



# The DERAIL

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## Dallas Union Station Photo Re-Creation 04-25-15

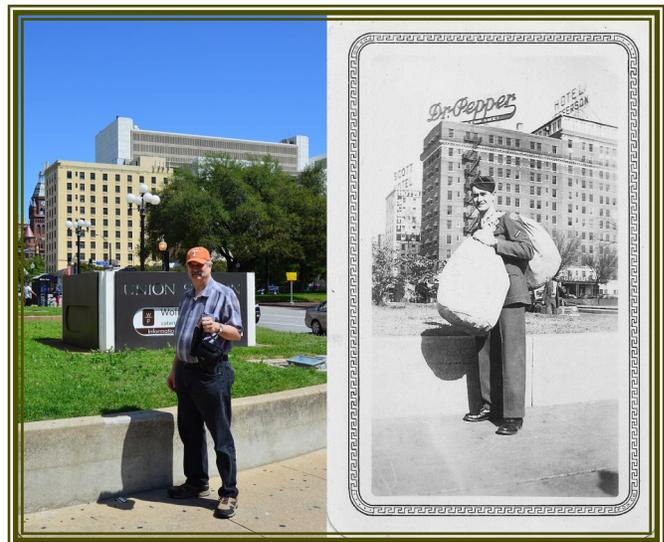
By David N. Currey

In a previously written article, I mentioned that on a trip to Dallas to ride the new DART Orange light rail line, I did a bit of a photo re-creation while at Union Station. It was sort of a “besides the point” activity relative to the previous article, so I've put that here into its own short article for the Derail. Besides the railroad photo related theme of this article, it also touches on sleuthing out railroad and other information on the internet and in books.

As mentioned in the first article on the DART trip, our first goal for John Murdock and I had been to catch the southbound Texas Eagle at Union Station, so upon arrival there on the light rail, we disembarked, but found the TE was about 22 minutes late. This gave us some extra time for a little photo re-creation I had planned. About nine months before my Dad (Billie George Currey) passed away two years ago, I visited him in Lafayette, Louisiana. At one point, he suddenly approached me with some old photos from his military days on Saipan during World War II. He had served in the Army Air Corps as a weather observer. His most important duties had been triangulating weather storms via radar with the coordination of observers on other Pacific islands so that the B-29s could be routed around them. The weather observers would all have to be in radio communication with each other, and press a button on their electrical equipment at the exact same instant. He let me keep the photos, but I wish I had asked him questions about them.

One photograph in the group was not from Saipan, and showed him with a couple of duffel bags standing on a walk or sidewalk about a city block from several hotels in the background. They were the Hotel Jefferson and the Scott Hotel. I assumed the hotels, one of which was pretty huge, were in New

York City, where he had traveled during the war, or perhaps St. Louis, where he would have changed trains, or the least likely, Columbus, Ohio, where he was in training. My first attempt at figuring out the city of the photo was not successful, but upon assuming that only one city in the United States would have both a Scott and a Jefferson hotel, it was easy to figure out the city. I did a Google search and looked at images. Upon finding some photos and postcards on the internet that matched the Jefferson Hotel, I then went to the web pages for those. Most of the postcards were on eBay. I surprisingly found out that the location was none of these cities, but instead, was Dallas. In fact, my dad had been standing in front of the Union Station there, between about 9:00 am and 10:00 am, judging by the shadows. Union Station was in front of him out of the picture, only a few steps away.



Photos owned by David N. Currey

(Continued on page 2)

(Continued from page 1)



This postcard was published by Genuine Curteich-Chicago.

Knowing the location of the photo actually increased my curiosity about it, and I became obsessed with finding out more. My Dad grew up on a farm a few miles due south of Groesbeck, Texas, which is about 55 miles south of Dallas, and is the county seat of Limestone County. The town was on the Southern Pacific, and at the time, the passenger trains *The Sunbeam*, *The Hustler*, and *The Owl* ran through there between Dallas and Houston. *The Sunbeam* had been streamlined in the late 1930s, and *The Hustler* began using the *Sunbeam* equipment, so it was also streamlined. Back then, the rail line was visible from the farm about a mile and a third away, but is now obscured by trees. My dad's opinion of *The Sunbeam*, when he saw it for the first time, was that it was the most modern looking thing he had ever seen. I was curious as to whether the Union Station photo showed him heading to or from Groesbeck, so I analyzed all the evidence I could come up with. My sleuthing method might be usable by others trying to get information out of a photo.

The shadows indicate he was standing in front of the depot at about 9:00 am to 10:00 am. If he had taken a train from Groesbeck, it could have gotten him there at about 6:55 am, but he would have had to leave Groesbeck at 3:58 am on *The Owl*. I can't imagine him getting his folks up in the middle of the night to catch a train when there were other options. I considered that a bus might have been the answer, but a bus would have probably been even slower than the train, so if he had left on the bus at a convenient time, say 8:00 am or later, he couldn't have arrived in Dallas

and made the transfer to Union Station before about noon or 1:00 pm. Highways weren't very good back then. I can remember him talking about his family taking trips to visit relatives that took practically all day one way, which now take only two hours or less.

This all made me think he was probably instead headed to Groesbeck. *The Bluebonnet* on the Missouri-Kansas-Texas, which at the time had a section from St. Louis, would have departed St. Louis at 2:15 pm and arrived Dallas at 10:05 am. *The Texan*, on the Missouri Pacific, would have departed St. Louis at 2:10 pm and arrived Dallas at 8:45 am. The Pennsylvania's *Jeffersonian* (which he had once told me he rode from New York to St. Louis sitting in the last seat in the observation car) would have arrived in St. Louis at 1:35 pm, so could have connected with either train. The *Texan* is probably the more likely, as it puts him there slightly before the 9:00 am to 10:00 am window, though the *Bluebonnet* is still possible. There's one other consideration: My dad once told me he had an uncle who was a Maintenance-of-Way superintendent on the Missouri-Kansas-Texas, so he might have had a predilection for riding the Katy out of loyalty to the family. I still think he probably rode *The Texan*, but who knows!

Okay. So we have him at Union Station in Dallas at about 10:00 am. Where next? Well, he had mentioned to me also about riding Bowen buses, which I once thought was spelled "Boeing". Now I know why he had to ride Bowen buses—follow this: *The Hustler* left Dallas at 8:00 am, so he couldn't have ridden that train. The shadows do not support that. *The Sunbeam* did not depart until 5:00 pm, but it didn't stop at Groesbeck—it had only two limited stops at Ennis and College Station before Houston. Surely he would not have waited until the late night departure of *The Owl*, which would have put him into Groesbeck in the middle of the night. Therefore, at 10:00 am, he is most likely making his way to the Bowen bus station, to catch a bus to Groesbeck. I've also found references on the internet to a Bowen bus route between Dallas and Houston, so Groesbeck was likely on that route.

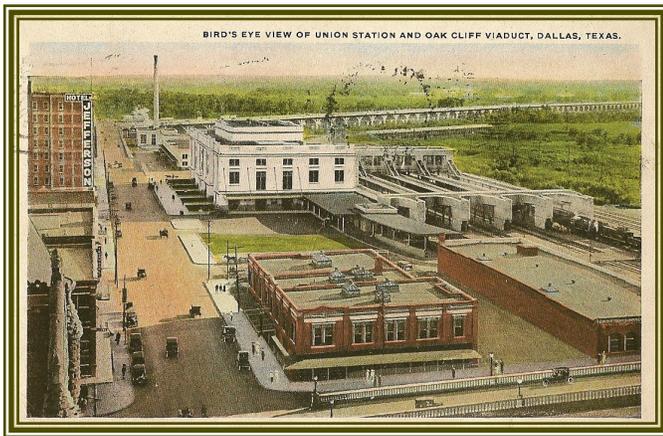
Another peculiarity of the photo is puzzling. The Dallas County courthouse's clock tower cannot be

(Continued on page 3)

## Dallas Union Station Photo Re-Creation 04-25-15 (cont.) By David N. Currey

*(Continued from page 2)*

seen in the background behind the Scott Hotel. For John and I, this was a serious problem, even though I had positively matched the Hotel Jefferson in the photo to the various postcards and photos on the internet. The whole issue seemed surreal. After another research period on the internet taking another several hours, I discovered the reason for this. Due to a structural failure in 1919, the clock tower was removed, and wasn't rebuilt until 2007, so it would not have been there when Dad's photo was taken. However, if you look closely, you can see the base of the tower.



*This postcard was published by Seawall Specialty Co. of Galveston, Texas.*

The Scott Hotel is still there, though now named something else, and can be clearly seen in the new photo, almost like a ghost from the past. The Hotel Jefferson was torn down years ago, and its being gone really changes the look of the location, as the hotel dominated the scene.

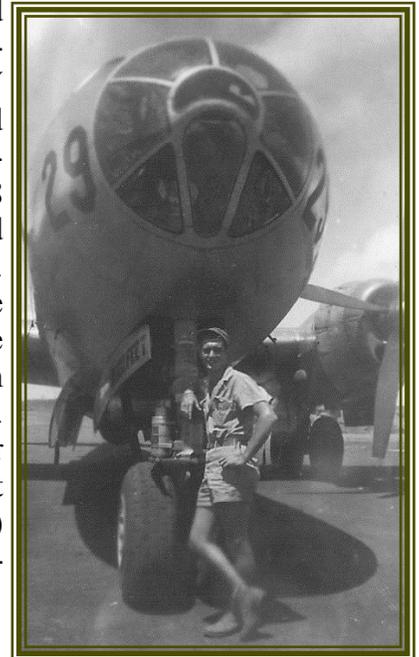
The photographer seems to have been kneeling, possibly even in the street, to get the angle of Dad compared to the hotels in the background. The photo spot is at the front left corner of the station, as viewed from the street. John and I didn't have time to really figure out camera angles, exact position of the photographer, the focal length of the camera (it probably had a wide angle), etc., so we did the best we could. The next time I'm up there, perhaps I can improve on the photo re-creation. It would require the use of a tripod.

Dad's uniform in the photo has one stripe, so he is a

private. He was a corporal (two stripes) at the end of the war, so this photo probably shows him before he shipped out overseas. Therefore, it can't be 1945 or 1946. I would guess probably 1943 or summer of 1944 at the latest. Somebody versed in sun shadow lines could probably compare the shadows between the two photos and determine the month or even week of the year. Note the soldier in the background with his coat unbuttoned. That implies it was hot that day, so possibly summer of 1944.

It's possible the photo was taken by a professional photographer at Union Station, who then mailed it to Groesbeck, but I think Dad had somebody take a photo with his own camera. The back of the photo states "Fox-Tone" and "FOX CO", and seems to show the beginnings of the name "San Antonio", i.e., "San Anton", with the bottoms of some of the letters cut off. If it was taken with Dad's camera, he might have gotten it developed in San Antonio if he was passing through one of the four airfields located there or doing some additional training there. That is perhaps more likely, as it is hard to imagine a photographer in Dallas sending his film to San Antonio to be developed.

In the photo of my dad standing by a B-29, the plane is the "V Square 29", serial number 42-24688. It served with the #499th bomber group of the XXI Bomber Command on Saipan, and replaced another "V Square 29" that had been lost in a ditching. B-29 42-24688 flew 43 missions, and aborted 2 missions. It never had any nose art, and therefore never had an "official" nickname. It survived the war and was scrapped at the Pyote ("Pie Oat") Airbase in west Texas in 1951.



*Photo owned by David N. Currey*

*(Continued on page 4)*

## Dallas Union Station Photo Re-Creation 04-25-15 (cont.)

By David N. Currey

(Continued from page 3)

During WWII, Pyote was the largest bomber base in the United States, and was situated near Pyote, Texas on the Texas and Pacific Railroad about 15 miles west-southwest of Monahans. Some of the plane's scrap was probably shipped out in T&P gondolas. It's metal is probably in its third to fifth recycling into razor blades and iPhones by now. Today, the base is abandoned tumbleweed country, befitting its nickname of "Rattlesnake Bomber Base". I-20 now runs along the north side of the property. Only the runways, taxiways, flight line, and the ruins of one building are left, and can be seen in Google Maps. (Yes. All this info required more internet sleuthing.)

A note about the aerial photo of Dallas Union Station: The train in the station has a caboose, so it may be a mixed train. The postcard dates from about 1924 or before, as that appears to be the year of the postmark. I know of only one mixed train that ever served Dallas Union Station, and it ran on the Southern Pacific between Dallas and Beaumont, but it was not a mixed train in 1930, the year of my Official

Guide that is closest to the date of the postcard. However, it may have been a mixed in earlier years. In September of 1937, it departed Dallas as a mixed train at 8:00 pm, so the long shadows are congruent with such a departure time in the summer. The train is also headed in the right direction to be going to Beaumont. It of course is possible it was some mixed train unknown to me.

In summary, my Dad, Billie George Currey, was standing in front of Union Station in Dallas between about 9:00 am and 10:00 am, probably during the summer of 1944. He had most likely arrived on Missouri Pacific's *Texan* from St. Louis at about 8:45 am, and would shortly be making his way to the Bowen Bus station to travel to Groesbeck, Texas, and visit his parents and sisters. He probably then went on to San Antonio, where he had the film developed, and received additional training at an airfield there before shipping out to the Pacific for World War II.

Let's head to the house (“^”) and tie this one up.

## Realistic Operations on Your Model Railroad Part 2

By Al Partlow

Now that we know some of the basics of prototype railroad operations, there is no time better than the present to start operating more realistically on our layout. After all, this is one of the few aspects of the hobby that costs you nothing to do. So let's get started.

The first thing I do when hosting an operating session on the Texas & New Orleans Hearne Sub is provide operators with a brief orientation session as to expectations of them, as well as provide any specific details or instructions regarding the session (“Christmas Season 1952” so expect heavy mail and parcel shipments, “Heavy Perishable Traffic Ex Texas Rio Grande Valley” requires extra freight trains on the layout, etc.). We also discuss the paperwork associated with a timetable and train order operating system (train orders, clearance cards, train registers, etc.). Most importantly, I remind them to relax and have fun as any mistakes can be corrected. After all, there is always another shift, another train, or another day in the real world.

Next, we take time to assign prototypical railroad jobs. On the Hearne Sub, we have a Dispatcher, a Hearne Yardmaster (may also assign a Hearne Yard Engine Foreman), a Houston Passenger Station Master (may also assign a Depot Job Engine Foreman), a Eureka Junction Tower Operator, and several Road Crews (may assign a two man crew for local freight trains). While the Dispatcher, Hearne Yardmaster and Houston Passenger Station Master all require some extensive operating experience, I do let new operators try these positions, working alongside an operator familiar with the railroad. I encourage first time operators on the railroad to sign up for road engineer jobs, as First Class Passenger Trains and Second Class Freight Trains allow them to operate over the entire Subdivision where they can get a good “feel” for the railroad. A “Crew Call Board” is utilized for operators to sign up for the various trains and I ask that they take the next available train when they complete a trip.

(Continued on page 5)

## Realistic Operations on Your Model Railroad- Part 2 (cont.) By Al Partlow

*(Continued from page 4)*

To operate a railroad there must be some system for moving cars from one point to another. That system can be car cards with waybills (four cycle or more realistic one cycle types), switch lists, or computer generated car forwarding (JMRI). I prefer the more prototypical one cycle waybill for manifest trains and locals, or switch lists for heavy switching operations (multiple industries in a concentrated area like the Depot Job or a large industry such as the Salt Mine at Hockley, TX). The one thing I do with my waybills (although not prototypical) is provide a timetable direction the car should be moving in the form of an "East" or "West" notation on the waybills. That way, if an operator is running a train in a "westward" direction, he should not have any "eastbound" cars in his train or vice versa.

Another operating session consideration is how one controls the movement of trains over the railroad. Whether it is timetable and train order, track warrants, a CTC signal system, or simply verbal authority, you have to keep trains from interfering with one another. The Hearne Sub utilizes a timetable and train order system, as that is what the prototype T&NO used in the early 1950s. I can make the train orders as simple or as complicated as appropriate, depending on the experience level of the operators participating in the session. A timetable is also provided in simplified form, with train times shown only for the modeled stations on the layout. While still in prototype format, this helps make reading the timetable much easier for operators not familiar with a timetable and train order operating scheme. The timetable also includes "Special Instructions" and pertinent "Operating Rules" for reference purposes, just like the prototype.

Finally, to actually keep trains moving in a prototypical manner, there must be some way to measure time, albeit "faster" than real time. To accomplish this, I use a "fast clock" which can be set to run in whatever ratio is needed to keep trains moving over the railroad. Using slower clock ratios (3:1, 4:1, 6:1) give operators more time to perform the tasks necessary to make the session go smoothly and keep disruptions to a minimum. If the session is going too slowly or there is a significant time gap between trains, I can always speed the clock up to 12:1 or 15:1 and eliminate any major lulls in the action. However, I am always mindful that yard crews are usually switching in "real time", so I always check with them to make sure they are also in a "lull-in-the action" mode before I speed up the fast clock.

Next time we will run a session and give you a hands-on feel as to how things work on an actual layout.

Hope to have you back next month.



*Photo by Al Partlow*

## San Jac Fall Tour 2015

**By Craig Brantley**

The tour is coming soon. Halloween messes up the first weekend but I am not opposed to having layouts open Oct. 31/Nov. 1. HOOTERS (operating group not girls) is Nov. 7/8 so no layouts open then.

Dates as follows...

Oct. 31/Nov. 1 (?)  
Nov. 7/8 (no layouts open)

Nov. 14/15  
Nov. 21/22  
Nov. 28/29  
Dec. 5/6

Let me know if you will be participating and if you have any date preference.

Thanks and Happy Model Railroading!

# 2015 National Narrow Gauge Convention

By Craig Brantley

The National Narrow Gauge Convention (NNGC) was held in Houston on September 2-5, 2015. Craig Brantley, Eddie Carroll and Chuck Lind MMR sponsored the convention at the Royal Sonesta Hotel and Convention Center in the Galleria area. The NMRA Lone Star Region, Division 8 co-sponsored the event and provided insurance coverage.

This was the 35<sup>th</sup> convention that is organized every year by a different city. Narrow minded modelers have kept the convention going all these years with no formal organization or dues! Our government could learn much from our success without the red tape.

The convention attracted 840 attendees from all over the world. Foreign countries represented included: Australia, Belgium, Canada, England, Germany, Ireland, Japan, Mexico, New Zealand and Switzerland. We were blessed with an excellent staff that organized the convention. Committee chairs were: Laurie Lind – Registration, Chuck Lind – Printing and Shirts, David Fritsche – Clinics, Don Formanek – Volunteers, Eddie Carroll – NGPF Auction and Modular Layouts, Frolin Marek – Web Design and Web Master, Jason Rose – Hotel Audio/Visual, Layout Videos and Google Maps, Jim Shultz - Apple App, John Weiss – Vendors, Loren Neufeld – Contest, Travis Glass – Financial and PayPal, Craig Brantley – Home Layout Tour and Brian Jansky – Home Layout Assistance. We had many San Jac Club members that volunteered to help with the convention activities too.

While the convention was “narrow gauge” oriented there were plenty of vendors, contest models and clinics to satisfy any model railroader. If you didn’t attend you missed seeing some of the best modeling in the world. There were many spectacular models and prototype and model photographs entered in the contest. The contest judging was by popular vote ballot and special plaques were presented to first, second and third places.

There were 75 clinics presented in five clinic rooms over the four days. Many well-known model railroad authors and historians presented clinics ranging from prototype to modeling techniques.

The 25,000 S.F. vendor area contained 240 vendor tables selling everything from building kits to finished model railroads. There were plenty of items to spend money on for the broad and narrow modelers. The hotel corridors were filled with 4 modular narrow gauge layouts. Layouts included: The North Texas Narrow Gauge Group’s Sn3 Elk Canyon & Western, the HOn30 Great Lakes Modular Club, the HOn3 New Mexico Narrow Gauge Modular Club and the On30 Gold Creek Timber Co. built by locals Loren Neufeld and Jim Lemmond. Loren and Jim won first place in the Modular Layout contest.

There were 22 home layouts on the tour. Attendees set out at noon every day to visit the layouts. Many positive compliments were made about the quality of the Houston layouts. There are several YouTube videos of the layouts that can be accessed from the NNGC website: [www.nngc-2015.com](http://www.nngc-2015.com)

There were special events planned for Saturday evening. The 2015 NNGC sponsored a charity auction to support the Narrow Gauge Preservation Foundation (NGPF). The NGPF is led by several well-known leaders in the narrow gauge community. The NGPF has granted over \$1,000,000 towards the restoration and preservation of U.S. narrow gauge railroads and equipment. The Narrow Gauge & Shortline Gazette magazine columnist Charlie Getz was the auctioneer and Sn3 Modeler Editor Don Heimburger assisted. There were many valuable donations submitted and the auction generated \$12,000. For more information about NGPF visit their website: [www.ngpf.org](http://www.ngpf.org) A DVD of the layout tour, contest room and convention will be offered via the 2015 NNGC website. The DVD will be available for a minimum donation of \$15 and all proceeds will be presented to the Narrow Gauge Preservation Foundation.

After the auction, five photo slide shows of vintage Rio Grande and Rio Grande Southern trips in the 1950’s were provided by and narrated by Dr. John McCall and Jay Miller. Most of the photos have never been published and were a real treat for the attendees to see uncirculated photos from personal collections.

*(Continued on page 7)*

*(Continued from page 6)*

The convention was a huge success and the only real complaint from the attendees was the Houston traffic... which we all hate! Future NNGCs are scheduled for; 2016 Augusta, Maine; 2017 Denver, Colorado; 2018 Minneapolis, Minnesota; 2019 Sacramento, California and 2020 St. Louis, Missouri. If you liked the 2015 NNGC consider going to a future convention. I hope to see you all next year in Maine!



*On30 Gold Creek Timber Co by Loren Neufeld and Jim Lemmond*

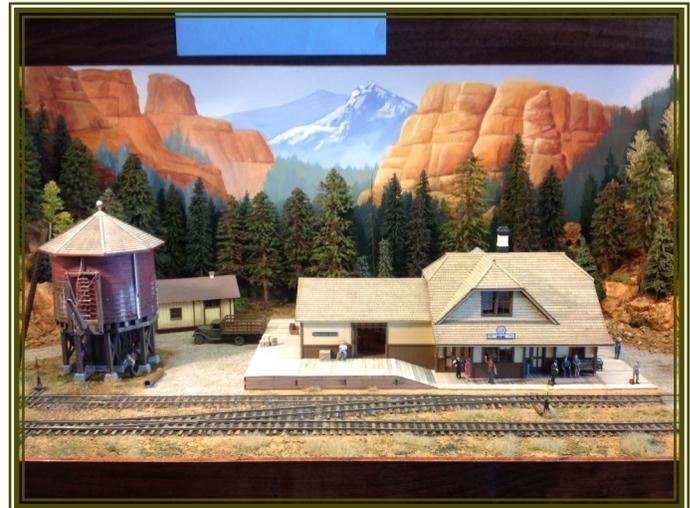


*On30 Broak and Kantifordit RR by Tom Beaton*

*All photos taken by Craig Brantley*



*Bragdon Enterprises Rock Molds*



*Sn3 Elk Canyon and Western by North Texas Narrow*



*Vendor Room*

## “Adding a Decoder to a Blue Box Athearn Engine” Clinic

So you have an older Blue Box Engine you wish to add DCC to? These steps outlined in this clinic will work for all scales. The Blue Box Athearn engines are like Henry Ford’s Model A car. It is basic and easy to work on. These engines came with one light, motor and motor pick-ups that you will deal with in this clinic outline. We are going to break down the installation into five parts: Testing of Engine, Tear Down of Engine, Insulation of Electric points, Reassembling of the Engine, and Testing of Engine.

So let’s get started with some of the tools you are going to need for this project. They are as follows:

<b>Screwdriver set</b>	<b>Decoder</b>	<b>Small flat file</b>
<b>Solder iron</b>	<b>26 ga. wire</b>	<b>Heat-Shrink Tubing</b>
<b>Solder</b>	<b>Wire strippers</b>	<b>Two-sided Mounting Tape</b>
<b>Rosin solder paste flux</b>	<b>2/56 Tap and drill</b>	<b>Multimeter</b>
<b>Test Track</b>	<b>2/56 brass screws</b>	<b>Electrical Tape</b>
<b>DCC system</b>	<b>A clean work area</b>	

### Part 1: Testing of Engine

**A lot of people forget to do this part first.** So go under your layout, look way in the back and get your first engine out of there and let it see daylight again. If this is not the case, then take it from the shelf it has been sitting on for years and place it on your test track or layout. You will need to test your engine to make sure that the engine runs and the light comes on when voltage is applied. Using your multimeter, you need to check for the amp draw of the motor when it is running. This is to ensure that you do not over amp the decoder. Most Athearn motors run about ¼ to 3/8 of an amp draw with a peak to about ¾ of amp, if your motor has an amp draw over 1 amp and higher, it can cause your decoder to burn up. If so, then you will need to replace the motor (that’s another clinic) or place it back on the shelf or back under the layout. But if it tests “OK”, we can move ahead to the next set.

### Part 2: Tear Down of Engine

**So it is alive, it runs again.** Well let’s remove the shell and get started. You are now looking at the inside of your engine. You can see the front light and how it touches the power pickup from the front truck, the trucks electric pickup and the top motor electric hook-up.

So let’s remove the truck power pickup to the motor by moving it to the open side of the truck power pickup and from the top of the motor and set it aside for now. Next it is time to remove the motor, look at the placement of the motor in the frame to see which end faces forward. To remove the motor, move it from side to side while lifting up at the same time. The motor will pop out of the frame. You now have the motor in your hands. There may be motor mounts on the sides of the motor or still in the frame. Remove them and set them aside. You will need to remove the front truck from the frame, so you can solder to it later in the process. To remove the front truck, pop the worm drive cover off and remove the worm gear and drive shift out and set it aside. The truck should drop down and out.

### Part 3: Insulation and Installation of Electric points

Now pick up the motor and look at it, you can see the two phosphor bronze stripes. One on top and one on bottom. Turn the motor over and look at the bottom phosphor bronze strip. You can see two small tabs. This is how the motor picks up power from the frame. These two tabs need to be removed. You can cut them off or break them off by moving them back and forth. File the areas down where the tabs were, so no part of the phosphor bronze strip can touch the frame. If the phosphor bronze strip pops off the motor, make sure you do not lose the spring or the carbon that is inside the hole, this is what makes power contact to the motor. Just finish doing the removal of the tabs and pop it back on.

With the tabs removed from the bottom of the motor. We need to make a negative power pick up point from the frame to the decoder. This is done by drilling and tapping a 2/56 hole into the frame in a place where it cannot interfere with the motor or the shell. Once the hole has been tapped, place a 2/56 brass screw into the hole and tighten it down.

*(Continued on page 9)*

*(Continued from page 8)*

Now we need to solder a 26 ga. wire from the front truck to the rear truck. Cut a piece of 26 ga. wire long enough to reach the front and rear truck but not too short that the trucks cannot move inside of the frame or turn side to side. On the front truck, solder the wire you cut to the top center pickup bar on the truck. Now place the truck back into the frame and place the worm and driveshaft back on top of the truck making sure the frame pin is inside the truck mounting hole. Place the worm drive cover back on the truck and snap in place. Now take the wire from the front truck and solder it to the center of the rear truck just like you did for the front one.

At this point you should have a wire from front truck to the back truck, with both trucks back in place.

We are going to solder and install the decoder wiring harness into the engine. The wires you are going to use are **RED, BLACK (power pickups), GRAY (-), ORANGE (+) (motor leads) and WHITE (forward light)**. All of the rest need to be taped up or put inside of a piece heat-shrink tubing. **RED** wire needs to be soldered to one of the top truck power pickup points and **BLACK** wire needs to be soldered to the top of the 2/56 brass screw and that is it for the decoder power pickups.

Now for the motor pickup wires, the **GRAY** wire is soldered to the phosphor bronze strip on top of the motor and the **ORANGE** wire is soldered to the phosphor bronze strip on the bottom of the motor and that is it for the motor power points.

We are going to use the factor lighting mount and bulb in this installation. Looking at the light, you can see a phosphor bronze strip coming off the back of the light bulb mount. This is where you are going to solder the **WHITE** wire to. You are going to cut down the phosphor bronze strip so it can not touch any part of the front truck or the frame (to cause a short in the decoder). Since the light bulb is a 12volt bulb you do not need to add a resistor or use the **BLUE (+)** wire from the decoder. *(Because the mount that the light bulb is mounted on is the blue wire function for the decoder)*. Solder the **WHITE** wire to the shortened phosphor bronze strip and this is the connection for the forward light.

At this point you can check your work. All of the important connections should have been made. Go ahead and set up your DCC system for test persists. So carefully plug the decoder back to its wiring harness and set the frame on to your test track. Set the motor to the side of the frame, so the motor can turn without breaking its solder connection. Power up your system to check for shorts (address 03). If there are none, then turn on the forward light. If that is good, then slowly start adding power to the motor checking to see if it turns forward and backwards. If there is no problem and everything works, then it is time to reassemble your engine.

#### **Part 4: Reassembling of the Engine**

Well your first test is good, so it is time to start the reassembly. The hardest part about this step is not to break your solder connection in the process of reassembling your engine. So let's start. We need to add a piece of electric tape to the bottom of the motor for insulation purposes to protect the motor shorting out to the frame. Once this is done, it is time to connect the motor to the frame and trucks. With the motor in your hand, guide the front of the motor back to the frame and start inserting the front half of the driveshaft into the front coupling and do the same for the rear half of the engine. Now it is time to add the motor mounts to the motor. Once this is done, line the motor taps to the motor mounting holes in the bottom of the frame and start pushing them together until they pop into place. Check your wire connection to make sure not to break one. If so, resolder. Take a piece of two sided mounting tape and stick it to the underside of the shell and then to the decoder.

Now take your time in running your wire under the shell. You need to place them so they do not get cut or tangled in the fly-wheels or drive shafts. Tape as needed to hold them in place. Carefully place the shell back on to the frame and mount the couplers.

#### **Part 5: Testing of Engine**

Wow you made it to the end. It is time to do the final test of your engine. Place it back on to the test track, turn on your system and select address 03. Recheck your head light and then check for movement. If they work then go ahead and enter your engine's new permanent address into the decoder. If no light or movement, than remove the shell and check for broken connection.

This is the basic decoder installation you can do, and it is the easiest one. A lot of your older brass engines use the same process. Good luck in this project, and have fun in bringing life back to some of your older Athearn engines and back on your layout.

## San Jacinto Railroad Club Officers for 2015-2016

Congratulations to the newly elected officers for the San Jacinto Railroad Club for 2015-2016.

**President:** Rex Ritz  
**Vice-President:** Chuck Lind MMR  
**Secretary/Treasurer:** Richard (Dick) Louvet  
**Director at Large:** Denny McGonigle  
**Past President:** Vacant



## New Article Challenge

The Derail is looking for another contributor on the topic of train stations. Your article can be about train station anywhere in the world or a model you have seen or a model you built based on a real train station you saw. Pictures are very important for this type of article. Make sure to submit photo credit info, model credit, and station location too. You can submit one time (we can choose a different author each month) or you can submit multiple articles to be published over time. Remember, the Derail is only as good as the members who present articles. We've been getting lots of great feedback on all the new articles lately. Consider if you would like share your story with others through the Derail.

## Derail Article Submission Guidelines

We welcome all articles which will be of interest to our readers. If you would like to submit something, we have the following requests.

- Please indicate if the article is an original and if you are the author. If you are not the author, please indicate where you received the information. Before we publish, we need to get the ok from its original source.
- Pictures help add to articles. Save the file name with the caption you would like for each picture. Please state who the photographer is and if we have permission to include the picture.
- To give you proper author credit, please indicate how you want your name to appear. For example: Is it Robert or Bob? Do you want a middle initial used? Etc.
- Please save your article in Word using Times New Roman size 12 font and make the name of your article the file name. Ensure that your article is free from grammatical errors.
- Please submit all information to both [bsabol@stillmeadow.com](mailto:bsabol@stillmeadow.com) and [tbrogioitti@stillmeadow.com](mailto:tbrogioitti@stillmeadow.com) by the 15<sup>th</sup> of the month before publication. We will do our best to include your submission in the next issue. Any additional notes to us about the article or publishing requests can be made in the email when you attach your article and pictures.
- Please limit each email to 10MB (with picture attachments) to ensure that the email servers will send and receive them okay. You can submit your pictures over several emails or reduce the size of each picture to a medium resolution.

Meeting minutes September 1, 2015

President Rex Ritz called the meeting to order at 7:00PM and welcomed all. We had 7 visitors: 1 from California, 2 from Australia, and 4 from the local area.

Vice President Chuck Lind was absent. Don Formanek introduced this month's program by David Mewes, from Australia.

David is the curator of the Workshops Rail Museum in Ipswich, Queensland, Australia. These are some of the oldest shops in the world, dating back to 1864. 2015 marks the 150<sup>th</sup> anniversary. The area railroads started with "kits" from the UK in which bridges and buildings were brought in as "kits" and assembled on site. There were arguments over whether to use 5'3" or 4'-8-1/2" as the standard gauge for track. This was not resolved, so some of each began construction. The government wanted a cheap railroad and thought 3'-6" would be the cheapest. This would also allow for sharper curves and smaller/cheaper engines.

Queensland Railways:

Most don't realize Australia is about as big as the US, but only has about 22 million people. Most of the country is desert.

Early locomotives were 2-4-0, 2-6-0, and 4-4-0's.

These were in classes:

A = 4 coupled wheels

B = 6 coupled wheels

C = 8 coupled wheels

D = tank locomotives

This designation was followed by the size of the cylinders in inches. Eg: A10 = A class with 10" cylinders, C16 = C class with 16" cylinders, 4D10 = 4 coupled wheels, tank loco, 10" cylinders.

David showed several photos of steam locos, ranging from the smallest to the largest, the 4-8-2+2-8-4.

David then discussed more recent diesel locomotives and the rebuilding of some of the steam. "Wagons" or open gondolas were shown carrying whole stick sugar cane, and then "tank wagons", "tubs", or tank cars to carry molasses. There were a lot of "rail motors" which are like rail buses, but were never profitable but did fill a public transportation need. Lots of photos of these were presented. 60 and 90 ton diesel electrics and 40 ton diesel hydraulics were shown. TRI-BO electric locos were later used for coal and passenger trains. Electric tilt-trains, lean at high speed, were operated up to 213km/hr on the 3'6" gauge. Just the coaches leaned and this was for passenger comfort only. David concluded his presentation with photos of several model layouts in Australia, including S, Sn3, HO and Hon3-1/2 scales.

Officer Elections: Robert Ashcraft announced the slate for club officers for the elections.

President: Rex Ritz

Vice-President: Chuck Lind

Sec/Treas: Dick Louvet

Director: Denny McGonigle

There was a motion to elect all as stated.

Motion was approved by voice vote from the floor.

The minutes from last month were approved as published.

Treasurer's report, Gilbert Freitag:

Expenses:

\$400.51 for a club laptop to be used at the monthly meetings.

\$53.00 for office supplies to get club records organized

Income: none

Ending balance: \$9,993.16

Fall Layout Tour: No report

Greater Houston Train Show, Feb 2016:

Steve Sandifer announced Bob Werre and Phil Stewart have volunteered to work on advertising.

LSR: No report

Division 8: Ray Byer reported the next meeting will be on 9/26 at Zube Park for officer elections and train rides. It will be an operations day at Zube, so you can switch cars on a train crew, lots of fun. Email Ray Byer: [RayByer@yahoo.com](mailto:RayByer@yahoo.com) if you can bring a side dish or dessert to this event.

Narrow Gauge Convention, Sept 2-5, 2015:

Don Formanek reported we are T-minus 1 day to the start of the convention. About 800 have registered so far. Over 60 hours of clinics are planned, world class contest entries, new home layouts never before open in the Houston area will be on tour, 242 vendor tables. Brain Jansky had clinic schedules available and announced a few more helpers are needed for the home layout tours.

Derail: Bob Sabol announced Al Partlow will be starting an operations column. Bob is also wanting to have a feature column on train stations. Individual should submit an article on a particular train station that can be featured each month. Please remember the 15th is the deadline for submissions to the Derail.

Website: Brian Jansky: The website is up and running.

The new url is [sanjacmodeltrains.org](http://sanjacmodeltrains.org)

Yahoo Group: <http://groups.yahoo.com/groups/SJMRRC>

New Business: Robert Ascraft had a few cars remaining from Bob Ellis's layout to pass out.

A new speaker system was purchased to be used at the monthly meetings.

Refreshments were thanks to Laurie Lind and Virginia Freitag.

Meeting adjourned at 8:40 PM

Submitted, for the last time,

Gilbert Freitag,

Secretary / Treasurer



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

Bayland Community Center  
6400 Bissonnet St. Houston, Tx

[Click here for directions](#)  
Visitors are always welcome!



## Officers

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**Webmaster: Brian Jansky**

## Next Meeting

# TUESDAY, OCTOBER 6

“Building the Gold Creek Timber Co.”



Presentation with photos includes discussion of research and planning, features, construction, wiring & controls, scenery elements, and demos of several of the techniques we used in construction.

by

**Loren Neufeld and Jim Lemmond**

## Refreshments:

Virginia Freitag (drinks)

Chuck and Laurie Lind (cookies)



## Video Corner

“Katy Railroad Warden Shops Pt 2”

<https://www.youtube.com/watch?v=3V2iMpF6jAA>

