



BANTRAK Newsletter

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February 2019

The Engineer's Cab: Martin Myers

Another Super Bowl and Great Scale Model Train Show is in the books. Fortunately the train show was a hit. Bob and John designed a unique layout this year. Although simple, they added a twist with two 60 degree bends that did a nice job of filling our layout space. Set up was cold with the snow storm causing the trip home to take almost as long as our actual set up. Trains were running by 4pm on Friday. There were a couple of easily repaired track problems and we were running steadily by opening time on Saturday morning.

With 2018 behind us, it is time to look ahead to our 2019 raffle layout. This year we will be building a set of T-TRACK modules. The idea is to be able to send each module out with volunteers to work on throughout the year. This should allow all members a chance to participate and not put the burden of building or hosting work sessions on just a few. Anyone who wants to participate can more easily work on a small piece of the layout rather than the whole works. I believe this approach fits our modular way of doing things. It may make it simpler to answer that "how am I going to get it home?" question too. We were able to secure the needed modules at the show. Funds to purchase became available from sales of club merchandise during the show. So far this is a self-supporting effort. Two 180 degree end caps, two single straights and a double straight will form our layout.

Alan DelGaudio is coordinating a one day show coming up on March 16. NMRA (Chesapeake Division and Potomac Division) to set up at their joint Mini-convention in Scaggsville, Md., on Saturday, March 16. This is at the United Methodist Church just off Route 216 between Route 29 and I-95 (between Columbia and Laurel). Alan is planning an Altoona style layout for this. We will be doing a trailer raid to grab the items needed to set up and run the layout. This layout will need a no play set up crew to pull off. We did this a couple of years ago in Strasburg setting up in an hour or so and tearing down at the end of the day in about the same time. Many newer members are not familiar with the annual Sykesville and Brunswick shows we used to do. These followed the same type schedule and were lots of fun to do.

Our next meeting will be on Sunday, February 17. Jack Walsh will be hosting us again at his home. Check your email for directions to Jack's house. Since our normal March meeting falls on the 17th and that will be the day after our NMRA show, I am cancelling that date for a meeting. With no other meeting location available we will instead meet at the April Scale Show on Sunday April 7th for a brief business meeting before tearing down. This will be a combined meeting for March and for April as our usual April meeting would fall on Easter Sunday. Our May meeting is planned for May 19th. Arthur Boyd will be hosting us at his home in May.

Eric and Lauren are coordinating our April show at Timonium. Plans for this show should be discussed at the upcoming February meeting to get things rolling. Look for their call for modules in the upcoming weeks. Unfortunately there will not be another meeting in March to discuss this layout so stay in touch via email or phone.

Thanks again to Jack for hosting our January meeting and making his home available for February.

Martin

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Next Meeting...

February 17th



Timonium recap: Bob & John Bunge

Folks, here is a brief recap of the February Timonium show; with snow on the ground outside, and puddles of melted snow everywhere inside, we had the layout clamped around 2pm. As the electronics were set up, and joiners dropped in, many watched as the snow restarted and became heavy, but very pretty. The normal sorts of electrical issues were trouble shot and test trains were running by 5. A Bravo Zulu to Mrs. Jones for bringing Pirates Cove and the kids to help with the set up. I suspect she had a long, slow ride home. A few of us, after looking at the red traffic lines surrounding Baltimore, retreated to Mother's for dinner instead of adding to the parking lot that was I-83.

When John and I showed up Saturday around noon, trains were running and the show was packed to the point it was difficult to move around. After shopping, we toyed around on the loop on our modules since we didn't have a run slot. From what I could see, the layout was running pretty well. Al P was running an Amtrak train that had a nice loud P42 that was a dead ringer for that crazy GE engine knock I heard so often when watching the Capital come through Silver Spring a few years ago. There was a long N&W coal train in the yard in the Red line; a rare occurrence since Dilly yard was closed for maintenance.

Sunday we showed up to find Jack running nice PRR in DC mode, and a nice mix of passenger trains on the other lines. The crowd was still heavier than a normal Sunday. Denise not only had lots of business at her tables, but had brought in a coffee cake that was consumed by shutdown time. At one point, John and I were juggling five trains, and the Joneses had at least three trains running, so there was plenty of action and many meets. I tested two sets of 3-D printed cars. Flat cars with military loads worked great, but the printed hopper cars clearly had truck/car body mating issues with the wheels closest to

the center of the car riding up above the rail, causing both derailments and coupling issues. Ah, something to take back to the work desk.

With lots of visitors still wandering by, we kept running until about 3:30. We were packed up and threading our cars out the door around 5pm. At one point, it was announced there were about 400 more paid attendees this year over last.

We would like to thank everyone who brought modules and helped with set up and tear down.

Cheers,

Bob and John



Timonium Highlights:



Timonium Highlights:



T-Trak Update & Editorial: Chris Hyland

Hi Everybody! Hope that you had a good holiday season. By the time this gets to print, T Trak will have already had a Sykesville event and will have been to Timonium. This is just the start of a big year! We are still hammering together a calendar for this year, so stay tuned.

Have you seen all the stuff in the recent (Fake) National NTrak news letter? There is almost nothing but TTrak, TTrak, TTrak, and layouts everywhere. With all sorts of new stuff rolling down and helpful information too. Which leads me to something that they brought up in the newsletter: Defense of the one footer.

Our division has nothing against the one footer. It's where we all started. It's where our dreams evolved from. It has plenty of uses still in TTrak. But compared to its cousin the two footer, it is like comparing a four banger to a V8. Yes you can add all sorts of fuel this and turbo charged that, but it still is a four banger. You fire up a V8 and you know it. And I think that is why even though the one footer is neat, like smaller corners, sometimes you need more real estate to work on and that extra-added foot of the two really helps. Which leads me to point two: The defense of green.

What do I mean by defense of green? Well it is a (bad) hangover from NTrak like the 40 ft. tall blue sky boards of death that were on T Trak modules at one point. You know the kind of headache that you've had 10 aspirin on New Year's day and it didn't cut through the pain one bit. Most TTrak layouts, if not planned out carefully can make an entire club look like they really wanted to do the Manchester Central of the old MR days. Something that I picked up from Iain Rice and his shadowbox monster pieces in the UK (everything scratch built down to the wheels) is that layouts should have some sort of Zen balance to them. Placement is everything. It keeps the layout from looking crowded and as if you hit it big at the last train show with a pile of cheapo kits and second hand structures. TTrak, if one is not careful, could look a lot like Midtown Manhattan with stations and towers every one-foot. Dave Clyde I think has done a good job at avoiding this one by just building some modules with just green on it. Nothing spectacular, but a module with some trees and a few rocks. Even we had "Meatloaf Mountain" which was a one footer that my Dad built while watching old reruns of The Rifleman on TV in a single evening. It was simple. A single flocked one footer

with a hunk of Styrofoam pink board that looked like a meatloaf. That module floated around NVNTRAK from at least 4 years before getting the scenery stripped and replaced by a streetcar right of way. For an incoming member to the group this could be a great place to start. Easy to build and then the next one, and the next one....

Now on to something else that I found interesting in the National Newsletter, STEAM IS NOT DEAD. Especially in N scale. Here in the US it may have slowed a bit, but COME ON!!!. Personally I hate Bullet Trains, but not high-speed rail. No, I love my GG1's. But I like regular freights and normal passenger trains. AND I LOVE STEAM. I can still smell the coal smoke in my nostrils on a spring day in Orbisonia with the sound of the bell and the whistle. I have gotten more than a fist full of steam from the UK this Christmas. All rigged up for DCC. So steam is not dead, just as trolleys and narrow gauge are not dead. There is a place for everything on the rails including DC trains.

This Timonium show was a blast. We had two layouts set up and T Trak (finally) seems to be attracting some new guys to the group. So hopefully you will see some new guys down by the fireside running N scale and looking a bit confused. Make sure to make them feel welcome. CMR, the guys that bring you all the great decals of shortlines in N and really nifty diesel shells, have moved into making TTrak modules. Their doubles are I believe 25 bucks each, come pre cut and all you need to do is some sanding and gluing, and there are still Masterpiece modules out there. So no excuses as to not being able to order some Unitrak, some ground foam, and a module from one of these guys. But it all starts from building just one little module. And it won't break the bank either.

The email list in its second form is going well. If you are interested in knowing the comings and goings, just drop me a line and we will let you know all that is going on. And as Joe Friday says, it has just the facts, just the facts.

So we have hit the ground running and are hoping that this year will be a good year for TTrak. Rumors are that the raffle layout might be a Ttrak layout. To end this mega edition of T Trak news, like Jerry Springer used to say: Take care of yourselves and each other.

See you at the shows,
-Chris



High Speed Steam:

ACT SOON, OR YOU WILL NEVER DRIVE A HIGH-SPEED STEAM LOCOMOTIVE

The World's Best Steam Engineer Training Program Will End In Dec. 2019

- Wolsztyn, Poland is the only place in the world that operates HIGH-SPEED Steam Locomotives on a daily basis.
- The Wolsztyn Experience is the world's BEST Steam Locomotive Engineer and Fireman Training program.
- Even considering the airfare, the Wolsztyn Experience is the most cost-effective steam engineer & fireman training program.
- No engine driving experience? No Problem! The patient engineer-instructors will guide you through the process.
- This is the most exciting and exhilarating thing a railfan can do. A definite "Bucket List" item that you will treasure for a lifetime.
- A typical student-engineer/student-fireman course consists of the following:
 - 1 Your hands on the Throttle, Reverser, Train Brake, Engine Brake, Whistle, Blow-down valve, and Coal Shovel !
 - 2 Students typically run steam locomotives for 300 to 400 total miles. (Not, less-than-one mile to 25 miles).
 - 3 Run steam locomotives for 15 to 20 hours. (Not from less-than-one-hour to 4 hours).
 - 4 Run steam locomotives for 5 or 6 days (Not one day).
 - 5 Most railfans are a student-engineer for 50% of the run mileage and a student-fireman for 50%. Firing is optional.
 - 6 Some students choose 100% engineer. (It costs about 40% more than 50%/50%. Not double the cost)
 - 7 We have four students each week. Two for each of the two daily trains (six days a week; Monday-Saturday).
 - 8 Wives are welcome! Either as cab-rider-observer or as an student-engine driver/fireman.
- Between January 2 and June 30, 2019, we are 95% sold-out. We have available:
 - 1 Two seats - "Steam Parade Festival:" May 1-10. 10-12 operating steam locomotives, 7 specials, 500 miles of cab time plus several other features.
 - 2 One seat - "PIRATE" special tour: 2-day, 600-mile special to the Baltic Seacoast (150 miles engineer, 450 miles first-class coach), plus 300 miles of 50%/50% cab time on Wolsztyn commuter runs.
 - 3 Two seats on standard packages as outlined above (See 1. through 8.). Note: These can be all-engineer packages.
- Between July 1 and December 14, 2019:



High Speed Steam:

- 1 We are about 65% sold out. Although a few weeks are fully booked, most weeks have 1 to 4 openings.
- 2 Most of our clients come from Great Britain because the Wolsztyn Experience is a British charitable foundation.
- 3 Although you can book any available opening, the following weeks are set aside for my U.S. clients: July 8-13, August 5-10, September 16-21, October 14-19, November 11-16.

The cost of a five-run, 300-mile package is \$1,995.00. A six-run, 400-mile package is \$2,245.00. Both packages include lodging. The food in Poland is great and inexpensive. The people are very friendly; many speak English. English menus are available at most restaurants.

Airfare from New York or Washington, DC to Berlin, Germany, typically ranges from \$600.00 to \$1,300.00 depending on the season. You then take a two-hour train ride (or rent-a-car) to Wolsztyn, Poland. We will help you with travel arrangement, sight-seeing tours and any other assistance you may need.

For additional information or to make a reservation, please contact:

Carl Franz, U. S. Representative for the Wolsztyn Experience

cmfr@aol.com

(H) 240-720-8686 (preferred)

(C) 301-943-0608



Dues 2018:



Baltimore Area Ntrak Club

Dues Invoice

Payable to: Baltimore Area N-Trak

Invoice Date:
February 7, 2019
Due Date:
April 6, 2019

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



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



Train Spotting: Ryan Jones



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	Location	Contact	Type
Feb. 17th	Jack Walsh's house	Jack	Meeting
March 3rd	S&P Tower	Chirs Hyland	T-Trak
March 16th	NMRA Show	Al Del Gaudio	Show N-Trak
March	Combined with April 7th Meeting	Martin	Meeting
April 6-7	Timonium	Lauren Baker	Show
April 7th	Timonium	Martin	Meeting at Show
April 20th	Ranson WV	Chris Hyland	T-Trak
April 27th	Gaithersburg Museum	Chris Hyland	T-Trak
May 5th	S&P Tower	Chris Hyland	T-Trak
May 19th	Arthur Boyd's house	Arthur	Meeting
June 26-30	Chicago	NA	N-Scale Convention

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
 Editor: David Betz

