



# BANTRAK Newsletter

**Volume 24**  
**Issue 1**  
**January 2011**

## The Engineer's Cab

**Alan Del Gaudio**



First, it's been fun and it's been interesting! The biggest thing that's happened since is the last NL was the B&O show has gone so well. Eric and his team did a good job, with so many curve balls in the last 12 hours prior to set-up.

One-Trak was a pleasant revelation in that Martin's continued tinkering left us with a loop that ran all show long unattended just like a big O-scale train. Fantastic. Who'd a thunk? [Not me-I confess]. Great stuff!

A little anecdote; during one of the TV sessions, I was asked if I'd do an interview and said sure. So on goes the microphone and the camera is recording. I'm answering questions thinking this is taking a lot longer than I expected but I'm answering one thing after another pretty well, brightly even, if I might say. Then I realize I have my hat on low and probably look like I stepped off an open platform but I wasn't about to remove it in the middle of the interview. Anyway-after what may have been 7-10 minutes of dialogue I was glad to see 5 seconds made it past the cutting room floor.

But, the big thing is that we were well-featured by 3 networks on the tele! Kudos to the crews that crawled out of bed at 5 o'clock to have choo choos running for the 6:45 footage.

The last 2 years....

So for what it's worth are things I wish we did or could do:

- More free form modules in 1-T and more of a team session for running the N-Trak layout whether it be DC or DCC. That is to say, we run the layout at a show like an operating session, yardmaster and 2-3 persons stationed at corners and trusting your train will be cared for in each district [block].
- Add smaller venues and more club members with modules. This past show; 5 members [families] provided 30+ modules. Need to "de"consolidate or at least give some of the 5 a break.
- BANTRAK road trip to Cass or somewhere.

Favorite things:

- Turf Valley Nov 2010- a fun layout in a great environment. Thomas Viaduct 1 day event-proved we can run a small layout with a just a Zephyr and Tech 4. B&O Festival of Steam Oct 2009-lousy weather but we had a lot of steam running and Bedford 2010 maybe because it was the most recent Bedford, but all were fun.
- MB Klein layout still needs a BANTRAK plaque, but a lot of fun as well as the summer picnics/seminars "fun time" meetings with no heavy agenda.

I look forward to the next 2 years and will be glad to support the new board.

Thank you for the opportunity to serve. Things turned out pretty well.

*Alan*

### ***Inside this issue...***

|                                      |          |
|--------------------------------------|----------|
| <b>The Engineer's Cab .....</b>      | <b>1</b> |
| <b>Trip To Altoona .....</b>         | <b>2</b> |
| <b>Major RR's in the 50's .....</b>  | <b>4</b> |
| <b>Right of Way Size Study .....</b> | <b>5</b> |
| <b>2010 Festival of Trains .....</b> | <b>6</b> |
| <b>New and Notable .....</b>         | <b>7</b> |
| <b>Site of the Month .....</b>       | <b>8</b> |
| <b>BANTRAK Calendar .....</b>        | <b>8</b> |

### ***Next meeting...***

**Sunday, January 16th, 2011**  
**2pm - 5pm**  
**Host: Arthur Boyd**

### ***On the web...***

# Trip to Altoona

Jack Walsh



On one of the most beautiful days of fall, friends of ours invited Ginni and me to visit Altoona to visit the Railroad Museum and Horseshoe Curve. Naturally, we were packed and on our way before anyone changed their minds. We arrived in the Altoona area in the early afternoon, around 2 pm, and I suggested going up to the Allegheny Portage Railroad Museum and the Community Museum at Gallitzin. The Department of Interior has built a very nice building just off new Route 22 west of Altoona that houses a small museum and an auditorium. As we were the only people there at the time, the park ranger offered to run the video which describes the building and operation of the Portage Railroad. Also in the museum, is one of the Pangborn models from the B&O Railroad Museum that is on indefinite loan. It is a full-size model of the Lafayette, a 4-2-0 type engine. This was the type of steam engine that was used to move the canal boats between the ten inclines. The Park Service had a local guy rebuild the model from the ground up and it looks like you could steam it up and take it for a run – until you touch it and find out that it is entirely built of wood. At the site of Incline 6 they have reconstructed the Engine House and furnished the Lemon House as it was during the 1830's and 40's. The Lemon family ran a tavern to feed the passengers while they waited to continue their journey.



Just north across Route 22 are Town Hill and Gallitzin where the three tunnels are under the top of the Allegheny Mountains. Gallitzin is a very small rail-

road town with lots of spirit. At the western end of the twin tunnels is their Community Building with the Police, the Tax Office, the Library and a nice PRR Museum. Above the railroad cut at the tunnels end is a nicely restored PRR N5C Cabin Car (caboose to those non-PRR fans). The city has made a small park around the area of the cabin car so that you can sit on benches and watch the action on the two tracks that go through the one tunnel. The small and newer tunnel is not used anymore, as well as the original Portage Tunnel located just south of here. At the Museum they have a diagram of the trackage and the tunnels as well as a listing of trains due to pass at that stop.



Friday proved to be another beautiful fall day with absolutely clear sky and warm weather. So, our first stop after breakfast was the Altoona Railroad Museum by 17<sup>th</sup> Street in downtown Altoona. The exhibits in the museum are first rate and with a working elevator made going between the three floors was no issue for



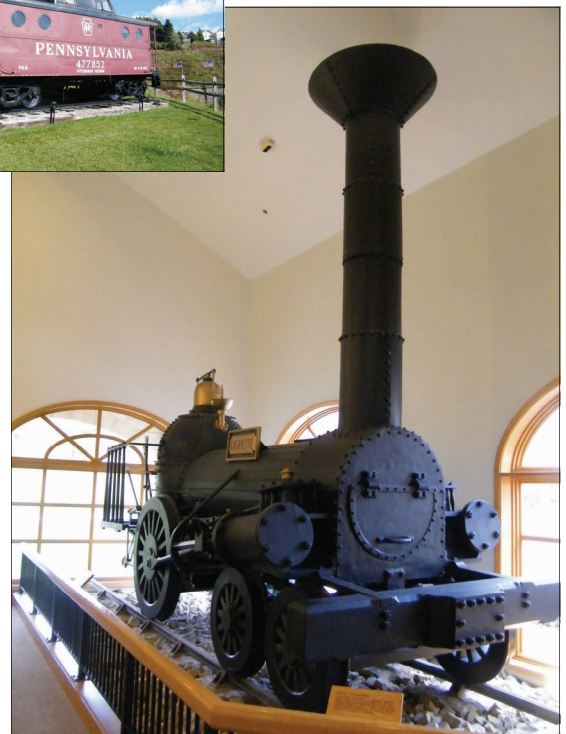
# Trip to Altoona *(continued)*

Jack Walsh

our friend who has trouble with stairs. The two major exhibits that I enjoyed the most were the cab of a K4s steam Engine with the sounds and voices of the engineer and fireman as they operated the engine, and the local bar with a video of railroad men talking about their work while they are sitting at the bar. The HO train display is also first-rate with a good representation of the Altoona shops. Then I went outside. The equipment includes the largest flatcar used on the railroad, a Tuscan GG1, the Mountain View observation car from the Broadway Limited, several baggage cars, a boat-tail observation car, and several passenger cars. Unfortunately, you cannot go into any of them.



The highlight of the day was getting up to the Horseshoe Curve. Here we had our only problem of the trip - the incline plane is only operated on the hour and half-hour. As we came through the gift shop/ admissions, the girl there did not tell us that fact. So, we took out time and looked around the shop and then used the rest rooms before going over to the building with the car to the top. It was now 35 minutes after the hour; we had to wait 25 minutes (and two trains) before we could get to the top to see the curve and the trains. The afternoon was actually hot in the sun and we eventually went into the shade of one of the trees. The curve was very active, averaging a train every twenty minutes or so. There were several coal trains with pushers, a couple of mixed freight trains, and the most common were the TOF/double stack trains. All of the TOF/double stack trains did not have pushers no matter which direction they were going. We arrived too late to see the east bound AMTRAK Pennsylvanian and left before the west bound passed through. Several times during the afternoon there were two trains on the curve at the same time. Yes, it still is one of the busiest railroad spots on the east coast!



# Major Railroads in the 1950's

Alan Del Gaudio



I thought I'd share some statistics with the club regarding an article I picked from the newest NY Central Historical Society magazine, "The Headlight".

The data in the article is taken from "*The Handbook of American Railroad*" by Robert C Louis, Simmons Boardmann [pub], NY, 1951.

The data compares the Pennsylvania Railroad, New York Central, Chesapeake & Ohio, Norfolk & Western, Southern, Atchison, Topeka & Santa Fe, Southern Pacific and Union Pacific in 1950. I've interpolated the bar graphs as best as possible and have the issue if anyone want to interpolate for themselves.

Clearly, with industry still centered in the Northeast, both the PRR and NYC were the dominant roads.

I never realized what a major player the Southern RR was and am surprised at how much more revenue the PRR and NYC garnered compared with today's giants [SP/UP] and the ATT&SF back then. The other thing is the SP sure made a good amount of money when comparing revenue tons carried vs. freight revenues, but their mileage was huge, so revenue ton-miles would be an interesting data point.

And the last, for the Kato-ites, clearly Western passenger trains were doodely-squat. ●

## Total Operating Revenues:

PRR \$900M, NYC \$800M, SP \$600M, AT&SF \$525M UP \$480M C&O 320M, SOU \$320M, N&W \$180M

## Freight Revenues:

PRR \$690M, NYC \$590M, SP \$500M, AT&SF \$415M, UP \$390M, C&O \$300M, SOU \$280M, N&W \$160M

## Passenger Revenues:

PRR \$75M, NYC \$48M, SP \$12M, AT&SF \$4M, SOU \$4M each, the rest add up to maybe \$6M

## Revenue Tons Carried:

PRR 210M, NYC 165M, C&O 120M, SOU 90M, SP 85M, N&W 65M, AT&SF 60M, UP 50M

## Passenger Cars:

PRR 5500, NYC 5000, SP 1800, AT&SF 1500, UP 1350, SOU 950, C&O 650, N&W 400

## Freight Cars:

PRR 180,000, NYC 160,000, C&O 80,000, AT&SF 75,000, SP 70,000, N&W 55,000+, SOU, UP 50,000 ea

## System Route Miles:

AT&SF 13,500, SP 12,500, NYC 11,000, PRR 10,000, UP 9,900, SOU 6,300, C&O 5,250, N&W 2,100





# Right of Way Size Study

Ed Kapuscinski



One of my goals with the NCR shelf layout I'm working on is to try and compress as few items as possible. This includes the actual railroad right of way. Many model railroads tend to completely ignore the mechanics of prototype rights of way (drainage, spacing, sub-roadbed standards, etc...), and I didn't want to be one of them.

I started my quest for replicating a proper CR mainline right of way by doing some looking on the web. One of the first things I stumbled on was the amazing document repository of [MultiModalWays.org](http://MultiModalWays.org). They have a selection of [Conrail drawings](#) that included a right of way standards diagram.

From this drawing, I created a foamcore template and plotted the right of way on a piece of scrap styrofoam that I had laying around. The drawing was for a double track line, but I based my single track dimensions on the dimensions from one of the tracks to the end of the roadbed. I wanted to build something to see how these dimensions looked when applied to N Scale models. I applied a quick scenic treatment, including ballast and ground cover to get the proper effect.

After everything dried, I realized that I really am not happy with it. It looks too much like something that once had multiple tracks and had been seriously reduced. While the real NCR fits this exact model, it still seemed too wide, as if there were three tracks at one point with a single one remaining.

While it "seemed" too wide, I still wanted some real prototype proof, so I took a look at some photos of the area I'm intending to replicate, and it looks like the study piece was indeed too wide.

I'm glad I did the work, and did the research, and I'm glad I came to a solid conclusion now. Also, and this is an important thing, I think it's important to try out ideas like this on "study" pieces, the same way that artists will often sketch out ideas for paintings well before committing them to canvas.



## Eric Payne & Dave Clyde (Co-Coordinator)

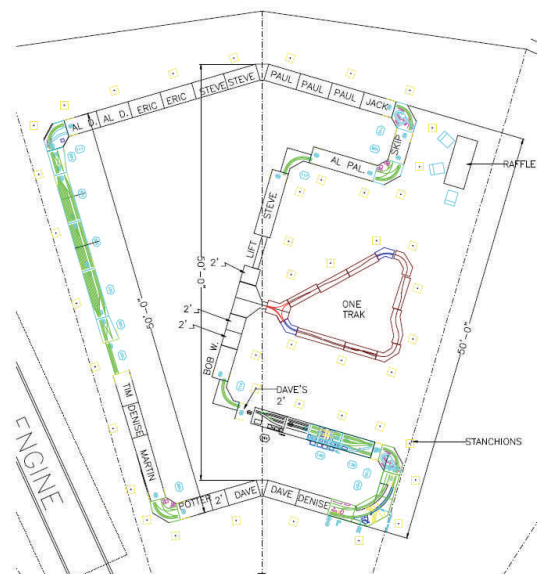
We had some members step forward and ran multiple trains on DCC while others stepped up and acted as defacto Day Captains when needed. New and old members volunteered numerous times on the raffle layout and assisted in set-up, and brand new members volunteered a few times and asked lots of questions.

The raffle layout hit our annual \$\$\$ goals (an achievement considering the museum schedule and available days to sell tickets). The layout design framed One-Trak in a way that was very "public friendly" and ran efficiently for the whole show with minimum impact on run scheduling. Run times were filled and daily reports were completed (and all the money accounted for).

NOVEMBER 26, 2010  
- JANUARY 2, 2011

**HOLIDAY FESTIVAL  
OF TRAINS!**

**B&O  
RAILROAD  
MUSEUM**





# New and Notable

Dave Clyde



**D**uring the past 4-6 weeks, several new updates have been made to the website. I'd like to pass along a brief note of each.

1. 01/13/2011 - Updated the Recent History section.
2. 01/13/2011 - Updated the club officers contact us page.
3. 01/03/2011 - Added the Raffle Layout winner information.
4. 01/02/2011 - Added 2011 Upcoming Events.
5. 01/01/2011 - Added Skip's Wild West Inside Corner Topper.
6. 01/01/2011 - Added Skip's Wild West Topper to the Club Modules Page.
7. 12/15/2010 - Modifications for new year (2011).
8. 12/13/2010 - The December Newsletter is now available.
9. 11/30/2010 - The November Newsletter is now available.
10. 11/30/2010 - Added Turf Valley Show Review.

**Skip's Wild West Inside Corner Topper**



  
**2011 Holiday  
Raffle Layout Winner  
(Mark Gatlin picked up the  
layout for his son Angus)**

## Life On The Rails: Boxcar Logo's

Do you like old box car logo's? Then you're in luck this month! Be sure to click on the link and check out LIFE to find what you're looking for: [Life on the Rails: Boxcar Logo's](#).

Registration is free, and not even necessary to access most of the site. Don't forget about this excellent resource for your next kitbash project!



Email the editor and recommend a site.!!!



## BANTRAK Calendar

2/4~2/6/2011.....Great Scale Model Train Show, Timonium, MD.

4/9~4/10/2011.....Great Scale Model Train Show, Timonium, MD.

6/21~6/26/2011.....N-Scale Convention, Harrisburg/Hershey, PA.

BANTRAK was founded in 1983 as the Greater Baltimore N-Scale Associates. Begun as a "round robin" group to share skills and experiences, we have expanded our focus to include participation in many diverse activities to promote model railroading in general and N-Scale model railroading in particular. Activities include participation in local, regional and national shows, meets and conventions. BANTRAK membership includes membership in the national NTRAK organization.

**President:** Alan Del Gaudio

**Treasurer:** Tim Nixon

**Membership:** Al Palewicz



The BANTRAK Newsletter is the official publication of the Baltimore Area N-TRAK organization.

This is your newsletter! Please send articles, photos, and suggestions to [newsletter@bantrak.net](mailto:newsletter@bantrak.net).

Editor: Eric Payne