



BANTRAK Newsletter

Volume 24
Issue 11
November 2011

The Engineer's Cab

Martin Myers



Hello everyone,

Another month has passed. The Scale Show has torn down. The weekend and layout was a success. NTRAK and oNeTrak ran well. The layout looked excellent with several new additions.

Our TTRak contingent set up two layouts as well. Several new members have joined us. Trains ran all weekend there as well. TTRAK is a hit. Dave Clyde even added a new corner module to one of the loops. He says it was built while drinking his morning coffee.

This year's raffle layout made its debut at the Scale show. The layout looks great. We did about the same as previous years on sales for this first weekend.

As of today we do not have a location for a November work session. Skip's work schedule does not allow him to host a work session on a weekend. A punch list of needed repairs has been prepared and will be worked on over the next month.

See you at John's!

Martin

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Next meeting...

Sunday, November 20th, 2011
2pm - 5pm
Host: John Cook
1506 Cornerstone Court
Crownsville, Md.
21032-2237

2011 Oakland Train Show: Pictorial Review (09/11)

Al Potter



Great Scale Model Train Show: Review (10/11)

Tim Nixon



Where has the year gone? It seems like just yesterday we were celebrating the New Year and looking forward to the convention in Hershey; instead we're into November and have already put another October Scale into the list of successful BANTRAK endeavors for the year. This show had something for just about everyone in the club, featuring not only the Ntrak layout, but a oNeTrak branch and a separate TTrak display; highlighting the diversity of the club and showing the full range of our display capabilities.

As usual, the show started with set-up on Friday, but it seemed to start even earlier than usual this time; I arrived at about 5 minutes after noon to find the trailer already unloaded and pushed to its usual storage spot and a bright-eyed crew ready and waiting to help me unload my modules. Most of the modules were in the building by about 1 PM, and set-up of the layout started with set-up and leveling of the yard. The Ntrak layout was L-shaped, with the yard on the outside of the long leg (west side of the layout). Skip Hayes' Fire-in-the-Sky module, Tom Hoover's Barstow Shops module, and Bob Mohr's 1' mountain module made up the rest of that side. The outside of the shorter leg (south side of the layout) featured Bob Mohr's 15' city, the lift bridge, and Paul Diley's 12' yard. This show was the BANTRAK debut of John Cook's Possum Point Power Plant; the two modules of this long time NVNtrak staple were on the end of the short leg of the layout. The inside of the short leg (north side of the layout) featured a refurbished and revitalized 14' set of modules from the Palewicz brothers and Al Potter's Wilder's Ridge. The inside of the long leg (east side of the layout) featured my 4' Dairy Farm, a 2' module from the Clyde's, Martin's 8' set of banjo/cross-over modules, Alan Del Gaudio's

4' module, and Mark Bandy's Mount Royal Station. Finishing out the layout on the end of the long leg were two of the Clyde's modules; the Trolley Museum and the Equestrian Center. In general the initial set-up proceeded smoothly; although there were some slight pauses in the action due to the delayed arrival of some modules final clampdown was completed slightly after 4 PM, at which point work began in earnest on wiring and track joiners.

Upon final clampdown of the Ntrak layout, work started on setting up the oNeTrak branch. The oNeTrak branch for this show featured all but one of the club's oNeTrak modules; Ed Kapuscinski's Interchange module got left out since I couldn't figure out how to add it and still close the loop. Modules in the loop included Martin's Wye module, 2 45-degree corner modules, 4' offset module and 18" adapter module, my 2 corner and 2 straight modules, Eric Payne's 2-4' module, Alan Del Gaudio's 2-3' modules, Ed K's 4' Industrial Module, a refurbished Coal Mine now owned by John Hale, and new for this show, a 2' module from John Hale and Paul Diley's contest winning bridge from Hershey converted to a 6' oNeTrak module. The oNeTrak branch was clamped down and ready for track and electrical work by 5 PM.

The TTrak crowd had their own area next to the main BANTRAK area for their set-up. They used 5 tables, one for sales and the others for two small 2-table TTrak layouts. Needless to say, it didn't take them as long to set-up as it did the Ntrak/oNeTrak crowd.

Most of the major set-up items were completed by around 7 PM and it was time to test the layout; unfortunately this time the gremlin's came out to bite and we wound up with some challenging electrical problems to solve on both the Ntrak and oNeTrak layouts. The Ntrak problem proved easier to solve, the result of a bad connector, but the oNeTrak short proved to be elusive to track down. I think we managed to disconnect and reconnected the wiring and joiner tracks on every module at least twice before we tracked everything down and got everything fixed. The two morals of the story; "Follow the specs" and "Check the new items first". Final testing was complete and we left the building just before 9 PM; I want to thank Bob Mohr (Ntrak) and Martin Myers (oNeTrak) for their diligent efforts in troubleshooting the problems.

Great Scale Model Train Show: *(continued)*

Tim Nixon



Saturday dawned to a cold wet morning with a rain/snow mix falling on the area, which I'm sure suppressed turnout for the show but not among BANTRAK members. After a quick track cleaning, the show opened with Alan Del Gaudio on Red, Al Potter on Yellow, Frank Hogarth on Blue and John Hale (& son) on oNeTrak for the first shift. Second shift had John Hasson on Red, Al Palewicz on Yellow, Paul Diley on Blue and myself on oNeTrak. Third shift was Jack Walsh on Red, Leo Palewicz on Yellow, Mark Bandy on Blue and I continued on oNeTrak. Last shift was Dave Clyde on Red, Tom Hoover on Yellow, Mark continued on Blue and I continued on oNeTrak.



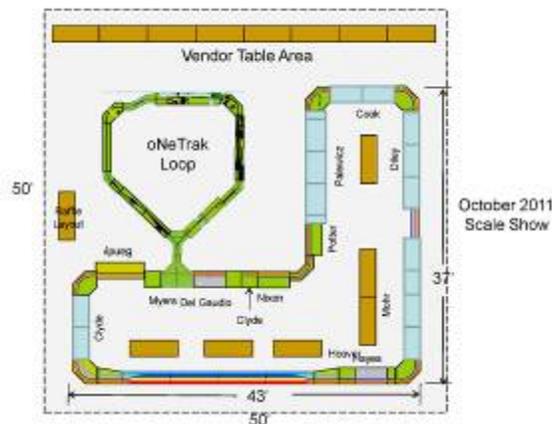
The weather was much better on Sunday; the sky's had cleared but it was still cold. Unfortunately the Raven's were in town, so attendance suffered accordingly. Sunday's first shift found me on Red, Denise Clyde on Yellow (Dave was supposed to join her but he ran off to run TTrak), Frank on Blue and Paul Diley on oNeTrak. Second shift had Tom Hoover on Red, Bob Mohr on Yellow (supplemented by Alan Del Gaudio), Paul Diley on Blue and I shared oNeTrak with Ed K. Last shift on Sunday had Tom Hoover continuing on Red, Al Potter on Yellow, Eric Payne on Blue and Ed and I continued on oNeTrak.

The TTrak group ran both days too. Among the runners were Ed, Patrick and Chris Hyland, Dave Clyde, Matt Whiting, Jeff & Christian Peck and Tom Long.

Teardown on Sunday started shortly after 3:30, with the shut-down of the DCC system and the pulling of cables. The last train was stopped and power shut down around 3:50, at which point teardown commenced. In our usual, efficient fashion, everything was packed and the trailer rolling before 5:30 PM.

Punch List – October 2011 Scale Show

1. [Club] Replace burnt out pilot lights in 3-pack throttles. Comment – we should probably replace these with LED's.
2. [Club] Inspect, clean and replace defective Cinch-Jones connectors on throttles. Comment – would it make sense to replace all these with PowerPoles?
3. [Club] Organize and restock track boxes. Sufficient Brown, Red and Orange tracks exist, more Yellow, Green, Light Blue and Blue tracks are needed. Comment – Originally we had 4 track gauges; one was definitely lost because when Steve last redid the track boxes we only had 3. At one point we were down to two, but I think the third one showed up again (but I could be wrong). I got some extras when I placed an order with Rodney's about a year ago if the club wants to buy them from me.
4. [John Cook] Repair bad red line connector on Possum Point module set. Comment – I don't remember whether it was a CJ or a PP.
5. [Al Potter] Repair blue line feeder between switch and end of module.
6. [Club] Repair broken signal tower box (number?). Comment – this was originally a comment about malfunctioning signal towers, but Bob fixed the issues, that included the malfunctioning box. We do need to tweak the sensitivity though, because I know at least one Red line tower was always on.
7. [Club] Repair broken power switch on DCS 200 booster. Comment – the switch rotates instead of flips; probably makes sense to replace with a rocker switch instead of a toggle switch.
8. [oNeTrak] Clearly label the front [red wire side] of all modules.
9. [Club] Repair broken set of yard leg braces; the grommet that holds the two pieces together is broken and the two pieces have separated.



Great Scale Model Train Show: *(continued)*

Tim Nixon



All in all, I consider this a very successful show. We had a large group of willing and effective workers and runners. Looking at the latest club roster, I saw 33 of the current 49 members at the show, most of them participating on multiple days. I want to thank everyone who came out and helping!

And as a bonus, a few images from T-Trak...

See you at the B&O Museum!

Tim



NYCMTA Transit Meet: Review (October 2011)

Ed Hyland (Show Coordinator)



On Saturday October 21st and Sunday the 22nd the Hyland Clan attended the New York Transit Modelers Mass Transportation show. This is a show in which modelers and vendors that are into Trolleys, Subways, Commuter rail, and Buses gather to run layouts, buy all sorts of various transportation items and even show off restored buses. The T Trak Division (operating this time under the East Penn Traction club banner), set up a layout of 16 modules running 8 1/2 ft long. On it we ran all types of trolleys, street cars and interurban freights. We drove up Friday and set up the layout. The show ran all day Saturday. We then packed up and returned home late Saturday.

The show was well attended as it is slowly becoming one of the largest of it's type on the East Coast. On the modeling side, there were three N scale layouts. A Japanese interurban layout modeled by Phil Cook, a model of the Ocean Park underpass in Brooklyn by John Wright and our own layout, of general street traction by the Hyland Clan. There was a large multi club O scale layout, including street trackage, and third rail elevated. There was also a combination of HO traction including Pittsburgh and Philadelphia modules combined into one large layout. The O scale layout was a combination of modules from New York City, Long Island, New Jersey, and Philadelphia traction clubs. The HO layout were all East Penn modules.

Amongst the various dealers, there were two N scale manufacturers. Island Model Works and GHB international. Island Model Works was showing off his new PRR/Penn Central/ SEPTA Silverliner and MP54 shells in his ever expanding line of mass transit kits in N which now include cars from the Long Island Railroad/PRR and New York Subway cars. GHB had his two trolley kits on display and told us that he is producing a free-lanced freight motor and express cars in N scale which he was waiting for delivery. N scale is at the dawn of a new era with the many manufacturers producing a range of trams, trolleys, subway cars, and traction of all types.

One other highlight of the trip was that we visited "The Model Railroad Shop" (you know that funny looking brick building in the ad's in Railpace) in Piscataway NJ. It was an interesting place that time has forgotten. It reminded us a lot of the old MB Klein when it was off Gay Street. I was able to acquire new in the box a Amtrak Dash 8 "Pepsi can" by atlas. They had all sorts of goodies hidden away all throughout the shop.

We attend a variety of traction shows throughout the year, so if you have any questions about N scale traction shoot us a line.

Ed



OktoberFest2011: Review (October 2011)

Ed Hyland/Jeff Peck (Show Coordinators)



On the following day after our monthly set up at the Gaithersburg Train Station we set up at the Kentlands Oktoberfest. The Kentlands are a suburb of Gaithersburg and they have had an Oktoberfest for the last 20 years. This was a first not only for BANTrak, but for T Trak and N scale as well as they had not had trains of any sort running there before. We had our usual set up on two six ft tables.

The layout itself had been magically converted from the previous day from an American style layout to a German one covered with buildings from various German kits. It gave it an almost Christmas Garden look. We ran all German N scale steam with many cars from the beginning of the twentieth century. This is one of the most colorful eras as the railway cars looked very much like our own billboard railroad car time period.

The layout was a big hit and we operated non stop without a break from the opening of the festival until it closed at 5. There was still a large crowd lined up to see the trains after the festival had officially come to an end so we kept running til 5.30. People of all ages were amazed by these trains as they were something that they had never seen before. A lot of people were exposed to the hobby of model railroading and N scale which once again perked many peoples interest in possibly exploring that scale. We have been asked back for next year and we are looking forward to doing it again. Participants there were the Hyland Clan (Pat, Ed Chris) with a visit from Matt Whiting.

Ed & Jeff



Holiday Festival of Trains: Preview (10/11)

Dave Clyde



BANTRAK has had quite a year this year. We certainly have had more than our share of shows.

But now it's time to suck it up for the last (and best) show of the year. The B&O Museum Festival of Trains 2011.

I've been asked to report what we know so, the status of the show is as follows:

1. Setup is scheduled for December 14th, 15th and 16th. The first official run date is December 17th.
2. As of now, tear down is scheduled for January 8th, 2012. The museum is fine with this date but it may be shortened based on the clubs desires. We loose two weekend days due to Christmas Day and New Years Day both being on weekends. We were trying to get some extra time to make up for the loss in order to maximize revenue from the raffle layout. The club should decide on the tear down date at the November meeting so that we can notify the museum.
3. We have two bays this year which is down from the three bays we usually get. These bays are not where we usually are but are located by the rail entrance to the roundhouse. This will most likely affect the amount foot traffic to and from the layout and raffle table.
4. oNeTrak is questionable this year due to the reduced space. We are entertaining various ways to include oNeTrak including a layout plan that resembles an "E", using oNeTrak as a yard bypass and perhaps a stand alone layout against the back wall. We'll know more as the call for modules progresses.
5. We are trying to work in the T-Trak division on the weekends in order to display a variety of N Scale standards.
6. We will need day captains as we get closer to settling the

particulars of the show. I will send out a schedule to all once we get to that point.

7. The first call for modules has gone out and the responses are trickling (and I mean trickling) in. There will be a second call for modules going out the first part of next week. Please respond if you would like to have your module(s) in the show.

8. Jack Walsh and I are the show coordinators for the show. John Darlington has graciously offered his help when and where needed. Mark Bandy has stepped up and offered his expertise with the layout plan. My thanks to Jack, John and Mark. We couldn't do it without you.

I have not yet coordinated an early drop off with the museum but will do so and let everyone know the specifics.

Well, that's about it so far. Please let me know if you want your modules in the show and don't hesitate to contact me with questions and/or suggestions.

Dave



2011 Holiday Raffle Layout: Update

Tim Nixon



Well, as most of you saw at the October Scale Show, we're in the home stretch on the Raffle Layout. The vast majority of the work is done, we have an operating layout with train and power pack, and there are only a few loose odds and ends to tie up. Items remaining to be done include adding Power-Poles to the electric leads and mounting them in the fascia, adding a few more signs and vehicles, and populating the layout with a some people. The remaining work probably won't require a dedicated work session; it can either be completed at the November club meeting or done by a couple of people in an evening.

Speaking of work sessions, I'd like to thank Mark Bandy for hosting the layout during the month of October and hosting four work sessions (3 Wednesday night sessions and a Sunday session in conjunction with the October Club meeting). His hospitality made it possible for the layout to be ready for the October show. I'd also like to thank John Hale for his efforts in transforming a base "plywood plains" layout into a landscaped layout with initial scenery.

I'd also like to acknowledge those club members who have donated items to the layout;

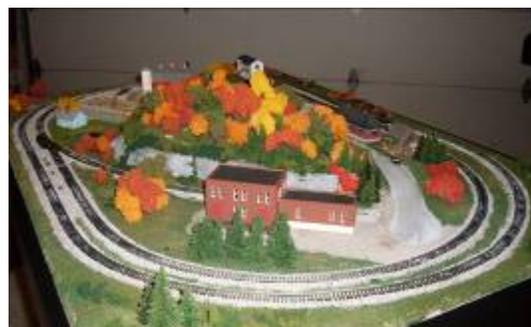
- Mark Bandy – Wood for frame, Tower, 2-story building, industrial building, fencing, Athearn tractor
- Andy Courtemanche – Barn & chicken coop
- Tim Nixon – Williams Country store, trees
- Eric Payne – trees

Ed Hyland – Power pack

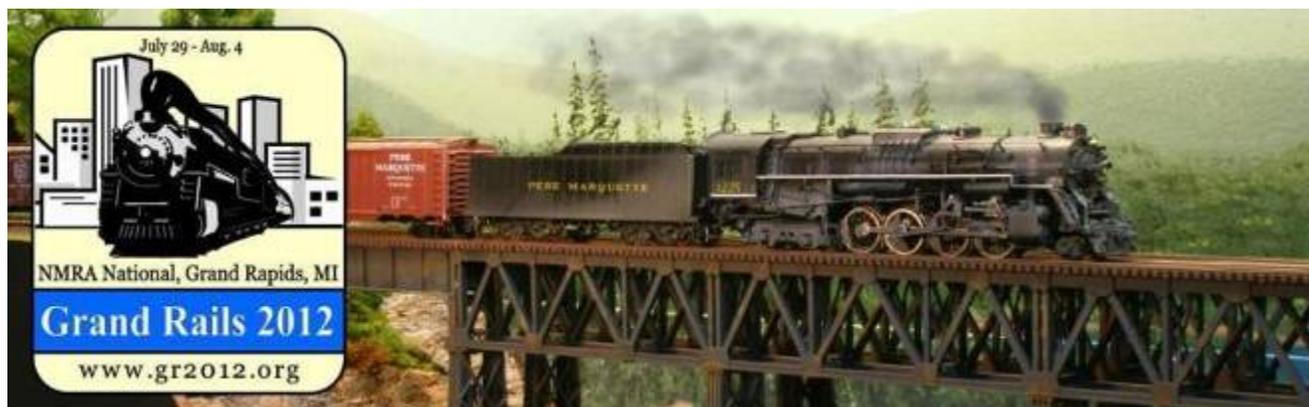
These donations helped us complete the layout with dipping too heavily into club funds.

As a final note, we received \$73 in raffle ticket donations at the Scale Show which is a start for this year's effort. We didn't push the too hard at the Scale Show since most attendees are model railroaders who already have their own layouts at home; that won't be the case at the rest of our raffle venues, so we need to sell lots of tickets at the B&O Festival of Trains. Remember, this is our major source of revenue for the year; the more tickets we sell the more we can do as a club.

Tim



News & Notable: 2012 NMRA Convention (77th Annual)



We are **The Grand Rapids Model Railroad Historical Society**, established in 1992. We currently reside in a beautiful Craftsman Style structure built by the state of Michigan in 1914 as a fish hatchery. We acquired the building in 1994 and in 1996 began constructing our version of the Pere Marquette Ry. System circa 1945.

We are joined by a group of dedicated modelers from all across Michigan in our quest to bring you a convention you will remember fondly for years to come.

There are many levels and areas of talent on our team and with this blend we will strive to provide you with the most enjoyable experience you can have at an NMRA National Convention.

We believe that the number of great layouts we have in a concentrated area is only one of the many reasons that **Grand Rails 2012** will be more than just another National Convention.

News & Notable: 2012 N Scale Convention (20th Annual)



2012 NATIONAL N SCALE CONVENTION
MEDFORD, OREGON
20th N Scale Enthusiast Convention
TUESDAY, JUNE 26 TO
SUNDAY, JULY 1, 2012
CHECK OUR WEB SITE FOR MORE DETAIL
Contact Dick Ollendorf, Convention Chairman
(610) 923-7535 Dick@NScaleCollector.com

New & Notable: Bantrak.org

Dave Clyde, Webmaster



During the past 4-6 weeks, new updates have been made to the website. I'd like to pass along a brief note of each.

Email the webmaster today !!!

Dave

1. 10/27/2011 - Added the latest Raffle Layout pictures.
2. 10/24/2011 - Added the layout diagram to the October show in 2011 Show Reviews.
3. 10/18/2011 - Added a link to the Raffle Layout progress pictures.
4. 10/10/2011 - The October Newsletter is now available.

New & Notable: Membership

Al Palewicz, Membership



Please contact Treasurer Tim Nixon for more information on your membership status or Al Palewicz with general questions.



Website of the Month: Editor's Choice

Email the editor and recommend a site !!!



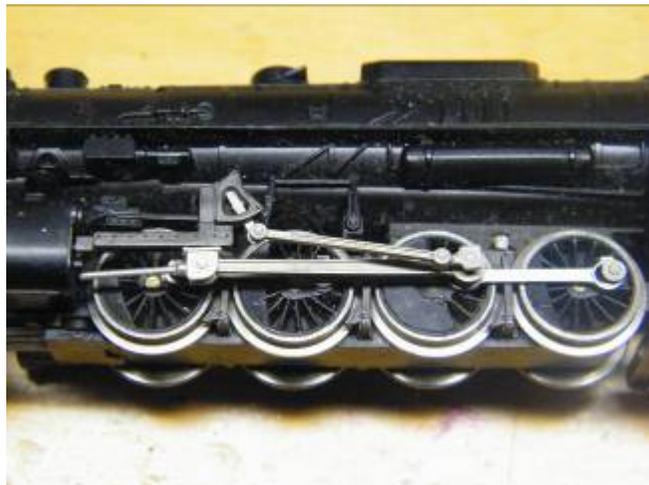
BANTRAK: Classifieds

To list your classifieds, Email the editor

I am in need of several of the plastic rods (primarily idle rods) from both the MRC Berkshire and Mallet steam engines.

The rods I need are from the top of the pin holding the driving rod to the short rod that comes out just about the second driver. I also need that short rod as well.

If you can assist, please contact Jack Walsh



BANTRAK: Company Store



Baltimore Area N-Trak presents a special run of a 40' standard box car with a single Youngstown door. Road #466008 has the B&O logo, and road #52008 has the BANTRAK logo. We are pleased to commemorate our 25 years in modular N-scale railroading by offering this commemorative two-pack.

List Priced at \$69.95 (plus shipping and handling).



Baltimore Area N-Trak currently has a limited supply of the 20th Anniversary Car Set.

Presented in prototypical fashion, the commemorative set consists of the 1983-2003 two-car set presented on traditional brown boxcars featuring the Baltimore Belt Line herald in white.

List Priced at \$35 (plus shipping and handling).



Gray t-shirts with pocket having a full color BANTRAK logo on the back and a single color (green) logo on the front above the pocket.

Prices are:

Large \$12.25

X-Large \$12.25

2X-Large \$13.25

4X-Large \$15.25

(plus shipping and handling)



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).



For more information contact treasurer@bantrak.net

DCC Corner: (Exploring Digital Command Control)



DT402D Duplex Super Throttle

The DT402 Super Throttles feature an expanded 29 Function control (F0-F28) and convenient step-by-step throttle option set up. Simple to use with any Digitrax LocoNet System including the Zephyr! Works with the UR92 receiver in Duplex wireless or infrared mode, works with the UR91 and the UR90 receiver in infrared mode only.



- * Works with ANY LocoNet compatible system
- * Full numeric keypad makes loco selection simple
- * Run locomotives with “encoder click” knobs for speed and direction control
- * Control light and sound effects functions with the press of a button
- * Large LCD display shows locomotive status at a glance
- * Built in flashlight for convenience

Email the editor and suggest a DCC topic !!!

Get Digitrax Email Updates





BANTRAK Call Board

(Activities & Events of BANTRAK Club Members)

Email the editor with your info !!!

First Frost Train Show, Allentown, PA
November 12/13 (all day)
Info Contact Ed Kapuscinski



BANTRAK Calendar

- 11/5/2011.....Community Train Days, Silver Spring, MD.
- 11/6/2011.....Gaithersburg Railwayana and Train Show
- 11/27/2011..... Bowie Old Tower Museum, Bowie, MD.
- 12/17 - 12/31/2011.....B&O Museum Festival of Trains, Baltimore, MD.



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 the Baltimore Area N-TRAK organization.

This is your newsletter! Please send articles, photos, and suggestions to newsletter@bantrak.net.

Editor: Eric Payne