



The DERAIL



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

April 2026

Volume 57 Issue 4

Thoughts From the President

By Chuck Lind MMR

Very short President's report. I am heading out of town with some other O Scalers and going to the Chicago area for the March O Scale meet. Not really looking for any particular item but just do not know what I may find. The day before, they will open the Illinois Railroad Museum for our group with guided tours of the large facility.

If you are interested in giving a clinic or bringing drinks and cookies, please contact Bob Barnett he usually has open slots.

Thanks,

Chuck

Train Show Feedback

By Steve Sandifer MMR

Beau Loewenstern, a 7-year-old from Houston, Texas, has been mesmerized by trains since he received his first Thomas the Train set at just two years old. From that moment on, trains have been a big part of his life—whether it's riding the train at the Houston Zoo or visiting the Rosenberg Railroad Museum and the Galveston Railroad Museum.

Nearly every weekend, his dad takes him to Papa Ben's Train Place to browse the model trains and spend time in the special back room watching the trains circle the tracks.

While Beau already loved his own model train sets, winning this beautifully built N-scale model train table has truly taken things to the next level! It has become the centerpiece of our home, and Beau never tires of watching the trains go around and proudly showing it off to friends and family. It has been such a special gift for him!



The Best Train Photo I Never Took

By David N. Currey

Back about 1980 or 1981, I was working on the Houston Guarantee Extra Board. An extra board provides trainmen for members of regular jobs that go on vacation or lay off for various reasons. It also provides crew members for work trains such as ballast trains and rail trains. While I was on the extra board in Houston, within about a year, another brakeman told me, “You ought to bid on one of the pool crews. There are brakemen holding down regular jobs on them who are younger than you are.” So, I started bidding on pool crew jobs when they came up, and I got one pretty quick. I would get bumped off every month or so, but then I would have a bump coming, and could usually bump onto another pool crew.

A quick tutorial about “bumping”: When you get bumped off a regular railroad job, it is because somebody who had a bump coming decided they wanted your job, and if they have higher seniority than you, they can just walk off with your nice cushy job and there is nothing you can do about it. You, however, because you got bumped, get a bump that you can use wherever your seniority lets you. So, the higher your seniority, the easier it is for you to get whatever job you want. However, there is a big caveat: The more seniority you have, the less likely you are to be bumped, and so it can be hard to get a bump so you can get that really good pool crew job with the terrific engineer and conductor. That's where work trains come into play. Work trains can last a week or so, and when a work train is established, trainmen can bid on it. So, a high seniority trainman will probably win the job. Then, a week later, when the job is abolished, he has a bump coming that he can use to get that great pool crew job, or whatever job he wants, wherever his seniority will let him go.

But one time, before that glorious day when I bid onto my first pool crew job, I was deadheaded from the Houston extra board to work a work train down at Brazoria, Texas that was to spread ballast in the area. Our train, which consisted of between one and three open-top hopper cars of ballast, was sitting in the old Sulfur Mine Spur, about a third of a mile past the Texas 36 highway crossing. The three-man crew consisted of a conductor, me as brakeman, and an engineer. We all three were pretty young at our respective positions, hence why we were working a work train. We got our train out of the spur onto the siding, and I believe we only grabbed one of the hoppers. A maintenance-of-way crew was waiting several miles south down the track for us, where we proceeded to spread ballast on the mainline (under the direction of the MOW foreman) where there was a need for ballast. This was on straight track south (west-southwest as the grackle flies) of Brazoria well before the S-curve that lead to the San Barnard River swing bridge (lift bridge today).

The way the MOW crew spread the ballast was to put a railroad tie on the rails in front of the hopper's rear truck, and then open the rear hopper bin while the engine pulled the car ahead slowly. The tie smoothed out the ballast, and every few feet, they closed the hopper, we stopped the locomotive, and then they manually worked on the ballast with shovels for a few minutes. Then we repeated the procedure. This went on for a couple of hours, and I'm sure that the track was tamped later after we were done spreading the ballast.

My conductor was curious about the procedure, so got out and observed. I observed for a bit, and in one instance, they didn't get the hopper bin closed very quickly, and a whole bunch of ballast piled up to about the bottom of the hopper car. Eventually though, wanting to stay in the shade on that very hot morning, I went back to the locomotive cab and chatted with the engineer. At one point, though, I got bored and walked ahead down the track. Soon, I reached down and picked up an interesting piece of ballast that was a dark emerald green color. It may have been an emerald for all I know, but was probably obsidian or something.

As I got about a hundred and fifty feet down the track, all of a sudden, it started drizzling. I looked up and could not see any clouds in the sky. It was bright and sun-shiny, and I finally glanced back at the locomotive. The rain drops on the hot ballast produced steam that rose up, enveloping the locomotive for about 30 seconds. The drizzle stopped about that time, and the mesmerizing scene quickly dissipated.

The Missouri Pacific employee magazine was sponsoring a photo contest at the time, and if I had had my Konica TC camera with me, I'm sure I would have won. Alas, I didn't have it along with me, but thanks to ChatGPT, I was able to recreate the scene pretty faithfully, as you can see below.

ChatGPT enabled me to produce an image much like the photo I could have taken. It took me two tries with ChatGPT to get the proper result. The first image was pretty good, except ChatGPT did not know what a GP-18 was, and also got the nose paint wrong. I then asked it to make the steam denser and included a photo of an MP GP-18 in my prompt. Below is the first result, and you can see the locomotive is not a GP-18, and the nose stripes aren't even there.



First image that ChatGPT created.

Here's the first prompt I used:

“Create a photo-realistic image as follows: It's a hot sunny day in the spring. The viewpoint is from a spot on a section of straight railroad track in south Texas. A Missouri Pacific Railroad GP-18 locomotive in the dark blue paint scheme is sitting on the track about 150 feet away. It is just beginning to drizzle (very light rain). As the first few raindrops land on the hot ballast, a light steam arises, enveloping the locomotive so that it looks like it is coming out of a fog.”

Here's the second prompt, for which I also included a photo of an MP GP-18:

“That's pretty decent, but modify the image as follows: Make the steam rising off the tracks a little thicker, and a Missouri Pacific GP-18 locomotive looks like the following photo, but keep the image straight on looking down the track. Thanks.”

I know it's AI, but why not be polite to AI? I wouldn't be surprised if AI is programmed to be more cooperative with humans who are polite.

The second image was better, but the steam that rose up in the real event was more uniform and a bit thicker, making the locomotive look like it was emerging from a fog, and the background was even more hidden by the steam.

AI image creation has applications in the railroading hobby as this article has shown. Another thing I did was ask ChatGPT to improve an old railroad subject photo, and the result was truly impressive, though not without its shortcomings. An interesting thing that you could use AI image creation for is to develop a locomotive paint scheme for a freelance model railroad. I experimented with that about a year ago with some impressive results, but these ideas are perhaps best written about in a future article.



Second image that ChatGPT created.

The Mystic Branch

At last, I can get around to the reason I started writing these articles—Gene Mangum’s Mystic Lines. Gene’s passing reminded me of the times I have visited his layout and he pointed out the industries and businesses on his railroad, each one named for a person, family or local business from his time growing up in the Hill Country. Unfortunately, gathering information on Gene’s railroad took longer than I imagined. But Steve Sandifer provided me with several older copies of the Cowcatcher Magazine that had articles by Gene and back issues of the Derail include a series by Gene.

I know a guy: When Gene joined the club several years ago, I thought: that’s ironic: I used to work with a guy with that same name years ago, but it couldn’t be the same Gene Mangum. Then several years later I visited his layout on the fall tour. The Mystic Line shared a room with Gene’s desk and home office. There on the wall, I saw a Texas Engineering License, then a University of Texas diploma in Civil Engineering. Hey wait a minute, did you used to work at....? Sure enough, Gene and I worked for the same engineering firm on the same floor 45 years earlier. Neither of us recognized the other. Guess folks change a little in appearance in 45 years.

The background behind the Mystic Branch: Gene grew up in Kerrville, a legendary Texas Hill Country town steeped in German immigrant traditions. His Mystic Branch represented the Southern Pacific Railroad’s Kerrville Branch. As a consultant I worked with some of the SP’s engineering staff. They used to say “you have to give up a day of vacation to Hi-Rail the Kerrville Branch”. The deer and wild game and the rugged countryside are indeed legendary for artists, tourists and hunters. During the memorial service planning, Gene’s wife told me the railroad got its name *The Mystic Lines* from the 100-year-old youth summer camp named Camp Mystic located near Kerrville.

Gene was a skillful modeler but also talented in weaving on local color to his towns and industries. I’m sure the articles that I found only include some of the stories behind the industries and names.

But wait, There’s more: To end on a high note. The Mystic Lines did not get torn down after Gene’s passing. The Rosenberg Railroad Museum made room for the layout and thanks to the efforts of volunteers including Gene’s son and David Paul the railroad now has a permanent home at the Museum. Thanks to Steve Sandifer for providing the excellent shot of the Mystic Lines shown below. I will attempt to fill in some detail on the towns and industries.



This overall shot shows most of the layout including downtown Kerrville and the rugged Hill Country outside of town.

David Paul photo



This shot shows several of the industries on the railroad including Valley Lumber, Mystic Brewing, and Valley Produce Co.
David Paul photo



A must-have in ranching country Packard Farm & Ranch Supply was named after a friend and features a detailed interior.
David Paul photo



Perhaps Gene's most famous industry, Mystic Brewing was featured in an article in *The Cow Catcher* magazine
David Paul photo

Train Show Feedback

By Steve Sandifer MMR

This is from the winner of the boxed Lionel set.

“So, I do not have any layout. I was completely thrilled to see so many pre-war tinsplate items at the show for very affordable prices. Pre-war (Tinsplate) has always been a back-burner passion for me. As a child of the 70s, any prewar item was \$100 or more. Now I am excited at the possibility of owning a Standard Gauge or an early 0-scale tinsplate display. I bought my first set: a G-scale LGB green/red/blue common beginners set for \$100 at a garage sale from my earnings mowing lawns in 1979. We have used this set under our Christmas Tree ever since. It has been a 40+ year Hiatus for my love of trains as life has taken precedence. However, I retired this year and am happy to be back in the engineer's seat (so to say). At the show Sat., I bought four G-scale passenger cars from a club (yours I think) for what I think was originally a battery-operated Christmas Expansion set. Only info on the boxes was "1994 Dayton Hudson Corp." but it has the LBG style couplers. I think my old green engine will work for these? Otherwise, I am looking forward to the next show to seek a more appearance appropriate "1880s Western Style" G-scale engine. In any case, my great thanks to you and your club for having items like the 0-scale NY Freight Lionel set as a door prize. I will likely gift this set to my Son as he begins his family in League City. He just married and bought his first house. No grandchildren as of yet, but I am certain this is a great first set to begin his new family tradition of Christmas Tree Trains. Maybe I can orchestrate a Layout with him and grandchildren in the future.

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

Published: 1944

Livestock Arriving at the Stockyards

Millions of American farms are engaged in raising livestock for market. On many farms, the sale of livestock is the main source of income; on many others, it is an important secondary source of income. Altogether, the farmers of America derive upwards of two billion dollars annually from the sale of livestock.

Without the means of getting to market, the farmer's cattle, calves, hogs, and sheep would be practically worthless. They are valuable only where there is a demand for them - and that is in the market place. Transportation takes things from where they are produced to the place where they are wanted. Transportation to market imparts value to livestock as well as to other commodities. Livestock growers depend extensively upon the railroads to carry their animals to places where they can be sold. In 1942, the railroads hauled around 714,100 carloads of livestock from producing areas to markets, as follows:

<u>Animal</u>	<u>Carloads</u>
Cattle and calves	384,647
Hogs	206,732
Sheep and lambs	110,403
Horses and mules	11,919
Other live animals	401
Total	714,102

These are enough carloads to form two trains reaching all the way from Los Angeles to Buffalo, New York!

Nearly every important city in the United States has its meat-packing plant; some cities have many packing plants. After the animals are converted into meats and other products, there is still another big transportation job to be done. The meats and other products must be shipped to distributing centers throughout the country as well as to foreign countries, and then distributed to numerous meat markets and grocery stores. Other packing-house products must be shipped to plants which manufacture fertilizer, soap, glue, medical supplies, leather goods, and numerous other articles, and these plants, in turn, must ship their products to their distributing agencies all over the country and to foreign lands.

In this job of distribution the railroads play a major role.



Livestock Arriving at the Stockyards

Courtesy of Union Stock Yards and Transit Company

At all of the large meat-packing centers, including Chicago, Omaha, Kansas City, Sioux City, Fort Worth, St. Louis, and Indianapolis, there are stockyards made up of acres and acres of stock pens, where livestock is kept and cared for until it is taken to the local packing plants or reshipped to other packing centers. In the morning hours, when many shipments are arriving and are being unloaded from the cars, the stockyards present a scene of great animation.

At the stockyards are many men, experts in their line, known as buyers. Some of these buyers represent local packing plants, some represent packing plants located elsewhere. Still others represent feeders or commission houses. After these buyers have visited the various stock pens and inspected the animals, they gather for the auction. From mid-morning to mid-afternoon the bidding goes on, and finally the various lots of animals are declared sold to the highest bidders. The owner of the animals, farmer or middleman, receives the selling price less a certain commission for the auctioneer.

From the time the railroads helped to open up the great livestock region of the Mississippi and Missouri valleys and the Southwest they have been bringing cattle, calves, hogs, and sheep in an endless stream to the livestock markets. They, and car leasing companies, own more than 58,000 freight cars especially designed for the transportation of livestock.

In general appearance, stock cars look something like box cars except that the side walls are made of slats, spaced two or three inches apart, so as to provide the animals with plenty of air and ventilation. Many cars which carry hogs and sheep have two floors or decks, so that more animals can be loaded per car than would otherwise be possible.

The number of animals that can be loaded into a car varies according to their size or weight. Average carloads are about as follows: medium weight cattle, 25; calves, single deck, 60, double deck, 120; hogs, single deck, 80, double deck, 160; sheep, single deck, 130, double deck, 260; horses, 18; mules, 20.

The railroads follow well-established rules in the handling and care of livestock to prevent injury or undue loss of weight in transit. Before loading, the cars are cleaned and carefully inspected for loose nails or broken boards. The floors are covered with sand and straw. In cold weather, straw is also placed around the sides to break the wind. Unruly animals are separated from the others by partitions.

The railroads maintain stock pens at numerous stations in the livestock belt where animals on their way to market are kept and cared for until they are loaded into the cars.

Several farmers sometimes pool their livestock to make a carload. Sometimes several carloads are shipped from one station in a single train. Entire trainloads of livestock are shipped to market from some areas. Livestock trains travel on fast schedules, sometimes at passenger-train speeds.

On long trips to market, the animals are unloaded at resting pens at least every 28 hours, or 36 hours if authorized by the shipper. They are held in the pens for at least five hours before being reloaded. Caretakers sometimes travel with the stock cars, otherwise railroad employes are required to take care of the feeding and watering,

Farmers ship live poultry - turkey, chickens and ducks - to market in specially built poultry cars containing several decks or floors so as to utilize the entire space in the car. Poultry cars resemble stock cars in appearance, but the openings between the slats are screened. Baby chicks in crates are shipped by railway express. Of course, live poultry must be well cared for during the entire trip. Caretakers also accompany carload shipments of live poultry to look after their feeding and watering.

Fresh Meats on the Way to Market

We Americans are among the world's greatest consumers of meats and other animal products. Regardless of where we live, our groceries and meat markets are prepared to supply us, at all seasons of the year, with a wide variety of fresh meats - tenderloin steaks, spare ribs, lamb chops, pork chops, roasts, mutton, veal, liver, tongue, sausage meats, as well as fresh turkey, chicken, duck, fish and many other items - not to mention all sorts of cured and canned meats, as well as butter, cheese and eggs.

Ours is a land of abundance, where the products of every region are quickly made available to consumers in cities and towns and rural communities. hundreds or thousands of miles away.

Railway transportation, plus processing at the meat-packing plants, translates the Texas steer into the New Yorker's sirloin steak, the Iowa hog into the Bostonian's breakfast bacon, the Colorado lamb into the Pittsburgher's mutton, the Kansas calf into the Atlantan's veal chop.

To be sure, the American people were large consumers of animal products before there were railroads or packing plants. Nearly all of the animal products consumed then were of local origin, peddled by the farmer or by the village butcher. In many parts of the country ice was not available and meats which were not consumed quickly were smoked or pickled in brine to prevent spoiling.

But it was not until the railroads came and railway refrigerator cars were introduced that the great live - and meat - packing industries were developed on a big scale and the distribution of fresh packing house products in great variety became widespread.

The railroads annually transport hundreds of thousands of carloads and numerous less-than-carlot shipments to supply the tables of America with fresh, dried and cured meats, poultry, eggs, butter, cheese, and other commodities classed as animal products. In addition, the railroads transport many thousands of carloads of wool, hides, leather and other non-edible animal products to be made into clothing, rugs, carpets, boots, and shoes, traveling bags and so on.



Fresh Meats on the Way to Market

A Study of Railway Transportation

Submitted by Mark Couvillion and Brian Jansky

Refrigerator cars used for carrying fresh meats are similar to those which are used to carry fruits and vegetables, except that they are equipped with many steel bars upon which to hang the meats.

Every car is carefully inspected before it is loaded to see that it is clean and in good condition. The car is then pre-cooled and iced.

Meats are usually wrapped or boxed for sanitary reasons. Halves of beef and whole dressed lambs, calves, and pigs are hung from the ceiling of the car. This permits the cold air to circulate about them. Smaller cuts of meat are required to be wrapped and boxed. Boxed meats as well as boxes and cases of butter, eggs, dressed poultry, lard, bacon and hams are placed beneath the meats hung from the ceiling.

Meat cars are pre-cooled before loading and the temperature is maintained at or below freezing during transit. When the car is filled, and the temperature within the car is properly regulated, the doors are sealed and the car is started on its journey.

Many cars shipped from the packing plants are consigned to branch houses of the packing companies. Others are consigned to wholesale provision dealers, to chain store companies, or to retail merchants. Still others are consigned to industrial firms which maintain camps for their workmen; or to steamship companies to provision their ships at the seaports, or to the various civilian construction projects of the Federal Government. In times of great military activity, thousands of carloads of meats and other packing-house products are consigned to the many training camps and supply depots of the United States Army Navy and Marine Corps. Still other carloads are shipped to the seaports for export to foreign countries.

The railroads also handle many "peddler cars" from the packing plants and their branch houses. Each of these cars is loaded with provisions consigned to merchants in cities and towns along a certain rail route. The provisions which are to be unloaded first are loaded last and those which are to be unloaded last are loaded first so as to facilitate unloading.

"Peddler cars" make it possible for even the smallest communities to obtain fresh meats, butter, eggs, and other provisions direct from the packing plants daily.

Train Show Feedback

By Steve Sandifer MMR

"My great thanks again to you and all of your club members.

As a side note: I just joined the TCA club and am very excited to learn more about other area clubs and shows (Specifically any club publications avail).

My sincere thanks,

Terrell "TC" Culpepper"

This is concerning the HO layout:

"I was absolutely shocked when I got the call I had won....I have been a model railroader since the age of 8 when I got my first train set and needless to say....I was hooked. My kids as they were growing up loved the train around the Christmas tree every year. Now I have 7 grandkids and they are thrilled with the layout. Have already had 2 sessions with two of the boys. We look forward to many more. Thank you again for making an old guy feel like a kid again. Let me also say all the gentlemen from the club were so helpful and informative about the layout. What a class act all the way around. You have some great people in your organization.

Sincerely,
James Austin

Train Show Feedback

By Steve Sandifer MMR

Where did those layouts come from? The HO layout was built by Scott Parker 40 years ago and has been in his garage for a number of years. Robert Ashcraft, Bob Barnett, Dave Shafer, Jeff Willians and Steve Sandifer picked it up and moved it to Dave's garage in Sagemont. Over a few work sessions, the track was cleaned, feeders added, switch machines wired, and the scenery refreshed. Several people donated cars, an engine, and powerpack to bring it back to life. It was a sturdy layout with lots of promise.

The N scale layout was received from the estate of a gentleman in Sugar Land. Chuck Lind was contacted originally, who referred it to Steve Sandifer, who picked it up along with an HO layout and lots of miscellaneous stuff. The HO layout was judged to be too awkward and large for a donation layout, so its parts were salvaged and went to our club table. The N scale layout was complete and just needed a little TLC to make it operate again. Mary Ann Cobb (Tom's widow) provided the cars and engine through Al Partlow to complete the layout.

The Lionel was given to the club several years ago and has been in the Sandifer Shed awaiting the train show. Forgive me for not mentioning everyone who had a part in making these gifts possible.

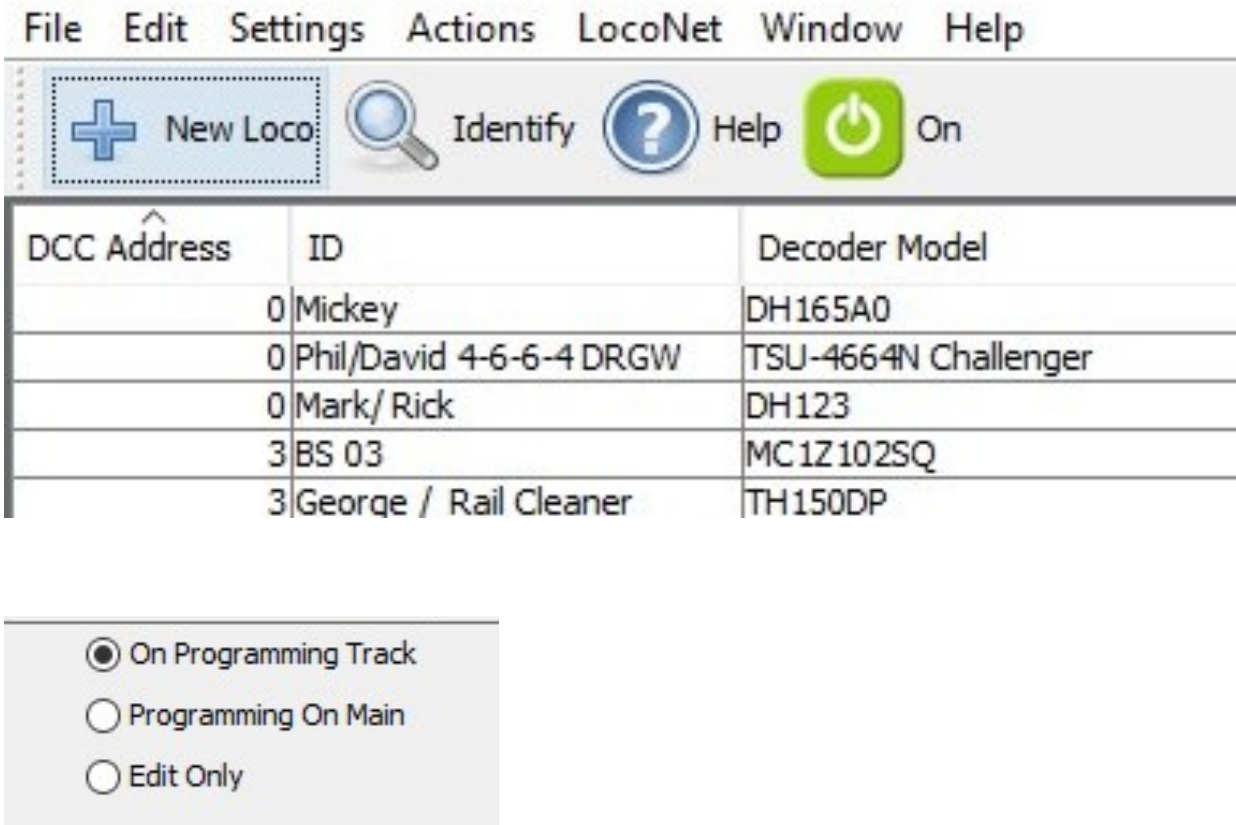
We have nothing in stock to give away next year. I wonder what will come our way.



Programming a New Decoder

For a new decoder installation, select the proper decoder from the manufacturers' list, open the Comprehensive Programmer, start entering the Roster information, and Save to Roster. Go through each "sheet" of CVs and make the changes you feel are appropriate for your installation. I do a lot of decoder installations and have a list of "standard" changes I prefer to make to get started. I find it easier to leave DecoderPro and the engine in "Program" mode and make the standard changes on each sheet of CVs, write them to the decoder, and then move on to the next sheet. This way I can get the bulk of the programming done quickly before cycling through the startup sequence to verify results for each change. Cycling slows down the verification process significantly.

DecoderPro: All Entries



DCC Address	ID	Decoder Model
	0 Mickey	DH165A0
	0 Phil/David 4-6-6-4 DRGW	TSU-4664N Challenger
	0 Mark/ Rick	DH123
	3 BS 03	MC 1Z102SQ
	3 George / Rail Cleaner	TH150DP

On Programming Track
 Programming On Main
 Edit Only

I set up lighting, sound volumes, prime mover, horns, bells, Dynamic Digital Exhaust, roster numbers, speed steps, speed curves, and more before I ever try it. This is necessary if I have a speaker rated at less than the decoder volume output. More on that soon.

For first-timers, if you don't know, make only one or two changes per sheet at a time. Save as you go. Put the engine on the track and access the proper address and test your changes. If you don't like the result, make a change and try it again. You will eventually recognize your preferences then you can save time by programming them first.

Next Month – Research Your Engine



Happy April Birthdays!



Tom Bailey
(April 1)



Brian Jansky
(April 1)
with wife, Emily, and
daughter, Addison, on
their trip to Disneyland
in Fall of 2022.



Happy Anniversary!



**Laurie and Chuck
Lind MMR**
(April 11)



Emily and Gilbert Freitag
(April 19) at Texas State Railroad in
Palestine, Texas

Phil and Leslie Stewart
in Hawaii

Craig and Laurie Brantley
(April 24) Happy 45th Anniversary! This
photo is from their 2022 UK Cruise.



NOTE: To share your birthdays, anniversaries, weddings, retirements, and other celebrations 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.

February's Treasurer's Report

By Richard Louvet

Cash Flow - Last month

2/1/2026 through 2/28/2026

Category

INFLOWS

Donations Received	287.81
Square Foot Award	1,000.00
Train Show Income	
Cash Receipts	3,685.64
Credit Card Admissions	1,550.00
Vendor Table Receipts	545.00
TOTAL Train Show Income	5,780.64
TOTAL INFLOWS	7,068.45

OUTFLOWS

Meeting Rental	200.00
Software (Acrobat, Zoom)	170.46
Train Show Expense	
Bank Fee	8.26
Club Table Bank	120.00
Credit Card Fees	64.60
Misc (Wrist Bands, Signs)	250.64
Security	325.00
Starting Bank	0.00
Venue Deposit	931.25
Venue Rental	1,346.87
TOTAL Train Show Expense	3,046.62
TOTAL OUTFLOWS	3,417.08

OVERALL TOTAL 3,651.37

Account Balances - As of 1/31/2026

Account Balances - As of 2/28/2026

Account	Balance
Bank Accounts	
Chase Checking	7,882.13
Frost CD	5,582.31
TOTAL Bank Accounts	13,464.44
OVERALL TOTAL	13,464.44

Account	Balance
Bank Accounts	
Chase Checking	11,533.50
Frost CD	5,582.31
TOTAL Bank Accounts	17,115.81
OVERALL TOTAL	17,115.81

Chuck Lind called the business meeting to order at 7:00.

We had 3 first time visitors. Honn Tuder, Frank Chadwick, and Jeff Johnson.

Tom Bailey discussed the Ops Weekend occurring on March 21-22. The railroads open are:

- Robert Ashcraft
- Chris Roehl
- Steve Sandifer
- Dave Shafer
- Bill Wright
- Gordon Bliss
- David Paul

The presentation was “The Texas & New Orleans Railroad” by Al Partlow.

Break at 7:51 with pictures taken during break.

The business meeting started at 8:13.

Phil Stewart discussed LSR business. Elections for LSR leadership position are being conducted during the month of March. All NMRA members in the LSR can vote. Kelly Russell is running for Division 8 Director. The convention is in Austin Texas, June 18-21 at the Wyndham Gardens.

The February Train Show had approximately 1,250 in attendance. Kelly reported on the contest room. David Bartholemew had several structures entered.

Honn Tuder invited San Jac Club members to visit the All Points North Club in Conroe.



San Jac Officers

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Vice President: Bob Barnett MMR
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Secretary: David Paul
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 Kelly Russell MMR
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 Steve Sandifer MMR
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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, APRIL 3RD

AT 7:00PM

HYBRID MEETING: ONLINE AND IN-PERSON

'NMRA INSURANCE AND ESTATE PLANNING'

BY CHUCK LIND MMR



Refreshments:
 Ray Holtzapple



Video Corner



Great American Model Railroads - UTAH BELT
 on Per Laursen's UP Central TX Layout