

# Vol. 14 No. 3

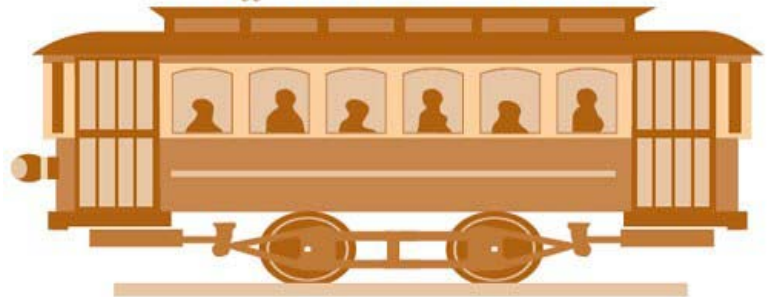
Jul.-Sep. 2013

Editor - Paul Pullen

bcr@netzero.net

Website: <http://www.wbachapter.org>

## *"The Trolley"* The Official WB&A Newsletter



WB&A Chapter - Eastern Division - Train Collectors Association  
Established 1964

### WB&A Board of Directors

#### Officers:

President: Art Tate

Vice Pres: Tom Salen

Treasurer: Glenn MacKinnon

Secretary: Colleen Hall

Past President: Nancy Tentzeras

#### Directors:

John Buxton

David Eadie

Robert Goodrich

James Hall

Mary Jackson

Pete Jackson

#### Eastern Division Representative:

Dan Danielson

#### Key Contacts:

**President:** Phone: 410.974.0373

E-Mail: [acttoo@aol.com](mailto:acttoo@aol.com)

**Secretary:** Phone: 540.622.2258

E-Mail: [memberwba@gmail.org](mailto:memberwba@gmail.org)

**Membership:** Phone: 703-451-4149

**Train Shows:** Phone: 410.974.0373

E-Mail:

### *From the President's Desk*

It is hard to believe it is June already, and what a great year the WB&A is having! A very successful Train Show this past March in Annapolis with lots of energy and enthusiasm. Only to be followed by a well-attended swap/ business meet on Sunday, June 2nd at the Macon Lodge, just a few weeks ago! As I looked around the Lodge at the room completely set-up with tables, by the way, all of the tables were full of trains, I couldn't help noticing lots of faces of old friends (some that have been absent for a while) and a few new ones as well! I am sure of this, trains were being bought and sold you could tell by the number of smiles in the room and the biggest smiles were on our two door prize winners! Did I mention the food, coffee and donuts in the morning, sandwiches and pizza for lunch? A special thank you to all who's hard work made it a great day and our hosts Dan and Hope Danielson! Don't miss our swap/business meet in November!

Have you had an open house lately? There have been several in the past few months, some more publicized than others. James and Colleen Hall open their home up every spring for a day to see what an amazing train room truly is. Others have opened their homes on the spur of moment, after our swap/business meetings. For those that had a chance to visit Phil Grave's house after the last meeting, were in for a treat! When was the last time you got to go through a 1926 Sears home built by the numbers (kit built), catalog included and view a train table dating back to 1948? Throughout his home a chance to see great trains and model cars (even the real Model A toy in the garage), made for a special afternoon. To quote Clem Clement, "Phil was at his best telling us about the history and details of every single piece he has collected and if one got moved, Phil would know it!" Clem, I hope you didn't move one of Phil's toys! Thank you to all who have opened their homes.

With several new board members already in place on the Board of Directors, I urge you to get involved. The terms of all officers and three board members are up for election this year. Let's have a full ballot this election. Get involved and have a say in the future of your train club. Board meetings are open to all members and are announced in the Trolley and on our web site. Volunteers to work on committees are needed as well, so if you have a special talent or interest, we could use your help. Contact the Election Committee to submit your name to run for the Board (Dan Danielson, Dave Eadie, and Bob Goodrich).

Our new website is up and running, so take a moment to visit it! It is great looking and current! We ask that if you have train info that you would like to share with the Club, such as pictures, articles, stories, that you submit them to James Hall so that he can coordinate getting them up on the website.

Tickets are still available for the Clubs drawing of the MTH PS4 Southern Railway Crescent. Drawing tickets are \$5 each or six tickets for \$25. Don't miss out on what may be the best reproduction of the Southern PS4 yet! Contact Glenn MacKinnon or any Board member.

We now have a very nice, recently purchased, WB&A Trailer to house and transport the Club's layouts. As announced at the June 2nd Business/Swap meet, we are having a contest for a new Chapter logo to be placed on our trailer. The winner will receive a gift certificate of \$100 to Catoctin Mountain Trains. This sure will be handy to the winner at this November 9th upcoming open house at Catoctin.

The last open house this past winter, at Catoctin Mountain Trains was such a great success we are doing it again! Only bigger! Paul and Marcia Johnson will serve refreshments and provide again a 10% discount to Chapter members. Mike Hobbs, who owns the hardware store down the street, is opening up his train layout for us to visit. Watch for more details to come in the Trolley. This will be a fun afternoon don't miss it!

As you can see we have a lot going on in the WB&A. Come join in the fun! So for the summer, be cool and play with trains!

Tom Salen Vice-President, WB&A 2012-2013

#### *In This Issue* *Page*

President's Message	1
Treasurer's Report	2
Secretary's Report	2
Membership Moments	3
July 2 Mini-Swap Meet Report	5
Every Train has a Story	5
WB&A Donation to TCA Library	7
WB&A Elections are Coming Up	7
Charles Bell's Trains	8
Win \$100.00 Gift Certificate	9
View from the Observation Car	10
Interview of Clem Clement	11
Upcoming Train Shows	13
Standard Gauge Study Group Report	14
Steam into History Update	16
Annapolis Armory Train Meet	17
So What's In the Box	18
Scenes from June 2nd Swap Meet	19



# Treasurer's Report as of June 7, 2013

By Glenn MacKinnon

Your Chapter's financial situation remains strong. We still have tickets available for this years drawing of the beautiful MTH Premier 4-6-2 Southern Ps-4 Steam Passenger Set with Proto Sound 3.0 (Product # 20-3463-1) as well as the matching Southern Steel Center Cupola Caboose (Product # 20-91346). Retail value of this set is \$1059. You can purchase drawing tickets by mailing a check made out to the WB&A to me....Glenn MacKinnon, 6908 Trillium Lane, Springfield, VA 22152. Please include your return address. Ticket costs are 1 for \$5 or 6 for 25. You can get further details about the set here in the newsletter, on the WB&A website or by visiting MTH's website or Googling the product #'s. You can also see the set and purchase tickets at upcoming WB&A events. Phil Graves made the observation at our recent Swap Meet that MTH's Southern Ps-4 was the "best scale reproduction of this engine" he had ever seen. This set will operate in both command and conventional modes. The winner of the drawing will have a great addition to his/her collection. The proceeds from the drawing are used to defray the costs of the outstanding door prizes we give away at our member's only swap meets. We need your support of this program. The Chapter's financial activities for January-June 7, 2013 are summarized below. If you have any other questions or comments feel free to contact me at 703-927-9843 or glen.mackinnon@verizon.net.

Check Book Balance—January 1, 2013	\$34,252.47
Check Book Balance—June 7, 2013	\$31,874.23
Significant Activities January 1, 2013 through June 7, 2013	

	Expenses	Revenue
MD Armory Mar 2013 Meet	3405	5343
Membership Dues 2013	168	4752
Newsletter 2013	2078	340
Kids Korner	599	545
Swap Meet, Business Meeting	349	
Door Prizes for Swap Meet	571	
Train Set for Drawing	831	465
WB&A Layouts	168	
WB&A Trailer	345	
Web Site	2881	
Survey + Mailing	349	
TCA Division –Chapter Appeal	1000	
Miscellaneous Expenses	282	

## Secretary's Report For March 2, 2013 Board of Directors Meeting

Home of Glenn and Janet MacKinnon – Thank you Glenn and Janet for hosting the BoD meeting, you were both wonderful hosts.

Meeting Start Time: 10:20 a.m.  
Meeting End Time: 3:40 p.m.

Present:  
Art Tate, Tom Salen, Glenn MacKinnon, Colleen Hall, David Eadie, Mary Jackson, Pete Jackson, Dan Danielson and Bob Ferguson.

Art welcomed all to the meeting.

### OLD BUSINESS

The January 19, 2013 Minutes were distributed and read. There was a motion to accept the Minutes by Dan which was seconded by Glenn and it was voted on unanimously to be accepted.

Treasurer's Report given by Glenn. Each line item in the report was discussed. In particular, Glenn discussed the going forward ways to maintain a healthy balance for the WB&A. There was discussion on the drawing and door prizes purchased for 2013 and the significant cost savings to the Club on the purchase of the items. Glenn went back to our last meeting discussion of that in the future if we were to generate the revenue (e.g., increase of membership) we would look into hiring someone to do some of the many administrative things that are currently being done by the BoD who do not have enough time to do it all. It was agreed that we had to promote/advertise the drawing and to ensure it was on the website and in the Trolley. Bob Ferguson agreed to be the focal point for those requesting by mail to purchase drawing tickets.

There was a motion to accept the Treasurer's Report by Dan which was seconded by Mary and it was voted on unanimously to be accepted.

Membership Report was given by Bob F. As of January 1, 2013, there are 292 members and of which 180 have paid their dues for 2013, we have 1 member who was dropped by the TCA and one member who passed away.

Bob would send out reminders to those that have not paid their 2013 dues. Bob will send to Dan and Colleen the list of those that are not paid after York so that they can make phone contact with them. Once this is done we will decide on a cut-off date for dropping members who have not paid their dues.

Colleen discussed the Chapter Communications and again asked that they view the website and to provide any comments/changes/additions to Joe Helsing and cc: James on their communication, but that anyone outside the BoD is to send their items to James who will then send them on Joe H. for the website. Art will be sending us password information for the Facebook page and he should get link information to Joe H. to put up on the website.

Dan presented the Eastern Report and reported that the elections were done and that all who ran won the position they ran for, congrats! The York registration was going well. The lateness of the forms getting out has not seemed to hurt registration. There was new software purchased that has been installed and in place. There was an Executive Session. Dan was sad to report that Brian Reiley had to step down due to his wife's health, but we all agreed what a terrific job he has done for the Club.

Art discussed the WB&A's trailer and said it's all ready for a road trip to the Annapolis Armory with all of the layouts for the show. There will be another work session for the 4th layout which we will announce to see who from the membership might like to join the work group. Art is looking into signs for the trailer and it was decided that we will put it to the members as a contest for them to design the signage.

### NEW BUSINESS

Art discussed the Annapolis Armory and said sales of tables were going well and that due to the Armory's tables conditions we may need to rent some tables. Friday will be set-up day and Art would let us all know the timing of that, but the thought was that it would be from 10-3 with arrival on Saturday at 7:00 a.m. Art discussed the various advertising he has done and the assistance Bruce Greenberg has provided with same along with the new drawing prize slip Bruce created.

Art discussed how he was approached to do a layout depicting the history of Annapolis with it running from November to the end of December. The Annapolis Historical was willing to contribute to the cost of building the layout and other costs, but we would need to supply someone to be responsible for it while it was running. It was thought that due to the time commitment involved we would put this in the upcoming Trolley to see if one of our members wanted to take this project on.

Art discussed Facebook and was going to send to the BoD the password to it so that we could assist with adding and monitoring it.

Dan said that the June 2, 2013 business/swap meet was a go and that we would provide a lunch to the members as well as the a.m. set-up of coffee, some fruit, bagels, and donuts. Dan is going to coordinate with Phil Graves the opening of his home to the members after the meeting so that they could experience his layout.

Glenn and Dan discussed the trip to the Catocin Mountain Trains store and what a wonderful day it was by all who attended and the welcome received by the owners. It was discussed that we would offer another trip in November and we would look into using Art's vans and/or a possible bus. Glenn discussed the deals provided to us in purchasing of the 2013 drawing item and the two door prizes for our two business/swap meets and would be taking some pictures of the drawing item to share with the members as an enticement to purchase tickets.

Glenn discussed the open BoD position and the resume we received from John Buxton and it was agreed that we all would take some time at

the Annapolis meet to introduce and met him if we did not already know him.

Glenn discussed the survey results and said he had at that time received 90 responses and prepared a handout of the results. Some of the highlights were the members enjoyment of the Trolley, eblast and the new website. Some of the members said they would have interest in being part of and/or chairing certain events. Glenn was going to reach out to some of the members to let them know that we were exploring how they could help.

There was a discussion by the BoD of a new location for the Virginia Toy Train Show and Dan and David agreed to chair the event and to look for a new location. The BoD thought that a move to September would be a better time frame for the show so Dan and David are under a tight time crunch to locate a location so that the word could be spread.

There was a discussion by the BoD of finding a vendor who would once or twice a year take orders for WB&A items, e.g., shirts, cups, etc. Tom said he would look in to finding a vendor.

#### Upcoming Dates

Saturday – May 11, 2013 Next BoD meeting at the home of Dan and Hope Danielson to start at 10 a.m.

Sunday – June 2, 2013 WB&A General Business and Swap meeting to be held at the Macon Lodge in Fairfax, VA from 9-1 p.m. (free tables)

Saturday – November 2, 2013 WB&A General Business (election results) and Swap meeting to be held in Maryland (free tables)

#### Upcoming Open Houses Dates

James - May 4, 2013

Phil - June, 2013 (after swap meet)



## TOP TEN WB&A BENEFITS

- 1 Fun and Fellowship with your Train Friends
- 2 Wealth of information available from other collectors, operators and layout builders.
- 3 A wonderful opportunity to participate at the local level in the world's greatest hobby.
- 4 Free admission to local WB&A Train Shows. (Show advertised in local newspapers).
- 5 Free admission at Members Only WB&A Swap Meet.
- 6 Receive quarterly the WB&A Newsletter "The Trolley".
- 7 Access to the chapter website - <http://www.wbachapter.org>
- 8 Share in the excitement of the Toy Train Hobby.
- 9 Serving as a committee member or officer at the local level is very rewarding.
- 10 Buy, Sell, Trade with local train enthusiasts.

### Share Your Memories

Please send any train-related articles, stories, and/or print-ready photos for consideration in any upcoming publication of "The Trolley" or on the Chapter Web Site. Send via e-mail to: [bcrr@netzero.net](mailto:bcrr@netzero.net)

**DEADLINE FOR SUBMITTING ARTICLES  
FOR 2013 TROLLEY  
4th QUARTER 2013: Sept. 14, 2013**

### Membership Moments by David Eadie

The WB&A Chapter stands strong at 297 members as of today May 11, 2013. A total of 249 have paid their dues for 2013, leaving a remaining 33 who have not yet paid for 2013. If you have not done so, please renew your membership now in order to continue receiving all of the benefits. If you can not remember whether you paid or not pull out your plastic WB&A membership card. It should have a purple "13" sticker on it. If you only see "12" or something earlier, and wish to remain a member please send in your dues.

A New Benefit for our members this year !!

We have one \$100 Gift Cards from Catoctin Mountain train store which we will be awarding to members who pay their dues for next year (2014) by Dec 31st 2013, and one \$100 gift card for a new member who joins WB&A this year (2013).

Drawing 1: If your dues are current and paid in full for the upcoming year (2014) by December 31, 2013, your name will be put into a drawing to be held at a date to be determined shortly. If a current member recruits a new member for 2014 prior to December 31, 2013, for each new member they recruit, that member's name will be entered again into Drawing 1.

Drawing 2: If you became a new member in 2013, your name will be put into a second drawing.

As a reminder, to become a member of WB&A, you must be a member of TCA. Our area covers Delaware, Maryland, Washington DC, and Northern Virginia.

Thank you in advance.

**WB&A Swap/Business Meet at St. James Ev. Lutheran Church 8 W. Overlea Ave Overlea, MD Nov. 2, 2013**

9:00 a.m. to 1:00 p.m.  
**Free Tables (first come, first serve)**  
**Meet your Train Buddies**

Contact Bob at [thegoodrichs@verizon.net](mailto:thegoodrichs@verizon.net) for information  
(410) 302-8260

Charles Bell will present his methods of recycling for his railroad.

Door Prize!  
Lionel TMCC Speeder

Coors

More information is listed on the back page of this issue!





**WB&A 2014 MEMBERSHIP  
NEW/RENEWAL APPLICATION**

Return with Self Addressed Stamped Envelope & a check/money order for \$18 payable to WB&A.  
Mail to: David Eadie, 7825 Wintercross LN, Springfield, VA 22152

Name \_\_\_\_\_  
TCA# \_\_\_\_\_ WB&A# \_\_\_\_\_  
Address \_\_\_\_\_ Apt# \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip Code + 4 \_\_\_\_\_  
Home Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_  
E-Mail \_\_\_\_\_  
Signature \_\_\_\_\_

Please contact David Eadie at 703-451-4149  
or [dbeadie@verizon.net](mailto:dbeadie@verizon.net) with any questions.

***Don't Miss Out on the chance  
to win the WB&A Drawing for a new Premier Line  
Southern Steam Passenger Set with Proto-Sound 3.0***

## 4-6-2 Ps-4 Steam Passenger Set w/Proto-Sound 3.0



Product Line: Premier

Roadname: Southern



4-6-2 Ps-4 Steam Passenger Set w/Proto-Sound 3.0 - Southern

Set Features: Southern 4-6-2 Ps-4 Steam Engine (Cab # 1393), (1) Baggage Car ( ), (2) 70' Heavyweight Madison Coach Car ( ), (1) 70' Heavyweight Madison Observation Car ( )

Product Number: 20-3463-1

M.S.R.P. \$ 999.95

Borrowed from the MTH Website.

***Contact any WB&A BOD Member for tickets, or send a  
check to Treasurer, Glenn MacKinnion, 6908 Trillium Ln, Springfield, VA 22152.  
Your tickets will be sent by return mail to you.  
(1 for \$5 or 6 for \$25) Only 500 tickets are being sold.  
Drawing to be held in December.***

## June 2 Mini-Swap Meet Report

It was a cold and stormy morning with icicles from every cornice...NOT: Sunday June 2 was a fine sunny warm morning and promising a great day for the WB&A mini-meet. We gathered at the usual very nice Masonic Lodge in Falls Church, VA. Hope and Dan Danielson were already there getting the coffee hot and the bagels and donuts out. They are so dependable and giving of themselves. **[Special note: Congrats to Hope and Dan on their fiftieth wedding anniversary on June 14!!!!]** Special thanks to them for the bagels as some of us are off sweets via Dr' s orders. We gathered (about 40 folks) along with several tables of trains that needed new homes. I saw several items move to new playmates. Goodo.

I have been asked to give a talk during the TCA National Convention in St. Louis later this month. My talk on behalf of the Standards Committee is about identifying and learning about train frauds, reproductions and fakes. I brought to the mini-meet an assortment of trains that have been altered, tampered with or just plain faked, for our members to scrutinize.

After some time chatting and reviewing the trains, Tom Salen conducted the business meeting and a very efficient job he did. Hope kindly took the minutes as Colleen was off playing with rocks.

Phil sat with me during the meeting and lunch and looked over my pile of modified O and Standard gauge trains. He focused on the 610/610/612 Lionel Passenger set that someone had worked over. He was practically excited about the builder's work on the obsy. The railing had been cut and modified to match the 20th Century limited design. The platform roof had been filled in. Phil recognized the new shape and expounded on how much he liked the workmanship and his knowledge of the 20th Century design. Phil is a font of knowledge. The builder had repainted and striped the car sides leaving the livery above the windows as original. Two of the roofs were in original paint as well. The olive paint is almost an exact match to the originals. This makes the cars seem to be in original paint. Where did the artist find that color in the 50's? I had a home made signal that Jim Kinder fiddled with to see if he could get it to work. A bazillion wires, several which were broken, lead to no success. He did recognize the railroad that the 7 light- signal was patterned after.

Lunch was mighty fine consisting of piazza and subs. Again especial thanks for the non-cheesy subs (My Doc has me off Lactaid products, scrapple, donuts, picked pigs feet, ice cream and beer; thank goodness for the trains and cars in my life and, of course, it goes without saying my Ms. Sandy!)

Phil Graves very graciously opened his Sears home for us to visit. I gotta tell you, it is always a thrill for me to visit Phil. The kit-built home is one of only a few left. I love to tour his home. It is so comfortable to be in his home so filled with goodies and memories. Golly, over the years we have had some fine times in that home and June 2 was another great event.

Proprietor Phil was on his best telling us about the history and minute details of every single piece he has collected. I can't remember yesterday, but Phil has it all down pat. He is a walking and talking book of knowledge about toy cars and trains. He should write a book. I think if I moved a piece 2 inches to the left he would know it. Did I mention that Phil still has his Model A Ford Coupe that he drove in High School!!! Lucky him!

All too soon it was time to roll for home with the good feelings of a fine mini-meet and tour of Phil's home long to remember. Thanks to all who helped make this happen.

Clem Clement

(See some photos from the mini-meet on page 19.)

## Every Train Has a Story to Tell Getty Browning

As the title line suggests, every train really does have a story to tell. If only they could talk, and describe from their point of view that first Christmas morning when happy children rushed to the tree in joyful anticipation of what gifts Santa had brought! How would they describe that look of awe in the eyes of a young lad as dad plugged in the transformer and the new train would come to life and begin its journey to wherever? Sadly, trains can't talk to us and describe anything except in our imaginations. We can only imagine the story that would be told because many of us have lived the tale. In my collecting years I can recall where almost everything in the collection came from and, even though none of them were awaiting me under a Christmas tree, except, of course, my personal trains, they, too, have a story to tell. Each one of them is special. Each one of them brings joy to me in many ways.



In one of my acquisitions, in addition to several fine locomotives and other rolling stock, the deal included a large box of parts. As I inspected the contents of the box it was clear that many of the parts would come in handy in future restoration efforts. The box contained mostly shells, motor assemblies, wheels, pilots, trailing trucks, etc. There was also one totally complete and otherwise excellent condition 302 Atlantic engine. A close up view confirmed the excellent, almost new condition of the engine, except for the fact that the tender and drawbar were gone. I couldn't imagine why someone would scrap such a nice condition locomotive for parts. Atlantics as a rule were entry level sets designed mainly to make available to more households the exciting adventure of American Flyer Trains at a more modest price. The quality of the sets was as good as anything else Gilbert ever produced except that some of the more exotic features were not included. Tens of thousands of them were produced over the years and only a few limited pieces command any collector premium. Some years ago, one of my collecting buddies told me that Gilbert actually sold these entry level sets at just slightly above manufacturing cost in order to get as many train sets out into the hands of as many people as possible. The marketing strategy was simple—once a household had a train set, other, more profitable train sets, and accessory items followed. Consequently, it is a fact of life that due to their high production numbers these relatively low value units often are the first victims to be scavenged for parts to keep a more valuable unit running. I could only imagine that this was the reason for this fine locomotive to find its way into a parts box. I noticed that one of the tender shells in the parts group was also in excellent condition, much nicer than the rest. A close check of several of my reference publications led me to conclude that the tender shell was the original one that came with the locomotive. I came to the realization that someone had taken the tender chassis and e-unit to use for some other restoration project. As I looked down at the boiler front of this fine unit I could imagine that if it could talk, it would ask to be restored to its past glory. Looking back, I decided that too many of these nice units had met their end to support some other project and this guy wasn't going to become one of them. I concluded that this 302 was going to once again, be a master of the rails! When I returned from my imaginary interaction with the engine, reality set in and the thought occurred to me that perhaps it had been scrapped because, for some yet undiscovered reason, it did not run. I attached my test leads to the four prong plug to test the motor. To my great joy, it started and ran fine. Since this unit was originally wired with a fifth wire from the tender, the headlight and smoke unit did not work. By running another wire from the 7-15 post of the transformer to the solder stud on the left side of the plug plate, the

headlight and smoke unit immediately came to life! I was, again, mystified that this unit had been scraped as it had so much to offer with all of its special features. With confirmation that all worked well in the locomotive I set about the task of taking the locomotive apart for cleaning, and normal routine maintenance. Since it ran so well, I did not change the brushes but I did give it a good cleaning and lube job. Most AF locomotives date of manufacture was stamped on the inside of the boiler shell-APR 1953 in this one. This further confirmed my earlier conclusion that the excellent condition tender shell included in the parts was likely the mate to the locomotive. The marking and style of type on the tender shell was consistent with the manufacture date period stamped inside the boiler shell. Now all that was needed was a tender chassis and e-unit. Surely, that didn't seem to be a big deal, or so I thought, until I actually began a search in earnest, to find one. Many searches online and various visits to different train shows revealed just how wrong I was. If I found one online, by the time the bidding ended, the winning bid exceeded the total value of the complete locomotive.

The show visits followed almost along the same line as the online venues. Eventually, I was fortunate to bid on a complete tender offered in an online auction where the bids, for some reason, did not soar out of sight. I actually won the auction and happily awaited the arrival of the tender. Once it arrived, I immediately realized that it would need to be completely rewired as someone had taken the four prong plug off and replaced the plug with individual male pins. This is fine unless you get a pin in the wrong hole and, of course, nothing works. One particular miscue with the pins could actually burn up the armature if you aren't careful. I learned this lesson, fortunately not the hard way while learning how to use the test leads when I first received them. I started the job before reading the instructions. I began sticking pins into holes, attaching alligator clips to transformer posts, with no regard or concern as to what was correct or not! When current was applied my immediate reward was a burst of electrical smoke from the field area. Fortunately, I caught that mistake before tragedy resulted in a burned up armature. My advice to all is to read instructions BEFORE you start sticking plugs, pins, wires, or anything else electrical into live current. The last time I checked, the going price for steam engine armatures, if you are lucky enough to find one, is about \$25.00 for a used one and upwards of \$35.00 for a new one. The replacement tender was basically in pretty good condition though, as indicated, the wiring was in need of replacement. Further inspection revealed that the chassis was very dirty and in need of a thorough cleaning. The wheels and coupler link were covered in mildew. There was a light speckling of rust on the edges of the chassis. The e-unit did cycle correctly when placed on a test track. I had anticipated actually making the replacement harness myself however, after assembling four 20 gauge wires into a male plug, the total diameter of the group of wires would not fit into the cutout hole in the tender shell much less the cloth sleeve replacement to the original. While some of the larger chassis used this size wire in their harnesses, the Atlantic used smaller diameter wire than those of other Flyer units. I consulted several parts suppliers lists and found one that offered complete six inch replacement harnesses at a reasonable price. Upon receipt of the order I immediately noticed that the wiring in the replacement harnesses was much smaller than that which I had originally intended to use. I heated the four prong male plug, removed the four original wires I had started with, and, after stripping a small section off of each wire, I reinstalled the smaller wires into each of the plug pins. This worked out to be a much better fit so I would recommend that anyone involved in a similar restoration consider using one of these aftermarket harnesses as they are excellent replacements to the original and even physically look like the originals. As I inspected the e-unit to consider the wiring placement, it became obvious that things were pretty tight on the finger boards regarding attachment of the wires. One of the posts required more than one wire to be attached so reverting back to the smaller diameter wire included in the replacement harness was obviously a better choice for more than just to accommodate the hole in the tender shell. The smaller wires would fit much better, and soldering would be much easier with smaller diameter wiring to deal with.

While the e-unit functioned fine, with all of the wires having been replaced at least once that I knew of, I decided that it would likely be quite a mess to try to utilize the fingers yet another time for yet another wiring replacement. As I had procured several sets of replacement fin-

gers, I decided to start fresh with new finger boards with no previous solder or other flaws to deal with. I have several excellent service manuals one in particular was published in 1979 and was a complete compilation of the original AF dealer service manual supplied to their service centers, along with some addendums by the editors to update later manufactured products. The only slight shortcoming I noticed was that the pictures of the actual tender and locomotive wiring is sometimes so small that it is confusing to determine what wire goes where. I visited the Port Lines Hobby Supplies website

(<http://www.portlines.com>) and found among their excellent online seminars wiring diagrams for every AF locomotive and tender as well as just about everything else Flyer ever built. These drawings as mentioned are excellent and easy to read. It would have been nice if the replacement harness wires had been color coded to make it easier to tell them apart however they were all black (I later found other sources for these harnesses and some suppliers actually do offer them color-coded to make identification easier). An easy way to tell one wire from another is to pull lightly on the wires one at a time and mark the two ends of the wire with masking tape. I did this initially and numbered each of the wires so it would be easy to tell which wire went to each particular pin on the plug. Once that was established I began the task of wiring the harness to the e-unit and the tender trucks. I had planned to solder the wires to the finger boards with the boards unattached to the e-unit however, as God decided that two arms and hands was all we needed, it was very hard to hold the loose finger boards and try to keep the wires in the right place to solder them. This proved especially difficult with more than one wire to solder to the same post. I found that placing the new finger boards in their correct place on the e-unit, and then aligning the wires to their place on the posts eliminated the need for a third hand! I strongly recommend that you cover the area beneath the finger boards so as to not drip hot solder on the drum. The step gear on the side of the drum is made of plastic and it will melt if stray solder hits it. Replacement drums are tough to find and pricey. Another tip that really helped was to use cellophane tape to hold the wires in place so all you needed to do was concentrate on the soldering. It proved to be, even with all of these helpful aids, a tedious undertaking. I tackled the most difficult wires first-those that soldered three wires to one post. By working slowly and patiently I was able to complete this task. I had very little trouble completing the soldering in a satisfactory manner. I attached the drawbar to the locomotive, and pushed the plug into the female panel located on the locomotive. I had previously soldered the fifth wire to the same panel as part of the soldering of the harness to the e-unit.

I placed the locomotive with its new tender on a test track and wired a transformer to the track to see if everything was wired correctly.

I applied current to the track and was very pleased to see the little 302 come to life once again. While I worked the e-unit a few times to make sure it wasn't sticking, the heating element warmed up and soon rich clouds of white smoke billowed out of the smokestack. With the mechanics fully operational, the next thing was to complete the cosmetics on the tender chassis. I removed all of the wheels from the trucks, soaked them in a solution of Simple Green and water and using a stiff bristle tooth brush I scrubbed the wheels and the link coupler to remove the mildew. I used the same toothbrush and solution to clean the underside of the chassis. A fine steel wool pad along with some oil and carefully applied pressure removed all of the light surface rust. I applied a metal polish that doubles as a rust inhibitor to keep the chassis from rusting in the future. I located the four screws that held the tender shell to the chassis and fitted the original shell in place of the one that came with the replacement tender. After attending several shows, I was able to find a mint condition green 651 REA/Baggage car, as well as two equally fine 655 green coaches. My little 302 was now complete and fully operational and once again ready to become master of the rails!

This restoration was never undertaken with the intent that this was to produce a huge economic return should the unit be sold. When the cost of the replacement tender, wiring harness, e-unit finger boards, as well as the labor and time dedicated to the project, are weighed against the actual value of the complete locomotive, I might have broken even at best. Several restorations completed for friends over the



years would never approach the actual value of the restored items as they were in need of many repairs and lots of time and TLC to get them running again. Many of them were their childhood sets and for sentimental reasons the costs were less important than the completed restoration and the joy of once again running and sharing their childhood train with their children. The bottom line in all of these tasks is to see the joy and smile on the face of a youngster as he or she watches in awe as one of these old friends goes smoking by with a load of passengers, or boxcars full of merchandise headed across the country to some imaginary destination. These are things we do in life simply out of love. The love of the hobby, the love of the trains, the love for the youngsters and the great feeling of satisfaction and fulfillment to see those little faces and the wide eyes watching these wonderful toys as they deliver yet another fifty years of play to another whole new generation. It is a great feeling indeed, to give back in some small way to a world that has provided the joy of being a part of such a wonderful hobby as model railroading.

And yes, this little 302 will have another story to tell to a whole new audience of listeners!



## Train Collectors Association™

A 501(c)(3) Corporation

24 April 2013

Mr. Art Tate  
c/o WB&A Chapter, TCA  
6908 Trillium Lane  
Springfield, VA 22152

Dear Art,

On behalf of the Library Committee, the Education and Museum Committee of the National Toy Train Museum and the National Business Office of the Train Collectors Association, please extend to the WB&A Chapter, Eastern Division and their Board of Directors our sincere thank you for their generous donation of \$1,000.00 for the 2012-13 Division/Chapter Appeal and the Eastern Division Challenge Match.

Your donation will be used to fund one or more projects that the Education and Museum, and Library Committees as well as the National Business Office have deemed a priority to advance the mission of the TCA. As noted in our request to you, these are items that cannot be covered by our general operating funds.

The support of our Divisions is so important to the future of TCA. Again, many, many thanks to everyone in the WB&A Chapter, Eastern Division and your Board of Directors for this generous donation.

Sincerely,

John V. Luppino  
Operations Manager

Cc: Ron Morris, Chair, Library & Historical Committee  
Jim Shaner, Chair, Education and Museum Committee  
Carol McGinnis, TCA President

P.O. Box 248, Strasburg, PA 17579-0248 • (717) 687-8623 • Fax (717) 687-0742  
www.traincollectors.org • email: tca-office@traincollectors.org

WB&A Chapter  
presentation of a  
\$1000.00 check to  
the TCA at the  
Spring York Train  
show.



### WB&A Elections are Coming Up! Help Wanted!

There are a number of Officer and Board of Director positions that are available due to terms that are expiring. We need help and are looking for "new blood" in order to keep your "train club" chugging along at full speed. Anyone interested in running for any of the positions listed below, please contact Bob Goodrich at 410-302-8260 or thegoodrichs@verizon.net for more information. A short resume' is all that is required to get the process started. Resume's need to be submitted ASAP for review by your Board and then sent out to the membership by ballot in September.

We need to fill the following positions:

President  
Vice President  
Treasurer  
Secretary  
And 3 Board positions.

The results of the election will be announced on November 2nd.  
Please consider running!!

A sample resume' is shown here:

Jane Doe – Ocean City, MD – TCA 37-266

Train Interests: My husband, John and I collect tinplate trains and enjoy the individuality of the cars and their heritage. Along with the tinplate trains, we also have some other unique trains in our collection.

Current Position: Secretary of the Disneyland Division.

Past Position: BoD of the Atlantis Division; 1937 TCA Atlantis Convention Secretary; and Chair of the Dinner Cruise.

Special Skills: Principal breadwinner in the Doe Family (otherwise we would be broke!) My strong points include organizational, secretarial skills, listening, research along with management of people, billing, training, marketing and communication.

Chapter Goals: To continue to meet and listen to our members with the desire to cultivate the allure of train collecting for our present members. My strong desire continues to be to encourage new members to join so that this wonderful tradition will not die. I would challenge all to bring their children, grandchildren and friends along to the Meets, to York and to the Conventions so that our love of the hobby can be shared. The WB&A Chapter continues to strive to bring new members into the fold and to hold mini-meets so that we, as a Chapter, can come together to meet and to share ideas. I encourage you all to join us. I, along with my other WB&A BoD and officers are anxious to hear about what programs may work and we will continue to work on programs that are working well along with being part of new ideas for the future.

## Charles Bell's Trains

I started building train cars from scrap material which was lying around at Cameron Station. Sometimes I had time on my hands at work and so I picked up the PVC pipes and tiny bits of wood to make the cars. These were the first ones I made. Tension rods were made for under the flatbed base by stretching wire through six holes and putting little boards under the wire to cause it to tighten and bow the base of the flatbed. I made small boards to go across the base to give it a rustic look. They were sold as rolling stock for model railroaders at the Train Station on Pickett St. in Alexandria, Va. Some other people liked them to place on their mantles in their homes.



The emblems on these tanker cars were letterheads and other transfers from the Defense Logistics agency. The wood scraps were glued over the PVC pipes and made into the ladders that scaled the tanker cars. Half-inch copper caps were used for fill domes and copper punch outs were used as aprons under them. The ladders were made of two boards and brad nails. I



purchased the brake wheels, which were really used as pewter wheels for baby buggies in dollhouses. The axle hole in the buggy wheel was just right for a number six finishing nail to act as vertical stand for the wheel. The trucks for these cars were removed from new K-line cars purchased at Mi Design. It was cheaper than buying them from Lionel cars. It was many years later that I started building the Coors tanker cars.

I recycled Coors beer bottles to make the tanker cars. I use the same construction method from the flatbeds for my wooden tankers and the Coors tankers. I first cut the top off the bottle and concave the bottom to use as a fill dome with the Coors bottle cap. I then cut the bottom half of two bottles and glue them together to make the tank. I carefully peel off the Coors label and glue it on the tanker across the glue joint to hide the seal. I take two other Coors bottle caps and glue them to each



end of the tanker. I then glue the bottle to the flatbed and tie it down with zip ties. Friends in Kentucky save me the beer bottles to use for the tanker cars. Soon I had a whole collection, enough for a train layout.



My wife said that my imagination was running wild because I also started making bantam tanks and double tanks on a flatbed from the bottles. I also took the long necks to make tube cars with fill domes. I make depressed flatcars by taking a piece of wood and running it through my joiner, stopping to have a curve



in the bottom of the car, making a place for the trucks to sit. Then I add a flat board between the two truck assemblies to create the depression. I take carter keys to make posts and run wire through it for a handrail for each end. I purchase two bottles of Jack Daniels samplers at the ABC stores. I then glue them onto the depres-

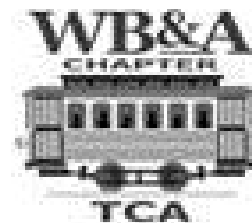


sion. Then I gathered up necklaces chains and run it from the post around the bottles to resemble a chain holding the load on the cars.



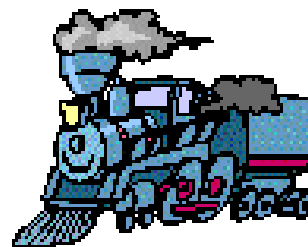
### WIN A \$100 Gift Certificate

Your chapter now owns a trailer that we are using to store and transport our interactive layouts, rolling stock and accessories. We have decided to promote a contest that will award a \$100 gift certificate from Catoctin Mountain Trains and Hobbies to the WB&A member that submits the best logo design for the front, back and sides of the trailer. The trailers dimensions are 10 ft long, 5ft, 7in high and 6 ft wide. The trailer and current WB&A logo are shown below.



We want to include some aspects of the current logo but also include visuals that suggest we are involved in the toy train hobby and visuals of trains. We would also like to include our web site and Facebook contact information. The deadline for design submissions is October 11, 2013. We want to have all the entry's available for viewing at our November 2d Swap Meet. Your Board of Directors will then select the winner.

Submit your entry to Colleen Hall at [memberwba@gmail.com](mailto:memberwba@gmail.com) or 474 Cherokee Run Road, Linden, VA 22642 via hard copy by mail or electronic media.



### Advertise in "The Trolley"

Send a check or money order payable to **WB&A** with your print ready AD to:

Paul Pullen  
WB&A Newsletter Editor  
8120 Candle Ln  
Baltimore, MD 21237-1513

Ad Size	Per Issue	Year
Business Card	20.00	60.00
Quarter Page	30.00	100.00
Half Page	60.00	200.00
Full Page	125.00	400.00



# View from the Observation Car

By George Tsakiris

Railfanning NKP 765 – Lewiston to Gallitzin, Pennsylvania and Back

It's Sunday afternoon of Memorial Day weekend and we are on a long anticipated railfan trip with railhead buddies, Matt Panagos, Justin Krause, and my son Elias. The weather is beautiful and in the 70s. The location is Huntingdon Station a former Pennsy and current Amtrak station on Pennsy's old Middle Division.

We have been tracking NKP 765 using a smart phone app and knew the train would be coming by in the next 20 minutes or so. We stake out our positions for taking photos and videos. We wait patiently. I am crouched down about eight feet from the track. We see the plume of smoke, hear the engine approach, and then see it! The train is highballing around the curve, the ground starts to shake, the roar and rumble of the train increases to thunderous proportions, the whistle blows, the train approaches and goes hurtling by us...just eight feet away. What a rush!!

Over 802,000 pounds of engine and tender, followed by two N&S Heritage Series diesels, Pennsy (as is befitting), and Conrail, pulling 19 passenger cars of various types. 765 is a 2-8-4 Berkshire class "super power" engine built towards the end of the steam era in 1944 by Lima.

Then train is gone. The sounds, vibrations, and smoke recede in the distance and then all is quiet again.

We're not on this train; Monday is our ticket to ride.

We try to catch up to her but only catch glimpses and we meet the train at the station in Lewiston. People are everywhere.

Next day, we arrive at the station early to get a good seat; while we are assigned a car we are not assigned seats. We are in coach class but luck out and our car is an executive coach nicely restored with plush seats and a quiet comfortable ride.

The trip starts, nine hours total including a stopover in Altoona by the Railroaders Museum. What an elegant and civilized way to get somewhere! Going around curves, we see the dome cars behind and the three engines up front; can't miss NKP 765 at the front with a high plume of smoke!

We go around Horseshoe Curve; always magnificent. The train goes through a tunnel at Gallitzin, going slow as we exit the tunnel to make the wide U-turn and head back through a tunnel and back around Horseshoe Curve for our stopover in Altoona. Oh all the people!

People where everywhere; by the sides or roads, front porches, back porches, parking lots, overpasses, near tunnels, on top of hills, on top of rocks, by the sides of roads, and even on boats and kayaks in the rivers! Everyone waving to everyone, the excitement, joy, and pride were everywhere. Many folks visiting and many locals came out; they or their relative or ancestors worked on the Pennsy or its successors. Then it was all over.

Do yourself a favor and Google "NKP 765 Horseshoe Curve" or go look at the numerous videos on You Tube.

Thank you to the Fort Wayne Historical Society (keepers of NKP 765), Norfolk Southern 21st Century Steam Program, National Railway Historical Society, and all the organizations and volunteers that gave much to make this wonderful experience a reality. Literally, hundreds of thousands of people have taken railfanning excursions pulled by this beautiful engine.



NKP 765 Arriving at Lewistown, PA



NKP 765 at Lewistown, PA



NKP 765 at Lewistown Station



Above: On Horseshoe Curve

Below: NKP 765 Tender



Conrail Heritage diesel at Lewiston PA





## Interview of Clem Clement

reprinted with the permission of The IVES Train Society  
[www.ivestrains.org](http://www.ivestrains.org)

**ITS** How did you become interested in train collecting?

**CC** My interest started one unforgettable night. The year was 1941. The place was Woodbury, NJ. My age was four (4). In view of the impending war, the town was mandating nightly black-outs.

My parents had brought home an O gauge Lionel boxed set which included a switcher engine and three passenger cars. That night—though my father was unskilled mechanically—we turned on the lights and tried to assemble the train. Our damaged curtains violated the black-out and brought the local warden to our house. Fortunately Dad was a good talker and knew the warden. This resulted in the warden assembling the train, while Mother repaired the curtains.

My parents—then realizing the train was electrical—decided I was too young to play with electricity. Hence, at the age of four, I had a working set of electric trains, with which I was NOT allowed to play, my parents brought home a wind-up set of Hafner freight trains the next day. I loved those trains, ran them over and over. I remember being happy and the trains being noisy.

Over the next few years, I obtained more toy trains, and played with them with such enthusiasm that the trains became a passion. At age ten (10), I was introduced to standard gauge, acquiring my first such set, and began a lifetime adventure with standard gauge. Although I thought at the time that I was only playing with trains, in hindsight, I was also creating a collection, and more importantly, developing a collector's mentality.

The interest in toy trains continued to grow, but was set aside during high school to pursue other activities. It remained a background interest through college, through the ROTC of the college years and through Air Force Flying School. During my first assignment as a hurricane hunter stationed in Sacramento, CA, TCA found me.

During my three year assignment in Europe my train collecting to move forward because Europe offered a new genre of toy trains (trains manufactured by Marklin, Bing, Basset Locke, Fandor, and others). It was during these years that I truly developed a passion for collecting toy trains.



Photo 1: a portion (about 1/3) of my famous Ives wall.

**ITS** What trains do you collect?

**CC** My collection ranges over the following:

### Standard / Wide Gauge

Although I generally collect all standard gauge, a major focus is Ives wide gauge. One can see the scope of the Ives wide gauge in Figure 1. Though my Ives wall has a few holes, many collectors consider the wall famous.

## Wide Gauge Ives Transition Pieces

Though this is a subset of the previous category, it has become such a passion that it stands alone in my mind.

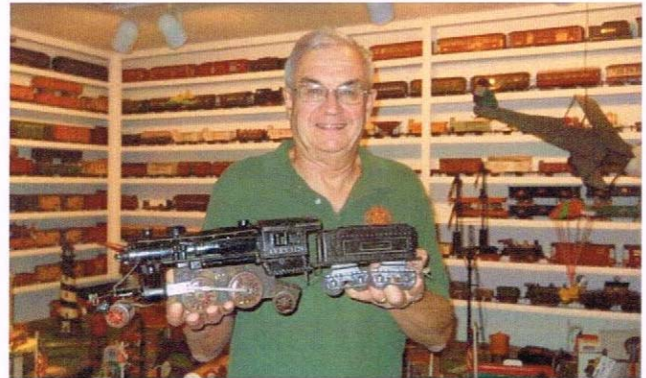


Photo 2: My favorite I gauge-IVES 1129 Steam Engine.

### 1 Gauge

The 1 gauge portion was spawned by the various 1 gauge items available when I was in Europe. Upon returning to the United States, my interest in 1 gauge expanded to include Ives pieces. A picture of my favorite 1 gauge piece appears in Figure 2.

### Shell Tank Cars

I believe that I have the world's largest collection of Shell tank cars. At the start, the collection was directed at a representative piece for each size and each gauge for each manufacturer to help visitors see the various train sizes available. As the collection grew, it matured to include as many varieties of Shell tank cars as findable. The collection at present includes over 500 different pieces.

### Crane Cars

My crane car collection also includes all manufacturers. Although primarily directed at European trains and O or smaller gauges, it is not restricted to such trains. The collection at present includes approximately 75 different pieces.

### Home Made Standard Gauge

I have recently become interested in home made standard gauge. Although this collection is in a growth stage, it is clearly an unusual collection. It illustrates the principle that one should collect as one wishes. It is only important that the collector enjoy the collection. Building home made trains stems from lack of funds, idle talented hands, lack of available trains, family fun, etc.

**ITS** How do Ives trains fit into your overall collection, and what originally attracted you to Ives trains?

**CC** Ives trains are a key part of my collection. Although my standard gauge collection began with Lionel and other non-Ives trains, the TCA Book #2 on Ives attracted my attention to Ives. My first Ives set involved a 3241 engine with a 184 buffet car and a 186 observation car that I traded a military record player for while in Hawaii.

Ives 1 gauge evolved naturally into my collection from the 1 gauge pieces that I acquired while in Europe. My first Ives 1 gauge pieces included a 7849 tank car with type I trucks but later coupler cradle.

The Ives pieces offered such an interesting mix of availability, difficulty of acquisition, and collectability, that I had little difficulty extending both the standard gauge and the 1 gauge collections to include Ives trains. In fact, it was not long before the Ives trains became a significant portion of the collection.

In 1970, the late Buddy Denson of Macon, Georgia introduced me to wide gauge transition pieces. The Ives 199 crane was my first transition piece. The teachings of Buddy Denson and the acquisition of the 199 opened the door to a whole new arena in train collecting as the transition pieces became an important part of my collecting life.

**ITS** What are your favorite Ives pieces? Why do these pieces





stand out?

**CC** The first question is a relatively simple question. My favorites are the transition pieces having Lionel or Flyer bodies from 1928 to 1930. At the top of the list is the previously mentioned 199 crane car. A picture of one of my crane cars appears in Figure 3. In addition, more of my transition pieces are pictured in Greenberg's Guide to IVES TRAINS Volume I (Ref 1).



The second question (Why do these pieces stand out?) requires insight into my conscious/subconscious thinking. On a more casual level, I enjoy the rarity of some of the pieces. In addition, the frequent use of bright colors captures my attention. However, on a more visceral level, I find the collectability of the pieces fascinating. During the transition period of Ives Company ownership, production seems to be of a helter-skelter arrangement. Meaning what they used today to assemble a piece was not what they did tomorrow; thus plenty of room for variations.

**ITS** Which other Ives pieces do you find particularly interesting?

**CC** Another area of significant interest is factory repainting and renumbering—particularly pieces which help us understand the apparent chaos of the 1928-30 transition period. For example, I find 185 repaints instructive, wherein the repainting explains the crinkled paint often seen on such cars.

Of course, in reaching conclusions such as this, it is important that one uses sound logic—such as logic driven by provenance, other documentation, or other facts.

**ITS** Which of your contributions to the hobby do you consider most significant?

**CC** I actively seek methods to contribute to the hobby as a way to pay it back for the joy it has provided me and my family. Although it is clear that the value of such contributions are best measured by others, the following seem to be important based on my present perception.

I have often been a Locomotive Doctor at local meets. I am happiest when I can repair the train of a boy or girl. This offers joy from observing the happiness of the child; in addition, it enhances the young person's interest in the hobby.

I was president of TCA during 2008-2010, and occupied other national leadership roles during the surrounding years. During these years, I worked effectively for the improvement of TCA.

As president of the Eastern Division, I enabled certain restructuring of the division. In addition, I was a member of a group which reorganized WB&A.

I was a writer/editor on ten (10) of Bruce Greenberg's train books.

In addition to the above, I speak whenever feasible to support the hobby. Typical venues include the Lions Club, Cub Scouts, various historical societies, multiple train meets, and other groups of people who express an interest in toy trains.

Finally, I am a member of and have addressed the TCA Standards Committee on matters of substance to the hobby.

**ITS** What contributions have you made to the study of Ives trains?

**CC** I believe that Ives trains offer substantial opportunity for

research, presentation, and publication. The trains have a good mix of availability, difficulty of acquisition, and collectability. I have authored sections of Greenberg's book on Ives Trains. In addition, I have been a frequent presenter at Ives Society meetings. Typical presentations include: 1. Fixen pieces, 2. Re-painted and Re-numbered Ives trains, 3. Certain Ives oddities, and 4. Wide gauge transition pieces. I particularly enjoy making presentations at the Ives Trains Society meetings because the meetings offer an excellent forum for discussion of matters relating to Ives trains.

**8—ITS** What areas of future study do you consider most important to the Ives community?

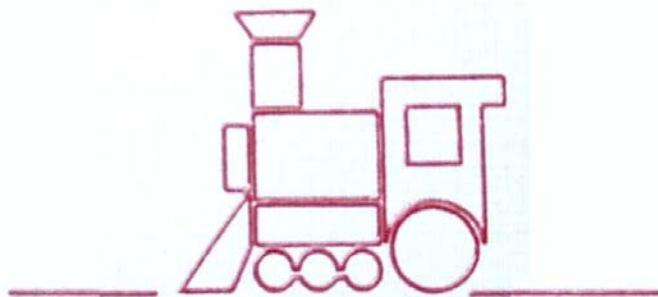
**8—CC** With each increment of understanding, we also learn more about what we do not know. Hence learning becomes a continuous process. I am impressed with the thinking capability of members of the Ives Society. I am impressed with the creditable research techniques, the quality of the presentations at the meetings, and the quality of the Societies two journals—TRACKS and TIES. The presentations and the articles published in the journals are well-thought-out, and continually address new pieces of interest.

In summary, I believe it is important to keep an open mind toward the hobby, be willing to address new pieces and ideas, and most importantly to keep learning.

**ITS** Do you have any closing comments?

**CC** Collecting trains has been a life long adventure for me. It grabbed me as a little boy enthralled with the motion and glitter to an adult wanting more trains and a better understanding of this market. Most importantly are the wonderful friends and acquaintances that I met along the way for which I am who I am. My son Eric says "Dad, most of your adult friends are train collectors." I'm happy with that.

## Catoctin Mountain Trains & Hobbies



LIONEL TRAINS • FINE 0/027 TRAINS FROM MTH

Telephone: 301/271-5491

Fax No.: 301-271-5427

trainspj@aol.com

www.cmtrains.com

PAUL & MARCIA JOHNSON  
3 West Main Street  
Thurmont, MD 21788



## Upcoming Train Shows

Aug. 3, 2013	Virginia Train Collectors, Holiday Inn Monticello, Charlottesville, VA
Aug. 3-4, 2013	Greenberg Show, Timonium, MD
Aug. 10, 2013	Rail Day, Lynchburg, VA
Aug. 18, 2013	SE TCA Summer Meet, Raleigh, NC
Aug. 24-25, 2013	Greenberg Show, Chantilly, VA
Sep. 22, 2013	Autumn Train Meet, Philadelphia, PA
Oct. 16, 2013	TCA Museum Open House
Oct. 17-19, 2013	Eastern Division York Meet
Oct. 26-27, 2013	Great Scale Model Train Show, Timonium, MD
Nov. 2, 2013	WB&A Swap Meet/General Business Meet
Dec. 5, 13—Jan. 1, 14	National Christmas Tree Railroad
Dec. 7-8, 2013	Greenburg Show, Timonium, MD
Dec. 7-8, 2013	24th Annual Train Display, Fairfax Station Museum, Fairfax, VA
Dec. 11-15, 2013	Winter Wonderland Train Show, Manassas Candy Factory, Manassas, VA
Dec. 2013	WB&A Drawing—4-6-2 Ps-4 Steam Passenger Set with Proto-Sound 3.0



### Hope & Dan

Collectors of Old Trains, Toys,  
Diecast Cars, Hollowcast Figures



Hope & Dan Danielson  
13439 Fieldstone Way  
Gainesville, VA 20155  
703 743-2152

[prewar@comcast.net](mailto:prewar@comcast.net)

[postwar@comcast.net](mailto:postwar@comcast.net)



### Boxcar Brian Reilly

Quality Trains and The Truth About Them  
PRE-WAR • POST-WAR • MODERN  
LIONEL • AMERICAN FLYER

10121 Chesney Dr.  
Spotsylvania, VA 22553  
540-834-0160  
[BoxcarBR@verizon.net](mailto:BoxcarBR@verizon.net)



## Look who just joined WB&A!!!

Marcelino Bedolla	Columbia, MD
Herb McKtarian	Annandale, VA
Kevin McCall	Manassas, VA
Don Ayd	Baltimore, MD
Leonard Kleveta	La Plata, Md
James Wright	Columbia, MD
Tim Kirk	Beltsville, MD
Joseph Korczynski	Glen Burnie, MD
John Howser	Annapolis, MD
Larry Lushbaugh	Sharpsburg, MD
Bill Routson	McDaniel, MD
John Gomoljak	Crownsville, MD
Arne Mevrow	Alexandria, VA



Old Photos and film deteriorate, now's the time to transfer all those treasures onto permanent media. Don't wait until it's too late! Why not a DVD with all your movies and pictures?

Weddings  
Birthdays  
Vacations  
Reunions  
Sporting Events  
Graduations

Call or Email  
Glenn MacKinnon  
To discuss the process and get a quote!  
703-927-9843  
[Glen.mackinnon@verizon.net](mailto:Glen.mackinnon@verizon.net)



# Standard Gauge Study Group Report: No. 318E with Bild-A-LoCo motor

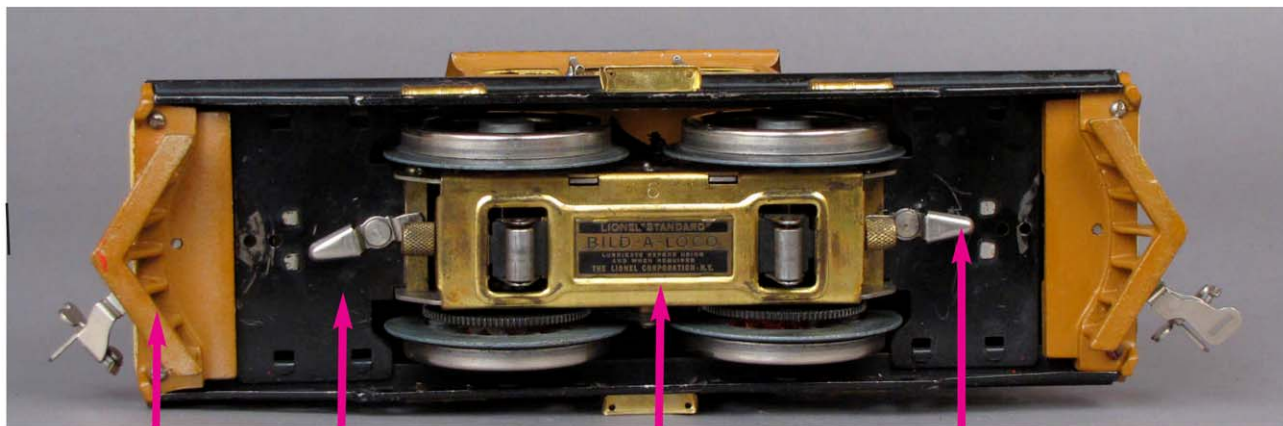
## By Bruce Greenberg



This report is the result of the Standard Gauge Study Group's session on Classic Era Lionel Electrics. In 1924 Lionel introduced the 318 as a new, middle of the line Standard Gauge locomotive, priced between the No. 380 introduced in 1923 and the No. 8 subsequently introduced in 1925. It was offered with the Super Motor. In 1926 Dorfan, a Lionel competitor, introduced a revolutionary, Wide Gauge (compatible with Standard Gauge) locomotive with two important features. The locomotive could be taken apart and reassembled without tools and it had a diecast body which gave it superior traction. In 1928 Lionel responded with the "Bild-A-LoCo" motor which was designed to be disassembled with only a screw driver. The new motor initially powered the super premium priced No. 381U locomotive and the premium priced No.9U.

About 1931 Lionel installed the new Bild-A-LoCo motor in its No. 318 and No. 318E locomotives. The locomotive came with a distinctive two-tone brown paint scheme with matching cars and collectors describe it as "The Baby State Set" since it shared the paint scheme with the top of the line two tone brown 408E with four matching State Cars. The Baby State Set was not offered in the Lionel consumer catalogue with the Bild-A-LoCo motor although it was offered with a conventional Super Motor in Set 342E in 1930 and 1931. The Bild-A-LoCo set was likely sold by a catalogue merchant or a department store chain.

Lionel redesigned the 318/318E frame to accommodate the new motor. The following photographs show the interesting details.



Specially painted brown pilot

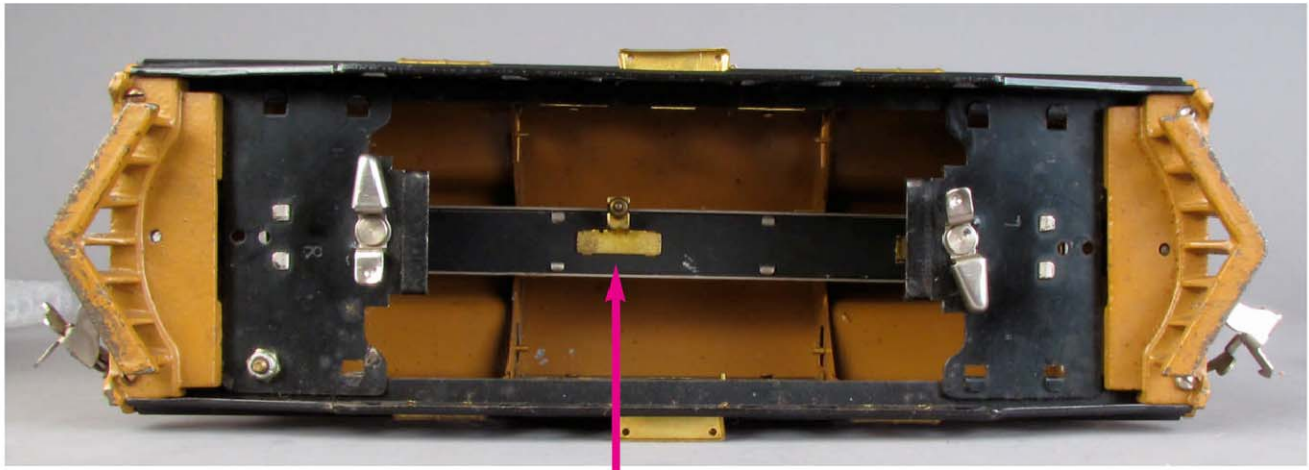
Frame redesigned to accept Bild-A-LoCo

"Bild-A-LoCo" plate on the removable pickup assembly

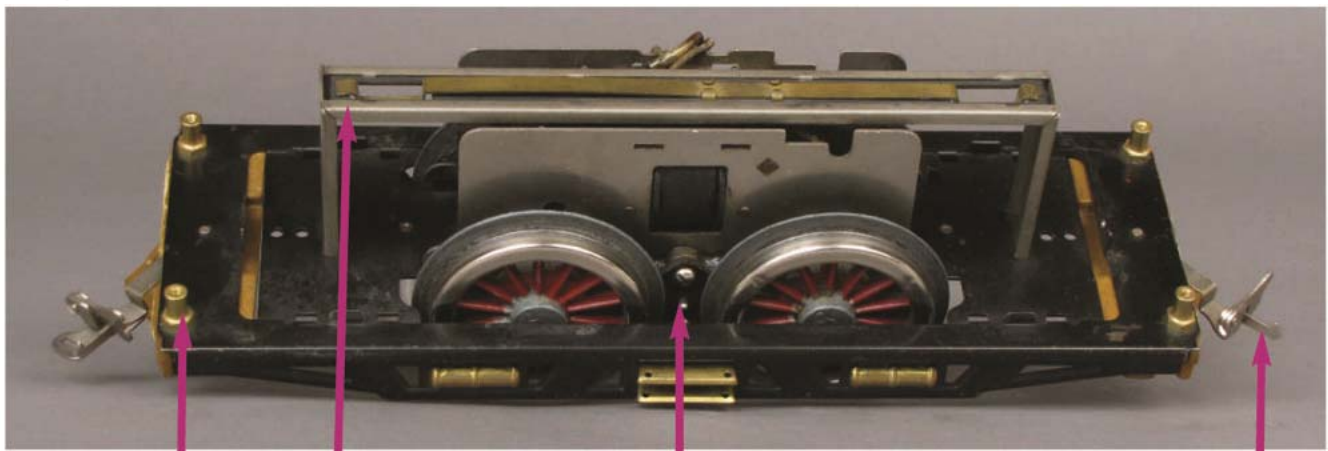
Clamp that holds the motor in the frame







Special spring loaded power connection for the headlights to connect to the special frame shown in the photograph below.. Lionel used another spring loaded connector to carry current from the pickup assembly to the motor

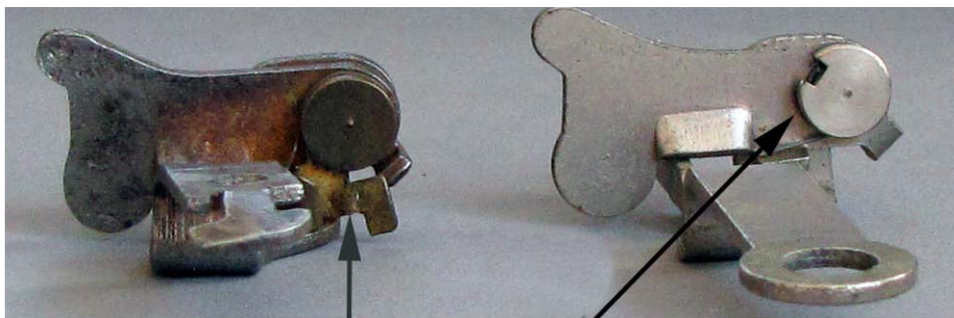


Four brass flag holders

Special frame to make contact with the light bulb sockets at each end

Fiber cover over gear cluster. Earlier 318 /318E had a steel cover.

Type 3 latch coupler with spring loaded latch; details below.



Left: Type 2 latch coupler, circa 1927-28 with a small brass retainer to hold the spring. Often the brass retainer bent and the spring tension was lost. Right: Type 3 latch coupler c. 1929-1942 with a notch in the rivet to hold the spring. This was a successful design and was used on the 318E shown above.



#### National Toy Train Museum Unveils New Logo

The economic downturn has inspired many people to return to simpler times. The Museum has a similar mindset. The Museum's intricate and difficult to reproduce logo that has served for so many years is gradually being retired. In its place is a new logo that showcases the entrance to the Museum. It also pays tribute to the history of TCA by using the "Ward Kimball Locomotive" found on the weathervane at the top of the Museum's cupola.

You will begin to see this logo over the summer as store products come up for reorder and in Museum advertising. It has also been placed on the Museum's website.

## Steam Into History Update



In our last issue, we reprinted an article about Steam Into History. Here, courtesy of a co-worker of mine, Shannon Marshall, we find her dog, Mabel checking out the running steam locomotive on a trail behind their property.

### ***WB&A Board of Directors Business Meeting***

When: Saturday, Sep. 7, 2013  
Where: To Be Announced  
(Contact a member of the  
BoD for information.)  
Time: 10:00 a.m.

Come and join the WB&A Board of Directors

Agenda: Officer reports, Eastern  
Division report, upcoming  
Events, open discussion.



MTH Lionel Ross Athearn Walthers Floquil Woodland Scenes Plastruct

### **ENGINE HOUSE HOBBIES**

enginehousehobbies.net

Trains and more serving your creative needs

A Releasing Your Unlimited Creativity Application

301-590-0816

1-A East Diamond Ave

ken@enginehousehobbies.net

Gaithersburg, MD 20877

REPAIRS

PARTS



Robbie Schroeder

301-843-8769

WB&A 1734

12824 MEADOWBROOK LA.

Waldorf, MD 20601

NOW SELLING ALFRA ENGINEERING PARTS  
NO LIST YET STILL ORGANIZING CALL WITH NEEDS  
10% DISCOUNT TO WB&A MEMBERS

Allen E. Crotts  
TCA 95-41208



Pre-war  
Post-war

### **AL'S TOY TRAIN SERVICE**

Specializing in  
Lionel & American Flyer  
O,S and Standard Gauge  
Call for an appointment

WB&A 1219  
VTC 98-1031

Falls Church, VA  
703-536-7657

### **Lionel Trains**

Don Borneman



6309 Dewey Dr.  
Columbia, MD 21044

410-730-1798  
hotsho2go@aol.com



# **Annapolis Armory Train Meet Report March 9, 2013**

**Glenn MacKinnon**

This is the 7th year the WB&A Chapter has held this show since 2006. Snowmeggedon in 2010 forced us to cancel the show that year. Participation of table holders and attendance levels has varied over the years. We are pleased to report that this year we broke all records for table holders (the facility was sold out) and total attendance exceeded 1000!

A combination of things came together in perfect sequence to make this show a great event for train lovers, children, their parents and the many TCA table holders. As always, a great deal of planning goes into an event of this size. With the support, hard work, and perseverance of Bruce Greenberg, a press release for the event and accompanying article were in the Saturday, March 9th Edition of the Capital Gazette on the front page. Thank you so much Bruce!

The planning for this event started almost immediately after the conclusion of the 2012 Meet. Led by Art Tate, the meet chairman and WB&A president, notices were placed in the major toy train publications as well as the TCA Headquarters News. Table holder notices were mailed. Notices were placed in the WB&A Newsletter, "The Trolley." Our web site was kept up to date with information. Finally, a plan for setup, the day of activities and subsequent take down of the meet was ready to go when we descended on the Armory Friday morning, March 8th.

Friday morning, the day before the meet was the first time we used our new enclosed trailer to transport the Chapter's interactive layouts and all supporting equipment to a show. Unloading of the gear went quickly and without a hitch.



The Four Amigos

We did have some wiring issues with our rebuilt, courtesy of Alan Crotts, American Flyer transformers but once Alan was on site Saturday morning the problem was quickly fixed and the layouts were up and running when the doors opened at 9 AM. Alan also was the meet "Train Doctor." He was kept busy troubleshooting and repairing a wide variety of engines and other rolling stock in need of a little TLC. Alan volunteers to help every year and his support to the WB&A and the toy train hobby is as always greatly appreciated.

On Saturday morning, when the doors opened to let the table holders and helpers into the hall to set up, they were greeted with complementary hot coffee and boxes filled with donuts the size of small Frisbees! These goodies helped take the chill out of the air and get everyone ready for what was to be a memorable day.

When the doors opened, everyone was ready and we

weren't disappointed when almost immediately, the crowd began arriving. There was a steady stream of attendees until around 1PM. By 12 noon, there was little room to move around the hall and nobody was leaving. The isles were packed with buyers and the interactive layouts were getting a real workout.



Colleen and Mary worked hard at the admissions table

Tom Salen and his son Stephen worked all day to keep the layouts working. Demand was high for Thomas the Tank Engine and his friendly rolling stock, so many equipment changes were made during the day.



Tom Salen working on the railroad

Dan and Hope Danielson generously brought their grandson's entire collection of Thomas the Tank Engine wooden toys, track, and accessories for the children to play with while their parents shopped for goodies or just stood and watched.



Playtime at the Thomas Table

At the end of the day, it was obvious the meet had been a great success. One of our major objectives was to create a family friendly atmosphere and expose young children to the joy of toy trains. 330 children (under 12 years of age) came through



the doors and they all had fun. The only time any tears were shed was when the parents decided to leave.

Bruce Greenberg, ably assisted by Clem Clement, conducted a well-received seminar on Lionel Classic period steam locomotives. The study group documented changes in production of these fine locos and Bruce showed the reasons for these improvements. By the number of questions from those in attendance, the presentation was a success. Lionel created a motor in kit form to compete with Dorfan's locos and improved their own motor's pulling power as Lionel's trains were built larger and heavier. A better design of the armature lead to space for more plates on the motor's field. Examples of the engines and the samples of motor design changes were part of the talk.



Last but not least, Bob Ferguson, manned the membership table all day. During the meet we had six new members join the Chapter and 30 membership renewals. He also sold 41 drawing tickets for the MTH Premier Set 20-3463-1, Southern 4-6-2 Ps-4 Steamer with four matching passenger cars and matching freight caboose (drawing to be held in December).



Many thanks to everyone that made the meet a success including: Art Tate-Meet Chairman, Dan and Hope Danielson, Bob Ferguson, Glenn MacKinnon, Tom and Stephen Salen, Colleen Hall, Mary and Pete Jackson, Alan Crofts (Train Doctor), Dave Eadie, Bob Heine, Bruce Greenberg, Clem Clement, Bill and Kathy Potterton, and Bob Goodrich. Finally, a special thanks to Robbie Schroeder for changing his schedule and giving the meet a legitimate parts dealer.

This show was a great kick off to the New Year for the Chapter. Excellent planning, execution and our family oriented approach to the meet paid off with record attendance, happy table holders and a great day for toy train aficionados and their families.

Note: See the Gazette Newspaper coverage on the back page of the newsletter!

## So What Is In This Box?

By Clem Clement

Some time ago, Polly Wilson arrived at the closing moments of a church white elephant sale and a lovely wooden box with flowers on the top was still there and cried out for her: "Nobody loves me." She asked about it and they said no one wanted it. They said \$.25 would cover the cost and she brought her treasure home. Her granddaughter wanted to play with the toys inside, but Polly was afraid to let her as the trains might be valuable. She brought the treasure box to the Annapolis train meet in hopes she could find someone knowledgeable...

Polly was so thrilled to find someone who knew what her toys were. That someone was Clem Clement, Past President of TCA, and connoisseur of the old and worn.



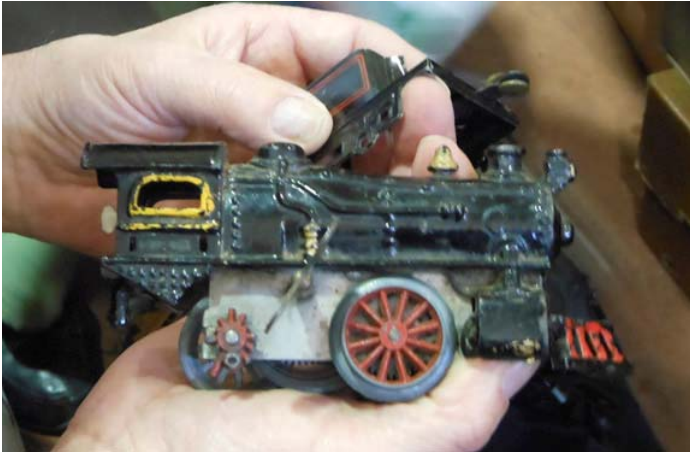
The wooden box was about 16" x 9" x 6" inches. It was probably a sewing box or maybe a high school shop project. It had dovetailed corners so it was not modern. In it were 2 locomotives, one Karl Bub/Bing tender (Carol McGinnis confirmed the image of where the Bing logo had been on the die when Bing owned the die; which was still visible on the bottom); 2 cars; some track and switches. Most of the track was AF windup and formed a complete loop. There was a stray piece of track or two, and I explained how they may have gotten there. A buddy brought his trains over and left the pieces: a piece was found in a neighbor's trash (Don't ask me how I know about that procurement method called "Dumpster Diving"); all that was left from another train set; etc.



The 2 cars were Joy Line # 357 passenger cars. One was over-mopped\* in tan. One loco was a tired Joy Line 102 circa 1930-1931 with a windup motor crammed inside the casting. The gears were out of their pilot holes and the motor frame was squished. The cast iron was fine, and there was no tender. The other loco was an American Flyer 120 Type IV (D) circa 1925-1932 with a good cow catcher. I wound it up just a little and it tried to run, so the latch and spring were ok. It was the 3 wheel



variety, and I offered to find the forth wheel for her. She was thrilled. The Bub tender (Circa 1933-35) needs a wheel and 2 axles which I will try and hunt those up so it can do its duty behind the AF 120.



Polly's hubby is 91 and he asked that she help get rid of his collections. I gave her some advice and an auctioneer's contact number. We had a lovely 1 hour chat about her findings and their history and collecting in general. Soon hopefully, her 6 year old granddaughter will get to play with the trains.

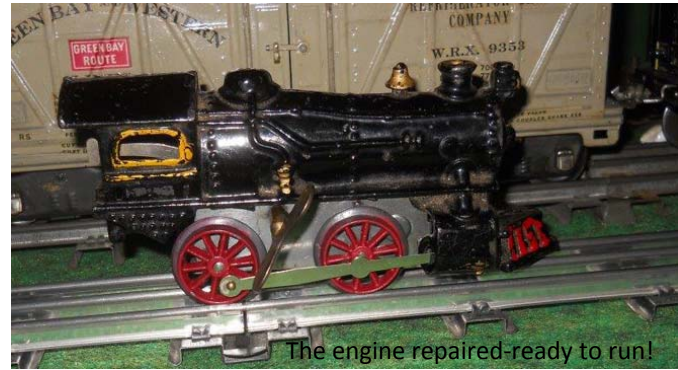
I hope I can resurrect the little unwanted-now found AF 120 into a place in the family's heart. (It is back home running.)

\*Per Clem's Concise Dictionary of Real Clear Terms (TM) Repainted infers there was some effort to it and maybe even spray rather than a brush.

—Mopped means they painted it with a mop

—Over-mopped is worsor.

—The worstest is when they paint it with a rake or plow as in "Did yer paint that thing with yer plow?"



The engine repaired-ready to run!

### Scenes from the June 2nd Swap Meet





# MARK YOUR CALENDARS

## Semi-Annual WB&A Swap/Business Meet

Saturday, Nov. 2, 2013  
St. James Ev. Lutheran Church  
8 W. Overlea Ave.  
Overlea, MD 21206  
410-668-0158



- WB&A Members Only.
- Free table space (1/2 table, first come, first serve) to display, sell, and swap trains.
- No admission charge.
- Operating layout (O gauge) so you can run stuff.
- Telling of stories is permitted.
- Free Parking.
- The WB&A will be serving donuts, coffee and bagels free of charge.
- Light lunch.
- For Information, contact Bob Goodrich (410) 302-8260 (thegoodrichs@verizon.net).
- Door prize given to a WB&A member MTH Pennsylvania Speeder.
- Election Results.



• **ANNAPOLIS TRAIN SHOW** — All aboard for the Annapolis Train Show, which will be held from 9 a.m. to 2 p.m. Saturday at the National Guard Armory, 18 Willow St., Annapolis.

Children can be engineers and adults can imagine themselves at the throttle at the show, which includes a layout with three engines running simultaneously.

There also will be trains for sale, train repairs and parts, a train doctor, door prizes and free train appraisals.

Admission is \$5, but children with adults, Boy Scouts in uniform and active military will be admitted free.

For more information, call 410-766-9100 or visit [www.wbachapter.org](http://www.wbachapter.org).

## Family

22



## KIDS (AND KIDS AT HEART), START YOUR ENGINES

All aboard for the Annapolis Train Show, which will be held from 9 a.m. to 2 p.m. Saturday at the National Guard Armory, 18 Willow St., Annapolis.

Children can be engineers and adults can imagine themselves at the throttle at the show, which includes a layout with three engines running simultaneously.

There also will be trains for sale, train repairs and parts, a train doctor, door prizes and free train appraisals.

Admission is \$5, but children with adults, Boy Scouts in uniform and active military will be admitted free.

For more information, call 410-766-9100 or visit [www.wbachapter.org](http://www.wbachapter.org).

Tom Salen and his son, Stephen, repair an engine and then watch it run successfully at a previous Annapolis Train Show. This year's show will be held from 9 a.m. to 2 p.m. Saturday at the National Guard Armory, 18 Willow St.

Courtesy photo

Reprinted from The Capital Gazette, Saturday, March 9, 2013