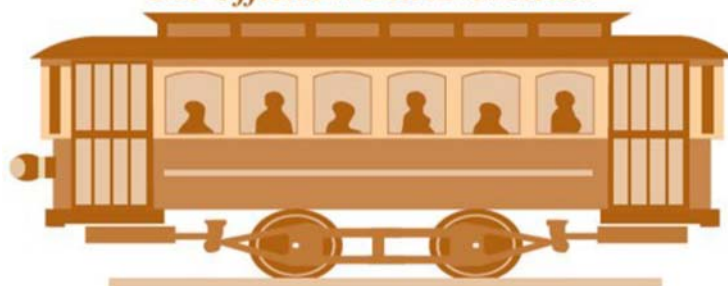


*“The Trolley”*  
The Official WB&A Newsletter



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

# Vol. 15 No. 4

Oct.-Dec. 2014

Editor - Paul Pullen

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

## WB&A Board of Directors

### Officers:

President: Colleen Hall

Vice Pres: Tom Salen

Treasurer: Glenn MacKinnon

Secretary: Nada Boswell

Past President: Art Tate

### Directors:

John Buxton

David Eadie

Robert Goodrich

Robert Heine

Mary Jackson

Arnold (Arne) Meyrow

### Eastern Division Representative:

Dan Danielson

### Key Contacts:

**President:** Phone: 540.622.2258

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E-Mail: [WBA.boswell@gmail.com](mailto:WBA.boswell@gmail.com)

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

**Train Shows:** Phone: 540.622.2258

## From the President's Desk

Dear All,

The summer has come and gone and we are ready to send out ballots for three of the six positions for the WB&A Board of Directors. I encourage you to review the resumes of those running and to vote and to attend the semi-annual business/swap meet on November 1 where we will count and announce the winners.

The Vienna train show that is chaired by Dan Danielson and David Eadie was on Saturday, September 13 and I hope you were able to attend and had a good day. I, for one, got to say hello to a number of our members and we had a handful sign-up as members. Dan and Dave said now that this show is done, they're gearing up for next year's show, be one of the first to sign up for a table! More information to follow on the 2015 Show!!!!

As I mentioned I have been working with the VTC on a show to be held in Fredericksburg, VA and I am pleased to announce that the show will be held on May 9, 2015 at the Eagles Lodge in Fredericksburg, VA. The Eagles Lodge is located at 21 Cool Spring Road, Fredericksburg, VA 22405 and we are calling it "NORTH meets SOUTH." I hope you will get a table and/or attend the show, please mark your calendar and help us spread the news. Feel free to send me an email if you'd be interested in a table memberwba@gmail.com, it's never too early to do so.

I am very proud of this joint show and working with the VTC and my counterpart Russell Youens. NORTH meets SOUTH is the partnering between the two train clubs, to me, this is what it is all about, the sharing of the hobby and the promoting of it to the public. I like to thank the VTC and my fellow BoD for their willingness to support Russell and I in putting together this show and we look forward to it being an annual event (who knows, maybe a two-day train show in the future..., dear I be so bold to think "outside the box?").

As at the time of this writing, we are still working on a date for the Annapolis Armory show. My weekly eblasts will contain information as it becomes available and it will also be posted to our website and our Facebook page (I hope you have visited both websites).

As a reminder, the Trolley is being sent electronically to the membership and we hope you are enjoying it now that it comes to you instantaneously and has some color to it. For those members who still have not provided us with an email <Cont'd on Page 2>

<i>In This Issue</i>	<i>Page</i>
President's Message	1
Treasurer's Report	2
Secretary's Report	3
Historian's Corner	3
Membership Moments	4
View from the Observation Car	6
WB&A Elections Coming Up	7
Chesapeake & Allegheny Steam Preservation Society	8
Who is this person	9
Pre-War O Gauge Study Group	9
Upcoming Train Shows	10
A Real Train	11
Thoughts on Model Trains and Christmas	11
National Road to Cumberland...	13
The Train Collection Interview	15
Vienna Firehouse Show	16
Western Maryland Scenic Trip	17



# Treasurer's Report as of Dec. , 2014

By Glenn MacKinnon

A very busy and fun summer is coming to a close. Our Vienna Firehouse show was a big success in spite of inclement weather. Hats off to Dave Eadie and Dan Danielson for putting on another great event. Thanks to the many WB&A members for attending and helping to make the show a success.

I recently purchased one of Lionel's new Lion Chief + engines, a B&O 4-6-2 Pacific. It's a great next generation edition of remote control for engines. No wires to connect, nothing to program, just put it on the track, turn on the power and away it goes. I'm reminded of flying remote control model airplanes without the worry of landing, taking off or crashing. This new technology is perfect for young children. A simple handheld controller controls forward, reverse, the whistle, horn and uncoupling. Just set the transformer power low enough to keep the engine from jumping the track and uninterrupted fun begins. A very good smoke unit completes the package.

How many of you know what NARCOA stands for? It's the North American Railcar Operators Association ([www.narcoa.org](http://www.narcoa.org)). I had the opportunity to find out in August when John Zampino (WB&A Member) invited me to ride along in his Missouri Pacific Lines maintenance of way speeder. (Photos on page 17.) It was a great adventure. We travelled up and down the South Branch Valley Railroad in West Virginia and the Western Maryland Scenic Rail Road along with approximately 30 other speeders. It was a wonderful experience that provided a unique way to view the countryside, meet interesting and friendly people as well as ride the WMRR turntable at Frostburg and get a firsthand look at the Western Maryland yards and maintenance shops near Cumberland.

The Chapter's financial activities for January-September 14, 2014 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](mailto:glen.mackinnon@verizon.net).

Check Book Balance—Jan. 1, 2014      \$30,883.52  
Check Book Balance—Sep. 15, 2014    \$29,053.89

### Significant Activities Jan. 1, 2014 - Sept. 15, 2014

	Expenses	Revenue
MD Armory Mar 2014 Meet	2952	3212
Vienna, VA 2014 Meet	1151	1742
Membership Dues 2014	278	3948
Membership Dues 2015		414
Newsletter 2014	1482	340
Kids Korner	697	484
Door Prizes for Swap Meet	199	
Train Set for Drawing	846	1094
WB&A Layouts	73	
WB&A Trailer	45	
Web Site	1040	
Baltimore Streetcar Museum	610	
Mini Meet	348	
Lantry Project	960	
Miscellaneous Expenses	463	



# 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 Jan. 2015 TROLLEY  
Dec. 10, 2014**

<President's Message Cont'd> we encourage you to do so as you are missing out on timely notifications and getting the Trolley right to your "in box." For those who do not have an email, you are still receiving your issue of the Trolley (in black and white) by U.S. mail.

As a continued reminder, I invite you all to send us your comments/suggestions. Also, if you find yourself with a bit of free time, we can always use a hand or two with things like working on the layouts used at events, looking for new locations for meets, chairing a meet, taking photos at events, etc. Let it not be said that this Club is ran by the BoD, it takes us all to make it run like a well-oiled train, it takes us all to make it a Club we want to be part of, it takes us all to partake in events to make it doable and it takes communication to make it a better Club and one you want to continue to be part of.

Respectfully submitted,  
Colleen A. Hall  
President of the WB&A



**Secretary's Report**  
WB&A Board of Director's Meeting  
Saturday, May 17, 2014

Frazier's Restaurant, Baltimore, MD  
Meeting Start Time: 1:30 p.m.  
Meeting End Time: 3:00 p.m.

Present:

Colleen Hall, Tom Salen, Glenn MacKinnon, David Eadie, Bob Goodrich, John Buxton, Bob Heine, Art Tate, Nada Boswell and guest Bob Ferguson.  
Colleen called the meeting to order.

**OLD BUSINESS**

Secretary's Report The January 25, 2014 Minutes were distributed and read. There was a motion to accept the minutes made by Tom which was seconded by John and was voted to be unanimously accepted.

Treasurer's Report was given by Glenn (see attached May 17, 2014 Report). Line items in the report were discussed as to recurring and non recurring costs to maintain healthy balances in the account. Attendance was down at the Annapolis meet so income was lower. Eastern had reimbursed WB&A for Kids Korner at York for 2013 expenses. A motion was made by Bob H. and seconded by Tom to accept the report and was voted unanimously to be accepted.

Membership Report was given by Dave. 4 members paid at York. There were 300 new TCA members that were sent invites for fee admission to Annapolis, 7 people joined. Suggest we do again for the Vienna show. 4 members paid dues at York and over \$400 in raffle tickets was sold. So far 200 have paid 2014 dues, 120 have not and 30 of those have not paid 2013. Dave will contact those 30 members to either get the dues up to date or we will have to drop them. Of the 200 paid, 110 paid last year partially as a result of the \$100 gift certificate drawing. Also noted that in prior years, 60-70 have paid current at fall mini meet, York or Vienna.

Between 1/2013 and 3/2014 TCA lost 4,100 members but WB&A only lost 8.

This year the drawing will be that any member that pays their 2015 dues by 12/31/14 will be entered into the drawing for a \$100 train store gift certificate.

Also decided that if a member brings in a new member this year, the new members dues payment will cover the remaining months of 2014 and all of 2015. The existing member will not have to pay 2015 dues.

Eastern Division Report was given by Bob Ferguson as Dan Danielson could not attend. A lot of money has been spent on lawsuits including Red Click thus straining the budget some. Many were not happy with the \$15.00 increase in dues but the Eastern Board felt it was necessary, however they also realize that cuts must be made to the Museum and Library funding.

Computer upgrades are also badly needed which will cause additional budget issues.

**NEW BUSINESS**

BSM Recap – turned out to be a great day with good weather and about 50 members and guests attending. 2 people expressed interest in joining WB&A with others possible. The museum also got some interest in joining them. The staff at the museum (all volunteers) were extremely friendly and knowledgeable. Several different trolleys were used for rides enjoyed by everyone with our own board member John Buxton at the controls as he has been a member of the museum since 1966. A donation of \$500 was made to the museum for use of the facilities and trolley rides. John and Colleen will send a Thank You letter to the museum and we all thanked John for setting up the entire event.

Table holders indicated they had done well for the day also. Glenn uploaded pictures to Facebook throughout the day and more pictures taken by museum staff and members will be added to Facebook and our website.

We will explore ways to partner with the museum to promote as a cross hobby interest.

John Buxton will set up a tentative date to do again next year – same day as the Preakness is run at Pimlico.

The inside of the trolleys have period advertisements mounted, it was suggested the WB&A work on

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**Historian's Corner**

50 years ago, in June, 1964, TCA celebrates with their 10th convention in Chicago. It's slogan was the "Torrid Terrific Titillating Tenth" It was described as a truly "East meets West" as both halves of the country came together.

TCA President was Hal Carstens, out of Ramsey, New Jersey. His words of wisdom to TCA included "Those who get the most out of their TCA membership are those who contribute just a little bit more than their share."

How well do these words still ring true today! TCA has come a long way in the following years. In 1964 there were 7 divisions. In July, 1964 there was only one chapter known as Lakes Cities Chapter of Eastern Division and Eastern Division was holding their bi-annual meets in Hershey, Pennsylvania.

TCA membership had exceeded 1000, and President Carstens notes that this made it difficult for any collector to know every other collector. With our numbers today at over 26,000 how many TCA members do you know?

Train Collectors Quarterly, April, 1964, Vol. 10  
No. 2

Respectfully submitted,  
Carol Redman McGinnis  
WB&A Historian

**Secretary's Report Cont'd** creating some signs to post. John will find out the size and Bob Heine will work on some art ideas.

#### **Electronic Distribution of The Trolley**

Glenn, Nada & Dave discussed the change in distribution. Glenn had about 100 printed copies made to mail to those without email and those that requested a hard copy initially. About 30 emails bounced back and we were able to get all but 2 of those corrected. There was very little pushback from members so this major cost savings appears to be agreeable to the members. We will still have to print 100 to be able to have the printer give us the best price but 75 or so will be mailed and the extras can be taken to York or other meets as handouts to prospective members.

VTC dates needed to be selected to coordinate with Russell of VTC. Dates selected were 1/31/15 or 2/7/15, Colleen will contact Russell and see if we can find a mutually agreeable date for a meet in the Fredericksburg area. The plan is to split the rental fee of the Eagles Lodge with the VTC. Each club will get 50% of the tables (free to the club) for them to sell and each club will receive 50% of the door proceeds.

#### **Annapolis Meet**

Art Tate is not certain he will be able to continue to chair the Annapolis meet but will make a decision in the next month or two. Friday set up has been the major difficulty as it is hard to get people to come out Friday evening to do the work. Art would continue to assist should he decide not to chair the event but a new person(s) would need to take the lead. No one on the board is interested in chairing the event as none live in the Annapolis area however John Buxton, Bob Goodrich and Bob Heine indicated they would assist if possible.

#### **How to Sessions**

Glenn is willing to hold a session us how to use the Facebook app on a smart phone or tablet as he has been posting photos to Facebook at recent events.

The BoD feels we all need to learn more about these technologies and may have to hire someone to give sessions on them. It was suggested we ask Arne if he knows someone that could do this for us. The budget would be up to \$75 per hour for up to 4 hours.

#### **York Membership Table**

Bob Heine suggested that we should consider setting up a membership table in the Orange Hall entrance area on Thursday and Friday evenings from 5:30 until 7:00. This would be after the member halls have closed but the Orange Hall is still open. He suggested we might be able to work with the new group from Upstate New York to do this. He will find out if Eastern Division will allow us to set up the table. In this case we may cut down the hours at the Silver Hall.

Dave will continue to send out letters to new TCA members, that has produced some new members and will include table hours and locations at York once they have been finalized.

#### **WB&A Trailer**

Insurance and registration are up to date. Art will continue to keep the trailer at his home for now. The trailer and contents continue to be a problem as each time the layouts are used much work needs to be done to get them to operate properly. John suggested it would be best if we could find a location to set them up for a month so they could be worked on maybe once a week, however it is difficult to find a location to do so.

Glenn suggested that we try to use it one more time (Vienna) and then wait until it is decided if the Annapolis Meet will be held. If not options are to sell it, continue to repair it or offer it for members to use.

Further discussion of this will be included in the upcoming June General Business Meeting.

The meeting was adjourned at 3:00 pm.

## ***Membership Moments by David Eadie***

We just completed our second annual Virginia Train Show at the Vienna Firehouse and many of you took advantage of paying your 2014 dues and prepaying your 2015 chapter dues. By doing so, these members are entered into a drawing for a \$100 gift card (see below). For those who have not renewed your 2014 membership, now is the time to do so, in order to continue receiving this newsletter and all of the benefits we provide you.

If you can not remember whether you paid or not, pull out your plastic WB&A membership card. It should have an orange "14" sticker on it. If you only see "13" or something earlier, and wish to remain a member please send in your dues. You can find a renewal form in this newsletter. We will have two more events this year, the York meet in October, and the Baltimore business swap meet November 1st, to pay your 2014 dues. We are located in the Silver Hall at York. Hope to see you at these fun filled events.

We are again offering to our club members, a chance to win a drawing for a \$100 gift certificate to a local train store. If you pay your 2015 dues by December 31st this year, you will be entered into a drawing for a \$ 100 gift certificate. Additionally, for any WB&A member who signs up a new member, we will forego their 2015 dues payment. At the Vienna Toy Train Show, 20 members pre-paid their 2015 dues !!

As we did for the Annapolis Show in March we sent out invitations to new TCA members (2013 - 2014) in our geographic area offering them free admission to the Vienna Train Show as an introduction to the WB&A chapter. We are glad many attended and as a result, we had four new TCA members join the WB&A. We thank these new members and hope you continue to enjoy our club's offerings.

Thank you in advance.

**WB&A 2014/2015 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 P47 Blue Comet Steam Passenger  
Set w/Proto-Sound 3.0**



Product Line: Premier

Roadname: Jersey Central



Shipping Date: Delivered Nov. 2013

4-6-2 P47 Blue Comet Steam Passenger Set w/Proto-Sound 3.0 - Jersey Central

Set Features: Jersey Central 4-6-2 P47 Steam Engine (Cab # 833), (1) Baggage Car (), (2) 70'  
Heavyweight Madison Coach Car (), (1) 70' Heavyweight Madison Observation Car ()

Product Number: 20-3460-1

First appeared in: 2011 Volume 2

***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.***



## ***View from the Observation Car*** ***By George Tsakiris***

### ***The Allegheny Portage Railroad***

Altoona is the location of the Railroaders Museum and Horseshoe Curve. But there is also a little rail-roading gem nearby that is worth a visit, the Allegheny Portage Railroad.

The National Park Service maintains remnants of the Allegheny Portage Railroad, the nearest part being about 20 minutes from Altoona. Before Horseshoe Curve and the advent of one continuous railroad line, transporting goods between the port of Philadelphia to Pittsburgh and beyond took about a month. The state started construction of the Pennsylvania Main Line Canal in 1826 to lessen the time for transporting goods. The problem encountered was how to get water to locks high in the Allegheny Mountains. The ingenious and unusual answer was to build a railroad that used a series of ten (steep) incline planes at intervals.

Goods were transported by special canal barges to the foot of the Alleghenies (Johnstown on one end, Hollidaysburg on the other). The barges were disassembled (think modular), mounted to rail cars. On flat sections of the railroad, regular steam engines were used to move the cars. When coming to the incline planes railcars were connected to a long rope pulley system to move them up or down the incline.

The power for this came from elaborate steam engine houses, one for each of the ten inclines. The engine houses used steam engines via gear and pulley system. Braking was accomplished by way of a water brake system. In later years the ropes, subject to breaking and causing accidents, were replaced by cables.

After going through the ten incline planes and thus over the Allegheny Mountains, the barge was reassembled and back on the canal to its destination. This system, in operation starting 1834, cut down transportation of goods from the eastern to the western part of Pennsylvania from a month to five days! However, by 1854 Horseshoe Curve came into operation providing the solution for one continuous railroad line through the state. This made the Allegheny Portage Railroad obsolete and it soon closed.

Here are some interesting facts about this railroad. Going to the Allegheny Portage Railroad Historical Site, maintained by the National Park Service, you will see a reproduction of an engine house built over original artifacts. There are original tracks, these tracks don't use ties! A short hike from the engine house is the famous skewed arch bridge where the tunnel was

straight but the road overpass is skewed. The first railroad tunnel in the US (not the skewed arch) was built for the Allegheny Portage Railroad and is still in fine shape. The cables used to replace the original hemp rope were made by John Roebling, later of Brooklyn Bridge fame.

So, come visit this tastefully presented and interesting national park which highlights the drive and ingenuity of a young America.



**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 Glenn Mackinnon at glenn.mackinnon@verizon.net or Nada Boswell at wba.boswell@gmail.com 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:  
3 Board positions.

Eastern Division Representative.

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 tinsplate trains and enjoy the individuality of the cars and their heritage. Along with the tinsplate 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.



**Do you use  
Facebook?**

**If so, try out our facebook page**

**[https://www.facebook.com/  
pages/WBA-Chapter-  
TCA/1454100528142375](https://www.facebook.com/pages/WBA-Chapter-TCA/1454100528142375)**

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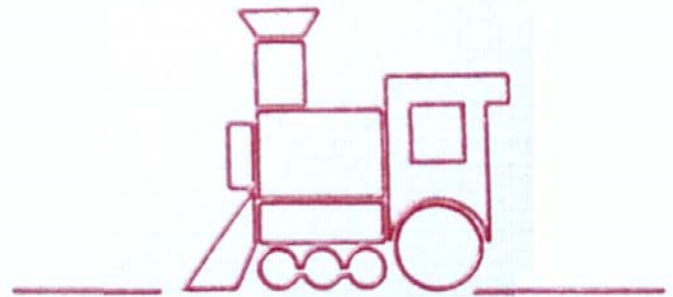
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Thurmont, MD 21788



## Chesapeake & Allegheny Steam Preservation Society

Paul Pullen

I believe Clem Clement has stated that he has never seen a train he does not like. Well, most of us are playing with our toy trains, but there is another side of this hobby, as well. I am referring to the live steamer gang, of which two of my brothers are active members. In my family, there are three-quarters of us brothers who are trainaholics. We got bit by the bug early, and have not been able to get away from the "infection" ever since.

Our grandfather was a toy train operator when we were young. He died when I was five, and we saw his trains set up maybe once or twice after that. (This was about 61 years ago.) My one younger brother was maybe two at the time, the other brother came along 13 years later, and I guess our love of trains rubbed off on him.

Well, back to the story. I was invited to the member run day of the Chesapeake & Allegheny Steam Preservation Society ([www.calslivesteam.org](http://www.calslivesteam.org)) on June 22 by my two member brothers. So, on Sunday afternoon, I traveled to Leakin Park in Baltimore to take part in the member run day. Of course, what train meeting is held without food. We had lunch of hamburgers and hot dogs available during the visit.

When I first arrived, I learned my next younger brother was walking the track with a friend of his who had ordered a 2-8-2 from California. It was his first live steam engine, and when it was first run, its cylinders locked up before it made one loop on the track. My brother had to basically remachine the cylinder linings to make it into a running engine. The work is not completed, because other parts need to be repaired, but the engine is now operational.



One of the surprises to see on the line was hidden behind the main building of the Chesapeake & Allegheny Steam Preservation Society. It reminded me of the very famous Lionel engines that every other manufacturer has built for our O-gauge railroads. A Santa Fe A-A unit was sitting on the tracks followed by a drop-center flat car for the engineer and a trio of "stainless steel" passenger cars.



Later in the afternoon, my next younger brother got out his version of the Athern Hustler from the mid to late 1950's. We had one of them during that time, and he remembered it. He purchased a "new" one off of ebay to get the design to machine his own. (He now owns two that are this size.) Here he is running it around the loop.



After completing the test run, he instructed his son Chris on the tricks to operate this gas-electric engine and turned him loose on the tracks. My nephew, Liam, rode along for the fun.



The following engines belong to other members of the Chesapeake & Allegheny Steam Preservation Society and were operational on the main lines on member run day. There were more diesel locomotives than steam that day, but we had fun with them,





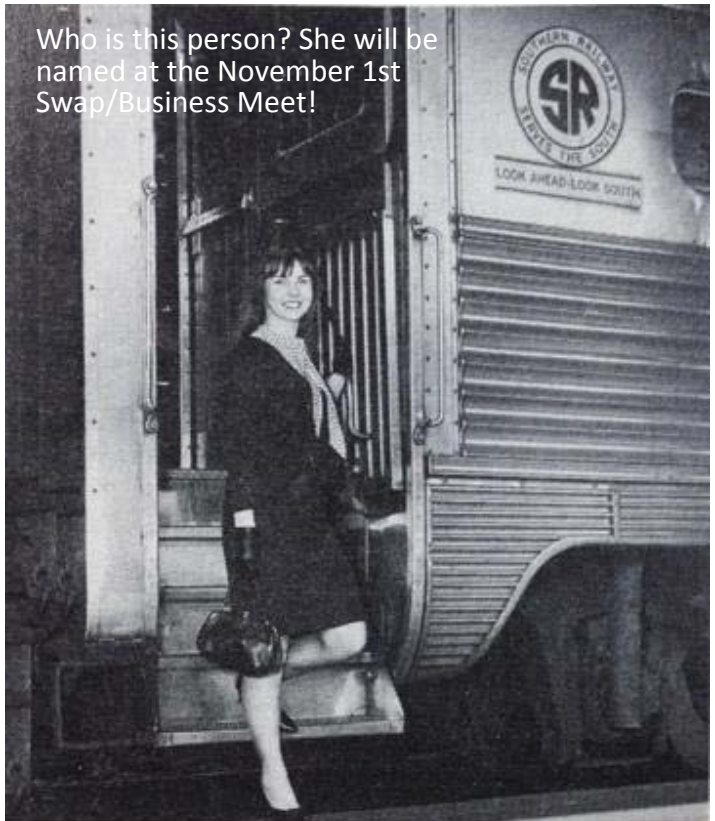
anyway.



Wall art at the original Overlea, MD trolley turnaround, the north end of the number 15 trolley line.



Who is this person? She will be named at the November 1st Swap/Business Meet!



CELEBRATED circular emblem of Southern Railway is now being affixed to all system passenger cars adjacent to vestibule doors. Decals dress up equipment and make sure road is identified in news photos of detraining celebrities.



### Lionel Prewar O Gauge Study Group



OUR NEXT STUDY GROUP: November 15, 2014.

Location: 5233 Bessley Place, Alexandria, VA. 22304

Topic: Lionel Prewar O Gauge Electrics: 248, 250, 251, 252, 253, 254, 256

Schedule: we start at 10 am and conclude at 2 pm. Lunch is provided.

Hosts: Clem Clement and Bruce Greenberg.

For more information, please call 703-461-6991 or email [brucecgreenberg1@gmail.com](mailto:brucecgreenberg1@gmail.com) (note the c)



## Upcoming Train Shows

Oct. 16-18	Eastern Division York Meet
Oct. 16-18	NMRA Convention, Hagerstown, MD
Oct. 25-26	Great Scale Model Train Show, Timonium, MD
Nov 1	Swap/Business Meet, Overlea, MD
Nov 15	O Gauge Study Group
Nov 22-23	Trains at Christmas, Fredericksburg National Guard Armory
Dec. 6-7	Fairfax Station Model Train Show
Dec 7	Gilbertsville Train Show, Gilbertsville, PA
Dec 13	Arbutus Train Show, Arbutus, MD
Jan. 31-Feb. 1, 2015	Great Scale Model Train Show Timonium, MD
Apr.11-12, 2015	Great Scale Model Train Show Timonium, MD
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## **“A real train!” Dr. Joseph Lechner**

Those were reportedly my first words as I ran into the living room on Christmas morning sixty years ago.

Sprawled across the carpet was a Lionel train on a very large loop of track. It consisted of an 1130 locomotive and tender, a 3464 Santa Fe animated boxcar, a 6456 Lehigh Valley hopper, a 6465 Sunoco tank car, and a 6037 cabooses.

I didn't know where the train had come from. In hindsight, it was clearly second-hand. There were no orange-and-blue boxes and no instructions. A few years later, my dad pointed out a local flea-market store that sold used items, implying that he'd found the train there.

Dad had built me a storage case from scrap lumber. It had partitions that divided it into three compartments for straight track, curved track and rolling stock. He had also made a long, narrow wooden structure with openings at both ends. It was supposed to be a tunnel, but it looked more like a covered bridge.

Many years later, I realized how carefully Dad had planned this purchase. In his file cabinet was a folder marked Trains. Inside were a 1954 Lionel catalog and a 1954 American Flyer catalog. He had made penciled notes in the margins, including discounted prices of pieces that were available locally. Dad was a loyal Consumer Reports subscriber, and he researched almost everything before buying. He had checked out the leading toy train brands of the day, and he picked Lionel. Six decades later, I still feel that he made the right choice.

I know that Dad got advice from at least one hobbyist, because I vaguely remember going with him to the home of a friend who had a train layout. The purpose of that visit wasn't for me to play trains. I was three years old, and the table was so high that I could barely see what was on it. I do remember that the cars were brightly colored and seemed to be made of metal.

The #1130 is often associated with low-cost Lionel Scout outfits. In later years, Scout engines would be maligned for their trouble-prone plastic-cased motors. However, my engine had an all-metal parallel-plate

motor and a three-position E unit. The tender was marked Lionel Lines, not Lionel Scout. Its trucks had plastic side frames like the Scout cars, but it had working magnetic knuckle couplers, as did all the cars. I still have that #1130, and it still runs.

Scout sets came with 027 track, but Dad had bought the more-rugged 031 track for my train. And he got a lot of it, sixteen curves and at least twenty straight sections. He must have intuitively realized (or maybe a hobbyist friend told him) that a train is more fun if it seems to actually go somewhere.



In the days and weeks following that Christmas, I remember experimenting with unusual track configurations. I would assemble four straight sections as shown above so that the middle portion would look like two-rail track. Obviously you can't run a three-rail train across that gap under electrical power, but I did spend a lot of time on the floor pushing the train via 0-5-0 power.

Six decades have passed since that magical Christmas morning, but the hobby that Dad introduced me to is as fascinating as ever.



## **Thoughts on Model Trains and Christmas**

Getty Browning

I was bitten by the model train bug very early in life. I was just over one year old when the first one arrived at Christmas 1947. My father was a civil and highway engineer and as such, his mindset determined that since no revenue service railroad existed based on three rail main lines, for realism sake, our trains had to be two-rail in order to match the realism of "real" railroads. (I guess he didn't include subways or elevated trains.) That left primarily HO scale, or the new S gauge offered by the A. C. Gilbert Company after World War II. Dad always liked new technologies, so he favored S gauge as the way of the future, or at least OUR train future together. That first train set in 1947 was an American Flyer 322 freight set. Even as a slightly over one year old, that smoke scent was as addictive as some powerful narcotic and I was immediately hooked. I loved every Christmas, and the chance that my 322, "Smokey

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Joe" would be set up to run under the tree. While I loved running "Smokey", I longed to have a nice passenger set to join up with him so we could transport people to different places as well as freight.

Christmas, 1953 arrived, and with it a shiny chrome 356 Silver Bullet Passenger set came to help "Smokey" expand on smoking up the house.

Christmas, 1955, the best of the best came along as the Santa Fe Chief Passenger Set helped our modest route modernize and enter the coming world order on railroads-dieselization! Those three sets were the basis for a life long love of model railroading, and particularly American Flyer S Gauge. In 1955 my father's job also brought us to a larger house in suburban Maryland and with it the opportunity to build a full time layout. That layout was a jewel, patterned and built from one of the AF books available at the time. It was built on two five by nine, half-inch plywood sheets, with two by two legs. It possessed the engineer's simple, but totally efficient construction with not one unnecessary board. We kept the layout up for nearly ten years, adding an occasional accessory as time went on. In the mid 1960's, with boys growing up, heading off to college or to a career, the trains, which had sat idle for a long time, prompted the decision to dismantle the layout and pack them away. The trains remained packed away for a number of years, through the passing of my father, and shortly thereafter, my mother. I remember vividly those days when my brother and I cleaned out the house so we could sell it, finding the boxes of trains just as I had left them years before. Little did I know at the time as I loaded them on the truck that the bug that had bitten me long ago in 1947, was to infect me in an even worse way than before!

Over time, I opened the boxes and gazed at my old friends, in various stages of decay and disrepair. While I wasn't evil incarnate as a child, I was, a typical boy and I played hard with my train friends over the years. After all, they were toys, and boys were hard on their toys. I made a vow to myself many years ago I would do all I could to restore my trains to operating condition so perhaps my girls would enjoy them as much as I did at their age (they did!). The 322 was the smoke in tender version and sometime around 1954 that unit finally quit smoking. While I can't remember exactly what transpired at the time, "Smokey" would no longer smoke so it was now the job of the 356 to do double duty with the smoke. The first project I vowed to complete was to either replace the smoke unit or rebuild it, if possible. I was able to find an original unit in good working order however, at the same time I had the good fortune of finding nearly every part to rebuild the original unit so, I decided instead, to do that. Over about two years I worked on it, off and on. I was very pleased to complete that project successfully and "Smokey" now smokes as well as he did when brand new. My 356 was in much worse physical shape as not only were there numerous mechanical repairs needed, the original chrome finish was in terrible shape as well. Over

another two year period I repaired the broken mounting holes in the plastic shell, replaced the broken wheels, located and purchased original parts to complete the mechanical repairs. The final task remaining was to have the tender and boiler shells professionally re-chromed to match that of the original. The completely restored 356 turned out great, also looking and working as good as it did when it was new. I am now in the process of working on the Chief set, though it didn't endure my abuses for as long as my two steamer friends. Over the years I have helped others repair or rebuild their AF trains.

In recent years, a good friend who owns a train shop lost his repairman and he asked me if I would help out with their repair service. In doing so I became exposed to other manufacturers and gauges, to include Lionel! As a lifelong Flyer guy, I'd never had any real interaction with the mechanics of Lionel Trains. As I became more involved with Lionel repairs and restorations, I developed a great respect for these wonderful trains. My late father, the engineer, would have been very appreciative of the fine engineering that was incorporated in their design. Maybe they weren't truly "just like real railroads" but they were well designed and built, and I found them to be very easy to service and repair. I was especially impressed as how so few parts could service such a wide range of locomotives, especially the Lionel steamers.

As another Christmas has come and gone, I have spent a busy two months again, helping the train shop out with repairs. I sort of became the de facto repairman for the shop as no replacement has been hired. In my leisure time I read the various articles in some of the train publications to which I subscribe. Many great tips on repair, restoration, layout design, etc., have been featured over the years. As the fall season approaches, many of these publications are ripe with articles written by folks about the thrill of receiving their first train sets at Christmas.

One common theme which stands out in these articles is the regret expressed by these hobbyists in having let their childhood sets get away from them. Many of the authors have purchased duplicates to run on their layouts however they still lament over the loss of letting the originals slip away. With all three of my originals still with me for all these years, I feel truly very lucky to have them. The feeling is indescribable as I watch them perform in such excellent manner just as they did so many years ago. While I have literally hundreds of cars, accessories, locomotives etc., these three by far will always be the stand-outs. As I prepare to pass them on one day to my grandchildren it is a comfort to know that they will perform flawlessly for them as they did for me, those many Christmases, so long ago.

Christmas is a wonderful season filled with memories and celebration, the wonderful memories of family and friends, both here and gone. Having my three old friends with us to enjoy, adds one more

blessing to a season filled with many.

Funny thing, though-they still look as good as they did sixty some years ago!

I can't say the same for the old man looking back at me from the mirror each morning as I shave, that same old man that never grew up and still plays with trains!

### ***The National Road to Cumberland then North to Duncansville Pa.***

Edward W Kirk

The Jan-Mar 2010 copy of the Trolley was a very significant issue. It was the first that the USPS put in my mailbox, my name appeared as a new WBA member and George Tsakiris published an article about the Eastern shore of Virginia. I had traveled route 13 from Norfolk Va. to Salisbury Md. and found it one of the most boring stretches of road I had ever been on, but because of George's article the decision was made to give it another try. WOW!! That piece of asphalt really changed in just a couple years. There is much of interest to the railfan; there are flea markets, antique stores and yard sales of interest to the treasure hunter and there are at least 3 major wildlife refuges of interest to the nature lover, the Eastern Shore of Virginia is a grand place. The article was the inspiration to take other "themed" road trips, one of which is the subject of this article.

Part of the annual trek to Detroit in the family 36 Buick was on Rt. 40 from Frederick to Hancock. Reliving that part of the trip could bring back some memories and then by continuing west to Cumberland Md. then North into Pennsylvania a world of railfanning opportunities opens. Rt. 40 from Frederick to Cumberland disappears and reappears several times. It can be congruent with IS 70 or become alt 40 or be rt. 144, paper maps are almost essential to keep on track, a GPS is of little help since she always want to use IS 70. The trip offers several scenic views, and the traveling through the towns offers a different flavor than is seen in the Washington area. The treasure hunting was disappointing and the railfanning did not begin until Cumberland.



The Western Maryland Scenic Railroad operates

from the Cumberland Station. Touring the depot is a mandatory as is standing on the platform waiting for the steam train (see picture). A ride on the railroad looks like an activity to remember. There is more however, the CSX railroad has a major locomotive maintenance facility in Cumberland. Exploring from the outside makes you think of what the PRR Juniata shops or BO Mount Clair shops must have looked like in the past. There are many, many locomotives parked about, large buildings with locomotives inside even an operating 8 bay roundhouse with a turntable (see picture). Ability to wander around is limited but observing from afar is possible.



US 220 north leads into the heart of Pennsylvania and terrific train watching along the Norfolk Southern (NS) Pittsburg Line (the route that rounds Horseshoe Curve). About 70 miles north of Cumberland is Cas-sandra Pa. The plan was to stay the night but decided to press on. But not before spending some time at the Railroad overlook. Here is a park like setting on a hill with a bridge over the 2 tracks. There are great train views and a pleasant spot to take a break and take some pictures. At the entrance to overlook is a sign (see the picture) listing some railfanning spots, included are Gallitzen, Cresson and Lilly. Gallitzin is well known but the other 2 were new to me and demanded exploration, but it was late so a place to spend the night was needed, Duncansville became the place. There are better places to stay, the GPS can help.



Duncansville is home to the Everett railroad. Opportunity to photograph some interesting locomotives presents itself. Everett has a weathered GE 80 Tonner (see the picture) along with a clean GP16 and GP10. There is also rolling stock to see. Antiquing and yard saleing prospects exist on the weekend. Duncansville is actually a place to pass through on the way to Cresson.



Horseshoe curve has its curve but Cresson has a Norfolk Southern interchange, a Norfolk Southern maintenance facility, an observation deck and the Station Inn (see the picture). The RJ Corman railroad brings coal from the coalfields east of Pittsburg to Cresson to interchange with the NS. Their locomotives are brightly painted and cleaner than most cars you see on the road. The observation deck is across the tracks from a NS maintenance facility. The facility looks like a railroad gas station. Much activity takes place here. The observation deck is next to the tracks and offers a good place to watch trains if a porch is not available. The porch spoken of is on the front of the Station Inn which is down the street from the observation platform and across the street from the tracks. It is railfan heaven on a summer evening to sit in a rocker on the porch, while drinking gin and tonic, eating kettle corn as the numerous trains roll by. All types of freight trains are seen, and nearly as many helper locomotive pairs on their way to their assignments, twice a day an Amtrak train goes by. The Inn is a bed and breakfast with a total railroad motif,



Cresson Station Inn

even the rooms are named after railroads rather than numbered. There are numerous railroad artifacts, photographs and prints. It is the place to stay while enjoying the railroad sites, or any sites, of central Pennsylvania.

Carney's Crossing is on the way to Lilly from Cresson. It is on an easily missed road (also Carney's Crossing) that crosses the NS tracks. It is another opportunity to watch trains and use your camera from a different perspective. Maybe create art as some artists have done. In August a church in Lilly holds its annual Polish Picnic. Golumpki and Perogies are available. There are both a country and western band and of course a Polka band. Games for the kids and adults provide constant entertainment. The picnic is another example of what can be found on a semi planned road trip.

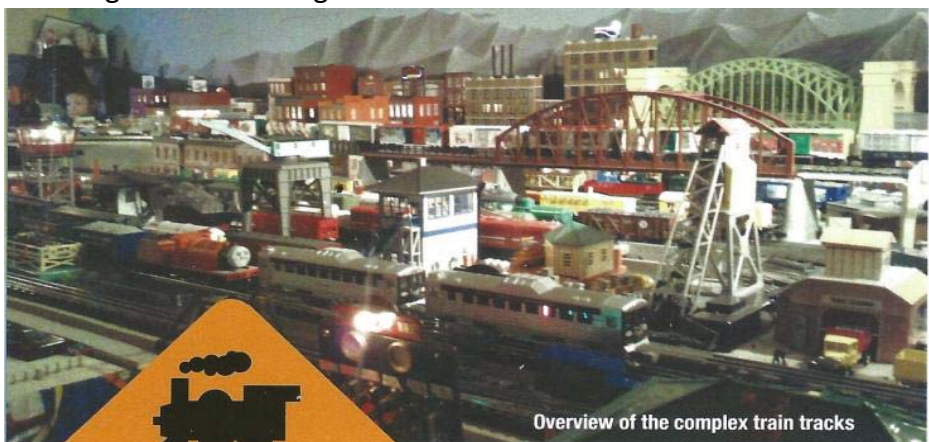
There is much more of interest to the railfan than described here. The Railroaders Memorial Museum is in Altoona, the Allegheny Portage Railroad Park operated by the National Park Service is 12 west of Altoona. And of course there is Horseshoe Curve and the Gallitzin Tunnels. Johnstown is near by, and a day can be spent touring the town and various flood landmarks (see the picture).



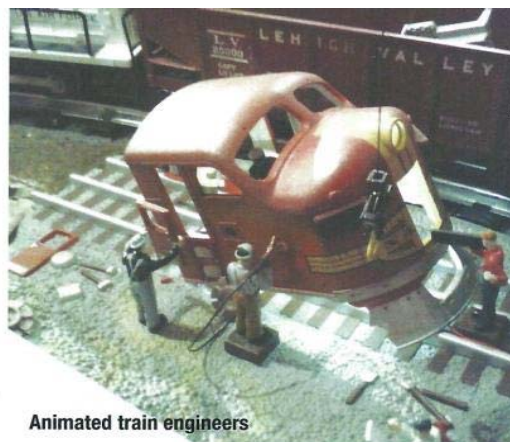
There is a lot to do in central Pennsylvania.



The magazine "Voice K" is a children's magazine containing articles written by children for children. Its mission is to "Inspire children to imagine, write and publish their own work." All coordination to set up the interview was conducted via Facebook and the interview was conducted via Skype. The layout tour was conducted using the front facing camera on an iPad. Check out "Voice K" at [www.voicek.ca](http://www.voicek.ca).



Overview of the complex train tracks



Animated train engineers

# The Train Collection

Interview with Glenn Mackinnon

A man who built model trains for over 15 years.

By Sunni Zhou (Age 12) & Tom Yang (Age 14)

*Do you have a hobby that you like? If so, would you work on your hobby for over 15 years if you had the chance?*

That is exactly what Glenn Mackinnon, a model train enthusiast, did. On Thursday, March 20th, 2014, I had the opportunity to meet him and interview him via Skype. He soon gave me a tour of his model train collection, which astonished me greatly. His model included villages, bridges, landmarks, and a countless number of trains. If his model was bigger, you could mistake it for an actual town! In

the end of the interview, I learned a lot about trains, and I'm sure that you will too after reading this.

Glenn Mackinnon is a retired man who currently lives in Virginia, United States and once served in the military. He is an advocate for train travel, saying that "having a train drive by at 80 miles per hour (approximately 129 km per hour) is exhilarating." His love for trains started when Mackinnon was about 4 years old. His family had a small train model which traveled around his Christmas tree. His love for trains soon grew. Mackinnon received his first model train decades and decades ago, which soon turned into a huge hobby. He started his current collection back in the year of 1998, before we had things like laptops and iPods. Over time, his train collection grew, and it finally became presentable five years later. Since then, Mackinnon hosts open houses and invites his friends and neighbours regularly. "Everybody loves it," Mackinnon claimed. This is how a passion turns into a huge hobby.

I bet most of you reading this article are wondering what exactly a model train collection is. It is a showcase of various model trains on a set that may include villages, landmarks, figures, etc. Mackinnon's model included two villages, one with an American 1950's theme, and another with an European snow village theme. His set also includes a NASA launch pad,

a ski hill, many figures, bridges, countless numbers of trains and railroad tracks, and even a flying Santa Claus. From the moment I saw the collection, I knew that the process of making it was not easy. I learned from Mackinnon that building the set required skills like woodworking, accuracy, and engineering. When building some models, he had to start over many times due to calculation mistakes that he made earlier. Nonetheless, he overcame the difficulties and proved that, sometimes, persistence can lead to wonderful results.

"I've made over a hundred friends because of this hobby, and there are many clubs you can attend," Mackinnon said.

Are you interested in model train building? You could start by going to your local shop. They have a large number of models and should be experts on model train collecting. What Mackinnon did amazed me greatly, and has made me think about starting my own collection since I also have a passion for transportation systems. I hope that Mackinnon will continue to add on to his collection, so that he can amaze many more people with his collection.



Snow village theme

**WB&A Chapter - TCA  
Vienna Firehouse 2nd Annual Train Meet  
September 14th, 2014**

WB&A Chapter held its annual Virginia public Toy and Train Show at the Vienna Firehouse Station 2 on Saturday, September 14th, from 9:00 am until 2:00 pm. Set-up began early on Friday with help from Martin Newdorf, Steve Burkett, Nada Boswell, Tom Salen, Colleen Hall, Glen Mackinnon, Hope and Dan Danielson. Tables were set up in short order and by 2:00 p.m. our first table holders started arriving. This year, we encouraged many to set up on Friday to the benefit of all. No less than 12 table holders showed up Friday in spite of the perfect weather outside! We all pitched in to assist them in moving their trains upstairs. Many thanks to all helped get this done. The evening concluded with the arrival of Cadence and his family's magnificent 8' by 10' modular layout. By 7:00 p.m., it was up and running without a hitch, and half the tables occupied with trains ready for new homes.

Upon arrival Saturday, the day began a bit chilly with a heavy overcast. That didn't seem to dampen the enthusiasm as at 6:45 a.m. the first of the remaining table holders greeted us at the door. By 7:00 a.m., the smell of hot coffee and a hot breakfast menu filled the air prepared by the fire station ladies' auxiliary. Coffee, donuts, and egg sandwiches were served as the remaining table holders filled the hall. Allen Crofts arrived and announced that the "doctor was in", our own train doctor who can fix just about anything, prewar or postwar. He quickly set up his gear on center stage ready to service any ailing train sent his way. Many have had Allen perform his magic on a train or two from their collection. Thanks again, Allen, for being part of our shows.

We also must thank Clem Clement for bringing a vintage 1920's spiral railway pictured below. Jim Gray and Clem spent countless hours bringing this remarkable conceived gravity induced railway back to life. It was a big hit !! We also wish to thank Bruce Greenburg for having us be the first to see his new Standard Gauge book and helping us with getting the word out there about the show. Thank you, Bruce.

Some of you might know that there is an HO club which resides in the Vienna Train Station, a short distance from the firehouse. This year one of their open houses fell on the same date as our show. This allowed us to assist each other in joint advertising and I'm sure the public enjoyed both events.

Opening at 8 AM to WB&A members, we had a good showing of member support with over 25 renewing the membership dues and adding 4 new members from recent new TCA members. We thank you for your support and hope to see you at our next meet. The public started arriving promptly at 9:00 AM with news that it had begun to rain. This did not hold back the enthusiasm, as the kids soon discovered the operating layout and the Thomas and friends wooden trains in the back of the hall. The kids were again this

year treated with a special tour of the firehouse provided by the stations staff.

Door prizes provided by our membership were given to both young and old all day long. Over 200 toy train whistles were distributed to all the children. The grand prize of a Thomas the Train remote controlled set was won by a local attendee, Vivian Henderson of Virginia. Pictured below.

Finally, we would like to thank Carol and Harold, our contacts at the fire station for making this event possible. Carol and Harold made set up and take down as easy as possible.

Your Board would like to thank all the table holders as well, the table holders, whom without, this event would not be possible. Please put this important show on your calendars for next year.

We look forward to seeing you there !!

Dave Eadie  
Meet Co-Chair



Clem Clement with Charles Gibson admire the Bauer Spiral Railroad.



Vivian Henderson, grand prize winner at the Vienna Train Show.





Alan Crotts, the Train Doctor at the Vienna Train



Cadence, Zack and Jackson examine the train layout



Thomas play area at the Vienna Show.



John Zampino and Glenn MacKinnon are inspecting C&O 1309 just beginning a retrofit in the Western Maryland Scenic Railroad Shops.



John Zampino and Glenn MacKinnon are ready to mount John's Missouri Pacific Speeder and ride the Western Maryland Scenic Railroad to Frostburg, MD.



Glenn and the speeder are now on the turntable at Frostburg, MD.

# MARK YOUR CALENDARS

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

Saturday, Nov. 1, 2014

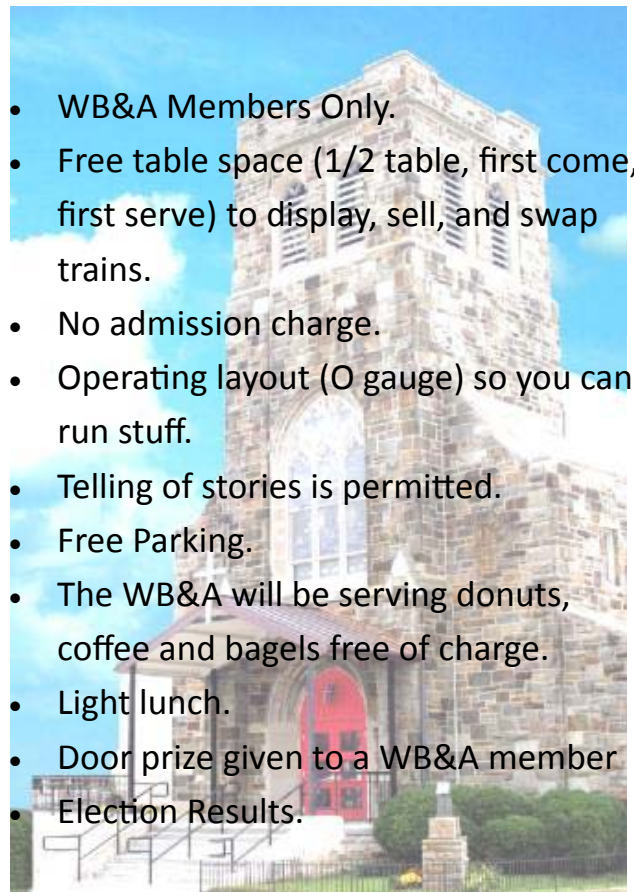
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