



News from Houston N'Crowd



May/June 2021

# THE ORDERBOARD



Phil Whitley



Gordon Bilss

## *Inside:*

**Locomotives get a lift**

**Semaphores and wigwags: The end  
Comanche & Indian Gap action**

**Airbrushes have been busy**

**Chasing Chinese steam**

*And more...*



Gordon Bilss



Tom Marsh



Hugh Boyd

# "GREEN EYE" - CLEAR BLOCK

by Tom Marsh, President

## In-person activities return

I'm happy to report that scheduled N'Crowd activities will take place in-person beginning in June.

**Membership meetings and more:** We will return to in-person gatherings at Papa Ben's with our June 16 membership meeting. In addition, our Test & Tune sessions will restart July 7, also at Papa Ben's. However, we are not planning any operating sessions just yet. This will be a topic of discussion during our virtual meeting on May 19.

**Masks still required at Papa Ben's:** As of this writing (May 15), Papa Ben's owner Allyn Pearlman says that even though the CDC has revised its masking guidelines, masks will be required at Papa Ben's during business hours until further notice.

**BC&G work progresses:** The track changes in the BC&G's Englewood Yard are complete, while wiring changes and other work on the layout's electronics are ongoing under the direction of Ray Byer. According to Ray and reports from the railroaders participating in the weekend BC&G running sessions, many of the niggling faults that we've been experiencing have been resolved, but some are still to be addressed. In addition to our goal of trouble-

free public running sessions, the work will let us resume BC&G operating sessions later this year.

**Also in the works:** N'Crowd Member Naz Hally is putting together a new BC&G layout plan document. Naz's new track plan will incorporate the track changes since the last version was prepared by member Tom Wayburn some years ago, along with other enhancements that should help with future layout maintenance and repair.

**BC&G featured:** Be sure to pick up a copy of the May/June 2021 *Cowcatcher Magazine* at Papa Ben's. Our own Bayou City & Gulf gets a two-page spread in the issue. Copies can also be ordered at [www.cowcatchermagazine.com](http://www.cowcatchermagazine.com).

**Greater Houston Train Show update:** Or not, as it turns out. Show sponsor San Jacinto Model Railroad Club recently submitted a proposed floor plan for the August 14 show to the Stafford Centre, but has received no reply as of this writing (May 15).

Stay safe, and happy railroading!

Tom

### Houston N'Crowd 2021 Officers and Volunteers

President ..... Tom Marsh  
Vice President ..... John Sweigart  
Secretary ..... Bill Busch  
Treasurer ..... Eddie Aycock  
Board Member (2021) ..... Randy Ollett

Board Member (2022) ..... Allan Melton  
Board Member (2023) ..... Ray Byer  
Immediate Past President ..... Samuel Townsell II  
Layout Master ..... Randy Ollett  
Editor & Webmaster ..... Tom Marsh



**N'Crowd Wednesday Membership Meetings:**  
May 19 (virtual only via Zoom) / June 16 / July 21  
Meetings start at 7 p.m. at Papa Ben's Train Place.

**N'Crowd Test & Tune Sessions:** First Wednesday of odd-numbered months. 6 p.m. to 8 p.m. at Papa Ben's.

**N'Crowd Even-Month Ops Sessions: CANCELLED UNTIL FURTHER NOTICE.** Saturday and Sunday BC&G running sessions are ongoing.



# We meet for swap meet!

Our first in-person activity in many months took place Saturday, April 10, when N'Crowd Past President Gordon Bliss hosted an outdoor swap meet for N'Crowd members and friends at his home in Crosby.

The weather was great, trains and things changed hands, pizza pleased the crowd and everyone was invited to run trains on Gordon's "Santa Fe - All the Way" layout. All-in-all a good time. Thanks, Gordon!

*Top, there may have been more talking than trading during much of our April swap meet! If we have enough interest, we'll organize another swap meet later in the year.*

*Right, Gordon believes in the total immersion theory for getting the most out of his model railroad.*

*Below, one of the many great vistas on Gordon's "Santa Fe - All the Way".*





# More from Monaghan

N'Crowd member Andrew Monaghan has been wielding his air brush again, and the results are illustrated here. Andrew's work brings a lot of color to the scene when the equipment visits our BC&G.



*Above and right, this handsome ABB set of N-scale Kato F3s in Northern Pacific's mid-1950s two-tone green scheme were lettered with Microscale decals.*

*Two below, modern tractor-trailer rigs painted for Wisconsin-based Marten Transport. The blue truck cab and its trailer are by Trainworx. The white truck cab is by Showcase Models, with a Trainworx trailer. All are lettered with decals from Circus City Decals.*

*Below right, a Life-Like switcher painted and lettered for Alton & Southern Railway, a switching railroad in the St. Louis area.*





At right, continuing the St. Louis-area theme, a Life-Like switcher painted for Manufacturers Railway is busy at the brewery. The decals are from Microscale. Manufacturers Railway serviced the Anhauser-Busch St. Louis brewery from 1887 to 2011.



Above and at right, a pair of Life-Like switchers and a Kato caboose have been given the bright red paint scheme of the Terminal Railroad Association of St. Louis. Microscale decals were used on all three. TRRA has provided terminal and switching services on both sides of the Mississippi River in the St. Louis area since 1889.



## Kingsberry delivers SP headend cars

N'Crowd member and SP superfan Joe Kingsberry continues his efforts to capture the essence of the SP in the 1960s. The latest head end cars to pass through Joe's paint shop include these two Micro-Trains end-door baggage cars. One is painted in the scarlet and silver General Service paint scheme, while the other carries the General Service Gray paint scheme. Both paint schemes were introduced in 1958, according to the *Southern Pacific Painting and Lettering Guide* published by the Southern Pacific Historical & Technical Society, and there is photographic evidence for baggage cars painted in both schemes.





# Chasing Chinese steam

by Hugh Boyd



*The railway line through Jingpeng Pass is punctuated by viaducts, tunnels and horseshoe curves. This viaduct makes a more or less 90 degree curve. Chinese railroads have a standard viaduct design that is widely used throughout their system. The picture shows double-headed 2-10-2 locos working towards the Jingpeng summit tunnel, still several miles ahead.*

Here is a selection of pictures I took in November 2004 while on my fifth Trains Unlimited tour to yet another of the world's railroad hot spots. This time we sought out steam power in China's Inner Mongolia. Our trip covered several steam powered operations, including a steel mill, a coal mine, steam operated yards, and a mountainous rural area where the rails from China's western areas lead towards Beijing.

For this story, I've concentrated on our visit to a northern portion of the Jingpeng Pass. We were treated here to exclusively steam-powered trains transiting loops, tunnels and viaducts, all with semaphore signaling. The trains were frequent and usually hauled by double-headed QJ class 2-10-2 steam locomotives with

around 50 assorted cars on the assault of the grades to surmount the intervening mountain range.

I understand that when originally built in 1995 more modern railroad technology was already in use elsewhere in China. Apparently, economy was of prime concern, hence single track, steam and semaphores were utilized with the idea of modernizing the system when more prosperous times arrived. Seems those days are now here; steam was mostly phased out by the end of 2005, replaced by Chinese-built diesels, and I now read that the interesting circuitous alignment that we viewed is scheduled to be replaced by a 26 km tunnel, apparently with a view to increasing train speed and line capacity.





*Above, we did not see many trains with solo engines, but here's one approaching a grade crossing, which in keeping with the economical construction of the line, was manually attended. Below, from the village level, we are looking up to a double-headed train laboring its way to the summit tunnel, yet a mile or so away.*







*This page and top of Page 9, there are several viaducts on the approach to the Jingpeng summit; the one I have pictured here is the longest and most easily accessible, and I thought also the most interesting. Note that one of the trains is powered by a single 2-10-2. The norm was double-headers.*







*At left, in areas of northern China, wheat fields predominate rather than the ubiquitous rice paddies of southern regions. Here a 2-10-2 double-header steams past a small plot of wheat; some has already been harvested in anticipation of the coming winter snows. Below, we also visited the 2-10-2 maintenance facility at the Datong yard. There were numerous such locomotives there undergoing the maintenance and refueling routines. We were allowed almost unrestricted access and could wander about the yard to locate the best photo angles.*





# Big changes for ‘Anytime’

by Michael Cianciolo

2021 is shaping up to be a transition year for my layout. First, after nearly six and a half years of development, my layout has a proper name. That name is “Anytime” since I’m a fan of both transition era and modern, 21st-century equipment.

Also, I will be temporarily suspending operations on my layout once I acquire new pink sub-roadbed foam as the blue foam hasn’t been well cared for. The mainline and siding on my layout will eventually be covered by a tunnel enclosed in a mountain; this will be to add a scenery break. I’ve even contemplated adding a small Z scale loop on the mountain, although I don’t know if I’ll do this or not.

I’ve been contemplating building a staging yard to store more trains to add more options for operations. This project will probably materialize around July. I still need to do measurements and acquire more Kato Unitrack, including some new No. 6 turnouts.

At the end of March, I decided to part with two of my locomotive due to “operating costs.” I sold a Bachmann ATSF GP50 and an older MRC B&O Alco RSD-15. They became a source of funds for future locomotives.

On April 10, I attended the Galveston Railroad Museum Model Train Show, my first train show in 14 months. Most of the equipment I acquired had older Rapido couplers. I replaced one of the couplers on the caboose with a Kato knuckle coupler.

In terms of motive power, I bought two Life-Like locomotives. The C&O E7A was fitted with a Kato knuckle coupler after much finagling. I attempted to do the same with the Florida East Cost E8A, though for whatever reason I was unable to make the conversion work. Perhaps a Micro-Trains conversion would be better.

So I have a lot of things coming down the track for “Anytime”. I’ll be using my YouTube channel to show my progress. To find my channel, search YouTube for “Michael Cianciolo layout update”.



*Above and right, out with the old, in with the new. N’Crowd member Michael Cianciolo has “traded in” these two locomotives and acquired “new” power and rolling stock.*



*Below, the FEC caboose and C&O E unit have been fitted with Kato knuckle couplers.*



*Below, a scene on one of the display layouts at the Galveston Railroad Museum Model Train Show.*





# Amtrak unveils 50th anniversary locomotive liveries

Here's the full text of Amtrak's March 17 press release announcing plans for special paint on selected locomotives. Kato is producing a model of P42 No. 46 in N scale, and it seems likely others will follow.

## AMTRAK RELEASING SIX 50TH ANNIVERSARY COMMEMORATIVE PAINTED LOCOMOTIVES

WASHINGTON - Amtrak fans across the country may soon spot a few freshly painted locomotives featuring new anniversary logos rolling down the tracks as America's Railroad® celebrates 50 years of service this year. The first of six different commemorative 50th anniversary locomotives has already entered service on the national network.

"We chose locomotives already budgeted for new paint as part of our life cycle preventative maintenance program and used the opportunity to celebrate this significant milestone on the most iconic component of our business," said Amtrak President Stephen Gardner. "The locomotive designs uniquely honor our heritage and our vision of connecting communities, economies and families nationwide."

The commemorative locomotive list includes:

- P42 #46 in "Phase V 50th" - The standard Amtrak livery for the past two decades with our "Connecting America for 50 Years" slogan including a large golden yellow 50.
- P42 in "Midnight Blue": An all new one-of-a-kind paint scheme celebrating the dedication and commitment of our employees moving people around the clock and across the nation.
- P42 in "Phase VI" - The first adaptation of the latest Amtrak livery phase on a P42.

- P42 in "Phase I" - A rendition of Amtrak's first livery phase dating back to 1972.
- P42 in "Dash 8 Phase III" - The award-winning livery designed for the Dash 8 locomotive fleet in the early 90s, adapted for the first time to a P42 locomotive.
- ALC-42 #301 in "Day 1" scheme - A historic throwback to the unique design created for the first day of operations on May 1, 1971, applied to Amtrak's newest locomotive.

Each P42 locomotive is being painted and overhauled at the Amtrak Beech Grove shops in Beech Grove, Ind., rolling out over the coming months and entering service across the national network. Employees will also ensure that these locomotives are maintained to high performance and safety standards. ALC-42 #301 is currently being manufactured by Siemens in Sacramento, Calif. and is expected to be delivered in April to undergo testing in the Northeast Corridor before entering service on the national network.

In addition to the commemorative locomotives, 50th Anniversary collectible items are also now available for purchase at the Amtrak store, including t-shirts, glasses, a challenge coin, pins and other celebratory Amtrak gear.





# Semaphores and wigwags: The COVID trip of 2020

*Conclusion, by Gordon Bliss*



*This is the BNSF Transcon at Dalies, N.M., where the northern route joins the southern route; one photo, 10 signal heads!*

After an awesome stay at the 1898 Castañeda Hotel, originally operated by Fred Harvey, Allan and I got a shot of the hotel from the depot track and found some 1912 rail still being used!

Across the street is the Rawlins Building, and per our innkeeper, the building served as the Harvey Girls' dormitory. The building is being renovated, and restoration has started on all the beautiful tin/metal work that adorns the facade.

Next we drove up to the Montezuma Castle, a retreat built by the Santa Fe Railroad in 1886 next to a natural hot springs. Now owned by United World College, we were not allowed on the property due to the COVID-19 pandemic and we could not get a decent photo.

Returning to Las Vegas, we took pictures of the last standing Santa Fe roundhouse, originally a 34-stall structure built in the early 1900s. The turntable is gone and a trucking company uses the building now. We then headed south out of Las Vegas and found a remote pair of semaphores and took detailed photos. A bit further and we found a nice old truss bridge, with abutments

proclaiming a construction date of 1941.

We worked our way west to Apache Canyon that afternoon and caught the eastbound *Southwest Chief* just east of the canyon. We grabbed a shot of the train at Rowe with an H5 searchlight signal and some jointed rail. We went for the money shot at Bernal and caught the *Chief* splitting the blades. We took one more shot and caught a set of blades just south of Las Vegas, and then stopped the chase and headed south to Belen.

Before arriving in Belen, I pointed out Dalies, at the top of the hill from Belen. This is where the original route from Raton and Albuquerque (now the passenger route) and the Transcon (the newer route) come together. All the old signal bridges and water tower are gone, replaced by just one modern signal bridge offering up ten signal heads in one shot! We took about 45 minutes as the sun set to take some time exposures.

Next morning we scoped out the yard in Belen, which includes fueling racks in both directions, a

*Continued on page 14*



*Right, the Hotel Castañeda, the oldest Harvey House and now open again for guests, in Las Vegas, N.M.*



*Right, the Rawlins Building across the street from the Hotel Castañeda was used as the Harvey Girls dormitory. The second floor facade is faced all in metal and tin work!*



*At right, The last standing Santa Fe roundhouse is at Las Vegas, N.M.*



*Below, More than meets the eye at East Rowe, N.M.: H5 searchlight signals (almost as rare as a semaphore), jointed rail on the siding, a working pole line and the eastbound Southwest Chief.*







*Left, Amtrak's Southwest Chief dropping the blades on a 100-year-old semaphore at Bernal, N.M. Below, at Belen a locomotive lashup with an old BNSF Warbonnet unit and a new BNSF 25th anniversary locomotive passes the old Harvey House, now a museum, and the station.*

*Bottom left, a westbound BNSF J. B. Hunt stack train rolls on the Transcon just west of Clovis. Bottom right, a detector array worthy of a Star Wars film at Melrose, N.M.*



*Continued from page 13*

division office, depot and Harvey House. The roundhouse was here until the mid-1970s. The Santa Fe housed their collection of heritage locomotives here until they tore the roundhouse down. A convenient overpass gives good views of the yard. From the overpass we spotted a set of four locomotives with a 25th anniversary loco and a Warbonnet! SCORE!

We saw a couple more trains pass and then we headed to Abo Canyon. I've made three trips into the canyon, but now security fences and warning signs rule. We kept on to Mountainair, where the Santa Fe depot is still used by BNSF. We caught another westbound just outside of town. Next along the line was Vaughn, where the BNSF crosses the terrain on a several-miles long dirt fill that crosses the Southern Pacific (now Union Pacific). Here the largest of the Belen Cutoff's Mission Style stations is still used by the railroad.

Next along the line is the crossing of the Pecos River at Fort Sumner. The long bridge here, the dirt fill at Vaughn and Abo Canyon were the last three stretches of single track on the Transcon in New Mexico. We

caught several trains on our way to Clovis, and we stopped in Melrose to look at the flat spot where the depot once stood. It was torn down a few months before our trip, a true loss. Just west of where the depot stood is an impressive set of detectors that look like something from Star Wars!

We spotted a couple of trains in Clovis and then headed to Lone Star Jct., where we saw a couple of trains pass the water tower and grain elevator. We saw an earthworm (grain train) coming west off the Transcon and going south on the line to Galveston.

We had a quick dinner in Lubbock and headed to the Slaton Harvey House. This is a great bed and breakfast now, and we heard at least three trains pass during the night. The cinnamon rolls are so good they will put you in a coma! If you are ever in the area stop in, you will be glad you did.

The next morning we faced an eight hour drive, so we made a speed run to get home before dark. This was a fabulous trip, with a ton of finds and lots of trains, so get on the road and find some trains!

THE END!



## Looking for a kitbashing project?



*Photo courtesy of National Archives of Canada*

Here's something that popped up on the Plastic Freight Car Builders group on groups.io. IOX 2031 illustrates a different approach to multi-compartment tank car design. Canadian Car & Foundry built the car in 1920 for Canada's Imperial Oil. According to the post's author, Imperial owned 51 three-compartment tank cars, and some remained in service until 1958.

This would be a challenging kitbashing project, although there are plenty of used N-scale three-dome tank car models to put under the saw and knife, and both Micro-Trains and Bachmann currently have three-dome tank cars available.

If you tackle this or any other kitbashing project, take a few photos and share your efforts with us in *The Orderboard*.



*Possible starting points for a kitbasing project are available from Micro-Trains, above, and Bachmann, below. Images courtesy of the manufacturers.*



## A work in progress on the 'Eagle Route 3'

Long-time N'Crowd member and MoPac modeler Vincent Walker dropped a hint about his current efforts with this photo, and this time Jenks Blue paint was not in his airbrush.

Is this the start of a *Texas Chief* that may soon be seen detouring over Vincent's "Eagle Route 3" layout?





# Action on the C&IG

by Gordon Bliss; photos by Allan Melton

If you've been to the Houston Area Live Steamers' Zube Park operation in northwest Harris County, you know it is a sight to see. There are many "live steam" tracks around the country, and I was invited to a real jewel many years ago, the Comanche & Indian Gap Railroad.

As the name indicates, the railroad is located in Texas near the town of Comanche. The man who built this wonderful railroad was Roy Pickard, and his dream was to have a live steam railroad that operated like the real railroad. Roy and wife Marilyn have invited guests to operate his railroad for many years with Spring and Fall Flings. These events attract Live Steamers from all over the country.

You may recall from part 1 of our *Semaphores and wigwags: The COVID trip of 2020* story that Allan Melton and I stopped in at the C&IG on the last day of the 2020 Fall Fling. Allan and I were able to attend the 2021 Spring Fling in April and we had a great time.

On Tuesday we set out cars at the industries so we could begin operations on Wednesday. Wednesday thru Saturday noon, we operated the railroad in a prototype fashion. On the east end of the railroad is Comanche Yard. If you're on a road train you get clearance from the yardmaster on channel 1 to the first town of Caddo (end of the yard limits). Here you change your radio channel to 7 and contact the east end dispatcher. The dispatchers are located at Zuni in Tower 17, which looks like a large deer stand at the

*At right, top to bottom: Comanche Yard with Danny Click's Z Train ready to depart; Our train in Helper cut. The train crossing overhead has an all-Houston crew; The steaming bays at Indian Gap; 1:1 scale ATSF No. 999187 is a CE-1 steel cabooses, showing off a fresh coat of paint.*





top of the hill.

On your way up the hill you will pass over the 100-ft. long Mississippi Bridge, pass through a tunnel at Helper Cut, and climb the hill through Lehnis. Continuing up the hill through Medicine Bow you cross the HE&WT Railroad, which is protected by a smash gate.

As you enter Coconino you see the east leg of the wye to Indian Gap, and then roll into Zuni, the halfway point. Change to channel 3 here and the west end dispatcher will give you clearance through Maximillian, Slow Order and Mexican Hat, location of an interchange with the HE&WT.

Heading west your train goes through Tlaquepaque and Anasazi. A crossing with the HE&WT is guarded by a pair of working semaphores! Roll on through Gotebo and into Yellow Yard, which is the yard limit for West Yard. Change to channel 4 to get clearance into the yard where you swap cars, turn your engine and riding cars and go back across the railroad eastbound.

It never gets dull. Allan and I were lucky to be the crew on Gilbert Freitag's awesome ATSF RS2. After a 9 a.m. safety meeting our train was on the road about a half hour later.

Fridays and Saturdays attract more people that want to run the railroad, but not operate, which creates more traffic. Operations include scheduled passenger trains, sometimes in two sections, and hotshot Z Trains.

Roy is no longer with us, but Marilyn still visits the track during the meets. Danny Click and his father Billy have taken stewardship of the railroad. A number of rebuilding projects have put the railroad in great shape, so it should be around for another 40 years for the "boomers" to operate Roy's dream, The Comanche & Indian Gap Railroad, a Texas jewel!





# Locomotives get a lift

by Tom Marsh and Al Dykes; photos as credited

I think most heavy lift projects are interesting, and heavy lift projects involving historic locomotives built more than eight decades apart tick a number of boxes for me.

The two locomotives in question, Texas & New Orleans 2-10-2 No. 982 built in 1919, and Union Pacific EMD SD70ACe No. 4141, built in 2005, were both moved recently. The 982 was moved so as to get it out of the way of proposed real estate development around Minute Maid Park (known very early in its life as “The Ballpark at Union Station”) in downtown Houston; No. 4141 was moved for permanent display at the George H.W. Bush Presidential Library & Museum in College Station.

The lift of No. 4141 was straightforward, but the

lift of No. 982 posed a few challenges.

At the end of the move from downtown, the 982, secured to a section of display track, was set track and all on a curved siding near its final storage location. It would have to be lifted off the track section, the rail and ties moved out of the way, then set back down on the curved, live rails. Al Dykes, a Gulf Coast Chapter - NRHS vice president who assisted with the 982 move, wrote this: “The set down was tricky as the curvature of the track was close to the limit for 982: 350 ft. curve radius. The loco was tilted nose down and lowered wheel set by wheel set, until each set’s flange was on the inside of the rail head. It went fairly smoothly until the No.5 driving wheel. At that point the contractor brought a tractor and attached a chain to the frame to



Above, on March 21, UP No. 4141, the “George Bush” locomotive, was lifted off UP rails for the move to its new home at the George H.W. Bush Presidential Library and Museum at College Station, Texas. Photo by Leonard Ruback

Below, an artist’s rendering of No. 4141 on display at the library. Image courtesy of George & Barbara Bush Foundation.





generate a sideways pull. That didn't work, so they brought up one of the winch trucks. The big rig was up to the task and soon all fourteen wheels were on live track for the first time since 1957."

With the locomotive on the siding, the next step was to move it into the fenced storage where the Gulf Coast NRHS cars are stored. Dykes tells us more: "A portable air compressor was plumbed into 982's air reservoir to provide braking in case it took off down the slight downgrade into the fenced-off track. In the meantime, volunteers applied a coating of switch grease to the high or outer rail of the curve leading to the switch. The next big moment was to see if 982 would move. The cable from a winch truck was attached to the frame under the cab, the slack taken up and yes, 982 moved! There is a short section of straight track leading into the driveway crossing. Free from the resistance of the curves, 982 seemed to roll quite freely with some slack into the tow cable.

"The next issue was how to move 982 into the compound. Obviously the winch truck could not pull directly as it would be trapped inside. The thought had been to attach a snatch block to the coupler of the helium car and pull at 90 degrees through the fence. The riggers realized that the roller at the end of the winch truck was at the same height as the front coupler of 982, so the winch truck changed ends and pushed. The crossing is curved at the side closest to the gates, so despite being on a slight down grade, once the back wheels of the winch truck left the pavement and went into the grassy area in front of the gate it lost traction. 982 was stopped halfway through the gate at this point.

"Not to be deterred, they attached the cable to 982's front coupler and pulled it back out halfway across the crossing. They then backed the winch truck into contact with the front coupler and gunned it to get some momentum. This carried 982 and the winch truck over the grassy area and through the gates. The track alongside the warehouse is straight and 982 rolled by itself the final yards to within a tender's length of the helium car.

"A collective sigh of relief was heard at the successful re-railing of 982 and placement on the secure storage track. The move of about 600 feet is the longest 982 has moved on its own wheels since 1957."

Title to the locomotive has been turned over to the Texas Railway Preservation Association, Inc., the successor organization to the group that cared for the locomotive at Hermann Park for many years. No definitive plans have been made concerning the locomotive's future, although the group is trying to acquire a tender to replace the one spirited away a few years ago.



*Above, cocooned No. 982 and the display track sitting on the curved siding. Photo by Tom Marsh.*



*Above and below, rigged and ready, No. 982 takes to the air. Above photo by Al Dykes, below by Phil Whitley*



*Below, No. 982 rolls on live track again. Photo by Al Dykes*





# LCL

*Less than Car Load: a few notes from your editor*

**Thanks:** Thanks as always to everyone who contributed to this issue. For the first time in quite a while we had more submissions than page space, so thanks also for the head start on the July/August issue! Deadline for the next issue is July 2.

**Expanded Time Table:** Train shows and other activities, including our own Test & Tune sessions, are ramping up as the pandemic situation improves. We've devoted extra space to the N'Crowd Time Table this issue to capture as many of these activities as possible.

## HOUSTON N'CROWD 2021 TIME TABLE - SUBJECT TO CHANGE

### May 19

N'Crowd Membership Virtual Meeting, 7 p.m. Details will be sent to members via email.

### June 6

N'Crowd Operating Session **Cancelled**

### June 16

N'Crowd Membership Meeting, Papa Ben's Train Place, 4007-E Bellaire Blvd, Houston, 7 p.m.

### June 26

Inaugural Red River Railroad Prototype Modelers Meet, Forest Hill Civic Center (Fort Worth area)

### July 7

N'Crowd Test & Tune, Papa Ben's Train Place, 4007-E Bellaire Blvd, Houston, 6 p.m.

### July 21

N'Crowd Membership Meeting, Papa Ben's Train Place, 4007-E Bellaire Blvd, Houston, 7 p.m.

### August 1

N'Crowd Operating Session **To Be Confirmed**

### August 14

Greater Houston Train Show, Stafford Centre

### August 18

N'Crowd Membership Meeting, Papa Ben's Train Place, 4007-E Bellaire Blvd, Houston

### August 28-29

Austin Train Show, Palmer Events Center

### September 1

N'Crowd Test & Tune, Papa Ben's Train Place, 4007-E Bellaire Blvd, Houston, 6 p.m.

### September 16

N'Crowd Membership Meeting, Papa Ben's Train Place, 4007-E Bellaire Blvd, Houston, 7 p.m.

### October 2-3

Annual Fall Plano Train Show, Plano Centre

### October 3

N'Crowd Operating Session **To Be Confirmed**

### October 20

N'Crowd Membership Meeting, Papa Ben's Train Place, 4007-E Bellaire Blvd, Houston, 7 p.m.

### October 31 - November 1

33rd Annual New Braunfels Train Show Jamboree, New Braunfels Civic Center

### November 3

N'Crowd Test & Tune, Papa Ben's Train Place, 4007-E Bellaire Blvd, Houston, 6 p.m.

### November 5-7

East Texas & Gulf Rail Modelers Association 2021 Annual Model Train Show, Hebert Public Library, Port Neches, Texas

## THE ORDERBOARD

*News from Houston N'Crowd*

N'Crowd Model Railroad Society, Inc. is a 501(c)(3) nonprofit educational organization incorporated in the State of Texas.

### Tom Marsh, Editor

Published fairly regularly for members and friends of N'Crowd Model Railroad Society, Inc., Houston, Texas.

Send newsletter contributions to: tom@houstonNcrowd.org. Please note: We reserve the right to edit any and all submissions for clarity and length.

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