



Volume 23

Issue 6

June, 2010

BANTRAK Newsletter

The Engineer's Cab

Alan Del Gaudio



Summer is upon us, no matter what the calendar says. At our last meeting we had a number of interesting topics discussed. Thank you Bob and Denise for allowing us to use your abode.

During the Show and Tell, Arthur gave us a quick summary of his trip to Poland where he was the engineer on steam locomotives plying the Polish interior regions with passenger trains and fast freight. At our next meeting, I'm hoping he'll be able to present to us a slide show.

Wayne Morrow showed a beautiful scratch-built rendition of Towson Station.

Bob Winterbottom gave us a chance to see the new Intermountain Cab Forward.

Eric gave a report from the Yard Upgrade committee. Aside from needed maintenance on some items we missed in November or saw more wear and tear since, we will evaluate a new yard connector track method.

Bob Mohr gave a brief demo of the new connector track scheme we will try out for the yard upgrade. This uses Kato Unitrack expandable track segments and should facilitate, setting the connectors, hopefully save wear and tear on the yard end tracks, do a better job of maintaining "vertical alignment". We'll do this on the 2 end segments which will be tried at Bedford in August. If we are satisfied, we'll upgrade the other interfaces by the October 31 Timonium show.

The next club meeting which will be at my place on Saturday, June 19 from 12-4, rain or shine, This will be a picnic/BBQ so spouses and family are invited. Weather permitting, the pool will be open. I would really like to limit any formal business to whatever cannot wait a month. Fun only!

We also hope to have 3-5 seminars, one being Arthur Boyd's anticipated slide show, I'd like to present constructing CMR

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Next meeting...

June 19, 2010
12:00 noon

Alan Del Gaudio's House

On the web...

News, information, and
forums are all at:

<http://www.bantrak.com/>

Cincinnati Union Terminal History

Tim Nixon



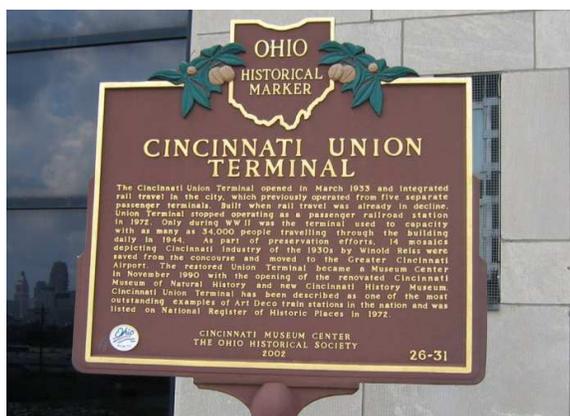
In the early years of the 20th century, Cincinnati was a major center of rail traffic in the United States – the third largest rail hub in the country after Chicago and St. Louis. Cincinnati was served by seven major railroads: Baltimore & Ohio, Chesapeake & Ohio, Louisville & Nashville, New York, Norfolk & Western, Pennsylvania, and Southern, plus a number of minor roads. The geography of the city, built on seven major hills around a flood-prone river, resulted in a maze of tracks that was once called “the most confusing rail center in the world” by a local newspaper. At the beginning of the century, Cincinnati had no fewer than 5 rail stations, with the C&O and B&O each using two different stations and the L&N, three. Cincinnati officials had long wanted a single main “Union” station to serve all seven railroads, and in 1928 they finally managed to reach an agreement to build it on the west side of the city on the banks of the Mill Creek. Work started on grading the area and building viaducts to get the lines to the new station in 1929, with work on the terminal building itself started in 1931.

Cincinnati Union Terminal (CUT) opened in 1933; while it wasn’t officially dedicated until March 31st, it actually welcomed its first trains on March 19th when it was pressed into



emergency service due to flooding of the Ohio River that submerged tracks into most of the city’s other stations. As originally designed, the capacity of CUT was 108 arrivals and 108 departures per day, but by 1933 passenger counts had dropped almost 40%

from 1929 levels (due to the Great Depression) and only 134 scheduled trains used the 16 tracks through the station. Rail traffic continued to drop throughout the country, and just prior to the formation of AMTRAK in 1971, only 20 passenger trains per day still used CUT. Once AMTRAK was formed, that number dropped to two, and AMTRAK actually left CUT in 1972 for its own new station. It came back in 1991, and AMTRAK still runs one train through CUT today. Union Terminal was bought by the City of Cincinnati and it now serves as the city’s “museum center”, home to the city’s Historical Museum, Natural History Museum and Children’s Museum, and an Omnimax theater.



Resources: In writing this article, particularly the history part, I used a number of resources,

including “The History of Tower A” by the Cincinnati Railroad Club, Train Magazine “Trackside Guide #1 – Cincinnati” (September 2002) and the Wikipedia entry on Cincinnati Union Terminal. ●

RIP Track

Thank You

Phil Peters



The heading says it all: THANK YOU. Thank you for the prayers, good wishes, cards and the great basket of fruit. The fruit came at just the right time, it was about the main thing I was able to eat. And it did a lot of good. The prayers helped too.

I am rapidly getting up to speed and hope to back up to par in a couple of months. I still get tired unexpectedly and suddenly, but that's normal. I hope to be back to see every one in the near future.

Again, Thank You. ●

Site of the Month: The XTrkCAD Wiki

Matthew Davis

XTrkCAD is a powerful – and free – layout design program. It's fully featured, but as with any complex software, there is a learning curve to use it. That's where The XTrkCAD Wiki (<http://www.xtrkcad.org/>) comes in. It's your one-stop shop for everything XTrkCAD, from downloading the software itself to manuals and a wide range of tutorials.



The Engineer's Cab (continued)

buildings, but if we have other topics in demand, I'll preempt it for other "how-tos". **Please RSVP by Sunday, June 13 if you plan to attend and what you want to see for a clinic and/or what you could do for a clinic.**

Skip brought up the topic that the club could think about a new trailer. Options to consider, dual axles for stability, a slightly longer trailer with an improved shelf system. The idea is not to cram more stuff in, but to allow us to access key things especially for smaller shows. [Anyone who was with us at Thomas B&O set up will remember we had to unload 80% of the trailer for a corner and a tote]. With us mixing in more smaller shows, this scenario is bound to be repeated.

The idea is to replace the stackable (so-called) purple boxes with longer shelf runs. Things like the throats would go on the shelves, yard foreground and backdrop segments will go into totes. We would be able to access individual modules and not "nest" them [like we do the yard and reversible corners. This would be a good time label every tote box on all 4 sides and top, to improve visibility

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Day Out With Thomas

Photos from the B&O Thomas event

Photos by John Darlington and Alan Potter



John Darlington



John Darlington

Dave Clyde and his father at the BANTRAK Layout



Alan Potter

Alan Potter



John Darlington

Twins Lila and Maddie Neff from Manassas, VA pause for a refreshment near the BANTRAK Layout as Steve Van Metre chats with a visitor in the background.

The Engineer's Cab (continued)

and access. While it won't be cheap, we do have the treasury to enable it, but we will need to carefully consider club needs and wants. We will also have a look at future club income options.

Speaking of club income, the 2010 Raffle Layout needs your help. We need places to work and a revised schedule. Steve VanMetre has gotten us an early start, now it's time for track and wiring. Steve has a lot on his plate, so I'm throwing out some areas needing input; theme and structures to be built are two.

This month we will get this club auction going. The list of stuff available; will be sent out (probably one of the last non-website e-blasts).

BANTRAK is a co-sponsor of the June 2011 N-Scale Collector's Convention. While our fellow local co-sponsoring clubs will work out layout tours, we are asked to help with organizing clinics and the model contest as well as providing a layout. Details will be forthcoming, but so as not to confuse thing before this year's convention in Houston (June 19-25), we'll hold off until later this summer.

The next meeting in July will be at Eric Payne's on Sunday, July 18

The next club show is in Bedford, PA, August 27-29.

We need homes for the club meetings in August though November.

Last and certainly not least, how about a round of applause for Dave Clyde for reworking the website. NOTE: our new website address is www.bantrak.com. It features more links and updated content. John Hasson will also administer the site.

Alan

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.

President

Alan Del Gaudio (410) 480-9155

Treasurer

Tim Nixon (410) 757-5045

Membership

Al Palewicz (410) 426-0339



BANTRAK Calendar

6/19 — Club meeting and BBQ at Alan Del Gaudio's, 12-4pm

7/18 — Club meeting at Eric Payne's, 2pm

8/27-29 — N-Scale Weekend, Bedford, PA

10/29-31 — GSMTS, Timonium, MD

The **BANTRAK** Newsletter is the official publication of the Baltimore Area N-TRAK organization.

This is your newsletter! Please send articles, photos, and suggestions to matthew@houseofflameandglass.com.

Editor: Matthew Davis

