



BANTRAK Newsletter

Volume 25, Issue 1

January 2012

The Engineer's Cab

Eric Payne



Greetings,

And welcome to 2012! Just when we thought we were winding down the year, we turn around and are facing a February show which "feels" like it is right around the corner (because it is). This year's February show is being coordinated by Martin Myers. Martin typically takes the February show and we can always count on him to "take that show".

Speaking of Martin, it is important to recognize that as he hands off the Engineer's Cab to me, his contributions to the Club in the past year have been tremendous. In addition to the regular schedule of shows BANTRAK participates in, as well as the ongoing logistics planning of monthly Club meetings and financial discussions (ok, there aren't THAT many discussions about money), Martin was tasked with three significant challenges for his tenure as president.

First, BANTRAK Co-hosting the N Scale National Convention held in Hershey, Pennsylvania (not exactly OUR backyard, but close enough). Second, striking out and establishing Oakland as a viable venue for a Show (no small feat considering the location and resources required, made even more difficult by Tropical Storms and power outages impacting many key participants leading up to the event). Finally, and most importantly, the integration of new members from the region into the Club. None of these things (coordinating a National show, kicking off a new venue, or welcoming an influx of new members) are part of our "normal" calendar year (typically five or six shows and a few Members). I think it is very safe to say we have done a lot in the past 12 months and Martin has dealt with all of the "above and beyond" issues fantastically.

The Club is in a good position with a surplus of shows, Members and resources. I couldn't ask for a better situation. I only hope I Denise Clyde (who has agreed to elevate from 2nd VP to 1st VP) can say the same about me in two years. Next time you see Martin, be sure to thank him.

2012 is shaping up nicely (see calendar on the last page) and should include a major purchase (trailer) an increase in smaller events (T-Trak) as well as a vote for 2nd VP. Stay tuned and remember, "Keep It Fun".

Eric

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Next meeting...

Sunday, January 15th, 2012
2pm - 5pm
Host: [Ed Aufderheide](#)
(see roster for directions)



Great Scale Model Train Show: February Preview

Martin Myers



Back in September we started thinking about the February Scale Show. The time is drawing near, and the details are typical. 50x50 space, Friday noon set-up, Sunday breakdown “just in time” for the Superbowl.

A call for modules will be going out this week. Based on available space and Club feedback, we will make the decision on One-Trak & T-Trak participation... stay tuned and watch your emails.

More details to be discussed at the next Club meeting (January 15th).

So far there are nearly 500 tables sold for this show. Click [here](#).



Martin



Holiday Festival of Trains: Summary (01/12)

Dave Clyde & Jack Walsh



The 2011 Festival of Trains is now finished and is in the BANTRAK history book.

This year's show had many obstacles however, the BANTRAK members rose to the occasion and, yet again, provided a spectacular show for the B&O Museum.

Despite a constantly changing amount of real estate, no module pre-drop off, a last minute request for a night run, no access for a media opportunity and the typical bug issues, the club members pulled together to overcome all to provide a high quality presentation. A true testament of the spirit and quality that only BANTRAK has.

There were many successes with this year's show:

- Members participated in droves for setup and tear down.
- Setup was completed a day and a half earlier than anticipated.
- There was a last minute layout design change to provide maximum use of available real estate.
- The introduction of a T-Trak layout.
- The club members successfully provided runners for a last minute night run.
- Everyone did their individual best to debug and troubleshoot the layout.
- We managed to recruit several new members.
- The T-Trak members were introduced to the N-Trak layout.
- Against the odds, the raffle layout sales were much better than anticipated. Both Christmas and New Years fell on a weekend...Our best sales days.

- A high level of cooperation to ensure that anyone wanting to run, could.
- This year saw several new modules in the layout.
- Layout/show introduction to several new members.
- Tear down in record time.
- The raffle layout drawing winner. Congratulations to Luke Darrah of Centreville, MD. The ticket was purchased by his grand parents in his name.
- This was the first year with me as the coordinator and Jack Walsh as the co-coordinator.

There are many members that I would like to thank for making this show a success. I hesitate to mention individuals as the show's success was a club wide effort. However, if I were to extend my thanks, I would thank Jack Walsh for his initiative as the show co-coordinator, Mark Bandy for his efforts with the layout diagram, Martin Myers for his help during a difficult time in his life, Tim Nixon for the hours spent at the show, Al Palowicz for his status updates in my name, Al Potter, Al DelGuadio and all those who just showed up to help, Bob Mohr for his Loconet/Throttenet troubleshooting help, Denise Mohr (a non-member) for helping with tear down, Eric Payne for his unwavering support, all the day captains who were willing to take a leadership role on a daily basis, all those who provided modules and Denise Clyde for her uncanny sales skills.

I apologize if I left anyone out as I recognize that it takes the entire club to make a successful show. All BANTRAK members should be extremely proud of the club's performance and presentation at this year's show....I know that I am.

Dave Clyde & Jack Walsh



Holiday Festival of Trains: Summary (01/12)

Dave Clyde & Jack Walsh



A few pics from this year...

Dave



[Album #1](#)

[Album #2](#)

[Album #3](#)



Holiday Festival of Trains: Raffle Layout

Tim Nixon



The raffle layout has been delivered. Congratulations to the 2012 winner, Luke Darrah; his father Mark stopped by to pick up the layout, which was won by his son on a ticket bought by Luke's grandmother Sandra Dewling.

I gave them the layout, power pack, engine and caboose, the four cars we'd run (2 boxcars, hopper and flatcar) plus two cars donated by the Hylands (tank car & reefer), and the components to automate the switches.



Durango & Silverton Narrow Gauge RR:

Colorado (08/11) Al Potter



During the second week of August, I began an adventure that has been brewing on the back burner for almost 15 years dating from the first time I visited the town of Durango, Colorado while touring the Western United States with the U S Army Field Band and Soldiers Chorus. Our stay there was brief, but tantalizing. Two good friends, James Woodel and Bill Lewis, of the Soldiers Chorus were avid RR modelers and train chasers. They always seemed to know just exactly to whom requests for permission to trespass on RR property should be addressed. But I digress. Wandering down to the Durango and Silverton Narrow Gauge Railroad property that day was my first experience with narrow gauge railroad-ing and steam too! Our brief 90 minutes gave me a intense desire to return, both to ride this train and to explore the facilities that support it.

Finally, I could wait no longer... a little on-line re-search and reasoning that financially, this was the most opportune time, I called and made reservations for two to ride the train on August 9, leaving at 9 AM. Recalling my first trip to Cass Scenic Railroad in 1979 with 3 small boys, the youngest was 2, I was-n't eager to be cooped up in a passenger car with 50 screaming toddlers, so I reserved the seats in the parlor car, The Prospector, which had restrictions on young travelers ie. price! Note to the interested: book at least 3 months in advance for the best choices.

The trip to Durango is about 2000 miles each way by auto. The term "fly-over" territory was defined in our 3 day sprint to Durango. But then, my son, Na-

than, who traveled with me, and I were not looking for interesting stops on the way west. Not wishing to miss our train was paramount. Fatigue, need for gas and food were the only reasons for delay. But then, as we entered Colorado, the Front range began to loom on the horizon, beckoning to a time some 36 years ago when we first scaled Pikes Peak, June 1, 1975, our 1973 Pinto station wagon being the first car to arrive at the summit (behind a snow plow no less).

So, we made a dogleg route change heading north to Colorado Springs to the Pikes Peak cog railroad in-tending to make it a two railroad trip... Alas, in spite of getting the only parking space within 3 miles of the station, we found them to be sold out, not to mention very pricey. We also noted that this railway is no longer steam powered. Instead, we traveled the famous raceway to the top at less than racer ve-locity to enjoy a view from the top of the world (at least in this area). Even in August, while the snow cap was missing, the cool air brought goose bumps to our wind jacketed arms, tears to our eyes, and brevity to our mountaintop visit. Our trek continued on the other side of the Front Range with mountain vistas overloading our senses and taking consider-able time to do it... finally arriving in Durango.

We are two days earlier than our scheduled D&SNGR departure, we did some rail fanning, the great museum in the Roundhouse and sampled the local culinary offerings. We still had some time on our hands before realizing that Mesa Verde National Park was a mere 35 miles further to the west... off

Durango & Silverton Narrow Gauge RR:

(continued) Al Potter



Next morning, we finished a quick motel breakfast and left for the D&SNGR parking lot. The first train was leaving just as we walked to the rail crossing. Pictures and video were taken and awe was experienced as it always is encountering live steam in operation. Walking into the station, waiting a brief time to convert our internet vouchers into actual tickets, and then out the track side door to board our train, we had a sense of anticipation and great expectations for a very scenic ride to Silverton. We were not disappointed, though there was some miles in the valley that could have been anywhere except for the peaks on either side of the valley.

The word going around was that Monday, the previous day, was the first day that D&SNGR was operating the whole distance to Silverton due to a huge land slide, given a more proper name by our guide on the train. The previous week, during a record rainfall, a quarter mile section of rail had been wrecked by mud, sand, rocks, and trees. Two trains had to back up to Silverton to send their passengers by bus back to Durango... we got some nice pictures traveling through that section of track, nicely repaired. About 30 feet deep was the covering that had to be removed and track relayed before full operations could continue.

To be sure, the trip had it's spectacular views, both above and below our coach. Our guide/server had many stories and places to note as we traveled along the river, sometimes right beside it and other times hundreds of feet above it. There were several areas where inches measured the space between the

coaches and the rock walls on either and sometimes both sides. Needless to say, we were warned to keep our body parts, cameras and anything else we wanted to take home with us well inside the coach. The area the D&SNGR travels through is designated National Forest and as such, only property grandfathered into your family stays in private ownership. There are few buildings of any nature in the many miles between Durango and Silverton. Mines in the area are essentially abandoned until you get to Silverton.

Silverton, as a destination, was quite unusual as well. Though there are roads to and from Silverton, it is still well off the beaten path with a small year-round population burgeoning to a few hundred during the tourist seasons. Tourist shops, restaurants, and repair facilities are the main businesses in town. The railroad is the main business and attraction. We did get to take a tour of the town in an authentically constructed Stage Coach with a four horse hitch. Getting into and out of the stage coach was quite a fete in itself. I wouldn't want to travel any further than we did in one either... Comfort was minimal as you might expect for the era they were used. Train travel which followed closely on the heels of the stage coaches, would usher in a very comfortable, if not luxurious mode of transportation for those who had the means.

The railroad owns a diesel or two, small, and hard to find, very hard to find, we didn't see one. Steam powers these trains, large narrow gauge engines, fully restored and inspected regularly. They are so

Durango & Silverton Narrow Gauge RR:

(continued) Al Potter



Ready to leave Durango



Looking up the Animas River gorge



On the ledge cut on the face of a mountain



Train backing into Silverton to load passengers for the return trip to Durango



Prospect (Parlor) Car, the one Nathan and I traveled in

Durango & Silverton Narrow Gauge RR:

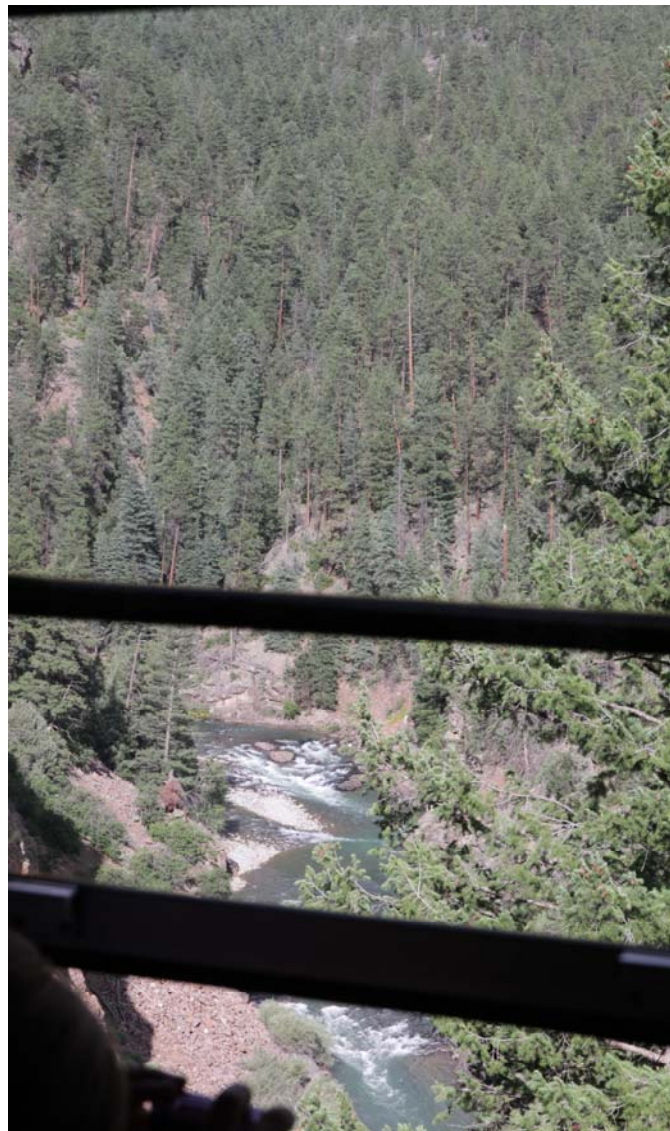
(continued) Al Potter



Traveling through a land slide that had closed the upper half of the railroad till the day before our trip



Returning along the Animas River (River of Lost Souls)



Animas Gorge seen from the Prospector Car window

News & Notable: 2012 NMRA Convention (77th Annual)



We are **The Grand Rapids Model Railroad Historical Society**, established in 1992. We currently reside in a beautiful Craftsman Style structure built by the state of Michigan in 1914 as a fish hatchery. We acquired the building in 1994 and in 1996 began constructing our version of the Pere Marquette Ry. System circa 1945.

We are joined by a group of dedicated modelers from all across Michigan in our quest to bring you a convention you will remember fondly for years to come.

There are many levels and areas of talent on our team and with this blend we will strive to provide you with the most enjoyable experience you can have at an NMRA National Convention.

We believe that the number of great layouts we have in a concentrated area is only one of the many reasons that **Grand Rails 2012** will be more than just another National Convention.

News & Notable: 2012 N Scale Convention (20th Annual)



2012 NATIONAL N SCALE CONVENTION
MEDFORD, OREGON
20th N Scale Enthusiast Convention
TUESDAY, JUNE 26 TO
SUNDAY, JULY 1, 2012
CHECK OUR WEB SITE FOR MORE DETAIL
Contact Dick Ollendorf, Convention Chairman
(610) 923-7535 Dick@NScaleCollector.com

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.

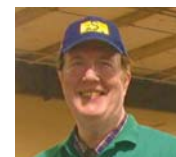
Email the [webmaster](mailto:dave@bantrak.org) today !!!

Dave

1. 01/04/2012 - Added modifications to accommodate 2012 Show Events.
2. 01/04/2012 - Added modifications to accommodate 2012 Newsletters.
3. 01/04/2012 - Posted the B&O Festival of Trains show review.
4. 01/04/2012 - Added the 2011 raffle table winner.
5. 01/04/2012 - Updated the forum from SMF 2.0 to SMF 2.0.2.
6. 12/18/2011 - Added Pictures of the B&O Festival of Trains 2011.
7. 12/12/2011 - Updated B&O Show with the proper dates and added the layout plan.
8. 12/10/2011 - The December Newsletter is now available.

New & Notable: Membership

Al Palewicz, Membership



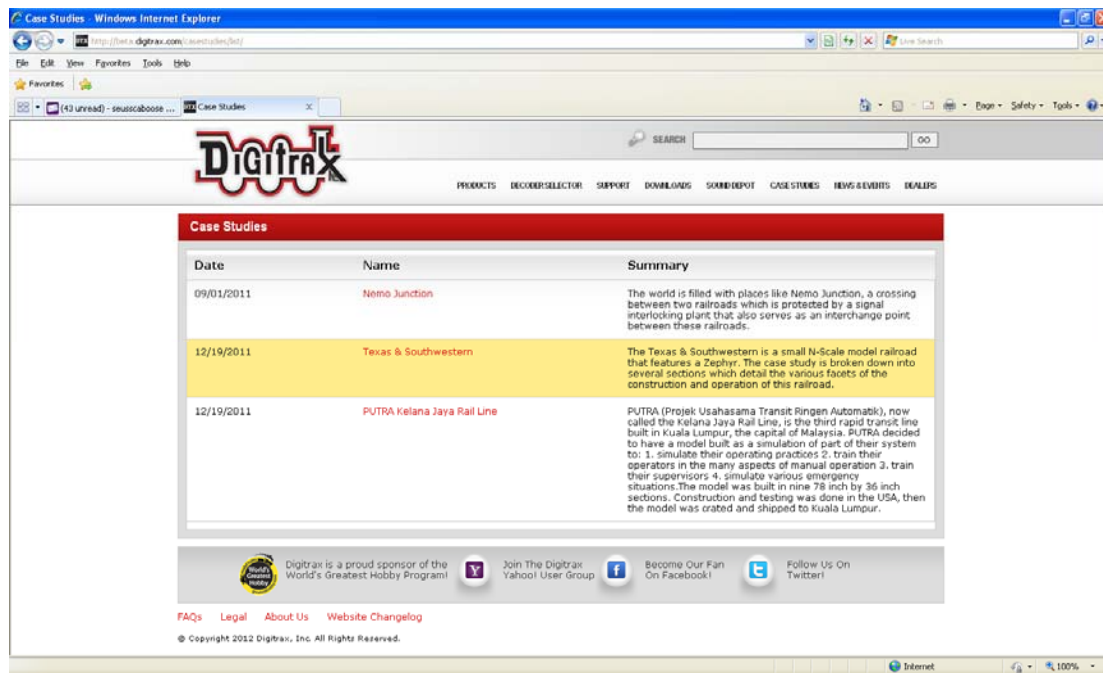
BANTRAK is a division of N-Trak. Be sure to check out the latest N-Trak newsletter !

[January / February N-Trak Newsletter](#)



Please contact Treasurer [Tim Nixon](#) for more information on your membership status and roster questions or [Al Palewicz](#) with general questions.

Check out the new [Case Study](#) page on the Digitrax website



Email the [editor](#) and suggest a DCC topic !!!

[Get Digitrax Email Updates](#)

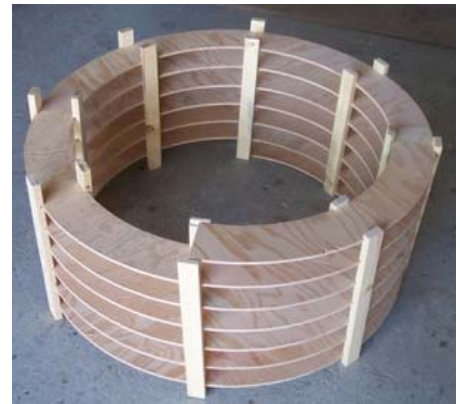
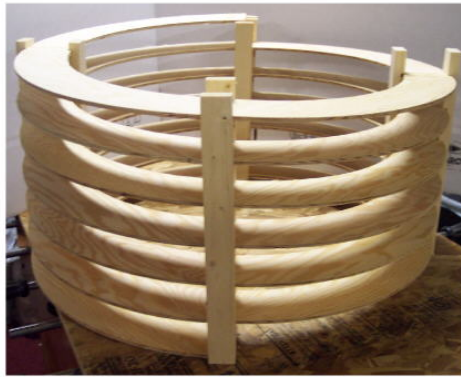


Website of the Month: Ashlin Designs Railroad Miniatures

Email the [editor](#) and recommend a site !!!



Ashlin Designs Railroad Miniatures specializes in Helix kit's, as well as other N Scale detail and rolling stock items. Be sure to check out their Clearance section as well. Click [here](#).



BANTRAK: 30th Anniversary Club Car



Any club members with ideas or thoughts about the project should send me an email so that these may be taken into account prior to a proposal presentation to the membership.

Current sentiment is to go with a Fox Valley wagon top boxcar a la B&O. Nothing is decided and the committee has not met.

All interested parties are welcome to contribute. Target release would be Christmas season 2012. This would be slightly prior to the thirtieth anniversary of the first club meeting in January 1983.

If you can assist or are interested in volunteering to be on the committee, please contact [Bob Mohr](#)



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.

List Priced at \$69.95 (plus shipping and handling).



Baltimore Area N-Trak currently has a limited supply of the 20th Anniversary Car Set.

Presented in prototypical fashion, the commemorative set consists of the 1983-2003 two-car set presented on traditional brown boxcars featuring the Baltimore Belt Line herald in white.

List Priced at \$35 (plus shipping and handling).



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.

Prices are:

Large	\$12.25
X-Large	\$12.25
2X-Large	\$13.25
4X-Large	\$15.25

(plus shipping and handling)



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.

List Priced at \$25 (plus shipping and handling).

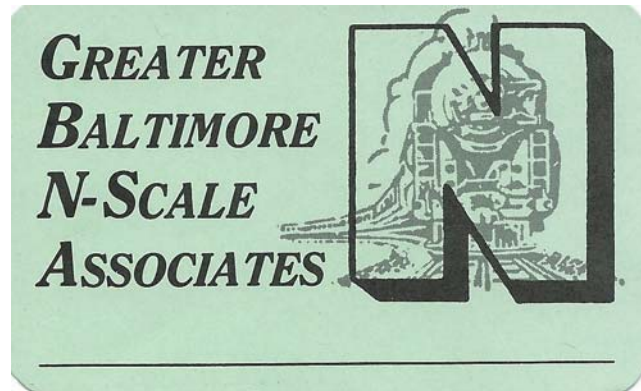




Scans of Original Membership Card

Jack Walsh

From the Jack Walsh Archives...



BANTRAK: Classifieds

FOR SALE: Two (2), 1-Trak modules (being sold to make room for more trains!)

The modules are double tracked and feature a pair of crossovers. If you are interested, please contact Al Delgaudio.



To list your classifieds, Email the [editor](#)



BANTRAK Call Board

(Activities & Events of BANTRAK Club Members)



Email the [editor](#) with your info !!!

[NMRA Chesapeake Div. Group Mtg.](#)

January 15th, 2012, 2PM

Info Contact [Arthur Boyd](#)



[BANTRAK Club Mtg](#)

Host / Location needed (various months)

Info Contact [Eric Payne](#)



BANTRAK 2012 Calendar

2/4 & 2/5	Great Scale Show	Timonium, Md	Martin Myers
3/31	NMRA MiniCon	Columbia, Md	Al Delgaudio
04/14 & 04/15	Great Scale Show	Timonium, Md	???
6/9 & 6/10	MS Challenge Walk (tentative)	Chestertown, Md	???
8/25 & 8/26	Bedford N Scale Weekend	Bedford, Pa	???
10/27 & 10/28	Great Scale Show	Timonium, Md	???
12/12	B&O Festival of Trains	Baltimore, Md	Dave Clyde/Jack Walsh (tentative)



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.

