



BANTRAK Newsletter

Volume 26, Issue 08
August 2013

The Engineer's Cab

Eric Payne



Hello Again Everyone! The weather has settled and if it is August, then that must mean Bedford is around the corner. This Newsletter includes T-Trak Reviews, show previews, and a few Conference reviews, a T-Trak column by Chris, and the usual DCC and web gems. Also, check out the Time Machine (from 2005) and the Club Calendar.

In Club News, last month's work session was cancelled but this month's is still scheduled (August 17). In other news, The path to Inc. continues (non-profit status) and the Trailer is still in process.

For those of you keeping up with BANTRAK via the Newsletter (and unable to attend Club Meetings and Events), we try and include a quick summary/review of the last Club meeting. Our last meeting (Cub Picnic) was hosted by the Al Del Gaudio in Ellicott City, Md. Topics discussed included Show & Tell, Financial review, Show Reviews/Preview, Club Business (Club Dues discussion and one (1) motion for spending Club Funds.

The August meeting will be at Al Potter's church in Odenton and the September meeting will be in Ellicott City at Mark Bandy's. (see BANTRAK Calendar on last page.) As always, **DON'T FORGET TO BRING YOUR SHOW & TELL.**

The Current agenda items for the next Club Meeting include:

- Show & Tell (items you just bought, created or found)
- Show Reviews/Previews - N-Trak & T-Trak
- Club Business update
 - Club Car Committee update (Bob Mohr)
 - Club Organization update (Tim Nixon)
 - Trailer Committee update (Eric Payne)
- Call for New Club Business

A few things for the immediate future. Saturday August 17 we have a Club Work Session and the next day is the Club meeting. Also, check out John's preview for the MiniCon and please RSVP to him via email. Also, Bedford is around the corner and we will finalize plans next Sunday at the meeting.

Special thanks to John Darlington, John Hasson, Jeff Peck, Tim Nixon, John Hale and Chris Hyland for submitting articles for the newsletter. From an editors perspective, it is good to have articles to drop in and share. Keep them coming.

As a constant reminder, please remember, we are a volunteer driven organization so "More Hands = Less Work" and above all... "Keep It Fun".

Eric

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Next meeting...

Sunday, August 18, 2013 @ 2-5pm
Location Host: Al Potter
Location: Odenton, MD.
(email Al for directions)



NMRA MiniCon: Preview (October)

John Hale

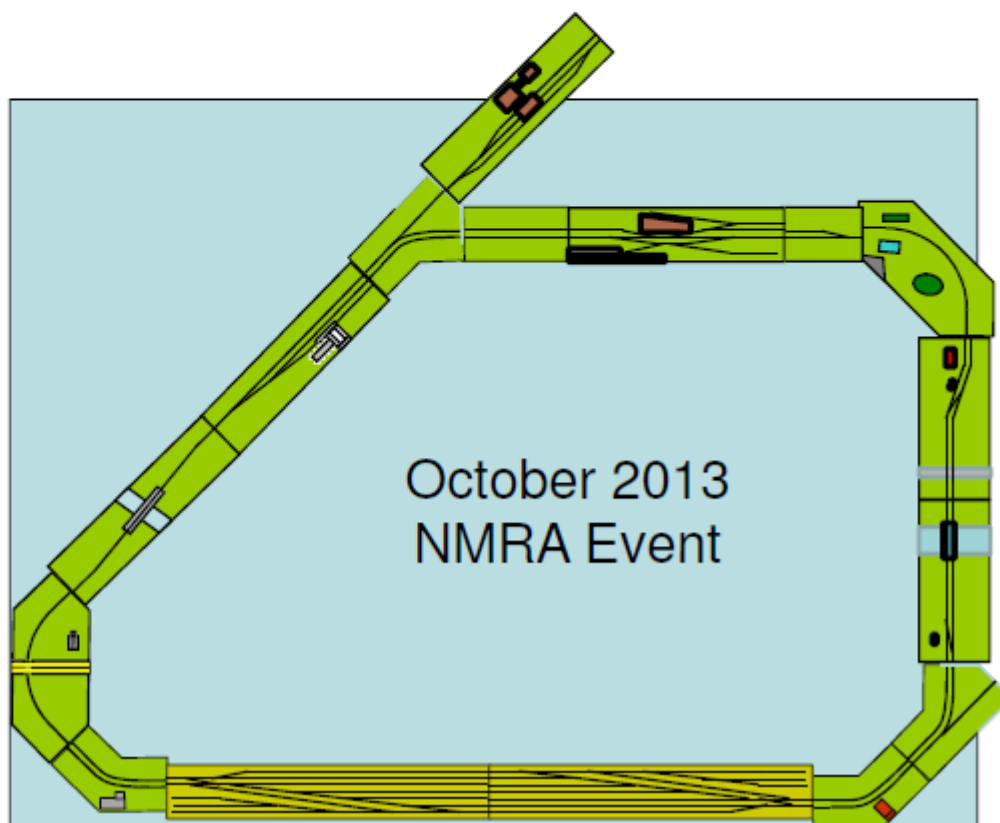
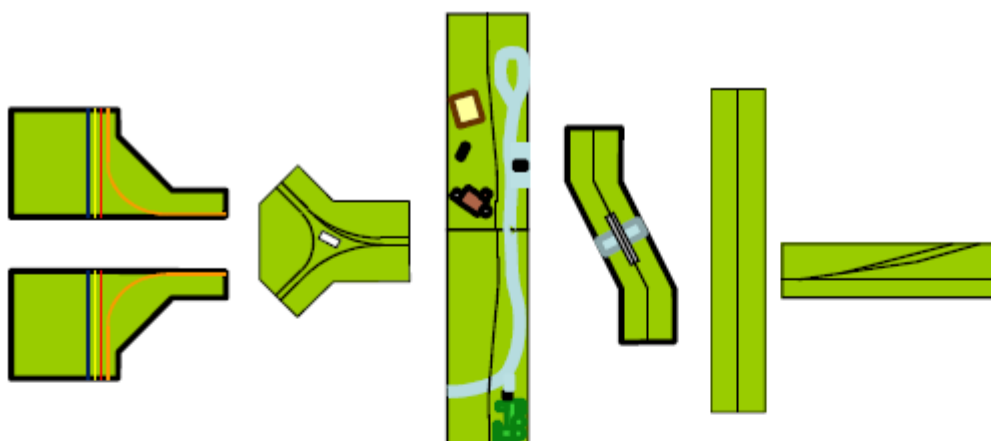


I have worked out our space allocation and a few options for running oNeTrak standalone at the NMRA event in October.

- A. Option 1 is round de round, which is easier to let a train run unattended for a while, but uses less of our modules.
- B. Option 2 is a point to point which uses a few more of the modules and opens up the possibility of some operations

More discussion in Bedford.

John



2013 N Scale Enthusiast - Milwaukee : (Review, June)

Tim Nixon



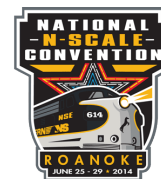
When it was announced that the N-Scale Enthusiast's 21st Annual Convention was going to be held in Milwaukee, I decided that this was one convention that I had to attend. I've generally enjoyed all the previous NSE conventions and Milwaukee was a reasonable distance away, with Southwest Airlines offering direct flights at decent prices. Milwaukee is a beautiful city that I had been to a number of times back in my wargaming days when GENCON was held there, and the summer weather there is generally much nicer than Baltimore's. During my previous trips to Milwaukee I'd never had the chance to visit some of model railroad institutions that call the city home, like Kalmbach Publishing and W. K. Walthers, and the convention seemed the perfect opportunity.

I departed for Milwaukee from BWI at 1:30 PM on Wednesday, the convention's official first day, and flew non-stop to General Billy Mitchell field in Milwaukee. On arrival at the airport, I met our club president Eric Payne, who had to make a one day business trip to Minneapolis before he got to enjoy his own time at the convention. Since Eric had missed the previous club meeting due to business travel, I caught him up on recent club business over an early dinner before he caught his outbound flight and I took the hotel shuttle to the convention site.

The convention site was a quick 15 minute drive from the airport, at the Crowne Plaza hotel. My room was actually in the adjacent Ramada Inn, since all the convention rooms in the Crowne Plaza were booked before I sent in my reservations. The Ramada was just across the parking lot, and my room on the ground floor facing the Crowne Plaza may have been closer to the convention activities than some of the rooms in the convention hotel.

After checking into my room, I headed across the parking lot to check into the convention. Check-in was in the main ballroom (which was used for quite a few convention events). Upon entering the ballroom, the first table was manned by Matt Gaudynski of Fox Valley Models, who was passing out bottles of his special convention "Fox Valley Root Beer", which was excellent. The next three tables consisted of the registration table, the shirt table, and the special runs table, all of which I visited in turn. Our own Skip Hayes was overseeing the registration table and busy signing up those who had not pre-registered. Before leaving the ballroom I ran into Mark Bandy and former club member Jon Monsein; Jon was working check-in for the auction and Mark was registering models for the model contest. After finishing registration I took a quick run through the convention hotel, to see what else was going on, but aside from the Tex-N-Rails store in a meeting room things were pretty quiet, so I returned to my hotel to drop off my purchases and unpack before the Micro-Trains Welcome Reception later that evening.

While in recent years the NSE has started offering pre-convention tours on Tuesday and Wednesday, the Welcome Reception on Wednesday evening is the official start of the NSE convention. Micro-Trains supplies desserts for all attendees, which get consumed while the convention coordinator, Dick Ollendorf, introduces the local host and other key players, and announces any schedule changes or other important information that didn't make it into the final printed materials. At the conclusion of the reception I headed back to my room, since Thursday was going to be an early day for me, with an all-day tour on my schedule.



Some of the N-Trak clubs in the two Ballroom layouts



They even let a CSX guy run a non-prototypical train on their Milwaukee Road themed layout

2013 N Scale Enthusiast - Milwaukee : (Part 1 of 2)

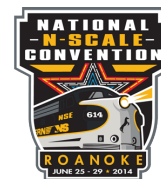
Tim Nixon



The one major tour I signed up for at this year's convention was a combined tour of Kalmbach Publishing, W.K.Walthers, and the East Troy Electric Railway. The tour was scheduled to depart from the hotel lobby at 8 AM, so I made sure to be there a bit early. Dick had warned us at the reception the night before that there were 3 separate tours, all leaving for different destinations, with multiple buses for each tour and to make sure to check that you were on the right bus for your tour before you got on. I found the 3 buses leaving on the Kalmbach/Walthers/East Troy tour, and I got on the second bus; this bus headed to Kalmbach first, with the other two buses departing for East Troy.

It was about a 30 minute drive to the first stop on the tour, Kalmbach Publishing, who publishes many popular railroad magazines including Model Railroader and Trains. Exiting the bus, we were met by David Popp and a Model Railroader film crew to document our visit. Stops on our tour included the staff railroad, the Milwaukee, Racine and Troy, the Al Kalmbach memorial library, the photo shop, and the staff workshop. Numerous project layouts from previous editions of Model Railroader were on display around the building. The Kalmbach offices are primarily editorial and graphic design; the printing is not done on-site, so we didn't see any of that part of the operation. At the conclusion of the tour, we were given a goodie bag with a copy of the current edition of Model Railroader, a layout planning ideas supplement, and a pair of Model Railroad Video plus coasters.

The second stop on the tour was W.K. Walthers, a major distributor of model railroading items. Walthers is on Milwaukee's north side, a 30 minute drive from the Kalmbach offices in Waukesha. As we departed the bus at Walthers, we were met by current Walthers president Phil Walthers and his daughter Stacey Walthers Naffah, who welcomed each of us personally. The attendees were taken to the company lunch room, where we were divided into 4 groups to be shown around the facility. My group started in the main "picking" room, where we walked the main belt that runs the length of the building; it was amazing to see the number of shelves packed with model railroading stuff! Other stops on the tour included the shipping section where the orders are checked and packed, the publicity and advertising section that does the trade shows, the customer service group that deals with those who call to place orders, the Walthers library (which includes some of Bill Walthers personal collection, and the photo studio/workshop where the photos are done for the reference books. Strangely though, other than the guides and the tour groups, the facility was fairly empty so we didn't really get to see the facility "in operation"; we were told when we asked that their hours vary depending on how many orders they have to fill, and that they had delayed their start time on that day to accommodate the tours. The final stop on the tour was the Walthers store (Terminal Hobby Shop), where the guides answered any final questions and gave people a chance to make any purchases of in-stock merchandise they wanted. As we departed the store and boarded the buses, we were each given a Walthers drawstring bag containing a copy of the 2013 N&Z Scale reference box, a Walthers n-scale freight car, wooden billboard kit with special signs for the convention, a cookie and a bottle of water.



Tour bus 1 arrival at Kalmbach Publishing



Main belt at Walthers. Start on the left and move toward the viewer, then continue up the right belt. Completed orders are put moved to the middle belt and head to the far end for packing and shipping.

2013 N Scale Enthusiast - Milwaukee : (Part 1 of 2)

Tim Nixon



From there it was off to East Troy and the final stop of the tour, the East Troy Electric Railway. The East Troy Electric Railway is the final remnant of Milwaukee's once extensive street car / electric railway system. East Troy was farthest western stop on the Milwaukee Electric Railway and Light Company line serving southeastern Wisconsin. The line was built in 1907, but the advent of the automobile and the drop in traffic due to the Great Depression caused most of the line to be abandoned in 1939. The City of East Troy however bought the section of the line between East Troy and Mukwonago and operated it until it was transferred to the Wisconsin Trolley Museum in 1985. The Friends of the East Troy Railroad Museum, a non-profit group of volunteers, took over operation starting in 1995 and currently runs a number of restored cars on the line. Our ride was on the Evanston Express, cars 4420 and 4453. We departed the main station in East Troy and motored east to The Elegant Farmer in Mukwonago, where we picked up our box lunches. The specialty of The Elegant Farmer is its "Apple Pie Baked in a Brown Paper Bag"; I'd seen a show on the Food Network about it so I had to purchase one of the small 4" pies. Lunches in hand, we motored a short distance bag west to a public park, where we stopped to eat our lunch. From there it was back to East Troy, where we toured the main station and the main car barn; East Troy has a wide variety of cars stored in the west car barn, all but one of which are operational, including the cars that would be used the next night for the convention dinner train. They have another car bar at the east end of the line next to The Elegant Farmer that holds their non-operational cars. At 3 PM we boarded our bus to head back to the hotel and the end of the tour. As we drove back tour Milwaukee the sky's clouded up and we spent most of the trip back driving through an afternoon thunderstorm. We arrived back at the convention hotel at around 4 PM, the first bus back, concluding the tour. I made a quick pass through the hotel to check on the progress of the club layouts, who had started set-up earlier that morning. I ran into Mark Bandy again and we made plans to meet for dinner prior to the main auction at 7 PM, after which I headed back to my room to drop of my goodie bags and rest my feet.

To be continued...

Tim



East Troy car barn



Our ride, as seen from the park where we had lunch

Gaithersburg : Review (July)

Jeff Peck



The TTrak contingent descended on the Gaithersburg Museum on a sunny and pleasant Saturday, July 27th for our more or less monthly visit. We did a very simple straight 2 table setup; modules were brought out by Rick D., Leon, Patrick H., Christian and myself. Dave B. and Jim A. were on hand to help with setup and tear-down and train operations. Setup went quickly and we had great crowds the entire day. CSX and Amtrak kept the rails shiny with everything from trash trains to inter-city passenger trains. Tear-down and pack up went well and we were on the road quickly.

Jeff



2013 NMRA Convention : Atlanta, Ga. (Review, July)

John Darlington



Having just returned from this Year's NMRA Convention in Atlanta, I thought that I would take a few moments to jot down my thoughts and observations about the experience. Not having attended the National Convention for a number of years – the last one was Cincinnati I think, I was anxious to see what changes the NMRA and the local host Division have made in the format and content. Needless to say, if I was looking for any substantial changes, I was disappointed.

On The Road

Phil Peters, who accompanied me, and I hit the road early on the 13th (Saturday) heading southwest on US 81 which would take us west of that traffic mess around Washington. Although I had heard that this route would take us into a lot of truck traffic, I must admit that the drive was fairly pleasant with few slowdowns and traffic tie ups. Additionally, the road is in pretty good shape so we were able to maintain the top speeds of 65 to 70 mph. We were going to stop in Roanoke, VA to do a little train watching and photograph taking, but they had some big celebration going on so we decided to trudge further south and pick up Roanoke on the way back. We hit the Virginia/Tennessee border around 4pm and decided to drive on until 6 pm, and then stop for dinner and lodging for the night. I had picked up a Trip Tik from AAA a week before, but it was fairly useless (they have changed the format and NOT for the better) so we scouted around for a cheap, but neat, motel. Our first stop was Bull's Gap, TN (big mistake! It looked like the Civil War had just ended) so we then drifted down the road about twenty miles further to Morristown which had a Days Inn and nice place to eat. The next morning, we continued our journey about 8am, and worked our way around Knoxville heading for Chattanooga, which was the other target for train watching and photo taking. I had purchased a book at Klein's called Hot Spots Guide-book which showed good places to watch trains. Well, it did not help much due to local changes such as trees, bushes, and fences at the most inconvenient places.. Chattanooga has a big yard which was our target, but we spent more time trying to find good spots than we did watching trains. We stayed about 90 minutes taking a few snaps, and then we headed for Atlanta.

We arrived in Atlanta shortly before 4pm. The Convention Hotel, The Renaissance, was without a doubt first class! Everyone was extremely friendly and helpful and we checked in and found our room very quickly. After depositing our luggage, we went down to the registration desk to pick up our credentials. This was in an area the size of a large ballroom, and unknown to us, the scheduled "reception" was being held. Usually these things usually start around 7pm to allow everyone to arrive and become settled in before gathering for hors d'oeuvres and libations. It really wasn't much, and after hearing the opening remarks from the NMRA president, Charlie Getz (who for all intents and purposes disappeared after that) and swilling down a beer, Phil and I decided to find a place to eat and relax.



2013 NMRA Convention : (Atlanta, Ga)

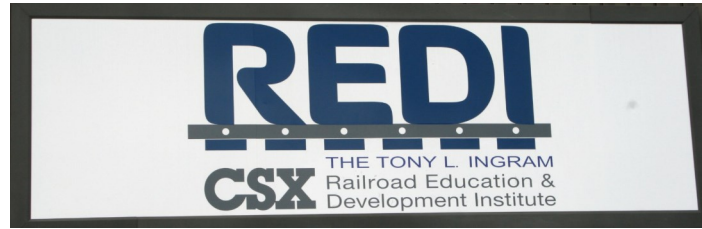
John Darlington



Layout/Prototypical Tours

The general format of the Convention has not changed. You are either in clinics, layout tours, and/or prototypical tours all week beginning at 8am and ending around 10pm. Phil and I were scheduled to have a prototypical tour on Tuesday sandwiched between two layout tours on Monday and Wednesday. The prototypical tour included an extended morning visit to the CSX Yard and Training Facility located in the large Tilford Yard with a visit to the Georgia Northeastern short line in the afternoon. The training facility (engineers, brakemen, conductors and non-operating personnel) was very interesting to see. Each student has his own room with a throttle mock up and a screen which looks like a big video game. This is one of the areas that the student is tested on train operation, and is graded on every session. This does not include the actual "hands on" training on live engines and rolling stock. The afternoon visit to the G&NE was very interesting too. We learned how the car interchange works between the G&NE and CSX and the NS. This was particularly informative for me since my road – the Maryland Blue & Gray Line – is a short line operating out of Hagerstown with interchange connections to the B&O, PRR and WM mains

The layout tours on Monday and Wednesday were really great although they were a bit deflating for me since I will never hope to have a layout as extensive and as well planned out as the ones we saw. The modeling was extremely good to say the least. We saw two HO and one N layout on Monday and Two N and one HO on Wednesday. (You will find photographs of these layouts elsewhere in this issue)



2013 NMRA Convention : (Atlanta, Ga)

John Darlington



Clinics

Since the layout tours were half-day events, Phil and I had plenty of time to attend clinics and visit the OPSIG, the Civil War SIG, and the Design SIG rooms. The Civil War SIG was the most interesting since they had an O scale reproduction of a Union Supply Depot which was obviously scratched built. WOW! One negative was the lack of an operating layout in the OPSIG room which was a feature of previous Conventions. In order to participate in OPSIG activities you had to sign up and travel to layouts around Atlanta.

If there was any really negative aspect of the Convention, it was in the area of clinic quality. Actually, outside of a good prototypical tour, clinics are what I go to these conventions to see, so I was personally disappointed. The first thing on my dissatisfaction list was the lack of "Show and Tell". In past conventions the instructor would show you step by step how to do something and then had a completed exhibit of the finished result. I can remember a clinic I attended some years back on hopper and flat car "loads". While these were in HO scale, many were adaptable to N-scale as well. The instructor brought ten or twelve finished models to view which is far more instructive for the student than watching a Power Point presentation. There were a few of the clinics that I attended that had finished examples (Leslie Eaton's on basic modeling and weathering and Jim Gore's clinic on structures made of card stock). Otherwise, it was pull up a chair and watch the screen.

Then there were clinics that seemed to have no purpose at all except to show the attendees what you can do with a large space, unlimited funds, time and a few helpers. One clinic in particular involved a person (he is an officer of the NMRA so his name will remain anonymous) who built a spectacular layout by averaging three hours a night (along with helpers) finishing up in three years, had a big party where his cronies patted him on the back, decided he needed a bigger house, completely trashed the layout, moved into a trophy house and built a bigger layout. Now I do not know too many people who have the cash and the wherewithal to throw away \$15,000 to \$20,000 in track, turnouts, benchwork and who knows what else, but that is what he did. All this in living color! This clinic apparently had no modeling purpose. I judge a clinic by what I learn, what can improve my modeling skills, what can improve my skills with electricity, scenicing, operations etc. I learned nothing positive from this clinic and came away with an overall negative feeling about model railroading. I am glad this was one of the first clinics I attended, or I would have come away from the Convention with a very down feeling.



2013 NMRA Convention : (Atlanta, Ga)

John Darlington



The National Train Show

In addition to clinics, the National Train Show is what I am really at the convention to see. While the Show is open to the Public from Friday afternoon through Sunday, registrants to the Convention are let in beforehand at 9am. Most of the big manufactures are there with exhibits (Atlas, Kato, Intermountain, Athearn, Fox Valley, Bachmann, Walthers, Peco, and ExactRail), not to mention a lot of the kit and scenic material companies like Woodland Scenics, Scenic Express, etc. Scattered among the manufactures booths were layouts from clubs in O, HO, N, and Z scales. Finally there were any number of independent hobby stores and dealers hawking just about anything you can imagine. (No, I will not tell Elaine how much I spent!) These independents were unlikely to charge less than retail prices, although there were various "Show Specials" that were available. Klein's has sort of spoiled me insofar as costs are concerned, so I did not buy much at the MSRP level. I spent about five hours at the Show, and I thought that it was one of the best ones I have attended.

All in all, my experience at this year's National Convention was fairly positive except for the items I mentioned above. Phil and I started for home around 9:30 am Saturday morning and made it all the way to the Roanoke area before calling it quits. Except for a couple of violent thunder storms encountered, we made pretty good time. On Sunday morning we drove the remaining 20 miles into Roanoke and did some rail fanning. Again, we encountered some difficulty in getting optimum spots for photos, and after a couple of hours, we started the 340 mile trek back to O'Malleyville arriving home about 5:30 pm.



2013 NMRA Convention : (Atlanta, Ga)

John Darlington



Final Thoughts

In conclusion, I do not know whether or not I will go to any more NMRA National Conventions. There were many plusses to this one. The biggest plus was the excellent work the host, the Piedmont Division, NMRA, did in arranging and organizing the Convention. It is a tremendous amount of work and planning, beginning with the choice of venue. From the hotel to the tours, their work was excellent! Another plus was the ease in getting to and leaving from the hotel. It could not have been a better location. Lastly, the all-inclusiveness of the facility which melded together the hotel and the convention center so that you did not have to go out into the hot and humid weather if you did not need to was wonderful. This is the first NMRA Convention that I attended with such a feature.

However.....

While being away from the daily hustle and bustle of everyday life and concentrating on something other than daily cares can be mentally refreshing, the cost of attendance along with the sameness of these annual affairs leaves a lot to be desired. I certainly have no wish to go to Cleveland next year, and anything in the mid-West or on the Left Coast is strictly out, from my perspective. With the advent of the Internet and the ability to learn modeling skills on line, the relevance of these types of conventions is being brought into sharper focus. I think that local and regional shows will continue to draw people away from attending these annual extravaganzas. After all, you could better spend your "convention money" on your own layout, right?

John



2013 NMRA Convention : (Atlanta, Ga)

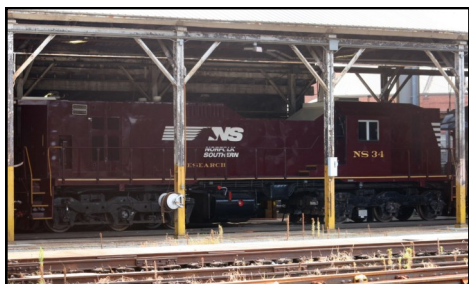
John Darlington



A few more pics from the trip.



**Atlanta Welcomes
the NMRA
July 14 - 20, 2013**





A Visit to Michigan : The Henry Ford and Greenfield Village

Eric Payne (and John Hasson)

Here are a few pictures of the rolling stock at the Museum's in Dearborn, Michigan.. John and I took these shots on two separate occasions as we visited within a few weeks of each other. Check out the website [here](#).

Eric



DATE: JULY 23, 1921		
MECHANICS ON DUTY	LOCOMOTIVES	STATUS
CMD: TOM E	1873 TORCH LAKE	STAND BY
DAVE	1902 ATLANTIC	DISNEY
MATTS	1868 EDISON	IN SERVICE
	1897 BALDWIN	STANDBY
	1914 BALDWIN	Under Restoration
ENGINE MEN ASSIGNED		
ENGINEER	FIRE MEN	CONDUCTOR
JUSTIN	HARON	KEVIN
	BILL	JOHN



News & Notable: T-Trak Column

Chris Hyland



After moving what seems to be everyone on the east coast personal things, I finally have a few words to pump out for this months column. How the month flew by. I will make sure that next months will not seem so hasty.

As the grip of the summers heat tightens, one usually retreats to escape the heat of the day to day. Either on the beach or in the shaded mountain peaks, it gives time to reflect on the whys of life. Last month we talked about what T Trak is, now a short run into the whys. This article is dedicated to our partners in crime and good friends, Jeff and Christian Peck, without whose leap of faith, who know where we would be now

So with all of the different types of module designs out there, why the popularity of the simple small box to use a canvas for a layout. This is a question that still perplexes a great deal of us. I think it is the simplicity of it all. The idea that one could explore an area and not devote a lot of time or funds to it. Want a desert scene, a small overseas halt or station, or try ones hand at urban scenery, this is definitely for you. The big thing is smaller is better.

Also working in such a small scale brings out the little things. One could add all the figures and scenery details and have them really show up rather than as a backdrop. Concerts, street scenes, agricultural scenes of harvest time seem to come to mind. Logging scenes as well, with the processing of trees. In this tight area, your mind can run wild and the efforts be seen in the forefront of the module.

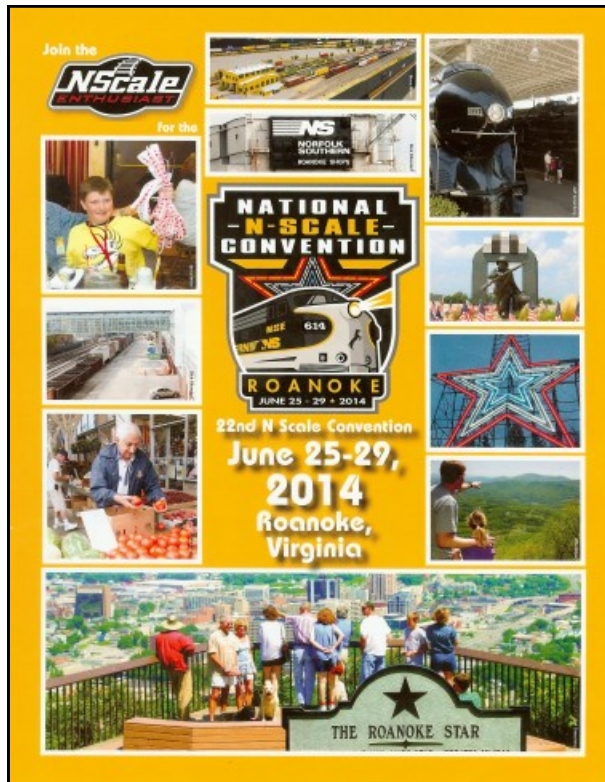
One thing though that one has to be aware of is all the little fingers that reach out and like to touch the trains and scenery. This is something that we are still trying to deal with and hopefully come to some sort of solution. One of the major drawbacks of T trak (see no system is perfect) is that the module itself is exactly at head height for a 4 year old. This, during our operating sessions has caused us to watch our layouts with the eyes of hawks. Being aware keeps the trains rolling and undamaged. In some of our more public events where we know the crowd may be a bit on the wild side, we have some modules that have next to no scenery at all. And the buildings we put on the layout are the cheapo Model power variety that if they take a pounding could easily be replaced by a trip to the hobby shop or ebay.

So these are just some thoughts if you take the plunge into the shadowy world of t trak.

Our next gig is Gaithersburg next Saturday and we will also be at the Bedford N scale weekend. Hope that the long days of summer are treating you well and if you need to have your house moved, forget it!.

Chris

News & Notable: 2014 N Scale Convention (22nd Annual)



Check out ALL the action that happened in 2013 [here](#)

Visit the 2013 Convention registration website at www.NationalNScaleConvention.com



News & Notable: 2014 NMRA Convention (79th Annual)

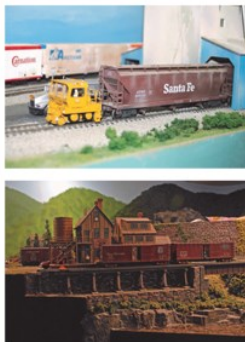


THE 2014 NMRA
NATIONAL
CONVENTION
CLEVELAND, OH
JULY 13 - 20, 2014

www.2014cleveland.org

For Modelers

Layout Tours



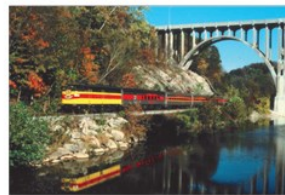
Clinics

Operating Sessions

Contests

Prototype Modeling Displays

Potential Prototype Tours



Cuyahoga Valley Scenic Railway



Wheeling & Lake Erie Railway



Mad River & Nickel Plate Museum

Potential Prototype Tours



Area Steel Mills



Age of Steam Roundhouse

- The first working roundhouse and backshops built in the U.S. since 1951
- View their new facilities & collection of locomotives and rolling stock

Other Potential Tours

- Local shortlines
- GE Locomotive facility in Erie, PA
- Regional Light Rail facilities
- Local rail yards and shops

Click [HERE](#) for more information !!!

News & Notable: 2013 N Scale Weekend (9h Annual)

9th Annual Train Show

"2013 N-Scale Weekend"

All N-Scale Model Train Show Saturday

August 24th, 10 AM till 5 PM

Sunday August 25th, 9 AM till 3 PM

Bedford ProCare "SPORTSPLEX"

125 Willow Grove Drive, Everett, PA 15537

General Admission: \$4

Under 12 Free w/adult

Participant & Vender registration forms may be obtained by
e-mail: nscaleweekend@yahoo.com Web: www.n-scaleweekend.com

Bedford Model Railroaders c/o Mike Phillips

773 Barclay Drive, Bedford, PA 15522
Phone: 814-623-2239 Show Dates: 814-977-4933

N-Scale Model TRAINS & SUPPLIES

PARK LANE HOBBIES, TEXRAILS, HB PETERSON, WINGARD'S TRAINS, THE N-CELLAR,
KENRAY MODELS, THE N-SCALE WEEKEND, BOSTON & ALBANY HOBBIES, A&L LINES,
NEALS N GAUGING, CONRAIL THOMAS 519, NZT PRODUCT/DELUXE INNOVATIONS,
MAINLINE HOBBY SUPPLY, RANDGUST, CHARLIE HOPKINS & MIKE BENCS

11 Large Operating N-Scale Train Layouts + Several Small Layouts

BALTIMORE AREA N-TRAK, TWIN TIER N-TRAK, JERSEY CENTRAL N-TRAK,
CAPITOL PENNSYLVANIA N-TRAK, CENTRAL OHIO N-TRAK, GENESSEE & ONTARIO MODEL N-ENGINEERS
THREE RIVERS ASSOCIATES N-TRAK, NEW JERSEY SOUTHERN N-TRAK, CANTINGTON N-TRAK
PITTSBURGH LITE TRAK, & BEDFORD MODEL RAILROADERS

MAKE CHECK PAYABLE TO: **BEDFORD MODEL RAILROADERS**
Pay Via PayPal to: nscaleweekend@yahoo.com



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All Aboard!

News & Notable: C&P Junction MER Convention

The coming C&P Junction Convention in Rockville, Maryland, will feature all those elements you expect: clinics by nationally-recognized clinicians; layout tours of prominent modelers; a bursting White Elephant Room, operations call-boards for every level; a lively contest room, a Banquet and live Auction. But one big difference will be Rockville--Washington and Baltimore-area destination cities. This is one convention where, over the long Columbus Day weekend, you and your spouse, if you wish, can use the long weekend to enjoy the Washington and Baltimore area: the Air and Space Museum, the International Spy Museum, the Newseum, the Baltimore Inner Harbor, Aquarium and other attractions. C & P Junction, Crowne Plaza Hotel (www.cprockville.com) with a free shuttle to the Metro and other points. Visit our [website](#):

A promotional poster for the C & P Junction Rockville MER Convention. The poster has a red top section with the text "C & P Junction ROCKVILLE MER Convention" in white. Below this is a blue section with "COLUMBUS DAY WEEKEND" and "OCTOBER 10-13, 2013" in white. The main body of the poster is white and features three photographs of model train layouts. Each photograph is accompanied by a yellow starburst callout. The top-left photo shows a freight train on a track with a cityscape in the background; the callout says "Layout Open House at Howard Zane's Piermont Division (HO)". The middle-right photo shows a green and yellow locomotive crossing a bridge over a river; the callout says "Clinic by Marty McGuirk on his Central Vermont, Winooski Subdivision (HO)". The bottom-left photo shows a harbor scene with a large ship and a train; the callout says "Layout Open House at Monroe Stewart's Hootch Junction (N)". At the bottom of the poster, there is a red section with white text: "Email: CandP2013@comcast.net", "website: <http://home.comcast.net/~CandP2013/>", and "C & P Junction ♦ Rockville, MD".

C & P Junction
ROCKVILLE
MER Convention

COLUMBUS DAY WEEKEND
OCTOBER 10-13, 2013

Layout Open House at
Howard Zane's
Piermont Division (HO)

Clinic by Marty McGuirk
on his Central Vermont,
Winooski Subdivision (HO)

Layout Open House at
Monroe Stewart's
Hootch Junction (N)

Email: CandP2013@comcast.net
website: <http://home.comcast.net/~CandP2013/>

C & P Junction ♦ Rockville, MD

New & Notable: BANTRAK Online

Ed Kapusinski, Webmaster



EDITORS NOTE: We are in process of updating the website. Please be patient.

Email the webmaster today !!!

1. Newsletter has been posted to the website
2. BANTRAK Forum to be discussed at June Mtg.
3. Website design to be reviewed



Have an idea for new/updated web content?

Contact the Webmaster with your ideas!

New & Notable: BANTRAK Membership

Al Palewicz, Membership



Club Member Benefits

- Sharing of your knowledge (railroading & modeling) with others of similar interests
- Access to railroading and modeling knowledge of other members
- National exposure and recognition of your endeavors in modeling
- Hands on activities:
Club modules - track, wiring and scenery. Raffle layout - track and scenery Members' layouts - whatever's asked
- Recognition as being part of a Nationally known club
- Purchase of surplus club property & access to group discounts



- The New Roster has been sent out.
- The current N-Trak Newsletter can be found here:
<http://ntrak.org/Newsletter/NL-13-MJ-opt.pdf>

Tim & Al

BANTRAK does a significant amount of charitable activity, although we rarely think of it that way because we get pleasure out of it. When you think about it, that is "as it should be" with all "giving from the heart."

What is our charitable activity? Our major participation is in the B&O Museum's (which is a charitable organization) Annual Festival of Trains. Our display has been a major draw for people to come to the Museum for many years, both recent and in the past. There are plenty more examples, this is just one.

Please contact Al for more information on your membership.



New & Notable: BANTRAK Raffle Layout

Jeff Peck & Mat Chibbaro



At last year's F. O. T., Eric asked if I'd be interested in coordinating this year's project. We kicked around a few ideas and decided on a T-Trak theme to offer the winner the chance to jump on board with the Club. I asked Mat Chibbaro to join in as I'm a big fan of his Mt. Hubungi set and thought a topper module would be a great add. The layout will be slightly larger than the traditional 2 x 4 and will be urban-themed. Mat's section will be a downtown area with a streetcar like the Freedonia Transportation Authority in his [small space model railroading book](#).

At this stage, while we have a small budget, items we could use to help out with the project are:

- Urban Buildings
- Kato Unitrak
- A dual power pack
- Vehicles (60's era and up)
- Figures
- Details such as line poles, trashcans, dumpsters, mailboxes

Stay tuned for in-progress photos in the coming months.

Jeff (& Mat)

(P.S. be sure to see all the pics from the 2012 Raffle build sessions [here](#)).

New & Notable: BANTRAK 30th Anniversary Club



The project is coming along nicely and there is a target release date of summer 2013 (just like the real railroads, we are piggybacking on another order). Current sentiment is to go with a Fox Valley wagon top boxcar a la B&O and artwork has been finalized from FVM and approved by the committee.

We have confirmed enough Club Members are committed to meet the minimum order.

Questions can be directed to Bob Mohr at a Club Meeting or Show. Next update should be at the July meeting.





Email the editor and recommend a site !!!



Tracking Heritage Units

This website tracks the locations of all the Heritage units (NS, UP & AMTK), plus other "special" locomotives (CSX Spirit loco's, steam loco's, etc.) based on spotters reports.

Check out the site [here](#).

Past Websites

[Ashlin Designs](#)
[Great Lakes Models](#)
[JMRI](#)
[Road Signs](#)
[Scale Town Models](#)
[Citrus Modeling](#)
[Aztec Trains](#)
[BCWRR](#)
[Banta Model Works](#)
[GRS Micro Liting](#)
[Monster Modelworks](#)
[ImagineThatLaserArt](#)
[CMR](#)
[Prairie Shadows](#)
[Lunde Studios](#)
[Shapeways](#)
[Osborn Model Kits](#)
[Eastern CA Model RR](#)



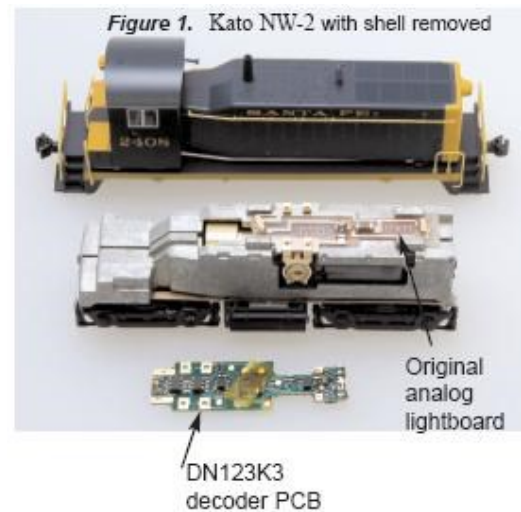
Editor's Note:

CMR is offering BANTRAK a bulk order discount on this kit (we need 3 more people) If interested, please [drop me an email](#).

DCC Corner: (Exploring Digital Command Control)

DN123K3 Kato NW2 Installation Instructions

This install should take around 110 minutes. It is a simple drop in decoder. For the 6 steps. Visit the website [here](#).



Go to the Digitrax webpage, click [here](#).

Email the editor and suggest a DCC topic !!!

Company Store Shirts and Wire Harnesses



Shirt Order Update

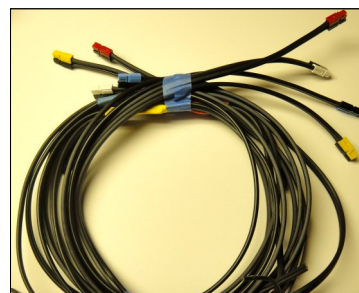
If you need a gray BANTRAK t-shirt,
To Order, Email Club Treasurer Tim Nixon



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).

To Order, Email Martin Myers and cc: Club Treasurer Tim Nixon



CLASSIFIEDS : Free Magazines

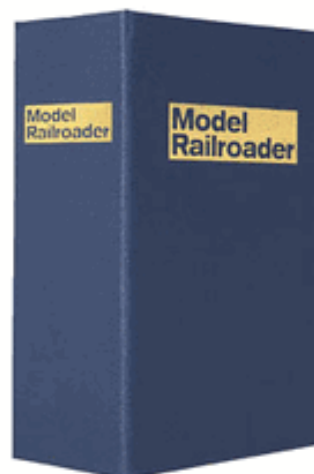
For more information contact treasurer@bantrak.net



Recently, BANTRAK received a donation of magazines (1982-2012) from a former Club Member.

If you need good research references, or simply some inspiration, be sure to grab some at the next events.

If you are interested in any specific magazines, email Eric.





Trolling through the Archives (June 2005) again. Tip of the hat to Tim. Enjoy.

Eric

Rail-fanning Union Bridge, MD

By Tim Nixon

On Sunday May 1st Ken Greenhorn and I decided to attend the opening of the Western Maryland Historical Society's restored station in Union Bridge Maryland and also to do a little rail-fanning of the Maryland Midland railroad, which is headquartered there. The day was warm and sunny as we headed up MD140 to Westminster, then west on MD31 to New Windsor and west on MD75 to Union Bridge. The route from Westminster to Union Bridge parallels the Maryland Midland tracks, and we saw some interesting sights for exploration on the return trip.



The Western Maryland Historical Society owns two buildings in Union Bridge; the former freight house and station. The two story freight house has been a museum for several years; the main floor contains a public exhibit of Western Maryland railroad artifacts and a gift shop. The second floor, which is closed to the public, includes the society's library and offices. The basement, which is mostly storage, will eventually contain an N-Scale layout; right now it is little more than benchwork. The newly renovated station includes more artifacts and a donated HO-scale modular layout. The museum was quite nice, but in and of them self probably didn't justify the trip. Ken and I probably spent less than 30 minutes inside.



Outside the museum was a restored Ford Model A, which belonged to one of the volunteers. The car was having electric problems and Ken, having extensive knowledge of the Model A since he had one in his



(Continued on page 5)

To list your classifieds, Email the editor





BANTRAK Call Board

(Activities & Events of BANTRAK Club Members)

NMRA Chesapeake Div. Group Mtg.

TBD

Info Contact: Arthur Boyd



Home Layout/Module Work Sessions

(Ongoing)

Info Contact: Alan Del Gaudio, Eric Payne,
Ed Kapusinski, Paul Diley



BANTRAK 2013 Calendar

This is a listing of all BANTRAK Monthly Meetings, Field Trips, 1-Trak and T-Trak events as well as current Volunteer Positions



Baltimore Area N-Trak is a volunteer driven organization. THANK YOU! for your

Date	Event	Location	Contact	Type
5/19/2013	BowieFest / Club Meeting	Bowie, Md	Jeff Peck	t-trak
5/25/2013	Gaithersburg	Gaithersburg, Md	Ed Hyland	t-trak
6/16/2013	Club Meeting	Baltimore, Md	Arthur Boyd	meeting
6/22/2013	Gaithersburg	Gaithersburg, Md	Ed Hyland	t-trak
6/29 & 6/30	Silver Spring Station (B & O)	Silver Spring, Md	Jeff Peck	t-trak
7/20/2013	Club Work Session (Modules)	Glen Burnie, Md	Eric Payne	work session
7/21/2013	Club Meeting - Summer Picnic	Ellicott City, Md	Al Del Gaudio	meeting
7/27/2013	Gaithersburg	Gaithersburg, Md	Ed Hyland	t-trak
8/17/2013	Gaithersburg	Gaithersburg, Md	Ed Hyland	t-trak
8/17/2013	Club Work Session (Modules)	Glen Burnie, Md	Eric Payne	work session
8/18/2013	Club Meeting	Odenton, Md	Al Potter	meeting
8/24 & 8/25	Bedford N Scale Weekend	Bedford, Pa	Martin Myers / Paul Diley	show
9/7 & 9/8	JV w/ Capital O Scales/TCA	Kensington, Md	Ed Hyland	t-trak
9/15/2013	Club Meeting / Raffle Layout Work Session	Ellicott City, Md	Mark Bandy	meeting
9/28/2013	Gaithersburg	Gaithersburg, Md	Ed Hyland	t-trak
10/5/2013	Silver Spring Station (B & O)	Silver Spring, Md	Jeff Peck	t-trak
10/12 & 10/13	NMRA Potomac & Chesapeake Convention	Twin Brooke, Md	John Hale/Chris	t-trak / 1-trak
10/12/2013	Kentlands Octoberfest	Rockville, Md	Chris Hyland	t-trak
10/20/2013	Club Meeting	Crownsville, Md	John Cook	meeting
10/26 & 10/27	Great Scale Model Train Show	Timonium, Md	Al Del Gaudio / Rick Dunstan / Ed Hyland	show
11/2/2013	Silver Spring Station (B & O)	Silver Spring, Md	Jeff Peck	t-trak
11/3/2013	Gaithersburg Artifact Show	Gaithersburg, Md	Ed Hyland	t-trak
11/9 & 11/10	Rockville Lions Show	Rockville, Md	Ed Hyland	t-trak
11/17/2013	Club Meeting / Club Work Session			meeting
12/1/2013	Trainspotting Day at Bowie RR Museum	Bowie, Md	Jeff Peck	t-trak
12/18/2013	B&O Festival of Trains	Baltimore, Md	Mark Bandy / Eric Payne	show

President	Eric Payne		
VP1	Paul Diley		
VP2/Secretary	Rick Dunstan		
Treasurer	Tim Nixon		
Membership	Al Palewicz		
Quartermaster	John Hazzon		
Webmaster	Ed Kapusinski (backup= John Hale)		
Trailer	Martin Myers / Paul Diley (backup = Team)		
		2013 PROJECTS	
		LocoNet Wiring	Martin Myers / Bob Mohr
		Raffle Layout	Jeff Peck / Mat Chibbaro
		Anniversary Club Car	Bob Mohr
		Trailer WorkGroup	
		E. Payne, T. Nixon, M. Myers, J. Champlin, J. Hale, A. Potter, P. Diley, S. Hayes, B. Mohr	



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.

