



N-Scale – Realism in Miniature



The Engineer's Cab

by Mark Bandy, President

**B&O Show Work
Session**

@

Skip Hayes'

House

**Sunday November
18th**

10 am til 5pm

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oNetrak Debut

The impression of the Timonium show was that it was just mediocre. Spectator turn out was low for the first and only fall show. Nothing from the vendor tables stood out as new or exciting. It was beautiful fall day, and I think the interest was in spending the day outdoors. Our own club was challenged with having to fill the run times. The member turnout for set-up was disappointing, with only about half the usual number helping.

With this show behind us, we need to concentrate on preparing for the B & O show. In a couple of weeks Eric Payne will call for modules. Please be prompt with your response to be a part of and participate in the various activities required to make this a successful event, for the B&O. This event gives us the opportunity in a large historical venue, to display our expertise in the hobby, generate interest in our club, and sell the tickets for the raffle layout that support our efforts throughout the year.

The oNetrak modules are starting to take shape, no pun intended. Tim Nixon has contributed a lot of his time to organize the oNetrak system for the club. It worked well at its debut at Timonium show last month. There are some minor quirks which will be worked out over time, just like with anything that is new. While N-Trak is still the primary system for the club, oNetrak provides variety and flexibility in track plan design. This rather new idea debuted in 1998-9 by NV N-Trak. It was published by Model Railroader in March of 1999 written by, Berney Kempinski. The photos in the magazine inspire N-scale modelers to attempt good modeling skills as well as describe the dimensional specifications for construction and interfacing to N-Trak.

In contrast to the MMR article, the club has made a few revisions that stray from the original oNetrak first by using code 55 track and switches verses using code 80 used by N-Trak. We are also using power poles verses the old cinch jones connectors do to new code requirements, and we agreed to some restrictions on the scenery, limiting them to summer time scenes, and using bent trestle legs to hold the frames. (Tim Nixon is our go to guy for the club's oNetrak information). The operations on the oNetrak require sidings for passing trains for 10-15 car train movements, and to help relieve congestion within the system. This provides for neat turn outs into industries and towns. When in operation, the system should be busy and loaded full of trains giving spectators plenty of action to see and enjoy. Please refer to our club web site for additional specifications for oNetrak.

So, what's the Pres doing in this arena, you may be

Our Next Meeting

Our next BANTRAK Club meeting will be held on Sunday November 18th @ Skip Hayes' Home in Baldwin Md.

NOTE THE TIME!

10am to 5pm

(Continued on page 3)



RIP TRACK

A SENSE OF PLACE

By Phil Peters

Read the model magazines, visit the prototype, tour other model layouts, look at what you are trying to achieve on your layout or module and you will find one element that all have in common, a need that underlies them and makes itself felt as an absolute necessity. This is a sense of place; where is this railroad in the country and in time?

Some modelers capture this marvelously. They combine structures, signage, vehicles and rolling stock in such a way that you know, or sense, immediately where you are and the time period. Ever since John Allen showed us the possibilities of creating this sense on our railroads, modelers have tried to embody it in their own creations. Even if the occasional dinosaur was seen pulling a Varney car, we knew where we were and had a feeling of sharing in the moment of the scene.

Some modelers create the feeling with a reasonably accurate modeling of the prototype scene, following photos and maps. Others create it with city scenes that have large numbers of period buildings and automobiles. Wooden models help take us back in time to a simpler age than the more modern looking plastic kits.

Citing the modules of our esteemed president we have only to look at the incredible attention to fine details that make his scenes come to life. We can all relate to the Mount Royal station scene; we've been there. I look at it and see myself and my parents in the

parking lot waiting for the arrival of Santa or the Easter Bunny. I can even see the exact place on that lot where we were those 60 some years ago. Relay Viaduct and the station: I played in that area as a boy. The shapes, the colors and especially the details such as the fencing and the lightning rods are all familiar.

We all thoroughly enjoy this level of skill. For me, at least, it is something I aspire to, knowing that I will probably never attain it.

While visiting layouts at the Detroit NMRA Convention this summer, I noticed a scene on one of the layouts that caught my eye. It was a simple scene. Hidden, almost, so subtle it was. The layout was indeed very well done with considerable detail and a pleasing ratio of scenery to train. But the feature that made that layout real and the most memorable of all the layouts that I have ever seen had nothing to do with the trains or structures or vehicles. It was a simple computer-made sign, stuck by the roadside at a fork



in the road.

It merely said: *"Thanks for Visiting Waldron, Home of the Spartans."*

That's all. It wasn't even saying welcome. It was bidding the visitor goodbye. But in that short statement there is something that is almost impossible to obtain in any other way: PEOPLE LIVE HERE! The town has a name. It also has a school. I can see their mascot, a Spartan warrior. Maybe in gold armor with red mantle and a gleaming sword or spear. I can see kids and their parents at a football game. I can hear the cheers...

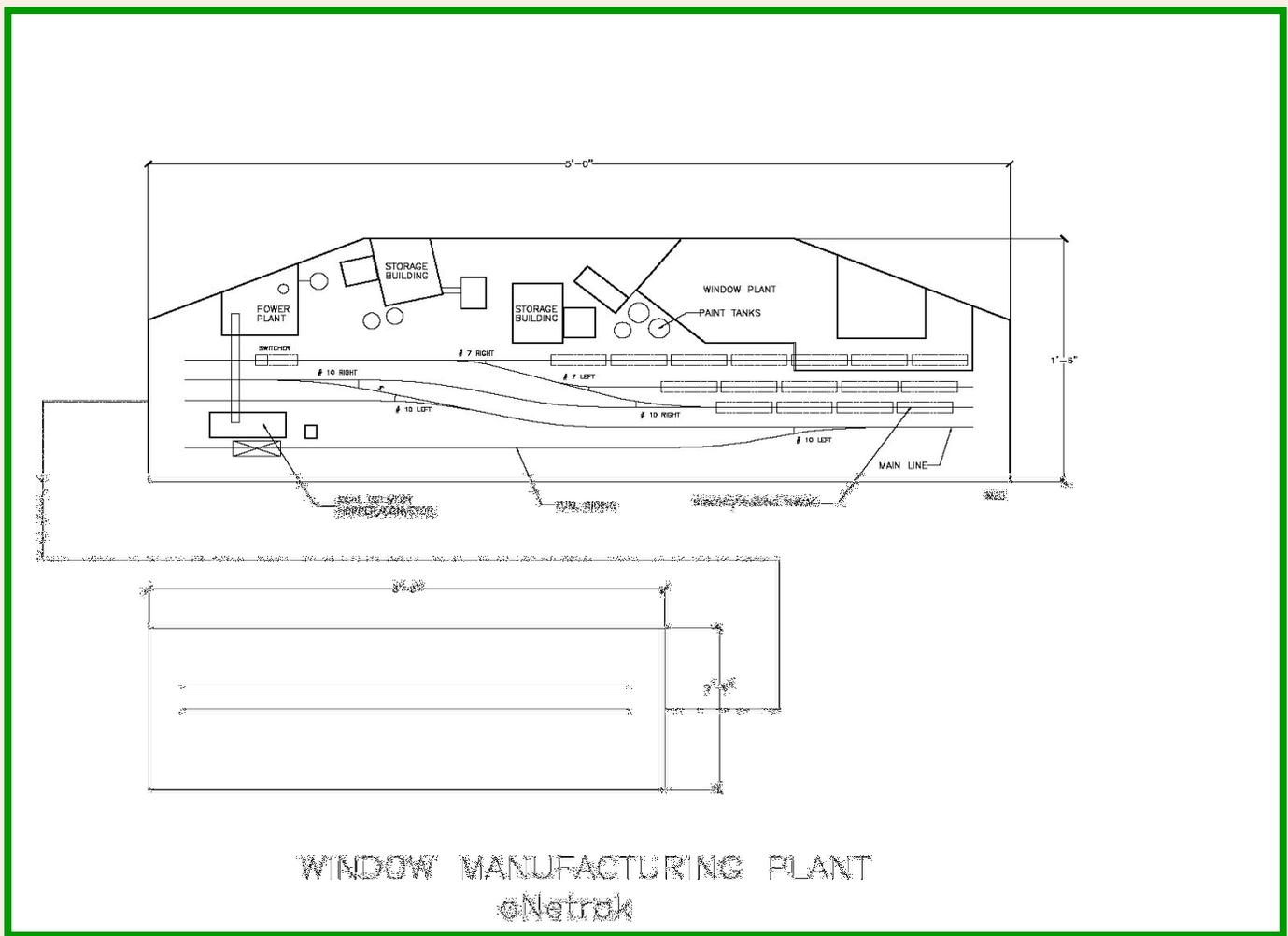
I don't have to say anything more. You get the point.

(Continued from page 1)

asking? Lot's of oNetrak talk you say..... but, we haven't seen anything yet, right? The gears have been turning these past months, and the train has finally left the station. I have decided to model a Window Manufacturing Plant. I had the opportunity to visit some window manufacturing plants across the United States and all of them primarily work the same way. Raw materials enter by trains and trucks which are stored before use at the plant. Usually the material is sized and ready for cutting. I started the design by doodling with a pencil on a measured 1 ft. x 4 ft. (1" = 1 ft. scale) 8 1/2" x 11" sheet of paper. It took about 3 rough sketches to get what I wanted. I marked the required track specifications and switch locations.

The module will have to be 5 foot long, a foot more length then the usual 4 ft. length which will help me with extra building design and provide track switching flexibility. The plant requires many different shipments of raw materials such as dimensional wood, glass sheets, plastic pellets, paint, aluminum rolls and fuel sources such as coal or oil. There is an extra siding for that. I hope the plant will be a busy place for runners, so it will have a double track in for passing of through trains. In addition, I am building a 3 foot double track module to extend passing train capability. As you know, I like to build the buildings, but there is limited building space. To overcome this I was planning to build a partial plant, which is split to show an interior. Spectators will get a look at what goes on inside a window manufacturing plant. Add some people maybe some lights, trucks, movement action, yada yada, you get the point.

Here's a peek at what I have done so far.



BANTRAK Organization

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Scale Show Photo Collage Featuring oNeTrak



Continued.....



B&O Update ———By Eric Payne

Run Dates - Saturday 15 December to Sunday 30 December

Set Up - Wednesday 12 December (800 am to 4 pm)

Layout Size - Plan A ** A three bay layout that is larger than last year **This plan is subject to the movement of the engine "Perkins Thatcher" If the engine cannot be moved then our layout will be governed by **Plan B**.

Plan B— This will be a smaller layout than last year, but still of significant size nonetheless.

The Museum plans to attempt to move the *Perkins Thatcher* on or about 10 December. The museum feels that there is a better than 80% chance that they will be successful in moving the engine.

oNeTrak—oNeTrak will operate as a separate display and will not be joined to the N-Trak layout. This is contingent on the oNeTrak modules being sceniced and otherwise museum presentable.

Evening Sessions— It is not known at this point as to whether there will be any requests for BANTRAK to operate in the evenings as we did a few times last year. Although we will not be permitted to sell raffle tickets at these evening sessions, there will be an honorarium. There was a problem with lighting last year and Al and I have developing a contingency plan to address this.

Parking—As we did last year, we will unload our vehicles at the rear of the Museum and then move them to the parking area

Eric

COMING EVENTS

1. **Work Session & Meeting Sunday, 11/18 @ 10am to 5pm.**
2. **B&O Show set up Wednesday, 12/12 from 8am to 4pm**
3. **B&O Show, 12 /15 to 12/30 10 am to 4pm daily**

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We are on the Web! Try "BANTRAK.NET"

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