

# Vol. 18 No. 1

Jan.-Mar. 2017

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## WB&A Board of Directors

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



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

### From the President's Desk

Dear All,

The last three months has flown by and there have been lots of happenings. For instance, the WB&A held elections for the Board and I am happy to report that Skip Lee has joined the Board as well as Bill Moss being reelected. Both Skip and Bill have taken on huge rolls and I thank them for stepping up to do so. Skip will be co-chairing the Annapolis WB&A Toy Train Show and Bill will be taking over Membership as David Eadie is moving on to be the WB&A Eastern Representative as Dan Danielson ran for VP of Eastern. Our first meeting of the year will be January 21 at the home of Nada Boswell, if you have an inkling to attend, let us know, we will be busy looking at ways we can enhance the membership experience!

I have been very busy myself as James and I will be packing up and moving some time in 2017 to North Carolina, so if you know of anyone looking for a ready built large train room (addition to our home), I would love to hear from you. In addition to this, there have been a few other things which I won't bore you with, so I apologize if I have been quieter than the norm (is that a bad thing, lol).

Our next How To will be January 22, 2017 and I know Dan and Nada are busy in setting this up. They do a heck of a job and always have a great learning session that is enjoyed by all those that attend, remember to RSVP due to space limitations.

In addition, Dan and Hope Danielson are holding their Annual Open House on January 8, 2017 and they are inviting you all out to it. If you haven't been, all I can say is you are missing out on something great!

As a reminder, please check out the WB&A Facebook page and if you like something, share it! <https://www.facebook.com/wba.chaptertca> You are a POWERFUL force in keeping the WB&A in the forefront of social media, I hope you will do so.

If you haven't heard, the WB&A now has a YouTube Channel, check out: <https://www.youtube.com/watch?v=BMxdt18j950&feature=youtu.be>

As a reminder, if you find yourself with a bit of free time, we can always use a hand or two. 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

President of the WB&A



# Treasurer's Report as of Dec. 12, 2016

By Glenn MacKinnon

Your Chapter's financial condition is excellent and gave us the opportunity to try new stuff this year. Our Annapolis show moved to a new location after 10 years at the old Armory. We had the monetary assets on hand to reserve in advance a passenger car on a 611-excursion for WB&A Members only. We were able to hold our November Mini Meet at the Marley Station Mall, home of the Train Garden. It's a fantastic multi-loop layout built and operated by volunteers in support of the North County Emergency Outreach Network. It's definitely worth a visit.

After 11 years as the Chapter Treasurer, I will be stepping down early in 2017. Your Chapter will need a new Treasurer. Anyone interested in the position is welcome to contact me or Chapter President Colleen Hall – memberwba@gmail.com.

The Chapter's financial activities for Jan.-Dec. 12 2016 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, 2016 \$31,137.80

Check Book Balance – Dec. 12, 2016 \$31,610.65

	Expenses	Revenue
Annapolis Show 2016	1879	1855
Annapolis Show 2017	140	
Vienna Show 2016	960	1120
Membership Dues 2016	338	3641
Membership Dues 2017	47	3671
Newsletter 2016	923	
Kids Korner	486	546
Mini-Meet	636	
Election 2016	165	
Fire Up 611 Excursion	8691	7741
Train Set for Drawing	1184	1375
Web Site/Facebook	1479	
WB&A Property Sales		141
Miscellaneous Expenses	496	

## WB&A Board of Directors Business Meeting

When: January 21, 2017  
Where: Nada Boswell's House  
5600 32nd Street North,  
Arlington, VA 22207  
Time: 9:00 a.m.-2:00 p.m.  
Come and join the WB&A Board of Directors  
Agenda: Officer reports, Eastern  
Division report, upcoming  
Events, open discussion.



# 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.

## WB&A General Business Meeting June 12, 2016

Chapter President Colleen Hall called the meeting to Order at 9:30. There was a Quorum present for the meeting to continue.

### Old Business

**Secretary's Report** – Nada Boswell distributed the November 7, 2015 General Business Minutes for review and discussion. There was a motion to accept the minutes as written by Dan Danielson, seconded by Steve Burket and unanimously accepted.

**Treasurer's Report** – Treasurer Glenn McKinnon provided the Treasurer's Report. The Club is in good financial shape at this time. Line items were discussed. The Annapolis meet was not as profitable as in past years however it was a small loss and may have been due to the change of venue and having it the on Palm Sunday with less than ideal weather. The 611 Trip had a total cost to the Club of \$950 but was a trip enjoyed by or members and their families. The costs were to cover the service fee on the tickets (\$310), 1 ticket for Dave Eadie for all the work he did to arrange the trip plus costs for snacks, etc. on the ride. Sales of drawing tickets for this year's set have gone very well so far and with upcoming York and Vienna meets should easily cover the cost for the set. Membership dues of \$3,599 have been received so far.

**Membership Report** — Dave Eadie gave the membership report. 220 members have paid so far for 2016, year stickers for 2017 will be in by July for members paying ahead at October York or Baltimore Business meeting. We are losing membership as 20 members have left TCA so are no longer eligible for WB&A. In 2013 and 2014 we gained about 25 members each year, so far this year only 9. There will again be a drawing in January for 2 \$100 gift certificates, 1 will be for a member that referred a new member and the other for a member that paid for 2017 before December 31, 2016. Dave will obtain the new TCA member list for our area and send out invitations to them to join WB&A. They will also be invited to attend Vienna and Annapolis meets free of charge.

Giving back to members in some form was discussed. The J611 trip was a real success and enjoyed by all but what else can be done. Phil Graves suggested holding more open houses for members to see other's layouts and collections, however as John Buxton and Colleen noted they had tried and did not have great attendance. Clem Clement has done open houses for 43 years with good attendance – 125 last year, even in the snow. Dan Danielson also has great attendance at his annual open house in January as does Glenn MacKinnon. However, those 3 also involve cross hobby folks such as National Capital Trackers, car clubs and in Dan's case customers from his store. If we are only inviting WB&A members, the turnout is usually low.

Dan noted that VTC is having much of the same problem with member participation, they cancelled the Christmas dinner as not enough people were interested in attending. Much of the problem is due to the aging of our members. Not enough young people are interested in the hobby as there are so many "new" things to do instead.

WB&A is fortunate to be doing as well as we are. This is due in no small part because of Colleen's Eblast, Paul Pullen doing a great job with The Trolley and Sarah keeping our Facebook page updated. These are the best ways to reach out to our members and other train people and we are fortunate to have them. TCA and Eastern are not good at promoting the hobby to the general public. There is very little communication from either organization.

Also noted we should find a way to work with groups of different scales, HO, N, etc. as there are many active groups out there. We need to support member's efforts to draw in the public such as John Buxton's train display at his local garden center from Thanksgiving through New Year's Day. Dan noted that a 4x8 layout that was taken to Greenspring Center was enjoyed by all, kids loved watching it and wanted to play with it.

There is still an interest in the real trains as shown by the folks that lined up along the tracks in all-weather just to see the 611 pass by so as a club we need to encourage that part of the hobby also.

**Eastern Report** — Dan Danielson provided the Eastern Report. Dan will be running for Vice President of Eastern in the fall election so we will need to elect a new Eastern Rep for WB&A. The Eastern rep is not on the WB&A BOD but does attend BOD meetings for input, he attends 5 days

of meetings for the Eastern BOD and works the York meets. Dan feels there should be a BOD member in each hall at the meet in case an issue arises.

Dan knows that changing Eastern and TCA will be a real project. Fewer and fewer people are joining TCA and Eastern. York attendance is down from years ago. The BOD of Eastern has not kept up with the changes. The York meet has lost money the last few years which caused the need to increase attendance and table fees in April but they must stop spending money on freebies, etc. There are some forward thinking members on the BOD but we must have all of them to recognize changes are needed. Eastern cannot continue to run a \$500,000 - \$600,000 "business" as a good old boy network.

Bob Heine noted that Eastern is 20-25% of TCA but TCA does nothing to support the York meets. Dan will be meeting tomorrow in York to discuss the October meet and things that need to be done to get TCA and Eastern into the 21st Century. There didn't used to be a need to expand admission to the public however there are people out there that would come but having to spend \$50 to join TCA and then admission is very high considering they have no idea what they will be able to find.

It would be a financial boost to Eastern if the meet was open. April 2017 would be the first possible date to open the dealer halls (Orange and Purple) to the public. It would generate traffic for the vendors, particularly Lionel and MTH and other manufacturers, some of which seem willing to help out with advertising, etc.

The issue is Pennsylvania Tax code which requires a license and tax reporting if you are "selling" trains. It allows for "trading" trains if done on a very limited basis that is not a primary means of income. Opening to the public has to be done on the limited basis in only the dealers' halls so as to not "rock the boat" or the state might want to tax everything. Any member can get a license and move to a dealer hall if they choose, however they must remain a dealer and cannot move back to a member hall in the future.

At October York be sure to visit the Black Hall. National Capital Trackers will have their 3 level O scale layout operating during the meet. Modules are currently being worked on and they are working with various manufacturers to complete the scenery to decorate them.

#### **New Business**

**Annapolis Meet** — Dave Eadie provided the report on the March Annapolis Meet. It was held in a new location due to the Armory now a closed military facility. The Elks Lodge in Edgewater is a smaller venue so there were only about 70 tables vs. the 100 at the Armory. The Trackers did a layout, Allen Crofts was the Train Doctor and Robbie Schroeder was the parts man. It was a new location and a cold and snow fluffy day and also Palm Sunday. Early set-up was not available for Saturday afternoon so all set up was Sunday morning. The food was sold by the Elks Lodge. Attendance was less than half of the Armory Meets. Next year may try for a Saturday date but also better advertising is needed. Very similar to the move from Kena to Vienna

where it took time to get the information out and get folks to be aware of the changes.

**Nominating Committee** — The Nominating Committee has been formed. Colleen Hall, Nada Boswell and Dan Danielson. The positions to be filled are: Eastern Representative and 3 BOD members. Interested members can contact any of the Nominating Committee. The slate must be set by September 1st.

**Facebook** — Sarah has done a great job keeping our Facebook page updated, we now have 437 likes. She thanks all of those that have sent or posted photos. Any description you can provide of the photo is helpful and if is not your personal photo please be sure to obtain permission to post it and acknowledge the original photographer or source. Also watch for children in photos, be sure you have permission to photograph them and post them. If you are not able to post them yourself please just forward them to Sarah and she will do it for you.

#### **General Discussion**

Phil Graves noted that he joined TCA to learn about the hobby, he got to meet experts in the hobby and learned so much from them. However, it is not that way anymore, there is no information from TCA and seems to be no way to get them to act on members concerns and ideas. Now it is an impersonal business with 25,000 people you must communicate with them. Need to use Social Media – Facebook, etc. to do so. There needs to be advertising to get the hobby out to the public.

Jeffrey noted that one aspect of the hobby that is gone is the commercial advertising that used to be done. There are fewer toy or hobby shops and much less advertising by the manufacturers and stores that once promoted the trains, especially at Christmas, such as Sears, etc. While the Christmas season is still a time that interest in toy trains is higher it is simply not advertised as it once was.

Don Rollyson noted that there are so few outlets any more for the higher dollar sets. The cheaper stuff from Walmart, etc. breaks down and folks lose interest and no longer want to deal with trains at all. Very few options now available for repair so people move into a different hobby.

Internet sales have hurt hobby shops, but prices hurt collectors trying to sell. Photos only show the best side so you can never be sure what you may get. The benefit of York and other meets is that you can see the item, pick it up and verify its condition.

Clem Clement told everyone of what was really a miracle after the ride on the J611 in Manassas. An older gentleman that was assisting at the end of the ride was helping unload and finish up with the train cars start to fall to the ground as a result of what was believed to be a heart attack. WB&A member Jim Gray saw him fall and ran over to help by keep his head from hitting the ground and then performed CPR, the train's AED had a dead battery so Jim continued CPR for about 5 minutes until the Paramedics arrived. At last heard the man was doing well and expected to recover. Thanks Jim for your great work saving this man's life.

Clem also noted that responses to the Strategic Planning Committee are on the TCA National Website. He also noted that the Standards Committee has been hearing and seeing fakes that look like antiques being made in the Philippines which have no motors. The Toonerville Trolley that was built and painted to be a WB&A Trolley is going to possibly be converted back to O scale. Clem has pictures he will post to Facebook of the J611 hopper car that carried the coal for the trips and the unique way it was unloaded by basically driving a small loader up on top of the car to unload the coal into the tender.

A motion was made by Steve Burket to adjourn the meeting, seconded by Phil Graves and unanimously approved. The meeting adjourned at 11:30.

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### *Membership Moments by David Eadie*

December, 2016

By now you should have your 2016 membership sticker on your membership card. Notices went out in December, reminding those who have not paid their 2016 membership dues. If you don't have a green "16" sticker on it, please use the form in this newsletter to pay your 2016 dues and your 2017 dues.

As many of you know, Bill Moss will be taking over the Membership Chair on January 1, 2017 as I will be your Eastern Division Representative for WB&A. I would like to thank Bill for stepping up and serving in this important role. I would also like to thank the club for the last four years as your membership chair and the privilege of getting to know many of you.

As a recap for 2016, 240 have paid their 2016 dues out of a total membership of 290 and 90 members have already paid their 2017 dues. We thank those who have as doing so saves your club the time and expense. For those who joined us this year, we welcome you and hope to see you at a few of our events in 2017.

Our membership numbers as declined slightly as some of us have moved out of the area and a few have passed. While losing about 19 members, we added 14 new members. We thank all who have brought new members to the club.

Last year was a busy one for your Board as we accomplished many new activities including a new venue for the Annapolis Train Show held at the Elks Lodge in Edgewater, MD; a new venue for the Virginia mini-meet held at the Sharon Lodge in McLean, VA; our June train excursion on the N&W 611 from Manassas, VA; and the Maryland mini-meet held at the Marley Station Mall in Glen Burnie, MD.

As always, we would like to hear from you regarding activities the club should pursue in 2017. Many suggestions have been noted including a future train excursion, visiting a member's train layout, or perhaps visiting a local museum. If you have suggestions, please do drop us an email.

Thanks again for being a part of WB&A.



## *View from the Observation Car*

*By George Tsakiris*

### **Fairfax Station Railroad Museum**

From time to time in this column I highlight, those small organizations that promote model trains or railroading in our area. Organizations that do what they do out of a passion for trains and want to share that passion with the public with little fanfare and small budgets.

The first week of every December the Fairfax Station Museum in Fairfax, Virginia hosts a holiday train show that has run for the past 27 years (see photo). The museum itself is a replica of the original station that was located several hundred feet down the hill where active tracks still exist. A small amount of the original wood trim was salvaged from the remains of the original station and used in the current building.



The original station was completed in 1854 as part of the Orange and Alexandria Railroad and played a part in the economic growth of the area and in the Civil War. Clara Barton, who later founded the American Red Cross, worked at the station in 1862 during the Civil War when the station was used as a medical evacuation site.

The museum itself does an excellent job of showcasing its history in a warm and intimate setting. In the photo below you can see several artifacts including a crossing signal and semaphore. There is a permanent HO layout on display maintained by volunteers, as is the entire museum.

The Holiday Train show featured the addition of the Potomac Module Crew HO modular layout, an outside G scale layout, the National Capital Trackers O Scale modular layout led by Trackmaster John Masiyowski, and a Lego layout. Talk about dedication, the Lego layout was a one-man operation.



A modest admission charge to the Holiday Train Show, food concession, and museum store, provides income for the operation and maintenance of the museum. The crowds were steady and very enthusiastic. When several kids were shouting with excitement, you know you've done your job...to share your excitement with a younger generation!



Of note was Clem Clement as the Loco Doctor and the display of his and several other vintage cars near the entrance to the museum.



Consider a visit to the Fairfax Station Railroad Museum and hail to those volunteers that make it all happen.

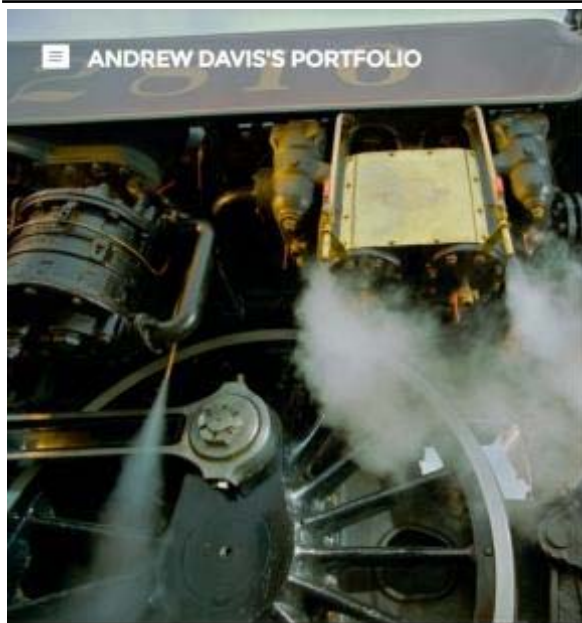


### **From a young 611 Fan to Clem:**

Dear Mr. Clement,

It's your favorite young passenger onboard the Florida car on the 611 Manassas trip. Here is a short poem I wrote on about the steam locomotive on my Weebly website for my alternative exam in English that you were interested in me sharing. Thanks for the great jokes aboard the car to make up for the difficult view of the locomotive and I hope the last trip on Sunday afternoon was just a great. Hope your doing well and hope to meet again sometime on the next excursion.

Take Care  
Andrew



## **The Steam Engine**

The steam locomotive is very simple in its needs, Coal, Water, and steam. The fireman walks around the massive machine and taps the giant Iron wheels checking for anything out of place. The conductor raises his hand and screams "All Aboard!!" The engineer responds with two short whistles and tugs back on the throttle and it begins to move. Steam shoots out the pistons and smoke pours out the stack, lining up photographers by the hundreds. Its huffing and puffing, the giant rods flailing around as it picks up speed and sounds it's freedom with a long whistle as it leaves town.

### **Historian's Corner**

The date was August, 1964. We were all much younger then and it was time to make a mark in TCA history. Three years earlier, in June 1961, the Board of Directors at the Pittsburgh convention (Daniel's Farm location) agreed that "no new divisions should be formed in an area where there is already an existing division." At the June 1964 convention in Chicago (Midway House Motel location) the new Dixie Division was formed covering the geographical areas of Georgia and eastern Tennessee. This brought home the fact that local participation made for better communication, camaraderie, and down-home fun!

With that in mind a motion was formulated and presented at this 1964 convention to form Washington Baltimore & Annapolis Chapter covering the geographical areas of Delaware, Maryland, and Northern Virginia. Friday, August 28 and Saturday, August 29 were set aside for the First Meet of this newly formed WB&A Chapter. The name was intended to honor the "Baltimore, Washington, and Annapolis Railway."

The flier advertised an "air-conditioned" hall below Hutzler's Department store at Westview Mall in Baltimore. The meet was open to TCA members in the area and their families. A registration fee of \$1.50 in advance or \$2.00 at the door was charged. WB&A membership dues were \$1.00 per year. Members over the age of 70 were not required to pay! In charge of the meet was J.W. Whitmore from McLean, Virginia.

There was room for 30 tables which were available for "displays, swapping, buying, and selling," and an auction was scheduled for 11 AM on Saturday morning. Local mo-

tels were available for those who intended to spend the night. These included the Holiday Inn West, the Holiday Inn East, and Park Towson Motel. Meals, of all types, were available within Westview Mall.

As an incentive to members to bring their spouses there was information about a bus to downtown Baltimore's shopping and entertainment for a fare of 25¢. (On a personal note, I hope that these spouses also stuck around to enjoy the show!)

So, here we are fifty-two years later. Meets are still air conditioned, there are between 60-100 tables at the meets, meet registration fees are only \$5.00 (and free for members), chapter membership dues are only \$18.00, shopping and entertainment are still available, and meets are one day affairs. Holiday Inn West in Catonsville is now Holiday Inn Express and Suites West, Holiday Inn East may have changed hands to Comfort Inn on Loch Raven Blvd, and it looks like Park Towson Motel was torn down and became CompUSA, which is now closed. ...By the way, there are vintage postcards and matchbooks available online. Perhaps James Hall would be able to make you a station with these matchbook covers!

Perhaps you went to this meet, stayed at one of the hotels, or joined WB&A at this time. Tell us about the experience. Trolley Newsletter Editor, Paul Pullen, is always looking for articles. Also, I gather my information for this Historians column from previous WB&A newsletters, meet fliers, and conversations with members. If you have any of these available please let me know.

Yours in Train-ing!  
Carol R. McGinnis

**WB&A 2017 MEMBERSHIP  
NEW/RENEWAL APPLICATION**

Return with Self Addressed Stamped Envelope & a check/money order for \$18 payable to WB&A.  
Mail to: Bill Moss, 6929 Standish Drive, Hyattsville, MD 20784

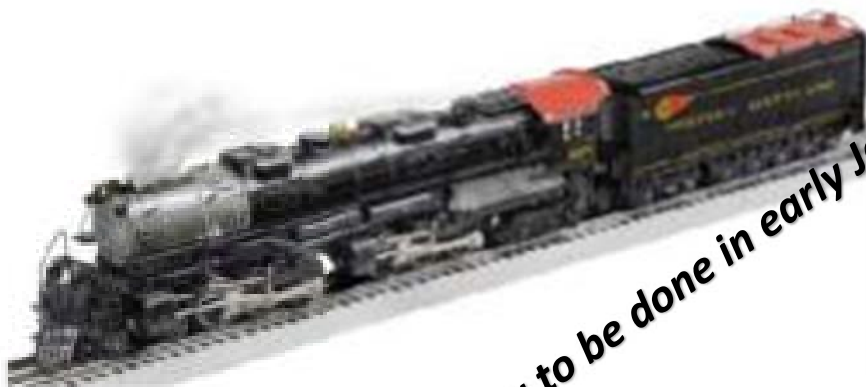
Name \_\_\_\_\_  
TCA# \_\_\_\_\_ WB&A# \_\_\_\_\_  
Address \_\_\_\_\_ Apt# \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip Code + 4 \_\_\_\_\_  
Home Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_  
E-Mail \_\_\_\_\_  
Signature \_\_\_\_\_

Please contact Bill Moss at 301-322-9080  
or 1trainman027@verizon.net with any questions.



*Don't Miss Out on the chance  
to win the WB&A Drawing for a Lionel  
LionMaster Western Maryland Challenger  
With 6 Freight Cars and Caboose*

Cars consist of the following:  
Lionel Western Maryland Boxcar #6-19214  
Lionel Western Maryland Flat Car with Truss #6-19404  
Rail King Western Maryland Modern Boxcar #30-78177  
Rail King C&O Hopper Car with operating coal load #30-79426  
Rail King Baltimore & Ohio Box Car #30-7073A  
Rail King C&O Stock Car #30-7197  
Lionel Lines Smoking Caboose #6-81810  
Retail Value \$1,353.75



*Drawing to be done in early January, 2017*

**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.**

## I Had One of Those...

by Jan Athey, Librarian

Between 1953 and 1956 Lionel offered a novel Model Railroad Printing Kit designed to help boys plan their first layout or estimate track requirements to expand existing layouts. Track stamps in the kit were scaled to 1/2 to an inch of the actual layout. Boys could use the kit to build simple 4 x 8 foot layouts or employ their imaginations to create fanciful layouts with switches, crossings and spurs going all over the place.



Kit Mailer

The Lionel Model Railroad Printing Kit contained a plastic sheet with stamps for straight and curved track, crossings and switches. It included a ring-shaped holder that fit on the back of the track stamps plus an ink pad.



Kit Instructions

Were you one of those boys who had fun with the Lionel Printing Kit which could be obtained from dealers together with a red and white instruction sheet from the hobby store? Ads for kits could also be found in Model Railroader and Railroad Model Craftsman as well as on Lionel accessory booklets and instruction sheets. If you grew up in the 1950s and the printing kit is familiar to you, we would love to hear about the fun you had designing your layouts of the future!! Send responses to Jan Athey at [ref-library@traincollectors.org](mailto:ref-library@traincollectors.org) or NTTL/TCA, PO Box 248, Strasburg, PA 17579.

(Editor's Note: We covered this in *The Trolley* Volume 14, Number 2, in an article by Clem Clement.)

### In Response to "I Had One of Those..." Lionel Printing Kit by Jan Athey

Below is member David Smith's (95-40846) memory of the Lionel Printing Kit:

"I got my layout stamps when I sent for the yearly catalog in 1952 or '53. The catalog was great as usual but the stamps were a total disappointment. They were hard plastic!?! There is a good reason rubber stamps are called "rubber" stamps. The Lionel stamps barely left any mark on the paper that you could recognize. It didn't help that the stamp had a pad with very little ink on it, but I think they did that so as not to run afoul of mothers all over the nation.

Today I would tape some 1200 or 2400 grit paper to a square of plate glass and place them perfectly flat, but no elementary school kid is going to know how to do that!"



### Train Garden at Marley Station

This year, the Board of Directors of the W B & A decided to hold the annual business meeting at Marley Station's Train Garden. Twenty one members signed in for the meeting, and a grand time was had by all.

The Train Garden has eight trains running on the main layout and has three additional layouts around the room. One of the outrider layouts shares real estate with an airport, while the second shares a full three ring circus in its interior. The third additional layout is a LEGO layout.

Around the ceiling are three main lines running, as well. All these layouts started running around 9:00 a.m. At about 10:00 a.m., all train operations stopped. The meeting was held at that time. When the meeting ended, the trains started running again while the club members had lunch and enjoyed the displays.

If you missed the display, the following pictures are of sections of the layout for you to enjoy. If you can get to Marley Station Mall, it is worth the trip.







34th Street



Fort McHenry



Lego Railroad



Back to the Future



Around the ceiling.



**Reprinted from POTOMAC RAIL NEWS OCTOBER 2016**

**WMSR 1309 UPDATE.** The following is An Abbreviation of Chief Mechanical Officer Kevin Rice's Restorative History and Completion Plan for WMSR 1309. The 1309 was purchased from the B&O Railroad Museum in June of 2014. It was prepped, moved from the museum, and delivered to WMSR on July 24, 2014. A partial teardown was started at the railroad's Ridgeley Shops a few days after the delivery. The teardown and disassembly was 50% completed as of January 2015, at which time there was a major personnel change in the shop. After appointing a new CMO and hiring qualified shop personnel, the 1309 was reevaluated and contractors were hired to plan a more detailed and thorough restoration for the locomotive to be compliant with FRA regulations.

Due to weather deterioration and a careless process of asbestos abatement done by contractors at the B&O Railroad Museum, there is significant boiler repair needed. There are 275 flexible stay bolts that have to be replaced



Boiler assembly from Baldwin Locomotive 60000. P. Pullen

due to corrosion. There is a major portion of the back head sheet that needs to be replaced. Other boiler work is required due to weather damage including replacement of 125 mounting studs. All boiler jacketing has to be custom fitted and installed. All boiler parts needed for replacement are being manufactured by several contract shops at the lowest cost possible. In October 2015, a boiler evaluation and engineering study was contracted by an industry leading company to provide a detailed ultrasound of the entire boiler surface and fittings. While the boiler survey was in progress, the locomotive driving wheels were disassembled and the boiler and frames were lifted off the wheels. After the 12 driver tires were

removed by WMSR shop personnel, the driving wheels were shipped to Strasburg Railroad for machining and new tires fitted and installed. The work was completed by January 28, 2016. At the same time the driving wheels were being machined, the three boiler pressure relief valves, and three steam air compressors were shipped to a contractor in Utah for complete re-builds. This work is 70% complete and expected to be delivered to WMSR in November 2016. Contrary to the first evaluation, it was necessary to replace the rear tube sheet due to excessive cracking and normal wear. Along with the tube sheet, all boiler tubes (241) and flues (36) are being replaced per FRA requirements. The new tube sheet is being custom made.

Many heavy machined parts for the locomotive frames and driving box bearings were required to be replaced. There are major parts from other locomotives that were changed over to work in the 1309. These parts were heavily modified to function and caused damage to wheel bearing and frame pieces. These parts need to be replaced. Heavy brake beam pieces also need to be replaced due to weather corrosion. The locomotive cab was removed and it was determined that due to weather corrosion, no part of it was salvageable. A new cab is being built by a contract fabrication shop using the original cab for measurements. The new cab will be completed and delivered mid- October 2016.



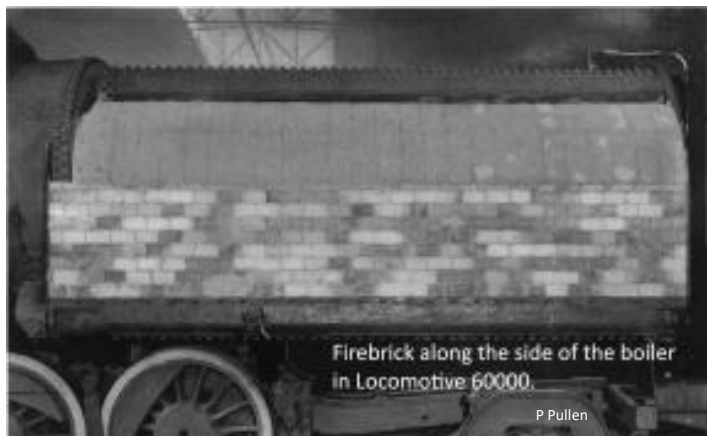
New cab roof with the new cab in the background.

The twelve driving box bearings are being machined in-house by WMSR employees. All driving boxes are being modified with additional lube oil lines. Electronic temperature sensors are being installed to be able to monitor temperatures from the cab. All electrical work is being upgraded to modern standards on the locomotive and tender by volunteers. All piping and fittings on the locomotive and in the cab have either been lost or damaged. All cab piping and valves will also be upgraded to modern standards and regulations. The same will be done to the piping and valves on the exterior of the boiler, all appliances and equipment.

Several large sections and pieces of the steam delivery pipes to the front engine were cut away and lost decades ago during the time the C&O removed 1309 from service. These parts are being re-made. The lubrication system is being upgraded to four (4) mechanical lubricators for over 160 moving parts. Five (5) lubricators were located, purchased and are being reconditioned. One lubricator will be a spare to be changed out in the event of a lubricator malfunction. Three (3) air lubricators were located and purchased and rebuilt for the air compressors, one being a spare. Sixty copper lube lines and brackets are to be fabricated and installed. All four air reservoirs were found to have corrosion and are not reusable. New reservoirs built to FRA and NBIC standards are being built by outside contractors.

The brake system for the 1309 will be upgraded and installed using modern components and valves. This system meets all FRA requirements, uses readily available parts, and is the same as all diesel and steam locomotives used by the WMSR. All new seat boxes and the brake stand are being built by contractors. Steam gauges, air gauges, headlight, back-up light, marker lights, and bell are still needed.

All firebox arch brick will need to be custom made to four different sizes. These will be contracted to a local company that has supplied WMSR in the past. New arch tubes have been ordered and delivery is expected by mid-October 2016. The stoker elevating screw is missing and will be custom fabricated. The stoker distributing tube and jet plate will be rebuilt. Approximately 100 grate sections are missing and will be replaced.



Firebrick along the side of the boiler in Locomotive 60000.

P Pullen

During the second inspection of the tender it was evident that the water tank and coal compartment were

severely corroded and extensive steel replacement was necessary. Additional replacements include: entire top of tank, 50% of the coal bunker, the entire bottom of the tender tank, vertical baffles and the rear of the tank, all doors and compartments in the cab area or front of the tender, electrical conduits and wiring, and water fill lids on top (additional drains have been added). After the tank was removed from the frame, the trucks were rebuilt and one wheel set was replaced. A hand brake was installed per FRA specs. All water valves were re-built and air piping and valves were replaced. The entire tender was sand blasted and painted in July 2016. It was officially rolled out for a small crowd of devoted WMSR fans on Sunday, September 11. (The Alpha-Jet - Western Maryland Scenic Railroad Foundation Newsletter, September 2016)



C&O 1309's newly painted tender.

Courtesy: Potomac Rail News

[Editor's Note: Not all photos included in this article are of locomotive 1309, but some are from Baldwin Locomotive 60,000. They are just used to give an example of what the shop personnel have been dealing with in rebuilding 1309. Locomotive 60,000 is a 4-10-2, which is a baby compared to 1309 with a engine length of 86 feet, 11 and 3/4 inches. 60,000 was built without the stay bolts that are mentioned in the article.]



Our Treasurer caught in action at the NCT display at York controlling his train on the layout.

## 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:

[pullenp@gmail.com](mailto:pullenp@gmail.com)

**DEADLINE FOR SUBMITTING ARTICLES**

**FOR Apr.-Jun. 2017 TROLLEY**

**March 10, 2017**



## Upcoming Train Shows

Jan. 8, 2017	Dan and Hope Danielson Open House
Feb. 12, 2017	44th OLD CAR AND TRAIN DAY
Feb. 26, 2017	WB&A Annapolis Toy Train Show
Apr. 26, 2017	National Toy Train Museum Open House
Apr. 27-29, 2017	Eastern Division York Spring Meet
Jun. 24-Jul 2, 2017	Fort Pitt. Div. TCA Convention, Pittsburgh
Oct. 18, 2017	National Toy Train Museum Open House
Oct. 19-21, 2017	Eastern Division York Fall Meet
Apr. 18, 2018	National Toy Train Museum Open House
Apr. 19-21, 2018	Eastern Division York Spring Meet
Oct. 17, 2018	National Toy Train Museum Open House
Oct. 18-20, 2018	Eastern Division York Fall Meet



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

Bob Gray	Odenton, MD
George Hassler	Leesburg, VA
Joseph Jabbour	Middleburg, VA
Joe Meagher	Gambrills, MD

### LOOKING FOR NEW MEMBERS

If you know a TCA member in our area who is not a WB&A member, invite them to attend the Vienna Show or the Baltimore mini-meet.

If they join the WB&A, you will be entered into a drawing for a \$100.00 gift certificate.

Allen E. Crotts  
TCA 95 - 41208



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# WB&A Chapter - TCA Vienna Firehouse 4th Annual Train Meet October 29th, 2016

WB&A Chapter held its annual Virginia public Toy and Train Show at the Vienna Firehouse Station 2 on Saturday, October 29th from 9:00 am until 2:00 pm. More than half of our tableholders showed up on Friday and with the help of Bob Kimmel, Steve Burkett, Martin Newdorf, Ted Walton, Nada Boswell, Colleen Hall, Glen Mackinnon, Hope and Dan Danielson, tables were set up in short order. Many thanks to all helped our table holders who started arriving at 1:00 pm, get their trains upstairs. The afternoon concluded with the arrival of Cadence and his family's 8 x 8 ft table layout. Each year, the Hin-nant's have surprised us with a new layout; this years was a two loop setup made from Legos ( see attached photos ). Lego Trains were first introduced in 1966, non-powered (you pushed them), and have evolved to using 4.5 volt batteries, then 12 volt motors.

Saturday began with a beautiful crisp fall day and by 6:45 am the first of the remaining table holders greeted us at the door. By 7:00 am, 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. Many have had Allen perform his magic on a train or two from their collection. Thanks again, Allen, for being part of our shows. Clem Clement once again was a late arrival, having something to do with 6 am morning coffee at Katie's Coffee House up in Great Falls, Va. Once again he showed up in his 1923 Ford Model A, proudly parked out front.

Opening at 8 AM to WB&A members, we had a good showing of member support again this year (about 45) with 22 renewing their membership dues and added 5 new members who recently joined TCA. We thank you all for your support and hope to see you at our next meet.

This year we tried a new approach to issuing door prizes. All paying public attendees recieved a drawing chance for a \$25 certificate toward the purchase of any item on one of our tables. The table holder would be reimburst for the \$25 certificate. Every hour, we announced a winner. It was well received by public and our table holders. We will be doing this as well at the Annapolis Elks Lodge Toy

Train Show on February 26th, 2017. So, come out and join us !!

Finally, we would like to thank Harold, our contact at the fire station for making this event 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 !!

Nada Boswell  
Meet Co-Chair

Dan Danielson  
Meet Co-Chair





Even the Goblins were in attendance!



For those who saw the **National Capital Trackers O Gauge** modular layout at the October, 2016 York Meet in the Black Hall and those who couldn't attend, here the show's report submitted by Trackmaster Regis Harkins explaining the preparation and logistics required to setup a large multi-level 28 X 127 foot layout. Enjoy! [Permission granted for re-printing.]

## ***NCT's York 2016 Show Report***



The York show always presents additional challenges beyond our typical local venues. The distance involved the commitment for 4-5 days, and the scrutiny of our peers for starters. Last December when Jack asked me to be Trackmaster for the event I welcomed the challenge but was also very much aware of the difficulty of the task ahead.

**Design:** The first question was which hall at York? The White and Black halls were both considered, but TCA opted to give us a smaller space in the White hall so the Black hall was our choice. Since we had already successfully displayed two levels at York the thought was why not three levels, could it be accomplished? After dozens of sketches and input from Steve, Justin and Bill and Bear discussing the feasibility of the design, we finally decided on a track plan featuring the Triple Crossing (Richmond), the Hell Gate Bridge, the X crossing and the 6 track yard all incorporated into a 28 X117 foot layout. The designed layout was very complex to say the least. The Richmond required both a 40 inch to 31 inch grade and a 40 inch to 48 inch grade while the grade that went under the Hell Gate Bridge was 40 to 31 inches. To keep it in perspective the date was Feb 2016.

**Construction:** Several new modules were needed. Four foot corners, 45 degree corners, 6 track modules for the yard and the actual Triple crossing module were all new construction for the show. Justin, Steve and Matthew designed and built the 4 foot corners, the 45 degree corners and Triple crossing aka Richmond with Justin adding 6 modules for the 6 track yard. Bill and Bear added two additional 6 track modules for the yard.

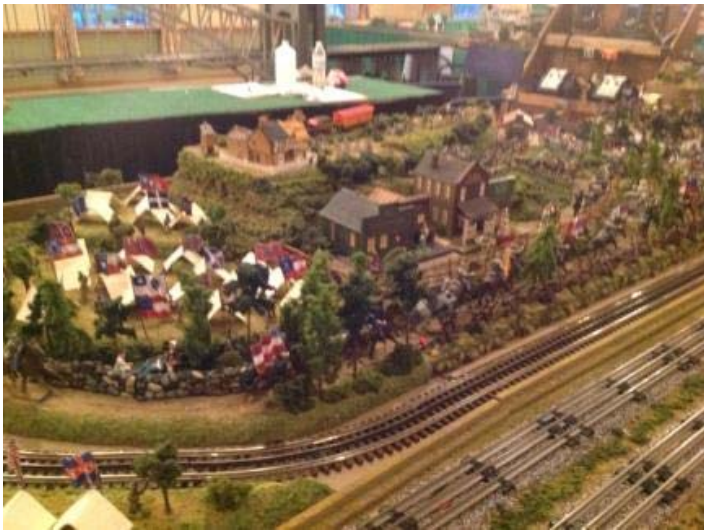


**Scenery:** The scenery for the show needed to be exceptional and it did not disappoint. Bernie held scenery work-shops and assisted with the design and actual construction. Every module was innovative and attracted the attention of everyone. A tour around the layout was a feast for the eyes. Jack's Washington DC monuments with Cherry Blossom trees, (You could smell the blossoms.), Bear's beautiful mountain, Richmond led the way as you entered the hall. A spectacular downtown scene, Bill H's city scene, Craig's train stations, Bill R's mountain scene, Jim's Halloween theme, Matthew's engine yard theme, Steve's (9) dia-



mond crossing with an outstanding industrial scene plus the time saver, The Pittsburgh Steel Mill, John M's Oil Distribution theme, Bill. C incredibly detailed mountain, Bernie's Civil War scenes (smell the gunpowder), Bob E's American Heritage, Ed's industrial scene , Allan's detailed rural scene, Chuck's Circus, Joe's new town and detailed buildings, Rich's Old Faithful, Bill K's industrial scene, and Justin's Yard. **Scenic Express** provided two fully decorated additions to our new 4 foot corners. Absolutely beautiful! An outstanding example of their products used to perfection. Special thanks to Justin and Steve for coordinating this effort with Scenic Express.

**Set Up:** The total setup time required 8+ hours on Tuesday to get the critical pieces in place for the Wednesday general setup, and 14+ hours of work on Wednesday totaling about 22 hours. To complicate matters the bathroom wall moved on us and required some on site redesign to make things fit. We used every special make up piece planned for



plus a few extras. At 3:30 on Wednesday afternoon the entire layout was connected and in place ready for track checks followed by skirting and scenery. .Not any additional pressure, we learned Monday that Fox News would be on site at the Black Hall at 8 AM Thursday morning for live TV coverage. In the end they did not show due to covering a College Teachers strike in the Harrisburg/York/Lancaster area, but we were ready for them!

Technical Issues: To say we pushed the envelope goes without saying but I believe we ripped it apart!

1. We used two power cabinets (Richmond side and HGB side)
2. We also discovered you can only use one TMCC base or conflicts occur. The Base in the Richmond side power-house was used. Trackers had to be aware of their distance from the base when operating trains.
3. The HGB presented some ground interference issues that were mitigated by moving the ground wire from underneath the bridge to a long-side the track on top.
4. Since the longest loop that traversed the entire layout ended up close to 400 feet of track we exceeded the DCS channel output. To resolve the issue the track was isolated at the X crossover into two sections. The section on the Richmond side was powered through the TIU in the VA cabinet and the HGB side was powered though the MD cabinet TIU using a 18V power brick for power. This configuration proved very successful.
5. DCS engines experienced start- up problems in the 6 track yard. As a temporary workaround we used mainly Legacy and TMCC engines although DCS operations were successful in some instances. After troubleshooting, some success was achieved but not 100%. Steve spoke with the MTH people in the Orange hall and they (MTH) graciously sent their DCS engineer (Jason) to the Black hall to give us a hand resolving the problem. The suggestions offered by the Jason proved on target. Steve and Justin reconfigured the 6 track yard wiring configuration and improved the DCS operation by a 100%. A simple explanation was isolating the yard with its own power and TIU.

Kudos to both Steve and Justin for their tremendous help on all the technical issues encountered.

**Logistics:** Chick coordinated delivering both trailers on schedule. Besides hauling numerous modules in his own van he also was responsible for all the refreshments and keeping them supplied throughout the show all while providing yeoman work and direction during the install and takedown.

Steve and Justin actually rented their own U-Haul truck to transport all the modules that were specially constructed for the show. John Z's Hell Gate Bridge also found its way on to the truck.

Clem was welcomed sight on Wednesday morning toting 4 dozen "Maple Donuts" for everyone's enjoyment. They all disappeared before the show ended. Thanks Clem. Not to be outdone Justin and Chick also added to the sweet delight. We were in donut heaven!

**Public Relations and TCA Coordination:** Mike Fistere and company provided publicity on social media and the OGauge RR Forum, major magazines plus TCA publications and the sandwich boards displayed outside of the Black Hall. Mike was the primary interface with TCA (Eastern) and coordinated all the building access and items required for the show. (Tables etc.)

**Operations:** Justin's 6 track yard functioned perfectly with switch motors controlled via an IPAD using a WIFI connection. The Yardmaster function was filled by John Masiyowski, Bill Creech, Bear Bailey, Rich Colton, Jim McDermott and George Tsakiris. Hats off to these guys for a smoothly running operation. Track cleaning was a must chore to keep trains running at peak performance. Our President, our VP, and just about every tracker pitched in and helped out, including yours truly very early every morning.

As expected keeping the tracks filled with running trains was a challenge. The plus side was the member timeliness while adhering to the runtime schedule and removing trains once run times were completed.

John also provided some interesting facts about our operations.

1. Elapsed time to travel (MTH scale speed of 35 mph)
  - a. Triple Crossing side (Richmond) = 4 minutes 56 seconds
  - b. Hell Gate Bridge side = 2 minutes 54 seconds
  - c. Entire Outer Loop (Traverses Entire Layout) = 7 minutes 50 seconds

**Take-Down:** At 1:30 on Saturday a meeting was held to review the take down sequence. At 2 PM trains were shut down and the process began, at exactly 5 PM. Justin and Steve's U Haul truck was loaded and ready to roll, the last one loaded... Unbelievable considering a 28 X 117 foot fully operational layout was functioning perfectly a mere 3 hours ago.

**Summary:** I can't thank everyone enough for the tremendous support in building and operating the York Layout. The layout was very ambitious and required many hours of planning and construction to be a success. Everyone doing their part made the show an overwhelming success. Special recognition and thanks are extended to both Justin and Steve. Without them this show would still be a dream on a piece of graph paper.

York Trackmaster  
Regis Harkins



# Fairfax Station Model Train and Antique Car Show

Great weather for day one of the show on Saturday, December 5. We hosted 6 model A Fords: Jim Gray in Ruby; Benny Leonard in Bootlegger; Phil Foss in Rolling Kitchen; Paul Gauthier in his black Tudor; Tom Quigley in his roadster; and me in Smokey. Keith Randal's 38 Ford was also on scene.

They looked super nice facing the station and the running Large Scale trains around the outside of the station. The kids loved chasing the trains around the station (me too). There surely was a crowd passing me at my Loco Doctor position. Kids of all ages were everywhere. I fixed every sick train that came my way...you believe that?? I did get to learn how to apply Bull Frog Snot for the first time (That's free range bull frog snot (<http://bullfrogsnot.com/>)). I also got to run a couple of O gauge sets of mine that I had fixed.



Golly too much fun for an old man. Ms. Sandy and I had bagels at the Chesapeake Bagel Bakery before Smokey and I returned to Fairfax Station for day 2 of fun with old cars and trains. I'm thinking the crowd was huger that Saturday. We will know mid week about the number of folks who attended. Santa was there but I did not get even one lump of coal. (And I so good was...not). I do thank the good Friends of Fairfax Station for caring for us so very well and allowing us to play trains and cars on the station grounds.

We had three Loco Doctors and we fixed everything in sight. "We fix memories" is our motto. I got to run some more home made trains to the delight of all. The weather was a bit chilly but that did not slow anything down.

Five model A Fords showed up: Loooookin Good!! Phil Foss, Jim Gray, Bill Sims (in "Blaze"), Bill Jaeger (in "Jack Black") and my Smokey. Jerry Olexson's Beetle was there as well!



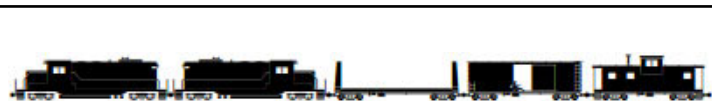
Model A horns musta' ahoogaed 7093475037465.5 K times. So many kids got to sit in my rumble seat and hug my Dalmatian "Bob." Somebody had a rubber chicken a' squawkin all the time... So many attendees had trains stories for all to enjoy.



This is all about the kids who were running everywhere being chased by older kids, being chased by parents, being chased by grandparents; everyone slept well Sunday night! The kids of all ages were so excited waiting for the train to come thru from under the ramp or around a corner. For me the holiday season has now begun by the show and the "Little Station at Fairfax that COULD!"

Then suddenly, all went quiet. And the little station feel asleep again.

See ya next year at Fairfax Station, Merry Christmas, Clem



# MARK YOUR CALENDARS

## Annapolis Elks Lodge Train Show

Presented by WB&A Chapter of TCA

**Sunday, February 26, 2017**

10:00 AM To 3:00 PM

Annapolis Elks Lodge  
2 Pythian Drive  
Edgewater, MD

For information, Contact Bob Ferguson  
(leafman65@gmail.com) or Skip Lee  
(ocbp55@comcast.net)

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A favorite appetizer, finger food or dessert brought for sharing would be gratefully appreciated.

See you on Train and Old Car Day!

Sandy and Clem Clement  
Ph. (703) 830-5597 C (571)-239-1701  
Email: clem.clement@cox.net