

Houston N'Crowd



2011 Highlights

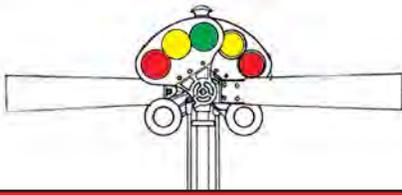
THE ORDERBOARD

Another busy year!

This special edition of *The Orderboard* features highlights of our 2011 activities and members' submissions to the newsletter.



N'Crowd paving brick at the Rosenberg Railroad Museum in recognition of our donation.



News from Houston N'Crowd



THE ORDERBOARD

February/March 2011



The N'Crowd display at the 2011 Greater Houston Train Show featured Mike Anawaty's portable layout . The annual spring show, sponsored by the San Jacinto Model Railroad Club, took place February 19 at the Stafford Centre.

Another great

Greater Houston Train Show

by San Jacinto Model Railroad Club!

All aboard the crazy train!

by Mike Bodak/Photos as credited

Another San Jacinto train show is over and it looked to be a good time had by all.

The day started off very early for Leslie and me at 3:30 a.m. We had to get to the Stafford center by 6:00 a.m. to set up our HO modules (yes that's right, we belong to an HO club also, so put down the torches and pitch forks).

Leslie started the day out by helping President Ted get the N' Crowd table set up, and then she helped with the NMRA Division 8 table. I started the day off at the NMRA Division 8 table. The table was set up next to the registration table and when the door opened at 10 a.m. there were a great deal of people. I gave out flyers and talked with prospective members. This lasted for about an hour and a half, then things started slacking off.

While on the subject of the NMRA Division 8 table, I would like to see more of our club members put in time at the table. No other clubs worked the table all day. Remember this is one way to get new members into model railroading and into the club.

The vender area was well set up I thought and had some great deals. I picked up a new engine (Tex-Mex GP-38) from Papa Ben's and Leslie found her beloved craftsman kits.

As we walked around the show we saw the Galveston County club was there with their traveling layout as well as the NASA club (NANOS) with their T-Trak modules.

Mike Anawaty brought his layout for the N' Crowd and a lot of people stopped by and commented on it. Mike was having some kind of bad day. He kept the car department busy. If it had SP on the car it was getting bad ordered. I personally feel there had to be either a Santa Fe or a UP conspiracy going on.

The contest room was our next stop. There were some fantastic models on display. Most impressive had to be the large scale depot. By the way, don't talk to Ted and tell him which models are yours while he is taking pictures.

Leslie entered an N-scale DPM kit that she had modified and an HO tank car. She made the

decals for both the building and the tank car. I built a Northeastern craftsman kit of what would have been my father-in-law's co-op in Bryan, Texas. My daughter Lindsay built and weathered an HO-scale Athearn blue box kit of a Santa Fe 40-ft. box car. She took third place in freight rolling stock. I would like to encourage all members to build something and enter the contest. It is a lot of fun even if you don't win.

The show ended at around 4:30 p.m. and after packing up we got out right at 6:00 p.m. It was a crazy but fun day!

On a closing note, for the next show we may want to consider giving away door prizes. I noticed no other club did that. Maybe a couple of cars from the overstock, or better yet Ted; everybody needs a train club president.

Until next time, I would like to wish all of you safe and happy railroading.





Opposite page: This guy has found the best seat in the house for someone his size!

Above: Lindsay Bodak's first effort at an Athearn blue-box kit took third place in the freight car model competition. Leslie Bodak entered a Dr. Pepper tank car and a three-story building based on a DPM kit.

Above right: A closer view of Mike Anawaty's layout.

Right and below: Three crowd favorites - HALS, Galveston County MRRC's animated N-scale layout and Santa Fe's Warbonnet in S Scale! Four photos above by Ted Davis, others by Tom Marsh.



'New' BC&G power delivered

Longtime N' Crowd member Vince Walker has made a lot of progress painting some of the locomotives acquired by the club in recent years into the "early" Bayou City & Gulf paint scheme. The project was made possible by the discovery of some old BC&G decal sheets, which Vince rehabilitated for the project.

El Presidente Ted Davis took the pictures when Vince delivered the loco shells to the BC&G. Once DCC decoders are installed and the mechanisms tuned up, the locomotives will be a big boost to the BC&G roster. Thanks, Vince!

More power to the BC&G! Vince Walker with his latest efforts in support of the BC&G roster expansion. Photos by Ted Davis



Golden spike ceremony marks completion of BC&G mainline

by Richard Bartlett, Ph.D.

The Bayou City & Gulf Golden Spike Ceremony capped off the July 20 membership meeting. As Gordon Bliss was the longest continuously active club member present, he had the honor of driving the spike to mark completion of the BC&G mainline. The real gold spike was donated by "Doc" Moore.

The spike was placed in front of the Bennett passenger station. Two opposing BC&G locos were brought in a la May 10, 1869, when the Union Pacific and Central Pacific railroads joined rails at Promontory Summit, Utah. Photos and videos recorded the historic moment... and a good time was had by all!



Above, the spike ready for driving. At right, Gordon drives the golden spike to mark the completion of the BC&G mainline, and moments later two BC&G locos couple up alongside the newly-driven spike. Below, Gordon gives some DCC tips after the golden spike ceremony. Photos by Tom Marsh



Trains run to timetable (more or less) at first BC&G operating session

by Gordon Bliss

After a move and multi-year rebuilding of the layout at Papa Ben's Train Place, operations began on the Bayou City & Gulf on July 6, 2011.

It took a lot of work getting the railroad wired, running and set up, and it ran in a prototype manner. The club purchased a computer and the RailOP software for car forwarding; Eddie Aycock did most of the keypunching and set-up for the first operating session.

During the first session, two passenger trains were run by Richard Bartlett. These were the eastbound and westbound BC&G *Bluebonnets*, which ran from Bayou City and New Braunfels. Steve Lancaster was in charge of the large freight yard at Englewood, Charlie Aselin ran the town of Bennett and Joseph Kingsberry ran the town of Austin.

Rick Gonzalez ran a freight train out of New Orleans and picked up cars in Englewood, and Tom Wayburn ran a freight train out of Gulf to Bennett. Club President Ted Davis stopped by to see how things were running.

Eddie and I oversaw the session. We ran trains until almost 10 p.m. and overall the operations went very well with only a few glitches.

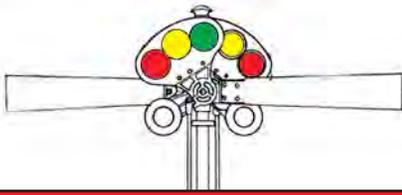
The plan is to have operating sessions on the first Wednesday of each month, so if you are interested, come on down! If you have never run trains in a prototype manner we can show you the ropes; it is a lot of fun.

If you would like to reserve a slot at a particular operating session or you have any questions, send an email to Eddie at efaycock@aol.com.



At top, Eddie Aycock works on layout set-up a few days before the first BC&G operations session. Above, Steve Lancaster works the main yard during the session. Below, Eddie and Gordon Bliss confer during the operating session. At left, action on the outskirts of Bennett on the BC&G. Top photo by Tom Marsh, all others by Rick Gonzalez.





THE ORDERBOARD

November/December 2011



Steve Lancaster unveils the rejuvenated Union Station model. Photo by Tom Marsh

Extreme makeover

by Steve Lancaster

I recently undertook the challenging task of restoring Loren Neufeld's remarkable model of Houston Union Station. This iconic structure has served several incarnations of the BC&G for the better part of three decades. As a result of old age

and a life spent on the road, the old girl was in desperate need of a makeover.

I began by separating the building from the foundation and the train shed, or I should say I

*See **Extreme makeover** page 7*

Extreme makeover *from page 1*

continued the process. I removed the few shed legs that hadn't already been lost. They were wood I beams, which are extremely fragile, so I replaced them with identical styrene pieces and gobbled on the CA.

The front portico was mounted at a scale 17 feet, while the supports holding up the front were 16 feet tall, giving it a noticeable slant. Looking at the old glue scars, I suspect it once broke loose and was reattached too high. Rather than break it loose again and possibly cause more harm than good, I elected to rebuild the front supports at 17 feet.

I scrubbed the building and shed with soapy water and a soft paint brush. I peeled, carved and sanded away a small handful of old glue throughout the project. I repainted the foundation with Floquil concrete, although it should be weathered after final

installation. I also replaced the plastic wrought iron fence protecting the platforms from wayward passengers with Gold Medal Models brass fence.

The only thing I added to the original model, other than a few passengers lined up at a gate, was lighting under the concourse shed. The lights are mounted in short styrene tubes, and two tubes penetrate the back of the shed roof and the building itself, providing conduits for the wiring and strengthening the connection between the two subassemblies.

The station is now clean and strong and ready for installation, but it is far from finished. It will take some light weathering and lots of details to blend it seamlessly into our downtown scene.

Best of luck to whoever gets the job!



The rebuilt Union Station will now be able to serve BC&G passengers for many additional years. Photos by Steve Lancaster





We've got the blues!

The blue shirts, that is! If you don't have yours or you need a new one, be sure to attend an upcoming N'Crowd meeting and place your order.

Check out the calendar at right for upcoming event dates. Meetings begin at 7 p.m. Wednesday operating sessions also begin at 7 p.m., but Saturday operating sessions begin at 5 p.m.

The updated calendar at www.houstonNcrowd.org includes tentative dates for all 2012 meetings and most operating sessions. Some Wednesday operating sessions will be changed to Saturday; we will publish those changes in *The Orderboard* and post the online updates as soon as the information is available.

For more information about the BC&G operating sessions, contact Eddie Aycock by email at efaycock@aol.com.

Operating sessions are low-pressure and a great opportunity to run trains, so don't miss out on the fun!

N'Crowd draws a crowd at annual Open House

More than 70 people visited the club's Bayou City & Gulf Railroad during the annual Open House, which took place this year over the first weekend in December. The N'Crowd Open House is held every year in conjunction with the San Jacinto Model Railroad Club's fall layout tour schedule. However, almost every Saturday is open house at the BC&G - have you visited lately? *Photos by Ted Davis*



Scouts visit BC&G for merit badge program

by Ted Davis; photo by Caleb Walker

Boy Scouts from Troop 549 pursuing the Railroading Merit Badge visited the club layout on Dec. 21. The session went fairly well considering the limited space and number of people attending. In addition to the scouts, we had many parents accompanying the scouts, plus our members who were there to help. For more information about the Boy Scout Railroading Merit Badge, go online to: www.scouting.org/scoutsource/BoyScouts/AdvancementandAwards/MeritBadges.aspx and click on the Railroading link. *Photo by Ted Davis*



N'Crowd 2011 Holiday Party

A good time was had by all! The 2011 N'Crowd holiday feast and combat gift exchange took place Sunday, Dec. 11, at the Golden Corral Buffet & Grill on the South Loop near Main St. If you missed this year's party, plan better for 2012! *Photos by Ted Davis*

