



The Marker Lamp



Volume 61

Number 4

Winter 2016

Signaling page 13

**Lessons learned from
a lifetime of trains
Part Three** page 24

In This Issue

President's Message	3
Up the Tracks	6
Train Room Confessions	9
Operations	13
LSR Convention	22
...RRRduino...	31
'Round Town with Roy	47
Meeting Minutes	60

**60 Years at the
Crescent City Model
Railroad Club**
page 38

Lone Star Region Call Board

The Marker Lamp

The Official Publication of
The Lone Star Region of the
National Model Railroad Association

Volume 61, Number 4

EDITOR

RILEY TRIGGS

1005 Robert E Lee Rd
Austin, Texas 78704-2026
512.636.3521
rileytriggs@gmail.com

ASSOCIATE EDITORS

GERT "SPEED" MULLER
gertmul@gmail.com

BOB BATSON

bobbatson48@gmail.com

ADVERTISING

DONNA ORR

2625 Rolling Meadows Dr.
Rockwall, TX 75087
972.342.8598
dlo-ris@sbcglobal.net

Visit the LSR's web page at:
www.lonestarregion.com

The editorial policy of The Marker Lamp, the official publication of The Lone Star Region, shall be to contribute, wherever possible, to the promotion, growth and understanding of the hobby of Model Railroad, within the confines of good taste and responsibility. The Marker Lamp is published once each quarter by and for the members of The Lone Star Region of The National Model Railroad Association. Articles appearing in The Marker Lamp are the opinions of the authors and do not necessarily reflect the position or policies of the officers or membership of The Lone Star Region or The National Model Railroad Association.

Address all correspondence, news, photos and drawings to the editor. All material will be gladly accepted and will be used depending on the availability of space and suitability of material. None will be returned unless a stamped, self-addressed envelope is provided. Correspondence relating to Pike Ads and Dealer Ads should be addressed to Donna Orr, 2625 Rolling Meadows Dr., Rockwall, TX 75087 (972) 722-4769 dlo-ris@sbcglobal.net

*Cover photo by Ken Mason
Maureen Mason takes a turn at the throttle
running David Menendez's Christmas Train
at the Crescent City Model Railroad Club.*

Submission Deadlines & Advertising Closing Dates

Winter Issue.....January 15
Spring IssueApril 15
Summer IssueJuly 15
Fall Issue.....October 15

Internet Post Date:

Approx. 30 Days After Deadline.

Materials received after the deadline will be held for the next issue.

LSR Officers

PRESIDENT
STEVE BARKLEY, MMR
2060 Belvedere Drive
Beaumont, Texas 77706
(210) 653-5947
baylormax@aol.com

VICE-PRESIDENT
BOB BARNETT
2925 Plumb Street
Houston, Texas 77005
(713) 660 8820
Barnett6@sbcglobal.net

SECRETARY
JEFF PALMER
2806 High Plateau Dr.
Garland, Texas 75044
(972) 495-2097
res06wqv@gte.net

BOARD ADVISOR
BILL MCPHERSON
4402 Vista Creek Dr.
Rowlett, TX 75088
(972) 463-9721
tpbill@verizon.net

TREASURER
DONNA ORR
2625 Rolling Meadows Dr.
Rockwall, TX 75087
(972) 722-4769
dlo-ris@sbcglobal.net

SECRETARY-EMERITUS
EUNICE LINDA
3028 Cumberland
Waco, Texas 76707-1219
(254) 754-5535
jlinda@hotmail.com

LSR Directors-At-Large

DIRECTOR-AT-LARGE
DUANE RICHARDSON, MMR
1122 Holland Drive
Garland, Texas 75040
(972) 495-6375 E-mail:
duane@purgatoryanddevilriver.com

DIRECTOR-AT-LARGE
CHUCK LIND, MMR
3680 CR 324
Navasota, Texas 77868
(979) 219-3305
Chucklind46@gmail.com

DIRECTOR-AT-LARGE
ART HOUSTON
209 Sugar Highland Blvd.
Houma, Louisiana 70360
(504) 723-9290
ahouston3@charter.net

LSR Division Directors

(1) COWCATCHER DIVISION
CHRIS ATKINS
1633 Parkside Trail
Lewisville, Texas 75077
(214) 222-1285
chris@railroadermodelers.com

(2) BAYOU DIVISION
ROD FREDERICKS
640 Chippenham Dr.
Baton Rouge, Louisiana 70808
(225) 766-8014
fredericks.rod@gmail.com

(3) TRINITY RIVER DIVISION
JERRY HOVERSON, MMR
52 COUNTRY RIDGE ROAD
MELISSA, TX 75454
(972) 540-5315
jkhoverson@gmail.com

(4) CEN-TEX DIVISION
PETER KAZMIR
2022 Foothills
Leander, TX 78641-2376
(512) 259-6720
pakazmir@gmail.com

(5) DIVISION
DAVE LAMBERTS
3717 95th Street
Lubbock, Texas 79423-3811
(806) 792-7244
DavidWL1944@aol.com

(6) DIVISION
KEVIN BERGEMAN
3318 Windy Ridge Ct
San Antonio, TX 78259-2607 (210)
488-4370
kevin.bergeman@gmail.com

(7) DIVISION
DON P. KIMMELL
9132 Mansfield Road
Shreveport, Louisiana 71118
(318) 798-7718
elf4kcs@mac.com

(8) TEXAS GULF DIVISION
JIM LEMMOND
2821 Frostwood Circle
Dickinson, Texas 77539
281-534-6179
281-229-0845
jimlem@verzion.net



LSR Chairs

ACHIEVEMENT PROGRAM
DUANE RICHARDSON, MMR
1122 Holland Drive
Garland, TX 75040
(972) 495-6375
duane@purgatoryanddevilriver.com

PUBLICATIONS- ML EDITOR
RILEY TRIGGS
1005 Robert E Lee Rd
Austin, Texas 78704
(512) 636-3521
rileytriggs@gmail.com

CONTEST CO-CHAIR
CHUCK LIND, MMR
3680 CR 324
Navasota, Texas 77868
(979) 219-3305
Chucklind46@gmail.com

CONVENTION
JACK MERKEL, MMR
2408 Whitewater Drive
Bertram, Texas 78605
(512) 355-3289
ElmerMerk@aol.com

HISTORIAN
JIM LONG, MMR
2404 Creek Ridge
Pearland, Texas 77581-5728
(281) 482-4987
(no email)

CONTEST CO-CHAIR
LOREN NEUFELD, MMR
9821 Oboe Dr.
Houston, Texas 77025
713-666-8451
lorenmr@aol.com

EVENTS
BILL DRYDEN
202 Tallwood Drive
Georgetown, Texas 78628
(469) 964-8571
bdr149@airmail.net

WEB SITE-PUBLIC RELATIONS
JEFF PALMER
2806 High Plateau Dr.
Garland, Texas 75044
(972) 495-2097
res06wqv@gte.net

NOMINATIONS CHAIR
BLAKE BOGS
8202 Pine Thistle
Spring, TX 77379
(281) 655-0177
superchief15@yahoo.com

MEMBERSHIP CO-CHAIRMAN
LARRY SWIGERT
6548 Clearhaven Circle
Dallas, Texas 75248
(972) 239-0909
LS4Results@aol.com

PARLIAMENTARIAN
JOHN GARFIELD
3013 Marquise Ct.
Burlson, TX 76028
(817) 653-3219
j-g.garfield@att.net

PHOTOGRAPHY CHAIR
DAVE LAMBERTS
3717 95th Street
Lubbock, Texas 79423-3811
(806) 792-7244
DavidWL1944@aol.com

MEMBERSHIP CO-CHAIRMAN
MIKE MACKAY
1700 Desperado Road
Fort Worth, TX 76131
214-460-1329
mikemackey_tx@sbcglobal.net

NON-RAIL
VIRGINIA FREITAG
1835 Alta Vista
Houston, Texas 77023-2503
(713) 926-2993
v-gfreitag@comcast.net

YOUTH CHAIR
DAVE CUMMINGS
6029 Van Buren St.
Groves, TX 77619-4825
(409) 962-1183
mr_cummings@sbcglobal.net



President's Message

by Steve Barkley, MMR
baylormax@aol.com

IT'S ELECTION TIME! PLEASE VOTE!

The LSR 2016 election is underway. Electronic voting opened January 15. Voting closes March 5, 2016. Please vote!

The only contested races are for Directors at Large. Four candidates are running to fill three open positions. The candidates are:

Mike Mackey
Barry Bogs
Mark LaChey
Steve Blackson

You can read their bios here: <http://lonestarregion.com/content/election-bios-ii>

Please take the time to read their bios and then vote for the three candidates of your choice. All the candidates are highly qualified and dedicated model railroaders.

At the last election less than ten percent of LSR members voted. All the candidates want to serve the LSR. Take the time to review their qualifications and then vote!

The NMRA 2016 National Election is also underway. Voting began February 1 and will end in March. The exact dates and candidate bios are in the February, 2016 NMRA Magazine and also on the NMRA web site.

I am one of three candidates nominated to run for Western District Director. Don Fowler and Stephen Priest are the other two candidates. Please read the bios in the February NMRA Magazine and then vote! The Western District takes in most of the western half of the United States, including the Lone Star Region. This is your chance to have a member of the Lone Star Region on the NMRA Board of Directors. I will appreciate your support!

HOW AND WHEN SHOULD WE BEGIN THINNING OUR COLLECTIONS?

How many trains are "enough?" I have been thinking about this question after hearing more and more questions about how to dispose of a modeler's trains after his or her death. These days it is common to see an estate sale as part of a train show. I have heard stories of the Widow disposing of valuable trains for garage sale prices. I have also known many, many families and modelers who really did not know the value of their trains and held inflated opinions as to their worth. Not all model trains are valuable. I own several hundred plastic cars and kits. I don't believe that any of them are worth more than a couple dollars each. Unlike with brass models, my experience is that most plastic just does not hold its value.

Brass is a different story. Brass can be divided into two general categories; models in new or mint condition that have not been run on the layout and models that have been enjoyed and used by their owners and are not in pristine condition. Based on what I see on Ebay, unpainted brass is a slow sell these days. The overall price for brass also seems to be falling as the quality of high end plastic rises and as model railroaders who buy brass age and pass away.

First, enjoy the trains that you actually run. I personally own a number of brass Northern Pacific steam engines that I regularly run on my layout. Most have accumulated dings, scratches, missing parts and wheel wear that will drive down their value when I or my survivors try to dispose of them. I enjoy running them and maintaining them. That's a major part of my hobby. As my CPA told my wife, many men my age spend more money on golf each year!

Second, think about disposing the brass that you will never run. If you have a mint brass model sitting in your closet, will you ever use it? This is a hard decision to make. Many of us have dreams of someday having time, space and money to construct a layout that will use all of the treasures that we have accumulated. Realistically that is not going to happen for most of us!

If you are not going to use it, consider selling it now and saving your survivors the angst of trying to deal with the issue after you are gone. You will also generate money!

Also consider donating unneeded items to the LSR or a local charity. Remember, the LSR is now an IRS 501(c)(3) charitable organization. Donations are tax deductible if you itemize. The LSR can raffle them off and raise money! A brass heavyweight observation that I painted and decaled now has a home on Art Houston's layout following his winning the car at the 2015 Convention raffle. He won a nice car, the LSR gained some needed funds, and I have a tax deduction. We all benefited.

Jim Lemond puts excess items on a table at layout tours and train shows. Anyone can take whatever they want. It's a great way to dispose of cars, books, magazines and scenery materials that have minimal resale value.

The East Texas and Gulf Rail Modelers Association has sale tables at each show where they display their modular layout. They move a lot of cars and other models for members and generate money for the club and its members.

Art Houston told me that he sold off his older motive power and used the money to buy newer more reliable engines. His operating sessions became smoother and his frustration level decreased.

Next issue I'm going to discuss how we can maximize our modeling fun yet keep costs and new purchases under control! Stay tuned!

PLAN TO ATTEND THE 2016 LSR CONVENTION

The 2016 LSR Annual Convention will be June 22 – 25 in Arlington, Texas. You can register now! Go to the web site, <http://www.mainlinerais.com/> and register. Mike Mackey, John Garfield, and crew are planning a superb convention.

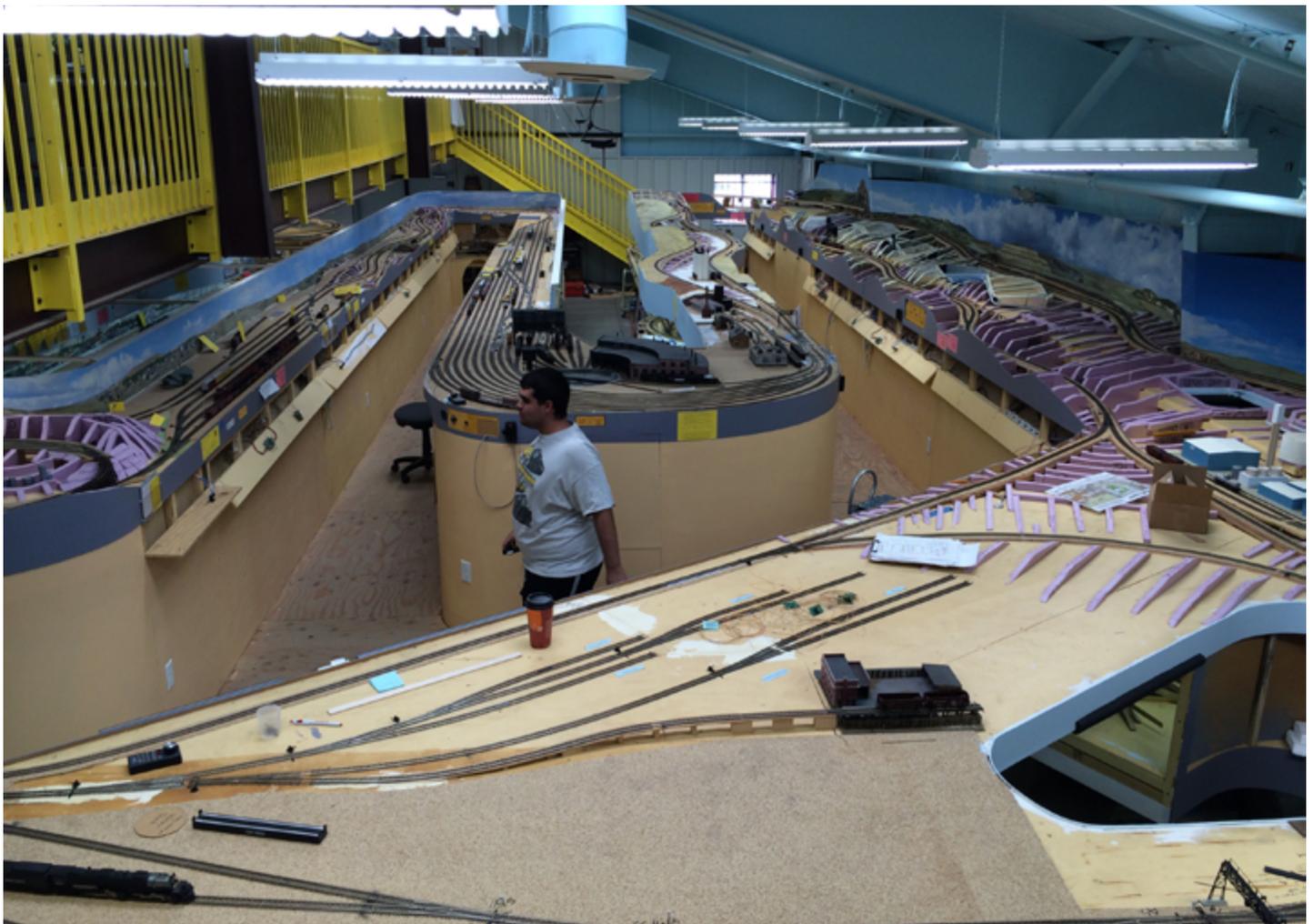
Houston has agreed to host the 2017 Annual Convention. More information about that later.

Remember, *Model Railroading is Fun!*



Bucket list layout visit

by Riley Triggs
rileytriggs@gmail.com
ponyrr.blogspot.com



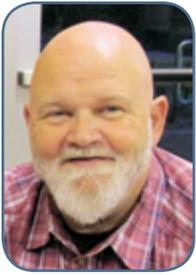
This is a big issue with meeting minutes, great articles and columns, so I'll keep it brief with a couple of photos to get you started this issue.

This month with Tom Pearson and his brother Paul,

I visited Cornville, AR and the home of the Wyoming Division of Verryl Fosnight. The 3750 sf layout should be on your bucket list. For more info:

<http://wyomingdivision.org/>

Riley



Up The Tracks

By Bill Dryden NMRA & LSR Life Member

Here are upcoming events within the LSR of which I am aware. I will provide all the information YOU send me or I can glean from other publications, websites, etc., for these events. Additional information may be available through the NMRA Scale Rails and/or various trade magazines or various websites. Also, note that all show times and dates are at the discretion of the sponsoring organization and are subject to change. Please forward any and all information about upcoming events or activities in your area, club, etc., to me via e-mail at bdr149@airmail.net.

Lone Star Region 65th Annual Convention (2016)

The Daylight Express will be held in Arlington, June 22-25, 2016, at the Sheraton Arlington Hotel.
<http://www.mainlinerrails.com>

Check the LSR website: <http://www.lonestarregion.com/convention.shtml>

Come all!!!
PARTICIPATE!!!

RECURRING EVENTS AND MEETINGS

LSR Division 3 - Northeast Texas Division – Allen

The Trinity River Division meets on the Second Saturday of every month at Christ the Servant Lutheran Church, Allen. Occasionally the day or branch changes due to scheduling conflicts so pay close attention to the e-mail meeting notices that go out a week before the meeting. If you would like to be added to the e-mail list contact Jerry Hoverson At JKHoverson@gmail.com.

LSR Division 4 – Cen-Tex Division – Austin

The Cen-Tex Division meets quarterly at the main branch of the Round Rock Library in downtown Round Rock. Meetings include clinics, show-and-tell, DCC minute, social activities and a layout open house. For more information about upcoming meetings, see <http://centexnmra.org> or contact director@centexnmra.org to be added to our mail list.

Alamo Model Railroad Engineers - San Antonio

The Alamo Model Railroad Engineers meets the 2nd Friday of the month at 7:30 p.m. in the Zucht Building at the Texas Transportation Museum, 11791 Wetmore Rd., San Antonio TX. For more information call Peter Shavney (210) 317-3661 or Gene Turner (210) 355-2777; or visit the web site www.alamomodelrailroadengineers.com.

Houston Area Live Steamers

HALS has over 9,000 feet of track for you to enjoy and ride on most any Saturday of the year. Someone is usually there every Saturday with special run, operations, waybills/timetable, work and fun run days scheduled throughout the year. Our public run days are the third Saturday of the month March through November. Come see our 2,500 foot expansion in Phase 4. Model Railroaders (any scale) are welcome to attend most any time. Check our web site out at www.hals.org for schedule of events or e-mail Rick White – rick.white.jr@gmail.com for more information.

North Texas Council of Railroad Clubs – Irving

The North Texas Council of Railroad Clubs (NTC) meets the 3rd Tuesday of the month. Visit the website www.dfwtrainshows.com for more information about the NTC, its meeting site or member clubs.

New Braunfels Railroad Museum

Kids Fun Day is held on the 1st and 3rd Saturday of each month, 10:00 am to 2:00 pm. New Braunfels Railroad Museum, 302 South San Antonio Street, in the 1907 Restored Railroad Depot; New Braunfels, TX. Museum phone (830) 627-2447. Kids of all ages will have the opportunity to run model trains and become a Jr. Engineer. Also among the displays at the Kids Fun Day will be a large US Army Model Garden (G) Scale and Lego Trains. Visit our Steam

Engine, Caboose, Dining Car (available for Birthday Parties) and Box Car. There will be other fun, train related activities, additional model trains, train artifacts, our 1907 depot are on display. The Railroad Museum opens at 10:00 am on Saturdays. For field trip scheduling and more information, call Howard Young (210) 542-6121, or visit us at www.nbrmm.org.

Texas Western Model Railroad Club – Forest Hills

The Texas Western Model Railroad Club meets for its business meeting every 1st Thursday of the month at 7:00 PM. The Club is located at 6808 Forest Hills Drive, Forest Hills, TX. For more information: (682) 587-2092 or www.twmrc.org or email cao@twmrc.org.

EVENTS AND SHOWS

February

20th Greater Houston Train Show. Sat. 10:00 a.m. to 4:30 p.m. Adults \$6, Ages 12-18 \$1, Kids Under 12: Free, Family \$12. Stafford Centre, 10505 Cash Road @ Murphy Road, Stafford, TX. For more information: Steve Sandifer (281) 568-9918 or <http://sanjacmodeltrains.org/styled-2/index.html>

20th – 21st 2015 World's Greatest Hobby on Tour. Sat. 10:00 a.m. to 6:00 p.m., Sun. 10:00 am to 5:00 p.m. Adults ??? Kids Under 16: Free (must be accompanied by a parent. No limit to the number of kids per adult).. Henry B. Gonzales Convention Center; 200 E. Market Street; San Antonio, TX. For more information <http://www.wghshow.com>

March

5th Trainapalooza II Model Train Swap Meet. Sat. 9:00 a.m. to 4:00 p.m. Adults \$2, Kids Under 2 - 12 \$1. Free. Grapevine Heritage Center @ Cotton Belt Depot in Downtown Grapevine, Grapevine, TX. For more information: <http://www.lonestarhtrailers.com>

5th TCA - Lone Star Division Gulf Coast Chapter 5th Annual Train & Swap Meet. Sat. 10:00 a.m. to 3:00 p.m. Adult \$6, Family \$9, Kids Under 12 Free. Bay Area Community Center, 5002 Nasa 1, Seabrook, TX. For more information: Carl Olson (281) 277-7630 or <http://www.tca-gulfcoastchapter.org>

19th River City Toy & Train Club Train Show. Show has been canceled. For more information: Randy Guy (318) 402-8896, or e-mail erandguy7@gmail.com

April

9th – 10th New Braunfels Spring Jamboree & Train Show. Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults \$8, Ages 5-13 \$2, Kids Under 5 – Free. Free train ride on Landa Park R.R. for children up to age 10. New Braunfels Civic Center, 375 South Castell Avenue, New Braunfels, TX (Exit 187 on I-35). For more information: Jim Edmondson @ (830) 629-2071 or e-mail jedmondson@satx.rr.com, or www.nbrmm.org

May

14th – 15th Jefferson's 5th Annual Train Days Celebration (Sponsored by the Jefferson Historical Society & Museum and Jefferson and Cypress Bayou Model Railroad Club). Sat. 10:00 a.m. to 5:00 p.m., Sun. 11:00 a.m. to 4:00 p.m. Adults \$6, children under 12 Free (Includes layout tour of R.D. Moses T&P Model Railroad). Separate Train Days activities requiring separate admission fee include Historic Jefferson Railway narrow gauge train ride and Jay Gould's business car "ATALANTA" guided tour. (Discounts available for multiple admissions) For more information contact the Museum at (903) 665 - 2775 or Norman Buell at (903) 665 – 7682, or www.jeffersonmuseum.com, www.jeffersontraindays.com and www.jeffersonrailway.com.

21st Shreveport 2nd Annual Train Show. Sat. 10:00 a.m. to 4:00 p.m. Adults \$8, Kids Under 12 Free. RiverView Hall, 600 Clyde Fant Parkway, Shreveport, LA. For more information, Randy Guy (318) 402-8896 or e-mail erandguy7@gmail.com

25th – 26th Cotton Belt Historical Society – Tyler TAP Chapter Annual Train Show. Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults \$8, Kids Under 12 Free. Harvey Convention Center, 2000 West Front Street, Tyler, TX. For more information, CBHS website: www.cottonbeltdepotmuseum.com

June

19th – 27th Train Collectors Association 2016 National Convention. Hosted by Lone Star Division, TCA. For more information, <http://tcamembers.org/newsandevents/conventions/index.shtml>

Excursion Train Trips

Austin Steam Train; Cedar Park, TX; (512) 477-8468; www.austinsteamtrain.org

Grapevine Vintage Railroad; Grapevine, TX; (817) 410-3185; www.gvrr.com

Old Hickory Railroad; Jackson, LA; (225) 634-7397; www.louisianasteamtrain.com

Texas State Railroad; Palestine & Rusk, TX; (888) 987-2461; www.texasstaterr.com

Please consider our deadlines for submittals and publications to allow adequate lead time to correctly announce your event – Column submission deadlines are the 15th of January, April, July and October; publication of the Marker Lamp is the middle of the following month.



Procrastination

By Duane Richardson, MMR
duane@purgatoryanddevilriver.com

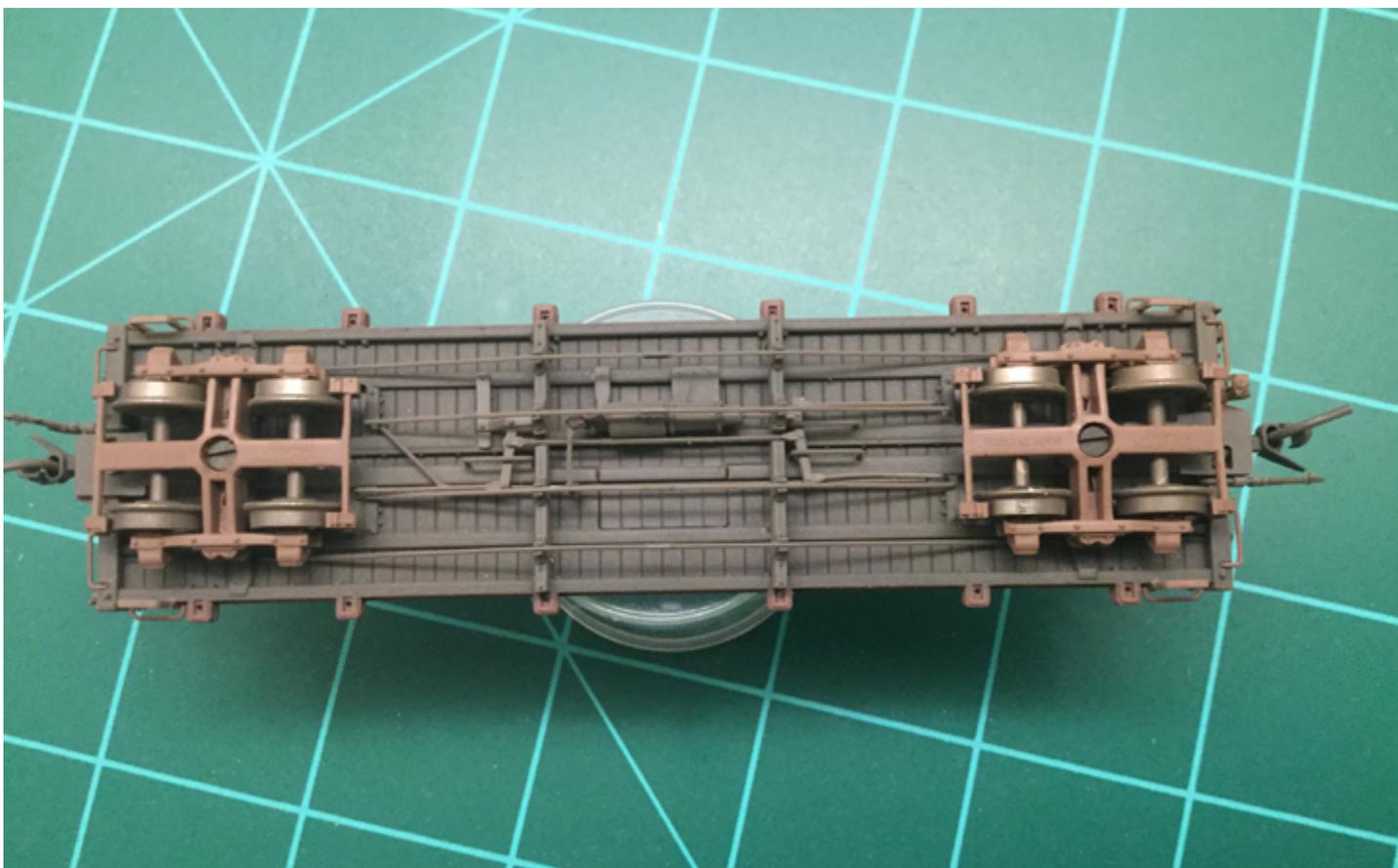


Photo 1

Years ago I did a set of clinics at our monthly Division 3 meetings where we covered scratch building a 30 foot wooden flatcar. If you plan on scratch building cars you might be asking "Why a flat car?" Simple. Most of our freight cars are basically a flatcar with something added. While this is very general you can take a flatcar and put side and ends on it and you have a gondola. Put taller sides and ends with a roof and you have a box car or reefer. Not to mention that a flatcar can have things added to it to make it part of something bigger. Several flatcars have been used in Maintenance of Way (MOW) service and special built add-on's to make them work for the crews. The next issue we will talk about some of the various ways flat cars are customized for various roles.

We are going to start by going over the basic parts of a flatcar. Looking at the first picture, (*see photo 1*) we see the underside of a Blackstone flat car. First, are

the End Sills. This a large beam where all the other sills are joined to form the ends of the car itself. On the prototype, the sills were joined together with mortise and tenon joinery. This is where a hole is created in the end sill (the mortise) and a tab is left on the other piece (the tenon). The tenon slides into the mortise and the two pieces are fastened together. You could say it's a bit like slot and tab construction just bigger. On our models we just butt joint the two pieces together with glue.

Next, the Side Sills, which are another large set of beams, are the side frame of the car. On the prototype, this beam supports the ends of the deck boards and is a good portion of the strength of the car. The side sill is the visible side of the car where all the lettering is and where any stake pockets and grab irons are bolted.

The Intermediate Sills are slightly smaller beams than the side sills. While slightly smaller they support the

section between the side sills and the Center Sill of the car. Depending on the prototype, there are at least 2 but usually 4 intermediate sills on a car. They are positioned in two pairs. They support the middle of the car and provide a home for the cars appliances such as the brake system.

The location of the brake system depends on the railroad and the manufacturer of the car. Follow the instructions that came with your brake detail set or look at plans for your prototype to see how all the parts and pieces are placed. This can vary between car types and will be different between car manufactures.

That being said the way they work is the same. You have an airline that keeps the brake shoes disengaged.

When the breaks are applied or a break occurs in the airline the brakes engage (which is why I cringe when I see a movie where someone disconnects cars in a moving train and the train continues on).

This leaves the aforementioned Center Sill. This is the largest beam (or beams) and is the backbone of the car. It not only helps support the weight of the load but is where most of the stress of being pushed and pulled around takes place. From what I was told by a guy who worked in the car shop, the other sills make up a good portion of the integrity of the car, the center sill is the very heart of the car. The largest portion of the stress on the car is handled here. Think of it like this, all the other sills hold the load, the center sill where the pushing and pulling takes place.

The coupler pocket will mount between the intermediate sills on each end. On the prototype this is part of the draft gear assembly which is bolted to the center sill, intermediates, end sill and in some cases up through the deck of the car as well. Pulling heavy trains up steep grades put a LOT of stress on this part of a car. It was not uncommon at all for this area to fail under a load. On our models this is a simple coupler box (like a Kadee box and coupler). On most purchased model freight cars this is molded in place. Many modelers will cut this off and mount a Kadee box with a screw.

The bolsters are cross members on the underside of the car body. This is where the car mounts to the trucks. It's a large part since it's where all the weight is being transmitted to the trucks. Some of the newer cars also have a part on the side of the car where the bolster mounts that limit the amount of travel the car can do side to side to keep it from swaying back and forth down the track.

The needle beams mount across the various sills of the car and are the first layer of support for the truss rods of the car. On the prototype the needle beams will have several holes drilled through it to allow parts of the brake system to pass through. Mounted to the needle

The Marker Lamp



Photo 2

beams will be a series of queen posts. These will point straight down when the car is on the rails. The queen post is a metal casting that bolts to the needle beam on the prototype. It has a U shape on the bottom that the truss rod mounts into.

The truss rods are metal rods that run the length of the car to keep the car flat. Between the two needle beams the truss rods join with a turnbuckle. In wooden car construction, the weight of the load will cause the car to sag in the middle. A rod is threaded on each end. This allows the rod to be bolted to the end sill and threaded into one end of a turnbuckle. The turn buckle can be turned to tighten or loosen the rod and thus flatten out the car. It was common on many railroads to run a board through the opening of each turnbuckle to keep them from turning themselves due to vibration. The turnbuckle area was a favorite spot for hobo's to ride. Thus the term, "Riding the rods."

The only other part left to talk about would be to turn the car over and put on the deck of the car. The deck boards vary in thickness and width depending on the car builder. Some were butt jointed together. This will leave a bit of a gap as the wood dries but this allows water to drain off the deck. Many of the car floors were joined with tongue and groove joints. This type of joint was also used for boxcar and reefer sides.

Now that we know all the parts let's talk about construction. On my models, I paint the wood before I assemble the car. That way I can put weight on the wood and make it dry flat. If you paint it after the car is assembled there is a possibility that the wood can warp. I also find it's easier to paint and letter the car and then add the stake pockets. I mark their location so I don't get the lettering in the wrong spot and can add the lettering without having to work around the castings and grabs.

When you look under a prototype car of this type you would typically find that there was no paint. Paint takes time and costs money which means the railroads

didn't want to do it. When you look at them in museums they are painted to preserve the piece. So, when I paint the flat car the only thing I paint are the end and side sills leaving one of the wide faces unpainted (which becomes the inside).

I also do not paint this with a brush or airbrush. I put a small amount of acrylic paint on a paper towel and drag the wood through it. NEVER push. This will bind and break your strip wood. The finish will give you a more weathered appearance since it's uneven. I then add all the decals and let this dry. I then mix a VERY thin wash and paint that over the all the lettering. Typically I do this with an airbrush but it can be done by hand. This effect makes the lettering fade into the background of the paint job.

Also put any stains that I'm going to use on at this point. Again, I do this now because it will get the wood wet and I want to be able to force it to dry flat and straight. (see photo 2)

Create an L shape from one end sill and one side sill. Make sure that the parts are flat and square. This is very important as a car that isn't square won't track well.

Take the other end and side sill and create a 7 shape. Again, make sure it's flat and square. Once both shapes have dried you glue them together to create the rectangular frame of the car. You have a choice in that you can make your intermediate sills more to a prototypical size or you can make them smaller. If you make the prototypical size you will need to make a notch in them so the trucks can turn freely. I don't like the appearance of this so I use smaller boards for the sills.

At this point it won't make much difference which side is up but pick a side and have the top face down on your work surface. I then glue in the intermediate and center sill and slide them so they are all the way down against the work surface. This is important because the change in size will allow your trucks to swivel without hitting the sills. If you plan to run the car empty you might want to add piece of flat brass or lead for some weight.

If I do this I place the weight down inside the frame assembly, I put a very thin series of boards made from 1x material so it will look like the bottom of the floor. I then add the intermediate and center sills by sliding them up against the false floor. (see photo 3)

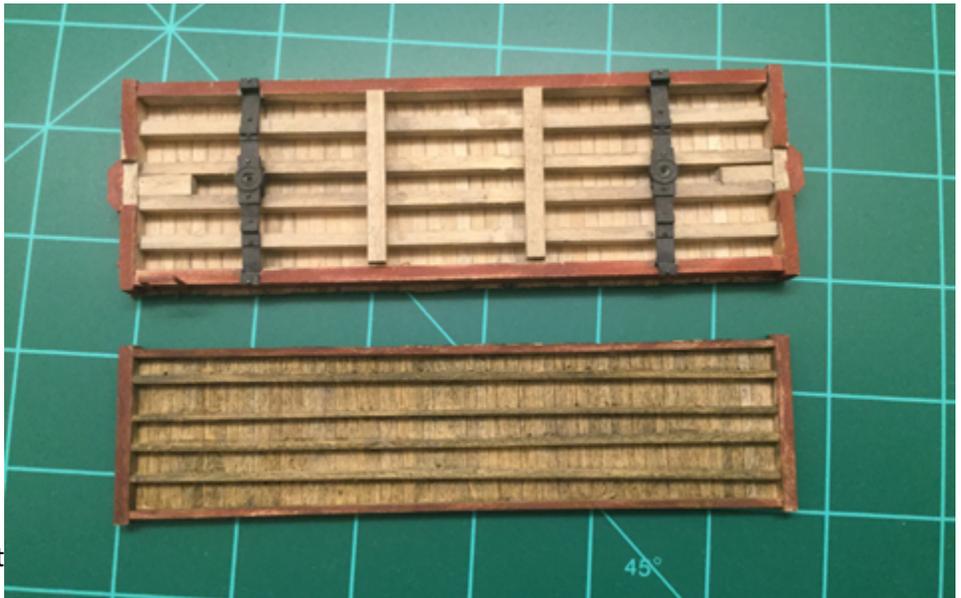


Photo 3



Photo 4

Notch your bolsters so they will fit around the sills or cut the sills to allow the bolster to fit. Add the needle beams and queen posts. Mount all your brake parts next. Position and mark the end sills where the truss rods will go. Drill holes in the end sill and glue a small diameter brass wire from the end up and over the queen posts and to the other end of the car. You can either slide a turnbuckle casting onto the wire, gluing it so it's centered between queen posts or you can cut the truss rod and glue them into either end of the turnbuckle casting so it's more prototypical. Later we'll talk about each end sill getting an NBW (nut, bolt, and washer) casting so it looks like your truss rod is bolted to the end sill.

I like to use the brass wire for truss rods instead of fishing line or thread that a lot of kits use. The angle you

need on the truss rods so the trucks will clear can be made with the brass and it will hold its shape. The other materials won't without gluing it down. Our problem here is that we turn much sharper corners with our models than the prototype does so the angle of our truss rods often has to be made more pronounced to allow the trucks to turn.

With your truss rods in place mount the trucks and turn the car over. (see photo 4 or 5) We are almost done with our build because all that's left is to mount the deck boards and a few detail parts. The deck boards are cut to mount side to side across the sills. This will take a lot of boards and a Chopper or some sort of cutting tool that you can set a stop block on so you can make repeatable cuts will make your life much easier.

On decks I like to start at one end and glue on boards until I'm about 45% of the way across the car. I then turn and start at the other end and lay boards back towards the center. The reason I do this is that you will probably find that the last gap will not take a full board or require a little more than one board. Over the last 3 or so board I sand down the width a little on each so they complete the deck. Since these are only slightly more narrow its hard to spot them and if you put a load on the car it will more than likely cover it up.

On the end sill you will add the NBW's for the end of the truss rods. On some cars the 2 center ones will be part of a casting for the coupler pocket. On the B end of the car you will add the parts for the break wheel. (see photo 6)

Down both side sills you can add stake pockets as required by your prototype. Since we lettered the car prior to assembly we are ready to weather the model.

With our lettering already faded and the boards stained all this requires of us is to add some weathering powders or colored pencils to further weather the car. Flat car decks see a lot of abuse. Loads are not carefully put on and taken off but they are dragged on and off which will beat up the ends of the deck boards. This also opens more end grain to the weather and with the decks unpainted means the end rot faster so they will be darker than the rest of the deck.

I use a pair of negative tweezers that I have that have a really sharp point, and I drag this along the edges of the deck to eat away some of the wood. In larger



Photo 5

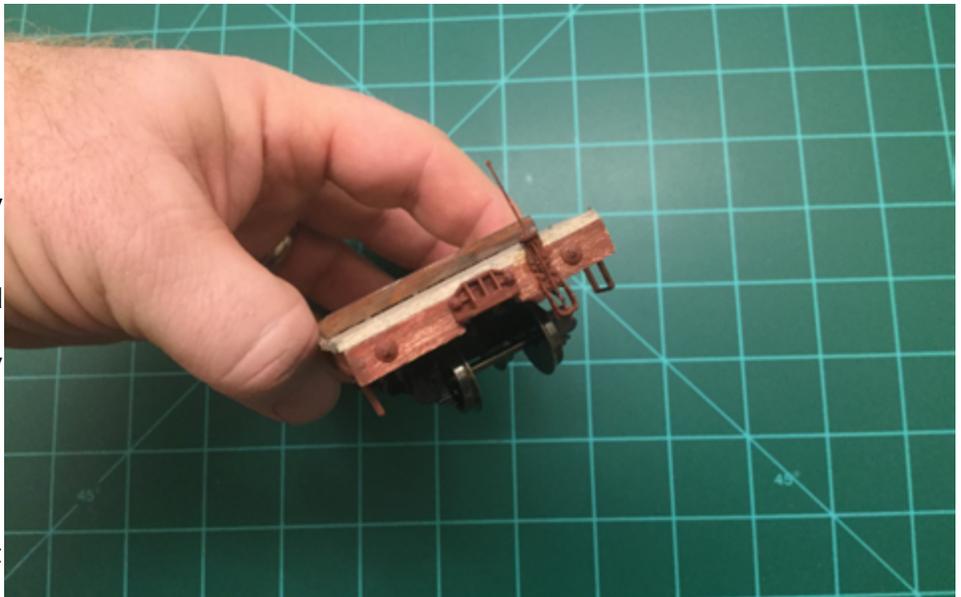


Photo 6

scales I will drill a hole or two in a few boards and glue in a toothpick. After cutting this flat it creates a knot in the board. This will take stain differently and enhance the effect. This looks OK in S scale and really looks good in O, but you have to be careful in smaller scales as the knot will be HUGE if you are careful.

Next time we will talk more about loads and special additions to flat cars so they can fill a certain purpose.

If you have something that you would like for me to cover please feel free to contact me and I'll see what I can do about digging up some information.

duane@purgatoryanddevilriver.com

Until next time, keep the boiler full, the fires hot and your wheels on the rails. **ML**



Signaling

By Peter Kazmir
pakazmir@gmail.com

One of the most prominent aspects of operations is controlling train movement. In upcoming issues of the Marker Lamp we'll discuss some of the methods for doing that. However, many of those methods involve signaling, so I'd like to take issue to talk about how signals work and how they're used.

Some of the content for this article is based on the NMRA EduTrain presentation, "Signaling 101" by Michael J. Burgett, Division Engineer of Signals, Canadian National Railway. Much thanks to him and the [EduTrain program](#) – a great benefit of the NMRA. If you're interested in implementing a signaling system on your railroad, I highly recommend reviewing that presentation, which also goes into detail about CTC systems, turnouts, derails and other lineside details.

What are signals for?

All railroads have a vested interest in controlling train movement so that high levels of safety and efficiency are maintained. There are many ways to do this but all require some sort of communication with the train crew. That communication can be via signals, radio or phone, written or printed orders, hand signals, flags, timetables and rules, or (most often) a combination of these and other methods.

Railroad lines are typically divided into sections called blocks. Block lengths vary depending on desired operating speeds and other factors governing trains' stopping distance but they typically range from a half-mile to two miles long. Generally, to prevent collisions, only one train is permitted a given block at a time.

In the early days of railroading, signalmen were employed at the boundary of each block to inform passing trains (using hand signals and flags) how long ago the last train had passed. As the telegraph came into use, this method was improved



Figure 1

so that the signalmen could know when the last train exited the block ahead as well. Eventually the hand signals and flags gave way to locally-operated mechanical signals of different types and later the signalmen themselves were replaced with automatic train detection circuits and remote-controlled signals.

What kinds of signals are there?

In a word: lots. If you can think of it, it was probably used by some railroad at some time.

Older signals were mechanical in nature and displayed different aspects by physically moving into different positions. Later, lights were added so that they were safer to use at night.

Probably the most familiar mechanical signal in the United States (though invented in Britain) is the semaphore signal. At their simplest, semaphore signals indicated whether the train should stop with a horizontal position (and red light) or proceed with a vertical or diagonal position (and green or yellow light). In some cases multiple semaphore signals were used together, and/or the semaphore arm would use different shapes and colors to communicate more complex instructions. Figure 1 illustrates a set of Southern Pacific semaphore signals.



Figure 2



Figure 3

Reliability was an issue with mechanical signals. However, signals based on lights alone were not bright enough to be seen at long enough distances until 1913, when Dr. William Churchill (at Cornell University and Corning Glass Works) developed a “doublet lens” which allowed the use of Fresnel lenses with smooth inner and outer surfaces (avoiding dirt accumulation). Coupled with a 35 watt, 10 volt lamp, these lights could be seen in bright sunlight at a range of over 2,500 feet. Later improvements in colored glass further increased the range and by

1944, semaphore signals were no longer manufactured in the United States.

Modern signals have started using LEDs (which are usually more reliable than incandescent lamps) but they have not yet replaced incandescent lamps in all situations.

There are three main types of light-only signals: positional signals, searchlight signals, and multi-unit signals.

In the US, positional signals were most famously used by the Pennsylvania, Norfolk and Western and Baltimore and Ohio

Railroads. Positional signals have the advantages of displaying different orientations for different aspects (like a semaphore signal) plus redundant light sources (so if one burns out the signal aspect is still visible).

The PRR used a system (deployed with the 1915 electrification) where all of the lights were the same color – a lemon yellow – which provided superior visibility in adverse weather (like fog). Each orientation used three lights: horizontal, diagonal and vertical. A second signal head was used to relay additional information, such as speed. Figure 2 shows an example of PRR position signals.

A similar system, developed by the B&O in the 1920s, eliminated the middle light and used colored lights (red for the horizontal pair, green for the vertical pair, and yellow for the right diagonal pair). For additional information, white or amber “orbital” lights above or below the main signal head were added. Figure 3 shows an example of B&O color position signals.

Other position signal systems are also used, especially outside the United States.

The most popular signal in the US for many years was the searchlight signal. Introduced in 1920, the searchlight signal has a single lens and lamp. An electromagnet controls the positioning of a colored “roundel” between the lamp and the lens. For safety reasons, the red roundel is positioned in front of the



Figure 4

lamp my default. When the appropriate power is applied to the electromagnet, the yellow or green roundel moves into position.

Even though searchlight signals have moving parts, they are more reliable than semaphores because the mechanism is smaller and enclosed in a weatherproof housing. (Some modern searchlight signals use multiple lamps and fiber optics instead of a mechanism.) Examples of searchlight signals are shown in Figures 4 and 5;

in Figure 5 the lens is removed to expose the colored roundels.

Multi-unit signals have been used for some time and are becoming the most popular today in the US. Similar to a traffic light, multi-unit signals have a separate light and lens for each color. The lights are usually mounted vertically (most common) or in a triangle. As with positional signals, additional signal heads are mounted to display more complex information. Figure 6 is a typical example.

Finally, some modern railroads use cab signals in which the current aspect is displayed on the control panel in the locomotive. These are most common on high-speed passenger trains.

Signals are designed with many safety features. One example already discussed is the default roundel position in searchlight signals. Other examples include lamp housings that are not reflective or have special lens coatings to prevent false aspects when reflecting headlights or sunlight, dual filaments (with detection circuits so that if the primary filament fails it can be replaced before the bulb burns out), fallback lighting circuits (so that, for example, if the green light burns out the yellow light will illuminate instead – keeping trains from having to stop completely), and battery backups so that signals continue to operate if main power fails.

In addition, the way signals are used can add additional safety factors. Dark signals are treated as



Figure 5



Figure 6



Figure 7



Figure 8

displaying their most restrictive signal aspect and where flashing signals are used, the flashing aspect is usually less restrictive so that if the relay were to get stuck it would show a more restrictive aspect. Even “upper quadrant” semaphore signals (where a clear aspect pointed up) were chosen in part because if the semaphore dropped due to gravity it would end up in the most restrictive position (straight out).

Where are signals installed?

Signals are installed in many places for many reasons. As we’ve discussed, one use is to protect blocks along the line. Signals are also used at and around passenger and/or train order stations as well as to protect and direct traffic through turnouts, crossings and other interlockings.

Most steam engines (and diesel locomotives running long hood forward) provide poor visibility to the left for the engineer. Because of that, per regulation signals are to be located over and to the right of the track that they govern. However, as short-hood-forward locomotives became more common, the regulation was changed in 1985. Coupled with their higher cost vs signal masts in most situations, that’s why signal bridges (see Figure 7) were much more common in the past than they are today. (Note that the 1985 rule change stated that when signals were located other than above and to the right of the track they have to be listed in the special instructions section of the timetable.)

In situations where there are more than one track, but all of the signals are to the right of the right-most track, the signals apply to the tracks in order (i.e. the leftmost signal applies to the leftmost track, and so on). If any of the tracks aren’t controlled by signals at that point they must still have a mast with either a blue light or no light (see Figure 8).

When protecting single turnouts, signals are usually placed at least 10 feet before the points (facing the turnout) and 16 feet before the clearance point in the other direction (see Figure 9). At cross-overs, the signals are usually placed 40 feet before the points in both directions.

Because of reduced visibility compared to signals on masts or bridges, dwarf signals (signals near the ground) are only used in areas with restricted speeds.

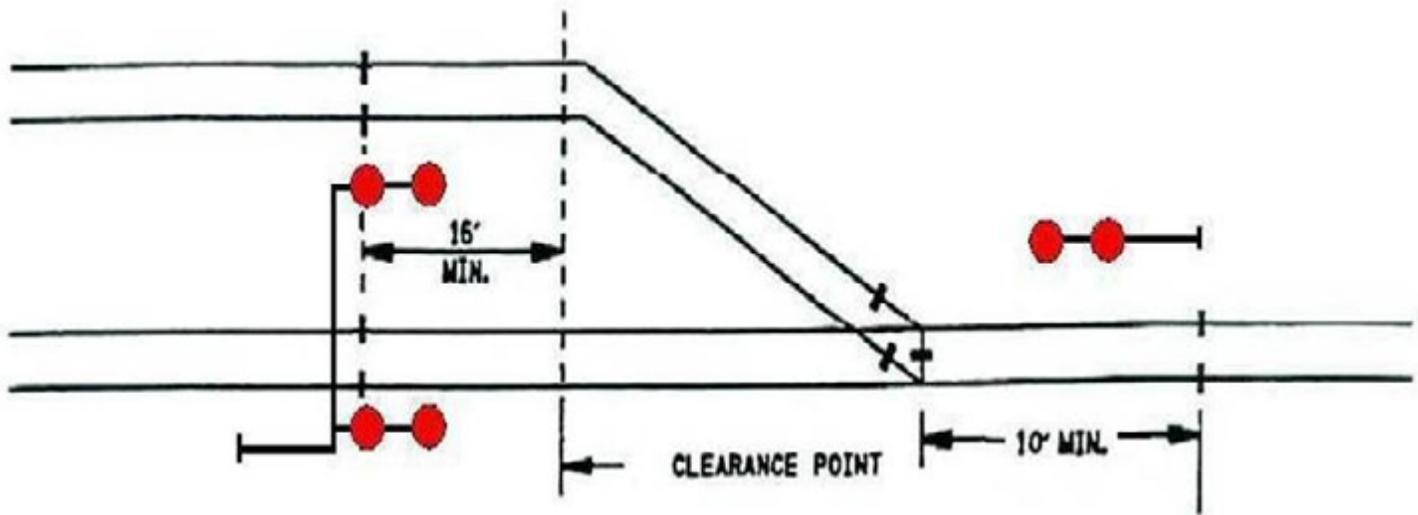


Figure 9

How are signals used?

There are a few standards in the US for use of colored (non-position) signals, but that hasn't always been the case; individual railroads tended to do their own thing in the past. (Today, many modern railroads use the same signaling rules so that engineers from one railroad can safely operate on another.)

Color usage is fairly common across the US. In addition to green, yellow (amber), and red, signals also use blue (to indicate an unsignaled track as described in the previous section, or to indicate that no equipment should be moved on the next section of track as men are working in, under or on the equipment), lunar white (white light with a bluish hue used most frequently to indicate the beginning of unsignaled track), lemon yellow (used in positional signals), and plain white (used in dwarf positional signals).

Signals can also be set to flash to indicate a different aspect. Signals in the United States typically flash only one head at a time, while signals in Canada may flash two heads at a time.

As mentioned earlier, signals can communicate much more than whether the block ahead is clear or not. Most commonly, combinations of

signals can be used to communicate a speed limit for the block, to warn the train crew that the train will switch tracks or stop at an upcoming block, and more. The use of signs on the signal masts give railroads even more flexibility for controlling traffic.

Speeds were also defined differently by different railroads, but a more common definition is:

Limited Speed: A speed less than normal speed that is used for higher-speed turnouts and interlockings, typically in the range of 40 to 60 miles per hour.

Medium Speed: A speed for slowing in advance of a more restrictive signal (or traversing slower-speed turnouts and interlockings). Typical in the range of 30 to 40 miles per hour.

Restricted Speed: A speed that will permit stopping within half the range of vision short of another train or obstruction, not exceeding 15 or 20 miles per hour. Also sometimes referred to as yard speed.

Slow Speed: Typically used when traversing complex trackwork at interlockings. Not exceeding 15 miles per hour.

Timetables (and in some cases, signs along the railroad) would communicate the authorized speed limits, including through individual turnouts and other interlockings. Those speeds would apply unless lowered by signal indication.

Each signal aspect would have an accompanying indication defining what the train crew should do when encountering the signal. These indications differed from railroad to railroad. A typical list includes ("reduced" refers to limited, medium, restricted or slow speed depending on signal aspect):

Clear: Proceed at normal speed.

Speed Clear: Proceed at reduced speed (potentially just through the upcoming interlocking).

Approach Speed: Proceed approaching next signal at reduced speed.

Speed Approach: Proceed at reduced (medium, if not specified) speed prepared to stop at the next signal.

Approach Diverging: Proceed prepared to traverse turnout or interlocking at next signal at prescribed speed.

Advance Approach: Proceed at medium speed prepared to traverse diverging route at medium speed.

Diverging Clear Speed: Proceed on diverging route. Reduced (or prescribed if not specified) speed through turnout or interlocking.

Diverging Approach Speed (or Diverging Advance Approach): Proceed on diverging route approaching next signal at reduced (medium, if not specified) speed. Prescribed (or reduced) speed through turnout or interlocking.

Restricting: Proceed at restricted speed.

Stop and Proceed: Stop, then proceed at restricted speed.

Stop (or Absolute Stop): Stop.

Individual railroads' rules define the aspects and indications used for each railroad. The following tables illustrate a few railroads' examples using different systems and types of signals (the star burst patterns indicate a flashing light):

Figure 10: PRR Positional Signals, 1956

Figure 11: Union Pacific, 1988

Figure 12: Southern Pacific, 1996

As you can see in the case of Southern Pacific, a number of mergers and acquisitions can result in railroads with multiple signal types or aspects for the same indication.

Modeling the use of signals

If you're a prototypical modeler, you will have to do some research to determine the signal types, aspects and indications used by your prototype. The good news is that this information is usually pretty easy to find on the Internet, at least for the past 60 years or so.

If you're a more casual modeler, you are free to make your signaling as simple or prototypical as you want. In fact, you can probably get by with three aspects (clear, approach and stop) just fine.

Where signals are placed and how their aspects are set is defined by the operational system implemented by the railroad for that section of track. We will cover some common operational systems including timetable and train orders, centralized traffic control, automatic block systems, and more in upcoming issues of the *Marker Lamp*.

Until then, have fun! *ML*

References

<http://www.railroadsignals.us/>

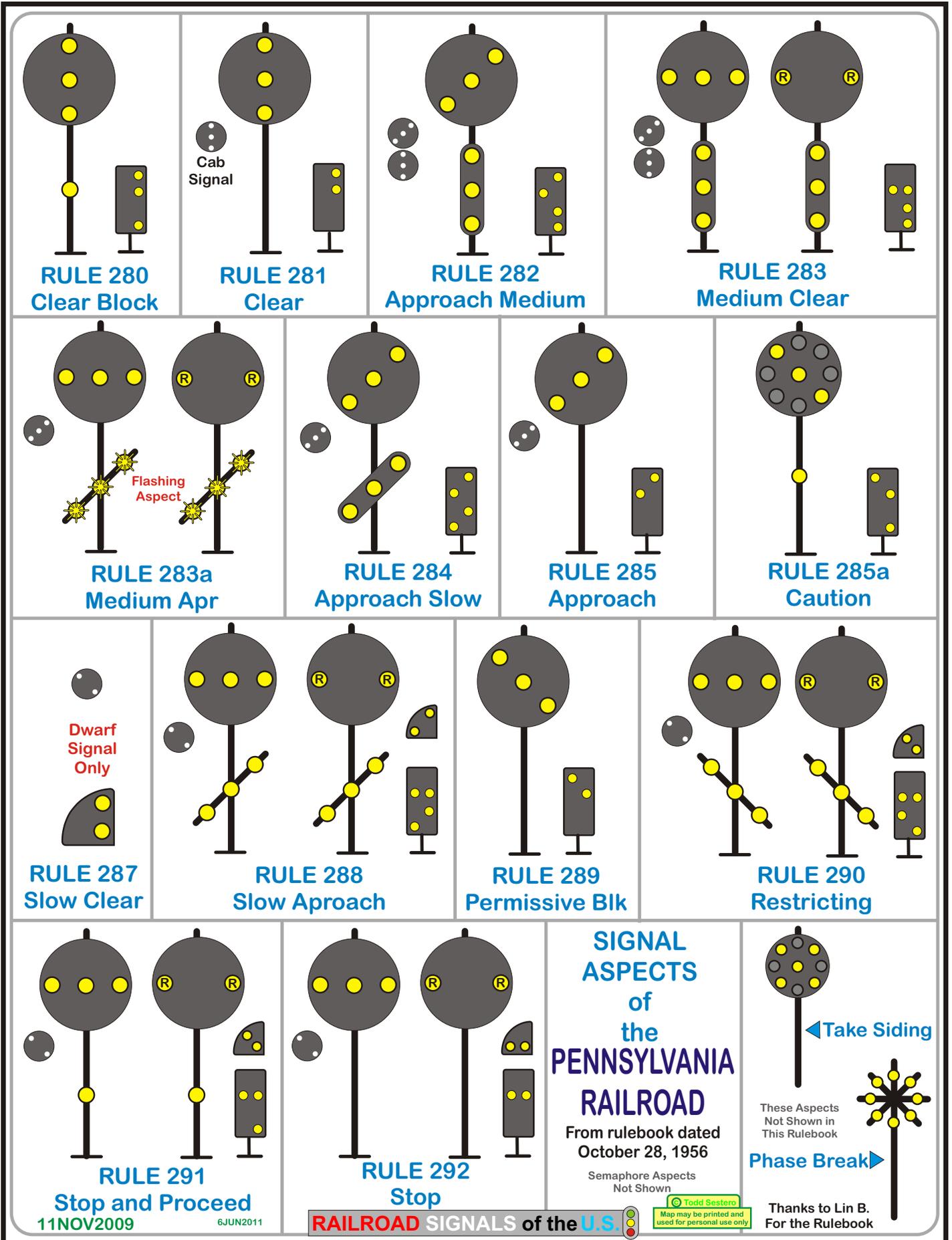
http://lundsten.dk/us_signaling/

https://en.wikipedia.org/wiki/Railway_signal

https://en.wikipedia.org/wiki/North_American_railroad_signals

https://en.wikipedia.org/wiki/Railway_signalling

<http://nmra.org/signals-101-mike-burgett>



11NOV2009

6JUN2011

RAILROAD SIGNALS of the U.S.

© Todd Sestero
Map may be printed and used for personal use only

Thanks to Lin B. For the Rulebook

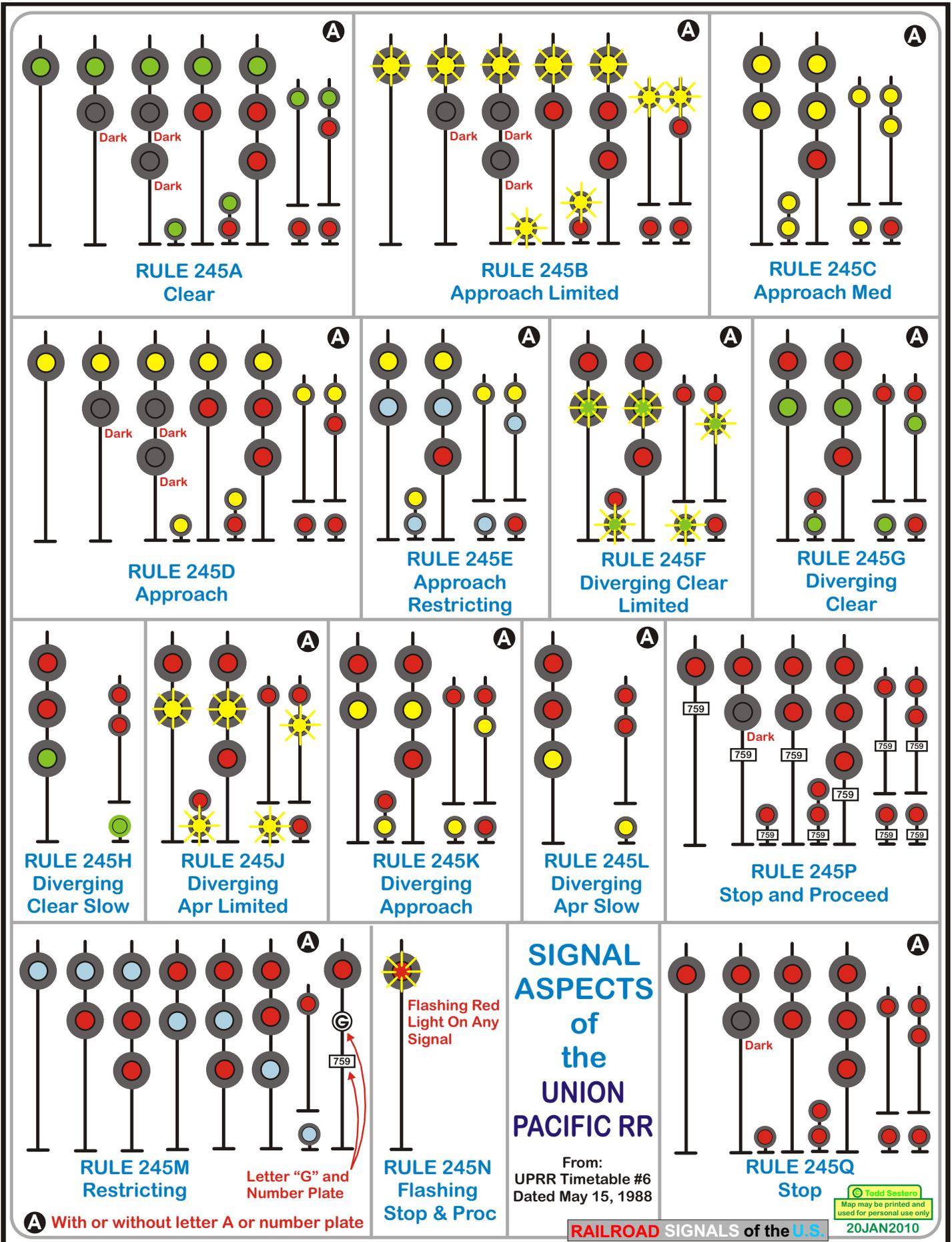
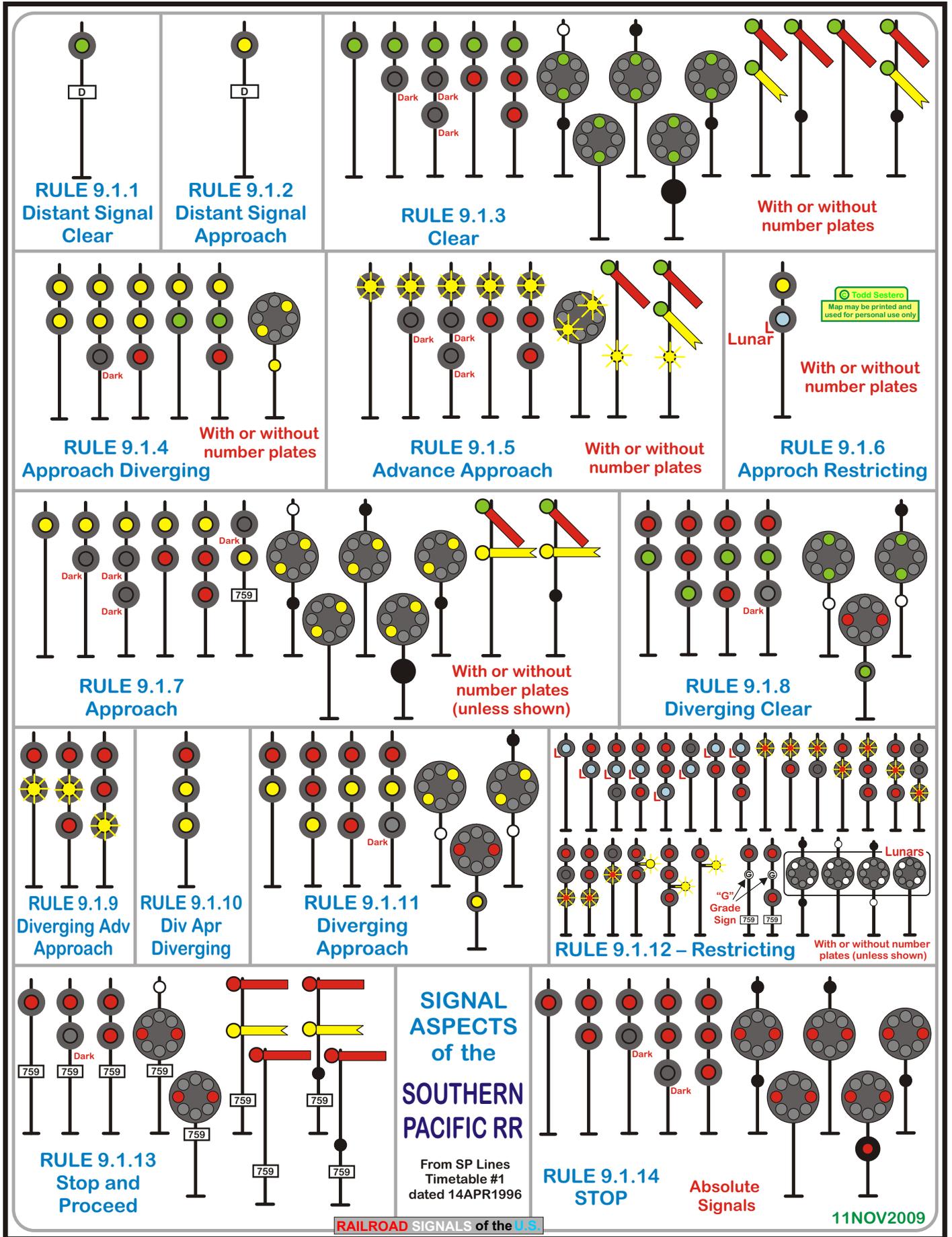


Figure 12



Daylight Express 2016

Arlington, TX

June 22-25, 2016

Put it on your calendars, the Daylight Express is already at full throttle and is promising to be a blow-out event of **Super** Regional proportions. Watch this space for info on all of the clinics, tours, layouts and more. *ML*



Daylight Express 2016

SuperRegional Convention

Lone Star Region NMRA

Arlington, Texas

June 22-25, 2016

*A destination
convention for the whole family*

NOW AVAILABLE!

Color



Pike and Dealer Ads



Pike and dealer ads are now available in color for the same price! Share your railroad or advertise your business to others while supporting the Lone Star Region.

- Do you have a herald for your railroad?
- Is there a unique feature?
- What is the name of your hotshot freight or crack passenger service?

Let everyone know about it with a color ad!

Pike ads are **\$8 per year** and dealer ads are **\$20 per year**.

Checks should be made out to:
LSR NMRA

Then send to:
Donna Orr
2625 Rolling Meadows Dr.
Rockwall, TX 75087

Ads can then be sent as a JPG file attached to an email to:
rileytriggs@gmail.com



A lifetime spent on trains part 3: **The lasting legacy of Kent Morris**

Text and photos by Blake Bogs



Kent Morris



This is the last article on Kent Morris's G scale layout. I meant for this to be a two part issue, but after looking back at the past two articles, I felt like I needed one more article to finish the whole article series. But, this is now more than an article that will finish this series, this is a tribute to the man himself, Kent Morris. Kent sadly passed away on December 27, 2015 after a sudden illness.

Kent was born in Decatur, GA in 1930. He became an Eagle Scout and joined the ROTC/Army. After his time in the Army, he worked for Robert E. Mason, and then became a partner in a business. He then started two other companies. Kent had been working on his layout since 1998, when he retired from his business, Piedmont Instruments. My dad met Kent when they corresponded after my Dad's article in *Model Railroader* in 1991. This correspondence blossomed into a friendship that lasted for over 20 years.

The Marker Lamp

Kent modeled the Rio Grande Southern in Colorado, although he did model a couple of other railroads as well. At the end, Kent had over 15 locomotives. These locomotives included a Hysler, 2 K-27's, K-28, K-36, RGS Goose 6 and 7, Unitah #50 2-6-6-2, and many LGB locomotives. He had many pieces of rolling stock including LGB, Roundhouse, Delton, and USA freight cars. He also had several scratch-built cars which included a 6500 flat car.

Kent designed his layout with three levels. The first level contained a roundhouse, a yard, hidden storage, and a reverse loop. The first photo you see above is a photo of the yard. The yard contained 4 main tracks to hold many pieces of rolling stock. The first level also included a beautiful water mill scene. This allowed for maximum amount of switching in the yard and other switch tracks.

He also put in a track that was just DC so he could



run a locomotive right out of the box if a friend came over or he bought a new locomotive. The rest of the layout was equipped with DCC. The second level mainly connected the first level to the third level. It did feature some hidden storage. The third level featured more switching, a track to store a Goose, and a Chama coal rack.

Kent included a lot of scenery although he didn't end up finishing it all. While looking at the layout, everything except for the end of the layout was finished. The scenery mentioned before included bridges similar to Lobato bridge, Dinky Creek Bridge, and several wood built The Marker Lamp

bridges of the RGS. The rock work was done to resemble Colorado. In his scenes, he had rock slide scenes while other scenes made this railroad feel truly like a short line Colorado railroad.

Kent had a lot of scratch-built buildings. Some of those included Kent's pharmacy and the roundhouse. The roundhouse was built to look similar to a logging roundhouse. Kent also had a Chama oil shack built by Barry Bogs (my dad) on the upper level of the layout. The last part which was never truly finished had several false fronts included on it. Kent also did some building





Barry Bogs





for some prototype work for several manufactures where he would build the kit for the manufacturer after they designed it. Several of the buildings live on at Barry Bogs G Scale layout either as the full buildings or false fronts. All the scenes and clouds on the wall were painted by his step-daughter.

Now, we have come to the end of our article series. It's amazing to me how much work and how many man-hours go into a layout, only to have it torn out in 5 days. I hope this article series has helped you plan for your next layout and you don't have some of the issues I had while tearing down his layout.

Last but not least, Kent allowed me to take a video covering the layout before the layout was torn out. If you haven't already seen it, please search Colorado Clear Creek on YouTube and [watch the video](#).

Kent was an awesome guy and he is a great loss to both my family and the model railroading community as a whole. I'm so glad I got to know Kent and he is one of those modelers that will never be forgotten. Thanks to Kent's legacy and video, that is something that will never happen.

Thank you for joining me on this journey through Kent's layout and I hope you will join me on my next adventure. *ML*



2016 NMRA National Convention & Train Show

REGISTER TODAY!

NMRA ON-LINE REGISTRATION

Start @ Member Log-In (Top Upper-Right Of
Screen), Then Access Via The Company Store

Plan to “highball” to Indianapolis, IN July 3-10, 2016 . . . and
enjoy the annual convention & train show of the National
Model Railroad Association!

...RRduino...

by Speed

www.TxNamib.com

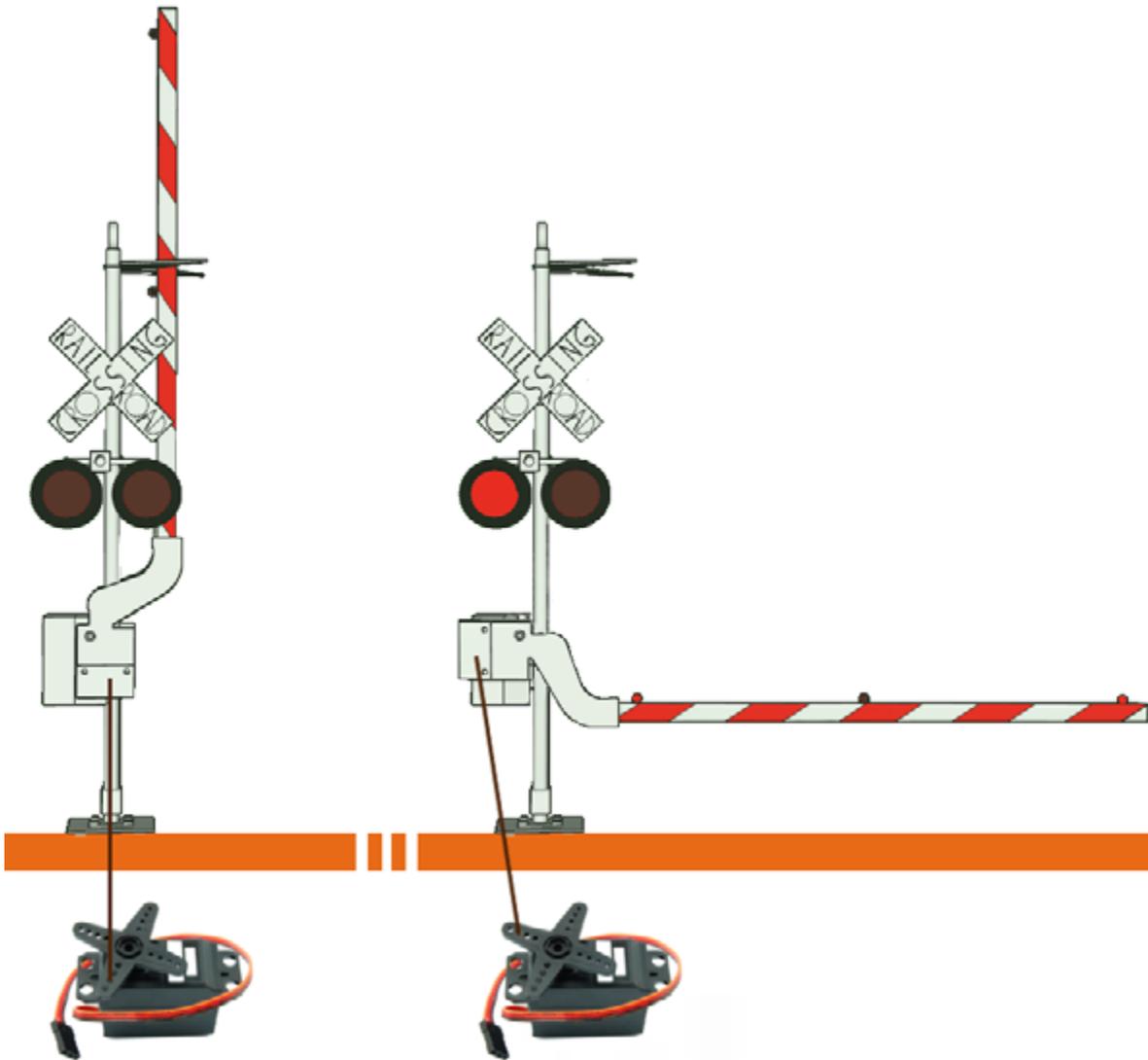


CnSR crossing gates

An Arduino Controlling a Crossing Gate with Lights

So, now that we can control a servo with no trouble (see last Marker Lamp), we can build an animated crossing gate. First we detect that a train is in the block, and then we start flashing the two LEDs and move the servo so that it “pulls” the gate down. As shown in the photo, almost all crossings have two gates and if you can manage to keep the hardware pulling the gate down to be the same, you can get away with a simple piece of code to control both servos with the same output from the Arduino.

Yes, the Arduino can control more than one servo, but you might want the gates to be at the top, halfway and at the bottom, at the same time, and that would require some more math, if one servo needs to travel further.



Most crossing gate controllers that you can buy and install allow you to change the start and end points of the servo's travel, in other words, how far the gate goes up and down, and some the speed of the servo too. Since we have our computer plugged into the Arduino when we build this, all we need is to change a number on the screen and click "Upload". So, even though it is possible to add a "training" function to the Arduino and store the values in its EEPROM (or flash memory, if you prefer), we are going to save that for a future time.

The warning again, if you only provide power to the Arduino and servo with your USB cable, you might find that once the servo starts moving, weird and random things might happen. This is not because you wrote and uploaded weird or random code. This is very likely that the servo is using too much current to maintain or move to the next position, that the voltage drop, due to the lack of current, is resetting the Arduino. For a simple fix, use an external power source, like you would

use eventually, to supply the Arduino instead of relying on the USB cable for power. If you can go one step further and give the servo its own 5Vdc supply, you would do even better when driving 3 or 4 servos from the same Arduino. Your computer is not going to stay with the crossing anyway, so think of the USB cable as a “data” cable and not a “power” cable.

We need to know how far the servo needs to move, so before we mechanically link the servo to the gate and have a wrecked gate, we want to get the servo to move by itself the same distance from and to the start and stop positions. We are assuming the length of the linkage is already fixed. (The best hole to use on the horn of the servo is the one that is the same distance away from the servo’s axis, as the distance from the axis of the gate to the spot where the linkage will connect.) Now you move the gate up and down as far as you would want it to go and then move it to halfway.

By using the `myServo1.write(midWay);` //pick a value for `midWay` command, you want to get the servo horn to be parallel with the gate at halfway (or at least the imaginary line between the servo’s axis and the hole). Then you pick two new values above and below “`midWay`” and use them in the code from last time to move the servo up and down to almost the same angle the gate would move (go a little less, so we can increase them later). We use these values in a `#define` at the top of the code and use them instead of the numbers 90 and 120 in the code.

```
// furthest up position
#define SERVOMAXUP 63
// furthest down position
#define SERVOMAXDOWN 21
```

Now you can link the servo to the gate’s arm and turn the power back on. You might find that `SERVOMAXDOWN` needs to be less than 0, in which case you would need to mechanically rotate the servo’s horn. Or do the same if the `SERVOMAXUP` needs to be bigger than 180.

If you want to use the same pin for driving the servo motor for the gate on the other side of the track, I suggest you assemble and try that out now, before the code grows into something harder to test with.

I promised that we would flash some lights in this issue, but we have the range of the servos under control now, all whilst they are spending no time getting there, so at the same time determining how long and LED stays on, we will also slow the servos down!

The `loop()` function loops through as fast as it can and when we want to do bunch of things in it, that needs to run independent from each other, we do not want to stop the loop. For example, when a train shows up, we need to move the servo motor a little bit and the turn the left (a random choice by me, sorry) light on, and then we need to move the servo a little further. Or a few times a little further, and then we want to turn the first light off and turn the other one on, after which, we need

to move the servo again, a few times. Now, you can see that we can copy lines and lines of code to make this happen with only one run through the loop!

But, when you change your mind about how fast the lights need to flash, or how fast or far the servo needs to move, you have to delete or add more lines of code. Not good. So, a better plan would be to decide how often the servo should move to the next position and how long the light(s) should stay on, without doing something and then pause and then do something else and pause.

```
// milliseconds, which are 1 second divide by a thousand, so that 2000 ms equal 2 seconds
```

```
#define LIGHTCHANGETIME 2000
```

```
unsigned long int lastTime = 0;
```

```
void setup() {  
  pinMode( 13, OUTPUT );    // Make the LED an output  
  digitalWrite( 13, HIGH ); // Turn it on  
} // setup
```

```
void loop() {  
  unsigned long int now = millis(); // Give us the milliseconds since  
    // the Arduino board began running  
  
  if ( now - lastTime > LIGHTCHANGETIME ) { // Is the time now further away from  
    // lastTime than LIGHTCHANGETIME?  
    digitalWrite( 13, !digitalRead( 13 ) ); // Read what the pin is and invert it  
    lastTime = now; // Of course, time moved on.  
  } // if  
} // loop
```

So, when you look back at what you have done, you have recreated the same Blink program that was running on the Arduino when you bought it. But with one big difference, you never used the `delay(ms)` command to block the `loop()` function. It checks if enough time has gone by, and then move along, doing something or not, versus stopping for time to go by and then run again.

Now it is easy to add the other light (lets say on pin 12) with

```
digitalWrite( 12, LOW ); // Turn it off  
in setup(), and toggle it too under pin 13:  
digitalWrite( 13, !digitalRead( 13 ) ); // Read what the pin is and invert it  
digitalWrite( 12, !digitalRead( 12 ) ); // Read what the pin is and invert it  
(yes I know, the lights should both be off on power up, but we are not there yet, servo first!)
```

So, if we want to check if enough time has expired to do a servo move, and inside that, we decide to increase or decrease the position based on one of the 4 states we could be in, 3: going down, 2: at the bottom, 1: going back up and 0: at the top, we could add this code before the end of `loop()`:

```

if ( now - lastServoTime > SERVOTIME ) { // Is the time now further away from
    // lastServoTime than SERVOCHANGETIME?
if ( whereAreWe == 1 ) { // Are we going up?
if ( position < SERVOMAXUP ) // Are we at the top already?
    position += 1; // No, Increase position by 1
    // ( or add 2 if you like )
else // Yes, so lets stop
    whereAreWe = 0; // Done, do nothing
} else if ( whereAreWe == 3 ) { // Are we going down?
if ( position > SERVOMAXDOWN ) // Are we at the top already?
    position -= 1; // No, Increase position by 1
    // ( or add 2 if you like )
else // Yes, so lets wait here
    whereAreWe = 2; // Wait at the bottom...
} // if whereAreWe == 1

myServo1.write( position ); // Move the servo motor to new position
    // in one place in the code.
lastServoTime = now; // Of course, time moved on.
} // if

```

and in setup() we have (replace what you have in setup with this):

```

void setup() {
pinMode( 13, OUTPUT ); // Make the LED an output
pinMode( 12, OUTPUT ); // Make the LED an output
digitalWrite( 13, LOW ); // Turn it off
digitalWrite( 12, LOW ); // Turn it off

myServo1.attach ( SERVOPIN01 ); // Attach servo to a PWM pin
myServo1.write( position ); // Move Servo to initial 3/4 up spot
whereAreWe = 1; // We start going up, a short demo at start-up,
    // that's why we picked 66%!

lastTime = millis();
lastServoTime = lastTime;
} // setup

```

All we need is the #include, #defines and variable declarations at the very top (replace what you have there too):

```

#include <Servo.h>

// how often to change a light
#define LIGHTCHANGETIME 500
// how often to update the servo
#define SERVOTIME 150

```

```

// furthest up position
#define SERVOMAXUP 63
// furthest down position
#define SERVOMAXDOWN 21
#define SERVOPIN01 3

unsigned long int lastTime;
unsigned long int lastServoTime;
Servo myServo1;

// Make the first position 66% or 2/3 of the full range, above the bottom
int position = ( ( SERVOMAXUP - SERVOMAXDOWN ) * 2/3 ) + SERVOMAXDOWN;
char whereAreWe; // Keeping track of our state... 0: top, 1: going up,
                // 2: bottom, 3: going down

```

Now you can easily modify the lights to only flash when we are not in the top state:

```

unsigned long int now = millis(); // Give us the milliseconds since
                                // the Arduino board began running
if ( now - lastTime > LIGHTCHANGETIME ) { // Is the time now further away from
                                // lastTime than LIGHTCHANGETIME?
if ( whereAreWe != 0 ) { // Are we not at the top?
digitalWrite( 13, !digitalRead( 13 ) ); // Read what the pin is and invert it
digitalWrite( 12, !digitalRead( 13 ) ); // Change in code here, since both
// lights were never off in the previous code, now: Do the opposite
// of the other light.
// There are also ways to keep a state for left on, right on, both off;
// cycle through the states and then write an output to the lights.
// but now you see how to check what an output was set to.
// Of course, 12 and 13 should be #define LEFTLIGHT 13, etc...
} else {
digitalWrite( 13, LOW ); // Lights out
digitalWrite( 12, LOW ); // Lights out
} // if not at the top
lastTime = now; // Of course, time moved on.
} // if time to update lights

```

So only one part is missing, and that is to decide when to go down and when to come back up! The .ino file on my website, link shown below will have the answer, but imagine that all you had to do for homework, was an

```
isTrainThere = digitalRead( some magic sensor input pin );  
and if you are in the top state (0), you would change to the going down  
state (3).  
if ( isTrainThere == HIGH )  
  if ( whereAreWe == 0 ) whereAreWe = 3;
```

And if you were in the down state (2) and you notice that that block is not so much filled with engine(s), rail-cars and/or a caboose any more, you might just want to switch to the going up state (1). Of course, you might want to think what happens when you boom is going up (in state 1) and another train comes in? You also want to think about “debouncing” that input, since many things might cause your train to “disappear” for a millisecond and then the booms are going up? You can either delay or postpone the reading of the sensor or take the best out of three readings, many ways to solve it, if you can’t add a capacitor to the input!

Well, you could now still claim you are an Embedded Software Model Railroad Engineer. Could that become an MMR certificate?

The code pieces above with the complete file is online at the bottom of <http://www.TxNamib.com/EnS/rrrduino/ML2016-1> **ML**



A lash-up of three diesel locomotives running at a recent open house show

60 Years at the Crescent City Model Railroad Club

Text by Ken & Maureen Mason

Photos by Ken Mason unless noted otherwise



This is an overview of the Crescent City Model Railroad Club history, membership, events and activities for 2016. We plan to present this as an ongoing series throughout the year in the Lone Star Region *Marker Lamp*. This first installment includes a history of the club, membership opportunities, recent and upcoming events and plans for the future of the club layout. Future articles will go more in depth with each segment of the topics outlined here. We will cover the work going on in the Crescent City area and the other remodeling projects the club has sets its sights on for this year, how the new operations system is being implemented and how the scenery is keeping up with new construction. We also have an in depth back story of how the current Crescent Lines came into being. We hope you enjoy reading about the history of our club and follow us along as we progress through our project list for the upcoming year.

History, Membership & Plans for the CCMRC in 2016

The Crescent City Model Railroad Club was formed sixty years ago in 1956 by a group of young men in the New Orleans area to get together to run model trains in a prototypical fashion. After moving around



Club members Shawn Arthur & L J Jourdan at Christmas on the Crescent Lines open house show.

from one household to another for a number of years it was decided to buy their own club house. The group grew over the years and a few layouts were built to operate like the prototype.

In 1973 the the club purchased the building currently occupied at 601 N. Lester Ave in Metairie, Louisiana by selling bonds to fund the down payment. Building repairs and remodeling took precedence over layout building for a while so progress on building an operational layout was slow. Once repairs to the building were made a layout did get built and was in operation for many years. The final payment on the building was made in 1990 and rent paying tenants were finally moved out which cleared space for more club use. Since then the layout that existed at that time has tripled in size.

The Marker Lamp

A few years ago the layout was stripped of all old DC wiring and the layout has been converted to full DCC operation. There were many large garbage bags full of old wire that was removed from underneath the benchwork.

After Hurricane Katrina came through and devastated the area in 1995, some members were relocated to other areas and the membership took a hit with reduced numbers. That was over 10 years ago and now the club is in pretty good shape with a good core group of active members. However, we are always looking to add more members that can help make the CCMRC even better.



The Crescent Lines

Our railroad, The Crescent Lines is a fictional railroad that connects the Crescent City (New Orleans) to Shreveport via the Alexandria Line and to Vicksburg via Natchez.

The layout itself is HO scale and is 24 X 128 feet in size with over 400 feet of mainline track.

It is a point to point layout with loops for open house shows. It is controlled by NCE DCC with both radio control and tethered power cabs available. A JMRI switching program is in use to route cars across the layout. Both manifest freights and local switching runs are dispatched from a separate dispatcher's office by radio communication.

Today, the Crescent Lines has also expanded its operations to not only include our normal switching operations on the Crescent Lines, but with the acquisition of trackage and trackage rights from Turner City, the Crescent Lines are able to connect to Shreveport thru Alexandria, which give the Crescent Lines more interchange with major railroads (KCS, BNSF, UP, NS, CSX, CN) to name a few. The Crescent Lines also acquired trackage to extend its operations to Vicksburg, Mississippi. With this increased capacity, came expansion on the Crescent Lines with improved and expanded yards. Major change occurred at the Crescent City McNally yard being remodeled, and the building of the Race Street Yard, new engine and car service facilities, and the addition of a container yard. At the Crescent Lines division point Turner City, there came an expansion of the Turner City yard, tripling its capacity as it becomes a major interchange point for the Crescent Lines.

With these advances came more customers. Our customers are now able to ship their products across the country with the Crescent Lines interchanges with other railroads. The future of the Crescent Lines looks bright, with the acquisition of new and more



Phil Tiller's AT & SF 2-10-2 Santa Fe type at Frog Bayou.

modern locomotives to handle the increase in new customers, the coming back of lost customers and the volume of products that are now moved across the Crescent Lines.

Membership Levels

The Crescent City Model Railroad Club always has membership available for anyone interested in prototypical model railroading and to help continue the success of the CCMRC.

Regular Member

In addition to full operating privileges, the Regular Membership class is available for those who wish to participate in the direction and guidance of the C.C.M.R.C. Benefits include: building and layout access, voting privileges, as well as full responsibility for the upkeep and maintenance of the layout. The Marker Lamp

and junior members do not have voting rights and cannot be an officer or board member of the club. Regular member dues are \$25.00 a month.

Operating Member

The Operating Member class is open to those people interested in unlimited operating sessions without the obligations of regular membership duties and responsibilities. Dues are \$10 a month. Operating members do not have voting rights and cannot be an officer or board member of the club.

Family & Junior Membership

Family and junior memberships are available too as long as there is another full time or operating level adult member already in the club. Dues are \$10 a month for the family member or \$5.00 a month for a junior member. Family

and junior members do not have voting rights and cannot be an officer or board member of the club.

Club Activities

We recently had a very successful open house season with a number of open house dates to celebrate Christmas on the Crescent Lines and New Year's on the Crescent Lines. The New Year's open house featured many of the members steam locomotives and a few early model diesels too. The open house dates are a great way for us to show off our "house" and to attract a few new members. Some of our visitors have been coming every year for many years and they always look forward to seeing what changes and improvements have been made in the preceding year.

We are also planning an event to coincide with the Nation-



A family of open house visitors having fun with our scavenger hunt.



A family of open house visitors that came dressed for the occasion. Photo by David Menendez

al Train day in May. The details are still to be worked out, but once they are finalized they will be posted on the club's webpage, the CCMRC Facebook page and in the *Marker Lamp*.

Other possible events for the CCMRC could be participation in the Ponchatoula Train Show that is put on by the local TCA club, a swap meet day at the club that would be open to the public and perhaps an overnight trip on Amtrak to a yet to be determined location. These events are still in the discussion stage, but it looks to be an exciting year to be in the CCMRC.

The club webpage (www.ccmrc.com) and Facebook page have been a buzz of activity lately with lots of new pictures and videos of the latest open house events. New admins of the pag-

es are keeping them more up to date by showing off member's equipment running, the members themselves and visitors to the club during our open house shows. We have also had many nice pictures, comments and videos uploaded to our page by regular open house visitors.

Our open house shows are a great family activity for kids of all ages. We have also found and added some vintage pictures from 1980 to show some of the former member's layouts and what the club layout and activities were like back then. The club layout from back then was featured in the April 1981 *Model Railroader* magazine with an article by former CCMRC founding member and *Model Railroader* magazine editor Andy Sperandeo.

The club has recently

decided to rename the Crescent City Intermodal facility to the Sperandeo Intermodal Facility in remembrance of Andy.

2016 Layout Plans

We have a very ambitious project list for 2016. The following items were voted on and approved at our last quarterly meeting in December. The work is to start on the "southern" end of the layout at Crescent City and proceed north from there. Included here is an overview of the plans for the coming year. We plan to go into more detail about each project in future articles.

We plan to add an as yet to be determined new industry at the south end of the Crescent City Industrial area for which a new turnout switch has already been added by our superintendent of

operations Phil Tiller. Wiring was done by Tommy Naquin. Once completed it will be ballasted by Michael Bushnell.

In the McNally yard area the plans call for a new car shop area to facilitate repair of bad order cars and the adding of a caboose track.

Next will be a rerouting of the curve on the north side of the UPT to extend the sidings and make room for other needed tracks in that area.

There will be engine shops and a turntable added to the McNally yard area and a widening of the curve that leads into the Crescent City Industrial area.

We plan to re-open the Shreveport junction which will allow trains to run into staging to represent the Shreveport area of the Crescent Lines.

The Turner City industrial area will include the enlargement of the Turner City Yard by extending it to the north and the completion of the engine facility at the south end of Turner City yard. A remodeling of Turner City is also part of these plans.

The R. Limbaugh lumber company area will get an extensive remodeling and extension of the logging branch.

There are also plans to develop the northernmost Natchez

area to allow more industries for switching and to have 4 tracks for storage and staging.

Operations

We are currently working on a new operations plan for the Crescent Lines. Jonathan Esposito and LJ Jourdan have been hard at work implementing a new system and operating members are in the process of learning the ins and outs of more realistic operation.

We plan to implement our operation sessions to alternate with layout maintenance and work sessions and possibly even have some operating sessions on an occasional Saturday to try to include some out of town guests once we have a good working system in place that is known to our regular members. We hope to attract other area layout owners to participate and perhaps share their layouts for operation too.

Scenery

Returning member Ken Mason and his wife Maureen have been busy with starting to refresh the scenery on the Crescent Lines. Ken was a member 35 years ago when still a teenager and has now come back and jumped right in to help improve the layout. New buildings and fresh scenery will help make the layout look better.

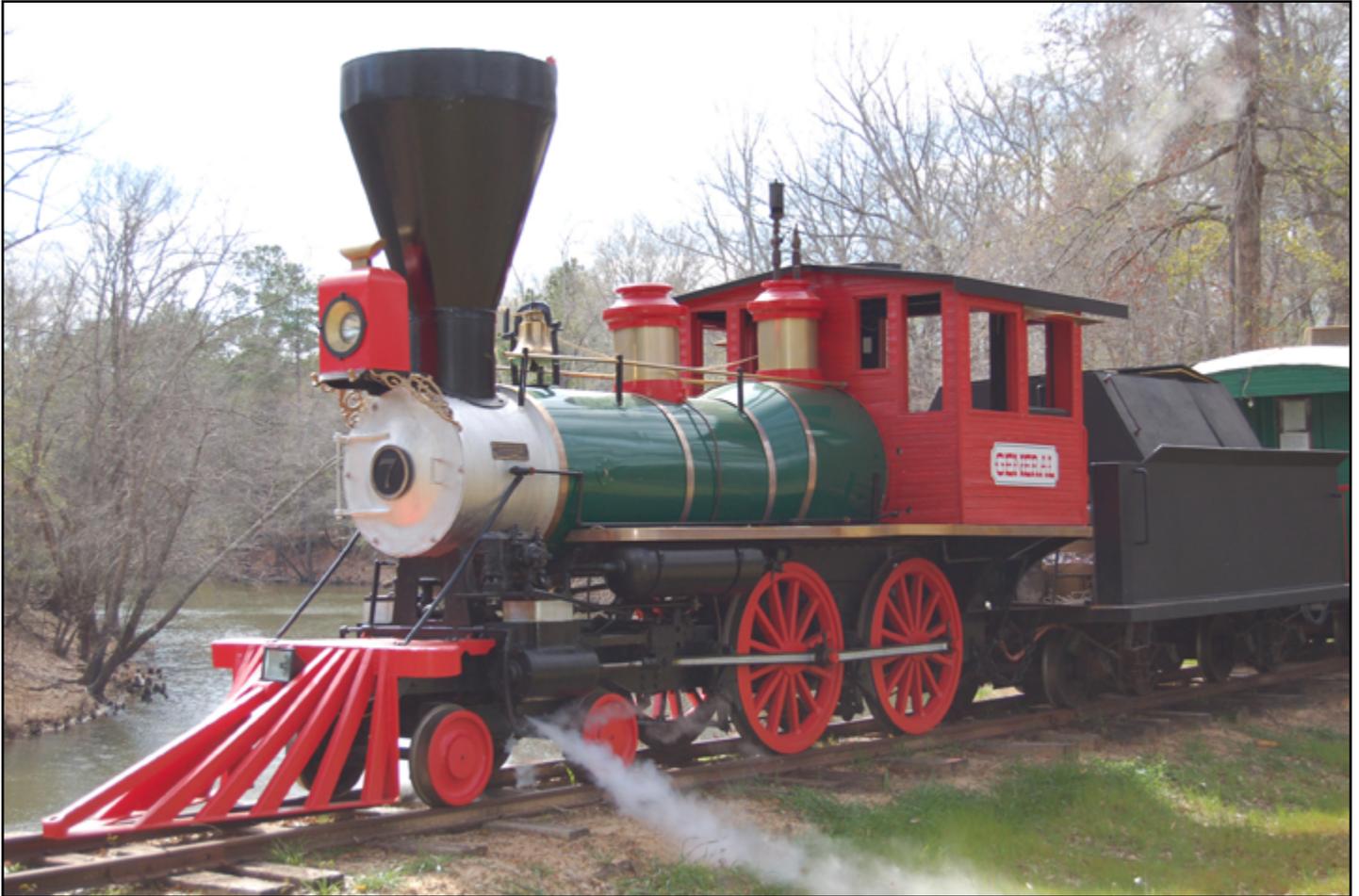
So far many new handmade trees and shrubs have been added around the layout and the water in the swamp has seen a new layer added to look wet again. Also in the swamp, Ken came up with a neat idea to add moss to the cypress trees in the swamp (See sidebar article). Some other buildings have been repainted and weathered to fit in better and to take the plastic shine off of them. The small figures on the layout have been re-glued in position foregoing thick plastic bases to look more realistic.

Summary

Now is a great time to be a member of the CCMRC. We have many exciting projects and events in the works for our 60th Anniversary and we hope Lone Star Region members and *Marker Lamp* readers will enjoy our upcoming series of articles about the Crescent Lines.

Lone Star members and other model railroaders are always welcome to pay us a visit and ride the Crescent Lines. **ML**

Fifth Annual Jefferson Train Days



Text and photos by Weldon W. Nash, Jr.

Pod'nuh, how long has it been since you've been to Jefferson, Texas? Well, that's too long! Don't miss out on all of the fun at Train Days in historic Jefferson on May 14 and 15, 2016. Bring the whole family to Train Days as there are activities for all ages and interests. For momma, there's lots of shopping and antiquing available while you and the kids attend the train show. Jefferson also offers museums, boat rides, carriage rides, historic home tours, bed and breakfast accommodations and many great restaurants. Come and make a weekend of it, you won't be disappointed!

While celebrating Jefferson's railroad history, Train Days will be a family oriented event that will include many entertaining train related activities for all ages. The Jefferson Historical Museum in partnership with the Jefferson and Cypress Bayou Model Railroad Club will host a Model Train Show that will include a tour of the R.D. Moses T & P Model

Railroad layout. Additional train related activities include a steam train ride on the Historic Jefferson Railway and a tour of the Atalanta which was once the private car of famed railroad tycoon Jay Gould. Train Days hours of operation are 10:00am – 5:00pm on Saturday, May 14 and 11:00am – 4:00pm on Sunday, May 15.

This year's Train Days event will be similar to the previous Train Days with one major exception. In the past, visitors were required to purchase a "Boarding Pass" that admitted them to all four venues of Train Days. This year visitors will be able to purchase separate tickets for each individual venue or activity.

The Model Train Show at the Jefferson Transportation Center will be bigger and better than ever with additional commercial vendors of model railroad products and more "swap meet" type of vendors. The show will include several modular model railroads of different scales and time periods, set-up and operating for visitors to enjoy. The show will include modeling clinics conducted by experienced and talented modelers.



A new feature for the Model Train Show is a dedicated play area for the kids where they will be able to interact and play with various wooden toy train products. Admission to the Train Show also includes touring the R.D. Moses T & P Model Railroad housed in the replica T&P depot at the Jefferson Historical Museum. This fabulous HO scale model railroad layout that depicts the Texas & Pacific Railway in West Texas in the 1950s was published in the May 2002 Model Railroader magazine.

Visitors riding on the Historic Jefferson Railway will enjoy a narrow gauge steam locomotive ride with a narrated scenic tour along the Big Cypress Bayou and a stop at the Diamond Don Gator Pit to view feeding the hungry alligators. Also, the authentic outfitted cowboys of the Lonely West Traveling Gun Show will attempt to rob the train which will lead to "gunfights" along the tracks.

At the Jay Gould private railroad car Atalanta owned and operated by the Jessie Allen Wise Garden Club, visitors will be treated to a tour of Gould's lavish and plush quarters that he used when traveling about his vast railroad empire. This authentic "palace on wheels" is all original and restored to its original elegance.



Admission:

Model Train Show including R.D. Moses T & P Model Railroad layout tour: \$6.00 for adults, children under 12 free.

Historic Jefferson Railway including the Lonely West Traveling Gun Show: \$15.00 for adults and children 6 thru 12; children 6 years of age and under are free.

Tour of Atalanta, the private railroad car of Jay Gould: \$5.00 for adults and children 6 thru 12; children 6 years of age and under are free.

Discounts will be available for visiting multiple venues.

Tickets for each venue may be purchased at the venue locations in Jefferson on the days of the event. A combination ticket may be purchased on line before the date of the event. For more information: (903) 665-2775; www.jeffersonmuseum.com and www.Jeffersontraindays.com. Follow us on Facebook: Jefferson Train Days.

NMRA Layout Directory

Work is underway on a new program to create a member Layout Directory. This will replace the visitation feature of the old NMRA Pike Registry Program.

The Layout Directory will be an on-line system that allows NMRA members (only) to:

- Identify the layouts of participating NMRA members by location, scale, gauge, era, prototype and area modeled, etc.
- Review the particular features of the layouts
- Contact layout owners to arrange visits or exchange common-interest information

Layout owner participation will be voluntary and built-in security features will protect privacy.

A working group has been formed to develop the Directory and input is needed from NMRA members.

One of the first tasks of the group is to survey layout owners from the old Pike Registry and visitors to their layouts to determine:

- What visitation aspects worked
- What didn't work
- What features they liked
- What features they didn't like
- Suggestions for the new Layout Directory

The working group also will survey other NMRA members who either own layouts or are interested in visiting layouts to determine what they expect from a directory, what concerns they may have and suggestions in general.

NMRA members are invited to comment by contacting the working group chairman, Bob Chaparro, at chiefbobbb@verizon.net or 951-925-2069.

Members interested in having their layouts included in the Layout Directory also should contact Bob. *ML*

'Round Town with Roy

Text and images by Roy Stockard



This scene, among many animated features of Larry Swigert's layout, depicts a Hobo Hoedown around a flickering fire. Even though Larry is a teetotaler, there could be some whiskey involved with these characters.

HO modeling by Larry Swigert and photo by Roy Stockard.



On the now defunct Colorado Pacific HO₃ layout of Jerry Hoverson, we see a meet just outside of Farmington, N.M. between a Rio Grande passenger train and a train loaded with logs. The K-27, # 454 is heading north toward Durango with passengers while the shay is easing into the lumber yard after completing the final leg of the switchback coming off the mountain.

The modeling is by MMR Jerry Hoverson and the photo is by Roy Stockard.

Achievement Program



Achievement Program

by Duane Richardson, MMR

It has been a slow few months here in the LSR. I haven't recieved a submission for a certificate in some time now. I know with the Holidays and the fun and family that brings it makes it difficult to find time to model...or you have a lot of time to model as you are hiding from family in the train room. Either way, I hope you are had a safe and happy holiday and Santa brought you coal and bundles of switches. That was always a threat when I was a kid but I thought that would make for a perfect present. Who couldn't use some coal for their tenders and switches for their layouts. Now that we are in the new year I hope you are all busy and are about to put pencil to paper and send in your paperwork.

Our last few certificates have included Jan Kutch for Volunteer, Roy Stockard for Electrical and Boyd Patterson got his Golden Spike. Lee Bangma completed Author which made Lee an MMR!

So...for the few I know who are only a certificate or two away, Guido has your names and addresses. So if the doorbell rings and it's a large gentleman with a thick accent, weilding a stick with a nail it you know what that means!

As always, if you have any questions about the AP process or need any guidance at all please feel free to reach out to me. **ML**

For more information on how to get involved in the Achievement Program, contact:

DUANE RICHARDSON, MMR
1122 Holland Drive, Garland, TX 75040
(972) 495-6375
duane@purgatoryanddevilriver.com

Division 3 Achievement Program Award Winners (and some show and tell) *photos and text by Ken Towery*

Both the November 2015 and January 2016 Division 3 meetings were held at the Christ the Servant Lutheran Church in Allen, TX, where show-and-tell was busy and several certificates and AP Awards which had been earned were awarded. The December meeting, however, was a special edition of the Division 3 meeting: the annual Christmas Party, held at the home of Donna Orr and Roger Shank. And amidst the great time and White Elephant gifts being exchanged between members and spouses, there was one very significant award that was presented. **ML**



Lee Bangma receives his AP certificate for "Author"



Larry Galkowski receives his Merit Award for his scratchbuilt speeder shed.



Ken Towery (hey, that's me!) is presented a plaque... (photo by Gert "Speed" Muller)



...for People's Choice Award from the Texas Western Train Show...



...for his HO scale scratchbuilt train depo.



Lee Bangma's HO scale scratchbuilt shed. A dilapidated masterpiece.



Jerry Hoverson didn't build this water tower, but he did demonstrate the sound features that come with this Broadway Limited model.



At the Christmas party, Lee Bangma is awarded the top NMRA achievement: Master Model Railroader, #566.



... The structure might be a little risqué, but the craftsmanship is outstanding.



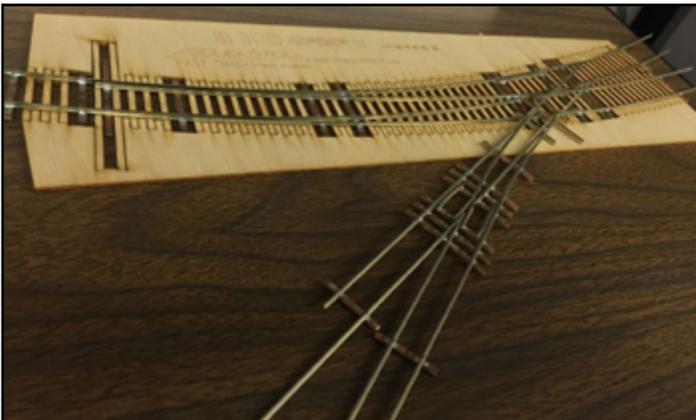
Roy Stockard shows a "prototype" custom-lighted vehicle that he's using as a guide to build his own fleet of HO-scale lighted vehicles.



Casey Akin brought in his still under construction, scratch built, Rio Grande prototype, 1:24 scale section house.



And to prove he's been busy as well, Cody Akin brought in a brass Sn3 passenger car he's painting and decorating for a friend.



Bill Huebner built these handlaid HO and HO3 turnouts using FastTrack templates.
The Marker Lamp



Carlos Samame created this diorama to show the many types of HO scale trees that he's created using natural products for the trunks and branches.



Joseph Sorenson built this HO scale Fos Scale Kit for a client of his...



The author of this article shows off an HO scale Fos Scale kit that he recently built.



Jerry Hoverson displayed small, plastic knuckle couplers that will be used as door handles on cabinets in his train room. The white colored coupler (inset photo) was made by "Speed" Muller using a 3D printer. Jerry (or Cody and Casey, behind the scenes) then took the prototype and used it to make a mold and cast the other "door knobs".

Director Reports



Cowcatcher Division 1

by Chris Atkins

chris@railroadmodelers.com

214.222.1285

cowcatcherdivision.com

I trust you all had a wonderful Christmas and Santa filled your stockings with model trains. If not, hopefully you were able to stay in from the cold to work on your layouts. I traveled with my family to Idaho and Oregon and had no problem finding a white Christmas.

I have made some decent progress on my layout at home this last quarter. The upper level of the first peninsula has it's 70 feet of mainline in plus a passing siding, a small town and a larger industrial area. I'm currently cutting gaps and will start wiring this weekend - assuming the Board of Directors midyear meeting doesn't take all day Saturday. You can see some of my progress at <http://sheridanwest.blogspot.com>.



One of the fun things I have been able to do this last quarter is get my 13 year old daughter Katy involved. She loves to put model kits together and has built several plastic structures, but I thought it was time to start whittling away at my stack of un-built freight cars. After she put together an Athearn, Roundhouse and Accurail kit, I broke out the Pan Pastels and we started weathering. She loved doing this and has weather another 6 or 7 cars that I hadn't done yet. I'm hoping to come home one day and have all the cars built and weathered, but I'm not holding my breath.



Bill Huebner teaching Fast Tracks. Chriss Hoffman photo.

As I write this, we just completed the 31st Dallas Area Train Show. Larry Swigart's membership committee did a fantastic job spreading the word about the NMRA and the LSR. I am always very happy to see the support of our division at these shows, most notably Kenneth Kaiser and Bill Huebner. Kenneth spent both days at the show answering questions about the NMRA while Bill showed people how to make Fast Tracks switches all day Saturday. Our division also presented in the clinic room: Don Winn did a hands on Fast Tracks clinic and I showed how to make Masonite spline benchwork. These clinic are not only important to meet our obligations to putting on the train show, but they also help the LSR meet it's education charter as a 501c3. Thank you all for coming and supporting the train show.

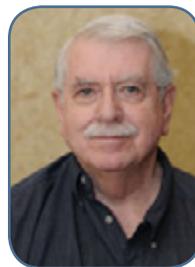
In December, Stan Pirzchalski had his annual open house to benefit Toys for Tots. We also organized a car pool to the Oklahoma City train show the first weekend of December.

In November I did something I've always wanted to do: I went to the Milwaukee Trainfest! I had a blast. It was definitely the largest train show I have ever attending. Waiting for the doors to open Saturday was like being at a rock concert with thousands of people lined up. Luckily, they are set up to have long lines inside, because it was bitterly cold outside. By noon, there were easily 10,000 people at the show and walking around without running into someone was a challenge. I did see Tim Blackwell at the show, who was there promoting Scaletrains.com's new UP Big Low locomotive, which looked fantastic. It was a great chance to talk to a lot of manufactures.

Things are ramping up for this summer's convention in Arlington chaired by Division 1 members John Garfield and Mike Mackey. If you haven't registered yet, take a look at <http://daylightexpress.com> and either download the form or click on the link to <http://dfwtrains.com> where I set up an online registration form that you can use with Paypal. I'm sure John and Mike are looking for helpers. If you'd like to volunteer, send me an email at chris@railroadmodelers.com and I will get you in touch.

I haven't heard from anyone about a Division Superintendent job, but I think this is something we need - especially if we want to have more meetings moving ahead. Please consider stepping up as the Superintendent and let me know.

Have a great 2016!



Bayou Division 2

by Rod Fredericks

fredericks.rod@gmail.com

225-939-0187

Over past year, as Division 2 Director I have continued my outreach to model railroaders and clubs in the Bayou Division. Operations remain a major focus in the Baton Rouge/Houma/New Orleans area, and in Lake Charles.

My efforts to get more participation of NMRA/LSR members in events beyond the local sphere has improved marginally. This year six members from Division 2 attended the Beaumont convention, up from 4 last year. However, considering that the convention was just across the state line, even a 50% increase is not very good. So I remain doubtful of the Bayou Division being able to host a convention in the Baton

Rouge/New Orleans area, in the near Future. It's hard to get volunteers to plan and work on hosting a convention if they have never attended one. At least that has been my experience every time I bring the idea up with local members.

Nevertheless, I will continue my effort to bring the Division into the larger world of model railroading. This fall we started a model railroad skills clinic series in the Baton Rouge area. The first clinic on making trees was successful, and hope that future clinics might reach out to fresh blood.

On another note, considerable concern has developed in the Division's 100% NMRA Clubs who buy the NMRA club liability insurance. The "three strikes" policy as outlined in a recent NMRA.org edition appears extremely limiting to the clubs' outreach and open house programs. What is the advantage to being a 100% club if the insurance is not good?



North East Texas Division 3

by Jerry Hoverson, MMR

jhoverson@tx.rr.com

972.540.5315

Sure has been a mild winter so far (OK, I probably just jinxed it). Lots of things going on with the holiday season and multiple train shows and division events and the list goes on. Hopefully things will settle down and I can get back to working on the railroad soon.

For our educational clinics this past quarter we stepped a little out of the norm and had one of the LSRs past presidents, Jerry Schoenberg, stop by with several of the crew from the Terrell "Live Steam" or 7 1/2 gauge guys present a clinic on "big enough to ride on model railroading".

I think a lot of our newer folks had no idea that model railroading got that big! (The trains Jerry, not you)



In December, we held our annual Christmas Party instead of doing a clinic and it we not only well attended but a load of fun as usual. The food and drink were outstanding and the White Elephant gift exchange was a ball, a lot more "stealing" of gifts this year had everyone laughing a lot.

In addition, we had a GIGANTIC raffle for some spectacular give aways. I would be veeeeerrrrrry remiss if I didn't put out a great big THANK YOU to Larry Swigert for putting in above and beyond effort in obtaining all the fantastic prizes we were able to give away. You all have no idea of the behind the scenes work that Larry does to make this happen.

As we are preparing for the January Plano Train show we managed to squeeze in a clinic on making mountains using the Bragdon Geodesic Foam instead of plaster. Here is a shot of one of the mountains, I've done on my new layout using this product:



Last report I welcomed the new members from the "Fall Plano Train show" and this month I'd like to welcome new members from both the "Texas Western Club" show and the "Cowtown" club train show. Now both of these were in Fort Worth so most of the new members are actually for Division 1 but welcome to the LSR folks and you are always welcome at the Division 3 monthly meetings.

One more bit of very important news, the Trinity River Division is now also a 501c3 organization thanks to the huge effort that Donna Orr put in to help us get that designation.

Lot's more to come so "keep rolling down the tracks" and we'll see you next time!





CenTex Division 4

by Peter Kazmir
pakazmir@gmail.com
CenTexNMRA.org

I hope everyone has been having a great new year so far. It's been a busy few months for us, starting with the NMRA Division Meet we hosted last November. Riley Triggs wrote up a nice article about it in the last Marker Lamp, so I won't rehash the details here except to say it was a great success and we plan to make the Meet an annual event in the fall going forward – scheduled on an open weekend for the region, if we can find one. I hope we see more attendees from outside our division in 2016. Stay tuned for details!

Our last division meeting was January 23. David Shannon gave us a great update on the Austin Steam Train Association – they have added a number of cars and continue to make slow progress on the SP 786 restoration. (If you're interested in helping, they would be glad to hear from you!) We also had the first of a series of micro-clinics on the Benefits of NMRA Membership from Jack Merkel, Show and Tell, social time, and Deal or Duds. Afterwards, we toured three layouts in Southwest Austin, Brian Helms' Dallas & Western (that's Dallas, Pennsylvania), Edmar Wienskoski's Santa Fe (where, among other things, the sunset and sunrise lighting effects are amazing), and Bill McCall's Denver, Santa Fe and Rio Grande (which has some amazing scenery – and nifty dual-gauge track work). More pictures from the meeting and layout tour are online at <http://centexnmra.org/meetings/2016-01.html>.

David Barrow, Pete Guy, and Jack Merkel have hosted operating sessions during the past few months as well.

We are continuing to plan the return of the Austin Model Railroad Jamboree in April 2017.

Starting this year, we have moved to a new schedule for our division meetings of every other month, usually on the 2nd Saturday. We will continue meet at the Round Rock Library for now, but are still looking for a new, larger location.

Our next meeting is scheduled for March 12 at a new venue, the Northwest Austin Recreation Center at 10:00 am. Afterwards we will tour several layouts in the Austin area. Look for more details soon on our web site, <http://centexnmra.org>.



Division 5

by Dave Lamberts
DavidWL1944@aol.com
806.792.7244

The Lubbock Model Railroad Association put on an education clinic last month entitled "Decals and Dry Transfers." Member Ron Warner did the part on decals and I did the part on dry transfers.

Every February we have an auction at our club meeting venue. If any of the other divisions have any interest in this, I have all the paperwork, forms, etc. Let me know. Historically we have had good participation and have been able to raise money for the club.



Division 6

by Kevin Bergeman
kevin.bergeman@gmail.com
210.488.4370

Two major events occurred in the South Texas Division since the August Board Meeting. AMRE's 27th Annual Fall Train Show, Oct 3 – 4, 2015 and NBRM's 7th Annual Fall Train Show, Oct 31 – Nov 1, 2015. As I predicted in my last report it was a very busy month. Clubs exhibiting at the shows included the Texas Brick Railroad (Lego), the New Braunfels Railroad Museum (Lionel), Aust-N-Trak (N-TRAK), Gulf Western Modular Railroad Society (HO), TexLUG (Lego). Nathan Oxhandler was at the New Braunfels show as an individual running several loops of G gauge trains. Also at New Braunfels was a large, multi-club T-TRAK (N scale) layout; participating clubs included SANTRAK, NBRM, Aust-N-Trak and a couple of individual modelers whose names I can't remember (sorry). With all those contributors, there was a 6 scale mile mainline run.

Up-coming events include SAMRA's 40th Annual Jamboree & Train Show, January 30 & 31, 2016 and the World's Greatest Hobby Show is returning to San Antonio, February 20 & 21, 2016. In New Braunfels the NBRM's 28th Annual Train Show Jamboree is scheduled for April 9 & 10, 2016.

The exciting thing about the WGH Show is that an attempt is being made at record breaking T-TRAK layout (that's table-top N-scale modules). There is expected to be participation from across the LSR and even from as far away as Tennessee. A 12 scale-mile continuous mainline run is planned (that's 396 real feet for those who don't speak N-scale) along with 6 smaller secondary loops.

On a sad note, for those of you who did not hear long time model railroader and South Texas Division members Jim Ladd passed away in October. His love of this hobby and his mentorship will be sorely missed.



Division 7
 by Don Kimmell
elf4kcs@mac.com
 318.798.7718

I hope everyone had a wonderful Christmas and have a great New Year.

First off, I wish to welcome Jeff Cornelius to the local model railroad community. He has relocated from Virginia.

Next, up-coming train shows. By now everyone is aware that there will not be a March show in Longview. I understand that things just didn't work out.

The Tyler Texas folks have scheduled their show 30 April-1 May. This will be held at the "usual" place, Tyler Convention Center. Hope to see you there.

Then May really becomes a "busy" month, with two local shows. First up is the Jefferson's T & P Event. This again is a fun show with so much to see and do there. Bring the wife, and a spare wallet! Again hope to see you there. Then on 21 May, here in Shreveport, will be the 2nd Annual Shreveport Model Train Show. It will be held in the downtown's River View Hall. Very easy to get to with plenty of parking –generally free-in the area. Again hope to see you there.

Of course it is never too early to start thinking about this year's convention. Mark down the 22nd thru the 25th of June. Visit Arlington and bring the family! There are a whole lot of places the family can play, while you are off playing. Good Deal for all.

As to the past couple of month's going-ons. The ArkLaTex crew did their customary two weeks at the Shriner's Hospital in December. All three of the local TV stations did some "filming" during their visit, in fact one did an interview with one of the members and with the "locals". It seems that there is some "healing power" seeing the model trains. The operating layout seems to help get their minds off of the aftermath of surgery. WOW! Another benefit of model trains!

Getting this year's edition of KCS' Holiday Express ready occupied a number of folks for October and November. We worked most Saturdays and a few weekdays prepping the layouts for the run. There should be an "Elf Saga" elsewhere in this Marker Lamp to bring you up to date.

That is all I have, hope to see you at the upcoming train shows, till then ..." Play Trains!"



Texas Gulf Division 8
 by Jim Lemond
jimlem@verzion.net

Ray Byer - President of Division 8 reports the following activities for 2016 by Division 8:

This year the Division 8 board met in January to set up a list of clinics for 2016. Beginning in February, we have our first clinic: Building the Gold Creek Timber Co. Below is an outline of the presentation.

Building the Gold Creek Timber Co. Loren Neufeld, MMR and Jim Lemmond. Jim & Loren will present a slide show on how they designed and built their award-winning modular layout. Included will be discussion of the scenery design concepts and demonstrations of many of the techniques they used, including improving the appearance of flex track, making conifer trees, building redwoods, creating water scenes, building and weathering structures, and other techniques.

Division 8 clinics proposed for 2016:

The clinics are set to take place at Bayland Park Community Center in Houston, on the second Saturday of each month starting at 10:00 a.m. to 12:00 p.m. Below is a list of clinics for each month. Updates will follow as more information comes available. Bayland Park and Jim & Joann Fonteno Community centers are located at 6400 Bissonnet Street in Houston, Texas. (See table next page)

If you have any questions or would like to do a clinic, feel free to contact me. I will add you to the clinic list.

Bob Werre, Houston S Gaugers Club reports the following for his group:

One of the most active model railroad clubs in the Houston area is the Houston S Gaugers. This small club has never had the need to have a formal organization or dues to carry out the basic principles of having fun, learning, running and displaying our railroad. The group started and remains more of a workshop and group effort. A local hobby shop owner once asked in what phone booth we held our meetings in. Well it wasn't too long after that we constructed our first modules that we ran for the NMRA Astro Rail convention.

After that we've been asked dozens of times to display in the region and even as far away as Denver. Our membership has grown, but we certainly are seeking new members, especially those with former N and HO eyes! Additionally we seek out railroaders who might like to operate in two or more scales ie. N at home and S at shows!

Division 8 Clinics for 2016 starting at 10:00 a.m. to 12:00 p.m. On the Second Saturday of each Month			
Month/Date	Location	Clinic	BY
January 9th	<u>Bayland Park</u>	Set-up meeting	
February 13th	<u>Jim & Joann Fonteno at Bayland Park</u>	Building Gold Creek Timber Co. layout	<u>Jim Lemmond & Loren Neufeld</u>
March 14th	<u>Bayland Park</u>	Graffiti On Railroad Cars (Hand-on Clinic)	<u>Paige Prater</u>
April 9th	<u>Bayland Park</u>	Making of a Tree Flocking Machine	<u>Ray Byer</u>
May 14th	<u>Jim & Joann Fonteno at Bayland Park</u>	To Be Announce	?
June 11th	<u>Bayland Park</u>	Entering, Filling out a Contest Entry Form (NMRA Forms)	<u>Chuck Lind & Loren Neufeld</u>
July 9th	<u>Bayland Park</u>	Decoder Installs (Hands-on Clinic) You bring engine to work on.	<u>Ray Byer</u>
August 13th	<u>Bayland Park</u>	LEDS	To Be Announced
September 10th	<u>Bayland Park</u>	To Be Announced	?
October 8th	<u>Bayland Park</u>	To Be Announced	?
November 12th	<u>Bayland Park</u>	English Railroads	<u>Keith Hick a visitor to the USA from England</u>
December 10th	<u>Bayland Park</u>	Building Reefers	To BE Announce
<p>The areas in Yellow will be updated later as information is made available. September/October clinic will be set after a date is set for the Annual Meeting at Zube Park. A Weathering clinic (with Pan Pastels) is set-up for one of these months.</p>			

Bob Sobol - Editor of the "Derail", the official monthly publication of the San Jacinto Model Railroad Club located in Houston, TX, I would like to tell you the purpose of our monthly newsletter.

1. The newsletter has been in existence since volume 47, which suggests 1969 is the first year, but that needs to be confirmed.

2. I have been editor for about 5 years.

3. The purpose of the newsletter is multipurpose

A. It keeps club members and the general public informed of the activities of model railroading that the club is involved in.

B. Articles published on a regular basis by club members include the following:

1. History of railroading to include both full scale (public transportation of both freight and passengers) and model railroading

2. How-to articles

One of the objectives of the newsletter is to educate and inform those receiving the newsletter (received by about 150 individuals on the mailing list). The newsletter is also placed on the club's website and is available to the general public.

Division 8 was a co-sponsor of the National Narrow Gauge Convention held in Houston this past September.

Many Division 8 members were in attendance and helped in the production of this successful event. The layout tours were very well attended with the local layouts receiving many wonderful comments from our guests. The Convention Committee has made a large donation to Division 8 for its participation during the convention. Thank you Chuck, Craig and Eddie for this donation.

Division 8 elected new officers during the Division meeting held in September 2015. They are:

Ray Byer - President

Chuck Lind - Vice-president

Loren Neufeld - Secretary

Tom Marsh - Treasurer

Division 8 will be participating in the 2016 Greater Houston Train Show sponsored by the San Jacinto Model Railroad Club on February 20, 2016. Division will have a table with NMRA videos and live, hands-on model building throughout the day.

Chair Reports



Treasurer

by Donna Orr

dlo-rls@sbcglobal.net

(972) 342-8598

Financial Report

For the Third Fiscal Quarter of 2015/2016

Beginning Balance 11/01/2015	
LSR Checking Account	\$ 6,017.75
Vanguard CD Fund	\$20,363.26
Vanguard Convention Fund	\$ 9,507.53
Acct Receivable for 2016 Convention	\$ 2,000.00
Total LSR Net Worth	\$37,888.54

Not included in Total LSR Net Worth
Funds for the Bob Clark Award \$570

LSR Proceeds	
Vanguard CD Fund Interest	\$ 10.67
Vanguard Convention Fund Interest	\$ 4.98
Dealer/Pike ads	\$ 145.00
Total Proceeds	\$ 160.65

LSR Disbursements

Election printing and mailing	\$ 114.83
Total Disbursements	\$ 114.83

Net Proceeds/ Disbursements \$ 45.82

Ending Balance 1/31/2016	
LSR Checking Accounts Total	\$ 6,047.92
Vanguard CD Fund	\$20,373.93
Vanguard Convention Fund	\$ 9,512.51
Acct receivable for 2016 Convention	\$ 2,000.00
Total LSR Net Worth	\$37,934.36

Not included in Total LSR Net Worth
Funds for the Bob Clarke Award \$ 570.00



Membership Report

by Larry Swigert, MMR
LS4Results@aol.com

Again, as with the last report, I am continuing to compare membership numbers for you by Division and Year:

DIVISION	2014	2015	JAN. 2016
1 - Ft Worth Area	166	167	173
2 - New Orleans Area	106	111	109
3 - Dallas Area	201	224	244
4 - Austin Area	135	129	127
5 - Lubbock Area	39	38	35
6 - San Antonio Area	110	92	109
7 - Shreveport Area	22	24	22
8 - Houston Area	240	253	253
(DFW Area combined totals)	(367)	(391)	(417)
TOTALS for LSR REGION	1019	1058	1072

So again, while a few divisions are slipping just a bit or holding their own, others are still continuing to grow. The good news is that, in a time that many NMRA Regions are beginning to decline in total membership the Lone Star Region is continuing to grow! Congratulations!

We welcome the 21 new members signed up at the recent Plano Train Show!

Due to all of the responsibilities of being Co-Chairman of our upcoming 2016 LSR Convention, Mike Mackey has stepped down as LSR Membership Co-Chairman. Thanks Mike for doing a great job! I can already tell that you and John Garfield are going to really hit a home run on the "Daylight Express 2016". Can't wait for the fun!

All Divisions please note that we have worked out a pretty well guaranteed system to recruit new members that has been adopted by National as "the way to do it". If I can help you with recruiting or any other of your membership needs, please don't hesitate to call on me anytime!



Click to join the Lone Star Region and the NMRA at nmra.org

LONE STAR REGION BOARD MEETING MINUTES

Ft Worth, Texas – January 30, 2016

President Steve Barkley called the Annual Board meeting to order at 10:10 AM.

Roll call

All of the officers, directors and committee chairpersons were present *except*:
Voting Board Members:

Division 5 - Dave Lamberts – No proxy
Dir. At Large - Duane Richardson – Jerry Hoverson
Dir. At Large – Art Houston – Rod Fredericks
Dir. At Large – Chuck Lind – Jim Lemmond

Non-voting Board Members:

Achievement Program – Duane Richardson
Contest – Chuck Lind
Contest – Loren Neufeld
Historian – Jim Long
Photography – Dave Lamberts
Youth – Dave Cummings
Convention 2015 – George Bohn

Minutes of Previous Meeting

Secretary Jeff Palmer provided a motion and Treasurer Donna Orr seconded to dispense with the reading of the minutes and approve as published the Minutes of the July 26, 2015 Annual Board of Directors meeting published in the 2015 Winter issue of The Marker Lamp - designated as 2016-01-30 LSR Motion 1 passed.

At this point, Steve Barkley invited John Garfield and Mike Mackey to provide the general description of where restrooms, drinks, and snacks could be found, since this meeting was not being held at the convention hotel.

Officers Reports

President Steve Barkley

2015 was a good year for the Lone Star Region. The Region and its members accomplished much during the year.

2015 Annual Convention

The annual convention was held in Beaumont. Attendance was down from past conventions. My opinion is that this was due to the convention being held in a smaller city that was further from major cities. However, George Bohn and Dave Cummings showed that a convention in smaller city could be fun and informative.

The convention lost about \$2,000.00. However, that really should be looked at as money returned to the membership to enhance the services that the LSR provides. The LSR remains solvent.

IRS 501(c)(3) Status

The LSR received its 501(c)(3) charitable organization designation effective January, 2015. That saved the LSR significant sales tax expenses at the Annual Convention. For those of us who itemize our tax returns, we can legitimately claim expenses we incur in our positions with the LSR as charitable expenses.

I discussed this with Charlie Getz, the NMRA President, who I met at the National Narrow Gauge Convention in Houston. He reported that the NMRA at the national level was still trying to obtain 501(c)(3) status for all the regions under the NMRA National banner. That has not yet occurred. I told him that the LSR recently obtained our own designation. He thought that should not have been possible.

The LSR is incorporated in Texas as a Texas non-profit corporation. It is not owned by the NMRA. It has been legally recognized by the IRS. There is no need that I see to change our status.

2017 Annual Convention

Bob Barnett has reported that Houston will host the 2017 Annual Convention. This is very good news. Houston has a number of world class model railroaders and model railroads that will attract many convention goers.

2016 Annual Convention

Mike Mackey and John Garfield are busy preparing to host the 2016 convention in Arlington. This is the first convention that I recall in Arlington. Mike reports that the convention will be near many restaurants. He is planning a host of clinics and tours. At this time he hopes to attract 300+ attendees.

If you have not registered, please do so!

Mike asked me to chair the clinic committee. I'm looking for good, interesting clinics. Remember, each of you is an expert in at least one facet of model railroading! Please email me: BaylorMax@aol.com.

Thank you all for your help and support this last year. For me, model railroading remains fun!

Vice-President Bob Barnett

After LSR the convention held in Beaumont this summer on the eastern edge of Division 8, we have continued to be busy here on the upper Gulf Coast.

In September a group of Narrow Gauge Modelers that included LSR Board Member Chuck Lind and NMRA Members Craig Brantley, Laurie Lind, Don Formanek, Barry Bogs, Blake Bogs, Jim Lemmond and Loren Neufeld, hosted the 2015 National Narrow Gauge Convention. The clinics I saw were excellent and the modeling displays were outstanding. This was huge undertaking by a group of dedicated modelers.

Six weeks later Houston also hosted the Missouri Pacific Historical Society's annual convention. The Clinics (called presentations by the MPHS) were concentrated on the Missouri Pacific predecessor lines that were consolidated into the MP Lines in Texas. We had several noted railroad historians and the presentations included:

- George Werner: History of the International & Great Northern Railroad (Parts 1 and 2).
- A.T. Kott: Stations along the International & Great Northern Railroad.
- John Baskin Harper: Origin of the Gulf Coast Lines.
- A.T. Kott: Steam Locomotives of the I. &G.N. and Gulf Coast Lines.

- Steve Sandifer: T&P Steam in the 1940's: The Photography of William Davis Sandifer.
- David Currey: Operations on the Brownie in the 1979's and 1980's.
- Ron Merrick: The Missouri Pacific around Houston in the 1970's and 1980's.
- Douglass Weiskopf: A History of the Railroads of Houston.
- David Currey: The St. L.B. &M. Passenger Station in Brownsville.
- Bob Barnett: Passenger Trains St. Louis to Texas.

The San Jacinto Model Railroad Club, an all-NMRA club, continues to hold monthly meetings complete with an hour long clinic each month of the year (except for the December Christmas Party). These clinics are arranged by Vice President Chuck Lind (the same member who was so active in the 2015 NNGC discussed above). Ray Byer, Jim Lemmond, and Tom Marsh are continuing the Division 8 practice of hosting Saturday morning Clinic once a month.

So in the coming months of 2016, NMRA members, area modelers and interested rail-fans will have the opportunity of attending a clinic/presentation the first Tuesday evening of each month and the second Saturday morning of each month. By these educational outreach activities we plan to maintain the NMRA membership and grow interest in the NMRA.

Treasurer Donna Orr

The Treasurer's Report, was submitted by email to the Board members and is summarized as follows:

Our current net worth is \$37,926.06 down \$1,457.61 from July (2015 Convention loss).

On the Officer's Page, all of Donna's financial spread sheets are available.

Secretary Jeff Palmer

Since the Annual Board Meeting in July, the LSR Secretary has been working with the LSR President, LSR Treasurer, the Nominations Chair, and the Staggered Election Committee to re-write the LSR Constitution and By-Laws to accommodate staggered elections. In addition, the secretary worked with the Nomination Chair, Blake Bogs, on the special election recently concluded and the officers election just beginning. At the present time, the secretary is pulling together the Agenda and all related Motions. By the time the mid-year meeting is held, all preparatory LSR Secretary Tasks will have been accomplished. The last secretary task for the annual meeting, the writing of the minutes, will be done following the meeting.

Ballots are NO LONGER being mailed, therefore the expense of mailing out convention registrations is now a convention expense. The only ballots being mailed out are to those members who do not have an email address; there are less than 75. This process began with the 2015 Beaumont convention.

While Bill McPherson began the re-work of the convention By-Laws, there are a number of areas not specifically covered in the By-Laws that need to be revised further; the LSR secretary will be working on those items over the next several meeting.

The By-Laws are vague on reporting structure and accountability for Chairs. This will be a topic of discussion for the next several meetings.

Advisor Bill McPherson

The Advisor's Report, was submitted by email to the Board members and is summarized as follows:

No Report

Directors Reports

Division 1 Director Chris Atkins reported that:

Since the annual meeting at the 2015 LSR Convention in Beaumont, Division 1 has had 2 meetings: September at the Texas Western Model Railroad club in Forrest Hill and December at Stan Pirzchalski's home in Colleyville. We also did a division trip to the Oklahoma City Train Show in December.

Each meeting has an educational aspect in the form of a clinic. In September I presented a clinic on how to make backdrops and buildings using free and open source software. In December, Stan presented techniques on building his layout.

We also extend our education to the general public by providing two clinics at the Fall Plano train show and two at the Dallas Area Train Show in January. I gave my clinic on photo backdrops again and Don Murphey gave a clinic on switch machine installation. In January, Don Winn presented his much requested hands on clinic on using Fast Tracks jigs to make turnouts and I did a clinic on Easy Spline Benchwork. Members from Division 1 helped man the booth at both the Fall and Winter shows. This has been a very successful partnership with Division 3 and Region Membership chair Larry Swigert.

I continue to represent our division at the North Texas Council of Railroad Clubs whose charter is to promote education of the Model Railroading hobby through its train shows.

Going forward, I am hoping to elect a Superintendent to help plan the meetings. I'd also like to find a permanent meeting space somewhere in northeast Tarrant County. Once we get these things in place, I'd like to move to monthly meetings. I think a consistent date and place will increase the turnout at the division meetings.

Division 2 Director Rod Fredericks reported:

Over past year, as Division 2 Director I have continued my outreach to model railroaders and clubs in the Bayou Division. Operations remain a major focus in the Baton Rouge/Houma/New Orleans area, and in Lake Charles.

My efforts to get more participation of NMRA/LSR members in events beyond the local sphere has improved marginally. This year six members from Division 2 attended the Beaumont convention, up from 4 last year. However, considering that the convention was just across the state line, even a 50% increase is not very good. So I remain doubtful of the Bayou Division being able to host a convention in the Baton Rouge/New Orleans area, in the near future. It's hard to get volunteers to plan and work on hosting a convention if they have never attended one. At least that has been my experience every time I bring the idea up with local members.

Nevertheless, I will continue my effort to bring the Division into the larger world of model railroading. This fall we started a model railroad skills clinic series in the Baton Rouge area. The first clinic on making trees was successful, and hope that future clinics might reach out to fresh blood.

On another note, considerable concern has developed in the Division's 100% NMRA Clubs who buy the NMRA club liability insurance. The "three strikes" policy as outlined in a recent NMRA.org edition appears extremely limiting to the clubs' outreach and open house programs. What is the advantage to being a 100% club if the insurance is not good?

Division 3 Director Jerry Hoverson reported that:

The Trinity River Division monthly meetings have provided numerous educational clinics since the last report.

July – wrapped up the "Speeder Shed" project with discussions on how to weather the shed, btw everyone that brought their completed sheds back to the next meeting merited

August – revisited a rapidly becoming lost art – applying decals

September – Started a 2-part clinic on building an Arduino component to perform animation

October – wrapped up the Arduino project with programming the processor to perform your desired tasks

In November we received word that the Trinity River Division was granted 501 c3 status. Consequently from this point on our educational efforts will be for the Trinity River Division and the LSR

November – had a guest speaker to introduce 7 ½" gauge railroading. We had planned on visiting the layout in Terrell in early December but had to cancel due to the rains that had occurred. We'll revisit in the spring.

December – held our annual Christmas party at Donna & Roger's.

January 2016 – presented building mountains using Geodesic Foam instead of plaster

That's it for this time, keep rolling down the track!

Division 4 Director Peter Kazmir reported:

It has been an exciting several months since our report for the 2015 annual meeting.

We had two Division Meetings in August and January. Our meetings consist of a clinic, show and tell, a "micro-clinic," social time, Deal or Duds, and a layout tour. We also have some educational material and displays in a beginner's corner as well as information describing the benefits of NMRA membership and the AP program.

At the August 2015 meeting, Riley Triggs presented a clinic on 3-D Printing in Model Railroading and we toured Charles Etheredge's Texas & New Orleans. At the January 2016 meeting, David Shannon gave an update on the Austin Steam Train Association and their restoration of Southern Pacific Mikado 786 and we toured Steve Nelson gave a clinic on creating model trees and we toured three layouts in Southwest Austin, Brian Helms' Dallas & Western, Edmar Wienskowski's Santa Fe, and Bill McCall's Denver, Santa Fe and Rio Grande. Each layout had a number of learning opportunities for our members (such as Edmar's construction methods or Brian's prototype research).

We leave flyers at our local hobby shop and are posting meeting notices and pictures from previous meetings on our web site, <http://centexnmra.org>. Our meetings are usually attended by about 45 people, including NMRA members and guests (our meetings are free and open to the public). We have added several members to the NMRA during this period.

We also had two other events in our Division since our last report – the Temple Model Train Show in September and the Cen-Tex Division NMRA Meet in November. This was the first time we hosted a Meet and it was a success. We had 65 attendees – several from out of division, including one from Norway – and registered three new NMRA members. We held four clinics, had two stations to help members with model mechanical and electrical issues, had a modular layout on site, held a modelling contest, and had operating sessions and a layout tour at over 20 Austin-area layouts. More information about the meet is on our web site and it was also covered in an article in the Fall 2015 Marker Lamp. We plan to make the meet an annual event.

The Division has also been planning a revamped annual Austin Model Railroad Jamboree. At this point, our intention is to host this model railroad show resuming in April 2017. This event is a fantastic opportunity to share knowledge, educate those interested in both life-sized and Model Railroading, to gain new NMRA members, and to have fun.

We're looking forward to an exciting (and busy) 2016!

Division 5 Director Dave Lamberts reported:

The Lubbock Model Railroad Association put on an education clinic last month entitled "Decals and Dry Transfers." Member Ron Warner did the part on decals and I did the part on dry transfers.

Every February we have an auction at our club meeting venue. If any of the other divisions have any interest in this, I have all the paperwork, forms, etc. Let me know. Historically we have had good participation and have been able to raise money for the club.

Division 6 Kevin Bergeman reported:

Two major events occurred in the South Texas Division since the August Board Meeting. AMRE's 27th Annual Fall Train Show, Oct 3 – 4, 2015 and NBRM's 7th Annual Fall Train Show, Oct 31 – Nov 1, 2015. As I predicted in my last report it was a very busy month. Clubs exhibiting at the shows included the Texas Brick Railroad (Lego), the New Braunfels Railroad Museum (Lionel), Aust-N-Trak (N-TRAK), Gulf Western Modular Railroad Society (HO). TexLUG (Lego). Nathan Oxhandler was at the New Braunfels show as an individual running several loops of G gauge trains. Also at New Braunfels was a large, multi-club T-TRAK (N scale) layout; participating clubs included SANTRAK, NBRM, Aust-N-Trak and a couple of individual modelers whose names I can't remember (sorry). With all those contributors, there was a 6 scale mile mainline run.

Up-coming events include SAMRA's 40th Annual Jamboree & Train Show, January 30 & 31, 2016 and the World's Greatest Hobby Show is returning to San Antonio, February 20 & 21, 2016. In New Braunfels the NBRM's 28th Annual Train Show Jamboree is scheduled for April 9 & 10, 2016.

The exciting thing about the WGH Show is that an attempt is being made at record breaking T-TRAK layout (that's table-top N-scale modules). There is expected to be participation from across the LSR and even from as far away as Tennessee. A 12 scale-mile continuous mainline run is planned (that's 396 real feet for those who don't speak N-scale) along with 6 smaller secondary loops.

On a sad note, for those of you who did not hear long time model railroader and South Texas Division members Jim Ladd passed away in October. His love of this hobby and his mentorship will be sorely missed.

Division 7 Director Don Kimmell reported:

Membership has been holding steady, approximately 25-28 members, with one organization.

We have not had any divisional meets, the main factor preventing this is one of distance. I do visit with most of my members at the "local" train shows/events.

I have visited again with a couple (3) of Boy Scout troops concerning their merit badge requirements. These past 6 months I have met with troops in West Monroe, Bastrop and Minden. I have not had any replies from any of the troops in East Texas.

On the volunteer/educational front, we have had great progress on accumulation hours by doing Operation Lifesaver Presentations. While doing these "shows" we also plug the NMRA/LSR. On the down side, a large number of these shows have been "out of state/division", i.e.: Ashdown, AR; Heavener and Stillwell, OK; Beaumont, Kendleton, El Campo and Victoria, TX; Neosho, Joplin, Mexico and Louisiana, MO., to name a few. I have no idea if this has resulted in any membership gain in those locations. I convinced the KCS to allow me to stuff NMRA membership info in a number of the bags that are handed out at the Holiday Express stops. (I copied about 5000+, they only lasted for 5 stops!). All totaled, we had over 200+ hours. This does not include any "prep time" or "travel time", which is considered volunteer hours by the National OL. The above total does not include the members who worked the ArkLaTex show/display at the Shriner's Hospital here in Shreveport, if so add another 60+ hours.

I have planned to have a table at the three (3) upcoming "local" train shows, Tyler, Jefferson and Shreveport.

Division 8 Director Jim Lemmond reported:

Ray Byer - President of Division 8 reports the following activities for 2016 by Division 8:

This year the Division 8 board met in January to set up a list of clinics for 2016. Beginning in February, we have our first clinic: Building the Gold Creek Timber Co. Below is an outline of the presentation.

Building the Gold Creek Timber Co. Loren Neufeld, MMR and Jim Lemmond

Jim & Loren will present a slide show on how they designed and built their award-winning modular layout. Included will be discussion of the scenery design concepts and demonstrations of many of the techniques they used, including improving the appearance of flex track, making conifer trees, building redwoods, creating water scenes, building and weathering structures, and other techniques.

Division 8 clinics proposed for 2016:

The clinics are set to take place at Bayland Park Community Center in Houston, on the second Saturday of each month starting at 10:00 a.m. to 12:00 p.m. Below is a list of clinics for each month. Updates will follow as more information comes available. Bayland Park and Jim & Joann Fonteno Community centers are located at 6400 Bissonnet Street in Houston, Texas.

If you have any questions or would like to do a clinic, feel free to contact me.

I will add you to the clinic list. Thank you for being a Member of Division 8 and the NMRA.

Bob Werre, Houston S Gaugers Club reports the following for his group:

One of the most active model railroad clubs in the Houston area is the Houston S Gaugers. This small club has never had the need to have a formal organization or dues to carry out the basic principles of having fun, learning, running and displaying our railroad. The group started and remains more of a workshop and group effort.

A local hobby shop owner once asked in what phone booth we held our meetings in. Well it wasn't too long after that we constructed our first modules that we ran for the NMRA Astro Rail convention. After that we've been asked dozens of times to display in the region and even as far away as Denver. Our membership has grown, but we certainly are seeking new members, especially those with former N and HO eyes! Additionally we seek out railroaders who might like to operate in two or more scales i.e. N at home and S at shows!

Bob Sobol - Editor of the "Derail", the official monthly publication of the San Jacinto Model Railroad Club located in Houston, TX, I would like to tell you the purpose of our monthly newsletter.

1. The newsletter has been in existence since (This is volume 47, which suggests 1969 is the first year, but you need to confirm that.)
2. I have been editor for about 5 years.
3. The purpose of the newsletter is multipurpose
 - A. It keeps club members and the general public informed of the activities of model railroading that the club is involved in.
 - B. Articles published on a regular basis by club members include the following:
 1. History of railroading to include both full scale (public transportation of both freight and passengers) and model railroading.
 2. How-to articles

One of the objectives of the newsletter is to educate and inform those receiving the newsletter (received by about 150 individuals on the mailing list). The newsletter is also placed on the club's website and is available to the general public.

Division 8 was a co-sponsor of the National Narrow Gauge Convention held in Houston this past September. Many Division 8 members were in attendance and helped in the production of this successful event. The layout tours were very well attended with the local layouts receiving many wonderful comments from our guests. The Convention Committee has made a large donation to Division 8 for its participation during the convention. Thank you Chuck, Craig and Eddie for this donation.

Division 8 elected new officers during the Division meeting held in September 2015. They are:

Ray Byer - President

Chuck Lind - Vice-president

Loren Neufeld - Secretary

Tom Marsh - Treasurer

Division 8 will be participating in the 2016 Greater Houston Train Show sponsored by the San Jacinto Model Railroad Club on February 20, 2016. Division will have a table with NMRA videos and live, hands-on model building throughout the day.

Director-At-Large Duane Richardson reported:

Since the convention I have continued to aid Division 3 with their monthly meetings. The primary effort here is in providing Tips and Tricks each month as a mini clinic. I also taught clinics at the Fall Plano Train Show as well as worked the NMRA booth assisting in teaching tree making. In November I drove down to Austin to teach a weathering clinic for their fall train jamboree. As of the 17th I will have taught 2 more clinics for the Winter Plano Show as well as helped to teach mini clinics at the NMRA booth. I also met with members of Division 8 to teach them how we have done what we have done in Division 3 with our monthly meetings.

Director-At-Large Art Houston no report.

Director-At-Large Chuck Lind reported:

As Director at Large and Vice President of the San Jacinto Model Railroad Club I continued to put on a monthly educational program at the monthly meetings in Houston.

The big item for this area was the National Narrow Gauge Convention in Houston which was sponsored by Division 9 of the LSR. We had over 30 educational clinics over 4 days as well as a continuous clinic put on by a fellow out of Canada. This event was attended by over 840 modelers.

Loren and I also put on a Scenery Clinic for the Division 4 1 day meet which was very well attended.

As we move into the new year we are getting the Division meetings going again after they were dropped by a former Division Director. The plan is to start with a meeting every 2 months and build to monthly with an educational clinic each meeting.

The San Jacinto Model Railroad Club will be hosting their train show again in February. We will be having clinics, contest room and an NMRA booth where we plan to have ongoing clinics over the basics of Model Railroading throughout the day.

Department Reports

Achievement Chair Duane Richardson reported:

For the AP, we have only gotten in 3 National certificates, 1 Golden Spike and Lee Bangma completed his MMR.

Contest Co-chairs Chuck Lind and Loren Neufeld no report.

Convention Chair Jack Merkel reported that:

- 2015 Convention – Reports filed
- 2016 Convention – Scheduled June 23 – 26
- 2017 Convention – None planned at this time
- 2018 Convention – Need to decide on host division. Chairman needs to be in place by June 1, 2016.

It takes two years to plan for a convention.

- Convention Handbook and Reports are available on the Website.

Historical Convention Rotation

Year	Division	City
2016	1&3	Arlington
2015	8	Beaumont
2014	4	Round Rock
2013	1&3	Irving
2012	8	Houston
2011	5	Lubbock
2010	6	San Antonio
2009	1&3	Irving
2008	8	Houston
2007	4	Round Rock
2006	6	San Antonio
2005	1&3	Fort Worth
2004	8	Houston
2003	5	Lubbock
2002	6	San Antonio
2001	1&3	DFW
2000	4	Austin

Jack briefly covered the incorrectness of the 2015 Convention financial report. Bill McPherson commented on the fact that this was the 10th version of the financial report and that it was still incorrect. Donna Orr pointed out that the report did not match her figures either – a loss of \$2049.

Steve Barkley pushed Division 6/Kevin Bergemen to step up to the 2018 Convention. Kevin cited past issues with the LSR were the stumbling blocks standing in his way with the Division 6 membership. In this general discussion Steve Barkley made the statement that the LSR Convention “does not have to be in the summer”. This raised responses from several BOD members including Blake Bogs, who simply said “If you want the youth to attend, then it has to be in the summer, otherwise we are in school.” Steve, undaunted by the facts went on to make the statement “The LSR convention does not have to be profitable.” He continued, “If you think about the loss, that’s money returned to the membership. It’s a supplement back to the membership.” What’s wrong with those statements? The LSR is a 501(c)(3). We are not a “hobby”. We are a charity and therefore fall under the same tax laws as a small business. Those laws include documenting and reporting all expenditures, the cost benefit of any losses, and the conducting of business as a business. EACH board member is liable for the actions of the charity, that is, any misuse or undocumented expense of the charity, like a loss, is a liability of each and every officer on the board. We do not return money to the membership, especially a specific subset of the membership, those that attend the convention, nor do we subsidize activities for the membership; that’s a gift and taxable. We are an education charity and that education has to include the general public.

Chris Atkins introduced the concept of a regional convention committee. It would alleviate the need to find a new committee each year, improve the overall quality of the conventions by adding consistency,

and allow better control of the finances. Overall this would eliminate a lot of the distrust and inconsistencies involving the conventions. Bill McPherson elaborated on the complexities of convention registration, and funding. He reminded everyone that the hotel makes money off of room nights and meeting room rental. This reemphasized the need of room nights. Donna Orr provided her experience with other groups where those groups did not guarantee room nights but used other public facilities for meetings.

Historian Chair Jim Long not present – no report.

Nominating Chair Blake Bogs reported:

Next Election currently running through March 5, 2016----- Please Encourage your members to vote!!!!!!

President, Treasure, Division 1, 3, 5, 7 ---Running on 2017 Ballot

We are now able to vote online. A special thanks to Jeff Palmer

Special Elections

The special ballot passed with 91 votes. This was made up of 16 ballots via mail and 75 online votes.

This is down from the 2013 election (112 votes), 2014 election (around 120 votes), and the 2014 constitution change (141 votes), and the 2015 election (107 votes). We only had approximately 9% vote. This is significantly down 50 votes the 2014 constitution change. Please encourage your members to vote!

Non-Rail Virginia Feritag not present – no report.

Publications Chair Riley Triggs reported:

I continue to have great support from chairs and directors, and I have the great fortune of regular article contributors Duane Richardson and Peter Kazmir. The additions of Gert "Speed" Muller and Bob Batson have expanded the reach and range of submissions to the ML, and they will allow us to shift our attention to improving the quality of submissions and presentation of those submissions. There has been a renewed interest in supplying and consuming modeling content, which is very positive.

Last year, the focus was on featuring layouts of region members, as well as contest and AP recognition. The contest and AP recognition have had an increased presence in the ML, and the interest in layout features is growing.

I have not incurred any expenses this year.

Areas to address

Advertising in Pike and Dealer ads needs attention. There has been some interest in upgrading ads to color, but no new pike nor dealers are participating. There has been no particular effort to acquire new ads this year, but this is an ongoing situation.

Long term projects update

While updating and improving the Marker Lamp is the first task and main priority, I will begin to explore the possibilities for other longer range projects for publications. Initial ideas are in the realm of an historical narrative of the region's activities, profiles of the region's modelers and layouts, compilations of clinics and presentations at LSR conventions, etc. Projects may also include expanded media to include video, etc. that can take full advantage of digital delivery methods. Ideas, support, and labor for these projects will also be solicited from the membership.

Update: I have been approached to publish a book on Texas railroading by noted author J. Parker Lamb. I also have an opportunity to write and publish a book of photos by deceased LSR member Bob MacDonald. I would like to do these under the LSR banner.

Website Chair Jeff Palmer reported that:

Conducted the first online election on the www.geekwithtrains.com website. This was a Constitutional change that was approved. The log shows there was no duplicate voting, someone voting twice, and the polls opened and closed automatically. Normal election activity included 3 email blasts. The adding of the VOTE redirection to the LSR HOME page. Reporting of the vote results, and posting the results. The online copy of the Constitution was updated and made ready for use.

The "Election Bios" has added to the upcoming election and www.geekwithtrains.com has been updated and prepped for the current election – Director-At-Large (3) and Division 2,4,6,8 Directorship. The website logon information has been updated to reflect the current membership.

The VOTE redirection will be posted on January 15, 2016 on the HOME page of the LSR website and the email announcing the election will be sent to all current members at that time. Reminders to follow.

Other web activities performed include:

- 1) E-mail blasts for the Texas Western show.
- 2) Posting on the LSR website for the Texas Western and Crescent Line Shows.
- 3) Updated LSR 2016 Calendar for 2nd Saturday Division 3 meetings.
- 4) Prepping to upgrade the LSR website to the latest version of Drupal.

Jim Lemmond as about sending out email blasts for Division and NMRA clubs. In an effort to clarify regional blasts, here are some things to remember:

- 1) The blasts go to all registered members of the NMRA in the LSR.
- 2) If the blast promotes education for modeling or train knowledge, it falls within our 501(c)(3) charter and will get published
- 3) The blast will be evaluated for appropriateness.

Youth Chair, Dave Cummings not present - no report.

Education Chair, Officer Position open – Tracey Mitchell resigned as Education Chair when Steve Barkley was elected to office of his first term. This chair has been vacant for 2½ years.

Events Chair, Bill Dryden reported:

Other than getting the column completed roughly around the deadline, the Events Chair has basically nothing to report. Bill encouraged everyone to pass any and all event to him for publication. Jeff Palmer pointed out the calendar feature of the LSR website. The calendar is a Google calendar and is accessible by all BOD members. Again, this calendar can be used to promote presentations, train shows, clinics, or other LSR activities.

Membership Chair Larry Swigert reported:

Again, as with the last report, I am continuing to compare membership numbers for you by Division and Year:

DIVISION ____ 2014 _____ 2015 JAN. 2016

1 - Ft Worth Area	166	167	173
2 – New Orleans Area	106	111	109
3 – Dallas Area	201	224	244
4 – Austin Area	135	129	127
5 – Lubbock Area	39	38	35
6 – San Antonio Area	110	92	109
7 – Shreveport Area	22	24	22
8 – Houston Area	240	253	253
(DFW Area combined totals)	(367)	(391)	(417)

TOTALS for LSR REGION 1019 1058 1072

So again, while a few divisions are slipping just a bit or holding their own, others are still continuing to grow. The good news is that, in a time that many NMRA Regions are beginning to decline in total membership the Lone Star Region is continuing to grow! Congratulations!

We welcome the 21 new members signed up at the recent Plano Train Show!

Due to all of the responsibilities of being Co-Chairman of our upcoming 2016 LSR Convention, Mike Mackey has stepped down as LSR Membership Co-Chairman. Thanks Mike for doing a great job! I can already tell that you and John Garfield are going to really hit a home run on the “Daylight Express 2016”. Can’t wait for the fun!

All Divisions please note that we have worked out a pretty well guaranteed system to recruit new members that has been adopted by National as “the way to do it”. If I can help you with recruiting or any other of your membership needs, please don’t hesitate to call on me anytime!

Once Larry summarized the above report, he presented a recruiting video developed by the NMRA. He talked about recruiting at train shows and promoting the hobby, changing our current methodology, and empowering all who want to help grow the NMRA.

Photography, Dave Lamberts no report.

Parliamentarian, John Garfield no report.

OLD BUSINESS

The first item up was the Beaumont 2015 Convention Report. With George Bohn, and Dave Cummings missing from the meeting, Steve Barkley chose to try and skip the convention report since it was covered in Jack Merkel’s convention report. Jeff Palmer asked the question of about the final 2015 Convention Report. Steve Barkley replied that he does not have the final report yet. Steve was then asked, “Did you not promise to have that final report by the 31st of December 2015?” The reply was yes but he does not have the final report. When Steve was presented with the conversation that Jeff Palmer had with George Bohn at the 2015 NNGC in Houston where George said that he would not be the 2015 LSR convention chair unless Steve was his co-chair, Steve replied “Yes” to the question if he was the 2015 Co-Chair with George. Steve refused to allow the discussion of the 2015 Convention even though it was scheduled. It is obvious that there is something wrong in the handling of the 2015 convention financials.

Donna as head to the Investment Committee with Kevin Bergeman, Art Houston, and Peter Kazmir as committee members, reported that the LSR money is earning less than 1% interest with Vanguard. Three possibilities were presented and discussed:

- 1) Investing the money in bonds for a 5% yield, but the principle is not secure.
- 2) Invest two \$10,000 in one-year CDs staggered 6 months apart and gain 2-3%. Principle is secured.
- 3) Make no change.

The committee recommended option 2

2016-01-30 LSR Motion 4 for option 2 passed.

Donna Orr as head of the Education Committee with Jerry Hoverson, Blake Bogs, and Dave Cummings as committee members, reported the results of the education committee to study the return of funds to the Divisions for education purposes. The recommendations is:

One dollar should go to the region.

One dollar will be set aside for that division to request one the expense of the education activity have been completed. Report and receipts must be provided.

Honoree Life Members, Life Members, and Trial memberships are not considered refundable memberships, since the NMRA does not.

2016-01-30 LSR Motion 5 passed.

The Education Committee also recommended: LSR to give one youth/year award. A membership in the NMRA with a sponsorship to a yearly convention for the year. This would include registration fee for the youth and one parent, attendance at the banquet for the youth and one parent, and a room for 3 nights, if the convention is a 4 day convention. Less room nights if the convention is less days. Qualifications for this program will be the responsibility of the youth chairman.

Recommendation for additional programs to be designed by the corresponding chairmen: advertising for membership in places other than train magazines, and a program to attract families as well as younger train enthusiasts. (Younger meaning 20, 30, and 40, year olds)

Peter Kazmir Division 4 was considering joining the convention rotation. This was a tabled discussion from the July 2015 BOD meeting. Kevin Bergman, Division 6 needs more time, and they are looking at 2019/2020 possibly.

Remediation of Officers was a tabled topic from July 2015 BOD meeting. It is an attempt to bring better organization to the LSR and distribute the responsibility. Jeff Palmer brought four motions to the table for consideration:

2016-01-30 LSR Motion 6 is a simple organization chart distributing the first line management responsibilities to the elected officers (Vice-President, Secretary, and Treasurer). The proposal was generally accepted but the chair positions were incorrectly drawn and needed correction. The problem is the lack of availability of a directing officer. A present, the Nomination Chair, the Membership Chair, and the Publication Chair already report to the Secretary, it makes sense to have the other chairs report to an intermediate officer. Steve Barkley wanted to treat the motions as a single unit. He made the statement that this is trying to impose a corporate structure on a board. If I'm not mistaken, we are a business. We chose to be a 501(c)(3). Motion tabled.

2016-01-30 LSR Motion 7 brings into question 4 positions of dubious contributions:

- 1) Education Chair – This position has not been filled for 2½ years. It's obvious that filling this position is not a priority, but needs to be a priority and filled as soon as possible.
- 2) Parliamentarian – This position was specifically created by Bill McPherson for Bob Mangrum who is a very good ethics professor. The current holder of the position has trouble finding Robert's Rules event though they are posted on the website. If he knew anything about the rules, he would know that Steve totally mishandled this and 5 other Motions.
- 3) Publicity – I currently hold this position. I gave Riley the permission to consolidate this position with my web chair position several years ago. Both positions require an in depth knowledge of Drupal and HTML

coding. Since this position is so closely related to the web chair position, they should be a combined position.

4) Advisor – Since we have staggered the President and Vice President and knowledge will be available and transferred more easily because of this, there really is no need for this position.

Some of the incumbents of the following positions were brought into question during the BOD meeting include:

5) Convention Co-chair – At the present time George Bohn has not responded to any questions about the 2015 convention. In fact, in his conversation to me at the NNGC, he informed me that he and Dave Cummings were directed not to respond to any inquiries. All inquiries about the convention were to be handled by Steve Barkley. There have been ten attempts to fill out the convention report and it is still not correct.

6) Youth Chair – Dave did not respond to any of Donna Orr's request to meet with her Youth Committee to which he was appointed by the President, Steve Barkley. There is also the neglect of the youth award for 2015, Stewart Schweers, who was presented to him in January 2015. This is now being addressed by Donna Orr and Jim Lemmond. Not to beat a dead horse but Blake Bogs has lost trust in Dave's ability to deliver as he brought this year's Youth nominee to myself. While the motion was dissected by Steve, which is a breach of Robert's Rules, again ignored by the Parliamentarian. Even though succeeded in getting the motion defeated, it will be brought back up at the annual meeting because of the incorrect handing of the motion.

2016-01-30 LSR Motion 8 There are people are appointed to offices they are not qualified to hold or cannot perform the duties associated with the office. The LSR BOD needs to be able to function in spite of the dysfunction of the officers. To address this issue, the following By-Law needs to be revised:

ARTICLE IV – Committees

The President shall appoint a Chairman for each of the following committees and such other Committee members as deemed necessary:

1. Publication...

ARTICLE IV – Committees

The President shall appoint a Chairman for each of the following committees and such other Committee members as deemed necessary. While the BOD will not interfere with the initial appointment, each chair will be reviewed and approved by the BOD, and who will annually or as deemed necessary, evaluate the performance of the chair for continuation of office:

1. Publication...

While the motion was also dissected by Steve, which is a breach of Robert's Rules, again ignored by the Parliamentarian. Even though succeeded in getting the motion defeated, it will be brought back up at the annual meeting because of the incorrect handing of the motion. This motion failed.

2016-01-30 LSR Motion 9 over the past year, the LSR has been the victim of incompetence, deceit, dysfunction, and outright stupidity. At the present time, there is no specific process to address "Officer Misconduct." To address this issue, the following Section needs to be added to the By-Laws.

ARTICLE III – Duties of Officers

12. In the event that an elected Officer where to slander, commit fraud, misrepresent evidence (includes withholding), fail to put the interest of the LSR ahead of Divisional or personal interest, misuse of LSR funds or other misconduct, an elected LSR board member can bring this information to the LSR board for review

and the possible removal of the offending member from the board.

Steve Barkley said this was a duplicate of an already existing by-law. None was found, but the motion was tabled in the interest of time.

NEW BUSINESS

Blake Bogs requested permission to destroy the previous election ballots. Motion designated as 2016-01-10 LSR Motion 10 passed allowing the destruction of the ballots.

Blake Bogs requested a By-Law change allowing the Nomination Chairman is authorized to destroy all of the submitted ballots from an election 60 days after the close of the poll if the election results are uncontested. In the event of a contested election, the ballots maybe destroyed 60 days after the resolution of the disputed election or at the Board of Directors request.

LSR By-Laws change:

ARTICLE IV - Committees

5. Nominating. Duties are: ...

e) The election ballots will be destroyed 60 days after the close of the polls. The only exception to this rule would be a contested election, In which case, the ballots will be destroyed 60 days after the resolution of the contested election. The Nomination Chair will work with the Secretary and Web Chair to insure the destruction of all ballots.

2016-01-10 LSR Motion 11 passed.

Donna Orr in light of the events surrounding the 2015 convention and confusion of accountability the following By-Law needs to be modified:

ARTICLE V - Conventions

5. The Lone Star Region (Year) Convention shall be hosted, planned, managed, and conducted by any local model railroad group or organization in the Lone Star Region in accordance with the requirements and provisions stated in these By-Laws. In these By-Laws, this group or organization shall be referred to as the Host Group. A LSR Advance Expenses Loan, not to exceed two thousand dollars (\$2,000.00) may be advanced to the Host Group with such money to be withdrawn from the Lone Star Region's Region Convention Fund. One thousand dollars (\$1,000.00) of the loan may be requested by the Host Group not earlier than two years prior to the Convention. An additional loan not to exceed one thousand dollars (\$1,000.00) may be requested by the Host Group not earlier than one year prior to the Convention. Requests for advance loans are to be addressed to the Regional Convention Chairman who will coordinate and authorize the disbursement. These Advanced Expense Loans are to be repaid in full to the Lone Star Region's Region Convention Fund before any distributions of profits derived from the convention are made.

To Read:

ARTICLE V - Conventions

5. The Lone Star Region (Year) Convention shall be hosted, planned, managed, and conducted by any local model railroad group or organization in the Lone Star Region in accordance with the requirements and provisions stated in these By-Laws. In these By-Laws, this group or organization shall be referred to as the Host Group. A LSR Advance Expenses Loan, not to exceed two thousand dollars (\$2,000.00) may be advanced to

the Host Group with such money to be withdrawn from the Lone Star Region's Region Convention Fund. One thousand dollars (\$1,000.00) of the loan may be requested by the Host Group not earlier than two years prior to the Convention. An additional loan not to exceed one thousand dollars (\$1,000.00) may be requested by the Host Group not earlier than one year prior to the Convention. Requests for advance loans are to be addressed to the Regional Convention Chairman who will coordinate and authorize the disbursement. These Advanced Expense Loans are to be repaid in full to the Lone Star Region's Region Convention Fund before any distributions of profits derived from the convention are made. Please note the following:

- a. The funds MUST be applied for in the form of a written request. If other funds are used, the LSR BOD must be notified in writing within two (2) weeks of the request for the funds.
- b. If LSR funds are requested, the LSR Treasurer will be part of the convention financial group and will have visibility into all financial activity.
- c. ALL expenditures must have an original receipt for the services obtained, otherwise, the expenditure will be considered a donation to the convention.
- d. The final convention books will be closed 6 months after the close of the convention, and the Board of Directors will have a final copy of the convention report no more than 30 days later.

Motion passed.

Donna Orr in light of the events surrounding the 2016 convention and it not being specifically stated who's responsibility it is to schedule the Mid-Year and Annual BOD meeting, the following change needs to be made to the By-Laws:

ARTICLE V - Conventions

16. It is the responsibility of the current year's Convention Committee to schedule the following Board of Director's meetings:

- a) Mid-Year – The weekend prior to Super Bowl weekend, unless otherwise approved by the LSR BOD.
- b) Annual – The Sunday of the convention weekend, unless otherwise approved by the LSR BOD.

Motion passed.

Jeff Palmer provided a reminder, since the July 2015 BOD meeting, new officers are installed into office on May 1 of the year they are elected; based on the LSR fiscal year. This means that the new Division Directors and Directors At Large will take office on May 1, 2016.

Blake Bogs reminded us that his Youth Brochure was supposed to be covered in OLD BUSINESS but was skipped. Since July 2015, Blake circulated the brochure for approval and it was approved. After some discussion, a motion was formulated for the LSR to fund up to \$750 for the printing of the brochure to be circulated around the LSR at train shows and conventions. 2016-01-10 LSR Motion 12 passed.

Rod Fredericks opened a discussion on the "Three Strike Rule" by the NMRA. After some discussion, it was decided that more information on this rule is needed. Jeff Palmer will be contacting the NMRA to get more insight into this rule.

Blake Bogs presented for board approve a Youth Award Josh Warner. Josh has been working with Blake and has demonstrated great interest in model railroading.

The board voted and approved the awarding of the Youth Award to Josh Warner. 2016-01-10 LSR Motion 13 passed.

Mike Mackey concluded the meeting with a pep talk for the 2016 Convention.

The meeting concluded at 2:32 PM.



All about the community of model railroading and rail enthusiasm!

Proud supporter of the Lone Star Region

Cowcatcher

www.cowcatchermagazine.com

Dealer Ads

Advertise your layout here

...in color!

contact

DONNA ORR

972-342-8598

dlo-rs@sbcglobal.net

Pike Ads

Blackland Switching Company

www.texaszrail.com



Tom Browning MMR, Owner
5923 Over Downs Circle
Dallas, Texas 75230-4039

214-692-9784

thomascb2004@yahoo.com



Tall Pine Lumber Company RR

West Coast Logging in On3

Chuck & Laurie Lind

3680 County Road 324

Navasota, Texas 77868

979-219-3305

Texas Western Model Railroad Club

6808 Forest Hill Drive, Forest Hill, TX 76149 (817) 547-2092



www.twmrc.org

Building New HO & HOOn3 Layout

Clinics

100% NMRA

Memberships Open

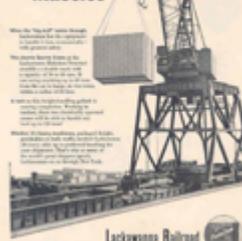
Home of the Texas Western Train Show

Thursdays 7:00 PM to 9:30 PM

Saturdays 3:00 PM to 9:00 PM

When Freight Needs

Mighty Muscles



Lackawanna Railroad

Lackawanna
Railroad



**Pennsylvania Railroad
Laurel Valley Secondary**



Pittsburgh Division Circa 1957

Brady & Jane McGuire, Sherman, Texas

903-868-2726

Southwestern Pennsylvania in Texas O Scale



THROUGH AIR-CONDITIONED SLEEPING CAR SERVICE BETWEEN PANAMA CITY, FLA., AND ATLANTA, GA.

GRIZZLY RIDGE R.R.



1881 **Grrr** 1889

The Bear-ly Make It Route

A 6" Division of the

Ark-La-Tex Modular Club

Tom White

Haughton, La.

**ACME
& MINERAL
CITY
RAILROAD**

Bill Dryden

469-964-8571

Georgetown, Texas

bdr1149@airmail.net

Life Member NMRA & LSR

Whether it's cars, bananas or bologne,
smart businessmen...



Riley Triggs | ponyrr.blogspot.com



B.E.D.T.

FARMERS GRAIN & TERMINAL

SHORTLINE RAILWAY

TIMETABLE No. 12

CHURCH LANE — COMMERCIAL ST.

W. J. Zahn
PRES. - GEN. MGR.

A. C. Zahn
TREAS. - DINING SUPT.

Tara Dawn Walker

PKY. & PASS. AGENT

Traffic Dept: 270-0702



Pike Ads

Your Pike Ad can be in color! Contact Donna Orr at dlo-rls@sbcglobal.net



We meet Thursdays 7 to 10PM, and the 2nd and 4th Saturdays of the month (10 AM to 4 PM). Business meeting, 1st Thursday of the month. Memberships open. From I-40, take the Lakeside exit (#75). Go north on Lakeside 2.2 miles to U. S. Highway 60. Turn right, go east 3.9 miles east. Turn right on I Ave., look for the yellow building with a red roof. P. O. Box 31105, Amarillo, TX 79120 (806) 335-3333. www.amarillorailmuseum.com



MILWAUKEE
SOUTHWESTERN

"THE LINDAS"
WACO, TEXAS



"THE SHINE LINE"
HOUSTON, TEXAS HO & 1 1/2" SCALE

COWTOWN MODEL RAILROAD CLUB



(Formerly the LMRA Railroad Club)
Fort Worth, Texas

An HO-scale, EasyDCC operating club rising from the ashes of a club that was forced to relocate and is in the process of constructing a new layout. Visit our website for membership and contact information.

Gold Rail Award Winner 2009, 2010 & 2013

www.cmrrcc.webs.com

THE SOUTH SIDE AND RIO MESA
Dallas, Texas



An HO club layout being built to operate! Featuring DCC, signaling, train detection, computerized dispatching and car forwarding.

We currently have openings for all interests and skill levels. Join us Tuesdays at 7:30 in the historic Sears Catalog Warehouse - now the South Side on Lamar Building just south of the convention center in downtown Dallas.

www.railroadmodelers.com



DAWCHA SOUTHERN RAILWAY CO.

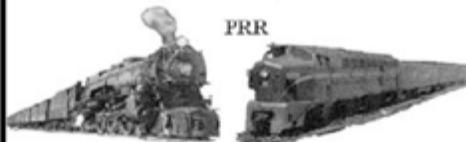
IRON HORSE ROUTE



CHARLIE SPANGLER, PRES. 2351 Rolling Creek
830-865-4515 Spring Branch, Tx 78070-5656



THE ALLEGHENY RAILROAD
HORSESHOE CURVE
ALTOONA



PRR

Jerry Schoenberg
Carrollton, Texas (972) 242-9053
arrjerry@aol.com



www.dovetailstudio.com/trains

Galveston Model Railroad Club and Museum

314 27th Street
Galveston TX 77550



Gilbert Freitag Houston, Texas

NEVADUN RAILROAD

Jim Packer
Colleyville, Texas 76034
817-514-7291
E-mail - jim.packer@sbcglobal.net
Website - WWW.NEVADUNRAILROAD.COM



San Antonio Model Railroad Association

Located in the Bob Clarke Heritage Rail Museum
4000 Sq. Ft. Layout and Museum
7702 Narrow Pass, Live Oak, Texas 78233

Meetings are 2nd Friday of every month, 7:30pm

Two Big Train Shows Every Year in January and July

Visit www.samrats.org for details and to order San Antonio & Northern LSR Commemorative Boxcars
Or call Ron Nagel 210 651-5188

Art Houston's
Grande Pacific Model Railroad
Houma, LA
GrandePacificModelRR.org
YouTube Channel: arthurhouston3

MID SOUTH RAILROAD CLUB

BATON ROUGE, LA

MEETINGS: EVERY TUESDAY @ 7:00PM
HO WALK AROUND WITH NCE-DCC

SANTAFE@TLXNET.NET



*We are empty
without you*

**Next Issue
May 2016**

Deadline for
submissions is
April 15



submittals and inquiries | rileytriggs@gmail.com