



BANTRAK Newsletter

Volume 32, Issue 12
December 2018

The Engineer's Cab: Martin Myers

I have to begin this month with sad news. We have recently been advised that Ken Greenhorn passed away on October 28. Ken was an extremely active member until his health began to fail. He attended just about every set up and layout for many years. During several Holiday Festival of Trains layouts Ken was our go to guy both running trains daily and making sure raffle tickets were sold. His modeling skills were great and DCC was his preference from the first day of his membership. I believe he would be happy to know that his coal mine module was part of our October Scale Show layout. Ken will be missed. <https://www.legacy.com/obituaries/capitalgazette/obituary.aspx?page=lifestory&pid=190646132>

Our November meeting was held at David Betz's office. David secured the conference room for our annual budget meeting. After discussion and some tweaking, members in attendance voted unanimously to accept the budget for the upcoming year. Dues will remain the same.

Next up is our most important layout and show of each year. The annual B & O Museum "Holiday Festival of Trains" is already under way. Our part begins on Saturday, Dec. 15 and runs to Sun., Dec 30th. We will set up on Wednesday, Dec 12th beginning at 8:00am. Our modules and equipment need to be in the museum first thing in the morning. We have to clear our vehicles to the back parking lot before 10:00am. Late arrivals will need to carry in from the rear lot.

Le'Roy and Al Potter are coordinating this year. The call for modules has already gone out. If anyone missed it and wants to bring a module, please get in touch with them ASAP. Mark will be drawing up the layout and the three have already toured the location. Hopefully, we will complete all or most of the set up on Wednesday. Troubleshooting and fine tuning will be done on Thursday and Friday. Feel free to come and run some trains to test things out. Make any repairs or adjustments that may be needed.

A run schedule for the B & O layout will be sent out soon. Sign up for as many times as possible. Multiple runners on a line should be possible but it will be up to the first person signing up for that line to make the call. Don't forget to put some time in selling raffle layout tickets. This is our main fundraiser and a good time to talk one on one with the patrons. Several of our members decided to join after talking trains with us over the years.

The club will be providing a pizza lunch on Wednesday at the museum. We will also hold our December meeting during lunch. The new budget will be available for inspection at that time.

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Next Meeting...

December 12th



The Engineer's Cab: Martin Myers

I can't stress enough the importance of keeping trains running on the layout. While I certainly do not want to discourage running super long trains, it is advised to bring along that one or two trains that has always been a sure runner. That's the one that can be circling the layout while working the bugs out of that long train. If we are short of runners, that train can be the one running on a line that isn't occupied.

Jack Walsh has volunteered to host our January meeting. We will recap the Christmas show and discuss the upcoming Scale show. The February Scale Show is on February 2nd

and 3rd. Bob Bunge is coordinating this show. Set up will begin on Friday, Feb 1st at noon. Bob will have more details in early January.

Wishing everyone a Merry Christmas and Happy New Year!

Martin

The Lions Club Show: Leon Sorge



The Lions Club Show: Chris Hyland

Around the Veterans Day weekend, BANTRAK T-TRAK took part in the annual Rockville Lions Club train show. This is a show that has been around for decades. It is the preholiday get together of the clubs down in the DC area where we run trains for two days at the Rockville Senior Center and all of the gate proceeds go to buying underprivileged children eyeglasses. What better cause than to run your trains for charity. Over the years, it has become the event to take stock over what has happened the previous years and catch up with other groups.

Set up was at 5pm Friday. We went to what is known as the "Board Room," which has been our operating area since we signed on over eight years ago. Much to our surprise, the vintage 1980's chrome and teal conference table that caused us to put up interesting shaped layouts was gone to furniture heaven. We quickly scrapped our plans and reconfigured the layout into an L shape. The modules were from the Hyland clan and Leon. We were fully set up by 7.30.

Saturday morning came and we went off to the National Capital Trackers breakfast at the Silver Diner off Rockville Pike. We caught up with the guys and over pancakes and eggs. 7.30 came and it was time to go to work. We had a full house with us three Hylands, Matt Whiting, Leon, and John S. from NVNTRAK. We ran all sorts of stuff – Burlington Northern Freights, Ore trains, German DB early post war passenger trains, and 4 wheeled freight cars, Amtrak trains, Steel mill trains and all sorts of other types of trains. The public loved it. Many of them did not know the variety that one can run in N-Scale.

We also visited the other layouts, the Trackers running O and O27 in their room; they also ran Standard Gauge (that's big stuff Tinplate to the rest of us). The Japanese modelers of DC also were running N scale with

a T-Trak trolley layout and an elevated bullet train layout right next door to us. Farther down the hall were two HO model train clubs, The Potomac Module Crew and the Rockville Model society and NVNTRAK with their modules.

So everyone had a good time running trains in a relaxing environment. Best of all, the Lions Club even fed us. The trains keep rolling along, and the show ended at 4. From there it was off to Hard Times for our annual Chili dinner.

Sunday was a repeat of the previous day. David Clyde came down to run trains and talk about changes that we are making to the layout as far as electrics. He also commented that he liked the relaxed atmosphere of the show and that one could just sit back and enjoy running trains without having to run around putting out fires. The show came to an end again around 4 pm. We had the layout struck and loaded by just after 5.

Big thanks to all those who showed up for the event, and a big thank you to Leon for taking pictures as well. Looking forward to doing it all again next year.

-Chris



T-Trak Update & Editorial: Chris Hyland

November was a busy month for us here in T-Trak. Many thanks to all those members who took part in the Multi-day shows that we just wrapped up. A special thank you to John S. from NVNTRAK who joined our traveling circus. Forget about joint operations, John became part of the band and helped pull a bunch of our stuff together.

Now we slip into the season of the year that all model railroaders dread, the holiday season. Open houses for everyone and everyone wants a layout. No matter how hard you try, you can't fit in everyone. December is in its fourth day as this is written and we have already turned down our first event that we got asked to do. I am sure there will be more. This month we have a bunch of S&P outings and the B&O planned. There are visits to train shows, and parties; heck even visits to other layouts. How I wish that there were more than 24 hours in a day...

Things have been busy here at T-Trak on the development side as well. Dave Clyde has been working hard at getting all of our wiring up to specs with the new national theory of doing stuff. This gets rid of the mix up of wires in the center into a single bus line. And the best thing is it is compatible with our project boxes we had before. Electric stuff has been a bit harder to get parts for since Bainesville shut their doors last year. I still wonder where I am going to get a supply of Knife Switches to complete my model railroad projects. Even more, where are mad bombers going to go to get stuff retail? Thank you much, Dave, for all the hard work that you have been putting in on stuff.

Here at the Hyland home, we have been working on what the next project is going to be. Currently, the boxes have been coming in, so every day has seems like Christmas. Besides feeding my addiction to all things foreign, Atlas and Microtrains have not let me down this holiday season. A Ferromex Autorack and a FCP 50 foot box, hurrah!!!! Keep'em coming guys! We are looking at unveiling new stuff in the spring, so keep your eyes peeled.

On the news front, Sykesville and Gaithersburg are still with us. We will let you know setup and date info as it becomes available. Which leads me to: got an event that you want to do? Let me know soon the calendar is filling up for next year.

I would also like to say a sad goodbye to Ken Greenhorn. I always thought of him as a good guy and he was one of the members that made me feel welcome when I joined BANTRAK. Ken, you shall be missed.

So to wrap this one up, and to quote the Counting Crows: "It's been a long hard December and I have reasons to believe that this year has been better than the last". We did a lot of stuff this year. We pulled ourselves together after all the craziness of last year and moved forward. This is something to be proud of. Thank you all for taking part in events this year. Remember we do this all for you guys because we are all not just T-Trakers, but pals as well. Welcome, Aaron you survived your first year. It only gets worse from here. Just kidding.

Best wishes to you all, especially the guys who don't get a chance to come out often— Dave Balderston, Jim Masters, Phillip Capon, and, those who make it all the time and could not run the layout without you: Dave Clyde, Leon Sorge (master photographer) and the rest of our BANTRAK brethren. The guys of East Penn, John S. of NVNTRAK, Phillip Cook, Charlie Walker and the rest of the guys at S&P, as well as last, but not least, George and all the guys from the National Capital Trackers. Furthermore a special thank you and Christmas greetings to Jack Walsh.

See you in the New Year!

-Chris



Picking up the BANTRAK 2018 Raffle Layout project: Alan M Del Gaudio

It is definitely harder to work with another person's vision and bring it to completion without using your usual concepts and style.

Al Potter took on the project and had a vision if I best recollect it, of two different scenes with a mountain ridge dividing the two. The layout started out with a folded Figure 8 with the ridge dividing it from opposite corners. One side would feature a station and village, and the other side would feature something else. Al did not want the scene so heavily forested. If you've seen his modules, I think that's sort of the look I assumed he was after - sort of like California in February and March when it is green.

During the summer the project was taken over by Paul Diley. Track was ballasted [more later]. Paul hit on the idea of an abandoned office/factory with an overgrown spur line. He spent a good deal of time bringing a mountain road with a bridge supported by 2 massive concrete columns on one side. In September, he and Vicky needed to reclaim the living space that the layout was taking up, so I took on the project. The first thing was to fix the ballast that Paul, Tim and I did during the summer. Whatever the ballast material was and however we put it down, it was fraught with problems. A lot came loose, leaving voids between the track. Without any of the ballast as a spare, we were able to reclaim a good deal of the loose stuff and used a larger grain of fill between the two rails to get some visual differentiation.

Mark Bandy came over and helped tremendously. We added and rearranged trees and used a Silfor wild grass mesh to give more feature to the ridgeline and added JTT tree branches as small trees plus a few shades of clump foliage. Mark had a big sheet of black plastic which he expertly cut to cover the road system. The original road was painted hydrocal. It struck us that any scratch in the layouts new home would ruin the effect, so the black plastic would be more resistant and had a much nicer finish. On the other side, we left the road as done at Paul's seeing that it fit with abandoned factory idea. But the cool concept of the abandoned factory was a big chunk of not much going on taking up 35% of the layout. In looking to keep consistent, we hit on the idea to make it a focus of reconstruction.

So, we had John Hasson come over to fence in the area, added a yard office and a couple of construction vehicles plus company pick-up trucks, and hopefully we could find appropriate worker figures. We hit on a less is more plan for rearranging the station and village.

Jack Walsh assisted with cleaning up the wiring and adding connectors to the layout lead and power pack. I think that's important. We have no idea of how much the raffle layout winner is inclined to wire the power pack, so make it easy. I had Cinch Jones connectors harvested from a donated layout 3-5 years ago. Jack and I ran a train for 20 laps to be sure nothing went bad between the October GSMTS show and now.

Which brings to mind another time John Hasson came over to help just before the GSMTS. After 90 minutes of finessing some details, we put a train on—almost as an afterthought. I had a Kato SD-40 pulling freight cars. It ran horribly. We cleaned up the ballast and polished the rails and it ran better but drastic thoughts ran through our minds. No, there was no time to nuke it and start over. So, we put the Kato 6 axle away and got out a Walthers GP-20 which ran better. Later an Atlas NYC GP-7 was used and this ran well with the consist. At the show, the track/ballast clean-up got a lot of attention from Lauren. She also populated the town, which I've begun to call East Vale. Does that mean the Factory is Westvale Industries? Mark cut out plastic profile boards which have been primed and painted with fleck stone. These add nice finish to the elevated corners. There is plenty more detail work to do, but with a little help, it should be done with time to spare. I'd like to thank those who helped on this project. Since I wasn't at all the sessions, I hope I have everyone listed and will gladly add anyone I missed. Alan Potter, LeRoy Brandimore, David Betz, Donald Betz, Martin Myers, Lauren Baker, Bob Bunge, Paul Diley, Vicky Diley, Tim Nixon, Leon Sorge, Mark Bandy, John Hasson, Jack Walsh, Al Palewicz, John Cook and Alan Del Gaudio.

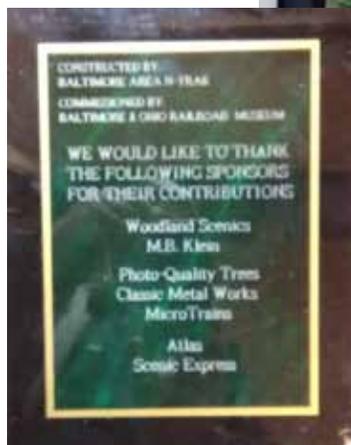


Ellicott City update: Jack Walsh

Here are a few pictures of the layout BANTRAK constructed for Ellicott City B&O RR Museum in 2006. I just finished doing a little touch up and putting it up at the station for their Holiday display.

Besides this layout they have two Lego layouts and a small Thomas display. They are open Wed - Thur from 10 to 2, Fri - Sat 10 to 7 and Sun noon to 5. Admission is FREE as it is now operated by the Howard County Park and Rec Department.

Jack



Upcoming Conventions:

Make Plans Now

27th Annual

N Scale ENTHUSIAST

2019

National N Scale Convention®

Wednesday, June 26 to Sunday, June 30, 2019

Crowne Plaza
5440 North River Road
Rosemont, Illinois 60018
847-671-6350



Chicago

NATIONAL -N-SCALE- CONVENTION

JUNE 26-30 · 2019



Train Spotting: Eric Payne



1983



2018

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 2018-2019 CALENDAR

| Date | Event | Location | Contact | Type |
|--------------|------------------|---------------------|--------------|-----------------------|
| Dec. 12th | Setup at B&O | B&O Railroad Museum | LeRoy | Show set up / Meeting |
| Dec. 15-30th | B&O Show | B&O Roundhouse | LeRoy | Show |
| January 20th | Club Meeting | Jack Walsh | Jack | Meeting |
| Feb. 2-3rd | Great Scale Show | Timonium | Bob Bunge | Show |
| Feb. 17th | Meeting | TBD | Martin | Meeting |
| March 17th | Meeting | TBD | Martin | Meeting |
| April 6-7 | Great Scale Show | Timonium | Lauren Baker | Show |
| May 19th | Meeting | TBD | Martin | Meeting |
| | | | | |

BANTRAK CALL BOARD

CLUB WORK SESSION 2018

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
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