

BANTRAK News

A Monthly Newsletter for BANTRAK Members • Volume 34 • Issue 7/8 • July / August 2021



The Engineer's Cab: LeRoy Brandimore

Hello Fellow BanTrakers,

At the June Meeting during the show and tell, I presented one of my latest acquisitions. Kato's version of the Switzerland's Bernina Express, a Train featured on the Smithsonian Channel Mighty Trains series. Arthur Boyd, sitting next to me, said that it was one train that was on his train ride wish list. How many of us not only model trains of our favorite railroads, but trains that we have ridden? For me some of those trains for myself are the Denver Zephyr, the Penn Central's Broadway Limited, which they had combined with the general, Auto Train, The Japanese Shinkansen (the Original), which start running just in time for the 1964 Tokyo Olympics, and the French TGV. Maybe some the passenger trains we model are ones we wish we have ridden. And of course, there are our favorite freight trains, especially unit trains, military trains, or Circus trains. I'm looking forward to seeing our members running their favorite trains again.

A few interesting facts. Back in its heyday, the General had a section which traveled from Washington to Harrisburg, where it was added to the train from New York. This train ran on what is now the light rail tracks just outside the Cow Palace. When I rode the TGV, I rode it from Montpellier to Avignon and then on to Paris's Charles de Gaul Airport. Yes, the train station is part of the airport terminal. You can walk from the escalator of the train station to the part of the airport terminal you need to go to. Also, the TGV from Montpellier to Avignon was not on high-speed tracks. It was on standard trackage to Avignon where it transferred to high-speed tracks to Paris.

Love those trains. See you all at the October Show.

Keep Tracking.

LeRoy Brandimore



Quarantine Time = Modeling Time! : Ethan Bernstein

Restrictions implemented due to the COVID-19 pandemic are finally beginning to ease, with gatherings now possible and the chance to finally socialize with each other after over a year in quarantine. Many thanks to Mr. Payne for hosting the first in-person meeting in over a year! It was great to get to see you all and hear about everyone's whereabouts. Due to county and regional tournaments for tennis, along with graduation celebrations and stocking up on trains thanks to graduation money, I have not dedicated much time to modeling, but this month I will provide a quick update as to the status of the Capital Subdivision and what's to come on the layout.



All aboard!"

The Capitol Limited has arrived! Although the Capital Subdivision only sees MARC trains, I could not resist the urge to equip my roster with a premier Amtrak train. The Capitol Limited is Amtrak's fastest train between Chicago and Washington D.C. (although typically delayed by at least an hour), running overnight and traversing a very scenic stretch of mainline. The Capitol Limited is one of the nation's signature passenger trains, and although not pulled by a Raymond Loewy streamlined steamer with a matched set of cars, it is still a sight to behold, typically led by a pair of P42s pulling a baggage car, and anywhere from five to ten Superliners, often one of which is a glass-ceiling lounge for sight-seeing.

My affinity for this train was sparked during my first railfanning excursion to Point of Rocks, MD, when

my father and I watched the Capitol Limited (running about half-an-hour late) race on its home stretch to Washington D.C. I have since become obsessed with the train, as it is one of the last symbols of premier passenger railroading, and knew I needed an N-scale version for my layout. After scouring the internet and ordering from various online model train stores, I have finally assembled a respectable consist (all made by Kato): Phase V P42 with factory installed sound, Phase III Viewliner baggage car, Phase VI Superliner II transition sleeper, and Phase VI Superliner I sleeper, diner, coach with baggage, and coach. The Capitol Limited now burnishes the rails on my layout, adding fun operational interest and variety.



Guinness Brewery

The only major customer on my layout at the moment is the Guinness Brewery, which receives empty tankers to be loaded with beer for shipment. I have significantly compressed the industry, as the prototype occupies lots of acreage with tracks snacking throughout the complex. On my layout, the brewery has three spur tracks, all of which are embedded in concrete. I simulated the embedded rails using styrene sheet which I cut to shape and painted with grey acrylic paint followed by weathering with black watercolor. I also scribed the sheet to simulate expansion joints. My most recent modeling endeavor was modeling one of the old brick buildings seen throughout the Guinness plant.



Quarantine Time = Modeling Time! : Ethan Bernstein

These buildings are very standard in appearance to other 1930s factory buildings, so I knew there had to be a kit I could use to replicate the overall style of one of the structures. I decided on the Walthers Cornerstone American Hardware Supply Kit (#933-3253) as a suitable stand-in. Although the kit features more ornate styling than the prototype, I found it to be a good compromise as it is based on warehouse/factory structures of the same era and is molded to represent brick and concrete construction. I built the kit as per the instructions, choosing a window and door arrangement to my liking. I hand-painted the molded brick red using a very fine brush. I left the areas simulating concrete unpainted, as the color of the molded plastic already looked very near to the prototype, just requiring some weathering. I hand-painted the window frames and personnel doors black before installation, and painted the garage doors flat aluminum. I painted the water tower a flat steel, and weathered the assembled structure with watercolor paints. I pulled the brush downwards for the weathering to replicate streaking and staining from rain water. The watercolor paints also give the structure a matte finish. I used various scrap materials such as wood dowel and leftover plastic sprue to make cell-tower details which I secured to the water tower and along the corner of the building. I found various signs on the internet and scaled them down to N-scale in Word, printing them out and securing them to the building. I used charcoal artists pencils to weather the signs and trailer bumpers on the loading dock. The loading dock trailer bumpers are made from heat shrink tubing cut lengthwise into quarters.



The building still requires fine detailing such as loading dock detailing and maybe some multi-colored windows to replicate old glass, but I am very satisfied with the structure. I used grey cardstock paper weathered with black watercolor paint and Sharpie to make an asphalt lot and road for the loading dock and to access the tracks. There is still much scenery work ahead, but I am happy with progress thus far.

Make sure to check back next month, as modeling has been taken to another dimension on the Capital Sub with the addition of a very awesome new tool!

Happy Modeling,

Ethan Bernstein

National Transportation Museum: Bob Bunge

A recent drive to Kansas City resulted in an opportunity to spend a couple of hours at the National Museum of Transportation in St Louis, MO. This museum is known for the national scope of its collection that contains many rare, one-of-a-kind pieces. Two of local interest include B&O #50, an early box-shaped passenger diesel that ran into the 1960's. It is a striking different look from B&O 51, which was just displayed at the B&O museum after a years long restoration. Another, at least for me, is the last PRR P5 motor, #4700, the predecessor to the famous GG1. Another piece is UP Big Boy 4006.

What's interesting to me is this static locomotive is positioned in a location where one day, since the Museum is connected to the Union Pacific mainline, it could be possible for the sole operating Big Boy, 4114, to be positioned side by side with 4006. This is likely the only chance we will have in the modern era where two of these amazing machines could be photographed together. The museum is most definitely worth at least 2-3 hours if you have the chance. Like a lot of rail museums these days, there are many pieces that could use work; but a large amount of the collection that needs work is at least stored under cover so continued deterioration is limited.



National Transportation Museum: Bob Bunge



BANTRAK 2021 Calendar

September 6, 2021

Newsletter content deadline

We need content please submit your articles by the deadline.

August 15, 2021

Club Meeting

Location: Zoom

September 19, 2021

Club Meeting

Location: TBD

October 1, 2021 - October 3, 2021

Setup and GSMTS

Location: Timonium Fairgrounds

See Paul Diley

October 21, 2021 - October 24, 2021

2021 NMRA MidEast Region Convention

Location: Mount Clare Junction

See Alan Del Gaudio for details

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 [Tim Nixon](#) for more information regarding your membership status and roster questions or contact [Al Palewicz](#) with general questions.

Member Benefits:

- Sharing of your knowledge (railroading and 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.



Train Spotting: Ethan Bernstein



Brand new Amtrak Siemens Charger #300 is paired with a P42 on the Capitol Limited, racing past Point of Rocks, MD., on June 17, 2021

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

