



Volume 23

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BANTRAK Newsletter

The Engineer's Cab

Alan Del Gaudio



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Next meeting...

October 17, 2010
2:00 pm

Ed Aufderheide's House

On the web...

News, information, and
forums are all at:

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

This is one of those times where I could start off with a rah-rah message about all the cool shows coming up. With the summer heat having broken and cooler weather bringing much-needed rain (and leaves) it's starting to feel like choo-choo time!

So tune up your engines, buy a new battery for your Digitrax DT-400R, clean the wheels and check coupler heights because with 3 big shows, you'll have a better opportunity to run more of your trains on large layouts than in any other 65-day period! Woo hoo!

Our raffle layout is moving along. Stalwart members John Hasson, Bob Mohr, Tim Nixon and Paul Diley have expanded on the work started by Martin Myers, Steve VanMetre, Ed Kapuscinski, Eric Payne, and me. But we have a waaaaayys to go! We are trying to move the layout around so everyone has a chance to work on it. It needs to be 90% done by October 26. We'll be okay if all we have left to do then is add a few more people and vehicles, and attach trim to the base.

There has been a decent amount of communication about the yard project. We believe it is ready for use. Eric has done a fine job in coordinating this upgrade, keeping us focused on doable jobs and not trying to solve world hunger. A special note of thanks goes to Skip for hosting the sessions (and doing more than that). Preliminary tests worked out well, but just like with a race car, you can plan, prepare, build and test, but you can't wait until the vehicle is on the track! We're psyched!

This month, we're heading south with the onset of Autumn and holding our meeting at Ed Aufderheide's home. We need a place for the November meeting, which will be on the 21st.

Upcoming Club Activities:

- November 20 (Saturday) Conrail Historical Society Convention (under consideration)
- November 19-24 Alan D will host a clean up of the B&O

(continued on page 6)

Southern Museum

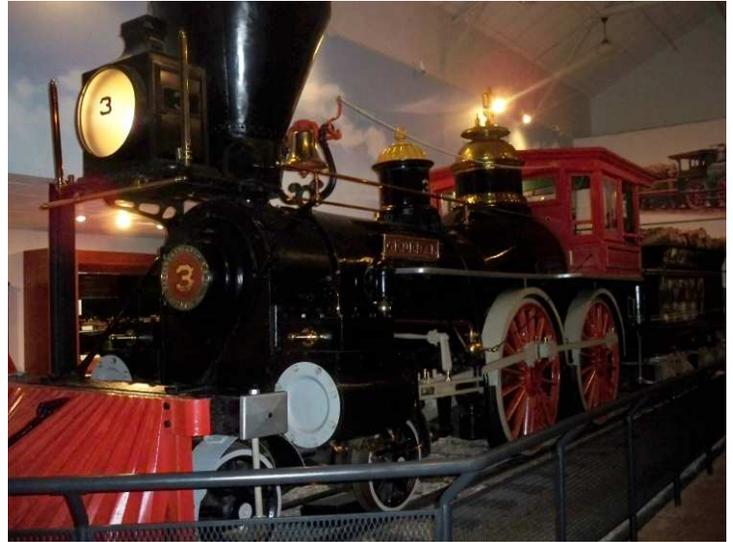
of Civil War and Locomotive History

Ed Aufderheide



Sometimes there are opportunities to go railfanning in an air conditioned environment. This August, Judy and I visited our children and grandson in Atlanta, Georgia. On our daughter-in-law's recommendation, we visited the Southern Museum of Civil War and Locomotive History. The museum is associated with the Smithsonian Institution and is located just north of Atlanta in Kennesaw, Georgia.

The focus of the museum is the Civil War and the Great Locomotive Chase. In April 1862, in an effort to shorten the war, a team of Union raiders led by James J. Andrews attempted to steal a locomotive and cut the rail supply lines that fed the Confederacy. On April 12th, the *General*, a passenger carrying train, was stopped at "Big Shanty" (now Kennesaw, GA) so the passengers could have breakfast. It was then that Andrews' men struck. Among his men was a locomotive engineer who took charge and powered the *General's* boilers. They pulled out of the station and headed north, hoping to connect with Major General Ormsby Mitchel, commander of the Federal troops in middle Tennessee.



The General

To avoid suspicion while traveling north, Andrews attempted to maintain the *General's* schedule. His men cut the telegraph lines to stop the confederates from alerting the stations up the line. What Andrews didn't anticipate was Confederate Conductor William Fuller.

Fuller saw that the train was leaving the station and immediately took chase, first on foot, then commandeering a hand car, and later a switching engine, the *Texas*.

To avoid detection, Andrews took the *General* north by bluffing that he was bringing needed supplies to the Confederate lines. But the Andrews Raiders did not achieve their objective of burning bridges and destroying track. After a long chase to a few miles south of Chattanooga, they were overtaken by the *Texas* and had to abandon their plan. All of Andrews' men were captured. Andrews was hanged on June 7, 1862 in Atlanta. And on June 18, seven others were brought to Atlanta, tried as spies and also hanged. They were buried in unmarked graves. Later, all but two of the



Shop scene



Western & Atlanta model

raiders received the Congressional Medal of Honor for their sacrifice.

The *General* is a 4-4-0 locomotive. It was built in 1855 by the Rogers Locomotive and Machine Works based in Paterson, in Passaic County, New Jersey. It cost \$8,850 to build. After a change to the northern states gauge was mandated by June 1, 1886, the *General* was converted to be compatible with the U.S. Standard Gauge of 4 ft 8 1/2 in (1,435 mm). The only brake was on the tender as, in those days, an engine was "braked" by putting it into reverse. The wheel diameter is 60 inches, the total weight is 50,300 pounds, and the tender capacity is 1.75 cords of wood.

Through the 1870s and 1880s, the *General* continued in general revenue service. In May 1891 the *General* was pulled from service. After that she sat for a year on a siding in Vinings, GA until a photographer found her and convinced the president of the NC&StL to refurbish her and send the locomotive to the Chicago Exposition.

Later in 1901, the *General* went on "permanent" display at Union Depot, Chattanooga. There it would remain until 1961, except for various times when it was displayed at conventions and other events. In 1962, it actually ran under its own steam from Tilford Yard in Atlanta to Chattanooga to commemorate the 100th anniversary of the Andrew's Raid. Since 1972, the *General's* home has been the Southern Museum.

Also displayed are artifacts from the Glover Machine Works that built locomotives. James Bolan Glover II (1866-1897) purchased the Phoenix Foundry and Machine Shop in 1892 and renamed it to Glover Machine Works. The Glover Machine Works advertised on a national scale, touting their ability to manufacture or repair virtually any part or piece of a steam locomotive. As early as 1894, they were doing repairs on locomotives made by other North American locomotive companies such as Vulcan, Davenport, and Baldwin. After the end of the steam era, they continued to produce parts through the early 1950's. When they closed their doors, they literally left everything as it stood and locked up. It wasn't until the 1990's when the value of the land brought new inquiries. The family discovered a treasure of materials and documents, not to mention a fully complete locomotive. That locomotive is now on display in the museum.

Other exhibits included models of passenger cars, and civil war historical perspectives and artifacts.

We had a great time exploring railroad history. If you are ever in the Atlanta area, I recommend you visit the *General*. More information about the Southern Museum of Civil War and Locomotive History may be found at <http://www.southernmuseum.org/>. ●



Black Mesa & Lake Powell

An Electric Railroad Outside the Northeast Corridor

Jack Walsh



Did you ever wonder what happen to the E60's that AMTRAK used on the Northeast Corridor?

On our recent trip to the Southwest for a short period we drove beside and electric railroad. What interested me was the way they maintained tension on the overhead wire with the extremes in temperature in the desert – the overhead wire was hung in half mile segments with each end anchored to a heavy cylinder suspended beside the track. The pictures I took of this arrangement was taken as the tour bus was doing 70 mph. When I got home, I did some research on the electric railroad and found the following.

Before AMTRAK ordered their version of the E60, a small, 78 mile, railroad in Arizona, the Black Mesa & Lake Powell Railroad ordered six freight electric engines from GE in 1972. These were single cab, single pantograph engines designed to pull a unit train of coal hoppers from the coal mine near Kayenta, Arizona to the Navajo Generating Station power plant at Page, Arizona. Unfortunately, during the time that I was traveling Route 160 which parallels the track for almost 20 miles, I did not get to see the train.

The AMTRAK version of the E60, built between 1974 and 1976, was dual cab, dual pantographs and encountered problems running on the

Northeast Corridor from the beginning. In addition to being way too heavy at 193.5 tons, they were inclined to derail on acceleration and consequently limited to running at 90 mph rather than the 120 mph as designed. Between 1986 and 1988, some of these engines were rebuilt and were used mainly on heavy, long-distance trains, such as the Crescent, Silver Meteor, and Broadway Limited, in addition to Clockers and special movements including circus and mail trains, or maintenance of way runs. All the AMTRAK E60's were "retired" in 2003.



In addition to buying seven AMTRAK E60's in the 1980's, the Black Mesa and Lake Powell Railroad also bought eight newer E60's from the Mexican Railway in the late 1990's to supplement the older E60's.

There are some very good videos on YouTube of this railroad in 2008 & 2009. Take a look at <http://www.youtube.com/watch?v=4L4F6IK4Ses> and <http://www.youtube.com/watch?v=pnJvvjFZ9x8>. The second one includes a good shot of the tension cylinders at the beginning. ●

Yard Update



"You can't even tell it's UNITRACK"

Eric Payne

The yard rehabilitation project continues to be on-track and on-time thanks to a series of work sessions since Bedford. Crew calls were made and Skip was gracious enough to volunteer his clubhouse (a.k.a. his garage) for the activities. Suffice it to say, it couldn't have been done as smoothly and as easily without those facilities. While the entire project is not 100% complete, it does mark the completion of the "needed upgrades" and allows some "desired upgrades" to be discussed in the future.

A quick update for those of you keeping track vicariously via the newsletter: the plan for the yard was to improve the design and eliminate the joiner tracks between modules in one continuous project. That has been accomplished by adopting a Kato Unitrack® solution that was successfully tested in Bedford and then replicated on the rest of the yard. To paint the picture in your head, the joiner plates that are used to connect the yard tracks together are now gone. The yard modules are now required to be aligned/clamped before the "sliding" Uni-Trak solution is used.

After the track work was completed and checked out, the next step was ballasting and scenery. The ballasting was checked and re-checked and the scenery was done with a combination of air-brush and traditional matte-medium techniques. The end result is a newly scened and operational yard.

A few by-products of the project were the discovery (and repair) of 11 "cold" solder joints under the modules in the power drops as well as the permanent installation of crossings that can be used for set-up/break-down of trains. While the cold solder joint issue wasn't to be unexpected in hindsight, the quantity was alarming. All were repaired and tested and should enhance the operational reliability of the modules as well. The re-railers were also strategically placed so that operators won't interfere with Yard operations at the control panel.

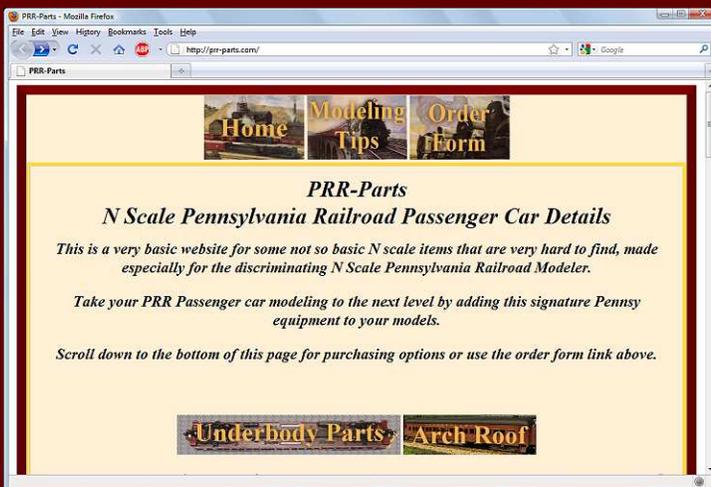
All in all, if you can't even tell it is uni-trak be sure to seek out and give an "atta-boy" to the Yard Crew. ●

Site of the Month: PRR-Parts

Matthew Davis

If you're a fan of the Pennsy, here's a site that will help you give your PRR models have all the correct details!

PRR-Parts is a manufacturer of cast resin details for N scale PRR passenger cars. Even if you don't plan to add details (or model something other than PRR), be sure to check out their "Modeling Tips" section! Visit them at <http://prp-parts.com/>.



The Engineer's Cab (continued)

Ellicott City layout.

- November 21 Meeting TBA
- November 26-28 Turf Valley Scale Model Train show, Ellicott City, MD
- December 15-17 Set up at Baltimore and Ohio Museum
- Dec 18- Jan 2 Festival of Trains at B&O Museum
- Jan 2, 4 pm, pack layout at B&O

See you soon,

Alan

PS: I also belong to the Baltimore Chapter of the International Plastic Modelers' Society. The Baltimore IPMS is co-hosting a 1-day model show called Maraudercon in Towson on November 13 (9 AM - 4 PM) at the Harry Ruhl National Guard Armory (York Road at I-695). There are some really terrific models to be seen. Please see if you can make it. The website is: <http://maraudercon.org/>

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

now-10/26 — Raffle layout work, TBA

10/17 — Club meeting, Ed Aufderheide's

10/29-31 — GSMTS, Timonium, MD

11/19-24 — B&O Ellicott City layout cleanup, Alan Del Gaudio's TBA

11/21 — Club meeting, TBA

11/26-28 — Turf Valley Model Train Show, Ellicott City, MD

12/15-1/2/2011 — Festival of Trains, B&O Museum, Baltimore, MD (setup 12/15-17; teardown 1/2)

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 newsletter@bantrak.net.

Editor: Matthew Davis

