

# BANTRAK News

A Monthly Newsletter for BANTRAK Members • Volume 36 • Issue 03 • March 2023



## The Engineer's Cab: Chris Quinlan

Hey Team BANTRAK!

I hope everyone is having a great March so far! I can't believe how quickly 2023 is rolling by. Hopefully, you have all been keeping busy in one way or another, and your hobby and other essential life activities have been positive experiences.

We have the April show approaching quickly on the 29th and 30th of April. We have been learning many lessons from our layouts over the past few shows, and we are prepared for another great experience. Hopefully, everyone will be able to make it out!

Before that, we have our monthly business at David Betz's house on the 19th at 2 PM. Thanks in advance to David and Laura for letting us invade their home. David also has an awesome layout, which we'll hopefully see in action. Look for an email the week before the meeting to confirm the address.

Until then, be safe and enjoy your trains! See you soon!

Chris



## Free-moN: Martin Myers

Hello fellow Bantrakers!

I had a conflict and could not make it to the last show where we set up our Free-moN modules, although thanks to several members (Chris, Alan, and Eric) my modules did make it to the show.

When I build a module, I do a lot of online searches to locate reference material. One thing I have learned is to never build/paint/weather something from memory. Like most things in our life our memory and perception of things we see is flawed.

A good example is to close your eyes and think of a gravel road in Maryland. What color is the road? Most of us would say “medium gray”, in reality a gravel road is multiple shades of gray, with the all important “lanes” being a very light gray (almost white). But as you are modeling a gravel road, if you did not have the picture right next to you as a reference, it will not look “right”.



An image search engine can be one of the most valuable tools to a modeler. I needed a vignette for one of my modules. What screams roadside in Maryland more than a snowball shop? A quick search turned up this image of “the best snowball shop in Maryland”. A few more searches and I found this model to use as the basis -“Monroe Models Belles Ice Cream Stand”. A few clicks later and I have my project for the vignette on one of my modules.



Take a look around and do some searches. And ALWAYS use real images as reference material for your projects!



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.

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.

## Western MD Eastern Sub Build: David Betz

Welcome back to the third installment of my layout build. As you can see I had started to build what will become the vertical supports for around the walls. In this image they are glued in place so at some point they can be removed as needed. The horizontal arms are cut from 3/4 inch sanded plywood. The holes are for the bus wires and for lights for the lower level.



The peninsula benchwork will support the two decks via cantilevered arms supported by a center divide. The bottom photo show, the completed base. My next steps will be to build out the divide and attach the horizontal supports. This process will take some time and will need to be leveled as the floor is uneven.



I am moving along and the photo below clearly shows the holes for lights and bus wires. I have also added pocket holes with the plan of using them to hold down the plywood sub roadbed.



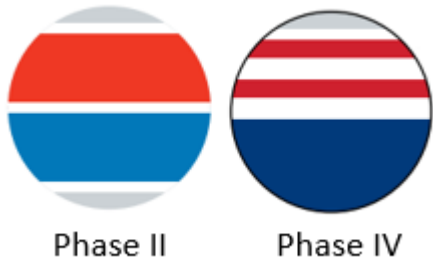
## Amtrak Liveries: Chris Quinlan

### Amtrak Livery Guide Part II Phases IV - VII

Last time we reviewed Amtrak phases I through III. In this article, we will look at phases IV through VII. Phase IV was introduced in 1993 when the Superliner IIs came online. Phase IV was a massive departure from the traditional Amtrak paint schemes that had come before.

Phase IV consisted of a thick, darker blue stripe with four alternative red and white pinstripes above. The red was also darker and more affluent. These colors were selected to represent the colors of the American flag more closely. Additionally, trucks of both locomotives and passengers were painted silver.

The difference between reds and blues between phases I-III and IV was quite different. Source: Amtrak Livery and Logo Guide.



A newly delivered Superliner II in phase IV. Source: Amtrak Livery and Logo Guide.



A Viewliner in phase IV. Source: Amtrak Livery and Logo Guide.



A P40 in phase IV. Source: Amtrak Livery and Logo Guide.

Warning, opinions ahead! Phase IV was not popular with many Amtrak fans, including the author. When I saw it for the first time in Trains magazine as a kid, I thought, “Well, that sucks!” Haha I was devastated that Amtrak was making such a drastic change and, in my opinion, a less attractive one. Not only was there “too much silver” on the equipment, there was a lack of consistency for fonts and stripe sizes. For example, car-type badging at the end of the Superliners I utilized an upper and lower case font, but Superliner IIs used all capitals. Additionally, some equipment got silver trucks and others black. This drove my appetite and pursuit of perfection and consistency through the roof.



A Superliner I on the left and a Superliner II on the right with different font

## Amtrak Liveries: Chris Quinlan

In 2000, Amtrak introduced phase V. If I thought phase IV was bad, parts of phase V were worse. It was dubbed the lava scheme and first appeared on the Acela trainsets. It didn't look too bad on the Acela, but its adaptation into the rest of the fleet was awful.



Acela with the “lava lamp” blobs on the side. Source: Amtrak Livery and Logo Guide.



An Amfleet Coach in Phase V. Source: Amtrak Livery and Logo Guide.



An Auto Train auto carrier in Phase V. Source: Amtrak Livery and Logo Guide.

Phase V is what most Amtrak locomotives are currently sporting, which also looks pretty good.



A P42 in Phase V. Source: Amtrak Livery and Logo Guide.



A former F40 Non-Powered Cab Unit (NPCU) in Phase V. Source: Amtrak Livery and Logo Guide.

Phase V was where the newer Amtrak logo, known as the Travel Mark, was introduced.

The Amtrak Travel Mark. Source: Amtrak Livery and Logo Guide.



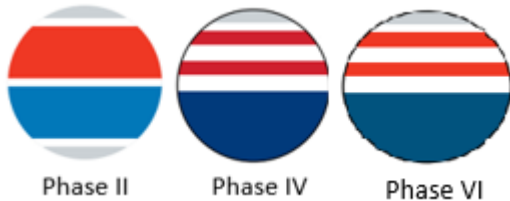
Fortunately, Phase V was short-lived on passenger cars outside the Acela brand. As a result, only a handful of Amfleets and one or two baggage cars were trimmed in this scheme before going to phase VI.

However, locomotives and Auto Train car carriers remain in Phase V, which has been an okay match with phase VI passenger cars.

## Amtrak Liveries: Chris Quinlan

Phase VI is very similar to phase IV (big blue stripe, alternating red and white pinstripes above), but the blue has more green, and the red is brighter. In addition, each car and locomotive have a red sill stripe above the trucks and underbody. Amtrak ensured a better consistency that was lacking with phase IV on fonts and stripping sizes.

The difference between reds and blues between phases I, IV, and VI. Source: Amtrak Livery and Logo Guide.



An Amfleet II coach in phase VI. Source: Amtrak Livery and Logo Guide.



A Superliner sleeper in phase VI. Source: Amtrak Livery and Logo Guide.



For almost 20 years, phase V locomotives ran with phase VI equipment. As stated above, the two schemes complimented each other and did not look out of place in the same consist. However, when Amtrak took delivery of its new ACL-42 (Charger) locomotives, the first set of seven arrived before Amtrak was ready to present its newest paint scheme. As such, these

locomotives received a phase VI locomotive scheme. It's a stunning throwback to the phase I locomotives with the Pointless Arrow.

A new Amtrak Charger in Phase VI. Note the different placements of the red chevron on each side.



This was due to the limitations of painting through grills by Seimens. Source: Craig Sanders photo and Wikicommons.

Phase VII has also been introduced in the last year or two! Phase VII will allow Amtrak to “reset the fleet” and have a standard paint scheme once again. So far, we have only seen the locomotives. Passenger car liveries are being worked on and will be very similar to the locomotives.

## Amtrak Liveries: Chris Quinlan



The Chargers introduced phase VII. Source: Railway Age.

That takes us through all the standard Amtrak paint schemes. Next month I will take a look at regional and special paint schemes. As always, please feel free to reach out and ask questions if you have them! Thanks for taking the time to read this article!

Chris



# BANTRAK 2023 Calendar

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## April 06, 2023

Newsletter content deadline

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

## March 19, 2023

Club Meeting

Location: David Betz's house. (Look for an email with the address) Please RSVP March 18th so we can make sure we have enough seating.

2-5PM

## April 16, 2023

Club Meeting

Location: TBD

2-5PM

## April 29-30, 2023

Great Scale Show

Location: Timonium Fairgrounds

Cordinator:?

## September 18-19, 2023

NScale Weekend

Blair County Convention Center

Altoona PA.

Cordinator:?

## October 14-15, 2023

Great Scale Show

Location: Timonium Fairgrounds

Cordinator:?

# 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: Ryan Jones



Richmond, Virginia February 2023

*What is it????*

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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