



# BANTRAK Newsletter

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November 2016

## The Engineer's Cab: Tim Nixon

Normally I try to use my monthly column to update you on what the club did last month, what it's doing this month, and fill you in on other club business that I think you need to know. This month, however, as a result of an email exchange I had with a member about run slots for the Home & Garden Show, I'm going to use my column to get more philosophical and talk about Sweat Equity, Fairness, and Show Coordination.

Most of you are (or should be) familiar with the concept of Sweat Equity, which basically means those who do the work (sweat) get the rewards (equity). Sweat Equity has been the philosophy BANTRAK has used to dole out run slots, chances to purchase surplus merchandise, and all sorts of other rewards since long before I joined. Shows are a lot of work, and we need both modules to build a layout and people to set it up and run it to make one happen. On the flip (fun) side, there are only so many run slots (21 for a normal scale show), and with some people wanting run slots on both days, we need to make sure those doing the work get a chance to have fun, and that's where the sweat equity comes in.

From day one I was told that BANTRAK had a 4-tier priority system. Tier 1 (1st priority) went to those bringing modules, Tier 2 to those who helped with set-up, Tier 3 to those who helped with teardown, and Tier 4 for anybody else. If you think about it, this system makes sense. You need member modules to do a show; there aren't enough club modules to build a loop larger than a 6' by 8' composed of 4 corners and 2-2' modules. Modules take months or years to build, and an owner who volunteers to bring them to a show is not only on the hook for set-up and tear-down, he also has to maintain, transport and store them. Next you need help for set-up; most of us take off a full day of work to help set-up for a major show, which can take 6-7 hours (or more in some cases); just being there for set-up is less of a commitment than bringing a module but still significant. Teardown is much easier than set-up, usually taking less than 2 hours, but still a lot of work at the end of a long show day when you'd like nothing better than to get home and off your feet after hours on a concrete floor, so you should get priority over those who can't stick around.

This system gives members an incentive to not only build modules, but to bring them to shows, since by doing so they know they'll get a "good" run slot. The more members we can encourage to bring modules also increases the manpower for both set-up and teardown, since anyone bringing modules normally needs to be at both. This system also recognizes those who are willing to help with set-up even if they don't have a module, since they are second in priority; while they may not get the exact run slot they want, they can normally get a decent run slot.

All that said, since each show is different BANTRAK gives its coordinators freedom on how they handle run slot assignment, as long as they generally stick to the system described above. Some coordinators assign run slots, some just put the run sheet on the table at set-up, and some email the run schedule to the whole club. When I coordinate a show, I normally email all those bringing modules about a week before the show and ask them to give me their top 3 run slot choices; I then take the responses in the order I receive them and give the person their highest available run slot choice; tweaking the schedule as necessary to make sure they all get one of their top 3 choices. I then bring the schedule to set-up, and give those helping who didn't bring a module

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

***November 13th***



## The Engineer's Cab: Tim Nixon

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chance to choose a run slot before I put it on the table and open it up for general sign up.

For the Home & Garden Show, I made two changes to my normal method. First, since it was a longer than normal show, with 36 run slots over 3 days, and since we also needed to fill raffle table and floater spots, I gave those bringing modules an additional run slot if they took a raffle slot. Second, to make sure we had as many slots as possible filled before the shot, I then emailed the partially completed schedule to whole club. The member in question then emailed asking why the run schedule was already half full and wanted to know who had authorized giving priority run times to all the "Sooner's" (the originally derogatory term for those who jumped the gun in the Oklahoma land rush) since the "BANTRAK tradition" was to give priority to those who bring modules OR participate in set-up. I explained the 4-tier system described above that I use, and why I thought it was fair. The member disagreed and felt the sign-up sheet should always be put out at set-up. I noted that method put members bringing modules, which are necessary for the layout, on an equal footing with those who just come to set-up, and hence provided them no incentive to bring a module. I thought members bringing modules should have priority and told the member that's the way I was handling it and ended the conversation.

Was the way I did the run schedule perfect? No, probably not. Should I have given the rest of the club a chance to pick run slots before giving those bringing modules second slots for taking raffle slots? Maybe, but I was trying to get the raffle slots filled and there were still plenty of slots available (including at least one slot in each time period on all 3 days). Again, though, how to handle the run schedule falls under coordinator's privilege. All I can say is if you don't like how a coordinator assigns run slots for a show, then next time volunteer to be show coordinator and do it the way you think is fair.

Until next month!

Tim Nixon

## Silver Spring: Jeff Peck

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When we last left our friends at Silver Spring, their status was very much up in the air. Montgomery County was about to embark on a project to shoehorn a building between the firehouse and the CSX mainline, chewing into their property. The Metropolitan Branch Trail project threatened part of the structure of the station. Fast forward about 18 months and the building has been built, the trail project through litigation with no loss to the structure but will result in major changes in their parking situation eventually. After a long silence we decided to go investigate the situation, which led us to today's setup. Like Mark Twain, reports of their death have been greatly exaggerated.

Cliff, Mat, Christian and I set up a fairly simple oval on a doubled up set of tables, which places the modules out of reach of investigating fingers – a must in a child-rich environment. Tom and Matt were on hand to assist with running. CSX provided 5 or so big trains outside and the Capitol Limited made a run-by.

We did a short field trip across the street to the Catylator Makerspace which is best described as a visit to Willy Wonka's for modelers

- 3D printing, laser cutting, CNC router, screen printing – all kinds of neat stuff!

At the end of the day, we were packed up and out in 12 minutes – perfect! The Magic 8 ball for Silver Spring is coming up "reply hazy" over the next few years but the station will remain although the landscape, like most of downtown Silver Spring, will change. We look forward to working with our friends there in the future.



## T-Trak Update / Editorial: Chris Hyland

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A very busy October has come and gone. We are now into November and we are just as busy running trains as we were last month. So far we have done at least one show each weekend. We revisited Silver Spring and did the artifacts show after doing a Timonium show the weekend before.

Now we are about to go to the Rockville Lions Club show. This is a nice two-day show, where we get to hang out with all the other clubs in the Capitol Region and a chance to show the flag. After Turkey day it will be Bowie tower time. Then we are into the Christmas season. B&O, two Greenberg's, a Sykesville and whatever else gets crammed in.

On the modeling front, it has been too busy to build anything while being on the road. I hope to change that coming up in the next few weeks. Having visited or seen tons of layouts out there in September and October, this is the time of year to try something new. There are a lot of great ideas that I hadn't thought of before. It is time to build something new! Bring out your new modules. As long as it works, we can usually fit it in a layout. As usual, let us know in advance that you plan to bring these new modules. Please don't just show up with 40 feet of modules at the last minute.

On a different note, other than just purchasing books, we have been converting our car storage from jewel boxes to Kato Green boxes. For years I have waited in vain for box manufacturers to break the jewel box habit. So we ordered Kato storage boxes from Japan and we are converting our rolling stock storage to the new format. This will facilitate more trains hitting the rails, because as you know, trains can't earn revenue just sitting idle in a jewel box. So expect many different kinds of trains as we get stuff ready, like the Wabash Bluebird. I didn't know my dad had a Wabash engine.

Changing subjects again, it has been interesting reading the National N-Trak newsletter. T-Trak seems to have gone from the few after pages in the rear of the newsletter to being front and center. And did you read the thing about Unitrak being an ACCEPTED STANDARD FOR N-TRAK MAINLINE TRACKAGE!! I never thought that I would see that. The tiny fish-plates are still there, but maybe their time is coming to a close. It is nice to see that there are tons of people out there giving T-Trak a try.

The website T-Trak is now up and running again. Cliff has fixed or updated what gremlins seemed to have befuddled everyone. We are always looking for content, and showing everyone what is going on with T-Trak. The Web URL is : [WWW.MarylandTTrak.com](http://WWW.MarylandTTrak.com)

I have heard that we also have a Facebook page, but I've never been cool enough to be on Facebook myself. Perhaps during the holiday season I can give it a try, and then that means Snapchat, updating my LinkedIn profile, signing up for the Star Trek only dating site.....

As memories of the election, the World Series, pumpkin festivals, and Halloween fade into the background, it seems that the professional football team you placed your faith in is falling rapidly, and the college one is doing so bad you have hung up your alum sweatshirt in shame. Remember that you can engage in some train running therapy with your pals. We will save a run slot for you.

Chris



# Ode to T-Trak: Cliff Enz

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Ah, those thrilling days of yesteryear, when we all had space in the basement, stable jobs, the wife was in the kitchen, the children behaved like Dick and Jane and we could all see Spot run.

Here's the 2016 reality, the Lone Ranger has been in reruns for over 50 years, cities are rediscovering LRVs (aka 'Trolleys'), we move frequently to match our jobs, we don't have basements or two car garages, we are short on time, are no longer dependent on rabbit ears antenna to deliver 'content' to our televisions, have skeptical spouses, crowded schedules, and other commitments.

Yeah, we like that 'Model Railroader' picture porn delivered to our house, we just after the space, time and money to have Rod Stewart's layout(s)- but it isn't happening. As it happens, there are solutions that time and technology have brought to us. In a short series of articles I hope to bring you MY solutions to these problems (aka -Opportunities to Excel).

Beset with the problems outlined above (and others), my discovery is N-scale traction. I have a few freight cars, and some motive power to haul them around (Bachmann 44 and 70 tonners), but the thrill of hauling a 100 car train behind UP motive power across a vast beige wasteland is beyond me. Give me the cities of the East or West, the Red cars, Baltimore Streetcars, the L or the subway.

The words and worlds I have discovered are T-Trak and Kato. Yeah, I want to hand-lay track and fine tune a Grand Union, but I don't have the skills, time and working space. Yes, I want to belong and have the camaraderie of a club, but rents, utilities and maintenance eat up club time and money. For a time the solution was N-Trak- but trailer hauling, flat tires, loading and unloading are both costly, detract from the joy of model trains.

T-Trak is a way to build your basement railroad (if you so desire) one square foot at a time. I recommend the Unofficial T-Trak page (<http://t-trakhandbook.com>) or the more prosaic Ttrak.org. Remember those pages of model railroad magazines devoted to cutting 2x4s to size for legs and the best surface for your table? T-Trak has met that

surface and legs and it is plastic, available from your local big box or office supply store for \$35, with folding legs, that folds to less than 4x4 for storage or shipping. Your benchwork? Either your own (I favor Clementine crates) or Masterpiece Modules. A T-Trak module can be built on your coffee table (or in my case, chest freezer) and deployed in the kitchen when the wife is out of town on business.

Want camaraderie? Ttrak Wiki connects you with local clubs. Advantage to T-Trak Clubs? A grievance or dispute with club administration only requires that you pack your modules in your Smartcar or Prius and setup shop across town on Saturdays in the library. No trailer, no SUV, no overhead.

At first skeptical of T-Trak because of its reliance on Kato track- I am now a convert. Kato Unitrack and Unitram (more about that soon) are bullet proof, run well, setup and tear down with minimal hassle, electrical connections are standard model airplane connectors, available from Kato or your local RC shop.

Early N-Scale trolleys were of the "Buy 'em by the Bagful" variety- their lifetime warranty was utilized more frequently than you wanted to, they were often run as "grab ems" for club open houses where children were in attendance. I had a new one smoke, on the hobby shop test track as I was buying it. However, the latest models, the DCC Bachmann DeWitt cars are marvelous, and you can convert the versatile Bachmann 44 tonner to a freight motor, while the Japanese have an extensive line of DC streetcars.

Running today is better than building for tomorrow. This is my philosophy, and I'm sticking to it.

Cliff Enz



This year BANTRAK was invited to set up at the Fall Maryland Home and Garden Show, which is a first for the club. The Home & Garden Show was looking for an exhibit to draw public interest, and approached the folks at the Great Scale Model Train Show (who were originally supposed to have the Cow Palace for that weekend) about setting up a model train layout, and the folks at GSMTS recommended BANTRAK to the Home & Garden Show. We were given a 30' x 60' space right inside the front doors for the layout.

Set-up on Wednesday the 12th went fairly smoothly. Not being able to get the trailer to the actual set-up site meant we had to haul stuff inside, but the distance wasn't overly far and we didn't have to worry about getting the trailer out again afterward. Paul pre-staged the trailer across the street from the Cow Palace the night before, since he had to work until noon, and Martin moved it to the front door when he arrived. We started set-up just after 10 AM, and locked down the layout just after 1 PM when Paul got there with his modules. We had trains running on DC by around 3:30 and on DCC by 4. We tested all the tracks and cleaned up the layout before leaving around 5:30.

Paul Vicky, LeRoy and Ryan, supported by AJ and Joanna, arrived at 7:30 on Thursday for an 8:10 live shot on Fox 45 TV, with Ryan acting as spokesman. If you haven't seen it yet, the link to the video is below:

<http://foxbaltimore.com/morning/home-town-hotspot/maryland-home-and-garden-show-10-13-2016>

We ran the layout all 3 days (Friday, Saturday, and Sunday) from 10-6. Overall I think the layout ran fairly well; while we had our normal share of derailments and collisions, there didn't seem to be any major layout related problems. We received numerous favorable comments from the general public.

We also used the show to promote the raffle layout. Mark and his team got the layout probably 80% done for the show; it still needs some final detailing including cars, people, and a few more trees and bushes, but it was far enough along we felt comfortable selling tickets on it. Vicky held down the raffle table most of the show, assisted by numerous club members.

We shut down the DCC system at 5:30 Sunday and packed it up prior to the end of the show, running trains on DC for the last half hour. We stopped the last train on Sunday right at 6 and commenced teardown, which took right about 90 minutes, with the trailer ready to roll at 7:30.

Overall I think it was a very successful show. Scott Geare of the Great Scale Model Train Show, who selected us to be the club to participate when the Home & Garden Show asked him if he could provide a layout for the show, was ecstatic with the layout; what we did was beyond his expectations and we earned some serious brownie points with him. Feedback from the Home & Garden show was similar; they were very happy with our layout. It's possible we might be able to do the show again in the future, but it probably won't happen for a couple of years as they like to have new and different events for every show. Considering however that they didn't have to pay us to be there, we probably provided better value than Twiggy or Joey Green.

Bottom line; although it involved long hours and was a lot of work, I think doing the show was well worth the effort. We gained exposure with a whole new audience, got some free TV publicity, made some useful contacts, recruited some potential new members, and made some money for the club coffers.

I'd like to thank all those who provided modules, helped set-up and tear-down, who ran trains, sold raffle tickets, or just showed



# MD Home and Garden Show: Tim Nixon

up to provide moral support. I want to give special thanks to the "Media Team" who showed up early Thursday to give us some great TV publicity, and to Paul and Vicky, who literally spent like 6 days at the show; they dropped the trailer off Tuesday night, were there Thursday morning for TV, and were among the first to arrive and last to leave all 3 days of the show.

Thanks all for a great show!



## Mainline Hobby Tour: Chris Hyland

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One of my favorite events of the year is to attend the Mainline Hobby Shop in Blue Ridge Summit PA's open house which includes a free (!) layout tour of the tristate area. At this event, one gets a chance to see what other people are modeling in the world of model railroading. Every year has new surprises and new layouts. This year's event occurred on September 17 and 18.

Saturday started off with getting to Blue Ridge Summit by 8.30. We joined a crowd waiting by the door for the shop to open so we can sign the book. The doors swung open, the signatures collected, the packets distributed and off we went. We agreed on the rules for visiting the layouts. Try and combine geographic locales together and work to a clock. Every layout, no matter how cool it was, only got a half hour max. In that way we get as many layouts as we can in. Lunch is a half hour and try to use the hospitality of the host if one has to use the gents, otherwise lunch is the only break. Scenery between trips is free and is half of the fun as a lot of the layouts are way out there in the countryside and off the beaten path.

Our first trip was to see the Beaver Falls and Shenango Railroad. This is a huge HO layout run by Dave Moltrup which shows the steel mill and other facilities that his family ran. We had visited this layout last year, but wanted to catch it again as it is always being upgraded. Dave was in particular showing off his special paint switchers from various companies that he had entered in different NMRA competitions. Furthermore he was willing to answer all sorts of questions about the operation of the mill, how to model it, and showing off different kinds of equipment that were largely scratch built. When he found out that we were from a Baltimore club, he whipped out one of his latest projects. A hot metal torpedo car from Sparrows Point. So we shot as

many pictures and asked as many questions as we could. Then we were off to the next layout.

We then took off to see the Cumberland Valley Model Railroad Club in Chambersburg. We had also visited this one last year. But once again because they are always updating it, it was worth a visit. For those who have not been there before, it is Disneyland for trains. If you are into a scale, they have a layout. We made up sometime on this one cause we only stayed 15 min.

Next stop took us towards the Gettysburg area. We caught the WM Dutch line layout. This was interesting. A single track scale O layout that showed off WM. There are not that many scale O scale layouts out there. It was fun to just sit and watch the big 60 car freights go click clack around the layout. The other fun part was the very friendly beagle and the cat who had a sign about them at the door that said "No matter what arguments the pets come up with, they are NOT TO GO OUTSIDE!!!!". Ken Kime was also a great host. We then took off a few miles down the street to see the N scale CSX Hanover Subdivision by Adam Henry. This was a really nice non N trak layout. Lots of switching and operational potential. Plus Adam studied the line at length while he worked at his bottled water delivery job. He also added his own place of work as a siding "just cause".

At that point we hauled down through the Cumbrian State Park catching some of the turn of the century mansions, pig iron furnace and trolley right of way till we reached our final destination for the day. A name that is familiar to many BANTRAKers. Phil Peter's Hanover Valley Railway. We got there exactly at four after making a few wrong turns. But we were glad that we didn't miss it. Phil's layout is very well done and incorporates a few N trak modules that have been buried into the layout. The line has lots of industries and mainline running. Even more so it had expert help



## Mainline Hobby Tour: *Chris Hyland*

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in running of the layout with the assistance of none other than John Darlington. We had a good time looking at the layout and catching up. We hope that their wives forgive us for making them late for dinner.

That wrapped it up for Saturday. Five layouts visited. We went home and over pizza discussed the next day's activities.

Sunday started off with us leaving the house at 7.30. We were going to try to get to another 5 layouts if it worked out. We started the day going to Dwight Sprecher's National Pike and Western in Clearspring Maryland. This is a really nice HO layout with good main-line running and several switching subdivisions. One of the really cool things was how he painted all the walls of his basement to look like the mountain ridges up near Hagerstown and the Rt. 70 and 40 valley areas. The only downside was that when we showed up all the electrical gremlins came out to have fun with the layout. Trains that were running perfectly started derailing and DCC went on the fritz. We also got a chance to see his collection of Railway stuff in his yard. Like a B&O signal tower and a speeder (which is looking for a new home if someone is interested!) So we did our half hour and away we went.

The next layout on the roster was the B&F railroad. This was in Martinsburg WV. The owner was Gregory Renner. It was a nice old school HO layout that took up the basement. It had been built up over time. It had large steam operating the layout. The special features was the large (almost 60 cars) circus train. Also neat was that it was designed to do "night running" cause some of his towns were lit up so that the layout could operate in the dark.

We swung down through scenic Sheperdstown and headed for Jefferson MD. We passed through Burkitsville and thankfully avoided all the Blair Witch fans. There in a house on the edge of town, we found not the

Blair Witch, but the West Virginia Midland RR. This was next to Moltrup's layout some of the finest modeling on the tour that I had seen. The layout was a fierce, and I do mean fierce, bridge route between the WM and the B&O in WV. It was a HO layout with legacy brass geared locomotives (Climaxes, Shays, and Heislars, oh my!!!) re motored and rigged up for DCC operation. The railroad ran switching puzzle subdivisions of quarries and mines up 9 to 12% grades(!!!!) to main lines. Bob Johnson who runs the layout, told us that it took about 20 guys to run the whole layout and is always looking for volunteers (victims), The scenery was stunning and he modeled the railroad from his memories as a kid. It even had a narrow gauge mine tram working the tipples. And he was very informative about the era that he modeled and built trains around this.

After this we were off to the Fredrick area. We visited the Frederick Rio Grande RR by Dave Sweeney. This was an unusual railroad. It was HO, but it was built up in the air of a small apartment. It was a bit like a home built version of some of the Large scale scaffolds that one sees. The scenery was sparse with some painted mountains and rocks.

We looked at the time and saw that we were not going to get to Jim Brewers N&W layout so we went to the Frederick Society of Model Engineers. They have a HO layout in an Old C&O horse car with a LGB one outside. It was hard to get parking with the Great Frederick Fair going on next door. The layout was in a state of being reconstructed. I could see parts that were left over from when I was a kid. The sense of claustrophobia was still there. But it was interesting to talk to them to see where the layout was going in the future. And that wrapped it up for the weekend. 10 layouts. 2 days. Can't wait till next year. So mark your calendars.....

-Chris



## Veteran's Day: Bruce Tharp

I met a guy today...  
(The first part of this article is something I wrote last Veterans Day. This end was my follow up with George)

Volunteering at the Oakland Train Station Museum today it was a quiet day indicated by the number of visitors. This is to be expected heading into winter on a blustery day with the temperatures in the low 40's and no events happening in town to draw people in.

The new World War II exhibit was one I hadn't seen. It was very well done with uniforms of local veterans. The 1930/40 era radio playing 40's music was a nice touch. One of the uniforms was from a man I've spoken with many times and on occasion shared a meal with, Decorsey Bolden. The other two, Joan Crawford and George Perrine I didn't recall ever meeting.



Watching an older gentleman with a very tall cane crossing the parking lot heading to the station I noticed he was in a partial uniform. Coming off Veterans Day it stood out in my thoughts. As he slowly came through the

door he was asking if Leonard was around. No one knew of a Leonard. He said maybe it was John; what about Sam he asked. Finally, he said, "the guy with the model trains at the station." Terry Helbig said you must mean Bruce Tharp! Apparently I missed an article in the newspaper where my name was mentioned with regards to the Museum and the gift shop now selling model trains with me coordinating it. The gentleman says yes, that's the one! Once introduced I quickly realized this was the same George Perrine who had a uniform on display in the exhibit. I also remembered selling him some train engines in the past when we did a train show in the station.

We quickly struck up a non-directed conversation, discussing everything from when he gave up his driver's license to the equipment he drove in the war, where he lived, what scale model trains he modeled, his layout in his home and why he was taking it down (he's having trouble crawling underneath it to fix things). He invited me to his home to look at his layout.

At this point in our discussion we had reached another exhibit in the station where a video was playing of Al Feldstein's Historic Postcards of Garrett County. The video was pictures of old buildings in Garrett County where Al would give a brief history of each or maybe read bits of a letter where someone was describing the location. George started talking about each postcard. He would describe the buildings, what they were made of, and how they stood on the properties. I was getting as much history from George as I got from the video. George had interesting insights to some of the happenings. "If you wanted to sin in Mountain Lake you went to this hotel, they had cards and gambling back in the 30's" really stood out as a statement of the times.

We talked for a considerable time. I

## Veteran's Day: Bruce Tharp

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could have stayed and talked for another hour or so with such an interesting person. I regretted having to leave.

I mentioned coming off of Veterans Day. Something I noticed, and you have to have sharp eye to catch it. George was wearing his medals. One medal was the Purple Heart. That in itself is a pretty important medal to be awarded. What caught my eye was George had two oak leaf clusters on the medal. I didn't ask because I had to go, but to be awarded three Purple Heart medals, a person truly has to believe and give for his county. George wears three Purple Hearts.



George is 90 plus years of age. I so look forward to visiting with him more. I will accept his offer to see his train layout. Though the layout might be nice, I really want to visit with George a bit more. He is of a quickly disappearing generation that had something we seem to have lost. A man that did what he

had to do, what society required he do, yet he is a soft spoken person that never pounds his chest saying "look at me". Maybe I will get some insight of the D-day landing at Normandy of which he participated.

The time had arrived when George and one other WWII veteran were suppose to speak. George did speak and spoke well of what was done during WWII. He was a participant at the Battle of the Bulge and Normandy. Some of his memories were quite humorous, others not so much.

Remember me saying George was taking down his layout because he couldn't crawl under it any more. George only has one shoulder. His left shoulder is missing, part of what got him one of his Purple Hearts. I think of that often; 90 plus years old, missing a shoulder and comments he has difficulty climbing under his layout. This Veteran's Day I'll buy George lunch and try to listen if I can get him to talk. There is much history there.

Bruce

## Train Spotting: Ed Kapuscinski



Trouble at MG Tower on the NS Pittsburgh Line. Taken from Luxury Rail Travel's "Steel City Limited": The Morristown & Erie's former PRR Alexander Hamilton Parlor Car on the back of Amtrak's Pennsylvanian. I got to ride the car from Philly to Pittsburgh and back, and on the return trip, Norfolk Southern ran into some signaling issues that kept us held here for about an hour.

## 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 2016 CALENDAR

Date	Event	Location	Contact	Type
November 12-13th	Quail Run Assisted Living Facility	Quail Run Assisted Living Facility	Paul Diley	N-Trak
Nov. 11-13th	Lion's Club	Rockville Senior center	Chris Hyland	T-Trak
November 13th	Club Meeting	Quail Run Assisted Living Facility	Tim Nixon	Meeting
Nov. 27th	Bowie Tower	Bowie	Chris Hyland	T-Trak
Dec, 2-4th	Greenberg Show	Timonium Fair Grounds	Chris Hyland	T-Trak
Dec. 10-11th	Greenberg Show	Chantilly VA	Chris Hyland	T-Trak
Dec. 17th	S&P Tower	Sykesville MD	Chris Hyland	T-Trak

## BANTRAK CALL BOARD

### CLUB WORK SESSION 2016-2017

*Contact Tim Nixon, Eric Payne or Paul Diley for work session information.*



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

