



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

January 2026

Volume 57 Issue 1

## Thoughts From the President

By Chuck Lind MMR

As another year ended, I hope that you and your family had a great Christmas and that Santa left a little something special for you under the tree.

I want to thank Bob S for handling all the details for our Christmas Party. I know that this takes lots of work to schedule the dinner, get volunteers to help and round up a table full of door prizes. Also thanks to Robert for handling the men's gift exchange and my wife, Laurie, for taking care of the women's gift exchange.

2026 is starting out with a clinic on operation. Many of you have expressed an interest in operation but are not sure about the different types and the paperwork involved with the different systems. There will be discussion on Car Cards, Rail Ops, and JMRI. Make plans to attend and following this, various layouts will open for operating sessions so you can put to work what you learn.

The San Jacinto Model Railroad Club yearly train show is fast approaching. Steve will be passing around sign-up sheets for various jobs that must be done so we can have a successful show. So come to the meeting and sign up to help in one of the many areas. This is our only fundraiser of the year and makes it possible for us to continue meeting and not have to have any dues.

Steve will also be reviewing where our 2027 train show will be. If you remember Pasadena would not guarantee our show for 2027 due to construction to expand the present space. Steve, along with several other volunteers, checked our other possible venues. After evaluating them for space and cost, a decision was made by the Board to reserve a site and lock in a date.

Thanks,

*Chuck*

## Clinic Change for January Meeting

As many of you are aware we had planned on Phil Stewart presenting his *Sugar Cane Railroads of Louisiana* program in January. Phil has graciously agreed to present his clinic later in the year so we can work in a clinic to discuss car forwarding systems. We continue to plan an operations weekend (or weekends) where newer operators can attend short sessions at several different railroads and get familiar with the different methods of operation. It would be advantageous to discuss the various car forwarding methods currently in use at layouts in the Houston area before that time.

So we are planning a panel discussion presentation featuring:

- Tab-on-Car System—by Gordon Bliss
- Card Cards—by Al Partlow, Steve Sandifer and Bob Barnett
- Rail-Op—by Tom Bailey and Robert Ashcraft
- JMRI Car Forwarding—by Randall Wilson and Larry Daughtry

## Hope to See You There

| Southern Pacific Company<br>PERISHABLE FREIGHT WAYBILL  |  |  |  | UNION PACIFIC  |  |  |  | AT&SF  |  |  |  |
|---|--|--|--|--|--|--|--|--|--|--|--|
| TO BE USED FOR SINGLE CONSIGNMENTS, CARLOAD AND LESS CARLOAD  |  |  |  | CAR INITIALS AND NUMBER<br>SP 63364  |  |  |  | CAR INITIALS AND NUMBER<br>SP 84461  |  |  |  |
| CAR INITIAL   |  | CAR NUMBER   |  | E Freight Waybill  |  | KIND XM  |  | E Freight Waybill  |  | KIND XM  |  |
| PFE   |  | 95858  |  | TO STATION STATE<br>HOUSTON TX   |  | FROM STATION STATE<br>FAIRFAX KS   |  | TO STATION STATE<br>HOUSTON TX   |  | FROM STATION STATE<br>ST JOSEPH MO   |  |
| AAR CLASS OF ORDERED<br>RS  |  | LENGTH/CAPY OF CAR ORDERED   |  | ROUTE<br>UP-KANSAS CITY-CRIP-DALLAS-T&NO   |  | FULL NAME OF SHIPPER<br>GENERAL MOTORS   |  | ROUTE<br>AT&SF-FT WORTH-T&NO   |  | FULL NAME OF SHIPPER<br>QUAKER OATS  |  |
| TO STATION STATE<br>PITTSBURG PA  |  | FROM STATION STATE<br>FILLMORE CA  |  | CONSIGNEE AND ADDRESS<br>GENERAL MOTORS PARTS DIVN<br>HOUSTON TX                                       |  | WEIGHED<br>AS _____<br>GROSS _____<br>TARE _____<br>ALLOWANCE _____<br>NET _____ |  | CONSIGNEE AND ADDRESS<br>UNIVERSAL TERMINAL WAREHOUSE<br>HOUSTON TX                                    |  | WEIGHED<br>AS _____<br>GROSS _____<br>TARE _____<br>ALLOWANCE _____<br>NET _____ |  |
| CONSIGNEE AND ADDRESS<br>A.M. MANTIA PRODUCE CO   |  | SHIPPER<br>FILLMORE LEMON ASSOCIATION  |  | INSTRUCTIONS   |  | INSTRUCTIONS   |  | INSTRUCTIONS   |  | INSTRUCTIONS   |  |
| ROUTE: Show in route order<br>SP-T&NO-CORSC-SSW-ESTL-A&S-B&O  |  | Indicates how weights were obtained for U.S.C. Shipments only.<br>1 - Shipper's Tare Weight.<br>2 - Pacific Classification or Weighing.<br>3 - Balanced Scale. 4 - Estimated |  | DESCRIPTION OF ARTICLES AND MARKS<br>AUTO PARTS  |  | DESCRIPTION OF ARTICLES AND MARKS<br>CEREAL                                      |  | DESCRIPTION OF ARTICLES AND MARKS<br>CEREAL  |  | DESCRIPTION OF ARTICLES AND MARKS<br>CEREAL                                      |  |
| ON C.L. TRAFFIC - INSTRUCTIONS (Regarding icing, Ventilation, Heating, Milling, Weighing, Etc. If used, Specify to Whom icing should be charged) & EXCEPTIONS |  |  |  | Outbound Agent Will Show Junction Stamps in Spaces and Order Provided. Place Additional Stamps on Back |  |  |  | Outbound Agent Will Show Junction Stamps in Spaces and Order Provided. Place Additional Stamps on Back |  |  |  |
| RECONSIGN TO  |  |  |  | First Junction Second Junction Third Junction Forth Junction   |  |  |  | First Junction Second Junction Third Junction Forth Junction   |  |  |  |
| RECONSIGN TO  |  |  |  |  |  |  |  |  |  |  |  |
| PRE-ACE   |  | INITIAL ICE  |  | CPB  |  |  |  | PRE-ACE  |  | INITIAL ICE  |  |
| YES   |  | YES  |  | 2  |  |  |  | YES  |  | YES  |  |
| NO PKGS   |  | DESCRIPTION OF ARTICLES  |  |  |  |  |  | NO PKGS  |  | DESCRIPTION OF ARTICLES  |  |
| 440   |  | CRATES   |  | LEMONS   |  |  |  | 440  |  | CRATES   |  |

Freight Waybills as used on Al Partlow's T&NO



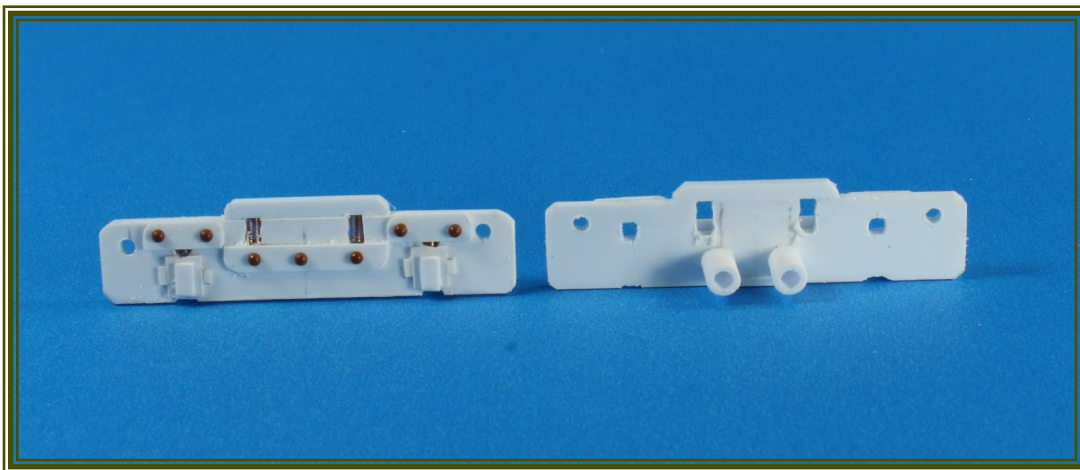
A few years ago, I was looking through my storage closet for some materials needed for a project. I stumbled across an old HO locomotive that belonged to my youngest son. He abandoned it more than 30 years ago and I had forgotten it. The model was a Bachmann GE Center Cab switcher in New Haven livery.



*Figure 1 - This old HO model was pulled from storage to become the base of an On30 model.*

It got me wondering: could this old model be converted into a working freelance On30 diesel switcher? I really didn't need another locomotive, much less diesel. So, I wanted to spend a minimal amount of money on it.

I removed the shell to see what would be needed for the conversion. The first thing to change were the truck side frames. I scratch-built 4 new frames using styrene sheets and strips of various thicknesses. I added details using some rivets and springs. The frames press fit onto pins molded onto stock model's truck. I glued short 1/8" styrene tubing to the back in the appropriate place to press fit onto the stock trucks.



*Figure 2 – A front and rear view of the scratch-built side frames. The springs are from some N scale couplers and are nonfunctional. The tubes on the back allow the frame to be press-fit onto the stock model.*

It is important to test the model at every step to be sure there is no binding. So, after painting the side frames with Rustoleum Dark Brown Camo, they were installed on the stock mechanism and run on a short piece of HO flextrack.

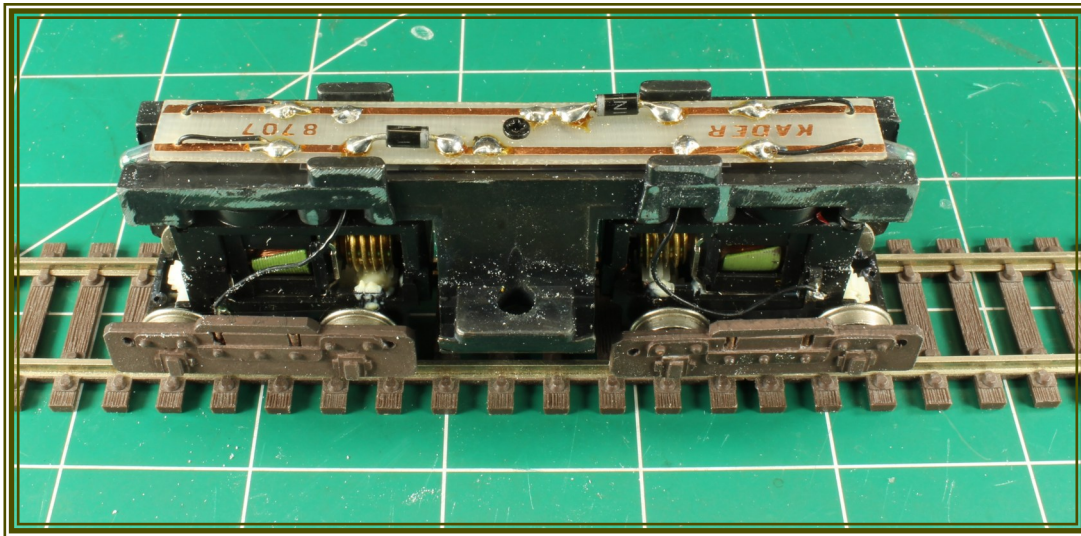


Figure 3 - The painted side frames are installed on the stock mechanism using the press fit feature. The mechanism was tested to ensure there was no binding.

While I had the shell off, I took some measurements of the chassis to help guide me in designing a new body. I made a drawing of the cab, hoods, deck, and railing. I added as much detail as possible to aid in construction later.

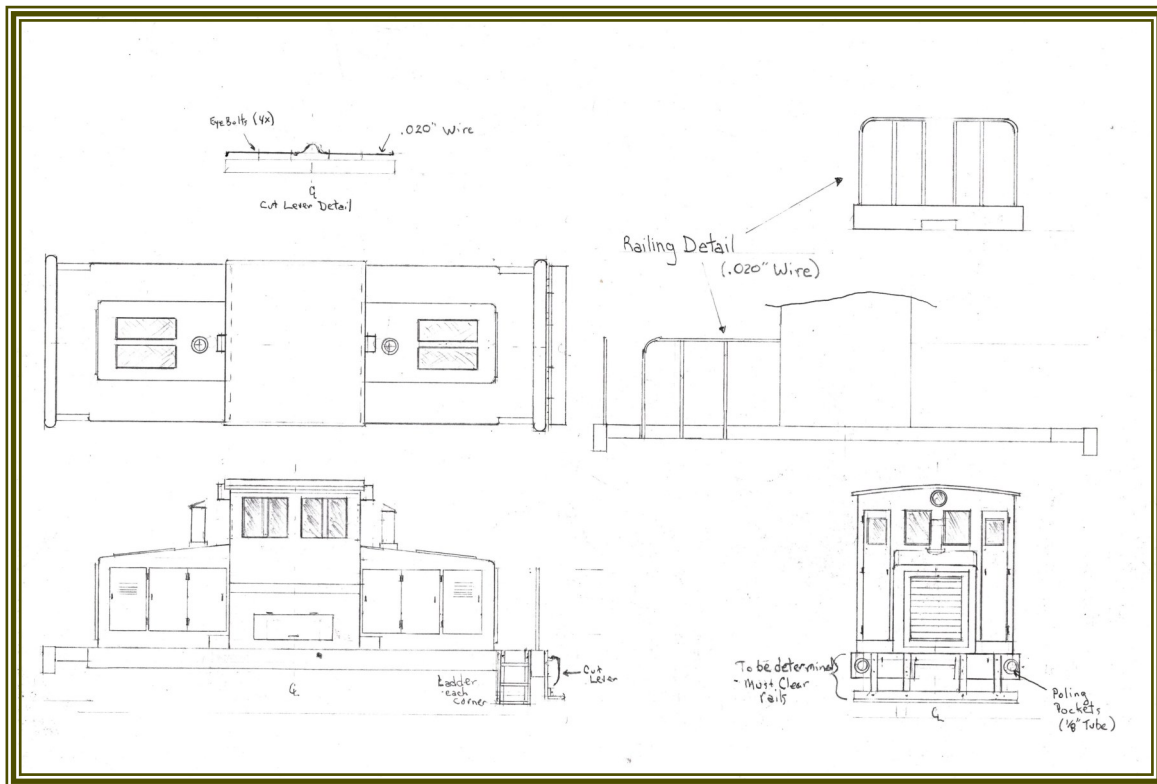
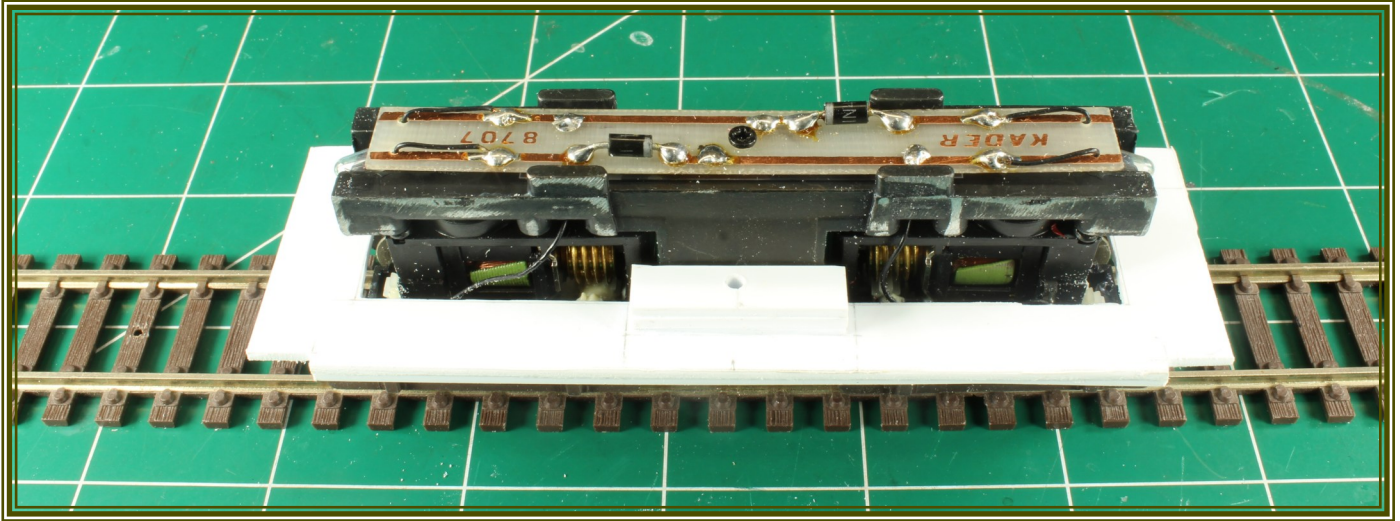


Figure 4 - My hand sketch of the planned switcher. It was drawn full size for O scale. This proved to be a great aid during the construction process.

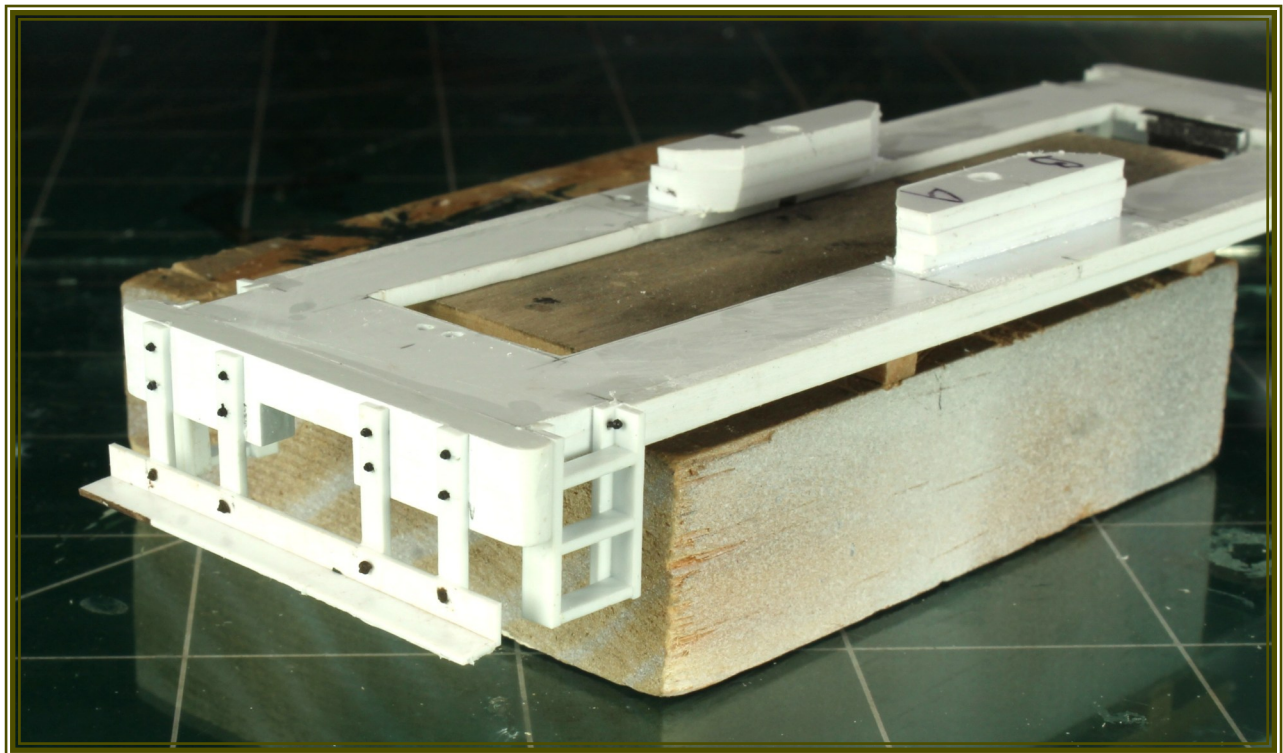


A sheet of .060" styrene was cut to fit over the stock mechanism to serve as a new deck. I had it rest on the cast fuel tanks. Scrap styrene was glued to act as a pad for the screws that will hold the deck to the mechanism.



*Figure 5 - Styrene was cut to form the basis of the locomotive's deck. The sides were reinforced with styrene strip.*

To finish out the deck, a pilot beam was cut to length with an area removed for the coupler. Steps and pilots were scratch built from styrene. NBWs were added to give detail.



*Figure 6 - This view shows the details of the scratch-built pilots and end steps. Note the mounting pads on the top of the deck.*

The railings were formed using the drawing as a template. .020" wire was shaped and soldered. The template was used to drill holes in the deck for installation.

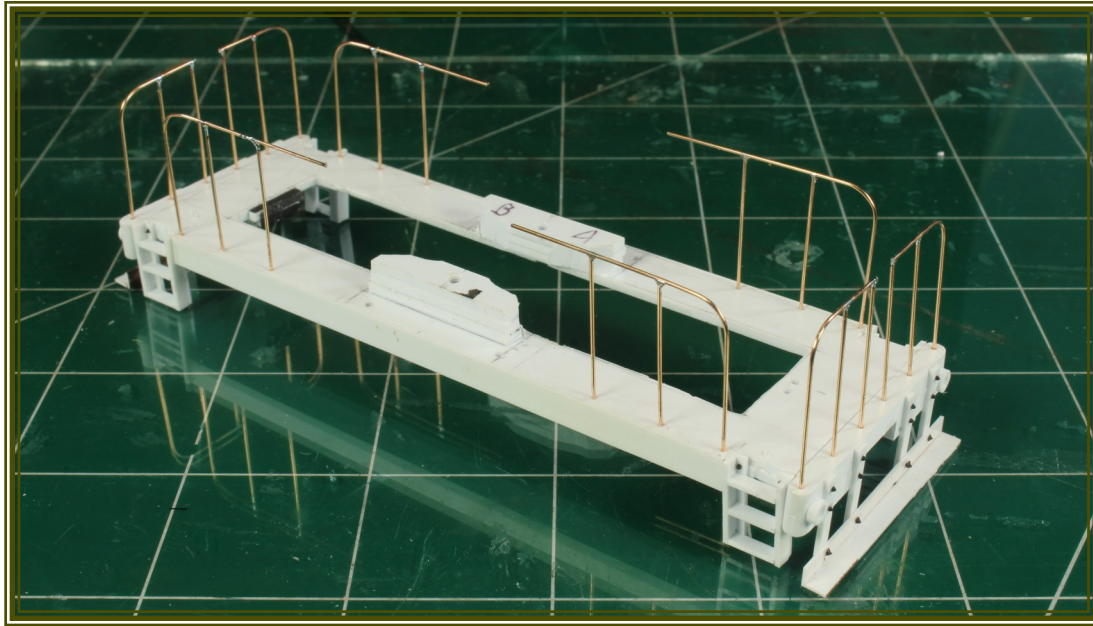


Figure 7 - The railings were solders using a copy of the drawing as a template.  
A wood strip had holes drilled to act as a drilling guide for installation on the deck.

With the side frames and deck complete, it's time to build the body. I'll do that next time.

## Modeling with a Purpose-Chapter 4

By Bob Barnett MMR

Photos by Craig Brantley

In previous additions of *Modeling with a Purpose* I have discussed layouts that were purpose built to accurately portray a time and place complete with accurately modeling scenery, structures, locomotives and rolling stock just as they would have been at that location in the time.

This time we will look at a layout that was built specifically for operations, to be operated often and with lots of operators. Peter Bryan's recent article about how much Don Bozman helped him in building the West Virginia Western prompted me to think about how much Peter's constant operation of the WVV encouraged and trained a lot of Houston area operators.

Yes, Peter got a lot of help from fellow operations enthusiasts Don Bozman and Gil Freitag in building the layout, and Ed Rains was a major contributor to the DCC operating system. But, it was Peter who held operating sessions sometimes on weekly basis who kept the game going.

For ten years the WVV was a major player in the operations world in the Houston Area. Starting in 2003 Peter held ops sessions for ten years until sometime in mid-year 2013. He then held a "last Op session" on the WVV. But Peter's list of operators was so long he ended up having a second "last op session" just to get everyone one last shot. In 2012 when we hosted the Lone Star Region Convention in Houston the time had passed for having short run custom painted cars made every year for the convention. But a new tradition had emerged of printing custom decals for a local railroad. For the 2012 we had decals made for the "Big Three" Houston operations based railroads: The Stony Creek and Western, the Great-Great Northern, and Peter's West Virginia Western. These decals were intended to be used on dark colored boxcars. But in following years they have appeared on box cars, hopper cars, covered hopper cars and gondolas. It is fitting that these three great railroads will live on running many Houston Area layouts and layouts across the Lone Star Region.



## Modeling with a Purpose-Chapter 4

By Bob Barnett MMR

Photos by Craig Brantley

Peter mentioned in several articles that the WVW was loosely based on the C&O in West Virginia. While technically that is true, a visitor watching his 10-car George Washington pulled being by an accurately detailed 4-8-2 down that long grade with a photo backdrop of the Appalachian Mountains did not doubt they were looking at the C&O in West Virginia. Peter was also the first in the Houston area to use two operators in a yard. With Huntington Yard located in the middle of the WVW and trains coming from two directions the yard could get very busy. So Peter had a Yardmaster (the yard manager) and the Yard Dog (the full time switcher). Peter and the WVW are both seriously missed by Houston area model railroaders, but Peter still puts in an appearance at local meets and ops sessions during the year.



*The C&O George Washington drifts Down Grade-Craig Brantley Photo*

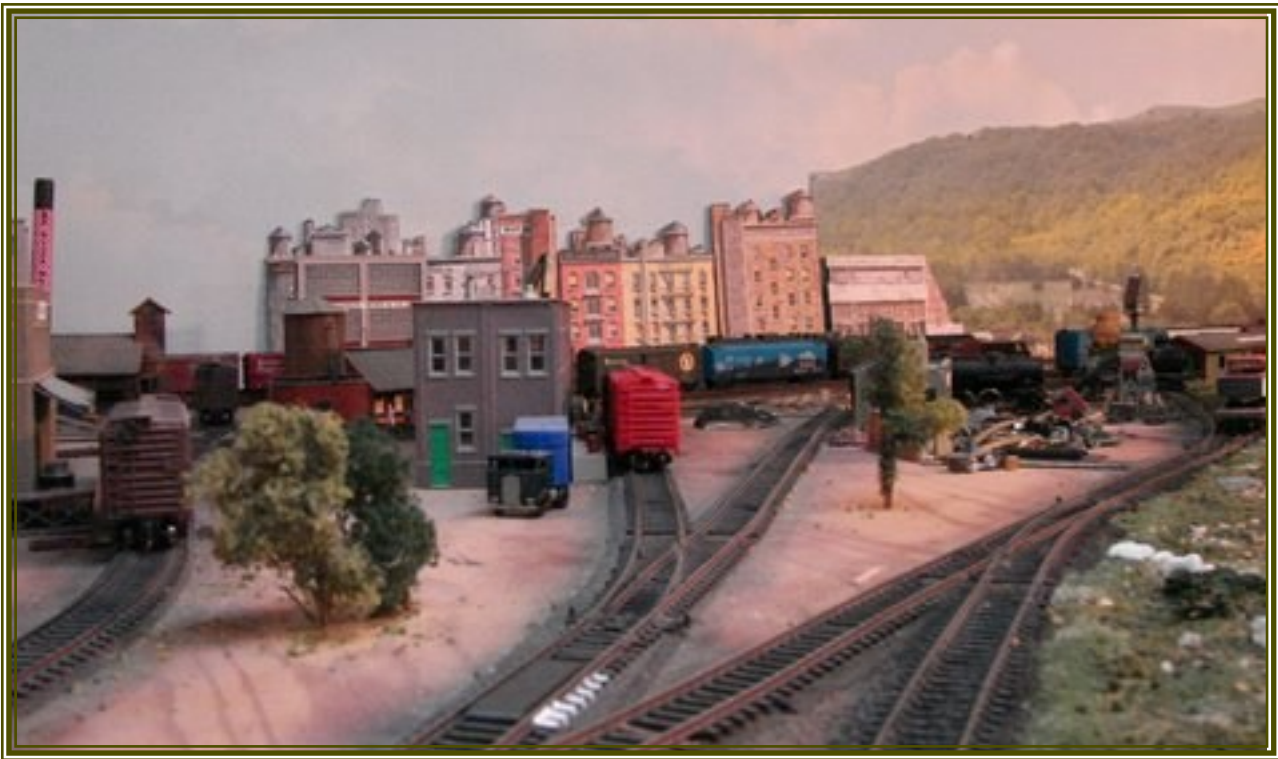


*Huntington Yard on the WVW-Craig Brantley Photo*

## Modeling with a Purpose-Chapter 4

By Bob Barnett MMR

Photos by Craig Brantley



*Kenova was a Major Switching Town on the WVV—Craig Brantley Photo*



*WVV Superintendent watches Coal Train Pull Through Town of Nitro*



## Modeling with a Purpose-Chapter 4

By Bob Barnett MMR

Photos by Craig Brantley



*This photo was taken by Steve Sandifer and sent in by Rick White.*

*It shows a 2009 father and son operation night. Pictured in the back are Rick's youngest son, Rick White, Travis Barnett, Bob Barnett and Peter farther to the right. Photographer Sandifer is on the extreme left with Jim Cash and Cooper Cash to his right.*

## A Study of Railway Transportation

Submitted by Mark Couvillion and Brian Jansky

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

Published: 1944

### Pick-Up and Delivery Service

In a preceding chapter, we learned that the Railway Express Agency calls at stores, warehouses, factories, and other places of business, as well as at homes, hotels, schools and colleges and other institutions, for express shipments and delivers the shipments to places of business, institutions, hotels, and homes in cities and towns throughout the country.

This is called "pick-up and delivery service."

For the convenience of their patrons, many railroads began several years ago to provide pick-up and delivery service for less-than-carload (L.C.L.) freight shipments. Since then, pick-up and delivery service for such shipments has been adopted by many other rail-roads, so that this convenient method of shipping less-than-carlots of freight is now available to shippers and receivers of freight in cities and towns in nearly every state in the Union.

In order to perform this added service, some railroads own and operate large fleets of motor delivery trucks, somewhat similar to express trucks, while other railroads contract with local truckers to perform the work for them.



Pick-up and Delivery Service

Courtesy of Robert Dudley Smith

In this picture, several pick-up and delivery trucks are lined up at the freight station platform in position for loading or unloading packages and other L. C. L. shipments.

All less-than-carload freight of this kind is shipped in sealed box cars, which protect against weather and theft.

In cities and towns where pick-up and delivery service is available, the shipper simply telephones the local railway freight agent, and a truck will call for the shipment.

Millions of L. C. L. freight shipments move over the railroads of the United States, some for short distances, some for thousands of miles. They consist of an almost endless variety of goods and articles, such as clothing, dress goods, hosiery, hats, shoes, furniture, dishes, silverware, books, stationer's goods, drug store supplies, typewriters, office equipment and supplies, small tools, firearms, bicycles, toys, shipments from mail order houses, and canned goods - just to mention a few items.

Like express shipments, L. C. L. freight is shipped in boxes, crates, cartons, cases, bundles, bales, barrels, bags, and other containers. Each shipment must be plainly labeled or tagged to show the name and address of the consignor and the name and address of the consignee. Each shipment is weighed, and the freight charge is computed on the basis of weight. The freight rate is based upon a minimum of 100 pounds. For instance, the L. C. L. freight rate on shoes in boxes may be 45 cents per 100 pounds.

The freight charge on a shipment weighing 85 pounds would be 45 cents, the minimum rate. On a shipment weighing 675 pounds, the charge would be 6-3/4 times 45 cents, or \$3.04. The charge is based upon the entire shipment, regardless of whether it consists of one package or several packages.



Freight charges may be paid by the shipper, or, if he desires, the freight charges will be collected from the consignee. As in the case of express shipments, the railroad will, at the request of the shipper, collect both the purchase price of the goods and the freight charges from the consignees and remit the former to the shipper.

Pick-up and delivery service has the effect of extending railway freight service to the doors of merchants, manufacturers, and others, and it relieves both shippers and consignees of the bother of arranging for cartage or drayage at either end.

Fast and dependable merchandise freight trains carry L. C. L. cars, commonly known as package cars, on regular daily schedules, to and from cities and towns hundreds or thousands of miles apart. Combined with pick-up and delivery, this service has reduced the "time-distance" between cities.

Today, shortly before closing time, a merchant may wire a rush order to a wholesaler four or five hundred miles away. The wholesaler calls the railroad agent; a pick-up and delivery truck calls for the shipment, which is placed in an overnight merchandise train.

Upon arrival at the destination the following morning, the shipment is transferred to a pick-up and delivery truck and delivered to the store in time for the goods to be placed on display soon after the store opens. This is why salesmen and salesladies in many cities can say: "If it isn't in stock, we can have it here for you tomorrow."

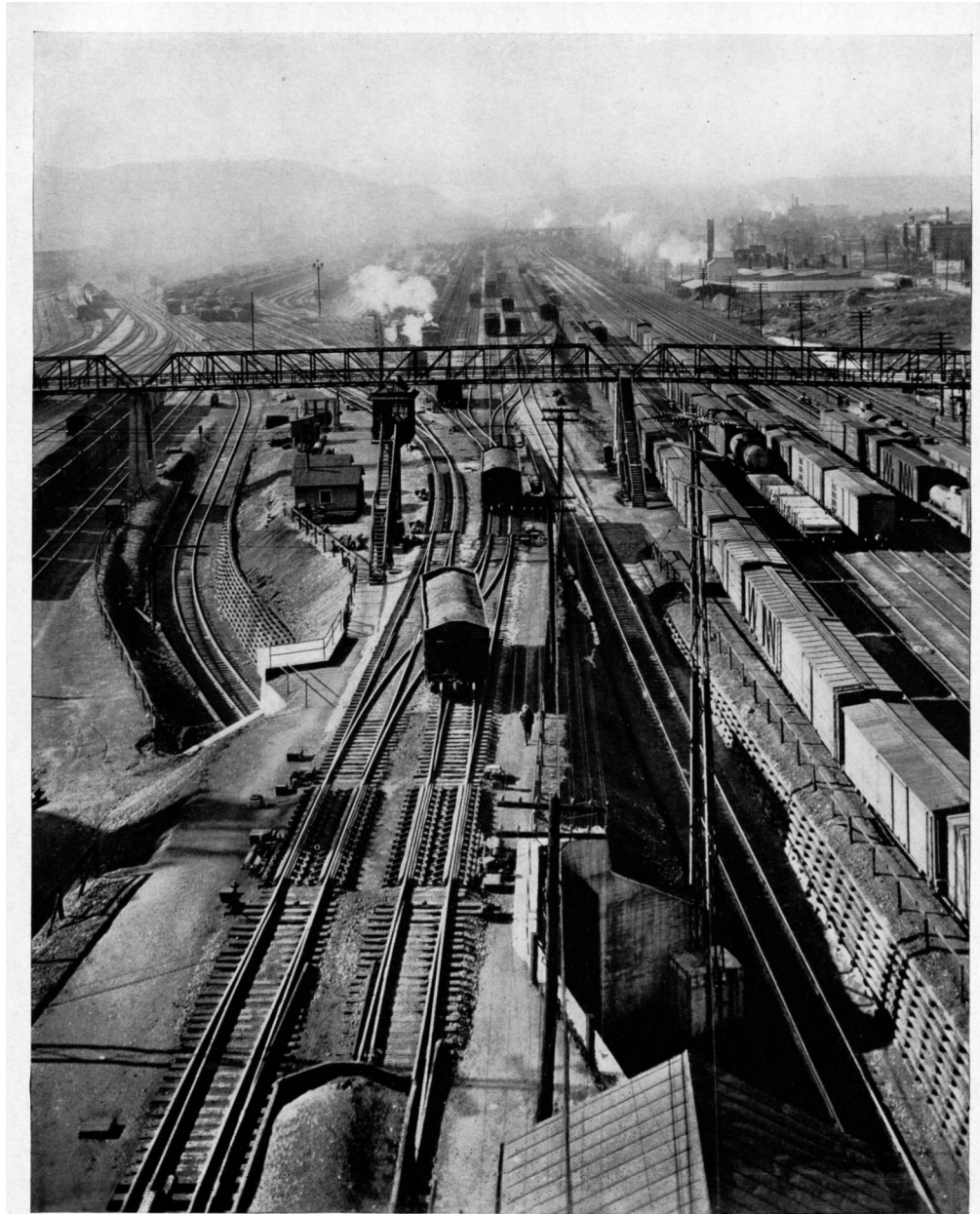
## Where Freight Trains Are Made Up

A maze of railway tracks, fading away in the distance; signal towers; batteries of floodlights; freight cars of many kinds, colors, and markings, singly and in strings, loaded and empty, moving and standing; and noisy locomotives, scurrying hither and yon and seeming to say: "Hurry, hurry, hurry! The train must be made up and ready in half an hour! Hurry, hurry, hurry!" This is the railroad freight yard where - amid an unending cacophony of locomotive puffs and whistles and of groaning car wheels - trains are broken up and made up, locomotives and crews are changed, cars are inspected, and long freight trains are started on their runs.

There are several kinds of freight yards. Some are equipped for unloading freight from cars to motor trucks. Some are for loading freight from motor trucks to cars. Some are for reclassifying carload freight and making up new trains.

A train approaching Chicago, for instance, may contain cars destined to various parts of the city and cars destined to various cities beyond Chicago. Such a train is delivered to a receiving yard from which the cars are transferred to a classification yard, where they are regrouped or reclassified, the individual cars of which may be billed for delivery to different railroads for forwarding to destinations or to different parts of the city on the same railroad. At intervals, cars regrouped by such a process move on to their destinations. Similarly, cars which are loaded in the city are brought to the classification yard and there combined into trains. The movements of cars between the classification yards and the city are commonly referred to as transfer or switching movements.

Freight yards vary in size according to the amount of traffic which flows through them. In many of our large cities, and at many important railway terminals, there are yards covering from 100 to 300 acres and handling many thousands of cars a day.



Where Freight Trains Are Made Up

This is a picture of a part of one of the country's large freight classification yards. It is nearly four miles in length and embraces many miles of railway tracks. Thousands of freight cars, loaded and empty, enter and leave the yard daily. Every kind of freight moves through the yard, including large quantities of coal and lumber, manufactured products, and grains, livestock, live poultry, and fruits and vegetables.

One of Chicago's principal yards is equipped with facilities for re-icing refrigerator cars in transit. There are also facilities for the feeding of live poultry. There are chutes, stock pens, and other facilities for unloading, resting, feeding, watering and reloading livestock in transit. There are even barns for horses and mules, and there are drenching facilities for the care of hogs. There are disinfecting pens for the handling of tested dairy cattle. Shower-bath facilities are provided for the many caretakers who attend to the livestock, poultry and perishable fruits and vegetables that are constantly moving through the yard. Floodlights at night make the yard almost as bright as day.



The freight yard is under the direct supervision of a yardmaster, who is responsible for its efficient operation. The yardmaster's office is the "nerve center" of the freight yard.

Upon the arrival of a freight train at the receiving yard, the train conductor turns his waybills (one for each car) over to the yardmaster's office. Thereupon, a switching list is made up, showing the number, weight, and destination of each car in the train, and the number of the track in the classification yard to which the car is to be switched. Copies of the switching list are then given to the towerman, the conductor of the yard switching crew, and to others who are to classify the cars.

In the meantime, the locomotive which brought the train in has been taken to the roundhouse, usually in or near the yard, to be put in condition for its next run.

Many of the larger yards are equipped with one or more "hump" tracks, as seen in the foreground of the picture. The "hump" is an elevation over which cars are pushed by a switch engine and released one by one to run by gravity into the classification tracks at the foot of the incline. The coal cars in the foreground have been released in this manner and are on their way to the classification tracks. As each car is released on the "hump", one of the workers announces its number to the man in the tower (little dark house to left center), and, with a copy of the switching list before him, the towerman pulls a lever which opens the switch leading to the particular track to which the car has been assigned in the list. If a car is moving too fast as it descends the incline, its speed is checked by braking or snubbing devices in the track known as *car retarders*, four of which are located in the tracks in the immediate foreground.

Additional car retarders are installed in the tracks leading to the track area in the background. The car retarders are controlled by men in the tower-like house in the center. The "hump" method of classifying cars is much faster than the ordinary method of switching.

As soon as each train is made up, it is taken to the outbound yard by a switch engine. Then a road locomotive is attached to the front of the train, and a caboose is attached to the rear. When the scheduled time for departure arrives, the signal is given and the train starts on its run.

The yardmaster reports to the trainmaster, who is in charge of train operations over an entire division.

Working in close cooperation with the road foreman of engines, the roundhouse foreman, and others, they see that each train is made up and started on its run according to schedule. When the train is ready to leave the yard on its run, the conductor of the train crew receives his orders from the train dispatcher.

In the railroad freight yard, as well as out on the road, the movement of switching engines and all other operations are performed according to definite time schedules, so that each train will be ready to start on its run on the hour and minute designated on the time card.

Objects in the picture not identified above are:

- (1) box cars, in the right foreground;
- (2) tank cars, under bridge at right;
- (3) engine-house or round-house, at extreme left;
- (4) electric floodlights, on tower house in left center;
- (5) switches, operated from towers, several of which are in "hump" tracks in foreground;
- (6) cross-over, a diamond-shaped crossing, under second coal car in foreground;
- (7) frogs, points of tracks leading from switches;

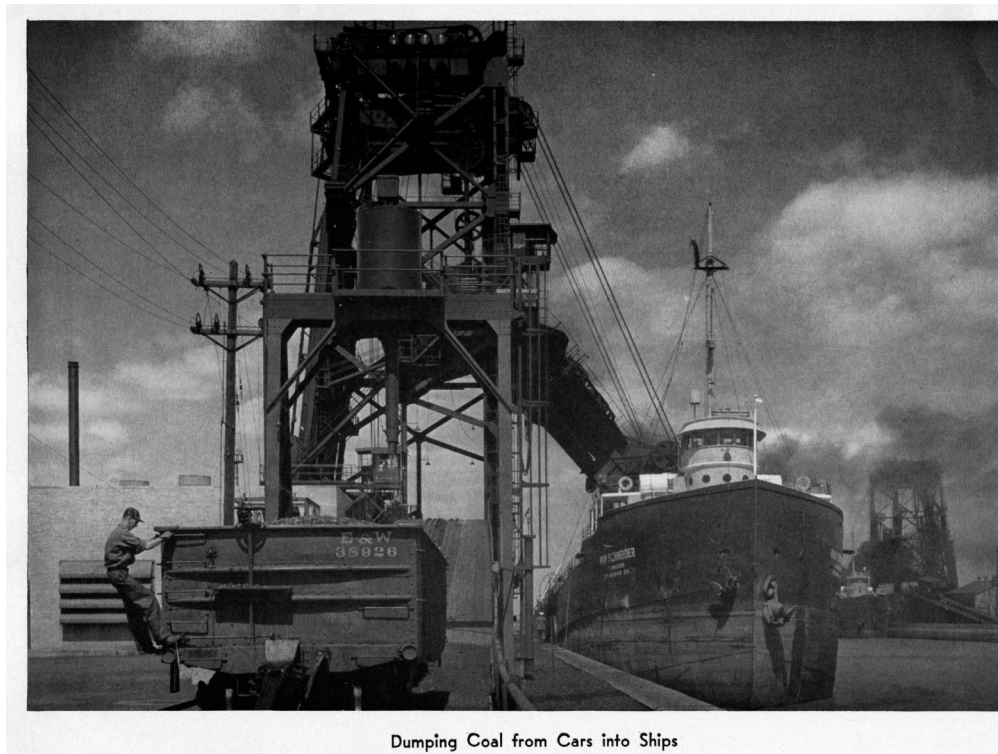
- (8) underpass, directly under car retarders in foreground;
- (9) steel tower carrying electric power cables;
- (10) ballast, crushed stone surfacing material supporting the crossties;
- (11) bridge, for convenience of railroad workers in crossing or reaching points in the yard;
- (12) hopper cars, empty coal cars at left, waiting to return to coal mines.

Many of the cars which move through freight yards in the large cities are passing from one railroad to another. Where two railroads meet and connect so that cars can be moved from one to the other, the point of transfer is called a junction. It is also called an interchange point. When a car is delivered by one railroad to another, the car is said to be interchanged. The interchange of freight cars between railroads at numerous junction points throughout the country involves the keeping of extensive records. The interchange of each car must be recorded and reported. A record is kept by each freight train conductor of all cars handled in his train, and the record is forwarded daily to a central car record office. Agents located at interchange points forward daily reports showing the name of the owning railroad and the number of each car interchanged.

There are many thousands of freight yards, large and small, in the United States. Most, but not all, of these yards are in or near important cities. Within the city limits of Chicago, for instance, there are 118 freight yards, of which sixty-seven are classed as major yards and fifty-one are classed as minor yards.

Within the terminal district of Chicago, but outside the city limits, there are forty major yards and nineteen minor yards, making a total of 207 freight yards of all kinds and sizes in the metropolitan district of that city.

Nearly every important seaport and lakeport is served by one or more large yards for the classification and handling of freight cars required for loading or unloading ship cargoes. At some of our ports there are immense yards to accommodate the trainloads of coal that arrive from the mines to be unloaded into ships and to hold the long strings of empty coal cars before they are sent back to the mines.





In the coal mining regions of West Virginia, Kentucky, Pennsylvania, Illinois, and other states there are many freight yards which are used for assembling carloads of coal from the mines and organizing them into trains for forwarding to distributing and consuming centers as well as to seaports and lakeports.

Some of these coal-assembling freight yards are of immense size and are equipped with all modern devices for the rapid and systematic classification of cars and assembling of trains. Of course, these yards are also used for assembling empty coal cars arriving from the cities and ports and distributing them to the mines for reloading.

In addition to the several kinds of freight yards, there are railway yards for storing, cleaning, repairing, and assembling passenger train equipment, including baggage, express, and mail cars. These yards are usually located in the vicinity of passenger stations in the large cities. Here each passenger train car is thoroughly cleaned and inspected after each run and is made ready for its next run.

## Mark's Minute

By Mark Couvillion

### Tips on Using DecoderPro

I wanted to start a few articles on programming DCC decoders with DecoderPro. I have found a few techniques that help me save time and assure uniformity between installations.

The first thing about DecoderPro is that it is a simple means of changing Configuration Variables (CVs) very quickly as you are customizing a decoder installation. Programming each individual CV through the throttle is a royal pain and takes forever. I find that using DecoderPro makes my installations faster, more consistent, and more reliable.

DecoderPro is available as part of a download from JMRI.com. JMRI is “Java Model Railroad Interface” and has MANY useful software applications for you to enhance your railroading fun. I use only a few but there is something there for EVERYONE! You will also need to download the latest version of JAVA **first**. You can't download JMRI until you have JAVA on your computer. You will need an interface between your computer and your command station or communications link to your railroad. Newer versions of command stations often have this link built in, a dedicated serial port. Older command stations can be accessed by devices that plug in to the computer and the local loconet. While it is easy to download these two programs to your computer, I have yet to see a reminder for non-technical people to download the proper **DRIVERS** for JMRI to communicate to JAVA and the computer! Some installations take one driver, some take two! If you install DecoderPro and JAVA and they don't communicate properly, you most probably did NOT install the necessary Driver(s). I guess we are all supposed to know this, as it is always “intuitive”!



*Next Month: More on Using DecoderPro*

# **GREATER HOUSTON TRAIN SHOW**

**SATURDAY, FEBRUARY 21, 2026 10:00 – 4:00**

## **Pasadena Convention Center**

7902 Fairmont Parkway  
Pasadena, TX 77504

East of Beltway 8 on  
Fairmont Parkway

Adult \$10

Youth \$5

Maximum \$15 per household



Operating Layouts, Classes on Railroads and Modeling subjects, National Model Railroad Association Contest, and Vendors from across the Southwest.

Sponsored by the **San Jacinto Model Railroad Club, Inc.**  
501(c)3

Chairman: Steve Sandifer; [steve.sandifer@sbcglobal.net](mailto:steve.sandifer@sbcglobal.net)

Table Sales: Robert Ashcraft: [crash8473@comcast.net](mailto:crash8473@comcast.net)

<http://sanjacmodeltrains.org>



# Christmas Party Photos

By Divina Gato-Hogno and Terri Sabol







## Happy January Birthdays!



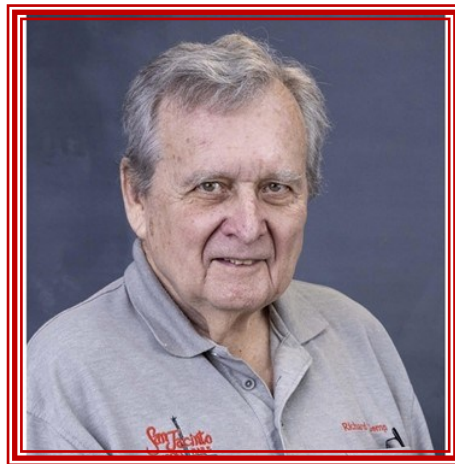
**Jeff Williams**

(January 22)



**Richard Gemp**

(January 14)



**Mike Brignac**

with wife, Norma (January 24)



## Happy Anniversary!



**Happy Anniversary,  
Dick and Sandie Louvet!**

(January 14)





## Banking Summary - Last month

11/1/2025 through 11/30/2025

## Category

**INCOME**

|                         |               |
|-------------------------|---------------|
| Train Show Income       |               |
| Vendor Table Receipts   | 315.00        |
| TOTAL Train Show Income | 315.00        |
| <b>TOTAL INCOME</b>     | <b>315.00</b> |

**EXPENSES**

|                            |                 |
|----------------------------|-----------------|
| Derail Editor Appreciation | 500.00          |
| Meeting Rental             | 200.00          |
| Computer Checks            | 68.40           |
| Software                   | 108.24          |
| Train Show Expense         |                 |
| Advertising on Cowcatcher  | 370.00          |
| TOTAL Train Show Expense   | 370.00          |
| <b>TOTAL EXPENSES</b>      | <b>1,246.64</b> |

|                      |                |
|----------------------|----------------|
| <b>OVERALL TOTAL</b> | <b>-931.64</b> |
|----------------------|----------------|

## Account Balances - As of 10/31/2025

| Account                    | Balance          |
|----------------------------|------------------|
| <b>Bank Accounts</b>       |                  |
| Chase Checking             | 14,820.19        |
| Frost CD                   | 5,541.05         |
| <b>TOTAL Bank Accounts</b> | <b>20,361.24</b> |
| <b>OVERALL TOTAL</b>       | <b>20,361.24</b> |

## Account Balances - As of 11/30/2025

| Account                    | Balance          |
|----------------------------|------------------|
| <b>Bank Accounts</b>       |                  |
| Chase Checking             | 13,888.55        |
| Frost CD                   | 5,541.05         |
| <b>TOTAL Bank Accounts</b> | <b>19,429.60</b> |
| <b>OVERALL TOTAL</b>       | <b>19,429.60</b> |

*There were no December minutes due to no formal December meeting.*



## San Jac Officers

**President:** Chuck Lind MMR  
[president@sanjacmodeltrains.org](mailto:president@sanjacmodeltrains.org)  
**Vice President:** Bob Barnett MMR  
[vice-president@sanjacmodeltrains.org](mailto:vice-president@sanjacmodeltrains.org)  
**Secretary:** David Paul  
[dbpaul32@yahoo.com](mailto:dbpaul32@yahoo.com)  
**Treasurer:** Richard (Dick) Louvet  
[secretary@sanjacmodeltrains.org](mailto:secretary@sanjacmodeltrains.org)  
**Past President:** Kelly Russell MMR  
[krussl@yahoo.com](mailto:krussl@yahoo.com)



## Division 8 Texas Gulf Division Officers

**Director:** Phil Stewart  
[pstewart1225@yahoo.com](mailto:pstewart1225@yahoo.com)  
**Secretary/ Treasury:** Tom Marsh  
[txtr7@yahoo.com](mailto:txtr7@yahoo.com)

## Derail Staff

**Conductor:** Bob Sabol  
[bsabol@stillmeadow.com](mailto:bsabol@stillmeadow.com)  
**Engineer:** Terri Sabol  
[terri74@gmail.com](mailto:terri74@gmail.com)  
**Brakemen:**  
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 Richard Louvet  
[secretary@sanjacmodeltrains.org](mailto:secretary@sanjacmodeltrains.org)  
 Kelly Russell MMR  
[krussl@yahoo.com](mailto:krussl@yahoo.com)  
 Steve Sandifer MMR  
[steve.sandifer@sbcglobal.net](mailto:steve.sandifer@sbcglobal.net)

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](http://www.sanjacmodeltrains.org)  
**Webmaster: Brian Jansky**



## Next Meeting

**TUESDAY, JANUARY 6TH**

**AT 7:00PM**

HYBRID MEETING: ONLINE AND IN-PERSON

# ‘Panel Discussion: Operations – Car Forwarding Systems’

PANEL: GORDON BLISS, AL PARTLOW, STEVE  
SANDIFER MMR, BOB BARNETT MMR, TOM  
BAILEY, ROBERT ASHCRAFT, RANDALL WILSON,  
AND LARRY DAUGHTERY



## Refreshments:

David Barthlomew



## Video Corner



David Currey found this funny video of an SEC Short  
titled SEC Teams Board the Playoff Train.