



BANTRAK Newsletter

Volume 32, Issue 3
March 2018

The Engineer's Cab: Martin Myers

Another month has passed. We have not yet been able to secure a location for our March meeting. Ryan has tried valiantly but the Howard County Libraries are all booked up. Hopefully, a location will pop up in the next couple of days. Stay tuned to your email for any updates. The April meeting will be held at Timonium on Sunday the 15th.

LeRoy stepped in to run our February meeting held at Jack Walsh's home. Thank you to our Vice President for taking over in my absence. Thank you, Jack, for hosting us.

Al Potter volunteered to be our coordinator for this year's raffle layout. We did vote to continue with our annual raffle layout in lieu of doubling our annual dues. Although a dues increase was still voted in, the projected raffle layout proceeds kept that to a minimum. The past several years, our fundraising has yielded less funds than anticipated so an increase was also needed to continue funding maintenance and equipment upgrades.

Lauren is coordinating for our upcoming show at Timonium. Show dates are April 14 and 15. Set up is on Friday, April 13, starting at noon. We will have our usual 50 x 70 space so please respond to Lauren when she calls for modules. She mentioned trying to do something special; similar to last year's April show. That figure eight layout was a challenge.

Far off in the future, the annual N Scale Weekend held in Altoona will be earlier than normal. Still in August, this year it will be held earlier on August 4th and 5th. Set up will be on the 3rd. A few of us have already made reservations at the Super 8 Motel located at 3535 Fairway Drive, Altoona, PA. The price was very reasonable and closer to the venue than last year's motel. Amenities are the same.

One of the upgrades I mentioned earlier is the addition of a "ground" common wire to all modules. This would be a simple straight through single green wire with a powerpole at each end. We run a ground wire now between the command station and boosters and auxiliary equipment. Having it on the modules will save us time both running the ground and removing it at tear down. We already own the wire. Club expense would be for the powerpoles.

Happy Modeling!

Martin

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Next Meeting...

March 18th



T-Trak Update / Editorial: Chris Hyland

Winter has finally coming to an end and spring is nearly here. Almost time for St. Patrick's Day and my usual viewing of John Ford's "The Quiet Man" which, by my vote, has one of the most funniest train scenes of all time at the beginning of the movie.

On to news from the world of T-Trak; recently I attended a non-club T-Trak show at the B&O railroad museum. Greenberg was in town doing their show and the S&P was showing off T-Trak to the masses. While I was there I found out from one of the Western Maryland Railroad Historical guys that South Mountain NMRA chapter had formed their own T-Trak group, which we had helped get set up. Isn't it nice to see a standard cross the great NTRAK NMRA divide?

I haven't gotten that much modeling done recently. Mostly I've been doing pure research for a few projects that I have. I am having to stop Project X temporarily (though actual ground will be broken on it soon) and switch over to doing a trolley project for the West Penn meet.

Which comes to why I have been like Gandalf recently. This summer is going to be the summer of the con. Not only are there the usual N scale shows, like the National, NMRA, Winter Fest and what have you, but other scale shows right here in river city. Two National O gauge conventions, with one right here in Rockville MD. TSOS, and most importantly the first and most important: The West Penn Trolley Convention. Yeah, it may be just a trolley show, but what a show. Three days of running, plus all the trolley cars and car barn tours you can eat. Additionally, they let you go everywhere including running the things at night. How many railway museums let you do that. Finally they finish it off with a bus tour where you go look at abandoned trolley lines for the day. That's a convention! And then there's Altoona in August.

Back to my research, while I was at the B&O I stumbled across a gold mine of sorts, old railroad magazines. A lot of stuff is on the web, but not everything. Plus we forget about all the publications that are no longer with us like Rail Classics and Railroad magazine (the one with the strange stories and the pictures of women hanging on boxcars). Now I have almost every issue of Railpace going back to when they were doing glass plate shots while rail fanning Tom Thumb. But I did not know about Pacific Rail News. Where have these things been all my life? Tons of rail porn about Mexico and SP. Furthermore while flipping through these dusty pulps other questions were answered, like the make up of the last RPO train going north out of DC with pictures. And they give a scary look into the past of real railroading. So before you take yours to the dump, flip through them, you never know what inspiration you might get from them. Plus I don't think that the May 1975 centerfold of Railroad will ever make it to a DVD disc or be put on line somewhere.

Hope that life is treating you all well as the snow and winds recede. Remember, spring is almost here. Til then,

See you at the shows,

-Chris



February Scale Show 2018:



The Cab Ride : Bob Bunge

An early Christmas present was a ride in the cab of New Hope and Ivyland #40. Steam locomotive #40, a 2-8-0 is a 1925 product Baldwin Locomotive Works. She is a perfect example of an early-to-mid-20th century short line freight hog. Originally built for the Lancaster & Chester Railway at Lancaster, South Carolina, in 1947 she was sold to the Cliffside Railroad Co in North Carolina and found her way to New Hope, PA in 1962.

From our house in Bowie, it was a little under 3 hour drive to New Hope. Located along the Delaware River, New Hope is a charming upscale tourist town, in a sense, a great location for a tourist railway. While we could have poked around town for a parking space, we chose to pay the \$20 fee to park at the railroad parking lot. An advantage of this is not having to walk far to see some of the action. We arrived about an hour before departure, planned so to be at the station when the prior train arrived back. As Cathy and Maggie headed to the station, John and I watch #40 pull the train in, uncouple, back past the run around switch and pull forward to the water column.

As the locomotive approached, I was impressed by how quiet it was. The overwhelming noise was the creak of the roadbed as it shifted under the weight of the locomotive. As the locomotive first came to a stop, a number of shop crew arrived. Several ended up on the top of the tender. While the locomotive took water, I signed in at the station and filled out various paperwork, including the expected release form. Once released, out on the platform, we watched the locomotive back up and couple up to the front of the train. Standing on the platform, eye level with the cab, I realized the steam turbo-generator wasn't running and the normal

"whine" was missing! That's why it was so quiet.

After a photograph in front of the locomotive, which is part of the cab ride package, I was introduced to the crew and welcomed into the cab. My instructions were to sit in the fireman's seat and that everything not metal was dirty and everything metal was hot. These instructions made sense; indeed on the prior trip a nice young guy in slacks and a pull over sweater had gotten out of the cab to greet his (I'm guessing) girlfriend who had apparently arranged the trip.

Well, I was wearing well-worn jeans, steel toed shoes and had brought work gloves. After the instructions, Casey the fireman asked if I had questions. My first question was if I could help fire the locomotive. They seemed surprised, but when I pulled out the gloves, Casey signaled for me to climb down from the seat to the foot plate. My experience would only be while in the station and not in motion. They then proceeded to have fun with me and I enjoyed every moment.



While this wasn't my first cab ride, and only once before had I tried to shovel coal (on Southern 630 at TVRM), I certainly don't have a lot of experience. Casey patiently showed where to stand, how to hold the shovel (no, there wasn't a left-handed option).

The Cab Ride : Bob Bunge

Casey then challenged me to drop a shovel full in the front right corner of the firebox. Now #40 is not a large locomotive. But once staring through that glowing door, the front of that fire looked to be about 20 feet away! And even more fun, as I tried to swing the shovel around, it became apparent not only had I tried to pick up too much coal, I could have sworn the firebox door was getting smaller! Perhaps half of the first shovel full made it into the very back of the firebox, just inside the door, while the other half landed on the deck when the edge of the shovel hit the side of the door. After another dozen tries and after some coaching, I was able to get most of the coal through the door but was a long way from being able to toss it the 6-8 feet to the front of the fire.

While I was having this fun, the shop crew on the back of the tender had finished up testing some gear to use a larger battery to provide the power the generator wasn't. This power is used for headlights, lights behind the water level sight glasses and additional lights in the cab.



Soon engineer Bill arrived back from his break and it was time to get ready to leave. Bill and Casey had decided to swap places

on this trip so Casey, a qualified engineer, who was up from his regular job in Florida on "vacation" could get some throttle time.



Steam locomotive technology fascinates me. A great grandfather had engineered steamers for the TO&C railroad in Ohio. Great uncles and uncles were boiler makers in the great 20th street PRR shops in Columbus where they did heavy maintenance just about every type of locomotive operated by the Pennsy, including the massive 4-4-4-4 S1 Duplex. Through Facebook, I knew #40 had been out of service for major repairs to her running gear and the week we were there was her first full week back in revenue service. So it wasn't surprising that various details needed tweaking.

Soon enough it was time to leave the station. The automatic bell ringer was sticky, so I was more than happy to reach up and yank the rope when directed too to get it started.

The ride was everything I expected. I soaked in the sounds and smells; I observed how Casey handled the train. I enjoyed Bill's endless jokes as he fired the locomotive on the almost hour long trip. It was a blast to lean out of the cab, wave at the folks in cars as we passed them, look back and watch the rest of the train lean and bounce down the track.

Dues 2018:



Baltimore Area Ntrak Club

Dues Invoice

Payable to: Baltimore Area N-Trak

Invoice Date:
February 9, 2018
Due Date:
April 14, 2018

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 N-Trak Membership)

→ **\$45.00**

Member Name:

Please Print _____

E-mail & Phone: _____

N-Trak 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



14th Anniversary

“2018 N-Scale Weekend”

N-Scale Model Train Show
Saturday August 4th, 10 AM till 5 PM
Sunday August 5th, 9 AM till 3 PM
ALTOONA JAFFA SHRINE CENTER

2200 BROAD Ave., Altoona, PA 16602

General Admission: \$5

Under 12 Free w/adult

Participant & Vender registration forms see below or,
e-mail: weekendscale@yahoo.com Web: www.n-scaleweekend.com

Bedford Model Railroaders c/o Mike Phillips

773 Barclay Drive, Bedford, PA 15522

Phone or Text: 814-977-4933

N-Scale Model TRAINS & SUPPLIES

TEXNRAILS, HB PETERSON, WINGARD'S TRAINS, THE N-CELLAR, CRAZY TRAINS
NEALS N GAUGING, BUNKER HILL TRAINS, BMRR, BOSTON & ALBANY HOBBIES,
CMR PRODUCTS. ESTHERS HOBBY, B & B TOOLS, MICRO TRAINS LINES
RANDGUST, DWIGHT HITCHENS, PAUL BANNETT, GARRY LANCE STEEL
SELLECK TRAINS, RICK PELTZ, RSLASER, PA TRAINS, 4 STAR HOBBY

14 Large Operating N-Scale Train Layouts + Several Small Layouts

BALTIMORE AREA N-TRAK & T-TRAK, TWIN TIERS N-TRAK, JERSEY CENTRAL N-TRACK
CAPITOL PENNSCALERS N-TRAK, GENESEE & ONTARIO MODEL N-GINEERS,
THREE RIVERS ASSOCIATES N-TRAK, NEW JERSEY SOUTHERN N-TRAK, CANTINGTON N-TRAK
PENNSCALERS, NORTHERN NEW JERSEY N-TRAK, T-TRAK DI VISION, STEEL TOWN N-TRAK
KEYSTONE N-TRAK, PITTSBURGH LITE TRAK, & BEDFORD MODEL RAILROADERS



MAKE CHECK PAYABLE TO: **BEDFORD MODEL RAILROADERS**

\$25.00 FEE FOR ALL RETURNED CHECKS.

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ E-MAIL OR FAX: _____

“Weekend Participant” \$10 _____ Pig Roast w/ All the “Fixins” \$13 _____

Event T-Shirt: \$13 S M L XL \$15 XXL XXXL Circle Size

Total enclosed: \$ _____

IBITORS & PARTICIPANTS ACCEPT FULL RESPONEIBILITY FOR LOST AND OR INJURY TO THEMSELVES, FAMILY, STAFF, AND PERSONAL PROPERTY WHILEATTENDING THIS SHOW. THEY EXPRESSLY RELEASE THE SHOW MANAGEMENT FROM LIABILTY FOR ANY LOSS AND/OR INJURY. Aug 3, 4 & 5 2018.....



N-Scale Enthusiast Convention 2018:

Make Plans Now

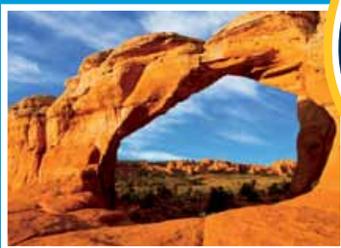
26th Annual **Wednesday, June 20 to Sunday, June 24, 2018**



2018

National N Scale Convention®

Sheraton Salt Lake
150 West 500 South,
Salt Lake City, Utah
801 401 2000



Train Spotting: Paul Diley



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 2018 CALENDAR

Date	Event	Location	Contact	Type
March 18th	Club Meeting	TBD	Martin	Meeting
April 14th & 15th	Great Scale Show	Timonium Fair Grounds	Lauren Baker	Show
May 5th	Gaithersburg	Montgomery County Fairgrounds	Chris Hyland	T-Trak
June 20-24th	N-Scale Convention	Salt Lake City, Utah	Skip Hayes	Event
August 4th & 5th	N-Scale Weekend	Altonna Jaffa center	TBD	Show
Oct.27th & 28th	Great Scale Show	Timonium Fair Grounds	TBD	Show

BANTRAK CALL BOARD

CLUB WORK SESSION 2018

Contact Tim Nixon, Eric Payne, Paul Diley, or Ed Kapuscinski 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
 Editor: David Betz

