

Vol. 19 No. 1

Jan.-Mar. 2018

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WB&A Board of Directors

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Vice Pres: Arnold (Arne) Meyrow

Treasurer: Tom Salen

Secretary: Nada Boswell

Past President: Colleen Hall

Directors:

John Buxton

Phil Graves

Robert Heine

Skip Lee

William (Bill) Moss

Eastern Division Representative:

David Eadie

Key Contacts:

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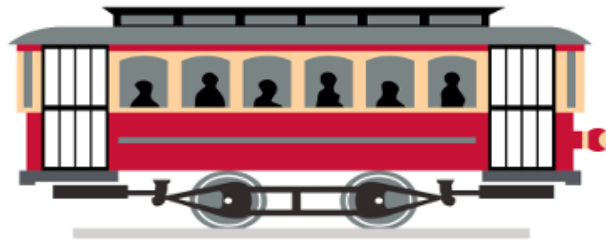
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"The Trolley" The Official WB&A Newsletter



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

Message from your WB&A Board

This past year, your board has gone through some significant changes in its members. As most of you know Glenn Mackinnon and Colleen Hall have recently made life changes and we would like to thank them for their many years of service.

Glenn Mackinnon who had served on the board since 2003 as our Treasurer left in March for the good life in warm, sunny Florida with his wife Janet. Glenn brought discipline to our budget process providing us with a good balance sheet. Many practices established by Glenn will allow a stable budget for years to come. Tom Salen accepted the position of Treasurer in March and is doing a great job and we appreciate his taking on this challenge.

Colleen Hall has reached her term limit of 4 years as President per our bylaws and after serving on the Board since 2009 has decided to focus on new adventures. Over the years she was our Secretary, ran the Kena Temple show and multiple other activities. Colleen has guided our board over the past four years reaching out to so many who share our interest in the hobby. She was a great motivator with her writing and computer skills helping us to better communicate with the members. We will miss her leadership, enthusiasm, and positive attitude in everything we did.

We are grateful to Glenn and Colleen for all the time they spent helping the WB&A become a well-respected chapter in Eastern Division and the TCA. We will face a challenge trying to maintain that without their efforts.

As a Board we are reaching out to members for help, we currently do not have a President and we also have one vacant Board position. We are asking for your help for 2018 to be able to continue with our 2 meets and 2 general business meetings as well as provide assistance to Paul Pullen producing The Trolley. It is not a huge commitment of time (3 or 4 Board meetings, 2 business meetings and attending the meets if possible), mostly we just need fresh and innovative ideas to engage our members. Please consider giving WB&A assistance to continue as a Chapter



Treasurer's Report as of Dec. 1, 2017

By Tom Salen

The Chapter's financial activities for January 1, 2017-December 1, 2017 are summarized below. If you have any other questions or comments feel free to contact me at 703-242-7839 or strsalen@verizon.net.

Check Book Balance – Jan. 1, 2017 \$31,610.65
Check Book Balance - Dec. 1, 2017 \$31,759.88

Significant Activities January 1, 2017 thru December 1, 2017

	Expenses	Revenue
Annapolis Show 2017	2206	3191
Membership Dues 2017	290	3420
Membership Dues 2018		1080
Vienna Show 2017	1117	1255
Newsletter 2017	918	
Mini Meets	695	
Kids Korner	252	252
Web Site/Facebook	1444	
Train Set for Drawing	970	1520
Miscellaneous Income		16
Miscellaneous Expenses	1357	

Message from your WB&A Board (Cont'd)

that serves its members.

Please check out the WB&A Facebook page (you do NOT have to be a Facebook Member to view it) and if you like something, please share it with others at <https://www.facebook.com/wba.chaptertca>. We have started 'posting' our Trolley newsletter on the Facebook home page. WB&A also has a YouTube Channel; check it out at <https://www.youtube.com/watch?v=BMxdt18j950&feature=youtu.be>
Respectfully submitted,
Your WB&A Board



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 Meets.
- 6 Receive quarterly the WB&A Newsletter
- 7 Access to the chapter facebook page-
- 8 Share in the excitement of the Toy Train
- 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 Board of Directors Meeting

WB&A CHAPTER – TCA
General Business Meeting
June 4, 2017

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

Old Business

Secretary's Report – Nada Boswell distributed the November 2016 General Business Minutes for review and discussion. There was a motion to accept the minutes as written, seconded and unanimously accepted.

Treasurer's Report – Treasurer Tom Salen provided the Treasurer's Report. The Club is in good financial shape now. Line items were discussed. Annapolis did very well at our 2nd year at the Elks thanks to Skip Lee and all he did to make it happen. There was a motion made to accept the report as written, seconded and unanimously accepted.

Membership Report – Bill Moss gave the membership report. 162 members have paid so far for 2017. It was agreed that we would lower the dues to \$15. At April York we gained one new member and 10 paid dues. There will again be a drawing in January for 2 \$100 gift certificates, One will be for a member that referred a new member and the other for a member that paid for 2018 before December 31, 2017. 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.

Eastern Report –Dave Eadie provided the Eastern Report. The Eastern rep is not on the WB&A BOD but does attend BOD meetings for input, he attends five days of meetings for the Eastern BOD and works the York meets. York April was open to the public for the first time and preliminary numbers show about 600 paid attendance and about 100 joined TCA during the two days. Bob Ferguson as Eastern Treasurer has been working on a budgeting process to get accurate projections and pull finances into line as we continue to move forward. The new Eastern website should be open to members by this Fall. All items will be reviewed before they are posted to the site.

The lost and found was at the WB&A table, thanks to the honesty of folks most the owners recovered items. Cash was turned over to the Security staff. Going forward this job needs to be handed over to the Registration desk.

April meet preliminary numbers are 10,086 attendances without the number of those from the public who came. In 2010 it was closer to 12,000. TCA membership is down even more, October is always the larger meet. Outreach will be made to the public people that attended as there was positive feedback. Need to focus on advertising and best locations to promote the meet. Saturday was busier than usual with the dealer halls having longer hours.

New Business

Vienna Meet -Scheduled for October 28 at the Vienna Firehouse, set up on Friday and early Saturday. Will do a join ad in the Vienna Connection with the Car Club that has their meet the following week. This covers a large area around Fairfax, Vienna, etc. Allen will be our Train Doctor and we hope to have Robbie for parts. The \$25 "Gift Certificates" to use at any table have worked out very well by helping our table holders make a sale at a low cost to the club.

Annapolis Meet – the meet went very well thanks to Skip Lee and his hard work. This was the 2nd year at the Elks and we hope to continue there. Will move the date to late February to avoid holidays although weather could affect it. The food service went much better this time and Robbie and Allen were both busy all day with parts and repairs. Arrangements are already underway for next year.

Nominating Committee-The Nominating Committee has been formed. The positions to be filled are President, Vice President, Secretary, Treasurer, and 2 BOD members. Interested members can contact any of the Nominating Committee. The slate must be set by September 1.

Colleen will be leaving WB&A due to term limits but more due to changes in her life with a move upcoming and a need to focus on those factors. She has done so much for WB&A over the years and will be missed by all.

Facebook - Sarah has done a great job keeping our Facebook page updated, we now have 497 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 - Dave brought up the subject of a possible train excursion as a payback to members. One option would be the Potomac Eagle out of Romney WV and folks were asked to sign up if they might be interested in a group trip for that

A motion was made to adjourn the meeting, seconded, and unanimously approved. The meeting adjourned at 11:45.

Membership Moments by Bill Moss

During this year several members who have left the area have ended their membership. We hope they will keep in touch as they move forward with their lives. Even as we lose members, we have also gained 4 new members since our last newsletter for a total of 16 new members for 2017. Therefore, as of November 30, 2017 we still have a balance of 297 members on our membership list. Of these members, 190 have paid their 2017 dues and 72 have paid their 2018 dues. Thank you all.

Now, as we near the end of 2017, this would be a good time to support your club by renewing your membership. This can be done by using the RENEWAL FORM found in this issue of the Trolley or by paying your dues at the upcoming WB&A Annapolis show on February 25, 2018. The 2017 dues are \$18.00. Reminders will be sent to all members with outstanding dues. Then we will be reviewing the membership list and removing any members who have decided not to renew their membership.

We want you to continue your membership and enjoy the benefits of the WB&A such as receiving this newsletter, WB&A train trips or enjoying fellowship with other members. We also schedule "How to" demonstrations such as train repair, restoration, latest train control systems and landscaping. There is always something to see and learn at our shows and in the Trolley. We hope to see you at our next show

WB&A TCA Toy Trains Photos Facebook Group

We have set up a Facebook Group for "WB&A TCA Toy Trains Photos". This is a Group where we can share photos of our toy trains with others who enjoy our hobby. When you post, the pictures will only be seen by others in our group. This is a great opportunity for us to share with each other through social media. This is not a Buy / Sell / Trade Group, but instead a group where we can share and learn with each other. We currently have 8 members in our group but hope to grow to over 100.

To find us on Facebook, go to the search line on Face-

book and enter: **WB&A TCA Toy Trains Photos**

This is a family friendly group. Please do not post bad language, or politics. It is a place to have fun and share with each other.

Hope to see you soon.

John Buxton

Historian's Corner

Back on May 31, 1981 the Board of Directors of WB&A met. The individuals who were there are names that some of us know. These folks were Bernie Anderson, Roger Bartelt, Bob Marshall, Bud Ritter, Dan Danielson, Nancy Swan, Karl Rammling and Sam Lockhart. (Dan Danielson was the WB&A Secretary!) Anyone sound familiar to you?

This time round there were several considerations on the table. Consider moving WB&A meets from March and September to February and August. Approval of half of the motion moved the March meet into February. (August being typically hot and muggy with no air conditioning in local facilities!) And we still have a February meet!

The pre-meet set up was discussed. Members were taking advantage of getting their tables set up and then walking around and making deals, striking up conversations, or delaying others from setting up. The policy of vacating the hall just prior to the meet was being met with opposition. The policy was held intact and approval was made to permit set up from 8:30 until 8:50 at which time the trading area would be cleared, with table holders going into the lobby or to an area by the caterer, until the meet opened at 9 AM. Oh yes, those were the days!

New business discussed were using Aisle Letter designations to help members find their tables. This was approved. Permission was asked to mail solicitation letters to potential new members using First Class postage. (Which by the way was 18 cents!) Included in this letter would be an invitation to attend one meet free prior to becoming a chapter member. This was approved. A third New business item was held over for the next BOD meeting. This was to consider ways to improve Mini-Meet attendance and to be prepared to discuss this item.

This all goes to show that our officers and directors have been working diligently for many, many years, since the inception of the WB&A Chapter, to assure alignment with the Rules and Regulations of TCA, to impact our experiences at local meets, and to keep us financially and emotionally healthy. The next time you have a chance to talk with any of our directors be sure to let them know how much you appreciate their work!

Yours in Train-ing!,

Carol R. McGinnis

Carol.McGinnis74@verizon.net

WB&A Chapter to provide donation to Roanoke's

Commonwealth Coach and Trolley Museum

On November 1st Roanoke's Commonwealth Coach and Trolley Museum was devastated by fire which destroyed half of the collection's buses and trolleys.

Bev Fitzpatrick is the museum's president said "we're not dead in the water as a result of this ... but unfortunately we have the lost the major part of the valuable collection."

Fitzpatrick is also executive director for the Virginia Museum of Transportation. He estimates the loss at up to \$500,000 with around 15 buses destroyed.

Your WB&A Chapter has made a \$500 donation towards rebuilding efforts. For more information on this loss, visit the following websites.

<http://www.vmt.org/>

<https://www.facebook.com/VA.Museum.Transportation>

In Memory of Pete Jackson

Long time TCA and WB&A member Peter Jackson (1938-2017) passed away in late November. Pete and his wife Mary established WB&A sponsored Kids Korner at York and were a constant presence entertaining the littlest guests while the parents wandered the halls. Pete will be remembered for his enthusiasm for any train, whether something like the N&W J-611 or any toy train. His knowledge of the history of the railroads and the toy train hobby was extensive. Pete along with Mary served for many years on the WB&A Board and were always present at our shows and meets. Our condolences to Mary and their family.



OUR NEXT STUDY GROUP: March 17, 2018.

Location: 5233 Bessley Place, Alexandria, VA. 22304

Topic: Lionel Prewar O Gauge Steam Locomotives: 249, 255, 257, 258, 260, 261, 262 and 263 and the rolling stock and boxes that came with the locomotives.

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

Buffet lunch is provided.

Hosts: Clem Clement and Bruce Greenberg.

For more information, please call 703-461-6991 or write bruceCgreenberg1@gmail.com.



**WB&A CHAPTER 2017/2018
MEMBERSHIP RENEWAL / NEW APPLICATION**

Please return the following dues with **Self Addressed Stamped Envelope** and a check / money order payable to WB&A Chapter : **2017 dues are \$18; 2018 dues are \$15**

Mail to: Bill Moss, 6929 Standish Drive, Hyattsville, MD 20784

Name _____
TCA # _____ WB&A # _____
Address _____ APT # _____
City _____ State _____ Zip Code _____
Phone number _____
E-Mail _____

Train Interest (what do you collect)

Do you have a layout Yes No
Do you plan attending a WB&A event this year yes no
Signature _____

Please contact Bill Moss at 301-322-9080 or trainman027@yahoo.com with any questions

Don't miss out on the chance to win the WB&A Drawing for a Lionel LionMaster N&W Class A #1218 2-6-6-2 Mallet Class A LionMaster (O-31) Steam Engine with 6 N&W Coal Hopper Cars and Caboose.



Contact any WB&A BoD member for tickets, or send a check to Treasurer, Tom Salen, 112 Fardale St, SE, Vienna VA 22180. 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 January, 2018.



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

Pennsylvania 460 – The Lindbergh Special

The cover of the Lionel 2010 Volume 2 Catalog featured a photo taken in 1927 of an engineer, fireman, and several executive/manager types posing in front of Pennsylvania 460, an E6 Atlantic (4-4-2). The story describes why this engine, built in 1914, receives notoriety.

The PRR 460, the Lindbergh engine became famous after racing an aircraft from Washington DC to New York City carrying newsreels of Charles Lindbergh's return to the United States after his famous 1927 transatlantic flight.

The idea was to get the newsreels into theatres first. While the airplane landed in New York first, the Lindbergh Special consisted of two cars with film developing and printing capabilities. Upon the trains arrival the films were ready for distribution to theatres beating out the airplane, and rival newsreel company, by one hour.

The train ran from Washington DC to Manhattan Transfer in 187 minutes, attaining an average speed of almost 83 MPH and a top speed of 115 miles per hour! The cars were then carried through a tunnel under the Hudson river by an electric DD1 to Manhattan.



Close-up of the restored PRR 460 Atlantic

Well, I enjoyed reading about this engine so much that I bought the 2010 Lionel model of this famous engine. It has modern model train features including Legacy and a smoking whistle.



Lionel Pennsylvania E6 Atlantic #460

Well, along comes 2017 and the Railroad Museum of Pennsylvania announces it has completed the restoration of this fine engine and put it on display. The photos in this article are taken during a July trip to the museum. What a magnificent restoration!



Restored Atlantic 460



Tender shows off a great paint job

The 460 saw regular service along the Washington DC – New York City corridor and was eventually replaced by the more powerful K4s. By the 1930's the engine went to the Long Island Railroad. Later it was leased to the Pennsylvania –Reading Seashore Lines in 1953 before being retired in 1955 where it was added to the Pennsylvania's collection of locomotives. The 460 is the only surviving E6.

The Lindbergh Special is one of many, many reasons to visit the Railroad Museum Of Pennsylvania.

Kenilworth Mall December 2017



WB&A's fall 2017 Meet and Lionel #35's with special 1 piece steps

I enjoyed the fine WB&A meet of October 28, 2017 in Vienna, VA. This time I had a table and a half of space so I put out some rarenesses for sale. Separately I set out several pieces from my recent talk at the National standards Committee Meeting at York. The idea was to tell attending members what services the Standards Committee preforms and to show fakes and repaints. Did a great hot egg sandwich as coffee get me fired up or what?

My format was to talk to anyone who passed by that was interested in our services. Many did and several did not know about what our mission is. I had much fun and good conversations showing fakes and repaints and showing the attending members (and some non-members) what kind of stuff is out there. For one fellow who is a post war guy, I told him about the Lionel loco #773 I had been asked to evaluate at the recent York meet and then took him over to Dan Danielson's table as Dan was involved as well. (The 773 had been redone and it was tough to tell the differences). He was quite intrigued.

My neighbors attended with their 4 and 2 year olds. Shassowie the kids were on the ceiling and everywhere. "There's Mr. Clem" zoom. Brim toys, running trains, free car from Mr. Clem woosh race. The parents were worn out just watching the kids being kids. Me too.

I did get to wander about the hall and chat with many of our members. Always a pleasure to catch up on everyone doings. By Skip Lee's table I noticed some Lionel #10 series cars and a 402 loco. We are chatting and I was about to ask the price when I noticed 3 30-series beat and battered passenger cars. I have the bad habit looking at the bottom of these in search of the "mystery modification" assembly. I have one such and assume others are out there somewhere. BINGO: one of the #35 cars had the change. I was so excited I forget to ask about the 402 set.



Some time the production line for these cars a new idea for the passenger car steps was tried. Let me tell you about the short-lived change: Passenger steps for toy train cars have always been a bugaboo to manufacturers. A train model needs steps to be realistic, but they are difficult to attach to the car body. Options include soldering them in place, tab construction, and the special design I have just found. For these special cars, a piece of sheet tinned steel is stamped with two steps folded into position. Three each holes are DRILLED (not punched) into the step's risers. The piece containing 2 steps fits over the stud for hook couplers and is soldered to the sheet metal underbody of the car. Because the steel is tinned, solder should flow quickly grabbing the flat part of the sheet between the steps to the bottom. A bigger-than-needed hole is punched on the piece to go over the couple pin. The coupler must be mounted after the two-step plate is soldered in. (I bet that action slowed down the assembly process leading to it's discontinuance.)



I am now trying to date the process. This car bottom has 2 slots punched per step for an individual to be inserted and soldered. these slots were covered and not used for the special steps design. Later brass steps were used with different step slots. the car couplers are hook



with end nibs. Type 3c steps, Riser holes in the regular steps are 1/8" whereas the holes on the changes risers are 7/64." Type 8 fan design on Observation car platform (part of set) trucks type 6c. Passenger side lettering type 2 (100 series trucks). I'm guessing the design was tried during the 1918-1923 time period.

Simply stated 3F applies: Form/Fit/Function is the same, therefore the appearance is the same the trains operate the same and hopefully the difference is that it cost less to build. It did not stay in production long, so it must have not been in Lionel's best interest to continue to manufacture the steps in that fashion.

Fun time with this study game

Clem Clement

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

DEADLINE FOR SUBMITTING ARTICLES

FOR Apr.-Jun. 2018 TROLLEY

March 10, 2018

Woody's Train Restoration & Repair offers professional repair and restoration services for post war Lionel trains. We specialize in steam locomotives and tenders. We have the ability to repaint and rubber stamp locomotive cab numbers. We have full repair shop and can rebuild smoke units, e-units, repair whistles and rewire your locomotive to almost new. We just recently added a Lionel press and can change out broken diesel and steamer wheels and perform various other repairs. If your train needs some TLC just e-mail us

(deutsche_marine@hotmail.com) with your needs and we most likely can help you. (Here is a sample Woody has restored back to greatness.)



WB&A BoD Meeting

When: January 20, 2018
 Where: Nada Boswell's Home
 6548 Alderwood Way
 Gainesville, VA 20155

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.

Members are welcome as guests



Railfanning In Georgia

Paul Pullen

While I was in the US Army in 1967 and attending Advanced Individual Training at the Army's Southeastern Signal School, I was known to go train hunting. During those years, I found a couple of spots to "railfan" in and around the Augusta, Georgia, area. (I was then stationed at Fort Gordon.)

I recently came across a group of negatives that have not seen the light of day in the previous fifty years. This is just a small look at a soldier's use of time while touring the US for the first half of 1967.



Picture 1

The first couple are from a small engine facility in the Augusta area. The engine tracks were the present home for some covered wagons and what are apparently some GPs. According to the Maintenance of Way car, this is the Atlanta and West Point Railroad. However, the F-unit is lettered for the Western Railway of Alabama on its side, and the open door in the front appears to have a diamond stating "The West Point Route."



Picture 2

Behind the GP in Picture 1 and also showing up in Picture 2 appears to be a steam power shovel. It appears to have an electro-magnet hanging from the boom, and behind it is the clam shell that would turn it into steam shovel. Right next to it sits GP 1042.

Several tracks over, there are some maintenance of way cars parked on the yard track. The front one is 8104, lettered for the Atlanta and West Point Railroad. (Photo 3 and 4) This maintenance of way car is followed by another old, repurposed, passenger car, two box cars, and a gondola filled with what could be ballast.



Photo 3



Photo 4

Later during my training sessions, I started to walk from the center of Augusta, GA across the bridge into South Carolina. Low and behold, underneath the bridge was a spur from the railroad there, and on it were a cut of cars, which my best guess is a cut of bad order cars. I went to the end of the bridge, down the embankment, and started investigating the cars and taking a few pictures. (Photo 5) While I was looking around at the cars, one of the railroad workers was climbing on a Southern box car when I first saw him. (Photo 6) He saw me, and warned me not to get on the cars. The company was shoving another set of cars into the siding.



Photo 5

I got a couple more shots of train cars before the new shipment arrived. Looking at the back of one of the cars, then the coupler end of it (Photo 7), following an image of a truck. It appears to have build date cast into it. (AAR B-305 5-60.) (Photo 8) If I am right, the truck was manufactured in May of 1960. However, one of the journal covers is opened. (Does this mean

a bad bearing?)

The next shot has the worker climbing the end car a Central of Georgia box car. This may have been to set the brake on the end car. As I walked away, I took a final pho-

Photo 6



to of the end car and the bridge I walked between Georgia and South Carolina. You can see the railroad employee setting the brakes on the cars. (Photo 10)

Photo 7

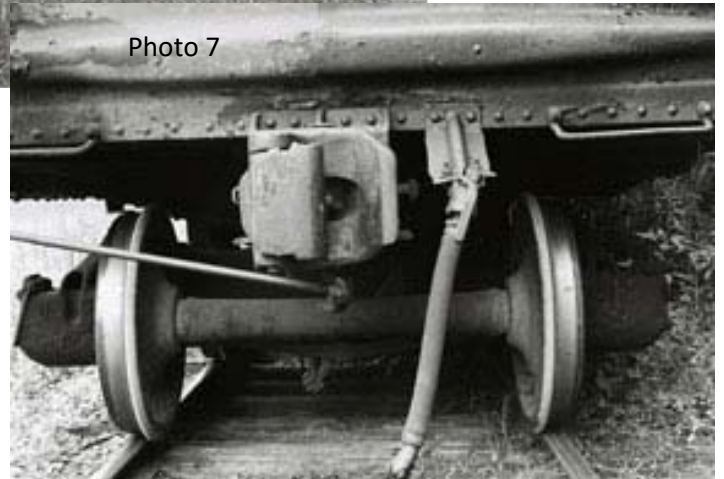


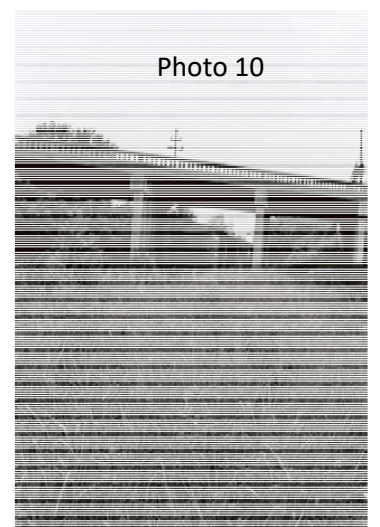
Photo 8



Photo 10



Photo 9



The Ives R-Unit Reverse and Lionel's Drum E-unit Reverse O Gauge Study Group Report by Bruce Greenberg

In 1924 Ives introduced a remarkable new feature in its locomotives -- the R-Unit reverse. The operator could now change the locomotive's direction using the transformer rather than a switch on the locomotive. This invention was enthusiastically received which likely caused Lionel to embark on a crash program to create its own version.

Lionel introduced its pendulum reverse in 1926 for Standard Gauge and in 1927 for O Gauge. The operator could change the direction of the locomotive from forward to reverse to forward. However, the Ives drum-style mechanism was superior because it sequenced forward, neutral (stop), reverse, neutral (stop), forward.

The Ives R-unit allowed the locomotive to come to a complete stop before reversing direction. Lionel's pendulum reverse

caused the locomotive to reverse instantly without coming to a stop, sometimes with bad consequences such as derailment.

Ives' poor management led to its 1928 bankruptcy and its acquisition by Lionel, American Flyer and Hafner. The joint venture likely lost money. Lionel gained exclusive control of Ives in 1930, including the rights to the Ives' R-unit.

Lionel engineers cleverly redesigned the Ives reverse and created the E-unit, first included in Lionel's 1933 locomotives.

How did the Ives' R-unit work and how did Lionel modify the Ives R-unit to produce the E-unit? The following photographs and drawings illustrate.

The Ives R-unit.

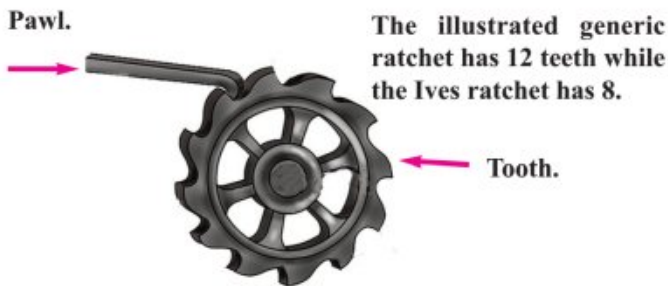


Fig. 1. The illustrated ratchet above has twelve teeth or points. The pawl catches a tooth and pulls the gear a small distance. Similarly, the Ives drum has a ratchet on one end with eight teeth that are pulled by the pawl. The pawl in turn is moved by the plunger when the plunger is pulled up by the electromagnet.



Fig. 2. The Ives R-unit drum has a ratchet with teeth pressed on one end. The pawl catches a tooth and rotates the drum. The brass contacts on the drum rub against two sets of copper fingers



Fig. 3. Ives drum and pawl.

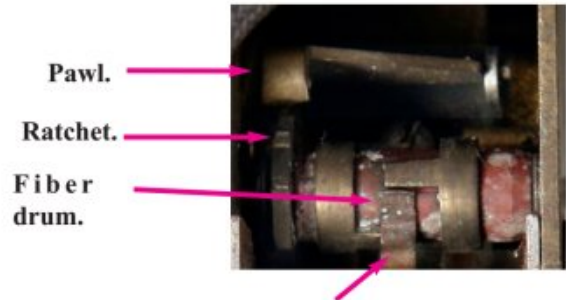


Fig. 4. The copper finger rubs against the brass contact.

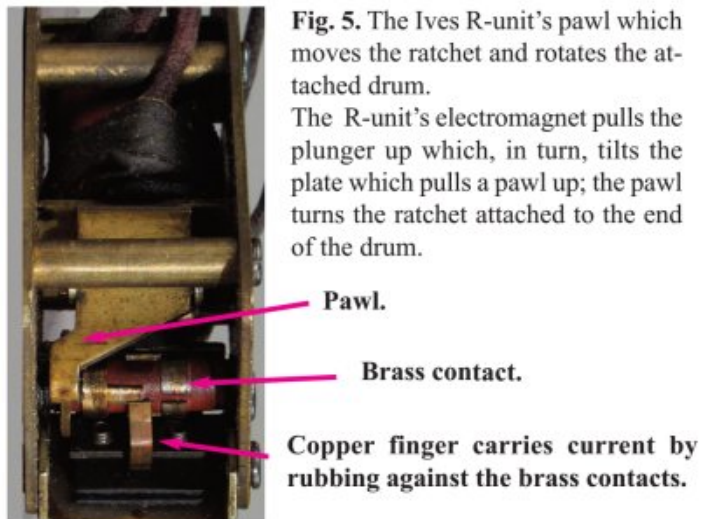


Fig. 5. The Ives R-unit's pawl which moves the ratchet and rotates the attached drum.

The R-unit's electromagnet pulls the plunger up which, in turn, tilts the plate which pulls a pawl up; the pawl turns the ratchet attached to the end of the drum.

Copper finger carries current by rubbing against the brass contacts.

The Ives R-Unit Reverse and Lionel's Drum E-unit Reverse continued.
 O Gauge Study Group Report by Bruce Greenberg

Lionel E-unit.

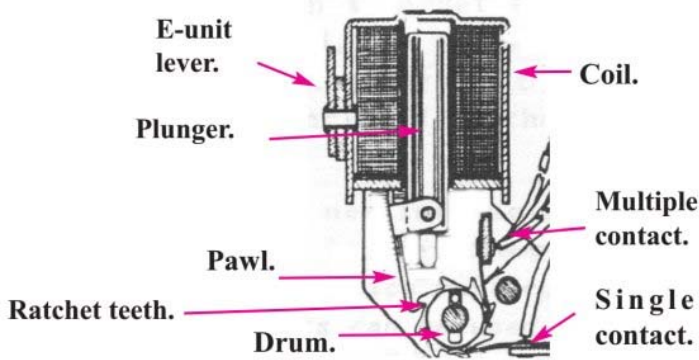
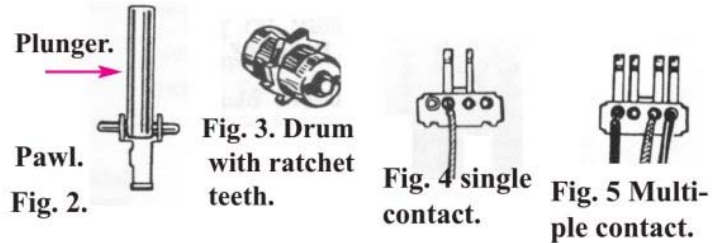


Fig. 1 The major parts of the Lionel E-unit are a drum, two sets of contacts and a coil with a plunger fastened to a pawl. The pawl rotates the drum and the copper pieces wrapped around the drum makes electrical contact with the two sets of contacts.

Note: An earlier version of this paper appeared in the January 2018, *National Headquarters News*.



Left, plunger fastened to a pawl, drum with ratchet teeth, single contact (1 wire), and multiple contact board (3 wires).



Vienna Firehouse 5th Annual Train Meet
October 28th, 2017

WB&A Chapter held its annual Virginia public Toy and Train Show at the Vienna Firehouse Station 2 on Saturday, October 28th from 9:00 am until 2:00 pm. More than half of our table holders showed up on Friday and with the help of Tom Salen, Steve Burkett, Bob Heine, Ted Walton, Nada Boswell, Dave Eadie, Hope and Dan Danielson, tables were set up in short order. By 1:00 pm our first table holders started arriving. Many thanks to all helped our table holders get their trains upstairs. Soon to follow was the arrival of Cadence and his family's 8 x 12 ft table layout. Each year, the Hinnant's have come up with a new

layout; this years was a three loop setup representing the transition from fall to winter.

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. He quickly set up his gear on center stage ready to service any ailing train sent his way. Many have had Allen perform his magic on a train or two from their collection. Thanks again, Allen, for being part of our shows.



Opening at 8 AM to WB&A members, we had a good showing of member support with nearly 45 members actively seeking treasures; 22 renewed their membership dues and we added 2 new members who recently joined TCA. We thank you all for your support and hope to see you at our next meet. The public started arriving promptly at 9:00 AM and were greeted by Nada and Tom. The kids soon discovered the operating layouts and the Thomas and friends wooden trains in the center of the hall.



Door prizes this year were given out every hour and consisted of \$ 25 certificate good toward the purchase of any item(s) on the train filled tables. We started this three years ago and it has been well received by all. This year grand prize was a Lionel Peanuts Halloween Lionchief set provided by Dan and Hope Danielsen courtesy of their store, Toy Trains & Collectables in Manassas, VA. All children, age 12 and under were entered in for a chance to win this set. We are pleased to announce that 8 year old Anna from Fairfax Station, VA had the winning ticket.



Finally, we would like to thank Carol and Harold, our contacts at the fire station, for making this event possible. Your Board would like to thank all the table holders as well, the table holders, without whom 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 Arne Meyrow Meet Co-Chair

STOMPER



for President

Courtesy: Dr. Joseph Lechner





Upcoming Events

Jan. 20-21, 2018	Greenberg Show, Richmond Raceway Complex
Feb. 17-18, 2018	Greenberg Show, Chase Center, Wilmington DE
Feb. 25, 2018	Annapolis Train Show, Annapolis Elks Lodge
Mar. 3-4, 2018	B&O Railroad Museum, Baltimore, MD
Mar. 24-25, 2018	Greenberg Show, Hampton VA Convention Cntr.
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!!!

Robert Hunter
Dwayne Lindsay
John Schwartz
Dennis Swaney

Stafford, VA.
Columbia, MD.
South Riding, VA.
Vienna, VA.

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 Glen Burnie Marley Station Mini Meet.

If they join the WB&A, you will be entered into a



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SAVE THE DATE!!!

WB&A CHAPTER - TCA TOY TRAIN SHOW

Sunday, February 25, 2018

SHOW OPENS AT 10:00 AM and CLOSSES AT 2:00 PM
(WB&A members enter before the Crowd at 9:00am)

Admission: \$5.00

Children Under 12, Military, and WB&A Members Admitted Free.

At the Annapolis Elks Lodge!!

**2 PYTHIAN DRIVE
EDGEWATER, MD 21037**

THE ONLY TRAIN MEET IN THE ANNAPOLIS AREA

Directions: Take Route 50 eastwards Annapolis. Take Exit 22, Aris T. Allen Blvd / MD 665 towards Riva Rd. Go about 1 mile and take the exit for Route 2 (Solomon's Island Rd) South towards Edgewater. Stay to the left on the exit ramp. When you come off the exit ramp, proceed straight across Route 2 onto Pythian Drive, and immediately bear around to the left. The lodge is on the left.

Plenty of fun for the whole family including:

The National Capital Trackers Modular Train Layout including Thomas

Trains for sale including Lionel, MTH,
K-Line, American Flyer, etc. G, O, S,
HO, N, and Standard (old and new)

On-site Train Repairs & Parts

Free Train Appraisals

Door Prizes Free Parking

Delicious Food provided by the
Annapolis Elks Lodge



MARK YOUR CALENDARS

Annapolis Train Show

February 25, 2018

Annapolis Elks Lodge
2 Pythian Drive
Edgewater, MD

10:00 AM To 3:00 PM

9:00 a.m. to 10:00 am. Exclusive access for members.



Plenty of fun for the whole family including:

- Trains for sale including Lionel, MTH, K-Line, American Flyer, K-Line, MARX, Bachmann, etc.
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- Pre-War, Post-War, Modern Trains Available.
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- Free Parking
- Free Train Appraisals
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For information, Contact Skip Lee (ocbp55@comcast.net) or 443-618-6866
Tables available beginning January 1, 2018. Don't miss out on the only Annapolis Area Show.

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