

BANTRAK News

A Monthly Newsletter for BANTRAK Members • Volume 34 • Issue 12 • December 2021



The Engineer's Cab: LeRoy Brandimore

Hello fellow Bantrak members,

Its Christmas time. I am sure we are all looking forward to visions of Model Trains under the tree. Be that as a gift or on a layout.

As noted last month, this year the B&O Museum has decided to do something different. Unfortunately, this didn't include our usual layout along with our usual meeting and pizza during the set-up. At the November meeting, when we talked about not being able to participate at the B&O Museum this year, and it was suggested that maybe could still do the pizza party meeting. Well, this has been arranged. The December meeting will be Saturday, December 18, 2:00 - 4:30. The location is Chef Paoline, 726 Frederick Rd., Catonsville, MD 21228.

The lack of a B&O layout to manage gives all of us more time to visit displays that are around the area this Christmas. I heard The Four County Society of Model Engineers has a layout at the Town Mall of Westminster. Our next set up will be at the Great Scale Model Train Show Feb 5th & 6th at Timonium. Tim Nixon is the show coordinator.

Merry Christmas to all, and to all a Happy New Year.

LeRoy Brandimore



Ohio Public Service Car 21 : Bob Bunge

There was a period of great change in the late 19th and early 20th centuries. With the invention of transmission of electricity and traction motors came the electric streetcar as a people mover in small, medium, and large American cities. It was also realized light, electrified rail lines between cities - interurbans - could be built and operated at a lower cost than traditional steam lines. Automobiles were still custom made, roads outside of cities were dirt wagon paths. Electric Interurban railways promised to cheaply allow travel between regional cities, rural people and goods to travel into cities, and best yet, ride into town along the same tracks used by the streetcars.



The rolling plains of the American Midwest were quickly seen as low hanging fruit. Dotted with farms, small, middle, and large cities were within reach of one another. Tracks could be built quickly and cheaply. Labor was available and wherever the Interurban went, markets for electricity for households and manufacturing facilities were made.

In 1895, local business leaders formed a company to build an Interurban Road between Toledo and Port Clinton in the far northwestern part of Ohio. After the usual fits and starts of finding financing, buying land, finding engineers to plan the right of way, etc, the Toledo, Port Clinton and Lakeside Railway was born with the first cars running in 1903. By 1906, the road was finished, and complex negotiations were completed to allow the cars to enter the city of Toledo on existing streetcar tracks. In 1912, passenger service brought in \$148,000, freight \$32,000, the sale of electricity \$61,000 and along with other services for a total of \$250,000 of revenue.

But peak ridership year was 1915. The automobile was starting to make an impact. Money was lost during World War I with rising costs and revenue fixed by government regulation. The downhill grade was increasing and like most Interurbans in the Midwest, the end was approaching for the TPC&L.

Mergers and reorganizations pushed things off, including one that renamed the road Ohio Public Service (OPS). Finally, OPS discontinued passenger service in 1939. The line would continue to soldier on with freight traffic using electric locomotives until 1958.



OPS car 21 was a perfect example of a large wood body Interurban car that was built by Niles Car Company in 1905. Hundreds of cars like OPS 21 scooted around Ohio and other states. She weighed 60,000 lbs and could carry 52 people using four 600 volt DC traction motors at speeds approaching 50 mph. Technically, because she had a small freight compartment, she was a combine. A solid and reliable car, she ran to the end of passenger service and ended up being stored in a car barn. In 1947, she was acquired by a group of railfans for \$300 and moved to Columbus, Ohio where she was stored outside at the fairgrounds and used as a meeting room. Yet a year later, she had been vandalized, with her aged wood structure rapidly failing. In 1949, she was moved to a new location in Worthington, Ohio, on the right of way of another abandoned Interurban line, the Columbus, Delaware and

Ohio Public Service Car 21 : Bob Bunge



Marion. There she was restored to her former glory over the course of several years. In 1951 she became the first operating piece of equipment of the Ohio Railway Museum with 600 volt overhead wire power provided by a former Erie Doodlebug with an ancient Winton diesel prime mover.

Growing up in Columbus, with my father a volunteer at the museum, I remember riding 21 a couple of times. She was their pride and joy, but was difficult to run at ORM because she was built to operate from only one end and ORM did not have turn around loops. During the 1980's things took a turn for the worse at the museum. Today, I understand she is in ok shape, but is stored under a tarp in inoperable condition. I'm going to guess that what is under that tarp isn't very pretty.

OPS 21 is the only surviving wooden Interurban to run in Ohio.

A year or so ago, I was able to acquire a 3D printed body of a Cincinnati Car Co. combine from Interurban Models, based out of France. I made a few minor modifications to make it better match OPS21 and acquired a Tomytec chassis to power it. I mixed paints to match a color postcard that my father shot when he was the museum's public relations man. I used thin clear plastic from a protective cover off a greeting card for windows that are glued in with tacky glue. A short piece of 1.5mm fiber optic line is the headlight. I kept the front trolley pole to match what ORM members did to allow them to back her up on the ORM's line.

The biggest challenge is the fender on the front. Toledo required these large metal fenders that would scoop up people who managed to walk in front of the car on busy city streets that did not yet have crosswalks and signage. My current attempt is made from photo-etched Gold Metal Models Venetian blinds. Another try is on the to-do list. There is room inside the body, so I hope to add in a Soundtraxx electric locomotive decoder. I have a sound print of OPS21 running at ORM, so I should be able to match the sound of the air horn and air compressor that operated the brakes, so perhaps in the future you will see a sharp looking white and yellow, red roofed, Interurban car at a future Bantrak event.



Christmas Layout: Lauren Baker



2022 N Scale Convention :

20th Annual

N Scale ENTHUSIAST

2022
National N Scale Convention®

Pre-Convention Trip - Tuesday June 14th
Convention - Wednesday, June 15 to
Sunday, June 19, 2022

Sheraton Music City
777 McGavock Pike
Nashville, TN 37214
615-885-2200

Make Plans Now



Pre-Convention
Tuesday, June 14th

CHATTANOOGA, TN



NASHVILLE

NATIONAL N-SCALE CONVENTION

JUNE 15-19, 2022

BANTRAK 2021-2022 Calendar

January 6, 2022

Newsletter content deadline

We need content please submit your articles by the deadline.

December 18, 2021

Club Meeting

Location: Chef Paolino,

726 Frederick Rd, Catonsville, MD 21228

2-4:30 PM

February 5&6 2022

Great Scale Show

Location: Timonium Fairgrounds

Setup: Friday the 4th

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: Ed Kapuscinski



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

