# BANTRAK Newsletter

**Volume 24**
**Issue 8**
**August 2011**


## The Engineer's Cab

Martin Myers

Another month has passed. Hopefully we've been able to stay cool working inside with our trains as much as possible. Our next meeting the 21st is being hosted by Alan Potter at his Church's Fellowship Hall. Address is: 8397 Piney Orchard Pkwy, Odenton, MD 21113. Map and directions can be found in the "map" link located in the "Next Meeting" section.

As always, we're looking for host(s) for one or more of our upcoming meetings. Anyone who can volunteer an afternoon should contact me or just mention it at a meeting. We promise not to make a mess. There may not be a meeting in September pending the Oakland show. October will be a must to plan for Timonium and the B& O show at Christmas.

N Scale Weekend in Bedford, PA is just three weeks away. Denise has a full layout plan. Setup starts at 1:00 pm on Friday the 26th. We usually meet up around noon at the McDonalds next door. If the summer's heat stays with us the pool at the Best Western may actually be warm enough. We'll need to repack the trailer for this show. Skip will let us know when we can get together at his house to do that. Repack usually takes about an hour.

Tim will be setting up some work sessions on the raffle layout. We're behind on this project so some extra effort will be needed to finish our layout. This year we will be using flex track on cork roadbed. We don't have a lot of supplies in the inventory for this layout so there will be some expenditure from our treasury. Donations won't be turned away either.

Tim is also coordinating the October Scale show. If there is enough interest, oNetrak will be a part of this layout.

Both oNetrak and our new TTrak division will let us take on venues that we have not been able to do in the past. Short, one-day shows can be taken on easily with TTRAK. Ed and crew have set up several shows so far. Smaller spaces can be filled with oNetrak than we are accustomed to setting up NTRAK layouts. This gives us more opportunities to "play trains". That can't be bad. I hope to be able to discuss this further in Bedford. Maybe after the hot tub over a beer or two?

*Martin*

### Inside this issue...



### Next meeting...

**Sunday, August 21st, 2011**
**2pm - 5pm**
**Host: Al Potter (*map*)**

# Gaithersburg Museum Train Day: Review (July 2011)

Ed Hyland (Show Coordinator)

The T Trak division's second set up was at the Gaithersburg Community museum on July 16th. The location was the small park between the Gaithersburg Baldwin Station and the Freight House. We had two separate layouts on three six ft. tables. Members in participation were Chris, Ed, and Pat Hyland, Tom Long, Jeff and Christian Peck, and Matthew Whiting (Jeff, Tom, Matt and Chris are all new members). David Balderston from NVNTRAK also ran trains. Phil and Janice Poole from Capital Pennscalers/NVNTRAK stopped by to see the set up (evidently more than just BANTRAKers read our newsletter!)

We had the layout clamped down by 9.30 and were running trains by 10. With the two layouts we were operating four trains at all times. One layout was made up of four corners and two 2ft. straights, one with a siding. This was only 2 ½ ft. by 5 ft. to demonstrate how small of a layout a person could build on a dining room table. The other layout was made up of four corners and 18 ft. of straights. It was on two six ft tables. Modules were furnished by the Pecks and Hylands.

We ran all sorts of trains. Although we ran a lot of B&O freight (of course!), we ran WM, NYC electrics, Amtrak, C&O, Chicago Great Western and some other roads, like Washington and Old Dominion and even a British Goods Train.

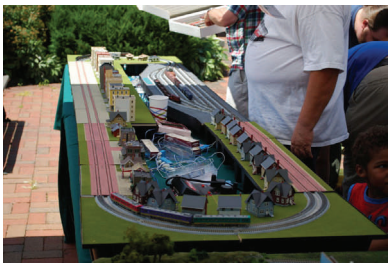
Erin Watson, the museum curator, mentioned that we had brought in double the attendance to the museum than on most Saturdays and was very pleased with the layout. The crowd was also very pleased to see the trains, especially the kids, due to the layout being mounted on tables and exactly eye level to most of the young ones.

The 1883 B&O Baldwin station has a sandwich shop and the museum in the freight house right next to it. It is open Thursdays through Saturdays 10-2 and the sandwich shop is open for commuters till 3. The line has pretty much stayed the same as it did was at the turn of the century.

The only negative part of the experience was the constant grade crossing bells going off and engine horns blowing from the dozens of trains that came by while we were there. It was difficult to concentrate on our train running with all these freights going by (train breaks were frequent).

Our next set ups are on August 20 and September 18. We are also setting up a small table at Bedford with East Penn Traction Club and will be running trolleys, streetcars, and small critters. Come by and run trains and let us know if you have any questions about the set ups. See you there!

*Ed*



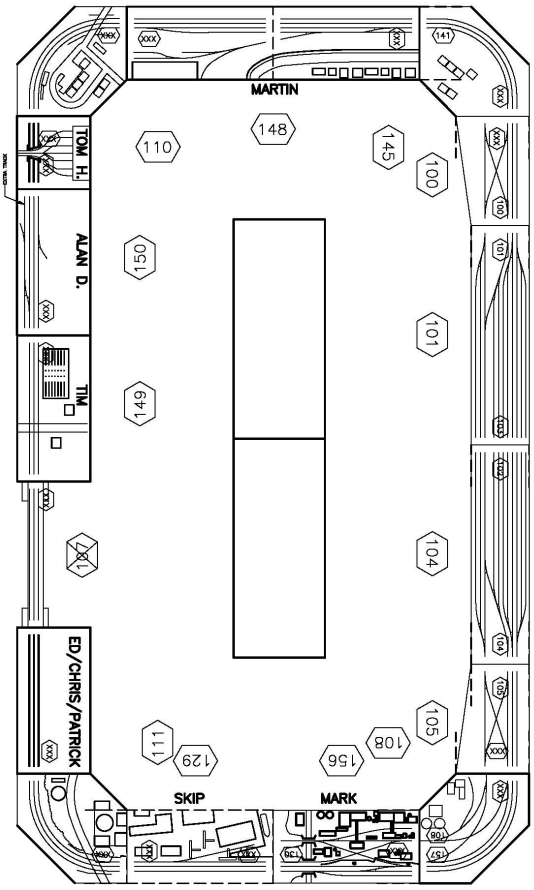
# 7th Annual 2011 N Scale Weekend: Preview (08/11)

Denise Clyde

Mark has completed the layout Diagram for Bedford , please see the attached file. If you have any questions, please send me an Email. Hope to see most of you at Bedford

*Denise*







Aerial View of World Famous Horseshoe Curve



# Barstow Diesel Shop 2 FT Module: My Story

Tom Hoover

When running my trains on NTRAK layouts, I'm often looking for a way to display my latest locomotive models. If Bob Mohr's big city modules are in the layout, a persons latest passenger models can always be shown off on Mohr City's station tracks. However, displaying freight train models is a challenge. What to do? How about a locomotive service facility that is not a vital part of mainline operations. For several years I've had the urge to build such a module. Old timers may recall that my first NTRAK module effort was a model of Union Pacific's East Los Angeles' diesel running maintenance facility (ConCor award winner-1977 NMRA, Dearborn, Michigan). This module set was retired in the late 1980's because major effort was required to lug it around. Having been part of the home layout for a couple decades it was recently donated to the Virginia Museum of Transportation. It was a great place to show off models.

Pondering the challenge of how to do a display scene on a small light module, I first thought about a turntable/roundhouse. Use of a larger mirror to expand a scene has been a success in my Coast of Maine lighthouse two footer which was put into service at NTRAK gatherings three years or so ago.

BUT, no combination of a roundhouse model and continuously rotating display turntable is compatible with a large scene expanding mirror. A transfer table with attached engine house would be workable; but I couldn't locate a Walter's transfer table kit. I just don't have machine shop capacity available to make a working transfer table. Suddenly it occurred to me that a two footer of Santa Fe Barstow with a whole sky board as a mirror was the answer. Barstow shop is a metal building with large flat panels at 90 degree angles, having run through tracks in the back and out the front; perfectly suited for application of the old large mirror scene expansion trick! I quickly gathered photos of the building/running maintenance six bay shop erected in 1945, and a high bay wheel shop added in 1948.

The next step was to build a full scale mockup. I consider this step vital for optimum mirror effectiveness and for proper proportioning. A 24 inch x 30 inch piece of lauan from Lowe's filled the bill nicely. Three 8" x 12" $1.00 mirrors from Dollar General glued to another piece of Lowe's lauan made up the mock up skyboard. From official Santa Fe photos of the building taken as it was nearing completion, I was able to make up an accurate poster

paper template. There was a man standing at the front fascia in the photo. Assuming he is 5' 10" tall, it was easy to get the measurements. N scale width of the whole building turned out to be 17"/the six bay maintenance section 2.5" high / highbay 4.5" high at the roof peak-PERFECT for 24" wide frontal view scene.

The next step was to pencil on the lauan base plate the red, yellow and blue mains center lines. The 9 service bay track center lines were then added (90 degrees to the mirror). Using Atlas snap track and used Peco switches I arrived at the final track/switch layout that conveys the look of the prototype. This process allowed a decision to be made regarding depth of the structure (7.5"). Trackage location for the diesel fuel and sand pad followed easily.

Time for a design review. I made up paper box shapes 7.5" deep and taped the front fascia template to them. With one of the promising snap track configurations in place, I took the mockup to a Lynchburg, VA NTRAK club meeting for review (February 2011?). Things were discussed by the troops at some length (windows the high bay section/whether to put the NTRAK mains above or below the desert floor and so forth). The consensus was/ mains below the desert floor plain is the better choice. Running the mains above the ground plain blocks view of the models and makes the required bridges as reflected in the large mirror difficult to explain away.

# Barstow Diesel Shop 2 FT Module: *continued*

Tom Hoover

Construction went well. The structure is mostly bass-wood sheet. The roofing is emory paper 400 grit (to whether it-just rub your finger across it). The building's metal sheathing is Campbell scale models corrugated aluminum sheeting. The building mounted flood lights are 1.5 volt battery powered micro bulbs with home-made .010" aluminum sheet metal reflectors. The Brawa lattice tower mounted flood lights have been unreliable; and they will be replaced by LEDS as recommended by Richmond Controls. The signals are by KYODO and operate very nicely. The diorama's desert base plate and NTRAK mains base plate are 3/8", 5 ply Baltic birch as recommended by Jim Fitzgerald. The screwed and glued structure to bring the assembly together is from Lowe's selection of pre-cut poplar boards. The desert ground plane is composed of Lowe's sandbox sand. The scrubby bushes are Woodland Scenics.

Mounting the mirror required special consideration. The mirror floats on small rubber tube sections and is restrained by a bass wood stick structure attached to a lauan backboard. This not only isolates the mirror from stress loads experienced by the module; it also permits optimum mirror angularity to be adjusted by shimming as required. The mirror is 23.5" x 12" and cost $13.47. A 1950's Buick bumper guard like structure was added to protect the mirror while we NTRAKers practice the time honored tradition of leaning on the skyboard while discussing matters with one another or with interested passing layout viewers.

BARSTOW was part of the NScale enthusiasts convention layout of June 2011 making it roughly a 6 month project. Reception by convention attendees was encouraging. Remarks such as "nice" and "tricky" were used/all of this "made my convention".

Now I have place to show off my locomotive models.

To add an afterthought-I plan to research a mirror which has the reflector on the viewer's side of the glass plate. This will make the mirror plane discontinuity even less noticeable. It was a FUN project

*Tom*

# Poland: Coal Dust, Smoke and Steam

Jack Walsh

If anyone had told me a year ago that I would be driving a steam engine pulling a commuter train on a schedule, I would not have believed them. Both of my grandfathers were engineers (drivers in European terms) for the Pennsylvania Railroad (PRR); one drove a PRR K4s (4-6-2) on high speed passenger trains from Philadelphia to New York and the other drove a PRR I1 (2-10-0) on freight trains from Harrisburg to Altoona. I always wondered what it was like, but never thought of doing it myself. Then last year a member of my model train group went to Poland where he actually drove a steam engine on a commuter line. He came back with pictures – lots of pictures – of the steam engines and the trains. So, I decided to look into this and the more I did, the more I found myself really wanting to do it. Through a unique arrangement between a British Foundation and the Polish State Railway, one steam shed with five active steam engines and the daily use of a steam engine on a normally scheduled commuter train has been set up. Part of this arrangement is that the British Foundation is permitted to place two student drivers on the steam engine. In September, 2010 I signed up with the Wolsztyn Experience to become one of the Student Drivers for a week beginning April 29, 2011. It was like waiting for Christmas morning, I thought it would never arrive. And then it did.

My first assignment was to take the Wolsztyn Shed's pride and joy, the Beautiful Helena (a light Pacific, 4-6-2) to Poznan to pull an excursion train back to Wolsztyn for their Steam Parade. I did not even blink when Howard Jones, the coordinator for the Wolsztyn Experience with the Polish Railway, informed me that I had to be at the engine shed BY 4:30 a.m. the next morning. Yes, it was just like Christmas, I could not sleep. Even without an alarm going off, I was awake by 3 a.m. and walking towards the shed by 4 a.m. Since there would be two student drivers on this run, each of us would drive half way to Leszno, about 30 miles and half way from Leszno to Poznan about 50 miles. Because there would not be enough time to turn the engine at Leszno, we had to run backwards to Leszno so that we would be running forward to Poznan. So, my first experience in the driver's seat was to drive an engine backwards. I really did not care, Since this was also the first time on a steam engine for the other student driver, we flipped a coin to see who went first – I WON! I was in the engineer's seat! I soon found out that to operate the throttle and brakes on European steam engines, the driver must stand up. Then, there was the issue of driving with the tender first. The fireman had to look for all the signals as they were now on his side. From the driver's window all I could see past the tender was the side of the track; I could not see anything directly down the track. With a single track main line, we were put into a siding at one point in order for the first north bound commuter train to pass us. As we changed drivers, Howard informed me that I had just covered the distance at an average speed of 45 mph. I had just opened the best Christmas present I had ever received – I had just driven a steam engine on a main line at 45 mph! I did not care that it was tender first.


Passenger Station Wolsztyn, Poland

# Poland: *continued*

Jack Walsh

Leaving Leszno I was again in the driver's seat, but now we were facing forward and had a green light all the way to Poznan. I could now do 60 to 65 mph and I did! Coal dust, smoke and steam in the cab – who noticed! I was driving a steam engine on a main line at 65 mph! What I could not believe was how much of the time the throttle was off, yes, OFF! Over half the time the throttle would be off and the engine would continue to run, actually coast, at 55 to 60 mph. This area of Poland is relatively flat, and since we were running light – pulling nothing – it saved water and coal to coast after getting up to speed. My 25 miles went very fast and before I knew it, I had to turn over the controls to the other student driver. I was overjoyed! I just had my first experience driving a steam engine at speed on a main line. I could not wait until my next run.

The Crew Schedule listed me as doing an afternoon run from Wolsztyn to Leszno. So just after 1 p.m., I am standing at the Engine Shed watching a 2-6-2 steam engine having its tender filled with water. This engine was one of a large group built in the early 1950's to specifically pull passenger trains. The Wolsztyn Shed has two of this type certified to operate and two more close to being certified. There are also about 15 more in storage to be used for parts to keep the four running. After the tender is filled, we back down into the station and couple to the two passenger cars that will be our commuter train to Leszno. After another flip of the coin, I find myself in the Driver's seat for the entire trip to Leszno! There are ten stops between the two terminals as well as over twenty road crossings. Being on the right side of the engine, I can now see the various signs along the right of way for train control (Stop, Proceed, Proceed with Caution), station approach, and road crossing/whistle. I soon learn from the professionals that the road crossing signs are too far away from the actual road crossing – almost 400 meters. Consequently, I must pull the whistle at the sign (because of rules) and then again as we get closer to the road crossing. I discover that there are three road crossing signs: truck, car, and farm. The rules state that the whistle must be blown for all truck crossing but are not required for car or farm crossings. As if there wasn't enough noise in the cab, the whistle drowns out all the other noises entirely and you cannot hear anything. Several of the professional crews use the whistle only for the truck crossings while others use it for every type of crossing.

As this stop is a short one, we switch places with the student drivers who drove the train all morning. As soon as the Conductor gives the hand signal to go, the professional driver turned to me and shouted "Allie" – 'go' in polish. The throttle rotates across the bulkhead above the firebox and is fairly easy to move. As I begin to move the throttle, the professional driver shows me how far to move it to get the train moving. As we pick up speed, the professional yells the number 30. So, with the value control wheel, I move the value indicator from 60 down to 30. This reduces the travel in the value which in turn reduces the amount of steam used to power the engine..

2-6-2 Passenger Engine 49-59

# Poland: *continued*

Jack Walsh

While I am doing this, I am also looking outside the window for road crossing signs. As we get up to about 50 mph or so, the professional directs me to close the throttle. We are still a couple of miles from the next station! I am told to put the values back at 60 so that they are set to start up at the next station. At this point I have time to look out the window. I was amazed at the number of people who come out into their yard as the train is going by just to wave. I felt very good to be waving back to many children along the line. Maybe someday they will develop an interest in railroads or model railroads. I hear the professional yelling BRAKE and I apply the train brake lightly, as I see the sign indicating we are approaching a station. At his direction I apply the brake again and we come to an easy stop.

Near the end of each station platform there is a black sign with a white cross on it. This is the engine stop marker. The front of the engine is not to go past that marker. This allows the passenger cars to line up with specific spots on the platform. I am surprised at how quickly the train comes to a stop, and it does not feel like a sudden stop. As soon as the train is completely stopped, I am directed to release the brakes and get ready to open the throttle. The professional is looking out the door of the cab for the signal from the Conductor to leave, while I am looking out the window for the same thing. So when the signal is given, I am already opening the throttle as the professional is yelling at me to go! And we are off again. This starting and stopping goes on for ten more stops until we reach Leszno, the major interchange station.

At Leszno, we uncouple from the passenger cars and take the steam engine down to the roundhouse area to fill the tender with water. All of this movement is controlled by various signals that indicate when we can move. As the roundhouse area is across the main line from where we are parked in the station, this movement is across not only the double track main line but also six tracks of the station. The tender is filled with coal at the end of each day and that amount will last the entire day. The water tank in the tender needs to be refilled three times during the day. This stop for water is the second one of the day. The third time is at the end of the day when the coal is added for the next day.

On the return run I am now the student fireman, responsible for the water and coal. After we get back to the station and couple with the passenger cars, there is about a 45 minute wait until our scheduled departure. Just enough time to walk down to the local deli and pick up a couple bottles of water. Even with a sprinkler in the tender to keep the coal dust down, there is lots of it in the cab and the water cleans out your mouth. On return I am handed the coal shovel and directed to put a shovel full on the left back, then one on the right back, and then one in the middle. Really the one in the middle is to cover the rest of the firebox. After about 18 to 20 shovels full, I am told to stop. Adding water to the boiler is an easier task as all it takes is to open the injector, wait five to ten seconds, then open it all the way. The wait is to allow pressure to build up in the line; otherwise, the back pressure from the boiler will be too great and no water will flow. Watching the level in the water glass (which shows the level of water in the boiler), I learn when to turn the injector off.

# Poland: *continued*

Jack Walsh

The level in the water glass also shows when water needs to be added to the boiler or in my case, whenever the professional says to add water. As the train is approaching the second station, I am directed to add more coal to the firebox. Again it is about 18 to 20 shovels full, spread left, right and center. I do fairly well swinging the shovel full of coal towards the firebox and putting the coal almost where I wanted to place it.

About two miles short of the next station something very unexpected happened - the front end of the engine was enclosed in steam and the train was slowing down quicker than expected. The professional drivers attempted to push the engine to get to the next station as it had a passing siding, but could not get the engine to continue. The train came to a complete stop out in the middle of nowhere. The professionals did a quick look and found that the left value had shattered and the steam was escaping. Communications in Poland is done via cell phone, so the senior professional and the conductor called the Dispatcher in Leszno and explained our situation. A diesel would be sent up from Leszno that would push us into the next station and then come around and pull the train the rest of the way to Wolsztyn. For over an hour and a half we sat on the main line waiting for the rescue diesel. Finally, it arrived and we were on our way again. At this point it just became a cab ride in a broken steam engine – a new experience for everyone involved. I could not wait for my next run to see what would happen next. At dinner that night we heard that the Shed would probably steam up the other 2-6-2 #7 to replace the one we just broke, but we would have to wait until 6 a.m. the next morning to find out.

The first train out in the morning is 6:28 a.m. There we were at the shed at 6 a.m. to discover the decision was to use the light Pacific, the Beautiful Helena, instead of the #7. Now I have the pleasure of driving the Helena pulling the commuter train. The first thing I notice is that her throttle rotates over the pivot point whereas on the 2-6-2 the throttle rotated under the pivot point. The second thing I notice is that the throttle sticks real hard just before the value is opened. But once the value is opened, the throttle moves very freely. To get the right amount of steam into the values and pistons, the throttle has to be set to just open the value slightly. I found out very quickly that when you push the throttle past that point and too much pressure is released into the values and pistons, the drivers will spins! There's no way to stop that happening after the throttle is past that point, even quickly pulling it back. It's a done deal – the drivers will spins. After the third or fourth station, I was beginning to get the hang of the throttle and could start the train without spinning the drivers. Once started the Helena would quickly get up to 60 to 65 mph with ease. And soon I would be given the command to close the throttle and let her coast to the next station. It's very hard to describe the feeling of sitting in the driver's seat of a really good size steam engine which is doing 50 to 60 mph and know that it's just coasting. The noise in the cab is the same level as before; the fire still needs to be tended; and water still needs to be put into the boiler. The engine is just not pulling – it's just drifting. One other thing I noticed on this run that I did not on the 2-6-2 was the side sway of the engine. It was ever so slight, but the front of the engine would literally go left and then right in time with steam being put into the pistons.

# Poland: *continued*

Jack Walsh

For the rest of the week, I had the pleasure of driving the Beautiful Helena and I continued to wave at the children who came out to see the train pass by their houses. The Polish professional drivers were very professional in their training of totally inexperienced student drivers. Howard Jones of the British Foundation has established a great working relationship with the Polish State Railway and continues to encourage them to preserve their steam heritage.

*Jack*

Broken Engine pushed by Diesel into shed

Commuter Train at Leszno

Helena pulling Commuter Train


Commuter Train at Leszno

Jack & the Beautiful Helena

Broken Valve

View from Fire-men's Side

# News & Notable: oNetrak Looking Forward

Martin Myers

Recently, I was asked if oNetrak had a future with this club. My most honest answer is: Yes, as long as those participating continue to support our NTRAK efforts. Participation is key. Onetrak creates another run slot to fill. Set up takes longer and really can't progress until the main layout is up. This takes all hands. We need to man all sections of our layouts when we set up for a show. Running operations on the oNetrak line takes a club member away from the NTRAK layout.

Last year's Festival of trains layout worked well because we built a loop, placed a train and let it run for two weeks. Nothing looks worse than a large well sceniced layout without trains running.

Personally, I hope it does because I've got a few modules built including the banjos. They are a couple of my favorites but basically useless without oNetrack.

*Martin*

# News & Notable: 2011 N Scale Weekend (7th Annual)

For more information contact *nscaleweekend@yahoo.com*

N-Scale Model Trains & Supplies

**TexNRails, HB Peterson, Wingard's Trains, Mike Bencs, The N-Cellar,**

**Boston & Albany Hobbies, N&O Trains, Detrich Enterprise,**

**KenRay Models, ABH Model Trains FRED-EOT, deLuxe Innovations**

15+ Large Operating N-Scale Train Layouts

Baltimore Area N-Trak, Northern Virginia Ntrak, Twin Tiers N-Trak, Jersey Central N-Track

Capitol PenNscalers N-Trak, Central Ohio N-Trak. Steel City N-Scale, Rock Spring Station,

Three Rivers Associates N-Trak, Keystone N-Trak, New Jersey Southern N-Trak, Cantington N-trak

**Genesee & Ontario Model N-gineers, Pittsburgh Lite Trak, & Bedford Model Railroaders**

# New & Notable: Bantrak.org

Dave Clyde, Webmaster

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

*Email the webmaster today !!!*

*Dave*

1. 07/31/2011 - Added the Bedford layout plan to the events page.
2. 07/31/2011 - Caught up on the show reviews year to date.
3. 07/31/2011 - Added pictures to the N Scale Collectors Convention page.
4. 07/31/2011 - Added the Oakland Train Festival to the events page.
5. 07/24/2011 - Corrected some minor misspellings and clean up.
6. 07/24/2011 - Broke out the BANTRAK History into its own page. Modified the structure to accommodate this.
7. 07/23/2011 - Began preparations to add the club T-TRAK information to the site.
8. 07/23/2011 - Added the BANTRAK oNeTRAK Standards document to the oNeTRAK page.
9. 07/23/2011 - Added the BANTRAK - A Short History to the main page.
10. 07/08/2011 - The July Newsletter is now available.

# New & Notable: Membership

Al Palewicz, Membership

There are currently two (2) group buy items being discussed for the Club.

**Digitrax Group Buy:** If you are interested in getting any Digitrax DCC equipment, either for club or home use, please let me know so I can start putting a list together to see if there is enough interest. Just an FYI for new members, the BANTRAK standard is a wireless throttle and BANTRAK supports both simplex (DT-400R, DT-402R and UT-4R) and duplex (DT-402D, UT-4D).

**Bantrak T-Shirts (gray):** Right now we are looking at a repeat order of the existing shirts; grey t-shirts with pocket having a full color BANTRAK logo on the back and a single color (green) logo on the front above the pocket. Price will be dependant on number ordered;

Please contact Treasurer Tim Nixon for more information or make your reservation.

## Sound FX Decoders

PR3 SoundFX Decoder Programmer

The PR3 lets SoundFX users download new Project sound files and even reflash the sound decoder's firmware for latest updates. The PR3 is different from the PR2 in that it offers a USB 2.0 interface, it offers selectable MS100 mode*, and the PR3 is priced lower.

* The PR3 also incorporates an MS100 emulation mode providing USB/LocoNet connectivity for third party software such as JMRI, Railroad and Co., and others.


*Email the editor and suggest a DCC topic !!!*

*Get Digitrax Email Updates*

Digitrax Tech Support Depot

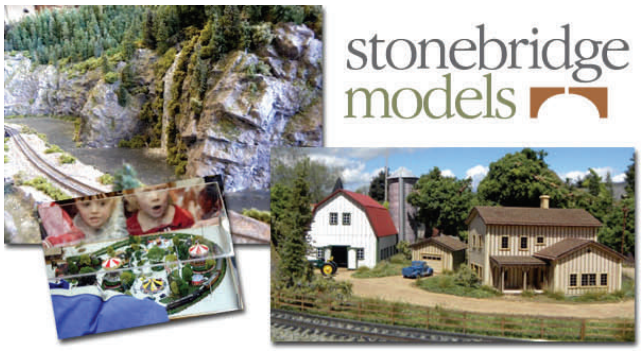
# Website of the Month: StoneBridge Models

*Email the editor and recommend a site !!!*

StoneBridge Models is geared towards the model railroader in nearly all the scales including 1:220, 1:160, 1:87, 1:32, 1:25 and eventually plan to include laser cut structure accessories for 1:8 live steam train modelers.

Be sure to check out their N Scale Structures page featuring N Scale lattice as well as their NZT page as well featuring a few new retaining wall options.

There is a FREE e-Newsletter here!

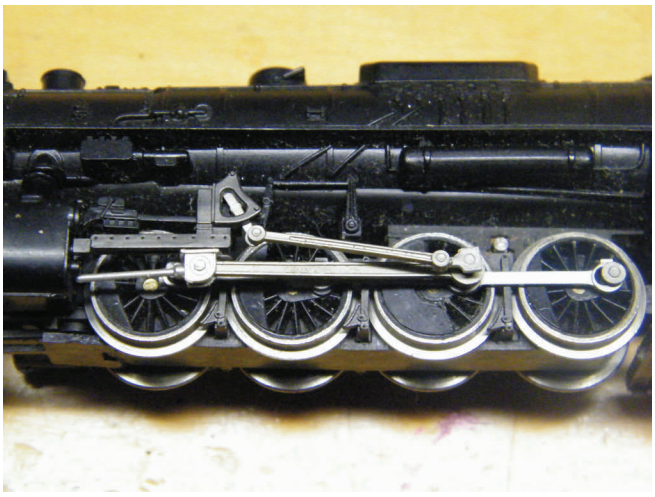



# BANTRAK: Classifieds

*To list your classifieds, Email the editor*

I am in need of several of the plastic rods (primarily idle rods) from both the MRC Berkshire and Mallet steam engines. The rods I need are from the top of the pin holding the driving rod to the short rod that comes out just about the second driver. I also need that short rod as well.

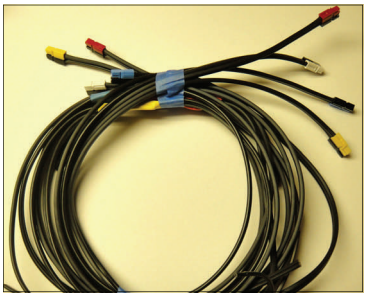
If you can assist, please contact Jack Walsh



# BANTRAK: Company Store


Baltimore Area N-Trak presents a special run of a 40' standard box car with a single Youngstown door. Road #466008 has the B&O logo, and road #52008 has the BANTRAK logo. We are pleased to commemorate our 25 years in modular N-scale railroading by offering this commemorative two-pack.


Building a module or rescuing an old one? Get your wire harness. It doesn't get easier than this. Color coded / pre-installed power poles included.



Gray t-shirts with pocket having a full color BANTRAK logo on the back and a single color (green) logo on the front above the pocket. Price will be dependant on number ordered;

*For more information contact treasurer@bantrak.net*

Scans of 1993 Newsletter

*Jack Walsh*

BALTIMORE AREA NTRAK NEWSLETTER JANUARY/FEBRUARY 1993

OUR LAST MEETING

Our last meeting was held on January 10th at Bob's and Denise's house. As has always been the case both Bob and Denise were gracious hosts and provided an over abundance of food and drink for the Club members attending. There was a considerable amount of old and new business to discuss.

The first order of business was to introduce our newest member, Shane Baykowski. Shane works at M.B. Klein and he is attempting to convince Ted Klein to show more interest in improving their ready supply of N-Scale stock. There certainly is a big difference in attitude toward N-Scale between Mail Bag Hobbies and Kleins!

Phil Peters announced that he will be coming up with a master list of Club equipment and modules which will include the name of the individual who has taken responsibility for that equipment. This list will be updated at the close of each show so that an accurate accounting can be kept.

While on the subject of the Fire House, Skip reported that they received approximately 100 calls from interested persons after we closed down wanting to know if we wee still open. It was suggested that we consider operating one more weekend this yea in view of these calls and the fact that the Club will be eligible to have our layout listed by the State of Maryland as one of the "things to see" over the holidays.

We discussed our "showing" at Greenbergs and the Fire House in respect to members' participation and the mysterious power problems that we seemed to have. It was thought that we may need a larger power supply (18 VAC vs 12 VAC) to correct the problem although some of us still think the difficulty my be in the throttles. Paul volunteered to ascertain the cost to go to 18 VAC and he will report back to the membership at a subsequent meeting while Bob agreed to check out the throttles.

There were a lot of interesting things presented during our "Show and Tell" session.

Paul brought plans for his Home Layout to show us. As one would expect, the plan was quite concise and intricate. The layout will measure 17' X 12.6' X 14' and will entail his town module, two main lines, loops below grade among other features. The layout will go from 30" above to 22" below grade.

Ted brought his new Kato Amtrak passenger car and mail car set which costs between $80 - $90. These cars feature a "knuckle type" coupler which will operate with cars having "KayDee" couplers. These are very attractive cars which have good detail and paint



schemes. Ted advised that there is an "add on" set available which includes a coach, dining car, RPO car, and a baggage/sleeper car.

Not to be out done, **Skip** brought in a similar set in **VIA livery** along with the add on set in the same scheme. It is too bad, but it appears that our own manufacturers have a long way to go to match the quality of the European and Japanese manufacturers in passenger car prototypes.

**Skip** also showed us the new **Bev Bel Circus train** in the Western Maryland speed lettering scheme which included an F 7 engine, caboose and 4 50' box cars.

Finally, **John D.** brought in a mailing he received from Badger Air-Brush Company advertising their new **Accu-Flex paint** which can be used in air brushes right from the original bottle. Additionally, **John** showed the latest **Micro-Trains** releases and a three car set of **two bay covered hoppers** in Western Maryland speed lettering made by Loco-Motives in Taneytown, Maryland.

The meeting broke up around 4:45 pm.



## VALLEY FORGE CONVENTION UP DATE

Skip reports that the **Club's commitment** of 100' of modules is about 90 % filled. We will have the use of a large truck to transport all modules to the convention and return so that this will not be the responsibility of the individual participants. Set up will be on **August 4 & 5** and tear down will take place on **August 8th.**

The Convention will run from **August 1** through **August 8th** and it will be well worth the visit. Bob Mohr advised that he has located a hotel a few blocks from the Convention site which has rooms well below the cost of the Convention Hotel. Undoubtedly, Bob will fill us in at the next meeting.

## OUR NEXT MEETING

Our next Club Meeting will be held at John and Elaine Darlington's house in Timonium on **February 21st. from 2 to 5 pm.** The enclosed map will give you general directions.

# BANTRAK Call Board

*(Activities & Events of BANTRAK Club Members)*

*Email the editor with your info !!!*

Fall 2011 Rail-BQ, Newport, PA
September 17th (all day)
Info Contact Ed Kapuscinski

NMRA Chesapeake. Div. Mtg.
Sept 25th, 2pm
Info Contact
Arthur Boyd

Work Session (Home Layout)
August 13th (10am-7pm)
Info Contact Eric Payne

# BANTRAK Calendar

**8/20/2011**……..……Community Train Days, Gaithersburg, MD.
**8/26~8/28/2011**……..Bedford N-Scale Weekend, Everett, PA.
**9/18/2011**……..Community Train Days, Gaithersburg, MD.
**9/23~9/25/2011**……..Train Festival, Oakland, MD.
**10/28~10/30/2011** ….Great Scale Model Train Show, Timonium, MD.
……..**(*TBD*)**…….B&O Museum Festival of Trains, Baltimore, MD.

*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.*

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.

Editor: Eric Payne