



BANTRAK Newsletter

Volume 29, Issue 2
February 2016

The Engineer's Cab: Tim Nixon

Communications. In railroading, both real and model, good communication is vital. In real life, if an engineer isn't paying attention and misses a signal, it's likely to result in a collision with significant property damage and potentially the loss of life. If a switch list isn't clear, it's likely to be misinterpreted and cars won't reach their intended destination. If a mechanic doesn't have the latest version of the tech manual and therefore doesn't follow the correct maintenance procedure for the specific locomotive he's working on, it could result in damage to the locomotive. In model railroading, especially BANTRAK, the consequences of poor communication aren't as severe, but the results are much the same. Someone doesn't get the correct time and date of the next meeting, because an outdated mailing list was used, so they miss the meeting. Someone makes a comment at a club meeting about plans for future show and that comment is misinterpreted, leading to confusion as to what the actual plan is.

People being human, communication problems will naturally occur, but we still need to do our best to eliminate them. BANTRAK has both this newsletter and the club website, where we try to post the latest information. We will also send emails as necessary, especially for time sensitive information, but we're also not perfect; if you hear or read something that is unclear or doesn't make sense, call or email one of the club officers (or show coordinator as appropriate) for clarification. If you notice that someone has been left off an email to the mailing list; forward the email to him or her and notify the sender so the problem can be corrected.

As I write this, the club has just completed the February Great Scale Model Train Show. Things didn't exactly go as planned for this show, starting with the show coordinator (Eric) twisting his knee the Tuesday before the show, rendering him unable to walk or stand for more than a couple of minutes. We've always had an assistant coordinator, but this is the first time since I've joined the club that the assistant has had to step up and take the reins. Lauren, who had never coordinated before, either as an assistant or lead, got a "trial by fire" in her first experience, but acquitted herself well. The small Ntrak layout with oNeTrak branch planned for this show somehow morphed into an Ntrak layout larger than we had at the B&O Festival of Trains with oNeTrak branch. Set-up ran long, and at the end was left to a few hardly souls who by the time they departed were brain dead and could barely stand after 8 hours on the concrete floor of the Cow Palace. We used the junction module for the first time in years and discovered that it had electrical issues we were unaware of. The run schedule got shuffled as people got sick or were otherwise unable to fill their scheduled run slots. But in the end the trains ran, the show went on, and most of us got home in time to catch the "Big Game". While lots of people helped this weekend, I'd like to specifically thank Lauren for her hard work coordinating, Martin for bringing the trailer and 13 modules (12 of which made it into the layout), and Ryan for overseeing set-up for the DCC system while Martin and I handled oNeTrak.

Our next club meeting will be on Sunday February 21st at the [Severna Park Community Library, 45 West McKinsey Rd. Severna Park, MD](#). Meeting will start at 2 PM in the main meeting room.
Happy Modeling!
Tim Nixon

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Next Meeting...

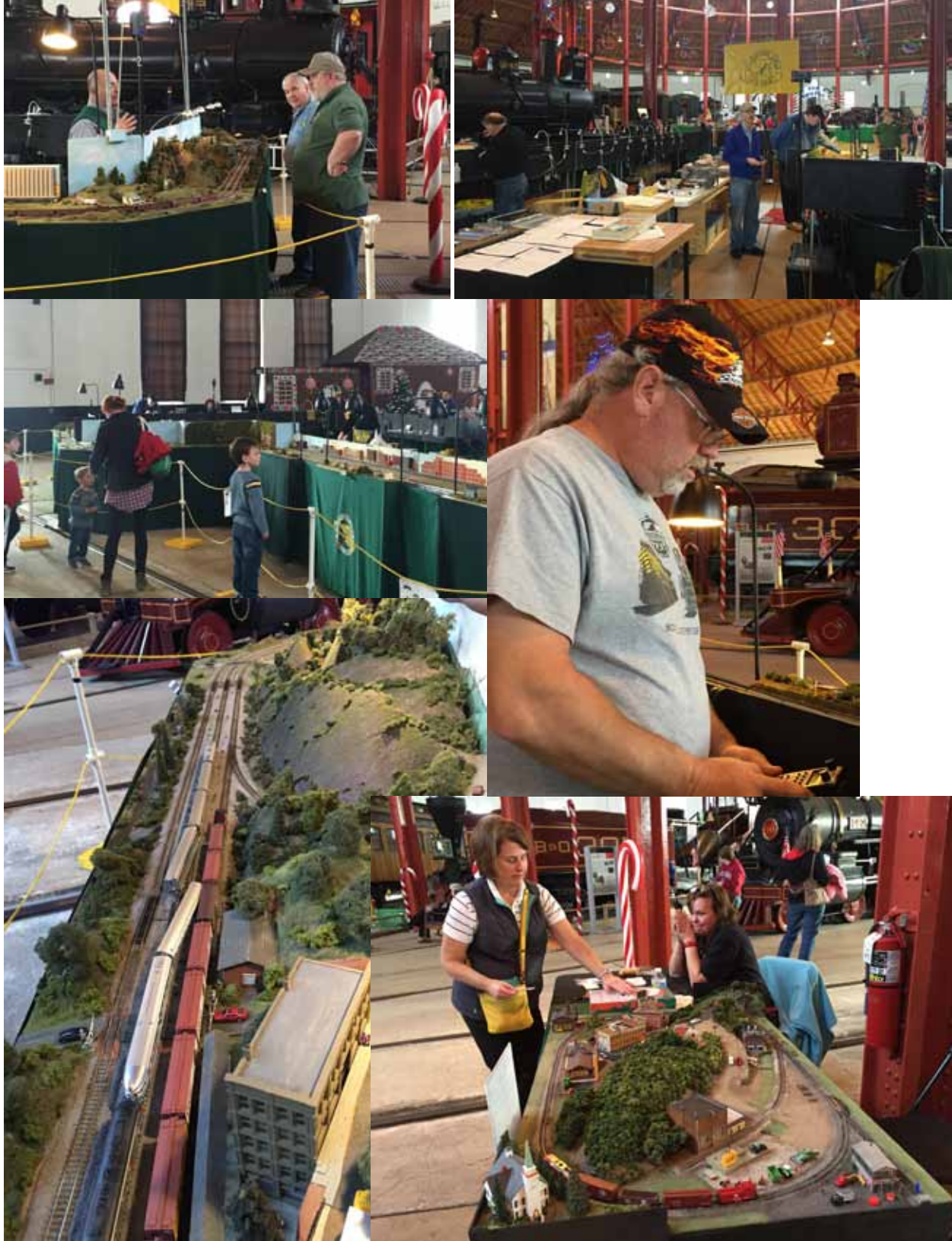
Feb. 21st



2015 B&O Museum highlights:



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T-Trak Update: Chris Hyland

People talk about the dog days of summer. Forget that. Winter seemed to come down like a hammer on everyone. Projects were set aside as shovels came out to try and stop "the big one". Unlike last time, this didn't have any catchy nickname like Snowmageddon. It was just The Storm. Seemed like once one got dug out, it was time to dig again. And at the end of the night, TV to prove that there was still a world outside of Byrd Road in wintry Kensington. X Flies and who knew you could get old episodes of Space 1999 on demand?



But thankfully life goes on. And some things did get accomplished. Some inside corners were added to the mix. The looks were priceless on the faces of the local Hardware City employees as we scrounged their shelves for glues, paints, brushes, thinner, drill bits, and drywall screws. "You mean you don't want the Super Ice Blaster 3000 with shovels, salt and sand?" Not at all, thankfully enough we had batteries for everything.



Soon though this rough winter had a break, Timonium was upon us. And what a set up we had. Three clubs participated in a smaller repeat of what we had done two years ago. The BANTrak T Trak layouts had new modules in them from David Betz and Dave Clyde. It is good to see variation in our layouts. Furthermore, we still keep coming up with more and more innovative ideas, such as inside corners, and there is plenty more coming. So even though the outside was freezing and snowy, the modeling continues. A big thanks to all those who came out.

Additionally, one other thing that happened at the show, we continued to grow, we keep getting invited to more and more shows. A NMRA Mini con, and possibly other cool events are currently being negotiated as we speak. Keep your eyes out on Maryland T Trak.com and if you are interested in knowing everything else or participating, please contact either Jeff or myself via email and we will put you on our list that we send out when stuff is going on.

I now have a new co editor of this column her name is Molly. During the storm we adopted a 4-year-old gray tabby cat. She seems to have taken to helping me write. At least I think in her mind she is helping me out. If I get too long winded, she comes over with her toy mouse and demands attention. Also her editing process consists of meowing and swatting if she thinks that the writing is what she considers sub-par. It is so good having a feline task mistress.

Two more important items before I sign off and go sharpen my shovel again. The April 3rd event at Sykesville has been canceled. Also Jim Altebello, one of our subway and trolley guru's and a close friend for the last 20 years with East Penn, NVNTRAK, and BANTRAK is retiring to NJ. Jimmy, really going to miss you guy. If you see him before he shuffles off north, make sure to wish him the best. So see you in the Snow Trenches,

Chris

Everett Railroad: Bob Bunge

Growing up in Columbus, Ohio in the 1960's, my father was an early member of the Ohio Railroad Museum, which is where I spent most of my early weekends. In 1969, he dragged me along with a friend to watch Nickel Plate RR Berkshire #759 deadhead through central Ohio between excursion runs. 759 pounded past us at 60mph with a roar and a cloud of steam and I was bitten by the steam bug.



These many years later, when I learned Everett Railroad in Hollidaysburg, PA, had restored a "Cuban" 2-6-0 steamer to operation I decided it would be a fun holiday trip for the family. Hollidaysburg is a few miles south of Altoona, PA. and about a 2.5-hour drive from the Baltimore area.

My 12-year-old John and buddy Steven along with Mom arrived about an hour before the train was to leave at noon on Dec 19th. It was a wonderful day for steam; cold and windy. Only snow would have made it better.



While Mom stayed warm in the new station, John, Steven and I checked out the locomotive as the crew pulled through the station and backed into a servicing area where we watch the crew dump the ashes.

Everett RR is privately owned. The owner, Alan Maples, is often active on some railway preservation bulletin boards. It is a tribute that he has taken profits from the road's freight business to used them to restore one steamer, purchase a second, restore a combine car and lease a couple of coaches from a local preservation club.

Upon restoration of the steamer and construction of the station this fall, Everett ran more than 60 steam powered Halloween, Thanksgiving and Santa trains this fall! Perhaps taking advantage of the shutdown of the East Broad Top RR, all trains were sold out. December 19th was the 2nd to last day for steam operations in 2015.



The station is new. It was clean, with a nice gift shop and good restrooms. We were able to pick up our tickets, which we had ordered online, and received some nice chocolate bars which were inscribed with Everett RR, the year and Santa train. A nice touch!

Everett RR #11 is a 2-6-0 "Cuban" locomotive built in 1923 intended for export to work in the Cuban sugar fields. A downturn in business meant it was instead sold to a US short line.

Everett Railroad: Bob Bunge

Two working railroads and two tourist lines later, it was sold to Mr. Maples. The boiler and running gear was repaired in the shops of the Western Maryland Scenic RR, but the locomotive reassembled in Everett's shop in Duncanville, PA.. At Everett, little #11 accurately represents today what it did pre-restoration era; a small, lightweight locomotive doing yeoman's work on a small short line.



The train was made up of a combine and two coaches. The train was sold out and every seat occupied. The cars were nicely decorated and clean. Too my amazement, all three cars were steam heated. This only added to the feel of the trip, with steam surrounding and wrapping around the entire train.

The trip is along a pretty scenic route, crossing over a river twice. The route is very photographic and is very accessible by car, making it a fine operation to rail fan and chase. The rail is jointed (only adding to the



sound experience), but the track is in excellent condition. Top speed is about 20 mph.

Also to my joy, windows were missing from the end doors for the combine and the crew had no problem with my hanging out, listening, watching and getting cinders in my hair. During the trip, I had a friendly chat with Mr. Maples, who was working as conductor for the day. Alan is very approachable. We talked on a number of subjects, including one of his reasons for playing 1 to 1 scale trains is to expose new generations to trains and steam. Otherwise, his full time job is running freight on the line, three days a week. While the route used on the steam train is mostly flat, a good part of his line is mountain terrain with grades approaching three percent. He was pleased with the little 55 ton Mogul steamer.

With a twinkle in his eye he said they were pleased with its performance on some hills and with some freight and found it to be more powerful than expected. He talked of operating expenses and the costs of restoring both the steamer (and another he has ownership of that is on the list to restore) and the rolling stock.



Everett Railroad: Bob Bunge

Santa walked through the train in fine splendor. He took advantage of my standing to sit and chat with John and Steven in a manner two somewhat embarrassed pre-teens could appreciate. His helpers passed out some simple presents, but they were not as nice as the huge foot long candy canes we got on a Santa train ride in Minersburg, PA, two years ago behind R&N #425 and CNJ #113.

At the end of the run, #11 ran around the train and pulled it back to town tender first. The ride took about 1.5 hours. Upon return to Hollidaysburg, we grabbed some lunch in town and used Google Maps to navigate to a road crossing where we could catch the 2pm run to allow the boys to witness a rushing, screaming, huffing, steam breathing monster as boys have done for more than 100 years.

Mr. Maples hopes to fire up #11 for some trips in the Spring. Figure Easter Bunny trips. If you enjoy 1-to-1 trains and steam, this operation is well worth a visit. Google Everett

Railroad for their website to learn their schedule. If you chose to just photograph and chase, please consider purchasing a ticket just the same to help support this very neat operation.

Bob



Sykesville: Chris Hyland

Long ago, like Shackleton, Robert Scott, Peary, and Hillary, T Trak did a layout in the middle of winter (I think it was January) at Bowie tower. It became known as the Igloo for we did a set up in the caboose while the outside temps dipped into the single digits. And everyone felt the blast every time the door opened. Brrrrrr. Fast forward to Valentines Day Eve 2016. A brave (stupid?) group said, even though it is colder than the dark side of the moon, what the heck, it is a chance to run trains. So Dave Clyde, Dave Balderston, Matt Whiting, Leon, and the Hyland clan rose to the challenge.

We set up in the tower very quickly by 10 am. Set up was 15ft. of modules with the super corners. The Harpers Ferry modules were on the front and we had Leon and Pat's modules on the back. We ran all sorts of trains. From VIA to Amtrak. Steam and MOW trains.

Also tested out were some of the new Broadway Centipedes. They were able to make the corners with no problems. But like the GG1 models out there, they have light front and rear trucks. CSX provided about 5 trains for us to look at. Lots of mixed freights, including an MP15 and all sorts of other goodies.

We ran until 4. Lunch was at a very deserted Becks Pub. And when we tore down, we were out in a flash. Hopefully we have done the coldest event for the year. And we survived to tell the tale of Adventure of the mighty Tundra of Carroll County.

Chris



Great Scale Show: Lauren Baker

Thanks to all that participated and got us through the February show. Eric's original concept of a very small N Trak layout with a yard on one side of a small square and a oNe Trak connection somehow morphed into a giant "L" with a oNe Trak circle. It was clearly ambitious and tough to build in an afternoon but we managed! Special thanks to Tim and Ryan and AJ who stayed late to get it to run.

The junction experiment wasn't entirely successful but with some wiring adjustments it could likely be more successful in future.

Thanks also to Al Potter, Al DelGaudio and Matt Guey Lee for providing modules so we could close the loop. (And Ryan for picking up Matt's since he had to work).



Thanks to Bob and Martin for getting their modules to the show even though they were sick. Thanks to Tim for correcting my layout mistakes, I have a much better understanding of particular layout nuances now as well.

Thanks to Leroy for keeping Mark's module from encroaching on the kids layout and

getting mauled. Thanks to David who got the sales tables organized and saved the trailer from disaster, and finally, a BIG Special Thanks to Martin for bringing the trailer (and dealing with snow to do it)



I'm sure I've forgotten some key contribution from someone, please forgive me, it was an interesting weekend!

The smaller trains ran better than the really long trains. I think we had a lot of issues with



expansion and contraction due the lack of heat at setup and overnight.

For the next show we need more yellow joiner

track and we could probably use a couple of packs of track joiners as well. T-Trak looked great. There are some nice new modules that I'm sure Chris will update us on. David Clyde added MD Heights to his already impressive Harpers Ferry set.

Thanks again!
Lauren

Train Spotting: Ryan Jones

Ryan Jones caught some foreign power in Landsdown, a long way from its home rails.



Click here for some NScale railfanning from the Great Scale show:
<https://youtu.be/3cU6kWKC6w0>

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.



Baltimore Area Ntrak Club

Dues Invoice

Payable to: Baltimore Area N-Trak

Invoice Date:
12 February 2016
Due Date:
19 April 20, 2016

Remit to:
Mr. Alan Del Gaudio
2905 Montclair Drive
Ellicott City, MD, 21043
Or pay at February or March meetings

Annual Club Dues
(Including National Ntrak Membership)

→ **\$30.00**

Member Name: _____
Please Print
E-mail & Phone: _____

Ntrak Member Number:

Please print a copy of this invoice and submit with payment.

For Treasurer's Use

Date Submitted: _____ Check #: _____

Member's Receipt

Name: _____ Date: _____ Amount: _____

Alan Del Gaudio



BANTRAK 2016 CALENDAR

Date	Event	Location	Contact	Type
Feb. 21st	Club Meeting	Severna Park Public Library	Tim Nixon	Meeting
March 6th	Sykesville Tower	Oklahoma Road, Skyesville	Chris Hyland	T-Trak
March 20th	Club Meeting	Columbia MD	Jack Walsh	Meeting
April 2nd	Ranson	Ranson WV	Chris Hyland	T-Trak Show
April 23,24	Great Scale Show	Timonium Fairgrounds	TBD	Show
August 19-21	N-Scale Weekend	Altoona PA	TBD	Show

BANTRAK CALL BOARD

CLUB WORK SESSION 2016

Skip Hayes will be holding a club work session to rebuild the Lift Bridge. Contact Skip for dates and times!



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
 Editor: David Betz

