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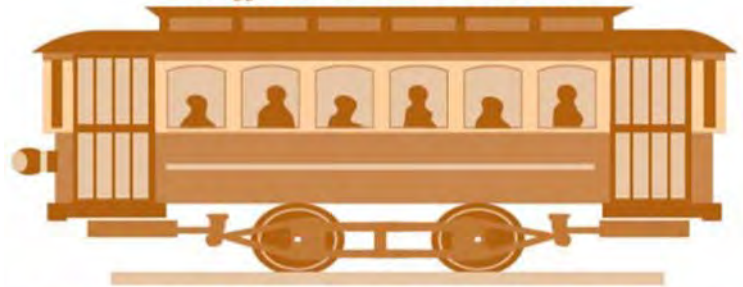
Jan.-Mar. 2015

Editor - Paul Pullen

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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: 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

Arnold (Arne) Meyrow

William (Bill) Moss

Eastern Division Representative:

Dan Danielson

Key Contacts:

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Train Shows: Phone: 540.622.2258

From the President's Desk

Dear All,

It amazes me, at times, how quickly the last year as President has gone by and how many activities has gone on and how many more things your BoD has planned for the membership.

Some of the things that went on this year included the Annapolis Armory show (next one is March 14, 2015), The Vienna show (2015 date forthcoming), the Baltimore Streetcar Museum (scheduled again for 2015), Toy Train & Collectibles Open House (2015 date forthcoming), the Hall Open House, Phil Graves' Open House, and the June and November General Business Meetings with elections. Also for next year there is a new joint train show of the VTC/WB&A. The North meets South show will be held on May 9, 2015 at the Eagles Lodge (21 Cool Springs Road, Fredericksburg, VA) and it is promising to be a thrilling event. I hope you will be able to join us and/or have a table at the Show. Feel free to send me an email if you'd be interested in a table memberwba@gmail.com (http://www.wbachapter.org/files/north_south_2015.pdf), it is never too early to do so.

If you have an interest in chairing a train show, I would love to hear from you as we are looking into other locations and one of them is in the Waldorf, MD area.

As mentioned we held our elections and the votes were counted and I am happy to say that Bill Moss, David Eadie and Robert Goodrich were elected for the 2015-2016 term along with Dan Danielson as the Eastern Rep. for the WB&A, thank you to each of you for your willingness to take a role on the BoD. I hope others will come forward to run next year.

I want to take a moment to thank both Pete and Mary Jackson for their years of dedication and service to the Club and, in particular, to the WB&A and Kids Korner. Pete and Mary decided not to run for a Board position. They both will be greatly missed, but we expect and hope we will be seeing a lot of them at various events as they are very much part of the bigger picture and that's the WB&A family.

Please stay tuned as your BoD is planning something really special due to the generosity of one family... oops I've already said too much, now you stay tuned and make sure you keep reading the emails, visiting the website and Facebook to see what we are planning for you, the membership!

As we move forward into 2015 I hope to have the opportunity

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Treasurer's Report as of Dec. , 2014

By Glenn MacKinnon

It has been a busy year for your Chapter. When the history of the chapter is written, 2014 will go down as a top notch year. Two outstanding train meets, the Baltimore Street Car Museum event, fun filled members only business meetings, an outstanding newsletter, Kids Korner at York and a first class web site represent the best our hobby has to offer. Colleen Hall, Nada Huston, Dan Danielson, Bob Goodrich, John Buxton, David Eadie, Arnie Meyro, Pete and Mary Jackson, Pam and Chuck Morkosky and Paul Pullen all demonstrated outstanding selfless service in support of promoting toy trains and helping our members and others to experience the joy of playing with trains and making lives better. Thank you one and all.

2015 will be even better. It's up to all of us to step up, get more involved. We have the resources to enhance membership involvement. Let's take some new ideas and make the membership experience more rewarding and attractive to nonmembers!

The Chapter's financial activities for January-December 12, 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.

Check Book Balance—Jan. 1, 2014 \$30,883.52
Check Book Balance—Dec. 12 , 2014 \$34,063.37

Significant Activities Jan. 1, 2014 through Dec. 12, 2014

| | Expenses | Revenue |
|-----------------------------|----------|---------|
| MD Armory Mar 2014 Meet | 2952 | 3212 |
| MD Armory Mar 2015 Meet | 340 | |
| Vienna, VA 2014 Meet | 1151 | 1742 |
| VTC/WB&A Joint Meet | 200 | |
| Baltimore Street Car Museum | 610 | |
| Membership Dues 2014 | 278 | 4038 |
| Membership Dues 2015 | | 1676 |
| Mini-Meet | 1496 | |
| Newsletter 2014 | 1482 | 340 |
| Kids Korner | 697 | 506 |
| Swap / Business Meeting | | |
| Door Prizes for Swap Meet | 199 | |
| Train Set for Drawing | 846 | 1599 |
| WB&A Layouts | 73 | |
| WB&A Trailer | 102 | |
| Web Site | 1260 | |
| Lantry Project | 2237 | 7500 |
| Election of Officers | 814 | |
| Miscellaneous Expenses | 602 | |



TOP TEN WB&A BENEFITS

- 1 Fun and Fellowship with your Train Friends
- 2 Wealth of information available from other collectors, operators and layout
- 3 A wonderful opportunity to participate at the local level in the world's greatest
- 4 Free admission to local WB&A Train Shows. (Show advertised in local
- 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 reward-
- 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

**DEADLINE FOR SUBMITTING ARTICLES
FOR Apr.-Jun. 2015 TROLLEY
March 10, 2015**

President's Message Cont'd to meet more of the members and to hear further from you. This last year as President of the WB&A it has been an honor and I look forward to the next year and all that it brings.

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 run 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

General Business Meeting June 1, 2014

Chapter President Colleen Hall called the meeting to Order at 10:00 am. There was a quorum for the meeting to proceed.

Old Business

Secretary's Report – Nada Boswell distributed the November 2, 2013 General Business Minutes for review and discussion. There was a motion to accept the minutes as written made by Clem, seconded by John Buxton and unanimously accepted.

Treasurer's Report – Treasurer Glenn MacKinnon provided the Treasurer's Report. The Club is in good financial shape at this time. Line items were discussed. The revenue was down for the Annapolis Meet this year due to lower attendance and table sales.

The Baltimore Streetcar Museum thank you day for members was well liked by the many who attended and the total cost was \$610. Eastern Division had reimbursed the Club \$500 for 2013 Kids Korner expenses. Electronic delivery of The Trolley worked well with the April-June being sent out by email, this will greatly reduce costs.

Colleen mentioned the benefits of faster receipt, color photos and ability to easily share with others. Advertising in The Trolley can be a benefit.

The drawing item this year is a Blue Comet set, the sale of tickets pays for the set and additional door prizes at meets.

The WB&A website is up and running, members are asked to check it out and email Colleen with any comments or suggestions.

Miscellaneous expenses included flowers, membership expenses for mail, and minor Board of Directors expenses.

A motion was made by Tom, seconded by John Buxton and it was voted on unanimously to be accepted.

Membership Report – Dave Eadie reported we have 315 members, 200 have paid for 2014, anyone can pay today if they have not already done so. There were 22 new members last year, 20 new so far this year. New TCA members in our area are being solicited by mail. As a result 8 new members joined at the Annapolis meet. A new mailing will be sent out for the Vienna meet in September.

Dues for 2014 were paid up by 12/31/2013 by 114 members, partially due to the drawing for \$100 train store gift certificate. The gift certificate drawing will be held again for members whose dues are paid by 12/31/2014. 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.

Since January 2013 the TCA has lost 4,100 members, some due to the increase in dues or other reasons, however WB&A has only lost 9 members. The WB&A members lost were due to the TCA increase in dues, growing older, or living on the Eastern Shore so difficult to attend events.

Colleen noted that growing older and transportation to events can be a problem and if any members are willing to help out others please let her know. It can include rides to York, just meeting new friends and sharing trains and layouts with them.

Phil Graves asked about contacting prior active members and Colleen advised him that Dave has done so when possible however some have moved or passed so there is no contact information but if someone does have contact information Dave will follow up on it.

Clem noted that 1 member not there today is having trouble getting around. National is very concerned about losing members, the increase in dues, competition from sources like Ebay, and the aging of the membership.

Colleen noted that communication is the key; let the BoD know what can be done to help members and what ideas you have to improve our membership experience. A suggestion was made that National should manage all TCA websites under one umbrella to provide consistency. A new member's spouse, Sarah Spamer has volunteered to help with Facebook which is a great step to help our members, thank you Sarah. Tom has been handling this and will be glad to have help.

John Buxton wondered if Automatic Renewal might be possible it was suggested that he contact National Headquarters to see if TCA could make that possible. Right now WB&A does not have that capability but if National agrees we could investigate using it.

Bob Heine suggested we need to find a way to get HO and N scale people more involved in TCA and WB&A by possibly a discount to join. Very little of the smaller scales at York but there are HO and N clubs out there. Again this is an idea to communicate to National.

Colleen mentioned that Tom's son Stephen was here today to operate the layout Tom brought. He is learning not only about trains but the people and camaraderie enjoyed by the members.

We need to come together as a club to make it work for Stephen and others young people as they grow.

New Business — Baltimore Streetcar Museum Event report was given by John Buxton. He joined the museum in 1966 and noted only 10 members are left from when he joined due to aging and the fact that there are

so many different train organizations. However BSM's overall membership has grown.

The museum has a nice fleet of cars, some operating, some still under repair. WB&A got special tours of the machine shop and Car Barn and the volunteers gave much more information on everything in the museum than a regular visit would give. This is a fine example of Cross Hobbying as the museum was as pleased to have us as we were with our visit. They hope to have an article and pictures of our visit in their next newsletter. Two of our members joined the museum during the event.

The trolleys have "car cards" for advertising and John is working on getting some to advertise WB&A. Also the museum has obtained an additional trolley that when rebuilt will allow handicapped access. More volunteers are always needed and John assures us that actually operating the cars is great fun as he showed while operating several of them during our visit.

John had set up some of his Dorfan trains at the museum for us to enjoy.

John also plans to do an open house in December with his 15 operating engines despite warnings from others that Dorfans never work, however his still run great. John thanked everyone for coming and is looking forward to the next visit on Preakness Day next May.

Joint Meet with VTC — Colleen has been working with Russell of the VTC to arrange a joint meet in the Fredericksburg area. Russell has kindly offered to do most of the work and is working with his BoD to make arrangements. The plan is to use a Firehouse that holds about 100 tables with will be split 50/50 between the 2 clubs. If one club has not sold their tables by a specified date the other club will be able to sell them. A donation will be made to the Firehouse the cost of which will be split 50/50 between the clubs. Additionally this will be an open meet and admission fees will also be split 50/50. A firm date has not been established but anticipated to be late January or early February 2015.

WB&A trailer and contents — The original plan when the trailer was purchased and layouts completed that it would be taken to meets and our members would also be able to use it. Unfortunately it has not worked out very well. The layouts need continual work on wiring and other repairs and it takes hours every time it is used to make it work properly. When a survey was done last year several people said they would be willing to work on the layouts however when contacted earlier this year none had time to do so. At the moment the plan is to use it again at the September Vienna meet if space allows otherwise at the next Annapolis meet before a final decision is made.

Tom Salen brought his layout table to this meet and

everyone was very impressed that it fit easily in his van or any large SUV without needing to be disassembled or folded up. John Buxton suggested the club could make 3 or 4 of this type so there could be one in each region for meets and for member use. These would be relatively inexpensive to create and would eliminate the need for a trailer. Phil noted that sides should be added if we make these to eliminate accidents. Perhaps a "Layout Day" needs to be held to fix up the old ones and make a design and plans for smaller ones such as Tom's. Tom agreed that he would be the contact for anyone interested in how his was built and plans for making more if we decide to move forward. Colleen and the Board Members will continue to explore this possibility.

Vienna Meet — Scheduled for September 13, 2014 at the Vienna Firehouse. Dan Danielson has been quite ill lately and although the meet is a ways off we need to make plans now as he may not be well enough to participate. Dave Eadie is the co-chair but is going to need assistance as he and Dan each had their own tasks for the meets. This meet is a lot of work so we will need as much help as we can get from our members.

As always, please call or email Dave, Colleen or any Board Member if there is anything you feel you can do to help with so plans can be made for a smooth meet.

The meeting was adjourned at 11:00 am.

Two guests, Jim Kronz and Carol McGinnis were present and made presentations. The notes regarding those are attached and made a part of the meeting minutes.

Colleen introduced Jim Kronz, Eastern Division TCA President.

Jim noted that this is his final year as President, his term expires at the end of December. Elections will be held with ballots going out around September, if anyone is interested in running for a position they should contact him.

The Eastern Division Board of Directors is responsible for running York which is the largest meet within TCA. Jim noted that April was a successful meet with over 12,000 members and guests registered. This number is down some but not significantly. He noted there will not be a pricing change for October registration. This is the 45th year of the York meet.

Cell phone usage had previously been approved in the halls and has not been known to cause any problems. Chairman Mike Petronella had done a Dealer survey regarding photography in the dealer halls and as a result the Board decided photography would be allowed in those halls only and Jim would forward the pictures taken to us for our use in promoting this.

Some members commented that this message was not well conveyed to members as the meet notice for April specifically said "No Photography in any hall". Clem Clement shared the following suggestions for York improvements that he recently sent to the York Meet Chairman:

1. Work with TCA National on Eblasts, items in the headquarters news and special emails to all Division Presidents.
2. He commented that he hasn't seen anything on the TTML (Toy Train Mailing List which is a moderated Yahoo discussion group to discuss toy train matter) about the good news lifting the photo restrictions in the dealer hall.
3. Get an announcement on the Eastern Division web site – the web site still promotes the Spring York 2014 as of June 1.
4. Does Eastern Division have a Facebook page yet? If not give us something to put on WB&A's Facebook page. We can also use it at the WB&A semi-annual business meetings in June and November.
5. Ask the two Eastern Division Chapters to help. You have great, motivated members in both chapters and I'm sure they will help.
6. For a manufacturers/dealers/publicists committee to advised Eastern Division on how to improve York. Mission to improve communications, Saturday York, approve photos, etc.
7. Seek out the TCA Strategic Planning Committee. That committee is working on challenges to TCA and its members have significant experience in TCA.
8. Contact Bruce Greenberg for assistance based on both his vast publisher and extensive show experience.
9. Develop a team approach to help improve TCA.
10. I will do as much as I can.

Much discussion followed as far as getting the dealers and manufacturers to use photos from York to promote their products and the TCA through their existing publicity and advertising set ups. An example of such a use was a video posted to YouTube by Classic Toy Trains which showed many York booths of companies that advertise with them and also talked about York, the TCA, the size of the show and show the TCA logo. Everyone is encouraged to view it at <http://www.youtube.com/watch?v=nj0v2cKTQjg&feature=youtu.be>

It was noted a security guard would not allow one member to remove boxes from their purchase hall Saturday (physically touching has not been confirmed but possibly took place). Jim said the guards are charged to watch for people removing stuff from the halls but not to touch them. The Hall Captain should be advised immediately to address the situation.

Members that see others packing up and removing their items may advise them of the rule but not physically intercede; the Hall Captain is the person to handle this.

It was brought up that some table holders were noticed closing their table at April York on Friday night and allegedly setting up in the Reliance Fire Hall Meet Saturday morning (which is an open meet). This is a violation of the rule that you must remain until 2pm Saturday unless the Hall Captain agrees to the early departure. While there has often been a few people leaving early, the Reliance Fire Hall being open on Saturday is new and this may become more of an issue unless it is dealt with, Jim asks that if you see this happening notify the Hall Captain. A warning letter will be sent and future violations will prevent the member from having a table at York.

Bob Heine asked if WB&A and Upstate NY could have a table set up in the Orange Hall after the member halls close while the dealer halls are still open. This would be during the Ice Cream Social and possibly Thursday also. Jim felt it should not be a problem but to check with the Meet Chairman. Bob will follow up with the Chairman and WB&A will make arrangements if approved.

Colleen introduced Carol McGinnis, past TCA President and as the second past president she is on the Strategic Planning Committee.

Carol noted that the TCA exchange is under-utilized, some have noted that the search engine is poor. The advantage of the exchange is that photos can be posted so anyone looking for an item can have a look at it instead of having to contact the seller. As many are using Ebay now the exchange should be a good resource for our members.

Carol is pleased that members are now speaking up with ideas and this will help the committee identify and make plans

Headquarter News is now available online and past Train Collectors Quarterlies are also. The Quarterly will continue to be published in paper.

The National Toy Train Museum has been significantly refurbished inside with new carpet, freshly painted and all items place back in their locations.

There have been some suggestions at TCA that York be a closed meet on Thursday and Friday and an open meet on Saturday, however there is no talk at the National Board of opening it to the public. This is related to sales tax issues with the state.

Carol believes that the TCA should have a presence at all public train shows. 3 out of 4 Worlds Greatest Hobby Train shows had a TCA table this past winter.

The strategic plan has 3 major areas of focus:

1. Increase membership
2. Finances
3. Member benefits

Membership involves recruiting/retention/multiyear dues. Carol discussed the staff at National and their duties.

Finances involves setting priorities and a budget for them then determining how to fund that budget

Member benefits, a survey of the members has been suggested.

A question was raised if we could publish Bruce Greenberg's paper – that will require some investigation with Bruce.

An appraisal has been done of the museum's holdings of trains and accessories and the valuation was placed at \$1.6 million. This does not include any library holdings.

A question was raised if the museum can loan out trains to other museums or similar places for promotion of TCA. That will have to be researched as to what interest there may be from other museums and the insurance of the items.

A question was raised if TCA could offer another Life Membership program and how it would be designated. Several individuals told of how they had purchased life memberships in other organizations and while it was a benefit to them, it was not to the organization after several years had passed. How to designate a Life Membership and the cost would have to be explored.

The National Toy Train Museum uses Access for museum accessories. It has a link to the Library's Past Perfect software for obtaining photos. Access has been tweaked for years with work-arounds and is not suitable for sale to anyone.

Glenn stated that no marketing has been done after this York about the approval of photos in the dealer halls. There was no big announcement found anywhere on any site that he explored. Why was Eastern quiet about this important change that is a huge enhancement to marketing. More marketing is needed by TCA to reach new members. Phil agreed that Eastern needs to promote this change and York needs to promote it as a huge marketing tool for the manufacturers and dealers.

Historian's Corner

As I pay particular attention to the archives of the Train Collectors Quarterly I continue to be astounded by the depth of character and the quality of commitment of the TCA founders. 50 years ago the TCQ editor, Reynolds Galbraith, in the TRAIN COLLECTORS QUARTERLY, JANUARY, 1964 VOL. 10. No. 1. notes

that:

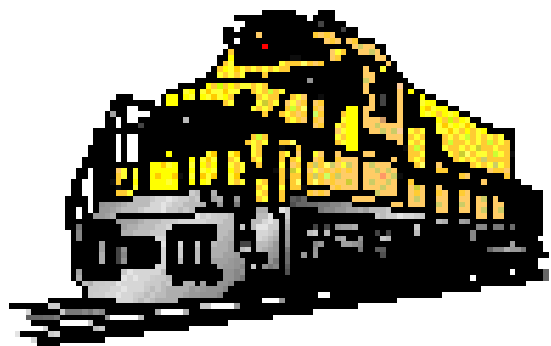
" The degree of success we attain is a direct result of membership support. It cannot be otherwise. Breadth of membership interest determines also the scope of historical material presented herein. So, too, there may be grumbles over Quarterly content. Therefore, we can only say to The Grumblers: GRUMBLERS, ARISE: and (tie) yourselves to the nearest typewriter and bang out a story for us."

In 50 years a lot has changed. We now use computers and cell phones to keep in touch. We can listen to the television and hear reports on the success and demise of government programs and local entities. But we can still take a deep breath, and go play with trains to reduce our stress and relax for a while.

As Editor Galbraith said, write it down, "bang it out." Write a story about your experiences. Tell others how you got a particular train or accessory to work, or how you made adjustments to fit them in to your layout. Tell others how you found a treasured piece that had been evading you. Or tell others what makes your trains special, unique, or why you just like them. It can be a couple of sentences, a paragraph, or a longer story. It can be what you make of it. Send it on to Paul Pullen, Editor, WB&A TROLLEY. Who knows what an interesting article he may be able to put together.

Take this holiday season to do just that. Share your passion with family and friends. Bring them to a local TCA meet, and continue building the character and commitment of TCA.

Keeping the wheels down and the smoke up!
Respectfully submitted,
Carol Redman McGinnis
WB&A Historian,
TCA 2nd Past President



Mid America Train Meet November 30, 2014

Our roaming reporter, Clem Clement, sent us the following photographs from the Mid America Train Meet that was held on November 30, 2014.



Some new train collectors were present and enjoying the layout.



Clem's sequestration train was present and running at this train meet, as well. (Was Stomper hiding somewhere in the background? No reports of massive power failures have been received, so maybe Stomper was not there.)



**WB&A 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 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 and a
check to Treasurer at _____, Springfield, VA 22152.
To be announced shortly!
_____ sent by return mail to you.
_____ or 6 for \$25) Only 500 tickets are being sold.**

Christmas At Kenilworth Mall

For many years, the Baltimore based Wednesday Night Train Club has been preparing an operating train layout for Kenilworth Mall. These are photos from the 2014 train display.



This is the modified bridge we saw at the Baltimore Streetcar Museum on Preakness Day 2014.



Christmas At Kenilworth Mall



The Navy's Blue Angels perform their magic over Fort McHenry in Baltimore.



Christmas At Kenilworth Mall



Editor's Note.

Recently, I received a copy of the e-newsletter from the Key, Lock, & Lantern News that Dave Hamilton edits. He has an article that parallels our stewardship of our beloved toy trains, so I sought permission to use his article in our newsletter. If you take into consideration that whenever he is talking about railroad artifacts, and substitute toy trains along with railfanning, we are talking the same language. It is up to us to pass the torch to the next generation!

Passing the Torch of Railroad History & Preservation

Attending the recent Walter Rich estate auction was an interesting experience for me. It was strange to see the board room table where I had attended meetings, pictures that had hung on the wall outside of the dispatcher's office where I once worked, and the collection of books that I remembered from Walt's library, all sold at auction. For the "old timer" KL&L members, it is probably a more familiar experience, seeing a fellow railroader or historian's collection all boxed up for sale, but it was new (and somewhat sad) to me.

As often pointed out by our past editor, the late Dick Barrett, we are just temporary caretakers of the memorabilia that we collect. The artifacts, photos, stories, and information that we gather are all an important part of transportation history, and we have taken on the task of preserving it. The mission of Key, Lock & Lantern is to support this effort and insure that the results of our hard work are passed on to the next generation of railroad historians. One of our biggest fears seems to be that the younger generation will not have an appreciation of memorabilia or an interest in continuing our work. With membership in various historical groups and attendance at shows & events down in recent years, it seems to be a legitimate concern.

However, I don't think that things are as bad as they might seem. I recently spent an afternoon with several younger railfans, visiting a railroad display at a local museum and then stopping for some train watching along the mainline. They seemed to really enjoy the museum trip, discovering a new aspect of the hobby that they had perhaps not considered before. It doesn't take much to spark an interest in history in someone who has a fascination with modern railroading.

While waiting at trackside, it was evident how railfanning has changed over the last decade. From internet scanner feeds to Facebook postings by other trainwatchers, today's railfan knows when the trains are due, what their power is, and when the next train is called. And to think that I used to sit for hours at a crossing waiting for a train that never came! One thing that is obvious is that the railroad hobby is not in a state of decline, it is just undergoing a change brought about by the current generation's attachment to technology.

Since KL&L started our online newsletter and a Facebook page, we have reversed a decline in membership and are growing again. While the print magazine will always be a part of KL&L, it now has a different role in the organization, primarily serving as a permanent record of the results of our research on railroad memorabilia and history. Our digital resources now provide a channel for communicating news, promoting railroad preservation, and connecting our members. And despite the growth of social media, there is still something about getting together for the annual KL&L Convention that can't be replaced.

So never fear, Key Lock & Lantern is keeping up with the changing times, and will insure that the (virtual) torch of railroad preservation is passed along to the next generation.

Dave Hamilton
KL&L President & Editor



WB&A Business/Swap Meet

On November 1st, the WB&A Chapter held its second annual Business/Swap meeting at St. James Lutheran Church in Overlea, Maryland. Members filled about ten tables with trains for the group to inspect. There were test tracks set up this year for checking operation of locomotives, as well as, at the start, one operational layout.

When Tom and Steven Salen arrived, I was asked if there was a way that Steven could set up his own layout that he had brought with him to run his trains. We pulled out another table and set up his layout and set him to work running his trains on another table. He was having fun running his trains during the rest of the meet.

Steven Salen ran a Union Pacific diesel for a while on his layout, and then when it reached the time of Federal government required engine overhaul, a Bethlehem Steel docksider took over the job of running his railroad. Steven did a good job as engineer throughout the show. A corner of his layout is shown in the photo attached. Steven's father is the conductor keeping track of the schedule and keeping the train running on time.



Clem Clement brought many trains for show and tell, including some interesting bobber cabooses (cabeese?). These were equipped

with magnets and were designed to be pushed by a locomotive, and the magnetic fields of each individual caboose would repel the one in front of it as the train went around the track. Once the order was correctly "laid" out, the bobbers operated for several hours on Steven's layout. The hardest part was maintaining a slow enough speed so that the cabooses would not be pushed off the track on the curves. Steven became very good at driving the train with the repelling bobbers.

Another of Clem's gems was a pre-war train that, to hear Clem tell it, was caught up in the latest Government Shutdown. Clem spun the story of the sequestration train that he had a contract to refurbish the entire train from its complete rusty original to make it a "new" train. When the Federal Government shut down a couple of years ago, the contract was pulled, funding was removed, and the completion of the refurbishment was never accomplished. As a result, the right half of the entire train is in gorgeous condition, while the left half is rust. However, the train runs beautifully.



During the morning, the main layout ran a couple of different pre-war trains wirelessly. They were a Lionel 253 with passenger consist and Clem's sequestration train. Also run was a Lionel Bethlehem Steel docksider with a Beth Steel consist, and a new Lionel Lionchief Plus Berkshire. The Lionchief Plus was run with the Cab-1 wide open to supply 18 volts to the main line, and then the special Lionel remote control for the locomotive doing the actual

control of the engine.



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**Pete and Mary Jackson Award
by Bob Goodrich**

On November 1st, at the WB&A swap meet in Baltimore, MD, Pete and Mary Jackson were given an award from their WB&A family. We, as a chapter of the TCA, appreciate the commitment, dedication, and hard work that Pete and Mary have given to this organization. Thank you Pete and Mary for your many years of service!!



Presented To

PETE & MARY JACKSON



In appreciation for your commitment and dedication
to the
TCA, WB&A and Kids Korner



We thank you for your many years of service !

From Your
WB&A Family

~ November 2014 ~

**Membership Moments
by David Eadie**

We had another great year in our membership drive, adding 27 new members and we thank you for that. Many were introduced to our chapter at one of the shows or meets by members like you. We also met many of our members at the two mini meets held this year at the masonic temple in Falls Church. at the St. James Lutheran Church in Overlea, MD and at the Baltimore Streetcar Museum in Baltimore. Both of the WB&A sponsored Train Shows held at the Annapolis Armory and the Vienna Firehouse location were well attended and a huge success. Thanks to all members who came out and showed their support for the WB&A chapter. Throughout the year, we have found that most have attended at least one of these events. Many of you took advantage of these shows to renew your membership. and will have a chance at win a \$100 gift card from a local train store.

A word about Membership Renewal dues. If you are unable to attend any of the events we hold during the year, please use the form we include in this newsletter to renew. Although its preferred (and easier) to renew at a WB&A event or at York, we understand that not all are able to attend.

As a reminder, at our January 2015 Board of Directors meeting, we will award one \$100 gift card to a member who has pre-paid their 2015 dues by Dec 31st 2014, and one \$100 gift card to a new member who joined the WB&A in 2014. As of December 1st, 2014, over 85 have paid your dues for 2015 . We thank you.

To the 27 new members who joined this year we appreciate your interest in the chapter and look forward to meeting all at our events throughout the year. Please consider volunteering in some way to help out, be it at one of our shows / meets. or special events we hold each year. We always need help at these shows / meets and it will give you the opportunity to meet your fellow train enthusiast.

Also, if you having an interesting story to tell, our Trolley Newsletter editor, Paul Pullen would be glad to hear from you.

Remember, to become a member of WB&A, you must be a member of TCA . Our area covers Delaware, Maryland, Washington DC, and Northern Virginia. Our membership dues will remain at \$18.00 per year.

Have a happy and safe Holiday.



The Lantry S Gauge Layout **Arne Meyrow**

Early in June of this year, Mark Boyd suggested that Skip Marquard, from California, contact Colleen Hall, president of the WB&A Chapter of the TCA about possibly helping Tom and Anne Lantry with a very interesting project.

Throughout his life, Tom loved model railroading and has fond memories of his American Flyer (S gauge) railroad. He continued to purchase new locomotives, rolling stock, scenery, and accessories with the hope of setting up his old layout in his retirement. With his recent diagnosis of dementia, it is Anne's hope that seeing and running his trains will bring him some comfort. Anne has asked for assistance in setting up a model railroad, much like her husband had had as a child.

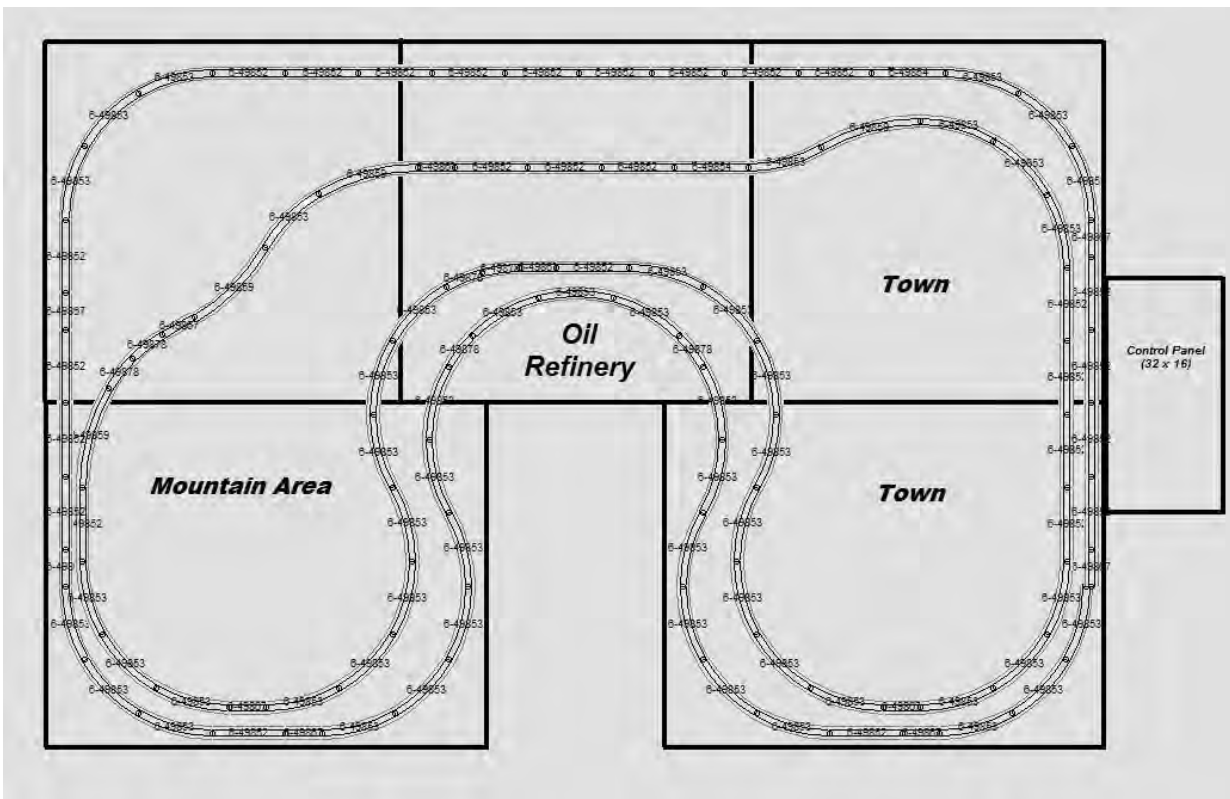
The WB&A Board of Directors jumped on the project, and has gathered a group of volunteers to "make the project happen." Dan Danielson started at the helm of the project. However, Dan became ill, and had to pass the reins to Board member, Arne Meyrow. Arne teamed up with the Secretary of the WB&A, Nada Boswell. The project is proceeding as rapidly as possible. Anne reports that "Tom checks downstairs twice a day to see if the trains are set up." We know that the longer this project takes, the less likely that Tom will benefit from it.

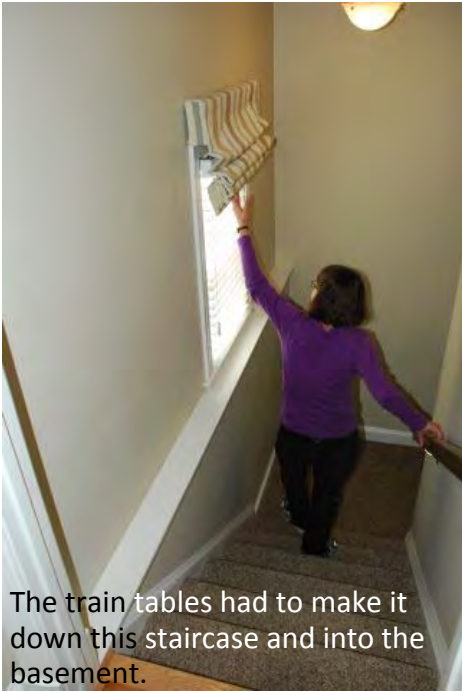
An interview with Anne provided the team with the specs needed for the size and shape of the train board and the look and feel of the layout. After visiting the Lantry's home, it was discovered that the layout would have to be built in segments in order to get it down the stairs into the basement. The team began with a complete inventory of the train items that Tom had accumulated. Volunteers stepped forward to make sure all items were operable. Engines were overhauled, cars were lubricated, buildings were assembled, and the train table was constructed, delivered, and assembled in the Lantry's basement.

As the group wanted Tom to be able to run the layout on his own and/or with some help from Anne, they decided to use non-connecting loops to avoid crashes. Tom's transformer required a replacement power cord. As he has many partially built and new-in-the-box buildings, volunteers were needed to finish them. New track was a must.

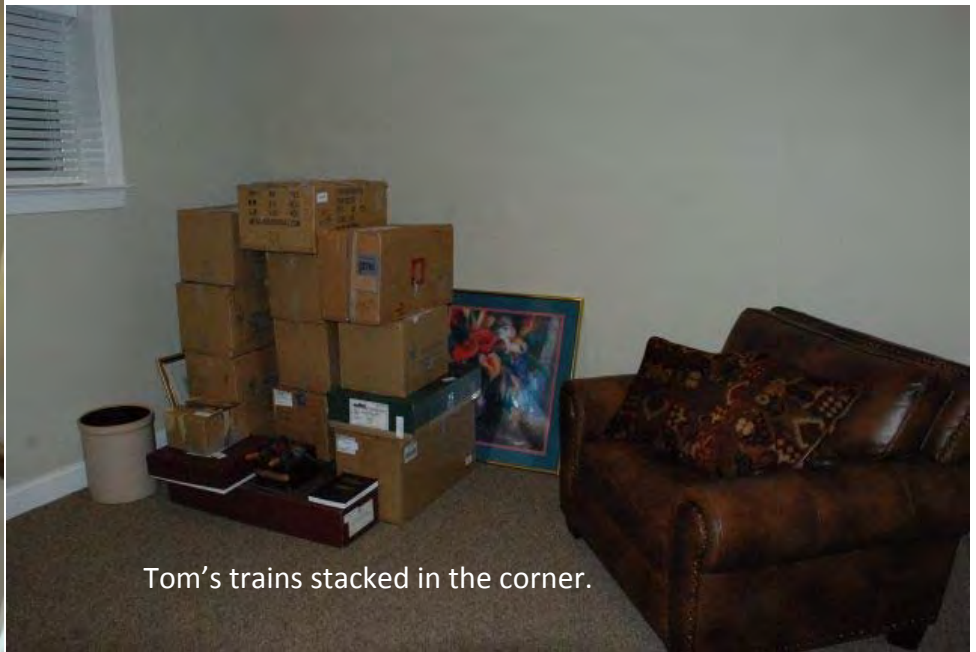
It was decided that the layout would reflect the different phases of Tom's life. The right hand (east coast) section of the layout modeling NY, Philly & DC, the middle section, Indiana, for his college days at Notre Dame, and the left section (from the prairie to the west coast) for the Santa Fe where the circa 1923 rail car he remodeled currently runs.

In order to get the train table into the Lantry's basement, three 4'x4' modules and two 4'x5' modules were built. As shown in the diagram below, three tables in a straight line and two, with one each coming down on either side of the three, allowed us to give the Lantroys the U shaped layout they asked for. We have also add-





The train tables had to make it down this staircase and into the basement.



Tom's trains stacked in the corner.

ed a small control panel for Tom.

Now healthy, Dan Danielson stepped to get the locomotives and rolling stock evaluated and ready to run. This had to be done by "sleight of hand" by taking empty boxes into the Lantry home, filling them with the trains needing work, and leaving Tom's original boxes "empty" in the basement so he would not think that they had been stolen by these people who keep coming and going. Dementia has many facets, and you are never sure what people who are suffering from it are thinking.

The layout was delivered to the Lantry house on September 9. It is pictured below.

While laying the track, Tom came down to check on our progress. Volunteers were touched by watching him stroke the track with a huge smile on his face.

Arne wants to thank Bob Heine, Joe Bustamonte, Tom Salen, and Colleen Hall for volunteering for this labor of love. Special thanks go to Arne's friend, Danny Pierce, for the use of his pick-up truck in delivering the five boards and his help in setting up the tables. Danny works for AMTRK and began his career 30 years ago with the RF&P. Very special thanks to Club members; Carol McGinnis for repairing/assembling Tom's buildings, Dan Danielson for checking out and lubricating locos, and rolling stock as well as providing track, Plasticville buildings, tunnels, die cast vehicles, trees, and roadways. Mike Ferrante worked on the layout's set up and laying track. Nada Boswell's help in all of the above and administrative coordination was amazing.

In an email dated August 27, 2014 Mark Boyd writes, "My thanks goes out to everyone that was involved in realizing this train layout project. I think it is a wonderful human interest story of how the train collector community reached out across the country asking for help and the WB&A Chapter rose to the occasion."



Tom and Anne Lantry in front of Tom's Business car.



Tom's new layout in place in September.

Photos of Tom's original boyhood layout.



New Construction Underway



Arne and Nada assembling the tables.



Nada checks out the new layout.



The mountain side of the layout.



The city side of the layout.

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Steam into History Crossing Guard



In a previous issue, I introduced you to Mabel, as she investigated the Steam Into History train. Well, my intrepid reporter has now reported that Mabel has become a crossing guard for the train as it runs through the Pennsylvania countryside.



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

When: Saturday, January 10, 2015

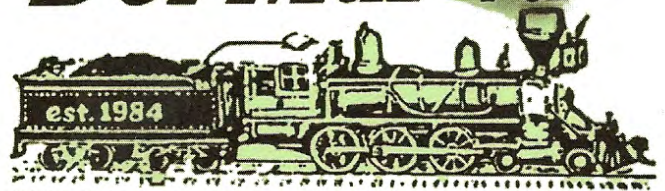
Where: John Buxton's Home
2607 Proctor Lane
Parkville, MD 21234

Time: 9:00 a.m.-1:00 p.m.

Come and join the WB&A Board of Directors

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

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JAN. 10th & 11th 2015**

**SAT. 11am TO 4pm
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Scenes from the National Toy Train Museum

We hope you are ready for the beginning of the holiday season! Toy trains are a wonderful way to chase away the chill of winter with the enjoyment of a wonderful hobby.

We thought you might enjoy seeing several pictures of the National Toy Train Museum, recently decorated for the season. A special thanks to our wonderful staff and volunteers!





The above were borrowed from a TCA e-mail.

Open House At Toy Trains & Collectibles

Saturday, November 22 started off as most days do and it wasn't long before I was on the road heading to Manassas to visit with Dan and Hope Danielson and their family at their Open House.

There was a steady stream of folks that came in to say hello and to look around to see what deals could be made (with those deals came the extra 10% discount offered to those that purchased items).

Dan and Hope also put out for everyone to enjoy soft drinks, coffee and snacks those that visited. One often saw folks gathered around the table which was

in front of their window to their repair station. From this vantage point you could watch as folks came in and amongst the adults there were children who took right to the front of the store where the layout was up and running. Matthew, to their delight, was at the controls and allowed the children to be children as he captured their interest and curiosity.

While one stood and watched it all unfolding it was clear that the atmosphere that Dan and Hope have created in their store is more than a place to come in and spend some money, it's a place for old friends to gather to catch up and a place for new friends to be made.

So while my day started out as most, it ended better than most for it ended with me having the opportunity to talk with folks, meet new ones, watch a smile spread across a young one's face and experience a feeling that the hobby is still alive.

Let us not forget, it's up to all of us to make sure the hobby stays alive and to that end Dan and Hope are doing their part along with Matthew and the rest of their family. Ahhhhhh, family – it's something Dan and Hope makes you feel part of and I hope you had a chance to be part of the day, but if not, I hope you will go out and visit with them soon.

Thank you to Dan and Hope Danielson for opening their store to the members of the WB&A and the incentives you provided.

Colleen Hall
President WB&A





Upcoming Train Shows

| | |
|-----------------|---|
| Jan 10, 2015 | John Buxton Open House |
| Jan 10-11, 2015 | World's Greatest Hobby, Hampton, VA |
| To Be Announced | Sandy & Clem Clement 42nd Annual Open House |
| Mar 14, 2015 | WB&A Toy & Train Show, Annapolis Armory |
| May 9, 2015 | Joint VTC & WB&A Great Train Show, Fredericksburg, VA |
| Jun 7, 2015 | WB&A mini-meet, Kemper – Macon Lodge |
| Sep 13, 2015 | WB&A Toy & Train Show, Vienna, VA |

John Buxton Open House

John Buxton will be holding an "Open House" for his Dorfan trains at the Weber Farm Store at 2526 Proctor Lane in Parkville after the Business meeting on Saturday, January 10. More details will follow in the WB&A e-Blast.

Published in St. James Bulletin, Sunday, November 9

A donation has been received from the W. B. & A. Chapter, DBA Eastern Division Train Collectors of America to St. James Lutheran Church for the use of the Fellowship Hall.



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Look who just joined WB&A!!!

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Frank Lucia

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WB&A CHAPTER TCA TOY TRAIN SHOW

March 14, 2015

SHOW OPENS AT 9:00 AM and ENDS AT 2:00 PM
(Opens 8:00 AM to WB&A Members)

At the Annapolis Armory!!
18 Willow Street Annapolis, Maryland 21401

Admission: \$5.00
Children Under 12, Military, and WB&A Members Admitted Free.

THE ONLY TRAIN MEET IN THE ANNAPOLIS AREA
THE SHOW WILL BE ADVERTISED FOR THREE DAYS IN LOCAL NEWSPAPERS
New This Year: National Capitol Trackers O Gauge Modular Layout

Directions: Going U.S. 50 East toward Annapolis, take Parole Exit (#23), left onto West Street for ¼ mile, left on Hudson Street, and proceed to the armory. Going US 50 West, take Parole Exit, bear left (away from Jennifer Rd), left on West St. and follow the directions above.

All vendors selling repro parts, etc. must have a Certificate of Compliance and display it. Sorry, No refunds.

-----detach here-----

PLEASE contact John Buxton at jbrookbuxton@gmail.com OR (410) 665-3330 to reserve your table(s) AND send this reservation form with payment to:

| | | |
|--|----------------------------------|----------|
| Send Reservations to: | All Tables: \$25.00 each | \$ _____ |
| Dave Eadie | Admission: \$5.00 | \$ _____ |
| 7825 Wintercress Lane | Non-WB&A Helper (s): \$5.00 Each | \$ _____ |
| Springfield, VA 22152 | Total Due: | \$ _____ |
| Number of WB&A Members Attending (Free Admission) | _____ | |

Make check payable to **WB&A Chapter and mail reservation, by March 01, 2015**, to guarantee a table. **Badges and table assignments will be distributed at time of Show.** Tables not occupied by 9:30 AM March 14th, 2015 may be resold. No refunds.

Name: _____ TCA# _____ WB&A# _____
 Address: _____ City: _____ ST: _____ ZIP: _____
 Day Tele: _____ Eve Tele: _____ EMail _____
 Name of Helper (s) _____
 Name of Helper(s) _____

NOTE: Set-up starts Friday afternoon (Mar 13th) and at 7:00 AM., Saturday, March 14th, 2015.
Free coffee & donuts for tableholders 7 AM until 9 AM Saturday.

I agree to abide by all rules of the Association, including those of its Divisions, Chapters, and Committees.

Signed _____

MARK YOUR CALENDARS

Annual WB&A Train Show & Sale

Saturday, March 15, 2014

Annapolis Armory

18 Willow Street

Annapolis, MD 21401

9:00 a.m.—2:00 p.m

- Open to WB&A Members at 8:00 a.m.
- Open to the Public at 9:00 a.m.
- Old and New Trains for sale.
- Great door prizes for adults and children.
- Train Layouts featuring Thomas the Tank Engine.
- Catered food.
- Free Parking.
- Free Train Appraisals.

For more information, contact John Buxton at jbrookbuxton@gmail.com OR (410) 665-3330.



Hello members of WB&A Chapter. My name is Stuart Rankin and I'm the President of the Metropolitan Division of TCA (METCA) and the Chairman for the 2015 TCA National Convention. It is this this second hat that I wear which

without the most famous NYC sights; a daytime ride on the Circle Line going completely around Manhattan, a visit to the Statue of Liberty and Ellis Island, or an emotional visit to the 9/11 memorial and museum, and more.

In addition to trips and tours, the second half of the week will include the Welcome Party with a decidedly local "flavor", the sunset Dinner Cruise along the illuminated Manhattan nighttime skyline, home layout and collection visits, and the concluding Banquet. Not to be left out is the trading hall swap meet. Here's your chance to find that item for your collection from a new/different set of vendors than you normally see at your local meets.

The weather in the northeast is particularly nice in June. Although spring will be behind us, typically the hazy, hot and humid dog days of summer haven't begun yet. This really will be a once in a lifetime experience to have a TCA National Convention in such a location.

Be prepared to have the time of your life as you put yourself in a New York state of mind. I really hope that I do see you in June 2015. For further details and complete descriptions of every trip, tour and event, check out the new permanent TCA convention website at: www.TCAconvention.org

brings me to you today.

For the first time in TCA history, the National Convention will be visiting the Big Apple. I want each and every member of WB&A Chapter to consider yourself personally invited to attend the 2015 Convention in the New York metro area. This week long event will be unlike any other; there's a reason that New York City is one of the world's most popular destinations.

The first half of the week will consist of the "best of the best" trips and tours. During the week we'll have something for everyone; train related activities, history related tours, military themed tours and more. Finally what trip to New York wouldn't be complete