



# The DERAIL

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

June 2014

Volume 45, Issue 6

## The Grip

David N. Currey

In my Tools of the Trade article last year I made mention of a “tool” called the “grip”. This article will elaborate on that tool a little more.

Perhaps calling a grip a “tool” is stretching the term a bit, but it is indispensable to a railroader. The grip serves the same general purpose as a suitcase, however it is generally smaller and has one main significant difference: it is a squat piece of luggage designed to be easily carried by one hand while a railroader uses his other hand to grab a handrail when stepping up on a possibly moving locomotive or caboose. As such, it is also unlikely to fall over from slack action as a suitcase would.

A good grip would easily hold a change or two of clothing. Here's a general list I made after consulting my grip, which still contains just about everything I carried in it up to the day I resigned:

1. Shaving kit (containing about two dozen usual items)
2. Two shirts
3. Two pair of socks
4. Two pair of underwear
5. One pair of pants
6. Work gloves
7. Cold weather gloves
8. Cold weather knit head cover with eyeholes
9. Insect repellent
10. Rain suit
11. MP Timetable
12. HB&T Timetable
13. Rule Book
14. Air brake manual
15. Instructions for Handling Hazardous Materials
16. Charts for Transportation of Explosives and Other Dangerous Articles
17. Rules and Instructions for radios
18. Rules and Instructions for Employees around moving equipment
19. Standard Daily Hourly and Mileage Rates of Pay
20. Metal folder (containing blank timeslips and copies of ones turned in)
21. Switch list covers
22. Fuses
23. Airhose gaskets
24. Airhose wrench (not a typically included item)
25. Spare lantern bulbs
26. Throttle lever
27. Crayolas
28. Chalk holder with chalk
29. Cough drops
30. Chapstick
31. Handiwipes
32. Pipe
33. Pipe tobacco
34. Pipe lighter
35. Crackers
36. Raisins (see text below)
37. Candy bar
38. Plastic knife, fork, and spoon packet
39. Salt and pepper packets
40. Magazine
41. Crossword puzzles
42. Novel
43. Train order string

(Continued on page 2)

*(Continued from page 1)*

I gave up pipe smoking after I resigned from the railroad. It was more or less used infrequently to relieve the boredom on long through freight trips, especially when stuck in a siding. The "string" was train order string knotted into a ball on one end, used as entertainment for tying knots in the string using only one hand.

I usually carried enough snack items so that I could come up with a makeshift meal if I got hungry and was stuck in some siding somewhere. However, I quit avidly carrying the raisins after I noticed on one trip that the box of store brand sugar coated raisins I was eating was not in fact sugar coated, and what I thought was sugar coating was actually moving around by its own volition.

I only knew one railroader who didn't use a grip. He was a conductor, and he carried a suitcase. I thought that was highly impractical, but he somehow managed to yank that thing up on the caboose without too much trouble or dislocating a shoulder.

Good grips are hard to come by. My first one was a very good one. When it wore out, I had trouble finding a good replacement. I finally acquired one that was a little flimsy and oversized, but worked okay. I've tried to acquire one to use on the Comanche and Indian Gap, but have been unable to find a suitably small one, though I did find one that's a tad large. I'll

probably use it next time instead of the small backpack I had been using as a grip. I carry much less for live steam operations, mainly a very small icebox to hold a couple of cold drinks, maybe a sandwich, some insect repellent, a pair of work gloves, my radios, a windbreaker, timetables, bandaids, spare lantern and radio batteries, and a small folded plastic raincoat. I even bought myself a smaller shaving kit sized grip that'll hold all my toiletries for out-of-town trips. It's a little too big to fit in the grip, but imagine that: a grip within a grip. Holy cow!

If you have a scene on your model railroad where you have trainmen waiting on the platform to board a train, don't forget that every one of them should have a grip sitting next to him on the platform or in his hand. You could easily fabricate one from styrene or something, and the more beat-up the merrier.

So for your personal life, if you need something to carry various items in that might become handy when you're in the dispatcher's bad graces and stuck in Tlaquepaque in need of an ice cold drink, or in Mosquito Bend at Zube Park, get a grip on things and get yourself a grip.

Let's tie this one up. Actually, you don't tie a grip, the handles usually are aligned together so that a flap on one can be wrapped around the other and snapped or fastened with that 1948 Swiss invention called Velcro.



I don't know if you saw the movie, The Lone Ranger, but they obviously put a lot of hard work and money into the railroad scene. Pretty interesting.

This is "real" model railroading...

This is model railroading at its finest. Click on the Video Corner link on the last page of the newsletter to watch the video on how they filmed the train scenes in the movie "The Lone Ranger".

For the train scenes seen in the film, a large oval shaped track had to be built near Albuquerque, NM to have rail lines that went north, south, east and west. There were a total of 6 railroad locations in the film, but the oval was the largest. All the work was done by the Gandy Dancer Railroad and Excavating Services, who brought in 3,889,425 pounds of 33-foot rail, bars, tie places and ties from Blythe, CA. The whole rail line had to be removed after filming was completed because the rail line had no outside interchange.

The locomotives and rolling stock seen in the film were all built in a machine shop in Sun Valley, CA. One of the two locomotives, a 4-6-0 or Ten-wheeler, was used in the beginning of the film and then was renovated into the "Constitution" locomotive seen later in the film. The other locomotive, a 4-4-0 or American, was based on the Central Pacific Jupiter that was on hand for the real Golden Spike Ceremony up on Promontory Point. For easy movement, the locomotives and rail cars were built in the same fashion as shipping contain-

ers so they could be added and removed from their chassis and then transported on flatbed trucks. This method was also used in part of the train chase scene that took place in the mountains since they could not build any railroad tracks up in the mountains.

The two steam locomotives each had a pair of 1,000 hp Cummins diesel engines in their tenders that supplied their power and movement, and where hydraulic hoses connected the engines to their tenders. Both trains were operated by a computer inside both of their cabs, but a real locomotive engineer had to be inside them to control the brakes, and he would override the computers in case of an emergency. Special effects were used to produce the smoke and steam that came from the engines.

Both trains could do roughly 30 MPH, which was the actual standard speed for locomotives during that era, but an EMD SW1500 diesel switcher was used for the scenes that did not show the steam locomotives.





How would you like this BBQ set up in your backyard?



This is the impressive 4-ton steampunk train barbecue grill built by Ryazan Deulino. The barbecue features three separate cooking bays and a brick-lined furnace



Meeting minutes May 6, 2014

President Dick Louvet called the meeting to order at 7:00PM and welcomed all. We had no visitors.

Vice president Rex Ritz introduced this month's program by Tom Palmer on MKT freight cars.

Tom opened by acknowledging some of his sources for information: MKT Annual Reports, MKT employee magazines, Bob's Photos, Katy RR Historical Society, among others.

Tom had a Power Point presentation with lots of photos and data charts.

Most cars for the MKT were built in the Denison, TX car shop.

Several photos of cars in various stages of construction and also completed showed how construction methods had evolved over the years. MKT actually had no steel box cars until 1937. This is also the first year yellow painted cars were introduced into the MKT roster. Tom gave a very detailed discussion, along with photo examples, of most of the various car types the MKT had and how they evolved in both wood and steel construction. This included box cars, stock cars, flat cars, and hoppers, among others. Tom gave examples of which model manufacturers offered truly accurate representations of their prototype and example of flaws in others. Detailed changes in paint colors, logos, lettering size and placement, etc. were pointed out by Tom. Yes, Tom is a self-admitted "rivet counter". We thank Tom for the very informative, highly researched presentation.

The minutes from last month were approved as published in the Derail.

Treasurer's report, Gilbert Freitag:

Expenses: none

Income: \$675 Stafford Center refund

\$12,376.40 Ending balance

New Business:

Bob Barnett gave a report on the Spring Fling live

steam meet at Comanche. Several club members were present. There was good weather for the event. There seemed to be a rash of engine problems this year that thus limited some of the running volume. Still most had a good time, good food, and lots of steam engines were operating.

N'Crowd will be having a craw fish broil at Zube Park on May 17th. They would like a headcount of those who plan to attend.

Big Texas Train Show will be at the George Brown Center in September. We need some people to man a club table.

A nominating committee will be established soon for the upcoming fall club officer elections.

Gilbert Freitag asked for those who needed a name tag to contact him. Six name were taken down.

Website: no report

LSR: The annual convention in Round Rock is one month away.

Division 8: no report

Derail: Bob Sabol

Bob apologized for the multiple email send out problem last month.

Remember the deadline in the 15th of the month. Bob can always use more articles.

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

There can be postings of people wanting to sell/give away RR related items.

NMRA: no report

Refreshments were thanks to Steve Sandifer and Virginia Freitag.

David Currey volunteered to bring them next month.

Meeting adjourned at 8:20 PM

-Respectfully submitted,

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

**President:** Richard Louvet  
rlouvet@att.net

**Vice-President:** Rex Ritz  
icrex@yahoo.com

**Secretary/Treasurer:** Gilbert Freitag  
gilbertfreitag@att.net

**Director:** Robert Ashcraft  
crash8473@comcast.net

## Derail Staff

**Editor:** Bob Sabol  
bsabol@stillmeadow.com

**Production:** Terri Brogoitti  
tbrogioitti@stillmeadow.com

**Regular Contributors:**  
David Currey  
texasandlouisiana@msn.com

**sanjac.leoslair.com**

Do Not Use www.

**Webmaster: Brian Jansky**

## Next Meeting

### TUESDAY, JUNE 3

Fred Holland Quanah Acme & Pacific Layout and  
Cotton Modeling by Bob Barnett

Refreshments: David Currey and Virginia Freitag

## Video Corner

The Lone Ranger Movie- behind the railroad scene

<http://www.youtube.com/embed/mdXTXWpIYgQ>

## Guess the Layout!



**Answer to May's Guess the Layout: John Lockwood**