



BANTRAK Newsletter

Volume 28, Issue 11
November 2015

The Engineer's Cab

Paul Diley



A big thank you to Tim Nixon for putting together a great show last month, and a big thank you as well for those that came out to the scale show in October. We had a great show and there were plenty of run slots. T-Trak was there in force and had two layouts running.

This year's B&O show is just around the corner, setup will be December 16th at 8am, and so you can expect a call for models soon. Ryan Jones will be manning the schedule. We are also looking for day captains so please let me know if you can help, note, you must know the DCC system.

The B&O show is also the time when we sell tickets for our raffle layout. Eric has been heading the raffle layout project this year and I understand he has been getting some help, but could always use more. This is especially true as we hit the home stretch. Thanks to those that have helped and please reach out to Eric if you can offer assistance. See progress photos in this issue.

The meeting this month will be at John Cook's house. Thank you, John. We are all looking forward to getting together. Check your club roster for John's address or reach out to me or a fellow club member for help with directions.

One last item of note, it has been two years since I assumed the mantle as club president and my term is coming to an end. I could never have done this with the support of our fellow members. David Betz stepped up and took over the newsletter, Martin jumped in to fill a vacant VP role and countless others helped along the way, THANK YOU!!!!!! It has been a privilege to serve and hope others will step up as we transition to new leadership.

Have a Happy and safe Thanksgiving!

Happy Modeling,
Paul Diley



In the issue...

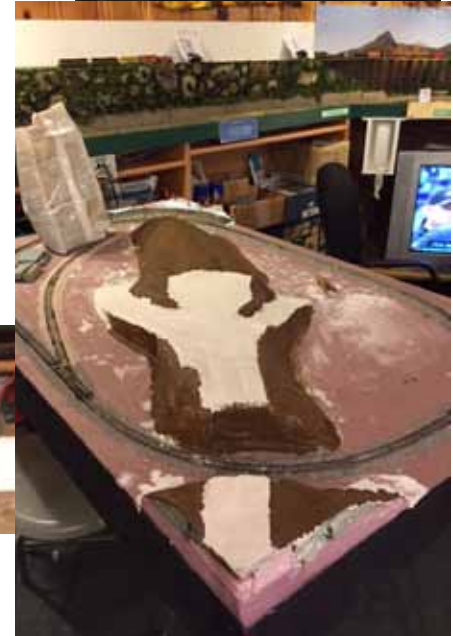
<i>The Engineer's Cab</i>	1
<i>Raffel Layout</i>	2
<i>PF&S Railroad</i>	3-4
<i>T-Trak update</i>	5
<i>Gaithersburg</i>	6
<i>Weathering</i>	7-10
<i>October Show</i>	11-12
<i>Train Spotting</i>	13
<i>Calendar</i>	14

Next Meeting...

Sunday Nov.15th



Raffel Layout update: Eric Payne



Big Thanks to;

David Betz, Jeff and Christian Peck, Josh Surkosky, Ed Kapuscinski and John Berger who have all stopped by to help with this year's layout.

Buildings have been built by; Ryan Jones, Lauren Baker, Mark Bandy, David Betz, Al De Gaudio, Tim Nixon, Ed Kapuscinski, and Josh Surosky

PF&S Railroad: Bob Bunge

A number of years ago, my father-in-law completed his 2nd retirement (Air Force and Northrup-Grumman) to an alfalfa farm near Pasco, Washington. Just a mile or so north of their farm, they pointed out an amazing hobby train store tucked among the scrub trees alongside the BNFS Lakeside Subdivision that runs between Pasco and Spokane. When I say Washington State, most people picture the rain and trees of the west. But Pasco is on larger but sparsely populated desert side of the state. The area offers an amazing variety of scenery within an hour's drive. From broad desert plains to rocky cliffs to massive gullies carved by ancient glacier melt floods; it is a fun area to explore.



Grandpa Carl is gone now, but Grandma still lives in town. During a visit to Grandma's this past July, we took an afternoon to chase a few trains and visit the hobby store. Following north from the massive hump yard in Pasco, the line races across plains, then climbs in the flood gullies towards Spokane and the Bitterroot mountains beyond. The single track sub sees a lot of traffic. Double stacks, grain trains are the most common. Amtrak passes here during the night, though. The trains are usually of moderate length, but with distributed power at both ends. Once out of Pasco, they will race along at 60 mph.

On this day, after the hobby store visit, we stopped for homemade ice cream at the

Country Mercantile store and waited in rocking chairs on the front porch of the store for the quarry to appear across State Route 395. It didn't take long for a north bound to show up (well, I knew it was coming, more on this later). We hopped in the car and the race up 395 was started. We pulled off at Mesa and wound our way down to a road crossing off state route 17. There we shot photos of our north bound double stack as it pounded through town at speed.



As much as John and I would have liked to wait out some more traffic, the day had been long, and the ladies in the car had had enough trains for the day so we headed back to Grandma's house in the city. Heading south, we soon cruised by West Sagemoor rd., the way back to PF&S Hobbies. If we had taken a right onto Sagemoor, and then a right onto Lone Rd, on the right, you come across a typical area house, surrounded by a number of tractors and other farm hardware. But a turn into the dusty driveway will show two Alaska RR boxcars attached to the house with a large collection of 1:1 scale RR hardware scattered around.

The atmosphere inside is warm but crowded. Owners Leroy and Sharon Prantle are very friendly. Almost immediately Sharon offered up fresh baked cookies while John and I started to explore. The aisles are narrow. Care has to be taken not to knock over stacks of

PF&S Railroad: Bob Bunge

inventory. The N-scale stuff is scattered about in at least three different locations. Leroy worked for the railroad in Pasco for a full career before that retirement and is very quick to talk up a storm.

The store kindly offers up a location for an ATSCmon radio/computer node location.



ATSCmon is a Windows based software package that allows you to see a dispatcher like view of real train activity on railroad lines that use the ATSC packet system over radio to trigger block messages for control points. We had used ATSCmon to know that north bound was coming.



Here in the DC area, CSX has recently moved almost all of its ATSC traffic off radio to satellite so ATSCmon is no longer useful. Leroy says the store has over a million dollars in inventory. I believe it. The inventory

has been built up over many years. One large area has a rich collection of new-old Con-cor



stock, including the old style Con-cor light-weight passenger cars. If you are looking for an new-older piece for a project, PF&S hobbies might be the place to call. They also have a rich collection of Peco track, Microtrains accessories and many discontinued kits and detail parts. While Leroy will talk up a life of working on the railroad, Sharon can talk with impressive authority about the business side of our hobby.



If you happen to be in the area, be sure to stop by. If you are looking for something you can't find anywhere else, they might be a good place to try.

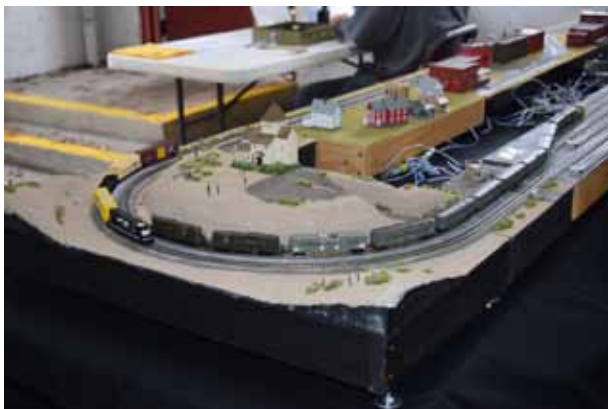
PF&S Railway Supply, Inc
560 Lone Road, Pasco, WA 99301
(509) 266-4348.

T-Trak Update: Chris Hyland

At the end of the layout, a demon lived. They called it the inner curve. They said that it could not be broken. That railroad cars over 50 ft. that tried to navigate it would uncouple and derail. That the wheels would lock up. That even if you got halfway around, you would scrape the other train.



People came from everywhere to see if they could break it. They were called Locomotive Engineers, and no one knew their names. Then the testing group at Hyland labs came up with something that they thought could conquer the curves. Had not DCC been overcome. Had not the problem of having a working yard that operated both DC and DCC been accomplished? They came up with something they thought that they had the stuff to overcome that demon that lived out there in the curve of T Trak. They called it the "super curve".



On October 14th, Jeff Peck and his brave band of T Trakers tried their shot at it in a far away place called Ranson West Virginia. At

this event, they pushed back the envelope and opened up the possibility of having T Trak finally overcome one of its greatest hang-ups, the ability to operate long modern cars. So far Autoracks, full-length passenger cars and all sorts of stuff that had not been able to operate before are now able to run comfortably on the rails without fear of break aways, derailments, and crashes. So a whole new era has opened up in T Trak. Goodbye small curves with your limitations. And as they say at NASA: God Speed Super curves and all those trains that may ride over your rails. So we enter a new era....

T Trak is currently in one of its busiest points of the year. By the time we end this, it will be just time for B&O. Which is why this article gets written in such haste. Like the Rabbit knew in Alice In Wonderland, besides it being late for a very important date, their just aren't enough hours in the day. But by the time the holidays hit, you will be going, my how the time flew and how much fun I had running trains. So that is about all I have to say right now. Pay attention to the schedules. They do change frequently. We try to update our website all the time, but always keep an ear to the ground. MDTTRAK.com is your best bet to keep up with all that we are out their doing.

Fall is also the time of changes and lets welcome them as they come,

See you at the shows,

-Chris



Gaithersburg: Chris Hyland

Every year at the beginning of November one of my personal favorite shows is held. This is the Gaithersburg Artifacts show. Next to B&O and Bedford, this is one of the premier shows that we do each and every year. This year we set up two layouts. The first was one that had all of our smaller curves and desert scenery. This was placed next to the door when you entered the show. The second was to show off the large curves that we had come up with.



We had set up on Saturday Afternoon. Most of the layout was in place by this point. The next morning the rest of the modules arrived and things really got going. We had a large crowd of T Trakers. Besides the Hyland gang were Jack Walsh, Jeff and Christian Peck. Matt Whiting. Mat Chibbarro, Leon, Jim Masters, Matt G-L and Phillip Capon amongst others.

We also had NVNTrak camped out right next to us, so they visited our tables frequently. We had modules from a half dozen



club members as well. We ran all sorts of trains. The big curves are starting to become very popular. Bernie from National Capital Trains was selling all sorts of Kato goodies and N scale. The show was packed and we were taking all sorts of questions about T Trak and getting all sorts of people interested in joining, so perhaps we will have some more shiny faces when we do the event next year.

As to the rest of the show, Jack can attest, you can get into a lot of trouble very quickly. It is a bit like going to high stakes poker games at Vegas. The only thing is when they take your money; they give you something that you never know that you needed. Or perhaps its your destiny to own two Frederick County Mass Transit Bus signs, like my Brother picked up. There were plenty of DTGBCS (Dead Train Guy Book Collection Sales) there, as well as Ron's books.

Who knew that you could write 2-3 k'w worth of pages on Potomac yards or that the Guide Book to the South Australian Railways Rolling stock would be in colo(u)r?. Nor did I know that I really needed a brass conductor's plate for the CdeP railway of Mexico. It's the kind of place that Elvis' lyrics ring waaaaayyyy too true. "Bright light city going set my soul, going set my soul on fire". And one of these days I'm going to buy that brass locomotive bell that came from the Congolese National Railway Forney O&K #2 with the two matching stain glass windows that came from the Peoria Union Station and set up my own pagan altar to the mighty choo choo god. That's right Mr. Presley I too will remember that I had a strong heart, a nerve of steel and a swinging time at Gburg. Til the bank statement comes in anyway.

So to all of you that missed it, there is always next year.

See you at the shows,
-Chris

Weathering: Josh Surkosky

I recently competed and won a weathering contest over on www.therailwire.net. The subject was “hoppers.” They are currently running an “excess height” weathering challenge for November. Details are here: <http://www.therailwire.net/forum/index.php?topic=37337.0>
I hope you’ll enter!

Here is a step by step of how I weathered this car.

The contest was to match the model to a prototype photo. My subject was an H21a PRR hopper. I practiced on one side and applied what worked to the other side. Without digital trickery or mirrors, you won’t see opposite sides of a car at once so it made sense to do this.



I will be using a Bowser H21a.



Looking at this car, I thought I’d start with a light overspray of Vallejo rust on everything, followed by black and brown oil paint washes. Since the washes were thick, I took a lot of it by wiping a flat brush dampened with 70% isopropyl alcohol.



I sprayed the whole car with some Roof Brown to even it out.



Weathering: Josh Surkosky



for this removal. Be careful and use very small amounts.

I tried to replicate the rust patterns as best I could. Again, using my “practice side” I used Windsor & Newton water-soluble oil paints and a bit of foam brush I cut up to get random specks. I also applied smaller spots with some brass wire.



The rust spots still looked a bit rough and sloppy so I went back and cleaned them up by removing some of the paint to make the larger blob shapes ones smaller.



Now that I had my base “grime” coat, I would tackle the rust spots and details. Notice in the original photo that the lettering is not dirty. “Chalking” is the process of paint weathering (turning in to powder and leaving streaking downwards). I fixed this by rubbing an alcohol dipped damp toothpick over the lettering. I had to bump up to 90% isopropyl

Weathering: Josh Surkosky

You can see where I removed too much paint and accidentally went through my base grime coat, all the way down to the stock paint. Lucky for me, I liked the way it looked and kept it.



I added chalking streaks from the lettering with some Bragdon powder. I used AZ Rock & Mineral coal for the load. I smeared white glue on the top of the stock load and sprinkled on the coal. Trucks and wheels were weathered with a spray of Vallejo black primer. The truck frames got some rail brown and black oil on the journal boxes. You can see the contrast in color of the wheels and trucks on the proto photo.



Here is a black and white version:



At this point, I thought I was done. After an honest peer review, it was clear what I had to fix. I had to lower the car, fix the stirrups, add depth to the larger rust spots, and refine the coal load.

The coal load was an easy fix. My coal chunks were a bit too large. I simply rubbed the larger ones off with my fingers and it happened to look better.

The car lowering was a little more involved. I switch to MTL 2004 couplers with the coupler box installed upside down. I also filed the bolsters on the car flat. I had to sand the coupler screw down a little bit for axle clearance. Next time, I'll use some flat head screws. (Big thanks to Bryan Bussey of Eastern Seaboard Models for that tip.)



Weathering: Josh Surkosky

The stirrups were made with .015 phosphor bronze wires. I used a piece of masking tape as a "jig" on my needle nose pliers and bent them accordingly.

The last challenge was to add depth to the rust. The rust stain was originally burnt umber. I added the redder burnt sienna to the edges of the spots, and a browner raw umber to the center.

I clipped the coupler pins dry brushed some dirt colored paint on a few rivets and the trucks. The car is finished! Only 39 more to go...



October Scale Show: Chris Hyland

T Trak set up on the Friday of the show. Things had changed from our original plan and we were only setting up two layouts instead of the three we were hoping to. But once again we were introducing another surprise. We had the outline of the layout done by Gish and ran off to work as best as we could around the two beltways and their rush hour traffic.



Saturday opened up with finishing off the layout and getting out the bugs. We also unveiled our new surprise on the world for the second time. Large curves. This makes T Trak interesting. Now we can run autoracks, full-blooded passenger trains and other large cars. The show was busy. We had lots of people come by and visit and look at the layout. In some ways it was busier than I had seen the show in recent years and I hope that this is a trend that continues.



Shopping was also good; in fact at times it seemed too good. Not only do you get an opportunity to buy stuff from the various guys out there, but from your pals as well. T Trak does seem to have a tradition of swapping all sorts of stuff.

Sunday was quieter than Saturday. The money spent, it was time to run trains and show off what we had gotten the day before, and run we did all day. Then it came to the end of the show and we were packed up and out of the hall within a half hour. Riding off into the sunset we closed the book on another Timonium weekend. As always, once the stress, strain and jinx are worked through, it is always one of our favorite shows to do. Thanks to all that came out over the weekend and stopped by the layout. Also Thanks to all who helped run, operate and tear down. Your help was graciously appreciated. And I hope all had a good time.

See you at the shows,
-Chris



October Scale Show Highlights: Leon Sorge



Train Spotting: Jeff Peck

This month Jeff Peck caught these CSX and NS boys at Shenandoah Jct., WV.



BANTRAK Membership: Al Palewicz

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
Nov. 15th	Meeting	John Cook's House	Paul Diley	Meeting
Nov. 28th	T-Trak Show	Northern VA	Matt Guey-Lee	T-Trak
Nov. 29th	Bowie Show	Bowie	Jeff Peck	T-Trak
Dec. 5th	Greenberg Timonium Show	Timonium Fairgrounds	Chris Hyland	T-Trak
Dec. 12-13th	SP Tower	Sykesville	Chris Hyland	T-Trak
December 16	B&O setup / Meeting	B&O Roundhouse	Paul Diley	Setup
Dec 17th - Jan. 3rd	B&O show	B&O Roundhouse	Paul Diley	N-Trak Show
Dec. 19th	SP Tower	Sykesville	Chris Hyland	T-Trak

BANTRAK CALL BOARD

HOME LAYOUT / MODULE WORK SESSIONS

(ongoing) For Information contact: Alan Del Gaudio, Eric Payne, Ed Kapusinski, or Paul Diley. If you need help on your home layout and want to host a work session let Paul Know.



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
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