



# BANTRAK Newsletter

Volume 28, Issue 10  
October 2015

## The Engineer's Cab

Paul Diley



Fellow club members, let's all make sure we thank Alan Del Gaudio again, for playing host to this year's club picnic and our September meeting. Speaking of meetings, the October meeting will be held at the Scale show, which is the weekend of the 24th. The November meeting will be at John Cook's house.

As the October show is just about here, please come out and help set up, even if you are not contributing a module. As all of us have heard, many hands make for light work. Contact Tim Nixon if you can help.

We can always use help with the raffel layout. Touch base with Eric if you can help.

The B&O show set up is the 16th this year. Check out the calendar on the last page as a reminder.

I look forward to seeing everyone at the show!!

Happy Modeling,  
Paul Diley



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### ***Next Meeting...***

***Sunday Oct. 25***



# Raffel Layout update: Eric Payne

**September 13, 2015**

Josh Surkosky and I hit the ground running with this years layout.



## T-Trak Update: Chris Hyland

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September was a busy month, and October is going to be busier; November even more so. By the time the Holidays get here, it will be even more stuff to do. Kensington, Gaithersburg s, Timonium, Lions Club. The list goes on and on.

Recently we have had a few things occur at some shows that have given me pause and caused me to have some deep thoughts. But first let me share a relevant story

I used to be the member of a club that had a problem with guys who didn't show up for either set up or tear down, but they ran lots of trains. These folks never brought any modules, and they proceeded to get prime time running slots. Doesn't sound like folks we want to be around does it?

During a recent show much enjoyment was had over the weekend and at one point we had 12 members who showed up and were running trains on their choice of three layouts. Nice huh? When it came time to tear down there were only four and they were pretty beat. Not so nice. At another recent event there was an incident in which a member wandered in an hour or two after the layout had been up and running and without asking, rewired the layout to DCC on one line, after he set it up he walked away from the layout. Thankfully when his train stalled folks had the good manners to remove it from the track before it became a paperweight.

We set up events based on interest and what we as a group hope to get out of it. We do a lot of smaller shows such as Gaithersburg, Sykesville, Silver Spring and we do shows that get us into places that we enjoy, like Timonium, The Artifacts show in Gaithersburg, Bedford, Ranson. Recently we have been asked to do larger shows. Such as the big E , NJ's and Ohio's N scale weekend. We have been iffy on accepting these shows because we don't know what support we might get. Sometimes it reminds me of the lyrics of the CCR song "Fortunate Son". We get lots of "why aren't we, but I don't know if I can commit".

Currently the Pecks, the Hylands or David Clyde run most of the shows that we put together. We try to take the burden off the shoulders of the rest of the club so you don't have to deal with things like arguing with city governments and just run trains. This effort gets us into places we like to go before the public gets in the door. We get backup help from the same people all of the time, Leon in particular puts in the grease after a long day of running trains. In fact, I have a hard time thinking of times when Leon wasn't there.

So we come back to why I brought up the first two stories. Simple, as the gangster said, "I'm talking about ethics". Let us know you're coming and for how long, In advance. If you are bringing modules, let us know. Lend a hand. Sometimes take the extra effort to show up and help out every once in a while. Ask before making major changes to the layout after set up. Remember we are a club. Not just "I provided the layout for you to run on". We all have things to take care of in our lives. Repair jobs, football, work, preparing for the next Star Wars Trilogy. Life has it's own "honey do" list. Be aware that for you to run your trains by blowing in for a half hour some of us put in weeks of planning to make it happen. We are in this great adventure of T Trak together.

We are all grown adults. We don't want to have to scale back layouts. Our busy schedule not only makes us one of the most active T Trak clubs in the world, but also gives you the chance to try out all sorts of venues. Furthermore do we really have to come up with sign up sheets to address problems? Okay, here endith the lesson, lets get back to running trains,

Some other news: Congrats to Al for the birth of his Granddaughter. I have heard that all are doing fine.

Wish you all the best from the T Trak community! Also keep David Clyde in your thoughts for they are going through a rough time with a severely ill relative. May things turn for the better soon?



## Gaithersburg: Chris Hyland

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So it looked like it was going to pour buckets. We got our happy crew there by 8.30. Better safe than sorry, we decided to set up in the waiting room of the Gaithersburg Station. Which is kind of cool seeing that it is the original station and how many people can say that they have run model trains in one of Baldwin's designs.

We had Mat Whiting, Cliff Enz, Jeff and Christian Peck, Jim Master,



Leon, and the Hyland Clan. Kickoff was at 10 and we ran until 2. It was quite due to the threat of rain most likely keeping people indoors. We ran all sorts of trains with CSX giving us real ones to watch except for the Cap Limited, which was not running that day.

We closed the season on another year at Gaithersburg. Here's looking to next season in the spring.

-Chris

## Sykesville October 4th: Chris Hyland

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As we were planning for BCCRS, which did not go off, we got a call that "hey guys, I cannot make it to the meet this weekend" from the S guage guy from S&P. So we quickly moved to fill the void.

We set up at 8.30. Modules were provided by Ed Hyland, Pat Hyland, Jeff Peck, Cliff Enz. We had participation from Matt Whiting, Chris Hyland, Matt Guey-Lee, and Christian Peck. We ran a very laid back event in which you got to run whatever you wanted and we made up the layout out of whatever showed up. We bought lots of goodies from the farmers market. And CSX showed up with 2 BNSF Pumpkin units to entertain us.

We shut down and 2 and ended another successful Sykesville.

-Chris



## Kensington: Chris Hyland

On the weekend after Labor Day, BANTRAK joined the National Capitol Trackers and East Penn Traction club to do the annual Kensington Train show. This is an event that we do every year to raise money for the contuning operation of Noyes Childrens Library in Kensington Maryland.



This year we decided to run two N scale layouts at the show. One would be a simple loop with a switching layout. The second one would have the yard with some of our more detailed modules. The modules for the layout were provided by Jim Master and the Hyland clan. The East Penn Traction club were running a N scale trolley loop next to the BANTTRAK layout run by one of the Hyland Clan.

The Capitol Trackers had an interesting layout as well. They were operating a O scale with a grade and two different levels with a mainline that crossed over itself.

Friday was set up. We arrived by 1 in the afternoon. With Jim Master we set up the layout by 5 pm. Then we headed for home after fighting the awful Conn. Ave traffic twice. We then turned in early to prepare for the onslaught that was to come the next day.

Saturday started off with an awful rain. This means a big crowd. But before that we had time to run trains. The hall usually opens around 7.30 and with the show not opening

until 11 that gives one almost 3 and a half hours to run without having to worry about the public (fringe benefits are always nice). We had a large group show up to run the layout. Running was Clan Hyland, Leon, Jim Master Jim Atebello, Tom Long, Matt Guey-Lee. Visiting the layout were Jeff and Christian Peck, Cliff Enz, Mat Chibbaro, Karen Long, and Lindsay. A lot of stuff got shown off that day. Jim Master ran many CNJ frieghts and MOW trains as well as Reading trains as well. Leon ran WM freights and the AMTRAK Autotrain. Tom Long showed off a very nice PRR freight with one of the new Bachmann K4's on the front. Down at the other layout Canadian National ran frequently with Bethgons, RDC locals. Western Maryland also made a visit with a nice train of F7's pulling a WM truck train. Also down there were MTA subway MOW trains that seemed to have gotten lost trying to find the East Penn layout run by Jim Atebello. All the while we were having all sorts of 1920's jazz played for us by the Kensington Dixieland Jazz Band.



On the East Penn layout it was a primary PTC/ Septa PCC day in honor of the Kensington Electric Railway. Everyonce in a while a Toyko Streetcar or a Brill that was much like the later Kensington trolleys. They ran down the brick streets that were graced by painted lady victorian houses. At the end of the line was a subway module showing the LRV's of today.

## Kennington: Chris Hyland

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Over on the O scale layout there were tons of steam engines huffing and puffing on the layout. Big Boy's, Challengers, Southern Pacifics. Also showing up a lot of the "almost Standard Gauge" O scale T plate beauties. Their enamel colors always wonderful to see and are a reminder of where we came from. Thank you much to MTH for bringing these back to the rails again.

The crowds stayed steady til 5pm when the show closed. We readjusted the layouts, turned out the lights and headed for home to rest up for the next day.

Sunday came with better weather but less members. The day started off with us during the quiet time of the morning breaking in some new trains that The Hyland Clan had never run. We ran a lot of the Appalachian lines equipment that we had collected over the years. So the V&O, AM, VM and others graced the lines behind the truly magnificent Fox Valley locomotives that were released along with the cars. On the yellow line ran British Goods trains. On the other layout was a mix of NS top gon trains and Metra trains. This continued on throughout the day. We were asked lots of questions about N scale and the state of the hobby and tried to entertain the kids and recruit the adults (or was it the other way round?) So we ran and ran until it was 4.30. At that point we started to shut down. We were loaded up by 5.30 saying goodbye to another Kennington.

If you haven't been to the show, you really should. A two-day event to run trains and all for a good cause, right next to the B&O main line. With good vintage jazz bands, besides being in my hometown of beautiful gardens, junk shops and cheap pizza places. Mark your calendar for next year.

Thanks again to Garry Ditto and the Ditto Group, the Kensington Historical Society, Noyes Library Foundation, National Capitol Trackers, Jeff Taglia, East Penn Traction Club, and last but not least BANTRAK T Trak Division, especially Jim Master, for all the hard work they did for the show, showing the effects of the railway on the growth of Kensington and more importantly introducing another generation to the joys of the hobby. Who knows how many John Armstrongs, Allen McClelland and John Allen's we might have created.

Here's looking towards next year!



# The Great Trans-Canada Railway Adventure: John Darlington

Continued from Last month

## Kamloops



Our mid-way overnight stop was in Kamloops. We arrived around 5PM and after checking into our hotel, Elaine and I decided to walk around the town. Actually, I wanted to get some photos of the station and freight yard and Elaine reluctantly decided to come along. The sun was going down and the weather turned a bit rainy, so my photos did not turn out quite as well as I hoped. Kamloops seems to be a sleepy little town whose income probably depends, for the most part, on the freight and passenger thru traffic. The train station is a rather significant brick building, which has been converted to an office on track side, and a bar and restaurant on the other. We didn't realize this at first until we walked around to the rear of the building and saw the entrance. As we walked back to the hotel, we came across a small stub yard that was filled with mostly hoppers and tank cars. I could not see how they dropped and picked up these cars since the yard entrance was quite a distance away, and I had already



pushed my luck with my dear wife's patience.

## On to Branff



The next morning we were transported down to the station for boarding the train. This is where I had my first treat! When we originally boarded our train in Vancouver, I was unable to get a good photo of the engines. Since we were with a tour group, security and safety were the main concerns of the crew, so I was not allowed to go forward for a photo or two. I mentioned to the head steward, during our first day, that I wanted to get a couple of photos for this article I was going to write, and he said he would see what he could do. I guess I must have acted important, because they stopped our bus on the way to our train car, called out my name, and allowed me to take my photos of the two GP40s.



We boarded the train, and continued our trip, south by east, heading to Branff. We crossed the Continental Divide and I noticed a gradual change in topography. The scenery began to look like our far west with sand like brown

## The Great Trans-Canada Railway Adventure: John Darlington

rocks and soil. While it was not quite as scenic as the first day, it was nonetheless attractive and interesting. Again we ran into some speed restrictions and a few diversions, but the CP had laid tracks on both sides of the passes we were going through, so the West bound traffic had its own rails and unencumbered travel.



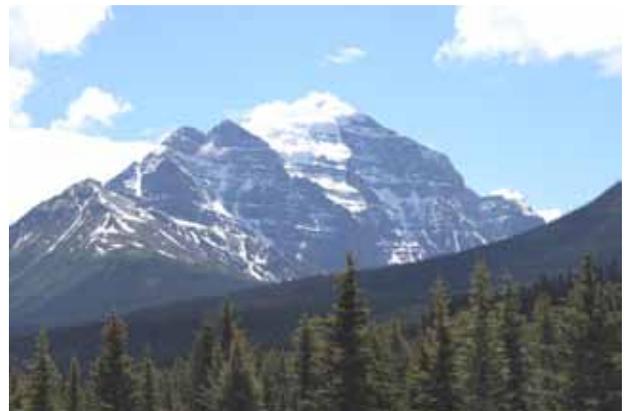
I would like to take a moment to speak of the CP trackage. I learned from one of our train crew that both the CP and CN primarily use treated wood ties rather than cement ties. Cost is not the main issue. Apparently, the wooden ties stand up to the bitter winter weather by not expanding and contracting very much, whereas the cement ties have a tendency to crack in this kind of environment. Additionally, single wooden ties are easier to replace and maintain than cement ties which are laid in whole sections. Due to the rough and isolated terrain, maintenance becomes difficult and replacing isolated ties is much less challenging.



Just as quickly as we went from mountains to brown hills, we were back in the mountains again. The town of Branff is primarily a skiing venue so I thought we would be there during the “off season” with few visitors. Well, I was wrong; the town was full of tourists and locals. It is a very picturesque little town with only one really main street with shops and restaurants. We walked around for a while looking in the souvenir shops (mostly junk, a lot of which is made in China or Taiwan) nestled in with a spattering of very expensive stores with quality merchandise and prices.



The following day we took a trip to Lake Louise which was just gorgeous. A lake nestled in between two snow-capped mountains with clear bluish-green water. It was well worth the hour trip.



# The Great Trans-Canada Railway Adventure: John Darlington

## “The Canadian”



The next morning we were off to meet our VIA train in Jasper. On the way, we stopped to see the Columbia Ice Field which covers 125 sq. miles of glaciers that are 1150 feet deep.



By the time we had lunch and walked around the ice, it was time to head to Jasper. We arrived to see the train waiting for us (it had a lengthy stopover). After we collected our bags, I still had time to get some shots of the engine and cars. This is another 20+ car train with a number of observation and sleeping cars and two dining cars as well. I headed up to the front to see the engines, a pair of diesel GPA-300Hs with an accommodating engineer who waived, took my photos and headed back to

board when a rather surly guy riding in a golf cart ordered me to get away from the train. After he left, I did what I always do with such demands; I ignored it, and finished taking my photos. American Individualism?



We boarded, found our “double bedroom” and were called immediately for dinner. The dining car was in the next car forward (convenient) and the observation car one car further (also convenient).



The dining car was not unlike the one we had on the RM except it was a little bit bigger. We, again, had white table cloths, china plates and silverware. Drinks, except for alcohol, were included. The food was good and plentiful. We had a leisurely dinner with friends from Virginia whom we met on the trip. Afterwards, we went back to our “double bedroom” to unpack. We quickly found that this was not only impractical, but downright impossible! The “double bedroom” as they call it is ok as long as only one person is in it at a time. It consisted of two chairs that could collapse

## The Great Trans-Canada Railway Adventure: John Darlington



making room for the double bunk arrangement, a sink, a closet that was actually 5 ½ inches wide, and a toilet that reminded me of my Army days. The shower, which was really quite good, was down the hallway at the end of the car. You had to sneak a peek

out of your room to see if it was occupied via a little red or green sign above the door handle. We stowed our carry-on bags where we could. Our regular suitcases were locked up in the baggage car where we could not get at them, but like all humans, we adapted. I took the top bunk, or rather I was instructed to, via a ladder that was so narrow I fell off of it once. It wasn't so bad going up, but coming down was another story. The bunk itself was alright and I found that I slept well all three nights.



This brings me to the “rough” part. Unlike the good rail condition of the CP track, the track and roadbed of the Canadian National (CN) was deplorable! I have been on some bad track before, but this reminded me of West Virginia. The freight traffic is much heavier on the CN, both in weight and volume. Just about all of the trains we encountered, going both East and West, were double stack containers or tank cars. They have beaten up the main

line terribly which does not say much for the sidings we were constantly being diverted to. I am no stranger to walking in passenger car hallways, but I can never recall being constantly thrown around like this.

Another observation I made was on the condition of the engines, especially those hauling freight. They looked to be in deplorable condition. Of all the engines I saw during this trip, I can only recall seeing one that looked as if it had been washed in the last thirty days. Most of them were stained with exhaust smoke and the paint was faded. You can tell from some of the photos that populate this article what I am talking about.

These comments are not to say that we did not enjoy this portion of our trip. Once we adjusted to everything we had a good time. There were plenty of opportunities to train watch, and if you were quick, reasonably good photos could be taken from the moving train.

The only really disappointing thing about this portion of our trip was the scenery. That part of Canada that VIA goes through is rather flat, and in places, swampy. The countryside reminded us a lot of the Eastern Shore which is not one of your more scenic places in Maryland. While we did not expect wonders similar to the terrain the RM goes through, we did anticipate a more varied landscape.

### Wrap Up

All in all, I think we had a pretty good time. The service on both trains was great, especially on the RM. Everybody was friendly, and they went out of their way to be accommodating. When you are traveling with a bunch of senior citizens that is saying something! Admittedly, the track and diversion issues were annoying, but when you travel on freight rails and you do not own the right of way that has to be expected. Elaine and I probably adapted to these things a little better than some of the others, but that is life when you travel. If you ever get a chance to go on this trip you should do so.

## Website of the Month: Imagine That! Laser Art Products

Wood & Masonry building kits Elevated Railway structure & bridge components Rolling stock and detail parts. <http://imaginethatlaserart.com>



## Skyboard Paint Color Update: David Betz

Last year, while building the new harbor scene, we discovered that our old, club approved, paint color was no longer being made by Sherwin Williams. I spent several hours with the staff at my local store working to match the old color. Here is the new color mix information.

SALES NBR	SIZE	PRODUCT / MFG NBR	DESCRIPTION	QUANTITY	QTY PICKED ON
6502-97799	GALLON	HG3000051	HGTV INT FL EXTRA	1.00	_____
		BLUE MATCH			
		CE*Color Cast	OZ 32 64 128		
		L1 Blue	- 24 1 1		
		R3 Magenta	- 3 - -		
		Y1 Yellow	- - 1 -		
		W1 White	2 3 - -		
		Sher-Color Formula			



## Train Spotting: Ryan Jones

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This month Ryan Jones has two photos to share, both were taken off Hammonds Ferry road.



## BANTRAK Membership: Al Palewicz

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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.

Please contact Treasurer [Alan Del Gaudio](#) for more information regarding your membership status and roster questions or contact [Al Palewicz](#) with general questions.

### Member Benefits:

- 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
- Recognition as being part of a Nationally known club.

# BANTRAK 2015 CALENDAR

Date	Event	Location	Contact	Type
Oct. 24-25	Great Scale Show	Timonium	Tim Nixon	Show
Nov. 1st	Gaithersburg RR & Transportation Show	Montgomery County Fairgrounds	Chris Hyland	Show
Nov. 15th	Meeting	John Cook's	Paul Diley	Meeting
December 16	B&O setup / Meeting	B&O Roundhouse	Paul Diley	Setup
Dec 17th - Jan. 3rd	B&O show	B&O Roundhouse	Paul Diley	Show

## BANTRAK CALL BOARD

### HOME LAYOUT / MODULE WORK SESSIONS

(ongoing) For Information contact: Alan Del Gaudio, Eric Payne, Ed Kapusinski, or Paul Diley.



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](mailto:newsletter@bantrak.net)  
 Editor: David Betz

