on. One time, I called in and the crew caller said, "Currey, where ya been? We've been trying to get ahold of you." After that near calamity, I was even more nervous when out with my beeper on. I came to look upon the beeper as just a method of receiving notice of a call at the earliest possible time, and was not a substitute for calling in to the crew callers.

7. Trackside signals: These signals included block signals, intermediate signals, interlocking signals, distant signals, and train order signals. Early signals included the "highball" signal, where a ball was literally raised on a rope to the top of a pole. Semaphores were fairly early types of signals. Eventually, lighted signals came to be preferred, but combination signals that included semaphores and lights were common for a long time, with some of the last ones in service finally being retired in the last decade.

Block signals and interlocking signals within CTC gave the dispatcher much flexibility in getting his trains across the division. He could control these signals, as long as it didn't contradict the block occupancy (ABS) purposes of the signals. If he gave clearance to a train to go past a block or interlocking signal, the signal indication might be one of the following: (1) Green—Proceed, (2) Flashing Yellow—Proceed, next signal may be yellow, (3) Yellow—Proceed, next signal may be red, (4) Lunar—Proceed onto unsignaled track at restricted speed, (5) Flashing Red—Trains may pass signal without stopping prepared to stop within half the range of vision, and (6) Red—Stop and do not proceed for block signal, or Stop and proceed at 20 mph for intermediate signal. There are other signal indications, but the preceding are usually more than enough for a model railroad. Note about #6: The dispatcher may have been trying to give a permissive signal, but the ABS part of the signal system won't let him because of misaligned switch, broken rail, or block occupancy by a train. Note: CTC (Centralized Traffic Control) includes ABS (Automatic Block Signals). Some railroads have slightly differing definitions of the above signals, and more signals than those mentioned.

The dispatcher couldn't control intermediate signals, as these simply indicated the indication of the next block or intermediate signal, or displayed red if the track was set up for movement in the opposite direction the train was going, or was occupied by another train the train was following.

In dark territory or ABS (without CTC), interlocking signals simply indicated which route had clearance, and the dispatcher had no control of them, as they were not part of a CTC installation. These signals were usually set up to show green for the most-used route, or for the route of the railroad that was built through there first. If a train hit the circuit of the lesser route, then the signal would time out and eventually give a green signal if there was no conflicting movement on the main route. In CTC installations, interlocking signals were like regular block signals, and the dispatcher could control them pursuant to the incorporated ABS restrictions and any cross traffic that existed.

Distant signals were placed only in dark territory or ABS (without CTC), and gave trains advance notice of the color of the signal at an upcoming interlocking. A distant signal did NOT give an indication of track occupancy, so a green or yellow distant signal did not mean there was no big fat tank car sitting on the track ahead. If another train had track and time on that track, there could well be a railcar on the track ahead when the distant signal was green or yellow. In that respect, a distant signal could therefore never be red.

Train order signals were almost always placed at a station (depot) where there was a station agent (clerk) on duty. Train order signals should be red, yellow, or green. Red meant the train had orders that needed to be picked up, and the train had to stop, probably because the orders were still being copied by the station agent. Yellow meant the train orders could be picked up on the roll from the train order stand near the signal. At some stations, the “stand” might be hand-held by the station clerk, and a maximum safe speed would be authorized for the train in that case. If not hand-held, the top orders were for the locomotive crew, and the bottom orders were for the cabooses crew. Green meant there were no train orders. It didn’t really matter whether the locomotive and cabooses picked up the orders intended for their end of the train, as the orders were identical, and the clearance card on the orders was addressed to “C & E” (“Conductor and Engineer”). Though addressed to the C & E, the brakemen received their own copies as well.

8. Radio communication: Radio communication originated during the late 1940s, and was gradually implemented around the country. I don’t ever recall a locomotive on my division ever having no radio or a malfunctioning radio, but cabooses, while always having a radio, occasionally had a malfunctioning one if the caboose battery was dead, usually from a malfunction of the charger that was attached to one of the wheels, or sitting too long in a yard without the batteries being charged.

Radio communication had as much effect on railroading as the advent of signal systems and train orders did in prior decades. Radios enabled train crews to communicate with yardmasters and trainmasters of yards they were coming up to. Dispatchers could communicate directly to a train crew and dictate train orders to them without delaying the train by having them slow down or stop to pick up orders at a station up ahead. Radio handsets issued to conductors enabled conductors (and sometimes brakemen) to communicate movement instructions to the engineer while switching.

Eventually, handsets were even issued to engineers, who could give them to their head brakemen during switching done from the headend if the conductor was on the caboose. Trains could communicate with each other, which came in handy if a train crew was situated to give a roll-by inspection to another train. Radios on the rear end of trains enabled the rear brakemen to give notice to their engineers, such as, “Over the slow,” “Mainline, 359,” and “Highball the white light,” among other communications. “Over the slow,” meant the caboose was past or outside the limits of a slow order. “Mainline, 359,” meant that train #359’s caboose was out of the siding and on the mainline. “Highball the white light,” meant that the train had passed a hotbox, shifted load, and/or dragging equipment detector without setting it off. Radios especially made backward movements much easier and safer to do.

9. Computer terminals and printers: Computer terminals enabled station and yard personnel to input car information into the railroad’s computer system. They also enabled trainmen to communicate with the crew callers for such things as tie-up times after deadheads and to make bids on job openings. Printers could print out switch lists for switcher crews, which could then be marked up by the conductor/foreman to indicate which tracks that cars should go into. These printers could also print out the outcome of job bids, as well as notifications of when a trainman was released from a job on account of the mark up of the regular trainman on the job.

So now, you are versed in all the various forms of communications on the railroad up through 1984. I don't believe there are any other newer forms of communication that the railroads have started using since 1984, however, the amount of communication by computerized methods has probably increased over the ensuing years. Well then, can any of this be applied to model railroading?

Yes is the answer. One applicable method is to have a party-line phone system installed on your model railroad, with communication to the dispatcher handled similarly to what the prototype railroads did. In place of a phone system, a hand-held radio system can be used. The chief differences on a model railroad, between the phone and radio systems, is that in a phone system, usually only one side of the conversation can be heard by a bystander. Such a hindrance can add realism. Using a radio system, though, enables both sides of the conversation to be heard, and thus that might be advantageous to your method of operating. For example, on my future model railroad, I will have the conductors of first class (passenger) and second class (through freight) trains "OS" to the room upon leaving the endpoint yards or the midpoint junction yard. This is for the purpose of giving local trains a reminder and warning that they need to get out of the way. A radio handset sitting on the fascia would facilitate that communication.

In word-of-mouth communication, you can have your train crews use railroad jargon to add realism. Such phrases as, "Two cars," "One car," and "That'll do," can be used by your crews that operate with a conductor and engineer. While I know of no Houston area modelers doing this, an inspection zone can be set up on your mainline (usually spanning one or two stations). Walking inspections can be done, after which the communication such as, "Everybody on 359," can be radioed to the head end, or if a roll-by inspection is being done by one crew to a passing train, the inspecting train crew can radio "Highball, 359," to the crew of train #359. Hearing that coming from a radio handset on the fascia can provide the same kind of information it did back in my old railroad days in the early 1980s. Sometimes, the first inkling we had of an upcoming meet in CTC territory was hearing the rear brakeman of that train saying, "Everybody on," over the radio.

I know of at least one area model railroad that utilizes train orders in its operating method. That can really give a prototypical feel to operating sessions. Of course, a more modern era model railroad would use track warrants.

Trackside signals, especially a CTC installation, can really go a long way to making a model railroad seem like a real railroad. Signal indications that match the signals of real railroads can give a prototype feel to a model railroad, particularly if they use some indications unique to the prototype being modeled. Even if you don't have the signals operate prototypically, for example having the signals indicate turnout position at the end of sidings, they still help give a much more "railroady" feel to the operating sessions than having no signals. I understand that model railroad signal installations utilizing a computer don't require as complicated a wiring as such installations used to require. The computer software handles the situations of what signals should be displaying green, flashing yellow, yellow, red, or even lunar.

This is the end of the article, and give yourself five bonus points if you recognized the phrase "the last train to Clarksville" as being part of the first line of the song titled with the same words released by the Monkees in 1966.

The CONSTITUTION of the SAN JACINTO MODEL RAILROAD CLUB

Article I
Section 1: The name of this organization shall be the San Jacinto Model Railroad Club.
Section 2: The purpose of this organization shall be to promote on a local scale the social and technical aspects of the hobby of model railroading.

Article II
Section 1: Membership in this organization shall be open to all persons interested in any phase of model railroading and hold current membership in the Lone Star Region of the National Model Railroad Association.

Article III
Section 1: Meetings shall be held once a month on a date at a place specified by the presiding officer.
Section 2: Special meetings may be called by the president.
Section 3: Guests shall be welcome at all meetings. Guests shall be those persons present who are not L.S.R. N.M.R.A. members. They will not be charged dues.

Article IV
Section 1: A majority of members in good standing will constitute a quorum capable of transacting business at any meeting.
Section 2: A two-thirds majority of members present shall be necessary to amend the Constitution or to pass resolutions.
Section 3: A minimum of ten members in good standing shall be required to elect officers.

Article V
Section 1: Membership dues shall be twenty-five cents per meeting, payable at time and place of meeting.
Section 2: All dues shall cover only the meeting or part thereof in which paid.
Section 3: A member in good standing is one who has paid dues for and is in attendance at the current meeting.

Article VI
Section 1: The officers of the club shall consist of a president, vice-president and secretary-treasurer.
Section 2: The duties of the officers shall be as follows:
A. The President shall the usual duties of such office and preside at all meetings and shall appoint all necessary committees.
B. The Vice-President shall aid and assist the president in any way possible and shall assume the duties of the president during the absence of the latter or at his written request. He shall be a standing member of all committees appointed.
C. The Secretary-Treasurer shall keep the records, notify the members of all meetings and shall also keep a record of all funds received and paid out by the club.
Section 3: A nominating committee shall be appointed at the August meeting and the committee will present a slate of candidates at the September meeting to be voted on at that meeting.

Article VIII
Section 1: Standard parliamentary procedure shall govern any points not covered in this constitution.

Handwritten signatures of club members including names like Frank A. Schindler, Jr., Francis Milton, Donald M. Callaway, Juanita Callaway, Joan Barrett, P. J. Barrett, John W. Smith, Frank H. Nash, Dennis Duguay, Kenneth E. Caulking, Robert H. Arnold, and others.

Editors note: This document has been superseded by the Articles of Incorporation and Bylaws.

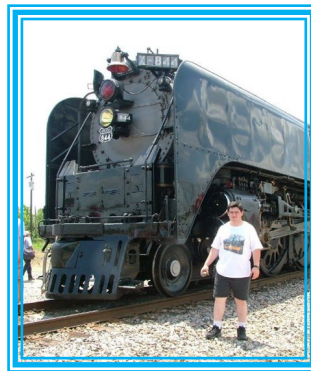


Happy September Birthdays!



Chris Tolley

with UP 844 in Hearne, TX



David Paul

with wife Jan at
Acadia National Park, Maine



Gilbert Freitag

with wife Emmy
and daughter Katie



Marc Vandendriessche

Greg Fleischer

(September 7)



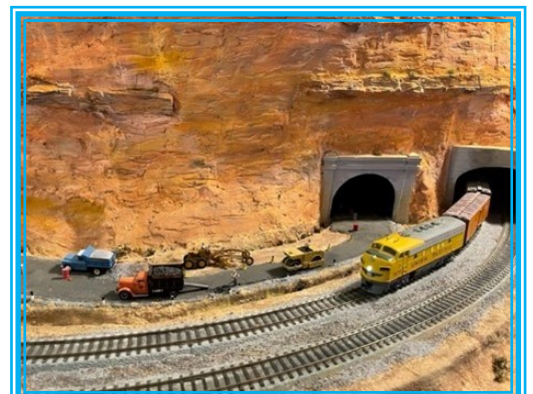
Randall Wilson

with wife Diann



Tom Leffler

his layout, Echo Canyon Utah
by US 30 in the mid 1950s



Norma Brignac
(wife of Mike Brignac)
NO photo



Congratulations!



Happy 49th Anniversary,
Cathy and Robert Ashcraft!
(And Happy Belated
Birthday to Cathy!)



Congratulations to Divina Gato-Hogno for graduating with a Doctor in Nursing Practice degree from the University of Texas in Arlington on August, 13, 2022. She was also inducted to Sigma Theta Tau, the International Honor Society of Nursing.



NOTE: Please share your celebrations with your San Jac family by emailing d.gatohogno@gmail.com before the 9th of each month to be included in the next Derail edition.



Gene Mangum called the hybrid meeting to order. There were 20 Zoom attendees 32 Bayland attendees (please wear your name tags). There were two visitors including Chris Roehl, a SAMRA member who has moved here from San Antonio. Bob Barnett was responsible for snacks.

Steve Sandifer took head shots of members for an updated directory. Please send Tom Bailey your updated information to accompany your picture by the end of August.

JayC Williams is close to scheduling clinic through the end of 2023.

Clinic

Mark Couvillion gave a clinic on “Working with Legacy Models, Making the most of older models”. Mark showed in detail how to clean up and optimize older open frame motors.

Treasurer’s Report

The May 31 bank balance was \$13,185.62. Expenditures included \$23 monthly charge for Adobe Acrobat and \$150 for HALS participation in the Train show.

Dick Louvet will assume the job of Zoom host for meetings.

Lone Star Region/Division 8

Clinics continue every two months. Check <http://www.texasgulfdivision.org/> for the clinic schedule. See <https://lsr2022.org> for the latest information.

Derail

The deadline for articles will be moved to the 10th of the month. The Derail staff will gladly accept articles early as well as submissions for future months.

Membership Committee

Our Facebook page is:

<https://www.facebook.com/San-Jacinto-Model-Railroad-Club-112449312120157/>

Our Twitter is at

<https://twitter.com/SJMRRRC>

Our Groups.io is at [@Groups.io](https://groups.io/join/SJMRRRC).

Divina Gato-Hogno needs pictures for the Celebration Corner page.

Web Page

A video of last month’s Stony Creek and Western history is online.

Old Business

Gene asked about the status of the “Show and Tell” Zoom meetings. Dick will try again to schedule a meeting.

Gene emphasized the importance of having 40 people in person at the Bayland meetings to retain our use of the auditorium.

Gene covered the change in the board makeup from Director at Large to Secretary. Although it is a board decision, the membership will be able to vote on changes at the September meeting (See the proposal elsewhere in this month’s Derail.) JayC will draft the motion for the next meeting.

There was much discussion on voting (present versus Zoom).

New Business

Gilbert Freitag donated copies of the original San Jac constitution. Dick will submit a copy for the Derail (see elsewhere in this issue.)

Craig Brantley reminded the group that planning has started for the fall layout tour. Don’t think that only running layouts are acceptable. Modelers are into benchwork and under-the-layout wiring as well.

David Currey moved that the club give an appreciation gift to Terri Sabol. The motion passed by voice vote.

Steve Sandifer needed help to cut plywood for our donation to the Hogg school.

The meeting was adjourned.

Respectively submitted,
Dick Louvet
Secretary



San Jac RR Club Meetings take place the first Tuesday of each month at 7pm

Now In-Person and ONLINE

Bayland Community Center
6400 Bissonnet St. Houston, TX

Visitors are always welcome!



Officers

President: Gene Mangum
president@sanjacmodeltrains.org
Vice President: JayC Williams
vice-president@sanjacmodeltrains.org
Secretary/Treasurer: Richard (Dick) Louvet
secretary@sanjacmodeltrains.org
Director at Large: David Paul
dbpaul32@yahoo.com
Past President: Kelly Russell MMR
krussl@yahoo.com

Derail Staff

Conductor: Bob Sabol
bsabol@stillmeadow.com
Engineer: Terri Sabol
terri74@gmail.com
Brakemen:
Mark Couvillion
(mark_couvillion@hotmail.com)
David N. Currey
(texasandlouisiana@msn.com)
Divina Gato-Hogno
(d.gatohogno@gmail.com)
Brian Jansky (brianj844@gmail.com)
Richard Louvet (secretary@sanjacmodeltrains.org)
Gene Mangum (president@sanjacmodeltrains.org)
Al Partlow (alswitch@aol.com)
Steve Sandifer (steve.sandifer@sbcglobal.net)
Jeff Williams (mellowmiata@hotmail.com)

www.sanjacmodeltrains.org
Webmaster: **Brian Jansky**

Next Meeting

TUESDAY, SEPTEMBER 6

AT 7PM

HYBRID MEETING: ONLINE AND IN-PERSON

“The Photography of James Burke 1946-1950”

BY STEVE SANDIFER MMR



Refreshments:

Chris Tolley

(drinks and cookies)



Special Video Corner

Submitted by Brain Jansky

THIS CLINIC WAS PRESENTED ON JULY 5TH,
2022 BY RANDALL WILSON AND BOB BARNETT.
IT COVERS THE AMAZING HISTORY OF THE
LATE GIL AND VIRGINIA FREITAG'S LEGENDARY
STONY CREEK AND WESTERN MODEL
RAILROAD.