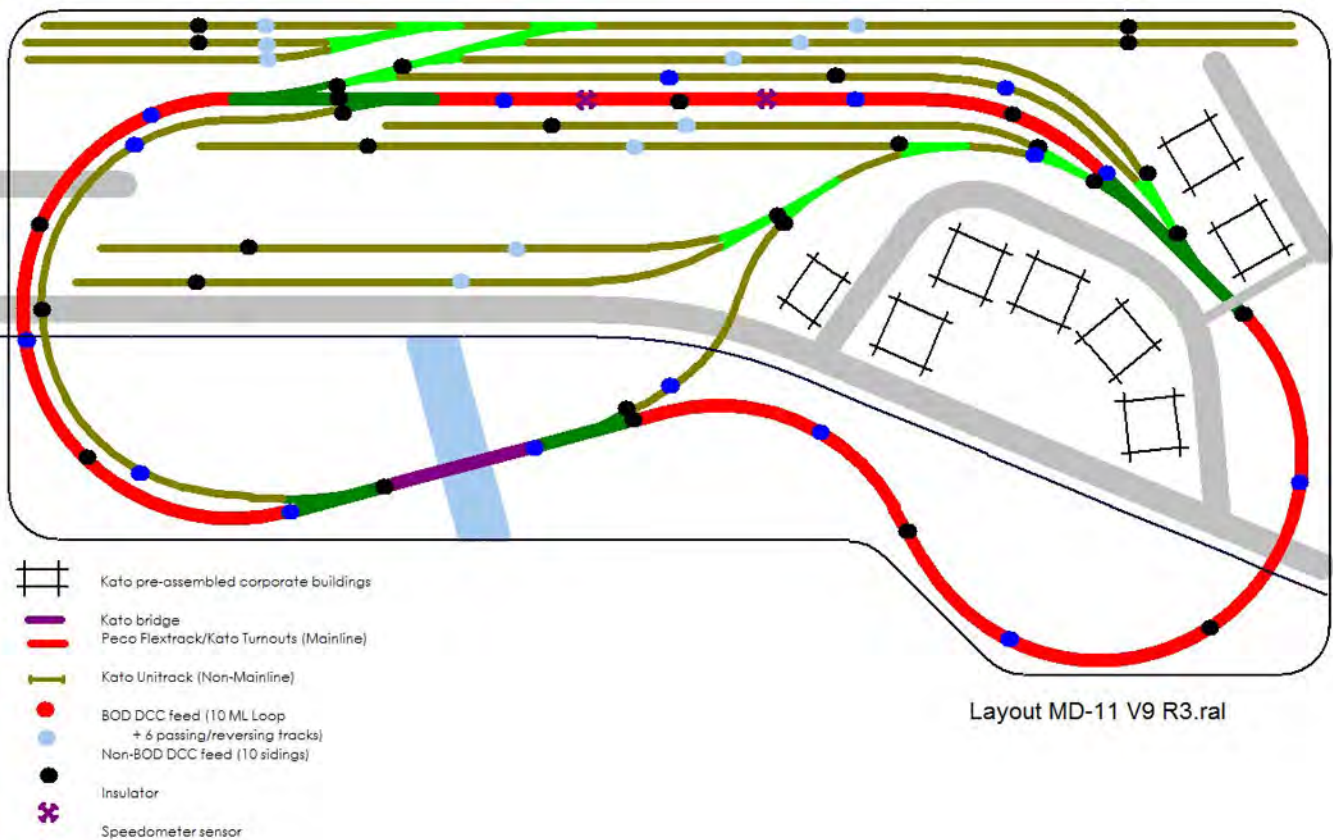


THE ORDERBOARD

Tackling 'Layout MD-11'

by Hugh Boyd



Editor's note: N'Crowd member Hugh Boyd has started a new layout, which he is calling "Layout MD-11", and says, "I have a long way to go yet - hopefully it will take four or five years!"

Hugh describes his recent experiences:

During the early stages of construction I found that the table sagged excessively, so I'm in the process of installing a third set of legs at the table center - just like the undercarriage pattern of the long range McDonnell Douglas MD-11 freighter aircraft. Hence the layout's name, which conveniently also has an "11" to acknowledge my 2011 start.

The layout is loosely based on the Salt Lake Route as published last summer in *Model Railroader* magazine. The illustrated layout had excellent scenery that I will not attempt to duplicate, but I promise I'll do better than I did on my full-size layout.

Conversely, the magazine's layout didn't go all the way. I intend to move a little further, particularly on the electrical front. My layout will have trackage alignment that will allow the turning of trains, and it will have remotely controlled turnouts and block occupancy detection, both of which will be actuated

See MD-11 page 5

"GREEN EYE" - CLEAR BLOCK

by Ted Davis, President

Micro-Trains kits, club shirts and more

I recently brought in the unassembled Micro-Trains kits which had been painted for the BC&G. These appear to be from a project started about 15 years ago. Interestingly, I found some old BC&G decals with the kits. Rick Gonzalez volunteered to finish the decal job by adding the road numbers to some of the box cars. The locomotive decals were given to Vince Walker so he could finish the locos he has painted.

Several members spent time assembling the kits during layout work sessions. The team included Harvey Stalarow, Richard Bartlett, Danial Gutierrez, Joe Kingsberry and Dejan Suskavcevic.

The working inventory of the "former" kits is as follows: 19 blue 50-ft. boxcars, 20 brown 50-ft. boxcars and 31 brown 40-ft. boxcars. We have not yet determined how many will be available to members.

We have no record of the cost of the original kits. I performed a survey of seven kits that I own and this gave an average price of \$9. However, Gordon Bliss thinks we got a better deal as he believes the purchase was at the time that Micro-Trains was closing out kit production.

We have received membership renewals from Al Hague and Conrad Baum, and we have had two new members join the club: Welcome to Barry Miles and Paul Stanaford.

Steve Lancaster said he is willing to build a storage case for our T-Trak modules, but he will have to wait on the design to see how much space will be available under our BC&G layout after we clear out some of the surplus building materials.

Don't forget we have the limited run (now less than 50 left) BC&G Atlas Precision Design boxcars for sale to members at \$25. These were custom pad printed by

Double R Graphics and donated to the club by Tom Marsh. A photo and more information appear in this issue of *The Orderboard*.

Also in this issue is a report from Hugh Boyd on his latest layout efforts. In addition, "super detailer" Joe Kingsberry shows us how to create a one of a kind gondola load, and Tom Marsh shares some recent experiences with N-gaugers in the United Kingdom.

The recently issued Intermountain KCS "Southern Belle" covered hoppers caused some controversy among the members because they were longer and painted differently from some other models. Tom Cobb has done some research to explain the reasons for the differences by surfing the web and through personal observations by way of some railfanning.

Several members have requested we order more of the blue club polo shirts. Please get with Harvey Stalarow in person or by e-mail at hstalarow@hotmail.com no later than May 30 with your size and quantity information. Note that like the last time we will only order as many shirts as members preorder. We have been sold out of the blue polos since last April.

Next month will see the second anniversary of the "new" *Orderboard*. Many thanks to all the contributors who have made the newsletter possible.

The 35th Anniversary "Mini-Con" committee met Wednesday, April 27, to further develop plans for the 2013 event. See the minutes in this issue.

Planned for the May meeting is the much anticipated BC&G golden spike ceremony. Operating sessions should start soon as well.

Finally we wish Happy Birthdays to Charlie Aselin, Barry Miles and Steve Redd.



Next N'Crowd Meeting: 7 p.m. Wednesday, May 18

Papa Ben's Train Place, 4007-E Bellaire Blvd.
Come and check out progress on the BC&G!

**Houston N'Crowd
Membership Meeting Report
March 16, 2011**

Prepared by Richard Bartlett, Secretary

- Our March meeting was count down and started at exactly 7:00 p.m. by Ted Davis.
- Ted introduced a new member who was present, Barry Miles. Introductions went around the room for Barry.
- A single door prize was handed out to Dan Gutierrez (again!). Dan got a gondola.

President's Report

- Ted brought out several post-cleanup boxes of "free stuff" which members picked through for their layouts and T-shirts. Ted also handed out several pins from anniversary meetings past.
- Tom Marsh showed a set of BC&G cars that were six months late getting to the club. Members were offered first dibs on a car and production poster of the art for the car at \$25. Several members bought into this purchase. (Yours truly will pick one up the next time I see Tom.)
- Ted and Tom discussed decals for the club's approval. Tom reminded us that the original artwork was gone, but the present likeness Tom produced was a close approximation. Discussion revolved around color selection but no final determination was made. Gordon and Ray discussed adding several sets of numbers to insure cars would have unique identifiers. Ted then produced several copies of the originals that must have surfaced while he was cleaning up. Gordon pointed out that these would need restoration with decal solutions to keep them from disintegrating in water.
- Ted produced several boxes of BC&G cars that had not been completely assembled, nor decals and numbering finished. (This cleanup was productive!) Ted, Tom and Gordon went on to discuss what finishing these cars would entail, and Ted asked if members would be willing to tackle the job. Rick Gonzales, Richard Bartlett, Dejan Suckovcevic and Dan Gutierrez volunteered to take on this task, especially as the reward for this effort was a promised completed car!

Layout Master's Report

- Tom Wayburn was asked to fill in for the absent layout master and he reported that the freight yard had been wired, and when flipped over, it was discovered that some of the drops were on top of support risers. Tom also indicated that solder on several of the drops had failed. Tom indicated he would remedy this within the next week so that the freight yard could be tested as soon as possible.

Vice President's Report

- Charlie was absent, so no report.

Treasurer's Report

- Tom Marsh stated we have \$13,159.17 in the checking

account, and the CD had \$4,796.45 earning a whopping 0.41 % interest!

Secretary's Report

- We had 13 members present for the meeting: Richard Bartlett, Ted Davis, Barry Miles, Robert Moore, Eddie Aycock, Dan Gutierrez, Dejan Suckovcevic, Rick Gonzales, Gordon Bliss, Tom Marsh, Ray Byers, Steve Lancaster and Tom Wayburn.

New Business

- Tom Marsh reported that there was no additional movement regarding our 35th anniversary meeting.
- Tom Marsh reminded members that the Big Texas Train Show would be October 8-9 at the George R. Brown Convention Center. Clubs will participate free. Tom also announced the Houston Railroad Museum's Open House on April 9, and the Annual NMRA Lone Star Division Chili Cookoff in Alvin also on April 9 at the Alvin City Park by the Alvin Railroad Depot. Try to make both if you can.
- Eddie Aycock reported that he had been to Baton Rouge, La., to see several well-designed and set up HO layouts for operating sessions over a weekend at the end of February. Eddie was very excited with one, as the owner had 55 operating brass Allegheny steam engines. He said this was an annual event, and that if members would like to do this next year he would provide advance notice.

Old Business

- Gordon reminded us that he would like to hold an operating session at his layout for members to become familiar with throttles, Rail-Ops, etc., to be better prepared to use the club's layout when operating sessions begin. He plans to hold this session sometime in April or early May.
- Motion to adjourn was passed at 8:07 p.m.

**Houston N'Crowd
Membership Meeting Report
April 20, 2011**

Prepared by Richard Bartlett, Secretary

- Just prior to the meeting, a brief board meeting was held and Al Hague was approved as a returning member.
- The meeting began at 6:59 p.m. when "Judge" Ted Davis called it to order. Ted re-introduced Dominic (Train Dog) Valdez to the members both old and new. Dominic commented that his brother Jason had his priorities wrong and was in class rather than at the meeting.
- The Missing Member call went to Jason Smith, but there was no answer.

President's Report/New Business

- Ted announced that any members interested in buying a blue N' Crowd polo shirt with yellow embroidered

N'Crowd emblem, should voice their interest, as he was prepared to order another run. Harvey Stalarow's brother can get the shirts for \$14 to \$18 per shirt. Ten to 12 members present indicated interest. Ted promised more details after he discussed further with Harvey to get a more definitive price.

- Door Prizes: Joe Kingsberry won a train book, and Tom Marsh won an SP hopper. As Tom had just stated that the prize was going to be his just before the second drawing, several members voiced that "...the fix was in!"
- Ted proceeded to give away blue hats (very stylish, see photo below) left over from the last convention - the perfect place to sew on the N'Crowd patches given out at previous meetings as door prizes.
- Ted talked about the inventory of cars that had been assembled from spare parts - brown and blue reefers, with BC&G detailing. Rick Gonzales is busy applying numbers to the cars - a tedious process. Plans are to try and obtain additional missing chassis parts. Joe Kingsberry volunteered to donate some trucks that he had left over. Ted later indicated that a potential price for the cars might be \$9.00.

Vice President's Report

- Charlie Aselin was in attendance, but had nothing to report due to his recent overtime.

Treasurer's Report

- Tom Marsh reported that the beginning balance was \$13,159.17 and the ending balance was \$12,999.77. Ted gave Tom some additional money from member dues and the donation kitty. Tom indicated he would add it to next month's balance when it gets deposited.

Layout Master's Report

- As Charlie was working overtime during the past several months, he deferred to Tom Wayburn. Tom reported that significant progress had been made electrifying the tracks for the freight yard and more recently, the passenger yard.
- Tom has been working on the engine yard during the past few weeks.
- The previous Wednesday, Ted Davis, Ray Byer and Richard Bartlett installed a DB150 loaned to the club by Ted, and a reverse loop board. The previous Saturday, Gordon Bliss, with help from Eddie Aycock and Richard Bartlett, wired the passenger area. By 5:30 pm on Saturday, Barry Miles, Gordon and Richard tested the passenger area for DCC function. All but two small areas successfully ran the 6359 BNSF engine through the various sidings and the reverse loop. The failed travel was caused by an excess of insulating joiners at

several turnouts, and these will require additional drops. The expectation is that all will be ready by the next meeting.

Secretary's Report

- The turnout for April was up 28 percent with 18 members in attendance. Members present were: Richard Bartlett, Ted Davis, Charlie Aselin, Tom Wayburn, Dan Gutierrez, Doc Moore, Joe Kingsberry, Eddie Aycock, Steve Redd, Rick Gonzales, Barry Miles, Dominic Valdez, Bob Folser, Gordon Bliss, Dejan Suskavcevic, Ray Byers, Steve Lancaster and Tom Marsh.

Old Business

- Gordon discussed having an extended operating session to teach newer members how DCC operations and Rail Ops work. Tentative plans are to have a session on Saturday, May 14, 2011, from 1:00 p.m. to 9:00 p.m. Gordon requested that members send him an email to indicate interest and potential time for arrival. A map to Gordon's house and layout will be provided. Gordon's email is gtbliss@aol.com.

Show and Tell

- Dejan showed his handiwork, having made several code 55 turnouts, including two double slips which required some extra ingenuity. These were first-rate turnouts, and several members asked if he was going to make enough for them!
- Richard Bartlett mentioned his efforts to organize an excursion to the Texas State Railroad as part of the 35th MiniCon in October 2013, and agreed with Ted that details of this would be discussed at the next board meeting.
- Ted steered the discussion back to how to replace the Digitrax DB150 he has loaned to the club. Ted suggested using our Papa Ben's gift certificates. A motion to use the certificates to purchase an Empire Builder set with DB150, a new throttle, etc., was passed near unanimously. This was promptly followed by a motion to adjourn, which passed unanimously at 8:02 p.m.



MD-11 from page 1

and annunciated on a satellite panel. MD-11 will also incorporate grade crossing bells and a train speedometer, but this time around I will not go to the extravagance of a video system, nor the inconvenience of lift-up sections, nor a signaling system and the several other goodies I installed on my current layout.

I will operate my trains with the new version of the Digitrax Zephyr DCC controller, which has some neat new features, including the Recall button. This layout will represent no particular real-world location or railroad, but it will be my attempt to replicate a strictly freight-only contemporary North American railroad operation.

I'm building this layout in my garage. I wanted to get it operating in a basic kind of way before the hot days of summer arrived. Start-up day was Thursday, March 3, 2011, a nice spring day. I will continue construction in the months ahead, making early morning starts and quitting around 9 a.m.. As on my full-size layout, I intend to modularize many components, then fit and wire them up on site. In many instances I will be able to prefabricate some things in my hobby room while it's hot outside and even hotter in my garage.

In my design I followed the basic loop alignment with one side indented towards the other as depicted in the magazine, but I'm going with a single track rather than their double. As in the magazine, I trimmed a foot off a good length of the original 4-ft. by 8-ft. plywood sheet. I'm using Kato Unitrack straights, curves and turnouts everywhere, except for Peco flextrack with simulated concrete ties on the mainline loop.

I'll incorporate ten blocks in the mainline loop, plus six more on passing tracks. All will report train occupancy to my panel. I'll also incorporate 17 remotely controlled turnouts that will be actuated with toggle switches on the panel. Each exit from the mainline loop will utilize a No. 6 turnout with the non-diverging route as the mainline.

I purchased a pair of folding legs which I bolted

to a sheet of 3/4-in. medium density fiberboard (MDF). I turned the table over by myself using a ratchet system fixed to the roof rafters. That didn't work at all well so there will be no further rotations to access the underside.

I glued a sheet of 1/2-in. styrofoam to the MDF and then another 1/4-in. MDF sheet on top of that. Finally, I glued a continuous 3-mm sheet of cork to create a four-ply sandwich. The idea of the styrofoam was so that I could cut out a river with steep banks and install the obligatory railroad bridge.

I laid the flextrack on standard cork roadbed which I had already trimmed to the same width as the adjoining Kato Unitrack and painted to match the Kato track's gray color. I joined the flextrack pieces using

Kato Unijoiners. Placing the flextrack with glue, particularly on the tight radii curves that I'm using, is always tricky and I was relieved to get that done. The remaining rail installation will all be Unitrack with which I am familiar - even the cutting and soldering to accommodate oddball track lengths.

As with the magazine's Salt Lake Route, I intend to have a central longitudinal scene divider down the middle with a mountain scene on one side and an intermodal yard and corporate/industrial scene on the other. I want to work on the mountain side first while I refine my ideas for the remainder.

I'm finding that on a smaller layout of this size it's not possible to provide rail access to every potential customer site. One such inaccessible area I will designate as a corporate zone with several multi-story buildings with road access only.

I am struggling with two items in this project: First, the weight of my layout. It's already quite heavy and the third set of legs won't help. I am adding casters to increase its mobility.

The remaining items I propose to install will add weight of course, but I think weightwise, even with the arising styrofoam mountains, I'm almost there. The second item is how my creation will survive Houston summers in my non-air conditioned garage. My buddy



Here are pictures of my buddy Les and his son Brian making the first circuits on the portable model railroad layout that I'm building in my garage.

Andy is on my back to install wall/ceiling insulation and a roof mounted air conditioner. I don't intend to do that because the basic idea behind my project is to prepare a modest model railroad layout to take with me when eventually I'm obliged to move to a place that provides care for the aged.

One feature I intend to incorporate will address both these concerns. I intend to mount the panel, controller and other heat sensitive items on a trolley which will also have casters and will be connected to the layout by old-fashioned printer cables with Centronics connectors. When the layout is idle I will disconnect the trolley and store it in my house.

When completed, I will run Kato models of modern freight locomotives and various manufacturers' contemporary rolling stock. Kato's recently announced Kansas City Southern SD70ACe locos will look nice there, likewise my two UP heritage locos and the yet unannounced third run of Kato's GEVO "swoosh" locos will all find homes here. I've got several colorful cylindrical hoppers, spine cars and other stuff on order, so my new layout will provide extra trackage for my ever-expanding roster.

That's where I'm at right now. I'll keep you posted as I proceed with my new journey.

BC&G boxcars now available!

A limited number of Atlas ACF 50-ft.-6-in. single door Precision Design boxcars painted for N'Crowd's Bayou City & Gulf are available for purchase from the club for \$25 each for members and \$30 each for non-members. The cars were painted and pad-printed by Double R Graphics of Lindenhurst, N.Y.

The cars were donated and all proceeds from the sale of the 50 cars benefit the club. An 11-in. by 17-in. "builder's poster" (reproduced in miniature at right) is included with each car.

The project was originally conceived in recognition of the 2010 National N-Scale Convention, which was held in June, 2010, in Sugar Land and Houston. However, the 50 undecorated cars were not delivered by Atlas on the expected schedule, in fact, arriving weeks after the convention. The car number, 62010, represents the convention date, and also happens to slot into the BC&G boxcar number series (see the February/March 2011 issue of *The Orderboard*).

The ACF Precision Design boxcars were produced in the late 1960s and early 1970s. Among the railroads purchasing variations of the 50-ft. car were Missouri Pacific, MKT, Illinois Central and CNW. ACF exited the boxcar construction business in 1981.

The dimensional data and positioning of dimensional, build, reporting mark and warning stencils were extensively researched to ensure prototype practices were followed on the model as closely as possible. The car is stencilled with a build date of 6-70. A unique feature of the cars' lettering is the "multiple number" system employed by Double R Graphics. This "feature" means that the end number is not the same as the reporting mark number. This does provide a benefit: It will be easy enough to buy two cars and change the road numbers!

The new boxcars can be purchased at any N'Crowd membership meeting or by arrangement with Ted Davis.



ACF Industries Precision Design Inside Post Boxcar
for
Bayou City & Gulf Railroad, Houston
Car Nos. 62000 - 62299



Variations on a theme

by Tom Cobb

Editor's note: The release of InterMountain Railway Co.'s Trinity 5161 covered hopper in Kansas City Southern's attractive "Southern Belle" scheme resulted in some conversations about the relative accuracy of the model compared to the Micro-Trains version.

Neither car is 100 percent accurate. InterMountain makes note on its website that the model is based on a Trinity prototype, but is painted to match KCS's Gunderson cars, complete with a Gunderson logo. The Micro-Trains car is based on an ACF prototype. Tom Cobb offers these observations on the prototype KCS cars.

I recently observed carefully a loaded southbound KCS grain train on a slow roll through our neighborhood. Here are some observations. Both the ARI and Gunderson cars have four loading troughs that are white like the Inter-Mountain models. Both cars have large KCS heralds, no difference in size observed on any of the cars. The ARI and Gunderson cars appear to be of similar length.

The Micro-Trains car has gray paint on the small upper side ribs which is correct for ARI cars. The Inter-Mountain cars representing the Gunderson version do not have gray paint on the upper side ribs, and this is correct.



At left is the InterMountain covered hopper in KCS's "Southern Belle" paint, at right is the Micro-Trains version. Photos courtesy InterMountain and Micro-Trains. Below, comparison of the prototype cars on KCS's first freight run on the "Macaroni Line" in June 2009. Three photos by Tom Marsh.



Waste not, want not

by Joe Kingsberry

Editor's note for new members: This assignment came from the president, not me, but we encourage you to follow Joe's example!

Being that I am a new member of the club, I was given the assignment of writing a short article for *The Orderboard*. I thought I would write about a quick and easy project, a one, maybe two-nighter.

Most of us have at some time decaled locomotives and rolling stock, leaving the question of what to do with all that paper backing after the decal slides onto our project. Just like the full scale railroads, waste not, want not. Note that the paper scraps vary, and are perfect for simulating scrap metal.

For the project, we need white glue, an eye dropper, paint, powdered chalk, water, and of course a gondola or two.

There are two options: Build the scrap load directly into the gondola, or build a thin (.005-in.) styrene liner, slightly taller than the gondola, making the load removable.

Stack pieces of paper backing, dab a few drops of white glue and water the stack down using the eye dropper, then allow to dry. Continue the process until you have the desired height.

Now scatter various leftover items in the load, such as styrene tube (steel pipe), door/window screen (wire mesh), and other odds and ends to round out the load. Glue them down and let dry.

Give the load an overspray of rust color paint, and dab other colors into the load, including blues, reds and yellows. Follow with a dusting of powdered chalk in rust, brown and black, and seal with Dull Cote.

Now you should have a convincing scrap load.



Top, Joe Kingsberry demonstrates a removable scrap metal load he built with scrap decal paper and miscellaneous pieces of plastic and wire. The second photo shows how the load sits in the car.

Below, one of Joe's gondolas waits to be spotted at the scrap yard in Bennett on the N'Crowd's Bayou City & Gulf layout. Photos by Ted Davis.



There goes my train!

More UK rail adventures, by Tom Marsh

This April, I had the good fortune to have a business trip to the United Kingdom coincide with an exhibition put on by an N-gauge club in the Reading area. On the same Saturday, I stumbled across the first public runs of a newly-restored main line steam locomotive, and during the week of my real business in Scotland, I was finally able to hook up with the Aberdeen Model Railway Club. The club is housed on the grounds of the Ferryhill Railway Heritage Centre, which itself includes a railway structure the oldest part of which dates to around 1854.

I'll let the photos tell the rest of the story.



Most of my rail travel this trip was on IC-125 HSTs like the one at left, which is approaching Reading station. These trains date to the mid-1970s, but are widely considered to be superior to more modern trains introduced since the 1990s. HSTs, which travel at speeds up to 125 mph, still form the backbone of many train operating companies' rosters, and they can be found from the south of England to well north of the Scottish border. More information about these speedy trains can be found at www.125group.org.uk.



The N-gauge exhibition was hosted by the Berkshire Area Group of the N Gauge Society (BAG), and it featured eight exhibition layouts based on UK, US and even French meter gauge railroads. At left center, this module built by a BAG member recreates Twyford, a town on the Great Western mainline between Reading and London, in great detail. At bottom left is Pinewoods Lumber Co., set in Canada. Below is Somewhere in France, a free-lanced layout using Z-scale track to recreate a French narrow gauge line.

The BAG exhibition was held at the Sindlesham Baptist Church in the Wokingham area, which is a few miles southeast of Reading.





The layout at left is Langley Road, and it illustrates a fairly typical arrangement for a UK exhibition layout. Most UK exhibition layouts I have seen incorporate a well-detailed, compact scene on the "public" side and a staging or fiddle yard and operating controls on the back side. Langley Road has travelled to multiple exhibitions this year.

Woolton Junction, shown in the five photos below, features modern UK railroading in a North Hampshire setting. The design again features a highly detailed public side with staging and controls behind the view block.





After the model railway exhibition, I took a short train ride to Didcot, home of the Didcot Railway Centre. This operating museum, on the grounds of a large former Great Western Railway shop facility, is home to the Great Western Society's collection of steam engines, rail cars, signals, buildings and more. When I arrived I found a line of photographers along the museum's main track clearly set up for something special. As it turned out, everyone was waiting for King Edward II, a Great Western 6000 or King class steam locomotive that has been under restoration off and on since 1985. Built in 1930 and retired in 1962, the locomotive sat derelict in a scrap yard for more than 20 years. The runs at Didcot on April 2 marked the locomotive's public debut since completion of the restoration. The 4-6-0 has been finished in the early British Railways blue livery, which was applied to large passenger engines upon nationalization of the UK's major railways after World War II.

On my rail journey the next day from Reading to Aberdeen, my HST stopped for a crew change in Newcastle. I hopped off for a quick shot of another HST on an adjacent track, and to grab a quick shot of my own train. When I headed back for the vestibule door, it was locked! That was it for me; the train, in the photo below at left, departed with my luggage, compamy laptop and cell phone. Fortunately for me, even on Sunday afternoon, there were multiple trains that could get me to Aberdeen, and I recovered my luggage and other property the next day at the Aberdeen station thanks to the assistance of the fine staff of East Coast Trains. In Aberdeen, I visited the Aberdeen Model Railway Club, which has both N and OO gauge layouts under construction. The N-gauge layout is shown in the photo at right below. All-in-all, a fine adventure!



2013 'mini-con' planning continues

In the January/February issue of *The Orderboard* we made note of some funny math ($35 + 30 = 2013$) and the start of planning for an N-scale "mini-convention" or "mini-con" in 2013 recognizing the 35th anniversary of the founding of the N'Crowd Model Railroad Society and the 30th anniversary of the first national N-scale convention, which the N'Crowd organized and hosted in 1983. While the event is still some time off, a committee has been formed and some preliminary planning has been underway.

A tentative schedule has been put forward, and a second meeting of the convention committee has taken place. The committee envisions that the event will take place in conjunction with the Houston Railroad Museum's Big Texas Train Show in October, and the museum's board of directors has agreed that N'Crowd can link the event to the show.

The tentative schedule at present envisions a four-day event:

- Thursday - prototype tour; meet-n-greet reception; registration
- Friday - clinics; N-Trak setup; self-guided area layout tour
- Saturday - model contest; clinics; N-Trak operations at the show, self-guided area layout tour, awards dinner and manufacturers' presentations
- Sunday - NTrak operations; train show tear down

The committee met most recently on April 27, and the minutes of that meeting appear below.

The meeting convened at Fuzzy's Pizza, 3905 Bellaire Blvd.

1. Meeting called to order at 7:10 p.m.
2. Discussed Richard Bartlett's proposal for a Texas State Railroad charter train and associated special run cars, etc. Motion to table the discussion until Richard can be present to present details. Motion seconded and passed.
3. Motion to adjourn made, seconded and passed at 7:30 p.m.

In attendance: Tom Marsh (Acting Chair), Steve Lancaster, Ray Byer, Terry Hooks, Charlie Aselin, Tom Wayburn



TIME TABLE

Mark your calendar now for these upcoming events!

May 18

N'Crowd Membership Meeting
Papa Ben's Train Place

May 27-28

North Texas Chapter NRHS
24 Hours of Saginaw

June 9-12

LSR NMRA 60th Annual Convention, Lubbock

June 15

N'Crowd Membership Meeting
Papa Ben's Train Place

July 3-9

NMRA National Convention,
Sacramento, California

July 20

N'Crowd Membership Meeting
Papa Ben's Train Place

August 17

N'Crowd Membership Meeting
Papa Ben's Train Place

September 21

N'Crowd Membership Meeting
Papa Ben's Train Place

THE ORDERBOARD *from Houston N'Crowd*

Published as close to monthly (but no promises!) as possible for members and friends of N'Crowd Model Railroad Society, Inc., Houston, Texas.

Tom Marsh, Editor
Send newsletter contributions to: tom@houstonNcrowd.org. We reserve the right to edit submissions for clarity and length.

Visit our Web site:
www.houstonNcrowd.org

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