



BANTRAK Newsletter

Volume 26, Issue 11
November 2013

The Engineer's Cab

Eric Payne



Hello Again Everyone! I must be honest, to me, the year is flying by. I looked up and it is November and before we know it, Thanksgiving will be behind us and Festival of trains will be on our doorstep! . The newsletter is on time this month (hooray) and includes a bunch of good reading! This Newsletter includes T-Trak Reviews, show previews and a product review article. Be sure not to miss the Time Machine (an article by Al from 2005) with some history and pics from "way back when" and the Club Calendar. ***Speaking of Calendar, please note the meeting time for the November meeting is one hour early, starting at 1pm.***

In Club News, it has been a whirlwind. October was super busy and so far November has been a recovery month. In other news, the path to Inc. continues (non-profit status) and the Trailer is has made some progress (decision to buy in 03/2014) Be sure to attend the November Club Meeting/Field Trip for updates.

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 was hosted by John Cook in Crownsville, Md. Topics discussed included Show & Tell, Financial review, Show Reviews/Preview, Club Business (Annual Budget approval and three (3) motions for spending Club Funds).

The November meeting will be a field trip to [CMR in Hampden, Md.](#) A few important notes. 1) Mtg time = 1pm 2) parking **WILL** be tricky. Plan on arriving 15 minutes early. (you have been warned) 3) CMR will have models for sale, so bring your wallets :) 4) We will have a brief gathering **AFTER** the field trip for Club business (location = TBD). 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. Festival of Trains set up is Wednesday, December 18th. **Please save the date.** We need all hands on deck, and as usual, the Club will provide lunch. If at all possible, please plan on attending.

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, November 17th, 2013 @ 1-4pm
(Field Trip to CMR)
Location Host: CMR/E. Kapusinski
Location: 3100 Fallscliff Rd,
Hampden, MD. 21211



GSMTS : October Review

Alan Del Gaudio



The GREAT Scale Model Train Show, October 25-27, 2013

BANTRAK was well in evidence this recent Great Scale Model Train Show. The main N-Trak loop featured a 38 x 30 foot area with an inverted "U" cut in to feature the "Horseshoe Curve" themed reversible corners. Our oNe Trak layout was transplanted from the recent NMRA Regional event complemented the 3-trak main line. T-Trak had their gala meet nearby. Based on compliments received, our participation was a success!

N-Trak

We had the pleasure of seeing a new module and some old friends. Rick Dunstan brought a new [to BANTRAK] module and we had both Bob Mohr's Davidson City 3-module set and John Cook's Possum Point & Quantico Creek 2-module set. Going anti-clockwise from the yard, after Petticoat Junction and a corner, we passed through Jack Walsh's BWI scene bracketed by Martin Myer's Baltimore themed 2-footers, the lift bridge and Bob's aforementioned city. [Both Bob's and Martin's modules had a more rigid leg system, better for bracing the lift bridge.] Then, we went around 7-11 corner to Skip's Fire in the Sky, the scenic divide of Bates' Motel [You know there is a younger crowd when a fair percentage never heard of the movie "Psycho"] corner Alan Del Gaudio's Jericho Road/Jct set then the first Horseshoe to Al Potter's very nice mountain scene set, more Horseshoe, John Cook's Possum Point & Quantico Creek around the corner to Bob Winterbottom's Town, Rick's module and the "Chemical" corner. Next was Paul Diley's N&W yard, the duck under bridge to Eric Payne's Zoo and finally around the corner, back to the yard.

It was shockingly pleasant to find that as we started to close the loop that we were only off by 1/2 inch between the 2 clamping teams. I've never seen such a close "Promontory Point"!

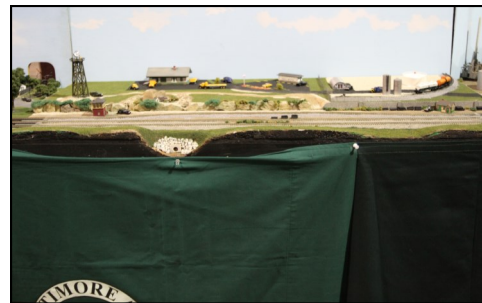
Dawn patrol on Saturday with Bob W, Alan Potter and Paul Diley found a few issues, frankly, fewer than expected. Despite some concerns the blue line was problematic, we ran it cleanly through both days. We had a full roster of runners for Saturday and Sunday. I had originally planned 3 run slots for Saturday, but was not thrilled with the preliminary response cut back to 3, but after seeing a full signup sheet and knowing some still had yet to sign up, went back to the original plan of 4 slots.

oNe-Trak

If anyone took the time to have a look at the oNe-Trak layout, I hope you would agree it is/was striking. It features the best of many ideas. Without the constraint of track running on the edge of a module, it feels more like a modular home layout. The addition of the yard Tim Nixon dedicated his life to over the past year allows autonomous operation in that it's decoupled from the NT layout.

For the recent NMRA convention in Gaithersburg, John Hale worked with the core group of 1T guys and came up with a plan that has a wandering closed loop mainline plus using Martin's Y and his 45 degree corners with spur lines, which opened up the addition of spur lines. In this instance, the yard on one leg and the coal mine access by Paul Diley's nicely modeled trestle. The trestle leg system received compliments both here and at the NMRA!

With switching opportunities at several modules in the loop and a couple of passing sidings one or more can do operations. Next time, bring a couple of 4 axle DCC locomotives and a few Atlas, Intermountain or newer MT cars and have a go. You don't need a monster train.



GSMTS : October Review

Alan Del Gaudio



Was it all roses?

No. Given our T-Trak group had a large meet on the other side of the hall and we had both N-Trak and oNe-Trak layouts, I would not go for such an ambitious NT layout in a similar situation. We were clamped up at 3:05 and I felt for sure we'd be done and gone by 6 - 6:30. The last of us left at 8:05 and any thought of a fine meal at a nearby pub were given over to simple dining at Chez Miquee Dee [well at least I didn't have a gnawing hunger for the ride home].

The incorporation of joiner tracks is really getting to be a killer. There are fewer and fewer folks doing this critical task and at some point we will end up with two people doing this job and they might go on strike saying they will only do a rectangle 10 feet wide and 24 feet long. I strongly urge all the club members to bring a visor or good reading glasses and fine pliers/tweezers so each of us can each work on 2 module interfaces before doing anything else. We'd be done quickly and then we can move on to skirting, rope barriers and electrical/electronics set-up.

The time spent DCC troubleshooting was an unhappy surprise. Martin might have some ideas and perhaps a simple methodology for fixing this. We also found that there were bigger but tolerable humps at some of the module intersections

Tips and things to remember

We need to post turn-on/ turn-off procedures on the back of the yard. Some modules have turnouts as soon as you enter the module. It may be there are no jumper wires on the edge side of the turnout. there should be, but it is good practice not to make a block boundary by this potential dead zone.

For scenic interest, some modules route the track deeper into the module [5 Bridges, Zoo]. It is wise not to put these modules after a corner. I should have used at least a 1-footer Bob brought [as insurance] between the corner and the module set. I tried to keep 6-8 feet between corners to reduce drag on a train but missed this in planning. OTOH, with so few single POFFs, it was almost inevitable this would happen and I didn't feel good about supporting one side of the duck under bridge with the corner.

Extra thanks:

Martin for bringing the trailer and a lot of time and Andy Courtemanche for helping Friday without any payoff [plan to run] over the weekend, and Al Potter for the pics. My apologies to anyone in a similar situation that I missed.

Alan



The GREAT Scale Model Train Show, October 25-27, 2013

The Gathering was a huge success without much fanfare. BANTRAK leadership and support made the Gathering a impressive event. We had on the South end a mixture of BANTRAK's modules, provided by Mat Chibbaro, Leon, Jeff and Christian Peck, Matt Whiting, Matt Guey-Lee, and of course the Hyland Group. Also BANTRAK had a small trolley layout with modules from Cliff Enz, Jeff Peck, and Clan Hyland. Next to that layout was the raffle layout, being worked on by Mat and Jeff. Moving North, the next group was the Clyde David Club, headed by David Clyde. Mr. Clyde's modules impressed me with all of the detail he put into his modules. I especially liked his two Harpers Ferry modules. The next group North was MAD modules being an On30 club using T Trak modules with HO Kato Unitrak running O gauge models. It appeared to be a island sugar cane layout under construction. It was interesting seeing T Trak used by a scale other than N scale. Moving on to the next group was a two track subway by East Penn Traction Club. They had several tables using a selection of PVC and electrical 3 to 4 in. pipe. Their layout used the T Trak module dimensions to make their layout. I believe it is the first of it's kind in T trak (if not the world). The next group was NVNTrak T Trak modules. with great detail manned by Steve Jackson, Jim Nickel, and Nick S. They are also preparing for a large N scale N Trak convention in August 2014.

This gathering would not have been successful without the backing of Great Train show (Howard Zane and Ken Young), who provided 30 tables, advertisement, and a large space in the North side of the cow palace. Thanks very much to all who participated in this event to show how the little modules are bigger than any one thought.

Ed



NMRA MiniCon : October Review

John Hale



First a big thank you for your support of the NMRA Mini-Con this last weekend. We were able to set oNeTrak up in an independent loop with a couple of spurs. We had practically no electrical issues which was awesome.

On Thursday evening, we all arrived between 6:30 and 7:30. We had all the modules up and clamped into place by 8:30. Then we had to redo a section because the tracks just weren't lining up. So by 9:30 we were done and putting in fitter rails. That took an hour and a half, we ran a train and were out by 11PM. Friday, I ran a couple of trains all day in between breaks and attending a clinic or two. Tim came by after work and ran until closing (9PM). On Saturday, Alan, Tim, and Eric joined me as we ran New Haven, NYC, Nickel Plate, and some CSX and lease equipment on and off while we attended a few clinics. At around 6PM we started breaking down and we were down and packed out by 7PM.

Here are Some pics courtesy of Tim, enjoy.

John



Gaithersburg Artifact Show: October Review

Chris Hyland



On 2 November. The BANTRAK's T Trak Division hand picked crew of model railway commando's set up in the Old Timers Building at the Montgomery County Fairgrounds. Their Mission was to spread the word of T Trak and pick up all sorts of railway artifacts that they might stumble upon.

3 Nov. We clamped down by 9 am. A T shaped layout with a small trolley layout at the base was the set up. We ran all manner of trains until 4 pm when we put things away and rode off into the sunset. Members in attendance were Jack Walsh, Jim Master, Jim Atebello, Mat Whiting, Leon, Mat Guey-Lee, Jeff and Christian Peck, and the members of Clan Hyland. A decent turn out for a great show in which we showed off T Trak to the public.

This is the official story of the layout. But there is another story. One that makes this not just another model railroad show. Things there were fun as always. The Gaithersburg show is one of my all time favorite ones to attend. Not only does one get a chance to attend a half decent model railroad show in which not only do you get lots of running time. You never know what is going to show up. Usually all sorts of old stock that hasn't been seen in years (like that AHM building kit that you need to finish off a scene).

You also get a chance to go to visit the Golden Spike Railway Artifacts show. This is a truly amazing place. If you can think of it, they might actually have it. Engine headlights, China, time tables, Uniforms, buttons, books. Lots and lots of lovely books. Recently I have noticed that many collections of books that were hard to find are showing back up on the market and for decent prices. Your humble author was able to bag a 1938 time table for the French Indochina Railways and a handful of British and French Tram books without breaking the bank nor even suffering sticker shock. So if you are willing to hunt around there are all sorts of bargains and one can find all sorts of information on practically any railway topic.

The other thing about this show is that you get to meet every historical society out there and people who are more than happy to answer your questions about all aspects of railways. Many times I have gone to this show and learned many interesting things from former railway employees that have a story to go along with the item that you are buying at their stall. Every object has a story and for a price you can take it home with you. In some ways it adds more perspective to what we do. That railroads are much much more then locomotives or rolling stock, or even time tables. They are almost living breathing things. Each one with a character all it's own. And that is what one gets a feeling of the most by going to one of these shows. That everything is interconnected, from the Mikado steam locomotive in the yard to the book of matches with the railways flashy insignia in the lounge car. And you can own a piece of that world for yourself.

Once again we would like to thank the Golden Spike Show for having us again. Thanks for all the members who came out and had a good time running with us. I am certainly looking forward to next years show. If you haven't been to one, this is not to be missed so keep your calendars open for the first Sunday in November.

Hope to see you at the shows,

Chris

Sykesville Tower: October Review

Chris Hyland



On October 6. BANTRAK returned to Sykesville Tower to do joint operations with the S&P. Due to a mix up though, the Tower was occupied by the LGB group of that club. T Trak was not to be turned away though. We simply set up outside of the tower. Set up was at 8.45 and we were running by 9.30. It was a pleasant enough day for early October. And then we did what we always do. Run trains! Much fun was had by all. One of the highlights of the show was the running of the new Bachmann EM1 over a bit of a grade. It was able to do this well with 28 wagon top boxcars from Fox Valley. The only thing that stopped the train was we had a bit of a wind gust that came up and blew over the boxcars, but did not knock over the engine. CSX provided lots of trains to see on the old main line of the B&O. We also had a chance to grab a bit to eat in the old Sykesville station that is now a restaurant. Trains and good food, who could want more?.

Members in Attendance were Leon, Jeff and Christian Peck, Matt Whiting, Jim Master and the Hyland Clan. Modules were provided by Jeff, Leon, and the Hylands (who had been on the road all weekend returning from a subway show in New Jersey). We ran from 12 to 4 and then tore down the layout in 15 minutes. All in all it was a great way of returning to a fun venue and are looking on doing more there in the future.

Chris

Oktoberfest : October Review

Chris Hyland



On October 13th, BANTRAK took part in it's 3rd annual Oktoberfest at the Kentlands in Gaithersburg Maryland. We arrived early in the morning to get a decent place to park and set up our special all German European Layout. Our party consisted of Mat Chibbaro, Mat Whiting, Leon, and the Hyland Clan. The big question that was going through our minds as we set up was would the weather hold? Only time would tell on that one.

For those who have not been to this show. It is a large street festival that takes place every year in October at the Kentlands. It is modeled on a German Bier festival and it is a time that the citizens of Gaithersburg (and other places) can come out, listen to music, have a few drinks and enjoy each others company with a certain old world flare. To add to this we put on a T Trak event in which we run only trains from Central Europe with all sorts of gingerbread buildings to add to the effect that we "aren't in Kansas anymore". It is a fun experience for it gives us a chance to show off trains that we do not normally run during most shows and it is something different from the usual.

So the show started off well. We ran all manner of German Passenger and Freight trains behind mostly steam engines. Matt Whiting showed up latter and ran his Swiss passenger train from the 1960's with a really nice electric engine pulling it. The equipment held up rather well and with the exception of a few kidzilla's all was going well.

And that is when things took a turn for the worst. A large band of rain showers hit the area. The tent that we were under developed a slight leak so we had to shut down the layout for about 45 mins and wait for the storm to pass. This involved a lot of taking apart parts of the layout and buildings to make sure that they did not get soaked from the rapidly growing leak in the tent. Some of our modules took a wee bit of a beating from having their flocking peel right off from the water. Water also got down some of the switches. After the rain let up we found that our damage control efforts had paid off. The layout was still intact and operational. We even found out ironically that some of our equipment could operate in a half inch of water. Not something that I recommend anyone try out at home though!. It was also interesting to see water flow off some of the cars just like real railway cars in the rain after we started back up the layout.

We were able to operate without further incident and thankfully enough nothing was damaged beyond repair. Modules were taken to the shop on Monday and were operational for the Timonium Gathering by Tuesday and looked like nothing had happened to them at all.

All in all besides the weather, everyone had a good time and had fun running trains that they might not normally have. Big thanks to all the members who helped run the layout with us. We would like to thank Nansie Wilde and the City of Gaithersburg, especially the citizens of the Kentlands for having us once again at this even. Here's looking to blue skies, good beer, and lots more organ grinders next year.

Chris

Product Review: Roberts Mortar Formula

John Darlington



A couple of months ago, I was rummaging in M.B. Klein's with no particular purpose in mind when I came across this white jar next to the cash register called Roberts Brick Mortar Formula. I read the application instructions which appeared to be rather simple so I decided to give it a try.

Now those of us who have tried it before know just how difficult it is to reproduce a mortar effect on brick walls in N Scale which have such small and narrow mortar lines. I have tried any number of techniques over the years with decidedly mixed results. Additionally, if you have a building that has already been constructed and painted and you want to improve the mortar effect (I call it "retro-painting"), some of those techniques I have used in the past do a poor job. This is why I was so happy to try a product that would solve some of those problems.

The whole process can be accomplished in three or four easy steps. I usually paint the brick surfaces of a building I am constructing prior to final assembly (Figure 1). This is the best time to use this mortar mix

Next I apply the mix as instructed being sure to cover all of the mortar lines. I tried a wide brush, but I found that it did not apply the mix into all of the mortar joints (I discovered this to be the case while applying the mix both to N and HO scale brick) after experimenting a bit, I found that a soft medium horse hair brush was the best tool to use without having to "flood" the surface which leaves an excess of mortar mix on the brick surfaces. The next step is to wait for the mix to dry into a powdery film and then to remove the mix from the brick surface leaving the mortar joints filled. The instructions say that you can use a soft damp (not wet!) cloth for a clean brick surface or a dry cloth if you want to leave an "aged" look. (That is what I chose in my photo- Figure 2) I have found that you may have to repeat this process a couple of times to get the desired effect even in the larger scales (HO, O) The third photo (Figure 3) is of an HO scale brick wall on which I applied two coats of the mortar mix The fourth photo shows (Figure 4) the mortar mix that has been rubbed off in spots to get a realistic "aged" look.

Finally, the photo (figure 5) below shows a "retro-painting" job on a building that had been already constructed and painted. I bought it some years ago at a train show and repainted it. I wanted to see how the product worked so I decided to "sacrifice it" as an experiment. I was so pleased with how it turned out that it is now the switch tower in my yard. With retro-painting you need to use a dry cloth to remove the white film.

It's a fun product to use and the results are pretty good!

John

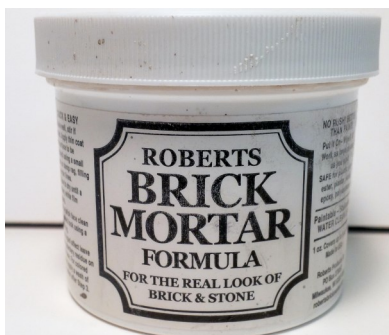


Fig.1



Fig.2

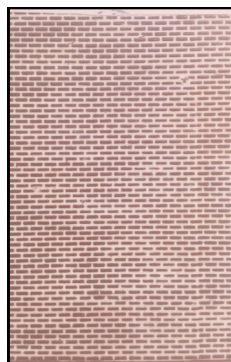
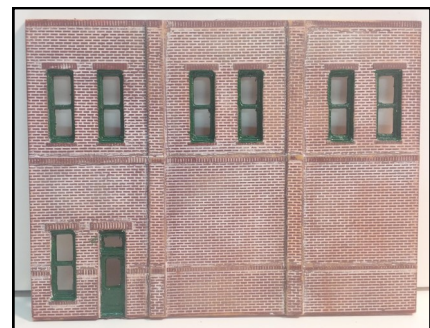


Fig.3

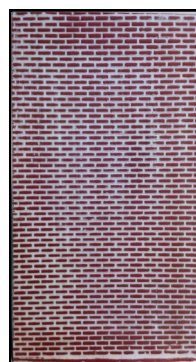


Fig.4



Fig.5

News & Notable: T-Trak Column

Chris Hyland



Prefabmodulism In the 21st century

One thing that I really like about writing some of these columns is that I can reuse titles that I used as an undergraduate at the University of Maryland. Take that "Check-It-In"! Who says that plagiarism doesn't pay. Or talking about things that have been covered in magazines and other places. Why restrict yourself to just getting the news once when you can get it in STERIO (do people still have those?). OK, surround sound.

So what is it that I am talking about has been covered before. T Kits. For all of those who have been saying, "I can't build a module cause I don't have any tools and my significant other is allergic to tangerines from the supermarket", blah, blah, blah. You're days of excuses ARE OVER!!!! N Scale Railroading did an excellent article on this company and I highly encourage you to read that one and I will not go over that one in depth here. During the T Trak gathering one showed up and I was much pleased with the module in the flesh.

Here is a run down of the positives. The kits are much like Ntrak national's kits except for the following. They are cut to more realistic specs and are a finished box. The previous ones from Ntrak only had three sides and were at times a bit wobbly. T Kits modules are more sturdy. The Baltic birch wood used is excellent and comes with hardware as well, so there is no running around on a weeknight searching for T nuts or screws to finish off the modules. A added bonus is that they are also doing all sorts of inside corners and other shapes to help with module design which up till now you had to do on your own. They are not a complete replacement for my beloved shapemaster modules, but they are pretty darn close.

That being said, nothing is perfect. Even my shapemasters have their issues. The T kit modules are cut a wee bit deep for the modules that we run in the club. This is not too huge of a problem, but one that when using the modules, a coordinator will have to plan for to make sure to have enough access to the wires and electrical components. The other downside, all of the electrical wiring that they use and recommend is NOT T TRAK STANDARD. Yes, it looks cool, but no, it does not match up with any one else except (supposedly) a Texas N Trak club's T Trak division. This is a side effect of T Trak growing up in a disjointed fashion at the beginning and hammering out standards developing in back alleys without (and even trying to avoid) direction from the NTrak national. Who knows what this wiring system will lead to. For right now, it leads nowhere unless you hook all your modules up that way and plan on being a lone wolf.

So, if you have no tools and live in a condo or apartment, or even a neighborhood with a homeowners association that will skin you alive if you dare use a hammer and nails (worse and electric drill and drywall screws). If the guys at your Home Depot or Lowe's are trying to further their artistic experimentation by using Picasso style lines on a sheet of plywood. Or if you think that using a saw means a sure trip to the emergency room populated by interns who have been on duty for the last 73 hrs.: This is your way of getting into T Trak. Need any further encouragement? Steve Jackson of NVNTrak had his 11 year old son build his kit by himself. So as they say on those DIY commercials: "Lets get out there and build something!"

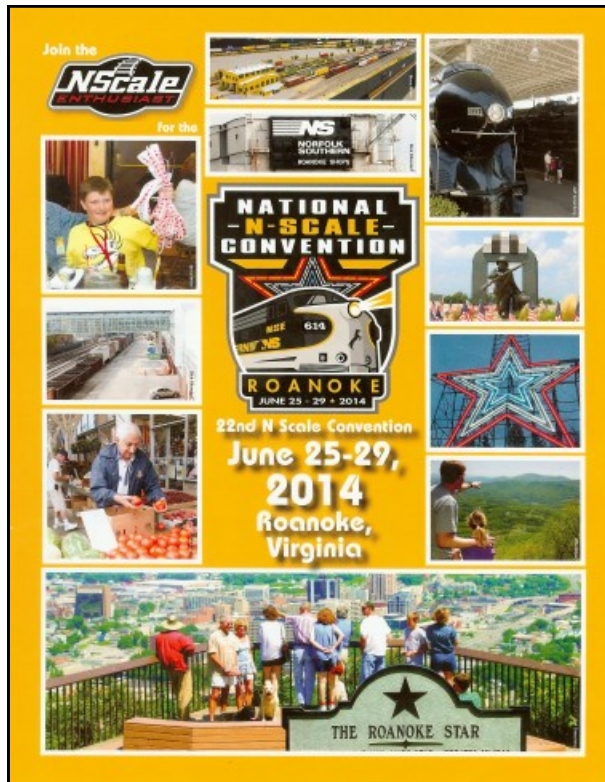
There is one other "prefab" thing that has come up recently. To paraphrase The Music Man: It starts with P and that rimes with T and that stands for Tables!. That's right my fair citizens. We have got trouble right here in River City! A few of us T Trakers have noticed that our dear beloved 6ft. plastic folding tables had disappeared from the isles of Lowe's and Home Despot. They had been replaced by some substandard piece of garbage pushed on us by some factory in Shanghai. It even costs more!. So this left us in a dilemma. As Charleston Heston used to say in those old Miller Lite radio commercials: "WHAT TO DO WHAT TO DO!" But all great problems have a solution. After a few days of searching around, we at the Hy land Laboratories have found something. Target (that's right, the store with the weird commercials and the dog with the red eye) have nearly the same tables as we had before. The only difference in them is that they have a small latch on one end that holds the table together when folded. The other difference is that they are even lighter than what was turned out before! Added bonus! Plus they match up perfectly with the older tables. Price is about the same as it was at Home Scrapo. In and around 40 bucks. So if you need tables for a T Trak layout, Target is your place to get em.

So much goodness has come out of prefab. Nissen huts, Microwave TV Dinners, Jersey Barriers, Polyester, and lets not forget Cheetos (yum). It is amazing all that science can give us even though we didn't know we wanted it. Cool new stuff every day. I can't wait to see what the next best thing is coming down the pike.

All kidding aside, I hope that the two things covered here help with your working in T Trak and N scale. Cause we always learn something from each other.

Chris

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



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

Visit the Convention registration website at www.NationalNScaleConvention.com



HOTEL INFORMATION:

Here is the [link](#) to get the best rate at the Sheraton

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

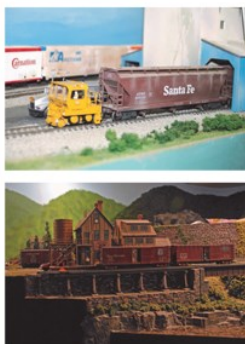


THE 2014 NMRA
NATIONAL
CONVENTION
CLEVELAND, OH
JULY 13 - 20, 2014

www.2014cleveland.org

For Modelers

Layout Tours



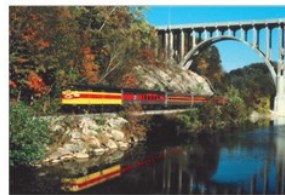
Clinics

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



The following prototype tours have been confirmed. Most are not normally open to the public, so they'll fill up fast:

Age of Steam Roundhouse
General Electric Locomotive (Erie, PA)
Ohio Loco Works
Mad River & Nickel Plate Museum
Chartier Steel Mill Tour
Cleveland Track Materials
Cuyahoga Valley Scenic Railway (including shops)
RTA Shops (local rail transit)

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

10th Annual Train Show

“2014 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, TEXNRAILS, 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 PRODUCTSDELUXE INNOVATIONS,
MAINLINE HOBBY SUPPLY, RANDGUST, CHARLIE HOPKINS & MIKE BENCS

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

BALTIMORE AREA N-TRAK, TWIN TIERS N-TRAK, JERSEY CENTRAL N-TRACK
CAPITOL PENNSCALERS N-TRAK, CENTRAL OHIO N-TRAK. GENESEE & ONTARIO MODEL N-GINEERS
THREE RIVERS ASSOCIATES N-TRAK,, NEW JERSEY SOUTHERN N-TRAK, CANTINGTON N-TRAK
PITTSBURGH LITE TRAK, & BEDFORD MODEL RAILROADERS



New & Notable: BANTRAK Online

Ed Kapusinski, Webmaster



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

1. Newsletter has been posted to the website
2. Website design to be reviewed

Email the webmaster today !!!

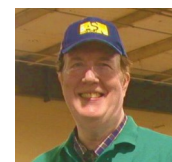


Have an idea for new/updated web content?

Contact the Webmaster with your ideas!

New & Notable: BANTRAK Membership

Al Palewicz, Membership



Club Member Benefits

- The New Roster has been sent out.
- A note on Jim Fitzgerald's passing can be found [here](#):
- The current September/October N-Trak Newsletter can be found [here](#):

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.

- 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

Please contact Al for more information on your membership.

New & Notable: BANTRAK Raffle Layout

Jeff Peck & Mat Chibbaro



A Quick Update. Club members have assembled and delivered the raffle layout buildings. Here are a few pics of their work, and the raffle layout work session.

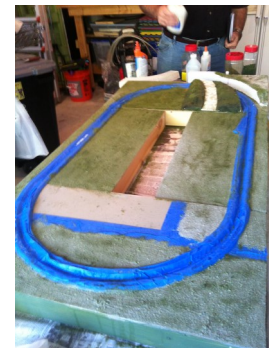
We **still need** donations including

- Vehicles (60's era and up)
- Figures
- Details such as line poles, trashcans, dumpsters, mailboxes

Watch your email for the next work session.

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 October meeting.





[Classic Metal Works](#) is famous throughout the world for models with exceptional detail, accuracy, and value especially for the unique needs of Model Railroaders and Collectors. Visit their website and check out their NEW N Scale Offerings.

Subscribe to their Newsletter [here](#).



Editor's Note:

CMR is offering BANTRAK a bulk order discount on this kit (we need 2 more people) If interested, please [drop me an email](#).



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](#)
[Heritage Units](#)
[ESM](#)

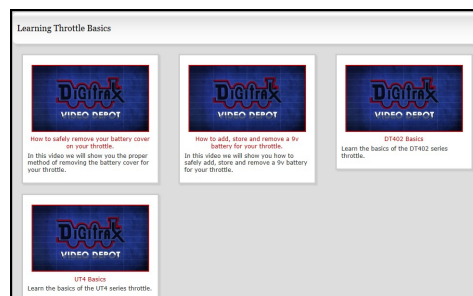
DCC Corner: (Exploring Digital Command Control)

Learning Throttle Basics by Digitrax

This new video series will show you the fundamentals of your DCC throttle, including:

- The correct method of removing the battery cover of your throttle
- How to add, remove and store a 9v battery to your throttle
- DT402 series basics
- UT4 series basics

Visit the video website [here](#).



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



Company Store Shirts and Wire Harnesses



Shirt Order Update

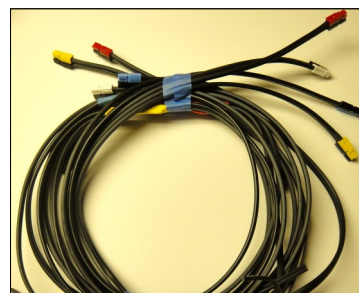
If you need a gray BANTRAK t-shirt,
To Order, Email Club Treasurer Tim Nixon



Building a module or rescuing an old one? Get your
wire harness. It doesn't get easier than this. Color cod-
ed / 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 : Club Classifieds

For more information contact treasurer@BANTRAK.net





Trolling through the Archives (September 2005 Newsletter) again. Thanks to Al for this Write-Up . Enjoy.

Eric

To list your classifieds, Email the editor

BANTRAK Newsletter		Page 3
 <h2>THE 2005 N-SCALE COLLECTORS CONVENTION IN SAN DIEGO</h2> <p><i>By Al Palewicz</i></p>		
<p>San Diego! A much nicer venue for a train show than Timonium--if only it weren't so far away. Despite the distance, 5 BANTRAK (and N Scale Collector) members made their way to the NSC/NTRAK Convention in San Diego beginning Wednesday, August 17. Skip Hayes, Mark Bandy, Jon Monsein and I were there on Wednesday, and Al DelGaudio arrived later in the week. The hotel was even nicer than the one in Chantilly last year--more pools, more restaurants, better transportation access, and about 500 Pokemon fans there for the 5th Annual World Championship of Pokemon. Whatever Pokemon is, it is not as exciting as running trains, take my word for it.</p> <p>The Convention began with the usual Micro Trains sponsored dessert party on Wednesday evening, at which we all stuffed our faces, and bought some nice drinks. We met friends from last year, including John Cook of NVNTRAK, an old Navy man, there as much for the proximity of dozens of naval vessels, as well as hundreds of N scale trains.</p> <p>On Thursday we switched dessert for the desert, as all of us took the train (1:1 scale) to the town of Tecate, Mexico. The main (did someone say only?) attraction in Tecate is, of course, the Tecate brewery. Some went there and were treated nicely, so I am told, while others wandered the town. We had a pleasant meal before re-joining the train for the ride back to California, USA. As in the Old West, just like we were shown in many westerns, we knew it was time to return when the train blew its whistle (well, okay, sounded its air horn) repeatedly. It was an interesting ride, as some of the photos show, and we were all glad it was not as hot as normal for our ride through the desert. The buses from the train station got us back to town just in time for the glorious Swap-a-Rama, a highlight of all NSC Conventions.</p> <p>Those of us with little real collecting interest (keep that under your hats, please), took the time to visit the NTRAK layout being assembled in the space under the ballroom, where the Swap-a-Rama was being held. There was no real attempt to better, or even match, the size of the layout in Chantilly last year, but this was a good-sized layout, with at least five loops hooked onto a spine at the rear of the room. DCC and DC running were possible throughout the layout, and Al DelGaudio took full advantage of both when he arrived.</p> <p>I will say that I wondered when I went into the room how West Coast modeling would compare to what we do and see here in the east. I really needn't have worried. There were many great modules on display, and a number of them are shown in to photos with this article. However, the level of modeling skill shown was no better than ours, and we could hold our own with the BANTRAK layout itself.</p> <p>Friday was a day away from the Convention for my wife and me, and we took the day to travel to La Jolla--a magnificent place to visit, and completely un-train-related. We arrived back in San Diego in time to get ready for the buses to the harbor tour and "dinner" on the aircraft carrier USS Midway. Dinner was a box lunch, but all seemed to enjoy it. The best part of the event, though, was a tour through the parts of the carrier most important to its fighting status--the plot room, the flight control area, and the captain's bridge. An enlightening experience for all who did it. Despite the huge spaces available on the flight deck, the corridors and stairs inside were not made for people of much size, whether their size was latitudinal or longitudinal.</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;">  <p>Mark Bandy's Contest Entry</p> </div> <div style="width: 48%;"> <p>Saturday was a day to "shop the show" that was in the layout room. Nothing like Chantilly and its 10,000+ visitors, this show was smaller and apparently unknown to the public, since there was almost no one there other than NSC Conventioneers. As a result the shopping was relaxed, and there were many bargains available, even on Saturday.</p>  <p>Skip Hayes' Contest Entry</p> </div> </div> <p>The Convention concluded for us with the NSC Banquet on Saturday evening. There we all received a Micro Trains car exclusively for the convention, which Jon Monsein assures me, will be worth hundreds in mere weeks. I'm watching E-bay every day! Also during the dinner was held the great NSC Raffle. Big winners this year were Mark and Jon. Neither Skip nor I won anything, as far as I know. Al DelGaudio did not come to the dinner--staying downstairs instead to run trains--a wise man.</p>		

(Continued on page 4)



BANTRAK Newsletter

Page 4

(Continued from page 3)

Sunday morning found Mark, Jon, and my wife and me winging our way back to Baltimore, home of heat and humidity. Meanwhile, back at the convention, Skip Hayes and Mark Bandy were winning prizes for their entries in the modeling contest. Mark won 2d prize in "Structures" for his completely scratch-built RR station model. Skip won 2d prize in "Freight Cars Other" for his camouflaged heavy gun mounted on a rail car. Photos of both their entries are printed with the other Convention photos. Next year the NSC Convention will be in Denver. Consider going, as it is a great train time, and a good chance to see places you might not otherwise visit. Oh, and the convention is a collector's heaven as well!

MORE PHOTOS (courtesy of Al Palewicz)



Skip receiving an award from the NSC



Al on the train to Tecate



Jon and Mark on the train



Skip and John Cook from NVNTRAK



Dinner on the flight deck of the Midway

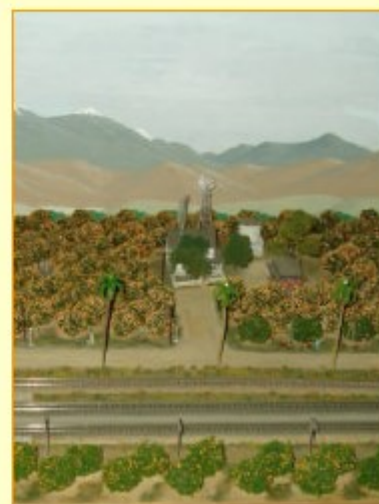


Z-Scale Module with DCC control



Refinery Module

Orange Grove Module



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
8/24 & 8/25	Bedford N Scale Weekend	Bedford, Pa	Martin Myers / Paul Diley	show
9/7 & 9/8	JV w/ Capital O Scalors/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
9/28/2013	Bowie Old Town Days	Bowie, Md	Jeff Peck	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
11/3/2013	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 / Field Trip	Hampden, Md	Ed Kapusinski	field trip/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			
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. Hale, P. Diley, S. Hayes, B. Mohr		
Membership	Al Palewicz			
Quartermaster	John Hasson			
Webmaster	Ed Kapusinski (backup= John Hale)			
Trailer	Martin Myers / Paul Diley (backup = Team)			



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 Baltimore Area N-TRAK (BANTRAK), Inc. This is your newsletter! Please send articles, photos, and suggestions to newsletter@BANTRAK.net

Editor: Eric Payne

