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Last Run... Don Bozman

By Robert Ashcraft

Don Bozman was born in Gladewater, TX on March 13, 1937. He attended Texas A&M University, began a career as a chemical engineer and later worked in the gas and oil industry. He married the love of his life Bettye Ann Moore. Together they had one son, Bryan who married Karen and they gave him two grandchildren, Kristi and Russell. They were the most important people in his life.

I met Don sometime in the early 1980s after I joined the NMRA and the San Jac Club. I was privileged to help him hang the Canyon scene on his Great Great Northern Layout. After that, Don noticed that I was a fledgling model railroader and took me under his wing. He not only became a mentor but a good friend.

Don began modeling in N'Scale and won the Concor Best-of-Show at one of the N'Scale conventions for his module of an on-line quarry. He began work on the GGN, January of 1979. The joke was...every time he took over one of the rooms Bettye got a makeover in another room. He was an accomplished modeler as could be seen by the scenes he created on his layout. His layout was one of the featured layouts in the March 1989 issue of Railroad Model Craftsman and in the 1993 issue of Model Railroader's Great Model Railroads. His modeling skills and layout design can be seen on many of the layouts in and around the Houston area. He mastered all the elements needed to build a quality layout from design/build, electrical, structures and rolling stock. Don was only one Super-Detailed locomotive away from achieving his Master Model Railroader's certificate.

Don was most proud of the project given to him to create an escape for children who were going through treatment at Texas Children's Hospital. That escape became the Choo-Choo Hut. Not only did it bring joy to the children, but we have witnessed doctors and nurses taking time to push the buttons and watch the trains and circus attractions. Don will tell you it was not something he accomplished alone. He put together a team that brought his vision to life. As his family will tell you, "He built his life around a vibrant community of fellow enthusiasts who shared his love for the hobby. His home and heart were open to those who appreciate the intricate beauty of miniature trains and landscapes."

Don will be missed....but the memories will always be with us.



Last Run... Don Bozman

By Randall Wilson

Don Bozman designed and built "The Choo-choo Hut' on the first floor of Texas Children's Hospital. Young patients of the hospital (and often hospital staff) push buttons on the layout edge to activate the trains and other scenes on the layout.

The Houston Texans professional football team became the first corporate sponsors of The Choo-choo Hut. Don is seen with Tracy Mitchell (engineer hat). Tracy helped Don build the layout and was responsible for maintenance.

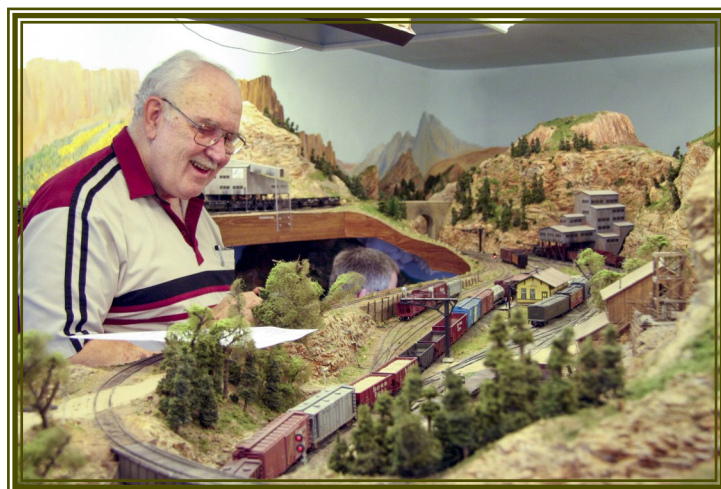


Last Run... Don Bozman

Photos submitted by Steve Sandifer MMR



Betty and Don



Don is operating a train on Gil Freitag's Stony Creek and Western in a town named Apex, where the D&RGW line from Craig has a junction with the ATSF.

***Editor's Note: To see past articles about Don, please see the Derail archives.
2017-08 page 10 AND 2017-07 page 7

Don and G-GN

The San Jacinto Model Railroad Club and Houston area model railroaders lost a good friend in October. Don Bozman, past president of both the San Jac and LSR Division 8, the Gulf Coast Division, passed away at age 88. Don and Bettye hosted open houses on the San Jac fall layout tour and for LSR Conventions since the 1980's. They also hosted operating sessions numbering in the hundreds.

Don's railroad, the Great-Great Northern was modeled after the Great Northern in the Pacific Northwest and was a fully-scenicked mainstay on the San Jac tours for decades. When the G-GN was in its early construction phase Don hosted a "Canyon Raising" party one Sunday afternoon. The bench work and track for the canyon scene that a visitor peers into was lifted into place by a group of modelers that afternoon. The track work was excellent as I never recall a train derailling in this hard to access area. The GGN was a popular choice on the rotating operations events that Houston hosted as well as two Houston-based Pro-Rail Operation events. Don hosted newcomer operating sessions for several of the model Railroad clubs in the Houston area. He also helped several Houston modelers earn the NMRA Chief Dispatcher certificate by dispatching the GGN during operating sessions.

Don was also well known for designing and spearheading the construction of the Choo-Choo Hut at Texas Children's Hospital. I say "spearheaded the construction" because Don recruited an all-star team of area modelers to do the bench work, track work, scenery and animation on this industrial grade layout. And this was "Industrial Grade" model railroading. The constant operation of the layout wore out locomotives and wheelsets at an amazing rate. He became a go-to guy for questions on reliability in design and construction of a model railroad.

After a lengthy stay in rehab hospitals several years ago Don staged an amazing comeback and hosted numerous operation sessions on the GGN. He was also able to return to attending the San Jac meetings again. Don and Bettye's hospitality and Don's sage advice will be sorely missed by Houston model railroaders.



This photo taken by Kelly Russell during a 2007 Ops Session captures two giants of Houston model railroading, Don on the left and Gil Freitag sitting on the stairs.

Seems there is a little confusion about our November meeting date due to elections. Yes, the church will be hosting elections in the area where we normally meet. We will still meet on November 4th but we will be meeting in the Chapel area. We will have someone directing you to the meeting area.

November is here, so the Fall Layout tours will be running each weekend in November. I want to thank Craig for handling this again, and the layout tour will be on the website. Please check the website before heading out since it will have the latest information on the tours and any possible changes will be noted there. Please head out and enjoy the many layouts in the Houston area.

December follows the busy month of November, so you will be getting emails about our annual Christmas party. It will be a catered BBQ dinner like in the past. Bob will be asking for a count of those attending so he can give them an accurate count for the food. We will have the gift exchange for both the railroaders and for the non-modeling ladies. At the last meeting, a motion was passed that there will be a \$10.00 per person charge to help offset part of the meal cost.

Our train show is in February at the Pasadena Convention Center like in the past years. Steve reported that this will be the last convention at that location for a couple of years with the building undergoing an addition and remodeling. So for 2027 and 2028, we will need to find another location. If you have any leads on a facility that is big enough to handle our train show, please let Steve Sandifer or myself know.

Chuck

San Jac Christmas Party

By Bob Sabol

Save the date for December 2nd for the annual San Jac Christmas Party. Look out for emails from me with details and how to RSVP.



The Howard Branch

Following up on our discussions on those who model with a specific purpose, there is no better example than Steve Sandifer's Howard Branch. If you have not visited this beautifully detailed layout you have a golden opportunity this November. The Howard Branch is not an old layout, but it has taken about 20 years to get this far. But, the research and planning date back much further.

When Steve's sons moved out of the family home, Steve converted one bedroom, plus an exterior extension, to a layout room of approximately 12' x 20'. The upper level represents the Howard branch of the Santa Fe in southeastern Kansas and the lower level a stretch of the Santa Fe Mainline and the junction city of Emporia. The two levels are connected by an "around the room" spiral that accommodates trains leaving Emporia and working the towns on the Howard Branch. On the following photo tour of the Howard Branch you will see that most industrial structures and the railroad stations are scratch built. There are some kit built structures representing homes, farms and small common industries. Included in the years of planning mentioned above were numerous trips to the towns and areas modeled to measure and photograph buildings and often interview the people who owned or worked at these industries.

So let's take a tour of the Santa Fe's Howard Branch as it appeared in 1952. We will start in the town of Eureka. The first image is an overall view of Eureka. If David Allen Coe recorded "the Perfect Country Song", Steve has created the perfect Mid-Western small town circa 1952. You will see three grain elevator structures, three bulk oil dealers, and a row of modest frame homes and a church. The neighborhood complete with kids playing in the yards, swing sets, one car detached garages and the family Buick in the drive all scream mid-century America.





The Eureka Elevator was scratch-built from visits, photos and measurements.



Coronet Seed is one of the more impressive structures on the layout. It was scratch-built.



The accurately modeled Eureka Depot was built by a friend. It has been fully restored and now houses an oil consulting firm.



*Climax is the second defined town along the branch line.
The station was scratch-built by Steve and is fully lighted for night scenes.*



The Climax Elevator is another prototype model built for the layout. Sandifer Photo



Arriving in the Mainline Junction city of Emporia we see an overview of the Emporia Yard. Emporia Elevator is on the left with Ersik-Doll Elevator on the right. Sandifer Photo



The Crowning Achievement. This Santa Fe Feeding Station was placed on a large access hatch. The area from the loading track in the foreground to the Mainline curving behind is a lift out.



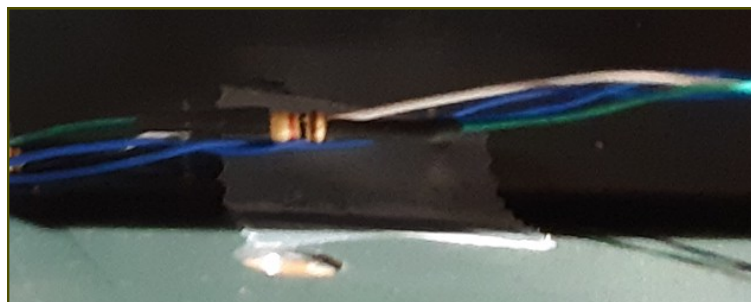
The Emporia Elevator is a difficult to model riveted steel elevator. Steve had the structure 3-D Printed by a firm that specializes in these large elevators. Sandifer Photo

Mark's Minute

By Mark Couvillion

Calculating Wattage of Dropping Resistors

When using a current-limiting resistor on an LED, the resistance of the resistor to the current it impedes causes the resistor to heat up. Calculations for determining this heat seem to be on the high side. For a warm white LED, the LED is typically rated to draw 0.030 amps (30 milliamps) at 12 volts. Normally, the current-limiting resistor for this circuit is a minimum of 470 ohms. Resistors are rated at watts heat dissipation, often ¼-watt, ½-watt, or 1/8-watt. The calculation is I^2R or VI , where I = current in the circuit, R = resistance, and V = Voltage ($I \times R$). Often, the calculation for a single LED results in a ¼-watt resistor being specified. I have been using 1/8-watt resistors for years without incident. I noticed that LED manufacturers often include dropping resistors with their products and they are usually 1/8-watt resistors. These tiny resistors would (should) get plenty hot if the wattage calculation is correct. Hot enough to melt a hole in the model shell, yet they do not get hot at all. I suspect that the calculation is worst case but should really be $\text{Watts} = I^2R/2$ or $\text{Watts} = I^2R/3$. I much prefer the smaller resistors in the circuit, as they take up less room in the shell of the model and are easier to install. And always install your resistors down the wire length on the function wire, never right on the LED or on the + common.



Next Month: Use Larger Resistors for Current-Limiting LEDs

Editor's Note: Please see the November 2024 Derail for detailed background on this series.

Published: 1944

The Caboose

Just as every store, factory or other place of business must have an office, so must the freight train have an office to transact its business. The freight train really does a big business. It handles large quantities of merchandise every day. It is true, the train does not buy and sell merchandise like a store, but it produces and sells transportation – transportation of merchandise of every sort – and it must keep a complete record of all transportation produced and sold.

The conductor in charge of each freight train must keep a careful record of each carload or less-than-carload shipment handled by his train. The record must show the contents of each car and package and barrel and crate, by whom each was shipped, the station at which it was received, the station at which it is to be unloaded or left, and the person, firm or company to which it is consigned. The record must also show the weight of each shipment, whether the shipper or the consignee is to pay the freight charges, and other necessary information. If there are empty cars in the train, the conductor must keep a careful record of them also.

In order to have a suitable place to work and keep his records, the conductor is provided with an office car. This office car is attached to the rear end of the train and is known by the odd name of "caboose". Just how it was christened "caboose" no one seems to know. Many years ago the conductor's car was called the "cabin", and it is possible that "caboose" was derived from that name.

The caboose is more than an office, however. It serves also as the "home" of the train crew while they are on the road. The trainmen or brakemen make their headquarters in the caboose when they are not attending to their duties outside. The caboose is also occupied occasionally by caretakers of livestock, perishable fruits and vegetables, and others whose duties require them to ride freight trains.

Lockers are provided for members of the crew and for the necessary flags, lanterns, light repair tools, oils and other supplies. A coal stove provides heat in winter and for warming the crew's food at meal time.

The caboose is equipped with a table, a drinking-water cooler, benches and chairs, a washstand and other conveniences, and it is lighted by oil lamps.



The Caboose

The odd-looking cupola atop the car is the "watch tower" of the train. When the train is running, the conductor or one of the brakemen usually sits in the tower and watches in both directions to see that the train is running satisfactorily and that nothing is approaching from the rear.

Doors open onto platforms at each end of the car. On one platform can be seen a wheel which operates the brakes when the car is not attached to a train. A ladder goes to the roof for the crew to climb up to give signals to the locomotive engineer or to another member of the train crew. Brackets on the corners of the car hold signal lights when the caboose is

attached to a train. Some cabooses are built of wood; some, like the one in the picture, are built of steel.

The rubber hose on the rear of the car is a part of the air-hose system that controls the air-brakes. The object with the two "eyes" just beyond the air hose is an automatic coupler. Cars are held together by couplers, which grip together like two cupped hands and hold firmly until released by a trainman.

The freight train conductor supervises the crew and has charge of all the cars in the train. He has a "ticket", or a waybill, for each car or shipment in his train. The waybills tell him the contents of each car in his train, and to what station, yard or junction point each car or shipment in the train is to be delivered.

The conductor has to see that his train is thoroughly inspected before it leaves the terminal and that each member of his crew understands the orders governing the movement of the train. He makes out daily reports concerning the crew, the cars he picks up or drops off between terminals, the railroad they belong to, and so on.

The freight conductor gets his training from years of experience as a freight brakeman. In addition to having the required education, he must pass oral and written examinations to qualify for his job. He must be physically sound, and, like other men who are responsible for train operations, he must be a man of good character and temperate habits.

The Brakeman Uncouples the Cars

Steam-powered passenger or freight trains are operated by train crews, each consisting of at least four men—a conductor, a brakeman, * a locomotive engineer, and a fireman. The brakeman is the conductor's assistant, just as the fireman is the locomotive engineer's assistant. On many trains, two or more brakemen are employed. When a baggageman is employed on a passenger train, he also is considered a member of the train crew.

The brakeman must be thoroughly familiar with the rules of train operations. He must know the meaning of all hand, lantern, flag and road signals. He must also know the meaning of road signs and other devices used to communicate train service information and to facilitate and safeguard train operations.

Before a train starts on its run, the brakeman sees that the required tools and equipment are in their designated places on the train and that the proper lights or flags are displayed on the rear of the train. He tests the air-brakes to see that they are working properly.

If there are two brakemen on a freight train, one is assigned to the front end and the other is assigned to the rear end of the train. If the train stops where there is any danger of another train approaching from either direction on the same track the rear brakeman, with a flag by day or a lantern at night, takes a position on the track some distance behind the train, while the brakeman at the front end takes a position ahead of the locomotive, to protect the train against a possible accident.

When switching is done at stations, sidings, or industry tracks, the brakeman helps to couple and uncouple cars, signaling the engineer when to go ahead, back up, slow down, or stop

He also assists the conductor and the station employees in loading and unloading package freight at small stations along the way.



The Brakeman Uncouples the Cars

In the picture the brakeman has pulled the rod which uncouples the two cars, and with his right hand he is signaling the engineer to go ahead. During the run of a freight train, many signals or "messages" are exchanged between the trainmen and the locomotive engineer in stopping and starting the train, in taking on and dropping off cars, in shifting cars, in coupling cars together and in making other necessary moves in the operation of the train. In big freight yards, train crews are engaged exclusively in switching cars and in breaking up and making up trains. If line signals are given on the left side of the train, the fireman, who sits in the left side of the engine cab, relays them to the engineer.

There is a signal for every movement of the train.

For illustration, a hand, flag or lantern swung across the track means **stop**; held horizontally at length, **reduce speed**; raised and lowered vertically, **proceed**; swung vertically in a circle at half arm's length across track, **back up**; swung horizontally above head, when train is standing, **apply air-brakes**; held at arm's length above head, when standing, **release air-brakes**.

When safety or his work requires, the brakeman on a freight train rides on top of the cars.

Brakemen employed on passenger trains look after the lighting, air-conditioning, and heating (and ventilation if the cars are not air-conditioned). They open and close the car doors, assist the conductor in announcing stations, and, when necessary, they assist the conductor in collecting tickets and fares. Trainmen employed in passenger service wear regulation uniforms. They must be neat and clean in appearance, and they must be polite and attentive to passengers.

Every train service employee must be physically sound and must pass periodical tests for eyesight, color sense and hearing.

Every conductor has served his apprenticeship as a brakeman. Thus, the competent brakeman with a record of faithful service who shows fitness to assume greater responsibilities may reasonably expect, in due time, to become a conductor in charge of a train.

* On some railroads, men who assist the conductor are called flagmen or train men, but the most common designation is brakemen.



Happy November Birthdays!



Dick Louvet
(November 21)



Lourdes McLeary

(November 11) with her children
Mercedes, Ian, and Willie



Diane Robinson
(November 6)



Amy Wayburn
(November 14)





Happy November Birthdays!



Barry Thompson

(November 13) with the Big Boy



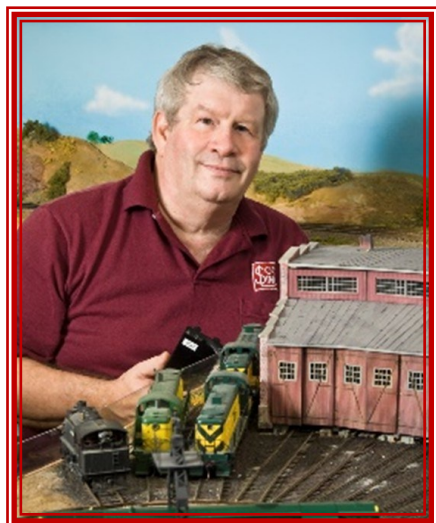
Mark Herzog

(November 15)



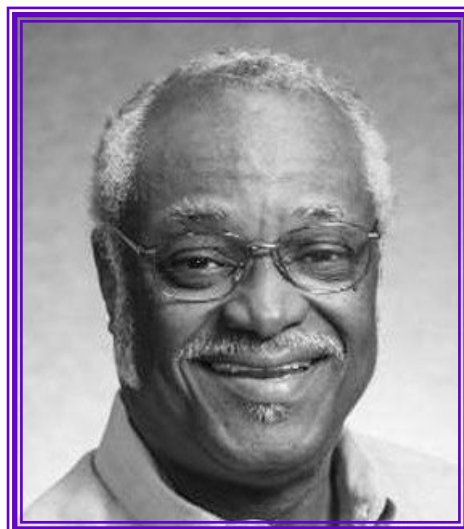
Bob Werre

(November 28)



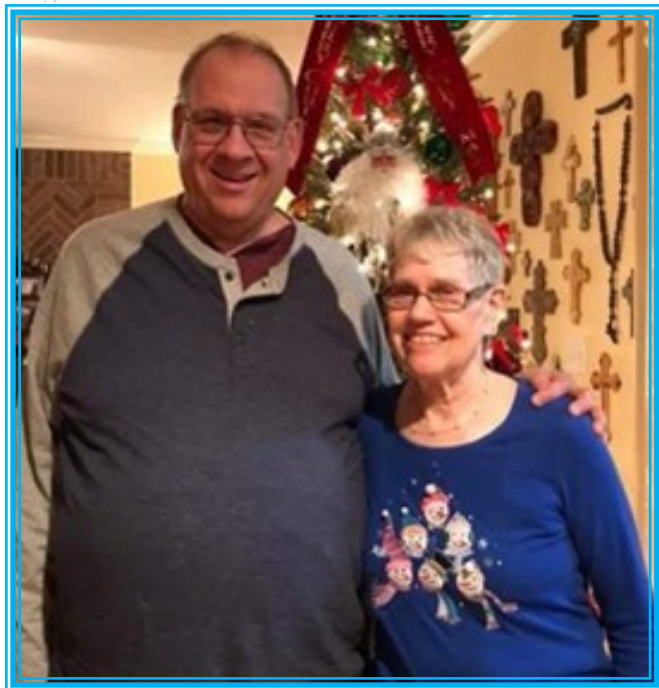
Pastor Abraham Tolbert

(November 24)





Happy Anniversary!



Anne and Bob Sandhaas

Don and Sidney Formanek celebrating their 57th wedding anniversary on November 23. Sidney celebrates her birthday on November 3.

Don and Sidney in Hawaii on a trip with “Uncruise”.



NOTE: To share your celebrations (birthdays, anniversaries, graduations, retirements etc.) with your San Jac family, please email d.gatohogno@gmail.com before the 9th of the month to be included in the next Derail edition.

Cash Flow - September

9/1/2025 through 9/30/2025

Category

INFLOWS

Train Show Income

Vendor Table Receipts	2,165.00
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TOTAL Train Show Income	2,165.00
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TOTAL INFLOWS	2,165.00
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OUTFLOWS

NMRA 90 Year Cake	44.64
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Meeting Rental	200.00
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Adobe Acrobat	21.64
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TOTAL OUTFLOWS	266.28
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OVERALL TOTAL	1,898.72
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Account Balances - As of 8/31/2025

Account	Balance
Bank Accounts	
Chase Checking	4,597.19
Frost CD	10,452.13
TOTAL Bank Accounts	15,049.32
OVERALL TOTAL	15,049.32

Account	9/30/2025 Balance
Bank Accounts	
Chase Checking	6,495.91
Frost CD	10,452.13
TOTAL Bank Accounts	16,948.04
OVERALL TOTAL	16,948.04

Steve Sandifer, MMR, made a presentation “Constructing a Power Point Presentation”. Steve has been given the title “Ferroequinologist”.

Chuck Lind called the business meeting to order at 8:13.

40 members were present with 5 online. There were 2 guests. Howard Merrill models in HO-scale. Herb Fluster models in N-scale. David Paul will make name tags for each.

Phil Stewart said there is nothing new to report in the LSR. He thanked Dennis Grigassy and David Paul for opening their homes to operating sessions for anyone in the LSR.

A model train show is scheduled for November 15-16 in Pearland.

Bob Sabol said that you can send any memories of Don Bozman to him, and he can get them published in The Derail. Bob also mentioned that we have lost two prolific writers in Gene Mangum and Pete Leach, so we need new articles! Articles can be sent in Microsoft Word.

The funeral for Don Bozman will be held on Saturday, October 18 at 11:00 at the same location as this meeting. The club unanimously voted to reimburse Bob Barnett for the snacks he will supply at funeral.

Chuck Lind mentioned that Lourdes McClearly has received her AP for Motive Power. She also won first place in the Maintenance of Way category at the Narrow Gauge Convention!

Craig said we have 36 layouts on the tour. 14 are club layouts and 5 are first time on the tour. We lost a lot of layouts this year – Gene Mangum, Pete Leach, Eddie Carroll, Craig Brantley, and Don Bozman to name a few. Contact Craig if you want your layout on the tour.

Nov. 1-2: Bryan, College Station, Northwest
Nov. 8-9: North, Northeast
Nov. 15-16: East, South (Train Show)
Nov. 22-23: West, Southwest
Nov. 29-30: Thanksgiving weekend layouts

Steve Sandifer announced that the Pasadena Center is closing in June, 2026 for a 2-year remodeling project. We will not be able to have the train show there in 2027 and 2028. We need to find a new venue quickly. We use about 20,000 square feet now, so we would like something comparable. Steve is looking for a volunteer to search for a new location. Steve discussed possible locations and they are all on the outskirts of the Greater Houston Area. No one stepped up at the meeting.

Robert Ashcraft mentioned there are a few tables left for the February 2026 show.

Bob Sabol mentioned the Christmas party is December 2. The party is not just for the San Jacinto Club, but LSR Division 8 also. The party cost about \$3,000 for 75 people last year. There will be more people this year and we need to figure out how to pay for the additional people. Phil estimated we might get another 6-7 people attending because we are including all of Division 8. A \$10 donation per person was suggested. Tom Bailey made a motion to charge \$10 each for the party. The motion passed unanimously. The payment will be cash only.

A member said he tried to get a San Jacinto Club shirt, but they had no idea who we are. They are under new ownership. We will need to get this sorted out if we want to purchase shirts.

Randall Wilson brought up an idea to have an operating session weekend in January tailored for first time operators. About 8-10 people said they were interested in opening their layout to this activity. People will need to understand that an operating session means you stay the whole time, and it is not come and go. Randall will write something up about this in the Derail.

The meeting adjourned at 8:50. Our next meeting is at the same location on November 4.



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

Now In-Person and ONLINE

Southwest Central Church of Christ
4011 W. Bellfort, Houston, TX 77025

Visitors are always welcome!

www.sanjacmodeltrains.org

Webmaster: Brian Jansky



Next Meeting

TUESDAY, NOVEMBER 4TH

AT 7:00PM

HYBRID MEETING: ONLINE AND IN-PERSON

‘THE WAY WE WERE- HOW THE RAILROADS, REA EXPRESS AND US MAIL OPERATED AT MID 20TH CENTURY’

PRESENTED BY BOB BARNETT MMR



Refreshments:

Art Borman



Video Corner



David Currey found this video that is a good follow-up
to his 2014 article about the “Unstoppable” train movie.