

The Final Version tim. Trackmaster Report
TRACKMASTER REPORT, GREAT SCALE & HI RAIL TRAIN SHOW

TIMONIUM, MD FEBRUARY 4 AND 5, 2017

Set-up began Friday, February 3 at 1 PM. Trackers could drive their cars into the Cow Palace to unload, and Dave Sealing brought the trailer. All modules were delivered throughout the afternoon, and the layout was complete, with conductivity light shining brightly, by 8:30 PM. One short found during set-up was corrected by Steve Kehn. Matt Pendergast helped with set up, and seemed to be everywhere assisting all Trackers.

Saturday, February 4: The hall opened at 7 AM, and Trackers arrived to finish scenery. Trains were running before the opening to the public at 9 AM.

Upon approaching the layout from the South, visitors were greeted with Jack Frost's National Mall, with Cherry Blossoms in full bloom. To the West was his small town and Caterpillar heavy equipment sales yard followed by Gil Baldwin's 4 foot bridge. We called it "The Long Bridge" because of its proximity to the National Mall.

Rounding the southwest curve, visitors and trains encountered 6 of Mike Fistere's excellent modules, complete with passing and train staging siding. Mike had various country buildings and scenes as well as his Sunoco Refinery.

The Geezer Gate Bridge separated Mike's 6 from the next 6 modules, brought by Steven and Matthew Kehn. These were yard modules, with lots of switching activity. Matthew's pile of coal was a prominent feature.

Rounding the northwest curve, visitors found Bill Knapp's 3 modules with lots of classic Lionel accessories, as well as sidings and yard facilities. A three-track signal bridge was on loan along these mainlines from Z Stuff for Trains. Bill's modules just get better with each show, and two of these also had additional scenic space. Will he eventually have all post-war accessories on display?

Bob Bitzer's two modules completed the north end of the layout, with railroad structures including station, switch tower, fueling depot, and engine house.

The East side of the layout was a series of curves, including a mini-horseshoe curve. Ed Beaver's two modules featured his small town and mountainous area with numerous cartoon characters, to the delight of the kids.

A curve to the West led to the first of Chick Keenan's 8-foot modules, this one featuring a heavy equipment lot. The second of Chick's 8 footers followed the curve, and was a real treat for children with lots of Star Wars and other action figures interspersed among the buildings.

Another curve, now to the south, led to Bill Hakkarinen's module, actually two modules back-to-back. These featured his new Mi-Jack Intermodal Crane. Operation of this crane so impressed one visitor that he and his wife set off to find one. They

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came back in about 30 minutes happy with their new purchase from one of the show vendors.

Dave Bonner's small town station and bus stop were next, and then a curve to the southeast led to Tim Minor's two modules, constructed with Gargreaves Track and Switches. Though more difficult to assemble, Tim prefers the added realism the Gargreaves provides.

The layout map will be attached to the all-member email.

Other Trackers running trains on Saturday, in addition to module owners, included Clem Clement, Matt Flanagan, Matt Pendergast, John Zampino, Dave Malmquist, and Russell Ehrenworth. John Harper stopped by to see the success of his design. Craig Schelle and Joe LoCascio visited. Dan Danielson was busy with his sales table but still found time now and again to drop by.

Two of Chick Keenan's grandchildren were present and, as usual, very helpful. Caleb assisted with set up and running trains on Saturday. Gracie ran trains on Sunday and helped with takedown.

Operational issues again included signal problems with DCS and Legacy, because of the lighting. The Wi-Fi units worked well, and even some of the historically resistant Trackers could be heard discussing plans for iPad purchases. Lion Chief functioned perfectly.

The show closed promptly at 5, and a number of Trackers (and some family) came to the Trackmaster's home nearby for pizza and more trains. Many then took advantage of a special invitation to visit the magnificent HO layout of Howard Zane.

Sunday, February 5: Trackers began arriving at 8:30 for a 10 AM opening. New member Stephanie Smith and her 7-year old son Hunter arrived and Hunter provided excellent scenery on several open areas. He also ran Lion Chief, under Stephanie's supervision. The Smith's and Fred Koester were the extra runners on Sunday.

Scenery started to come down at 3 PM, and trains stopped running at 4 PM. Take down proceeded smoothly and all was complete by 6:15.

Several prospective members were identified, and at least one application was obtained.

Once again, a \$200 honorarium was provided, and given to the treasurer.

A large variety of trains were operated. Especially notable were:

Classic Santa Fe Warbonnets and other F3 and FA freights.

Lion Chief 0-4-0 and other Lion Chief steam locomotives.

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An Orient Express Passenger Train, pulled by a Nord 2-3-1E. There were even lights on the tables in the dining car.

BNSF/NP Heritage freight train.

Canadian National Big Steam 4-8-2 passenger train.

The Amtrak Vision Line GG1 and train, with sparking pantographs.

The massive Santa Fe 2-10-10-2 locomotive and freight.

The Aquarium Train.

Double-headed 2-8-4's pulling a train of 35 billboard reefers and boxcars.

The MTH Gold Hudson and 12 gold passenger cars.

Photos of many of these trains and other layout scenes are posted on the Tracker Web Site, Show photos, by Ed Beaver and Bill Hakkarinen.

Space has been reserved for February, 2018. The Timonium show is becoming a premier Tracker event.