



The Conductor

March 2003



March 23, 2003 Clinics and Workshops at Cherry's

The NTGRC will hold a Workshop & Clinic session at the Cherry's House. This will be for anyone in the Club who needs questions answered or to see other ways for getting their railroad up and running. See demonstrations of various modeling, construction, tips and tricks. We would like for our members to assist in these Workshops and Clinics. We need the experiences of all

club members. Contact Dennis either via email @ dbcherry@swbell.net or phone 214 902-0029. The Cherry's live at 11565 Cromwell Circle. From I-635, LBJ Freeway go east of I-35E to the Webb Chapel exit. Take Webb Chapel south, or right to Forest. Take Forest east, or left to Cromwell. Take Cromwell right or south to Cromwell Circle. Take

Cromwell Circle right, or west. Cherry's house is on the right just before the bend. There is not a listing of topics as of newsletter deadline. Call Dennis for more information and times.

B & O Museum roof collapse

By Jamie Stiehm Eric Siegel and Frederick N. Rasmussen
Sun Staff—February 18, 2003

The roof fell in on railroad history yesterday. The landmark 1884 roundhouse - the center of the B&O Railroad Museum complex a few blocks west of Baltimore's Inner Harbor and one of the shrines of American railroading - lost half its roof under the weight of the weekend's snowfall.

The collapse created a gaping hole in the signature building and alarm about possible damage to the historic trains housed there. The damage also caused the indefinite closure of the museum, which attracts 160,000 visitors a year and boasts one of the most significant collection of railroad treasures in the world at a site billed as the birthplace

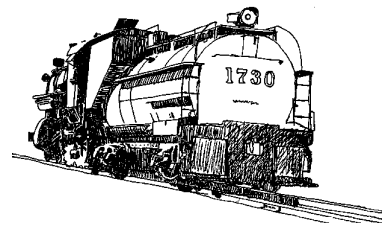
of American railroading.

"I've already cried a thousand tears," said Courtney B. Wilson, the B&O's executive director, as he stood beside the locked gate to the museum's compound. He said portions of the roof first caved in shortly after midnight yesterday and again a few hours later.

Herbert H. Harwood, a retired CSX executive and nationally known railroad historian and author, called the roundhouse "incomparable."

"It is truly a cathedral of transportation," said Harwood, who described it as "the largest circular industrial building in the world ... it really is symbolic of the late 19th century in that it's optimistic, looking forward and upward."

Yesterday afternoon, hours after the collapse, columns of mangled steel stuck out from the roundhouse



at Pratt and Poppleton streets. Locomotives and passenger cars in the museum's collection, some dating from the 1830s, could be seen from street-level windows, covered with snow and debris.

Officials of the museum, which contains one of the world's most extensive train collections, were unable to enter the building to assess the harm to the trains or to the roundhouse itself.

To prevent deterioration to the roundhouse and further damage to the trains, a temporary cover will be placed over the roof when structural engineers determine it would be safe to do so, Wilson said. He said he hoped the roof could be repaired and that insurance would cover the cost.

— *Continued on p. 4*



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Welcome our New Members!

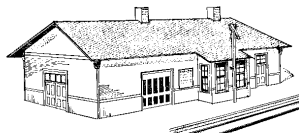
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(972) 377-0900
weberengr@attglobal.net

Name Badges Our club's badge is available from Office Depot stores for around \$5.00. The color is pine green #59, badge style #40. All members are encouraged to wear their badges to all club functions. Not only does it help new members to put names with faces, but it also gives our hosts a good feeling to know there are no strangers in their house!

**NORTH TEXAS GARDEN
RAILWAY CONSORTIUM
YOUR NAME HERE**



Be a Host

Contact Scott Whitfield to volunteer
jazzbanjo@earthlink.net
972-675-0888

NTGRC Shirts The NTGRC has arranged for PANDA Embroidery located in Grapevine, Texas to provide members with NTGRC logo & clothing. They offer a wide variety of styles and price range for clothing. Simply visit their facility one street north and 1/2 block east of the Grapevine Tarrantula Station and choose the style, color, size, price range etc. They will embroider the NTGRC logo for you.

PANDA Embroidery
351 E. Hudgins Street
Grapevine, TX 76051
817-488-4151 Tarrant County

The club contributes \$25.00 to the person or family hosting a club meeting to help defer the cost of refreshments. Any layout is a candidate for a club meeting. Don't feel that you have to have a finished and completely landscaped railroad in order to host a meeting. It can be very inspiring, especially to the newcomers, to see a railroad under construction. Our home meetings are a great way for all of us to become more acquainted. We need volunteers for next year. New members as well as old members are encouraged to volunteer. We enjoy giving and getting ideas from each other.



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2003 Dues are due!

2003 Dues are due.
\$15.00 per individual or household.
Mail your dues to:
David Lynn
N.T.G.R.C. Treasurer
1812 Summit Ct.
Roanoke, TX 76262

www.ntgrc.org

Stay abreast of what's happening in the club and out in the railroad world. Visit the N.T.G.R.C. web-site for in-depth information, schedule changes and information about many things that just won't fit into a four to eight page newsletter.

If there is information you would like to see on our web site contact Dennis Cherry, N.T.G.R.C. webmaster at dbcherry@swbell.net

Jet-powered train chase, from *TRAINS Magazine*

By Capt. John Golden, USAF
-submitted by Stanley Schere

A frequent landmark for my navigation was the old Seaboard Air Line swing bridge over the Savannah River near Clyn, GA. It made a fine checkpoint: it was big, silver, and hard to mistake for anything else when racing overhead at 300 feet. I used this bridge on five or six missions, attacking it from a different direction each time. I saw a train on this bridge only once. It was a northbound stack train out of Savannah with a pair of CSX General Electric diesels in the lead — a thing of beauty!

My all time favorite turn point was in little Sardis, GA. I always briefed my crews that we would turn above the road intersection in the middle of town, but that was

just an excuse to give me a quick peek at a neglected concrete coal dock built by the Savannah & Atlanta Railway, just north of the intersection.

Back in 1991, on the way to air drop Army Rangers in Savannah, I led five C-141's gloriously above the Sardis coal dock at 500 feet. It was my private salute to a forgotten railroad landmark.

I was lucky to be able to plan missions over interesting places, but many times I encountered railroad landmarks by chance. Once, when flying at 300 feet through the mountains in eastern Tennessee, we passed directly over the famous Clinchfield Loops. It sounds fantastic, but the only thing I saw was a few tunnel portals and a lot of snow-covered trees. Once I led a formation of C-141's at 500 feet down the Co-

lumbia River valley in Oregon, and in 30 minutes we saw a dozen BN and UP trains. And believe me Pennsy fans: the only way to really see Conway Yard or Zoo Junction is from the air!

In 1993 my crew was assigned to fly a tactical route through the mountains in northern Georgia, so I decided to start by taking us 300 feet above the Toccoa Gorge to get a look at Norfolk Southern's breathtaking Toccoa Viaduct.

"This'll be awesome," I told my crew. I looked through our maps, found the bridge, determined its coordinates, and completed my flight plan. The next day at 17,000 feet for an hour we ducked down into the hills and began to navigate our way to the bridge.

-to be continued

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For sale by club members

DELTON LOCOMOTIVE WORKS FREIGHT AND PASSENGER CARS CLEARANCE

The Delton Locomotive Works was the first U.S. company to make and market high quality G gauge cars and locomotives. Their early locomotives are genuine collector's items and many of the cars have the same desirability and collectability. The scale was 1:24, or one half inch to the foot, which made modeling of buildings, etc very easy as compared to LGB's 1:22.5 scale. The equipment came with knuckle couplers and these have no problem connecting to USA couplers or other brands. Even Kadee couplers will stay connected if intermixed in a train. These cars are seldom seen in the marketplace, but represent beautiful rolling stock with sharp graphics. They look great when mixed with LGB cars in the same train.



The following Delton cars are Like New and in their boxes, with knuckle couplers and sprung trucks.

- 3280 Colorado & Southern Coach - dark green, w/lights
- 3281 Colorado & Southern Combine- dark green, w/lights
- 3282 Colorado & Southern Baggage - dark green, unlighted
- 4254C Colorado & Southern BoxCar - brown
- 4254S South Pacific Coast Reefer - olive
- 4257 Denver & Rio Grand /California Fruit Reefer- orange
- 4257C Colorado & Southern Reefer, metal wheels - yellow
- 4257Y Denver & Rio Grande Reefer - yellow
- 4258M Hood's Milk Reefer - olive- brake staff and wheel missing
- Special Western Union Tool Car - olive
- UNK Denver South Park & Pacific Box Car- brown
- UNK Denver & Rio Grande Western Hopper - reddish brown
- 4258 Stroh's Beer Reefer - red -no box- brake wheel and door latch missing

These cars are about 1/2 price of list, if they were available. They are ready for immediate delivery. Call Charles Alspach at 972-239-7991 or E-mail at Calspac@attglobal.net

Roof Collapse

— Continued from p. 1

In the meantime, trains may have to be moved, he said. Wilson said he arrived at the museum amid swirling snow about 1 a.m., an hour after the

first section of the slate roof collapsed.

The roundhouse - one of five historic structures in the B&O Railroad Museum complex - opened in 1884 as a facility to build and repair passenger cars. The historic building, in-

cluding the roof, was restored in the mid-1970s at a cost of about \$1.5 million.

Besides housing historic trains - including a replica of the Tom Thumb built in 1927 - the roundhouse is a popular site for events such as political fund-raisers and private receptions. The museum's black-tie gala was set for March 1 in the roundhouse but will now have to be moved.

The museum - on the site of Mount Clare, the first train station in the United States - was founded 50 years ago and is completing a 16-month celebration of the 175th anniversary of the founding of the Baltimore & Ohio Railroad in 1827.

The building, which is on the National Register of Historic Places, has 45,000 square feet of space and takes up nearly an acre of ground.



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Dry Transfer Lettering

I've discovered a new source for dry transfer lettering for our G Scale trains:

C-D-S Lettering Ltd.

P.O. Box 65074

Nepean, Ontario, Canada

K2G 5Y3

Fax (613) 226-5747

www.railwayeng.com/dspp/cdsleter.htm

Email cds_lettering_ltd@sympatico.ca (note: there must be an underscore line after cds and after lettering in the email address.)

They have an excellent selection of lettering for both standard gage and narrow gage US and Canadian railroads (almost 100 different railroads).

Prices are good since you pay the Canadian price adjusted to US dollars. I bought two C&S passenger coach sets for less than \$20 including shipping.

Bennie Shields

The Conductor's Submission Policy

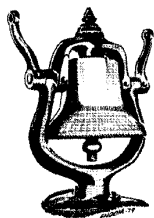
The Conductor will be mailed to you between the first and tenth of each month. The deadline for submissions is the 20th of the prior month. Please submit your article the way you would like to see it appear in the newsletter. Make sure that it is accurate and concise. If it concerns a membership function make sure it has the four w's, who, what, when, and where.

The Conductor is currently a four to six page newsletter, therefore the content of your article is subject to editing for the primary purpose of fitting into the newsletter.

Thanks for your articles, they are appreciated. Remember, this is your newsletter.

Scott Whitfield, Editor
jazzbanjo@earthlink.net

Lost Ding-a-ling



Lost my bell
for the Artiso
0-4-0 Steam
loco ART-
21309, does
anyone have
one avail-
able?

Thanks,
Louis Seldon
1305 Clear Springs Dr.
Keller, TX 76248
817-337-1920
cell 954-610-5121





The Conductor

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We're on the Web at:
www.ntgrc.org

Calendar of Events

March 23, 2003

*Workshops & Seminars—Dennis & Ann Cherry's
Call for times*

April 12

Donna Orr & Roger Shank

May—Stanley & Rene Scherer

June—Ellen & Chuck Crane

G Day Tours

*Sachse Central & Purple Mountain Railroad
Atlantic Crane Lines*

July—Scott & Betty Muchow