

# BANTRAK News

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## The Engineer's Cab: Chris Quinlan

Happy September BANTRAK! I hope everyone is having a great end of the summer. I feel like fall is almost in the air, and I'm excited to be done with these humid temperatures.

BANTRAK's fall will be exciting, starting with our trip to Altoona next week. A huge thanks to Martin for getting all that put together for us. We will have a great time at the show and in our social circle in the evenings. This will be my first time up there to run model trains, so I'm excited to see what awaits in store.

Close on the heels of Altoona, we have our Great Scale Model Railroad Show on the 15th and 16th of October. A shout of thanks to Paul for managing this event! This show will be the debut of our first ever Free-moN set-up. It will be exciting to see that come together with our well-established T-Trak and N-Trak displays. Just a reminder here, since we are expanding into multiple N-scale layout types, Skip suggested we change our name to be more reflective of our diversity, so this will be a big topic coming up shortly.

Did anyone do any exciting train stuff this summer? I had the opportunity to go up to the Adirondack short-line railroad last month and even got to ride in the cab. It was amazing and a first for me. Aside from other vintage equipment, they had an old Amtrak heritage diner that was part of the NYC system. Eating lunch in that car was also a favorite activity of mine. Overall, it's a beautiful ride, and if you find yourself in northern New York, I highly recommend it.

That's it for this month. I hope everyone is safe and happy. Keep plugging away on your model railroading, caring for family and friends, and staying healthy! See everyone soon!

Happy modeling,

Chris



## Free-moN: John Hale

Hello fellow Bantrakers!

Work continues on new and retrofitted Free-moN modules across the club. We are in the home stretch for the October show. There is nothing like a self imposed deadline to help motivate a group of modelers.

The Northern Loop is nearing completion. This is a retrofitted set of oNeTrak modules that will provide one end of our mainline operations. The Southern Loop is in the testing phase. This is a set of newly constructed modules that will provide the other end of our mainline operations. Likewise there are at least a dozen other modules that will be ready for the October show. They consist of mainline trackage, siding trackage, and industries.

Regardless of your desire the Free-moN layout should be able to accommodate. Want to run a train roundy round? The double track mainline and balloon loop ends will facilitate that. Want to perform some switching, the branchlines and industries will provide that. Want to do some ad-hoc operations, the entire Free-moN layout can support that also.

For the initial setup, our plan is to start after the NTRAK layout is up and operational. Then we hope to have the Free-moN layout up and operational in 45 minutes. Some of the modules will not be fully landscaped, and that is OK as this is our first setup. But Free-moN is supposed to “raise the bar” in model railroading, so through peer pressure, the Free-moN layout will become more and more sceniced and polished with every opportunity to setup.

Altoona is still our primary focus and the club will be focused on our NTRAK layout at that show. But once that show is completed, the countdown clock to the October show will start with the desire to showcase Free-moN as a new modeling option within Bantrak.

John Hale and Eric Payne are your primary points of contact for how Bantrak is implementing the Free-moN standard to both meet our modeling needs and still conform to national standards to improve interoperability with other Free-moN clubs. If you are interested in participating, contact one of us and we will get you everything you need to be successful.



## Dead Rail: John Hale

Are the rails Dead?

Dead rail model railroading refers to a method of powering and controlling model trains. The principles are simple, place the power source on the train, and use radio control to control the movement.

Dead rail has been around for awhile, but was never something that N Scalars could consider. The batteries, electronics, etc., are/were just too big to fit inside N scale equipment. I can remember the same problems existing when DCC decoders first came out.

The benefits of dead rail modular model railroading are huge. No more wiring, no more complex electrical/electronic setups. No more worrying about frog polarity/power, no more shorts. Simply clamp modules together and run as many trains as you want in any direction you want.

Dead rail has already taken over a portion of large scale model railroading. But until recently the electronics and batteries were still too big for us. Enter new companies in the market like S-Cab and BlueRail, suddenly the electronics AND batteries are small enough to fit under the shell of an HO scale GP40. In addition, they still leverage the existing DCC decoders so you still get all the control and sound you are used to but with no power applied to the track.

The components are still too big for N scale, although a few enterprising folks have installed S-Cab dead rail components in N scale steam tenders and in boxcars that ride just behind a diesel locomotive. Not ideal, but it does work.

I believe this is not a matter of if... but when. The manufacturers will continue to shrink the components and in time they WILL fit in N scale locomotives. Once the components get small enough and get some momentum in the movement, I think you will see locomotive manufacturers building dead rail into their offerings just as they build in DCC as an option now.

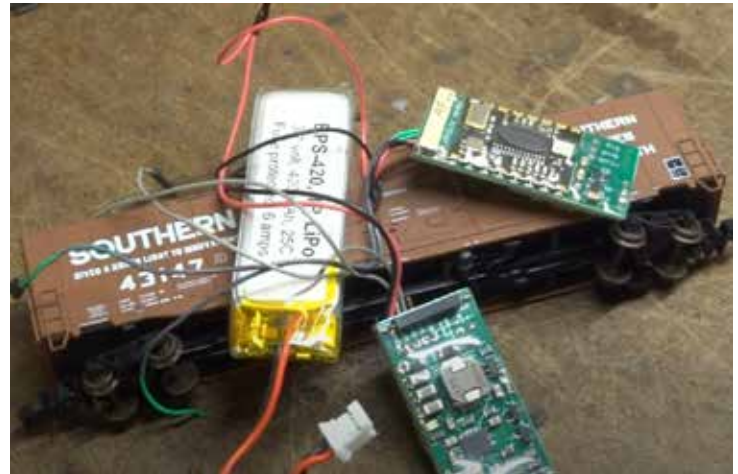
I don't think this will happen tomorrow, but in the next 10 years, I think dead rail will once again change the way we look at model railroading much the way DCC has changed our view.

References:

<https://www.deadrailsociety.com/>

<https://www.s-cab.com/>

<http://bluerailtrains.com/>

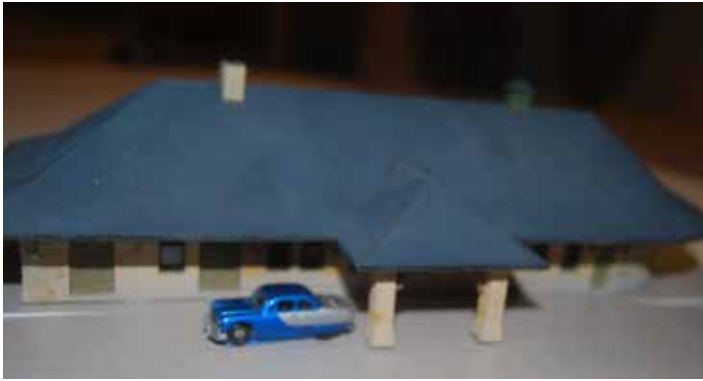


Dead rail components next to an N scale boxcar



## Painesville Depot: Al Del Gaudio

N-Scale Model Kit Review: Painesville Depot from Leopard Architectural Models  
Leopardarchmodels.com



Last month, I completed a unique 3D Printed model by of the New York Central Railroad Painesville Depot. The structure is located about 27 miles east of downtown Cleveland along Lake Erie on the NYC (Lakeshore and Michigan Southern) mainline. Opened in 1893 as a replacement for an 1851 wood structure, this Richardson Romanesque structure was designed by the firm of Shepley, Rutan & Coolidge of Boston, Mass. Today, the structure is preserved as the Painesville Railroad Museum, see: [painesvillerrailroadmuseum.org](http://painesvillerrailroadmuseum.org)

The model features a very nice relief of the stone structure with a large single piece roof including the porte cochere. The footprint of the model is 10 x 5 inches. Leopard AM provides the 2 side walls, the curved end and flat end, window frames and doors as well as the eave brackets and 2 columns for the supports of the porte cochere, chimney and vent.

The fit is very good, but test fit and do any filing of the interlocking stone sections before assembling. I built it using Walther's Goo then once I got everything lined up, glued it with slow setting CA. You would first want to straighten the long walls in a hot water bath per instructions. I attached the station platform (North Wall) to the curved East Wall first, once teased into a good fit using a couple of dabs of Goo, once satisfied, used the CA, then "goosed" the Street (South) Wall to the curved end. After this looked good, I used Goo to attach the short flat West wall to both. After checking the flat wall to be squared up with the side, no ugly joints or vertical issues, then I used CA on the

Curved East end and South wall joint. Leaving that "goosed" gave me some "tweakability". Once all was squared up, I used CA on the two West wall joints.



I filled in any open joints with a combination of Testor's gray putty, drying Elmer's glue and Mr. Surfacer primer paint. The walls were then painted with a base of Krylon Almond flat, then selected stones were highlighted with Vallejo (AV Model Color) Light Gray and Medium Flesh Tone. Window frames, doors and brackets were done in a Krylon pea green color (must have used it up and disposed on the spray can). These fit form the inside very well. After assembling the walls, I sprayed with a matte finish and then had to provide the clear window material, which is not part of the kit, seemingly the norm for 3D kits. Here I used Evergreen 0.05 inches clear for the curved windows and probably 0.2 for the flat ones. I cut the flats to cover several windows and attached with Goo.

The underside of the Roof was done in Rust-O-Leum Ivory Silk. The top was sprayed in Flat Black. It was too shiny. A couple of attempts to weather the roof with chalk looked great until I tried to dust on a Flat or Matte coat with a spray can. Blew it all away. (Yes, I knew better and did not have high hopes). I tried to drybrush some very dark gray and other shades of flat black but was not at all satisfied. So, I re-sprayed it with Flat black. Before I dragged out my airbrush, I tried to brush on Tamiya Medium Blue (XF-18) While not the correct color of the roof, it was my thought to try to mix some dark gray, but I saw the medium blue over black was only a bit lighter than the shade I was looking for (okay, maybe 2 shades

## Painesville Depot: Al Del Gaudio

lighter), but hot dog, since it was FLAT that I decided to leave well enough alone.

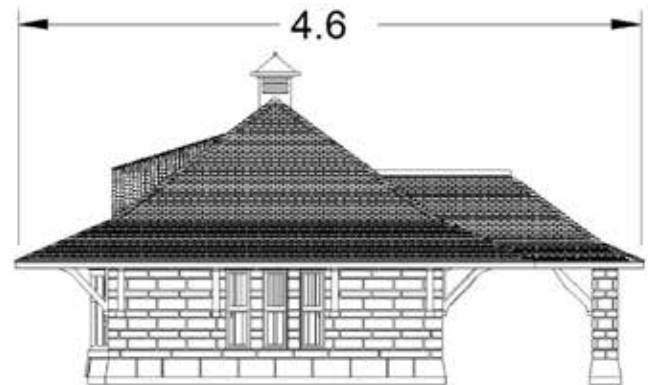
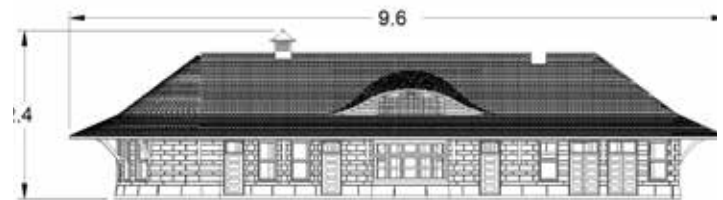
The roof was then joined to the completed wall section. The fit was pretty good and having such a deep overhang (about 5/8-inch) covered up a multitude of venial sins. As long as the roof sat flat and tight, good!

Last was the base. Since my intent was to put this on either a T-Trak or FreeMo module, I felt the trackside of the base needed to be at least at railhead level. So that meant the port cochere would be too high. The base is a piece of 3/16-inch Gatorfoam cut to fit under the station, plus longer at the ends and the Porte Cochere part of the base was a couple inches wider on either side. On top to this was a 2mm piece of Sintra 12 x 5-1/2 inches painted and scribed to represent a concrete base. I then cut slices into this 2 mm sheet so there is a ramp up to and down from the porte cochere.

At this point, a bit more work needs to be done with the base before mounting it to a module.

Conclusion: This is a really unique model, a rendition of a classic looking large suburban RR station that assembles easily. It is not quite a “shake the box” and it falls together model, but on par with a DPM. The architecture is similar to other NYC and Boston and Albany Stations [i.e.; Chatham, NY] and is very much at home for a number of North Eastern RR settings. It is a low volume kit, not cheap, but you will most likely not see many on other layouts. I think the pricing is very much in line with other craftsman kits of this size and I know the originator put in a lot of thought and dreams on how to make his original which was an HO model. There is a similar but smaller and less expensive station, the East Brookfield Depot, that they offer. Have a look!

Note, there is a similar N-Scale Architect station available, no rounded end. I have that one in HO.



## BANTRAK 2022 Calendar

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### October 6, 2022

Newsletter content deadline

***We need content please submit your articles by the deadline.***

### September 17&18, 2022

N-Scale Weekend

Martin Myers, Cordinator

Location: Blair County Convention Center

One Convention Center Blvd. Altoona, PA 16602

Setup: Friday the 16th.

NOTE: Meeting will be held at Altoona Show

### October 14-16, 2022

Great Scale Show

Paul Diley, Cordinator

Timonium Fair Grounds

NOTE: Meeting will be held at Timonium Show

### November 20, 2022

Club Meeting

Location: TBD

2-5PM

## BANTRAK Membership: Al Palewicz

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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: Bob Bunge



Ex-New Haven EMD FL9 leads the Cape Cod Central Sunday Jazz Brunch Train on July 31 into Hannis, MA

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](mailto:newsletter@bantrak.net)  
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